

Northern Beaufort County Regional Plan Implementation Committee
Executive Conference Room
Beaufort County Administration Building
100 Ribaut Road, Beaufort, SC
March 27, 2015
9:30 a.m.

Members:

Joe DeVito, Metropolitan Planning Commission Chair (Chairman)
Robert Semmler, Beaufort County Planning Commission Chair (Vice-Chairman)
Jerry Cook, Town of Yemassee Mayor
Gerald Dawson, Beaufort County Council
Vernon DeLoach, Town of Port Royal Council
Bill Evans, Beaufort County School Board Chair
Brian Flewelling, Beaufort County Council
Alice Howard, Beaufort County Council
Billy Keyserling, City of Beaufort Mayor
William McBride, Lowcountry Council of Government
Mike McFee, City of Beaufort Council
Samuel Murray, Town of Port Royal Mayor

AGENDA

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. RECOGNIZE GUESTS
4. REVIEW OF MEETING MINUTES
 - A. SEPTEMBER 26, 2014 ([backup](#))
 - B. OCTOBER 30, 2014 ([backup](#))
 - C. NOVEMBER 21, 2014 ([backup](#))
5. CHAIRMAN'S REPORT
6. JOINT LAND USE STUDY (JLUS) FOR MCAS BEAUFORT AND PARRIS ISLAND
 - A. Updates and Input from March 19 Community Workshop (Tyson Smith, White and Smith, LLC, Planning and Law Group) ([backup](#))
 - B. Updates and Discussion Related to Public Review Drafts of MCRD and MCAS JLUS Reports
 - C. Action on Draft MCRD and MCAS JLUS Reports
 - D. Proposed Resolutions and Transmittals to Elected Officials.
7. REPORTS
 - A. Status of Spanish Moss Trail
8. ROUND THE TABLE COMMENTS
9. OTHER BUSINESS: Next Meeting: Friday, May 22, 2015 at 9:30 a.m., Executive Conference Room, Beaufort County Administration Building, 100 Ribaut Road, Beaufort, SC
10. ADJOURNMENT

Northern Beaufort County Regional Plan Implementation Committee Meeting
Executive Conference Room, County Administration Building
100 Ribaut Road, Beaufort, SC 29902
September 26, 2014

ATTENDANCE

Members Present: Robert Semmler, Chairman, Northern Regional Plan Implementation (NRPIC) Committee and Beaufort County Planning Commission; Jim Beckert, Beaufort County School Board member (representing Bob Evans, Beaufort County School Board Chairman); Gerald Dawson, Beaufort County Councilman; Vernon DeLoach, Town of Port Royal Councilman; Brian Flewelling, Beaufort County Councilman; Billy Keyserling, City of Beaufort Mayor; William McBride, Lowcountry Council of Governments; and Samuel Murray, Mayor of Town of Port Royal

Members Absent: Jerry Cook, Town of Yemassee Mayor; Joe DeVito, Metropolitan Planning Commission Chair; Mike Sutton, City of Beaufort Councilman; and Laura Von Harten, Beaufort County Councilman

Staff Present: Libby Anderson, City of Beaufort Planning Director; Thomas “Tab” Bendell, Jr., County Attorney; Linda Bridges, Town of Port Royal Planning Administrator; Anthony Criscitiello, Beaufort County Planning Director; Ginnie Kozak, Lowcountry Council of Governments; Robert Merchant, Beaufort County Long-Range Planner; Van Willis, Port Royal Town Manager; and Barbara Childs, Beaufort County Administrative Assistant to the Planning Director.

Other Attendees: Reed Armstrong, Coastal Conservation League; Colleen Barrett, U.S. Marine Corps Air Station Beaufort; Charlie Bright, citizen; Carol Crutchfield, Beaufort School District; Frank Cummings, citizen; Greg Disher, citizen; Jeanne Edwards, citizen; Lieutenant Colonel (LtCol) Patrick L. Fitzgerald, U.S. Marine Corps Air Station Beaufort Executive Officer; Tim Harrington, citizen; Greg and Linda Irving, citizens; Joe Lee, Town of Port Royal Councilman; Jason Mann, U.S. Marine Corps Air Station Beaufort; Sharon Reilly, citizen; and JLUS Consultants: Tyson Smith of White and Smith, LLC; Vagn Hansen II of Benchmark; and Phil Huber and Don Noonan of Marstel-Day.

CALL TO ORDER: Chairman Robert Semmler called the Northern Regional Plan Implementation Committee (NRPIC) meeting to order at approximately 9:34 a.m.

PLEDGE OF ALLEGIANCE: Mr. Semmler led those assembled with the Pledge of Allegiance to the United States of America.

Mr. Semmler asked that those in the room to introduce themselves, for the record.

CHAIRMAN’S REPORT: Mr. Semmler thanked the community members for attending today’s meeting. He noted a Military Affairs Committee meeting held at the Chamber of Commerce that he had attended where Senator Tom Davis’s overriding comment was that the Beaufort community participation was fantastic and the County’s support of the military was

unsurpassed in the state. Mr. Semmler also noted that Major Wilson, an Executive Officer of one of the units on the Air Station, commented on the reasons some of the officers from his unit had chosen to live in Bluffton; Mr. Semmler suggested that Mr. Tyson Smith contact Major Wilson regarding his comments. Mr. Semmler also acknowledged the presence of LtCol (Patrick) Fitzgerald at the meeting.

REVIEW OF NRPIC MEETING MINUTES:

1. **The May 23, 2014, minutes** were adopted at the July 25, 2014, meeting. No further action was needed.
2. **The July 25, 2014, minutes** were reviewed. No comments were received. Motion: Beaufort County Councilwoman Brian Flewelling made a motion, and Mr. Jim Beckert seconded the motion, to approve the June 25, 2014, minutes as written. The motion passed (FOR: Beckert (for Evans), DeLoach, Flewelling, Keyserling, McBride, Murray, and Semmler; ABSENT: Cook, Dawson, DeVito, Sutton, and Von Harten).

JOINT LAND USE STUDY (JLUS) FOR MCAS BEAUFORT AND PARRIS ISLAND

Mr. Tyson Smith, of White and Smith LLC, the JLUS consultant, explained that the update would be for both MCAS Beaufort and Parris Island, including the history of military planning efforts, land use compatibility, citizen surveys, SWOT (strengths, weaknesses, opportunities, and threats) that has been revised based on the Committee's input from its July 2014 meeting, and Transfer of Development Rights (TDR) implementation.

Councilman Brian Flewelling stated that he had just received the handouts yesterday (via email). Mr. Smith indicated that if the Committee needed until the November meeting to review the information, then that can be discussed.

Mr. Smith's briefing included the military's planning efforts from 1990 to present--including the 2004 Joint Land Use Study (JLUS) recommendations, the 2006 overlay jurisdictions adopted by each governing body, the 2008 Air Installation Compatibility Use Zone (AICUZ) Navy guidances, the 2010 Environmental Impact Study (EIS) for F35Bs, the 2014 revised AICUZ, and the 2015 JLUS implementation recommendations.

Mayor Billy Keyserling asked that an overlay of the growth boundaries of Northern Beaufort County be added to the AICUZ maps.

Note: Councilman Gerald Dawson entered meeting at approximately 9:45 a.m.

Mr. Vagn Hansen, a consultant from Benchmark, briefed the Committee on Land Use Compatibility Assessments:

- for the Air Station focus area that follows the 65 decibel contour line: the AICUZ impacts, the 2% increase (230 acres) in the 2013 AICUZ noise zone, the future and existing land use compatibilities, additional military impacts, and the small arms/munitions storage and range; and
- for the Parris Island area focus area that was 1-mile around island: generalized residential and land subdivision patterns, future and existing land use compatibilities, military noise

and surface training impacts, and the net impact basically covering the water around the island.

Mr. Phil Hubert, a consultant from Marstel-Day, provided the survey results—523 total received, predominantly being on-line surveys. The surveys were personal opinions, not scientific results. Discussion included geographic breakdown questioned, importance of survey to JLUS study—community input, survey URL site was mistranslated in emails, potential increased flights may cause revision of JLUS, questioned value of study that uses modeling rather than actual noise data, and existing ordinances not being affected unless actual noise data is received.

Mr. Hubert briefed the SWOT analyses of Parris Island and Air Station Beaufort, providing recommendations. Committee discussion included the reduction of taxable properties that are preserved by the Federal government for base protection, and belief that the Air Station and Parris Island should be held financially accountable for stormwater management/fees with the inclusion of stormwater in the study because of the unfunded mandate of MS4 designation.

Motion: Councilman Brian Flewelling made a motion, and Mayor Billy Keyserling seconded the motion, that the stormwater issues be added into the SWOT analysis and JLUS study. The motion carried (FOR: Beckert (for Evans), Dawson, DeLoach, Flewelling, Keyserling, McBride, Murray, and Semmler; ABSENT: Cook, DeVito, and Von Harten).

Mr. Hubert continued his briefing on the SWOT recommendations. Committee discussion included the possibility of revising the flight paths that would entailed aeronautical engineering expertise that was not the consultants' expertise, and the theoretical nature of JLUS where the issue will not be added.

Mr. Smith briefed the Committee on Transfer of Development Rights (TDRs) Implementation update that included implementing forms such as application, certificates, and a redemption process, and recommendations to the current TDR program.

LtCol Fitzgerald briefed the Committee on U.S. Marine Corps Air Station Beaufort updates. He noted that modernization continues, three aircraft are currently at the base, F35 pilot training will begin using ground simulators and progress to actual flying, post-summer 2015 new pilots will begin training on the F35s, and field carrier landing practices (FCLPs) will be reduced when the F35s are in use.

Mayor Keyserling urged the JLUS team to look at the growth boundary areas because it is the future for the municipalities.

Motion: Mr. Semmler asked for the scheduling of a special meeting in October, to be determined at later date. Mayor Keyserling made the motion, and Councilman Flewelling seconded the motion. No discussion occurred. The motion carried (FOR: Beckert (for Evans), Dawson, DeLoach, Flewelling, Keyserling, McBride, Murray, and Semmler; ABSENT: Cook, DeVito, and Von Harten).

Mr. Smith briefed the Committee further, including a public meeting proposal.

Committee discussion included recommending another public meeting before the November Committee meeting, with one general meeting for both sites; involving the community for additional input, public survey results posted to website, inform media of website.

Note: Mr. Semmler recessed the meeting at approximately 10:56 a.m., and reconvened the meeting at approximately 11:11 a.m.

REPORTS

A. Status of New Development Codes:

- Mr. Anthony Criscitiello, County Planning Director, reported that staff has been working with the consultant on testing the Code. The Natural Resources Committee will hear the results at its October 13 meeting, and will forward its recommendation to County Council for second reading on October 13.
- Ms. Linda Bridges, Town of Port Royal Planning Administrator, noted that the Town continues to use and learn the Code, and the permitting timeline has shrunk. She does advise all to read the Code closely. Almost all decisions are made from the Code through staff, as opposed to external boards and commissions; therefore the Staff has become more dynamic in moving projects forward.
- Ms. Libby Anderson, City of Beaufort Planning Director, had nothing to report.

B. Status of Spanish Moss Trail: Mr. Robert Merchant noted that the gap between Broad River Boulevard and Depot Road (Segment 5) is awaiting SCDOT approval; the construction bidding phase will occur in October, actual construction occurring in spring 2015. The finished phases were funded through the Cox Foundation with matching funds from municipalities and other individuals; Llewellyn Construction was the contractor. Mr. Merchant noted that the lowest qualified bidder will receive contract.

ROUND THE TABLE COMMENTS

- Mr. DeLoach asked if Committee will pursue off-station landing pad. Semmler noted that it was not on the agenda and a Navy issue. Someone needs to be starting that now. Military Affairs Committee discussed. Mr. DeLoach asked if the MAC could brief NRPIC. Councilman Flewelling noted Military Enhancement Committee is aware. Navy is not discussing unless upper echelon brings up the point. State and federal legislators should be aware of our desire/need.
- Beaufort County Councilman Brian Flewelling noted that Natural Resources Committee will meet on 10/9 and 10/13 due to lengthy projects that must be discussed.
- Mr. McBride noted that it was important to keep the Air Station in Beaufort rather than looking for another landing site. The Lowcountry Council of Governments (LCOG) Committee recommended Sabrina Grant as the new Executive Director, replacing Chris Bickley who will be retiring.
- Mr. Semmler noted that a special Committee meeting would be held in October, and that a public meeting would be schedule prior to the November Committee meeting. He asked that the Committee consider including the SWOT as an appendix to the final report, and asked Ms. Kozak to inform the consultants of the recommendation.

OTHER BUSINESS:

- Special Committee Meeting to be scheduled for October 2014, date to be announced at a later date.
- Next Scheduled Committee Meeting: Friday, November 21, 2014, in the Executive Conference Room, Beaufort County Administration Building, 100 Ribaut Road, Beaufort SC 29902.

ADJOURNMENT: Mr. Semmler adjourned the meeting, without objection from the Committee members, at approximately 11:29 a.m.

Note: The video link of the September 26, 2014, Northern Regional Plan Implementation Committee meeting is: http://beaufort.granicus.com/MediaPlayer.php?view_id=3&clip_id=1795

Special Northern Beaufort County Regional Plan Implementation Committee Meeting
Executive Conference Room, County Administration Building
100 Ribaut Road, Beaufort, SC 29902
October 30, 2014

ATTENDANCE

Members Present: Robert Semmler, Chairman, Northern Regional Plan Implementation (NRPIC) Committee and Beaufort County Planning Commission; Vernon DeLoach, Town of Port Royal Councilman; Gerald Dawson, Beaufort County Councilman; Brian Flewelling, Beaufort County Councilman; Billy Keyserling, City of Beaufort Mayor; William McBride, Lowcountry Council of Governments; Samuel Murray, Mayor of Town of Port Royal; and Laura Von Harten, Beaufort County Councilman

Members Absent: Jerry Cook, Town of Yemassee Mayor; Joe DeVito, Metropolitan Planning Commission Chair; Bob Evans, Beaufort County School Board Chairman; and Mike Sutton, City of Beaufort Councilman

Staff Present: Libby Anderson, City of Beaufort Planning Director; Linda Bridges, Town of Port Royal Planning Administrator; Anthony Criscitiello, Beaufort County Planning Director; Ginnie Kozak, Lowcountry Council of Governments; Robert Merchant, Beaufort County Long-Range Planner; Van Willis, Port Royal Town Manager.

Other Attendees: Reed Armstrong, Coastal Conservation League; Charlie Bray, Town of Port Royal councilman-elect; Frank Cummings, citizen; Alice Howard, Metropolitan Planning Commissioner; Joe Lee, Town of Port Royal Councilman; Jason Mann, U.S. Marine Corps Air Station Beaufort; Sharon Reilly, citizen; Ed Saxon, Beaufort-Jasper Water and Sewer Authority; and JLUS Consultants: Tyson Smith of White and Smith, LLC; Vagn Hansen II of Benchmark.

CALL TO ORDER: Chairman Robert Semmler called the special Northern Regional Plan Implementation Committee (NRPIC) meeting to order at approximately 9:34 a.m.

PLEDGE OF ALLEGIANCE: Mr. Semmler led those assembled with the Pledge of Allegiance to the United States of America.

Mr. Semmler asked that those in the room to introduce themselves, for the record. He then introduced the Committee members that were present, including himself.

CHAIRMAN'S REPORT: Mr. Semmler noted that he was adding "Old Business" after the #5 and "New Business" after #7 and before Round Table Discussion. No objections were raised by the Committee members.

JOINT LAND USE STUDY (JLUS) FOR MCAS BEAUFORT AND PARRIS ISLAND

Mr. Tyson Smith noted the actions that have occurred since the last Committee meeting, including visiting the Santa Elena site at the Parris Island Marine Corps Recruit Depot as recommended as a cultural site, posted the survey results on the website and on Facebook, providing draft recommendations to the Committee, preparing an augmented analysis of the land use compatibility in relation to the growth boundaries set by Northern Regional Plan, nearing

completion of the draft JLUS Plan, and receiving correspondence from the North of Broad Neighbors.

Mr. Vagn Hansen provided an overview of the augmented map with the growth boundaries, noting the increased impacts in each of the government entities. Discussion included clarification of the growth boundaries that reduces the growth opportunity for the City of Beaufort, and concern with terrorist attacks on the air station restricting growth in the industrial area. Mr. Smith noted sound attenuations were in Zone 3.

Mr. Smith noted that potential recommendations for the land use would be considered by the Technical Committee. The Technical Committee asked for a generalized list because its content was too technical. Mr. Smith will provide a simplified worksheet, with cost estimates for each recommendation, so the Policy (Implementation) Committee can prioritize and discuss the prioritized recommendations. Discussion included separating the facilities despite the study that includes both the Air Station and the Recruit Depot, clarification of the binding MOU recommendation, clarification on the prioritization scale, concern that the Technical Committee recommendations are not being forwarded to the government entities prior to being forwarded to the consultant, clarification on who compiled the recommendations, concern that governing officials are not aware of this process, desiring a buy-in to the plan by government entities, concern with compensation to property owners that are affected by the plan, the ranking process of the recommendations from the consultant to the Policy Committee to the governing entities and back to the consultants, concern with notifying the public.

Motion: Mayor Keyserling made a motion, and Mayor Murray seconded the motion, that the consultant would get the recommendation worksheet to the Policy and the Technical Committees by November 11, and the Policy Committee will discuss the worksheet at their November 21, 2014, meeting. The motion was carried unanimously.

Mr. Tyson clarified the motion, and noted that the next public meeting was on November 20 at 5:30 p.m. at the Technical College of the Lowcountry (TCL) on Ribaut Road where the survey results, the augmented map, and the process will be presented to the public. Discussion included accepting written public input, and Committee decision on how input should be handled.

Mr. Tyson noted that certain chapters of the Plan were in the works. He asked how much time the Committee would want to review the chapters. Discussion included sending chapters in draft form as they are completed.

Mr. Tyson will be asking for more meetings by the Policy Committee to complete the Plan.

NEW BUSINESS

- **Mr. Jason Mann** of the Marine Corps Air Station Beaufort noted that there are five F35B planes on board and the first instructional class will begin. The Air Station has received several noise inquiries. The Executive Officer was going to give the update, but had a conflict and offered his apologies. Discussion included the noise data for the F35B that was just released and will be reviewed by the Air Station, and the availability timeframe of the data to the public.

- **Oversight Group on JLUS Implementation:** Mr. Semmler asked that the Implementation Committee consider who should be on the oversight group after the implementation of the JLUS. Discussion included the non-existence of an oversight group for the last JLUS, and the importance of a coordination vehicle with the government.

ROUND THE TABLE COMMENTS

- Mr. Reed Armstrong stated that we must remember that the JLUS study is a 10-year plan from 2015 to 2025.
- Ms. Ginnie Kozak stated that there is no plan that is carved in stone, since plans do change. No matter what information is received from Mr. Jason Mann, the Department of Defense expects that we continue with the existing JLUS study.
- Ms. Alice Howard agreed with Mr. Armstrong that the JLUS was an evolving process.
- Mr. Frank Cummings noted that anytime someone does not have familiarity with 200-page document (like this Committee), he suggested placing an executive summary for each chapter, citing specific pages for each items in the summary.
- Mr. Anthony Criscitiello noted that the County Community Development Code would be presented as a draft to the Beaufort County Natural Resources Committee on Monday, November 3. The AICUZ overlay is included in the Code.
- Councilman Joe Lee noted that there are a lot more airplanes flying now than the last time we met. We have more ears on the ground today than a month or two ago, and he feels it will impact public comment.
- Mr. Charles Bray is a former military/civilian pilot and marvels at the good relationship between the Air Station and Beaufortonians. He read the 2004 JLUS study and noted that a citizen committee was recommended, but not implemented. Without an implementation committee, the process is for naught.
- Councilman Vernon DeLoach noted there's a lot of work ahead of us.
- Mayor Billy Keyserling asked that the regional approach to open spaces and park assets had been discussed numerous times. He would like to have that discussion placed on the Implementation Committee agenda. Maintenance of some parks is burdensome, and a regional concept may benefit all.
- Councilwoman Laura Von Harten agreed with Mayor Keyserling that funding the many regional assets should be discussed in the future.
- Mayor Samuel Murray supports the executive summary pages as recommended by Mr. Cummings.
- Councilman Brian Flewelling noted that the Committee members should be reading every page, not just the executive summaries.

OTHER BUSINESS: Next Meeting: Friday, November 21, 2014, in the Executive Conference Room, Beaufort County Administration Building, 100 Ribaut Road, Beaufort SC 29902. There will be

ADJOURNMENT: Mr. Semmler adjourned the meeting, without objection from the Committee members, at approximately 10.48 a.m.

Note: The video link of the October 30, 2014, Northern Regional Plan Implementation Committee meeting is: http://beaufort.granicus.com/MediaPlayer.php?view_id=3&clip_id=1843

Northern Beaufort County Regional Plan Implementation Committee Meeting
Executive Conference Room, County Administration Building
100 Ribaut Road, Beaufort, SC 29902
November 21, 2014

ATTENDANCE

Members Present: Robert Semmler, Chairman, Northern Regional Plan Implementation (NRPIC) Committee and Beaufort County Planning Commission; Bill Evans, Beaufort County School Board Chairman; Gerald Dawson, Beaufort County Councilman; Vernon DeLoach, Town of Port Royal Councilman; Billy Keyserling, City of Beaufort Mayor; and Joe Lee (representing Samuel Murray, Mayor of Town of Port Royal)

Members Absent: Jerry Cook, Town of Yemassee Mayor; Joe DeVito, Metropolitan Planning Commission Chair; Brian Flewelling, Beaufort County Councilman; Mike Sutton, City of Beaufort Councilman; William McBride, Lowcountry Council of Governments; and Laura Von Harten, Beaufort County Councilman.

Staff Present: Libby Anderson, City of Beaufort Planning Director; Linda Bridges, Town of Port Royal Planning Administrator; Anthony Criscitiello, Beaufort County Planning Director; Ginnie Kozak, Lowcountry Council of Governments; Robert Merchant, Beaufort County Long-Range Planner; Van Willis, Port Royal Town Manager; and Barbara Childs, Beaufort County Administrative Assistant to the Planning Director.

Other Attendees: Reed Armstrong, Coastal Conservation League; Colleen Barrett and Jason Mann, U.S. Marine Corps Air Station Beaufort; Jim Beckert, Beaufort County School Board member, Phil Cromer, City of Beaufort Council-elect; Jeanne Edwards and Sharon Reilly, citizens; Bill Harris, Metropolitan Planning Commissioner; Alice Howard, Beaufort County Council-elect and Metropolitan Planning Commissioner; Brad Samuel, SCANA; and JLUS Consultants: Tyson Smith of White and Smith, LLC; Vagn Hansen II of Benchmark; and Phil Huber and Don Noonan of Marstel-Day.

CALL TO ORDER: Chairman Robert Semmler called the Northern Regional Plan Implementation Committee (NRPIC) meeting to order at approximately 9:43 a.m.

PLEDGE OF ALLEGIANCE: Mr. Semmler led those assembled with the Pledge of Allegiance to the United States of America.

Mr. Semmler asked those in the room to introduce themselves, for the record. He then introduced the Committee members that were present at the meeting.

REVIEW OF NRPIC MEETING MINUTES: Mr. Semmler noted that the minutes would be reviewed later in the meeting when a quorum hopefully is present.

CHAIRMAN'S REPORT:

- Mr. Semmler mentioned the handout from the citizen committee. He also noted that the Joint Land Use Study (JLUS) public meeting was held last night. He noted the 35 attendees and felt the meeting was well organized.
- Mr. Semmler apologized for a comment he made at last night's meeting that was meant for levity, but was misinterpreted.

JOINT LAND USE STUDY (JLUS) FOR MCAS BEAUFORT AND PARRIS ISLAND

Mr. Semmler commented on the worksheet that was forwarded to the Committee members earlier, in preparation for this meeting. He noted that a funding timeline was involved to move the study along. He asked that the Committee focus on prioritizing the issues rather than continuing discussions that have occurred in the past. He asked Mr. Smith to be the facilitator during the discussions.

Mayor Billy Keyserling noted that one of the City of Beaufort committee asked why the study was not going forward to Council. He noted that the language is not citizen-friendly / "in English." Mr. Tyson Smith noted that he would try to simplify the language.

Mr. Tyson Smith, of White and Smith LLC, the JLUS consultant, explained that drafts have been provided for courtesy review. The consultants have supplemented their analysis regarding the growth area issue. Mr. Smith noted that questions from the public hearing last night involved modeling data, the landing options, the time-line of the F35B, disclosure issues, the Marine Corps considering compensating affected property owners, and the noise issue.

Mr. Vagn Hansen, a consultant from Benchmark, briefed the Committee on the adopted growth area in relation to the AICUZ between 2003 and 2013.

Mr. Smith noted the implementation categories:

- community-wide coordination: Discussion included concern for staffing, suggested using an infomercial to inform where the public could express their concerns, utilizing the Metropolitan Planning Commission instead of a separate citizen's committee, an MOU/Memorandum of Understanding not being necessary, and adding SCANA.
- military outreach: Discussion included OLF concerns and issues that were bookmarked for another meeting, clarifying that JLUS was for land use only, adding schools and housing, disagreeing that housing should be in the implementation process but added as a text.
- land use planning and environmental resources: Discussion included adding environmental regulatory agencies, adding the Air Station in the cultural section, and removing the cultural resources item.
- amendments to existing overlay ordinances: Discussion included differing F-18 and F35B contours, notifying the differences for present and permit for the future, and informing realtors of both overlay contours.
- transferable development rights (TDR): Discussion included not having a market for the TDR program, the limited sending areas, banking the funds, strategies to utilize grant funds, budgetary constraints preventing the County from implementing the program, the

original intent as a pilot TDR program, and making implementation steps simpler—no more than four steps.

Note: Mayor Murray entered the meeting at 10:09 a.m.

Mr. Smith and Mr. Semmler suggested meeting on February 27 before the March meeting. The next scheduled meeting is January 23, 2015. Discussion included having hard copies at the next meeting, and seeing the revisions before the January meeting.

REPORTS

A. Status of New Development Codes:

- Mr. Anthony Criscitiello, County Planning Director, reported that the County's Community Development Code would be heard at County Council for third and final reading on December 8, 2013.
- Ms. Linda Bridges, Town of Port Royal Planning Administrator, had nothing to report.
- Ms. Libby Anderson, City of Beaufort Planning Director, had nothing to report.

B. Status of Spanish Moss Trail: Mr. Robert Merchant noted there were two bidders that overbidded the project between Depot Road and Broad River Boulevard. The engineers have revised the bid documents and are awaiting approval from SCDOT before another bid opening. Rails are being taken up by Pender Brothers for the section moving into the Town of Port Royal. There are several complications before the trail can occur into the Town of Port Royal. The design of a trail spur on Allison Road is close to being completed.

ROUND THE TABLE COMMENTS: Mayor Samuel Murray noted that the Port Authority was considering the offer by a group. Mayor Keyserling noted that the City of Beaufort has been worrying with the Town of Port Royal. No other comments were offered by the other committee members.

OTHER BUSINESS: Next Scheduled Committee Meeting: Friday, January 23, 2014, in the Executive Conference Room, Beaufort County Administration Building, 100 Ribaut Road, Beaufort SC 29902.

ADJOURNMENT: Mr. Semmler adjourned the meeting with no dissent from the Committee members. The meeting was adjourned at approximately 12:09 p.m.

Note: The video link of the November 21, 2014, Northern Regional Plan Implementation Committee meeting is: http://beaufort.granicus.com/MediaPlayer.php?view_id=3&clip_id=1882

This map is taken from the 2014 MCAS/B AICUZ

- Churches and significant residential and public developments are indicated
- Burton Wells Recreation Center covers over 300 acres and encloses lighted baseball, football, and soccer fields. It's the largest county park and is used day and night.
- Note the absence of development to the NE of MCAS/B

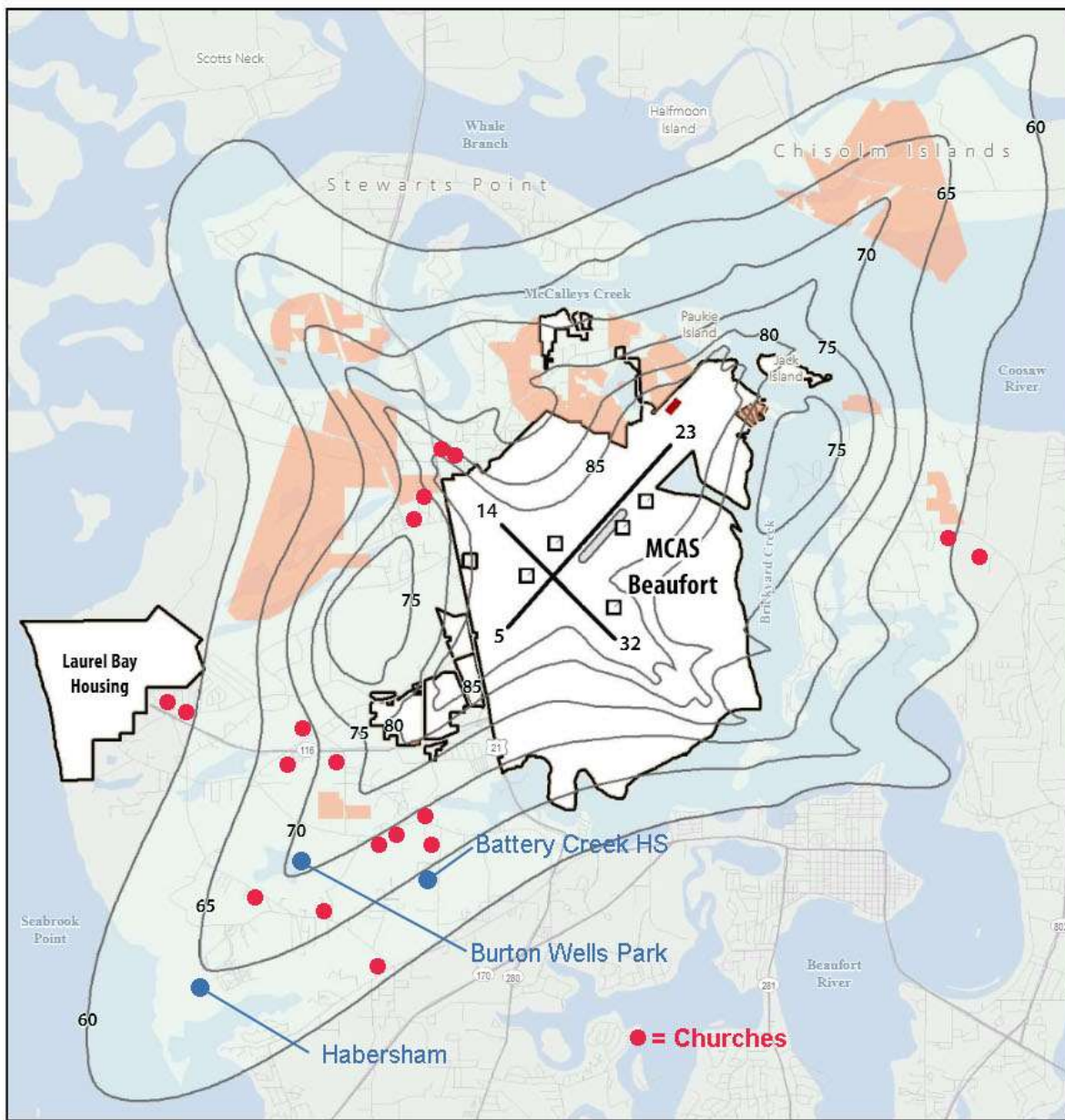
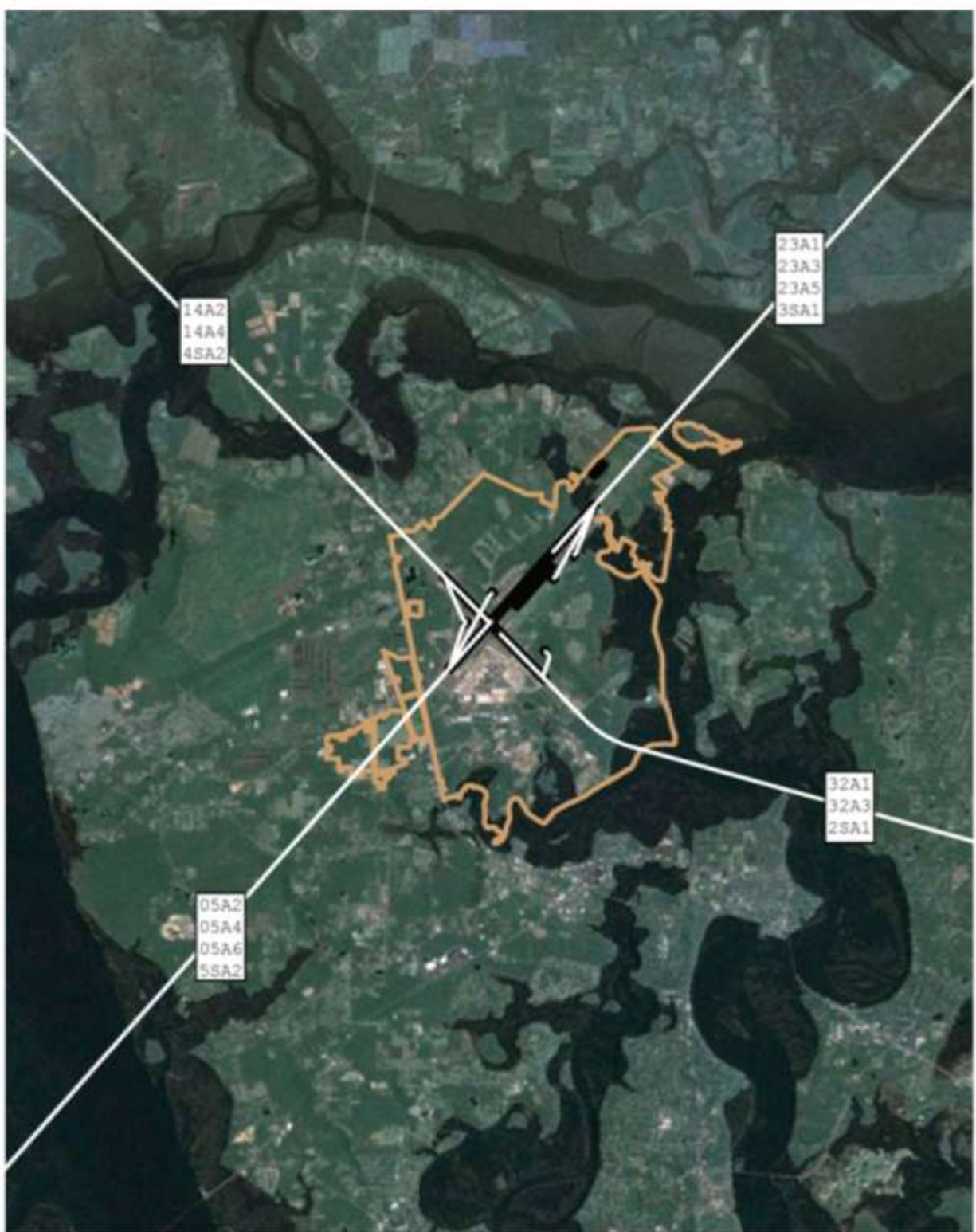


Figure 4-1
AICUZ Noise Contours
MCAS Beaufort
 MCAS Beaufort AICUZ
 Beaufort County, SC

Note: The location of Vertical Landing Pads, FBO, and LHD Facility, as well as the Flight Tracks and Noise Contours are based on the 2010 USMC F-35B East Coast EIS.

This map is taken from the 2010 EIS. It shows the primary departure and arrival tracks for air operations.

- The NE/SW runway is 05/23; the NW/SE runway is 14/32
- 80% of departures and arrivals occur on 05/23 with the majority occurring over the SW.
- Note the left turn from runway 14/32 that avoids residential and commercial areas in downtown Beaufort.
- A similar turn could be used to direct departures and arrivals over less populated land in the Burton area, SW of the airbase, and would help avoid the residential and commercial encroachment that is occurring there.
- The aerial background image is at least 10 years old and doesn't show the level of development that has occurred in the Burton area.



Straight-in / Non-break Arrival Tracks
Runway & Pad Arrivals
CL, SL, SFO, RVL, & VL

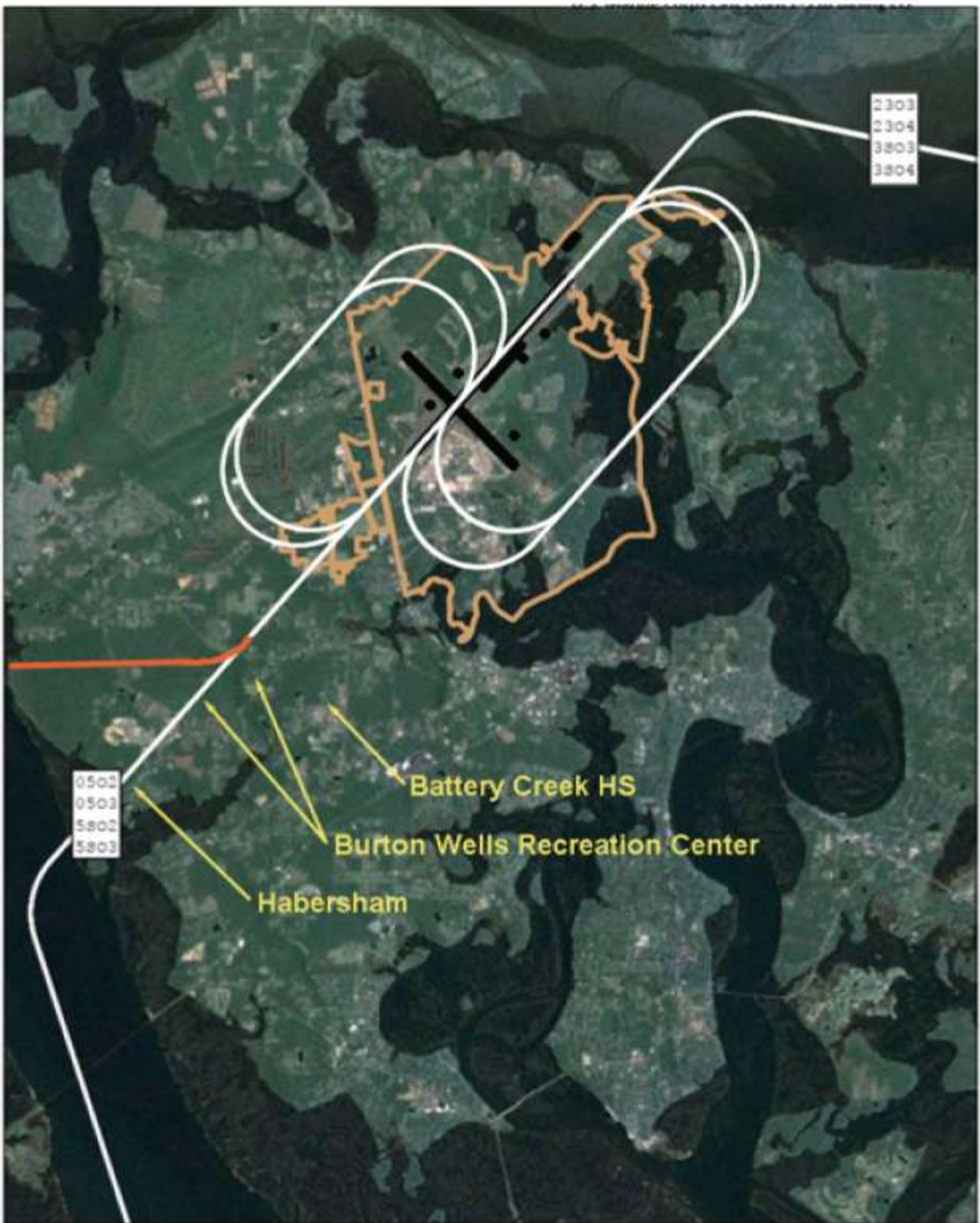


Scale in Feet 1:87,400 (1 inch = 7,290 feet)



This map is from the 2010 EIS. It shows arrival flight tracks (in white) for one type of air operation.

- Note the angled turn for arrivals from both directions.
- For example, applying the same turning angle and distance from the runway, the red line shows a possible arrival track that would bring flights over areas that are much less populated.



Overhead / Carrier Break Arrival Tracks
Arrivals to Runways 05/23
CL, SL, & RVL

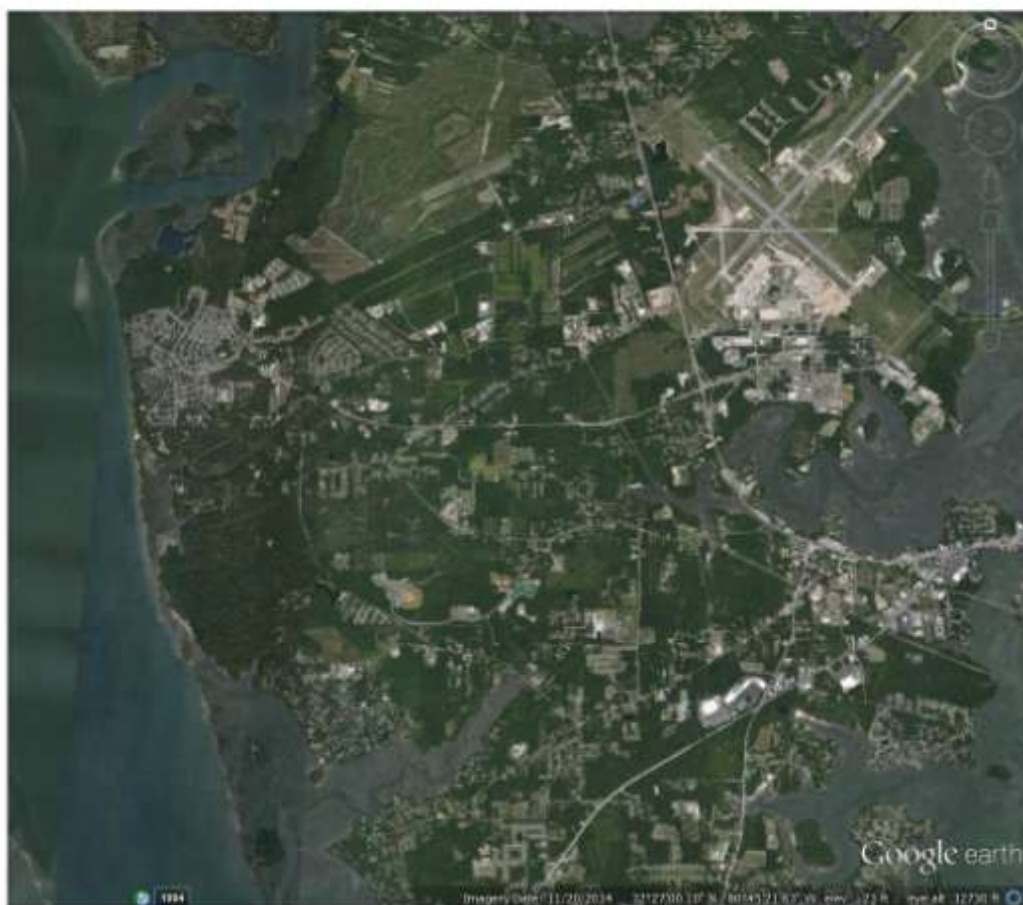
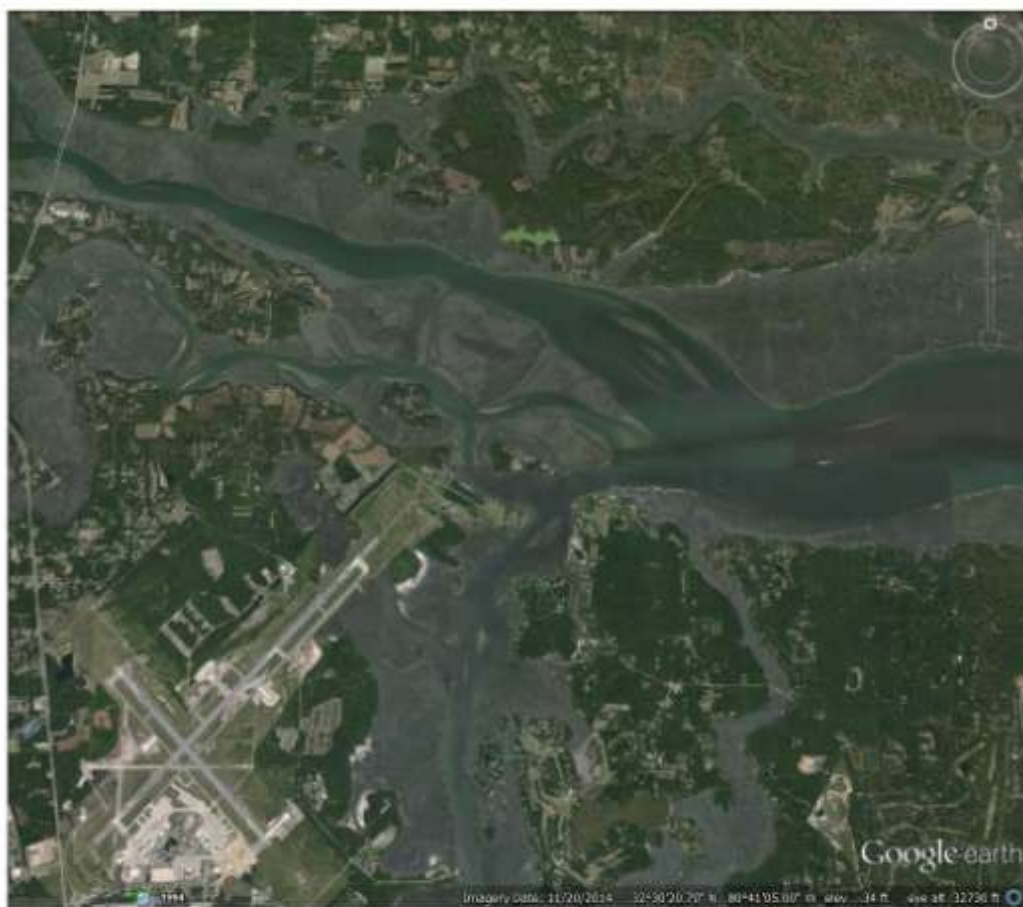


Scale in Feet 1:80,900 (1 inch = 6,740 feet)



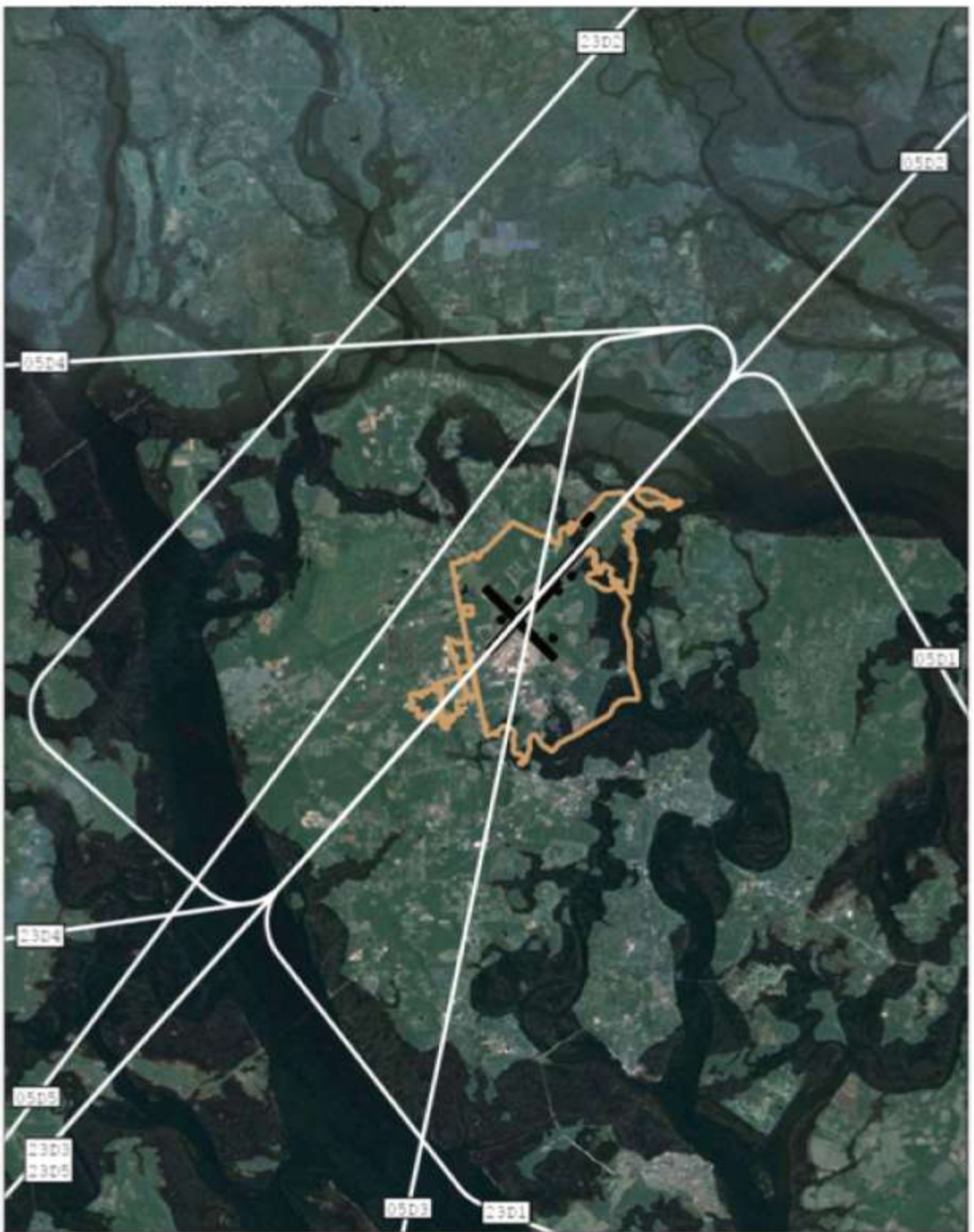
These are two aerials taken in November, 2014. They accurately represent the level of residential and commercial development surrounding the airbase.

- The lower image shows the residential developments that fall under the straight-in flight paths for runway 05/23. The playing fields at Burton Wells Park are also visible.
- The upper image shows the extensive unpopulated land to the NE of the airbase.
- Safety and noise considerations suggest that moving most arrivals to this sector would be prudent.



These are some of the most common departure flight tracks. Planes following these tracks are typically destined for training or destinations away from Beaufort.

- Notice the abrupt turns that can be achieved during takeoffs.
- Most departures are to the SW, directly over Burton and the development there.
- Note also the long distance between the end of the runway and the first turn for flights to the SW compared to the much shorter turn for flights heading to the NE.



Departure Flight Tracks
Departures from Runways 05/23 AB, MIL, & STO



Scale in Feet 1:131,000 (1 inch = 10,900 feet)



These patterns are for departure operations similar to the previous map except that these flights are using runway 14/32.

- The immediate turn taken by the departure to the SE (designed to avoid downtown Beaufort) shows that there is significant flexibility available in planning departure flight tracks.
- Based on what is shown on this map, departure tracks that avoid the populated areas in Burton (shown in the previous map) are certainly achievable.
- A scheme which directs most arrivals to occur from the NE (over unpopulated land) and most departures to the SW (turning to avoid the Burton residential areas) would satisfy many safety and noise concerns expressed by the Burton residents.



Departure Flight Tracks
Departures from Runways 14/32 AB, MIL, & STO



Scale in Feet 1:167,000 (1 inch = 13,900 feet)

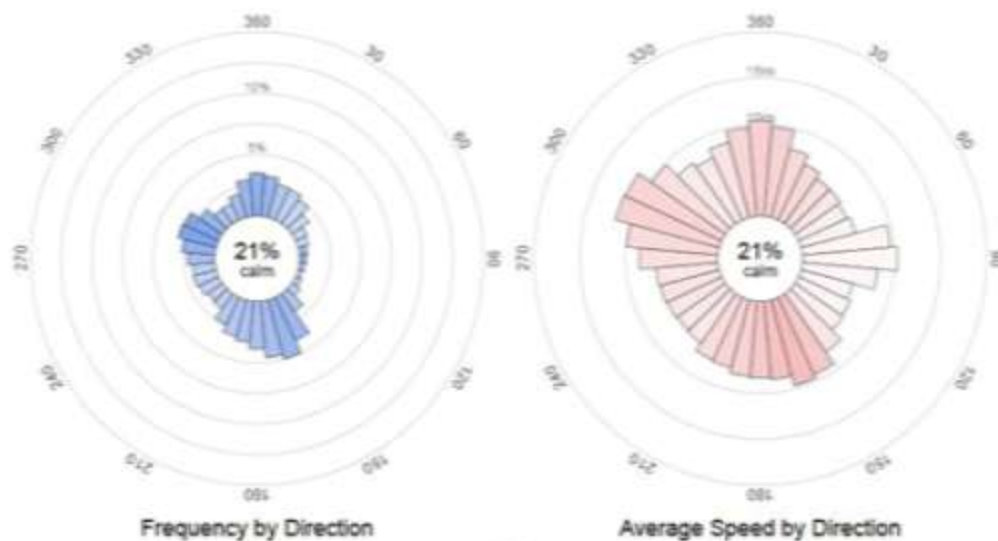


These wind roses show that there is no prevailing wind direction at MCAS/Beaufort – compared to that at the Yuma MCAS. Additionally, the average wind speed is nearly uniform from every direction

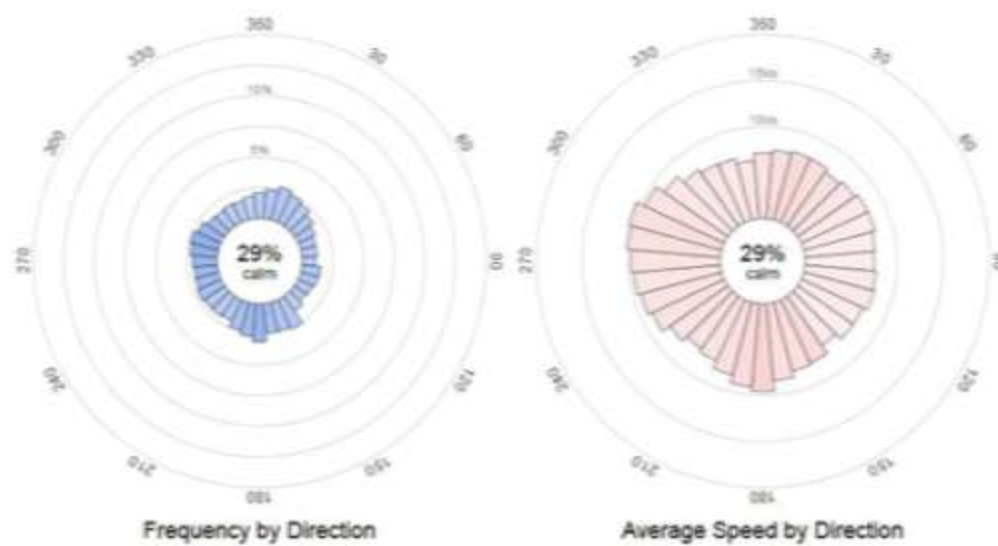
- Based on these yearly averages, wind should have no influence on deciding preferred approach or departure tracks.
- Wind will vary from day to day (although the wind is calm almost 30% of the time) which suggests that runway use will be decided on a day-to-day basis.

Yearly Average Wind Direction and Wind Speed

KNYL: Mcas Yuma



KNBC: Beaufort Mcas



This map is taken from the 2014 MCAS/B AICUZ

- Churches and significant residential and public developments are indicated
- Burton Wells Recreation Center covers over 300 acres and encloses lighted baseball, football, and soccer fields. It's the largest county park and is used day and night.
- Note the absence of development to the NE of MCAS/B

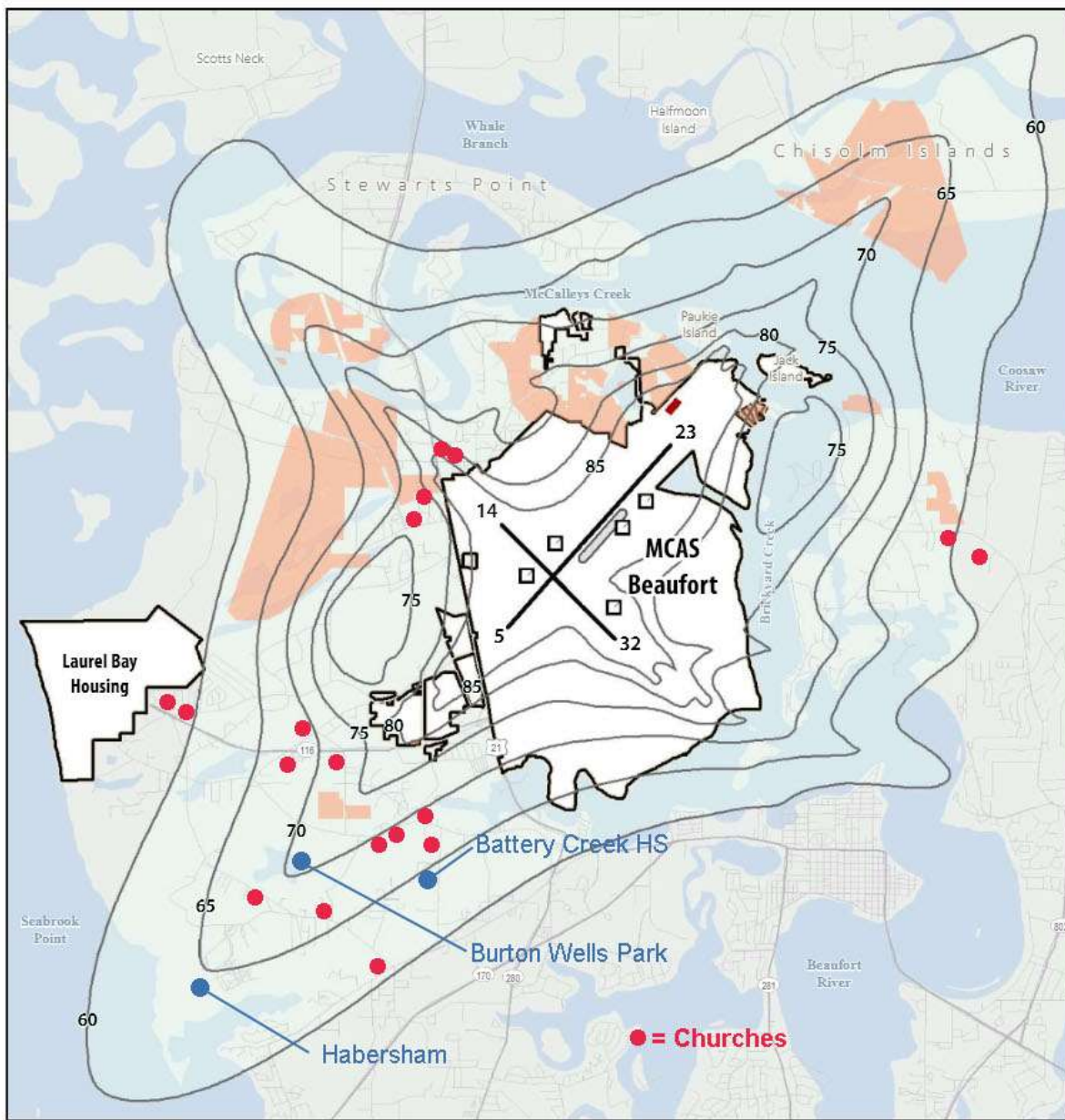
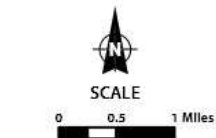


Figure 4-1
AICUZ Noise Contours
MCAS Beaufort
 MCAS Beaufort AICUZ
 Beaufort County, SC

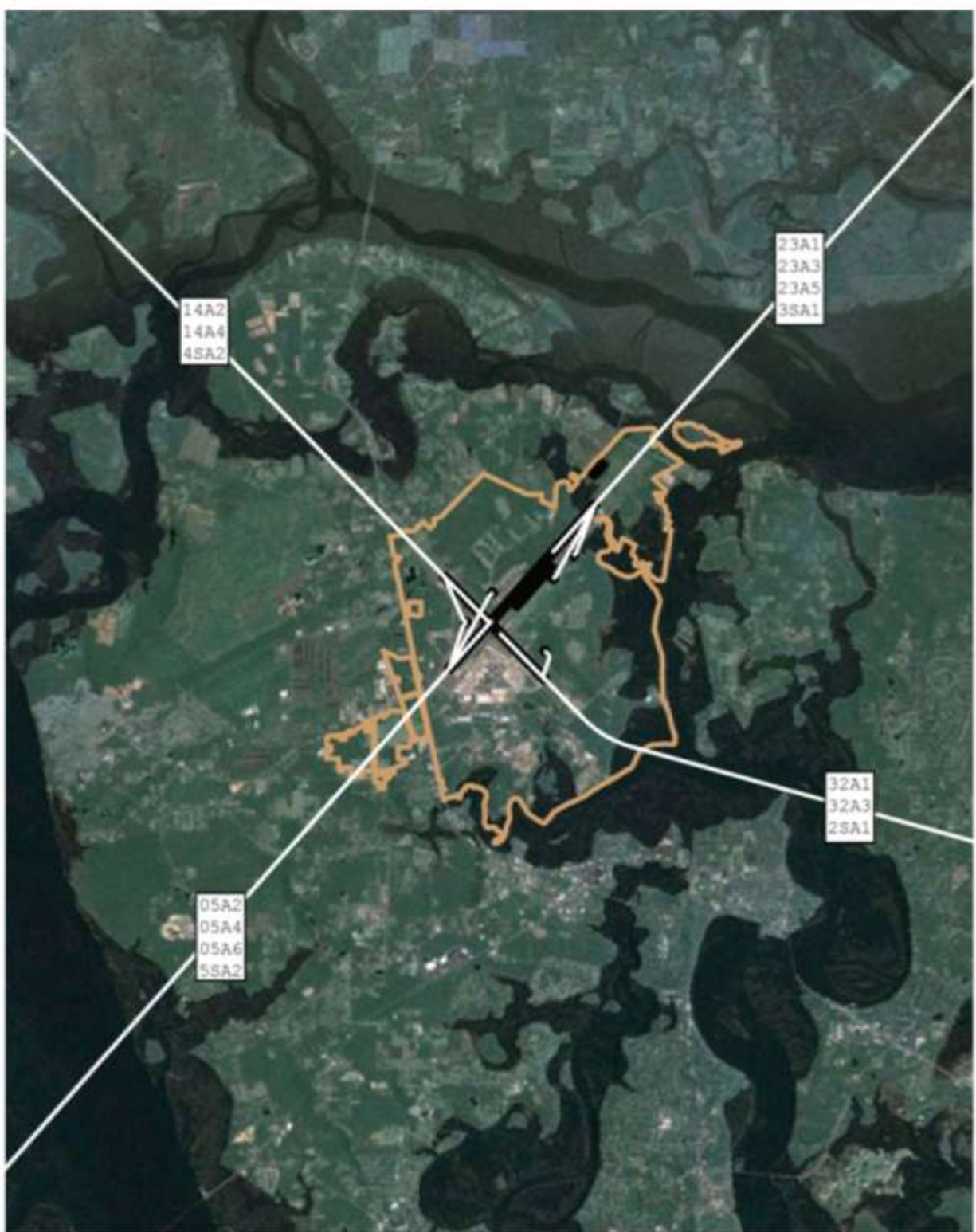


- Legend**
- Vertical Landing Pads
 - 2013 Noise Contour (db DNL)
 - Runway
 - FBO
 - LHD Facility
 - Major Road
 - MCAS Beaufort Base Boundary
 - USMC Land Protected Under Restrictive Easements
 - Waterbody

Note: The location of Vertical Landing Pads, FBO, and LHD Facility, as well as the Flight Tracks and Noise Contours are based on the 2010 USMC F-35B East Coast F&E.

This map is taken from the 2010 EIS. It shows the primary departure and arrival tracks for air operations.

- The NE/SW runway is 05/23; the NW/SE runway is 14/32
- 80% of departures and arrivals occur on 05/23 with the majority occurring over the SW.
- Note the left turn from runway 14/32 that avoids residential and commercial areas in downtown Beaufort.
- A similar turn could be used to direct departures and arrivals over less populated land in the Burton area, SW of the airbase, and would help avoid the residential and commercial encroachment that is occurring there.
- The aerial background image is at least 10 years old and doesn't show the level of development that has occurred in the Burton area.



Straight-in / Non-break Arrival Tracks
Runway & Pad Arrivals
CL, SL, SFO, RVL, & VL

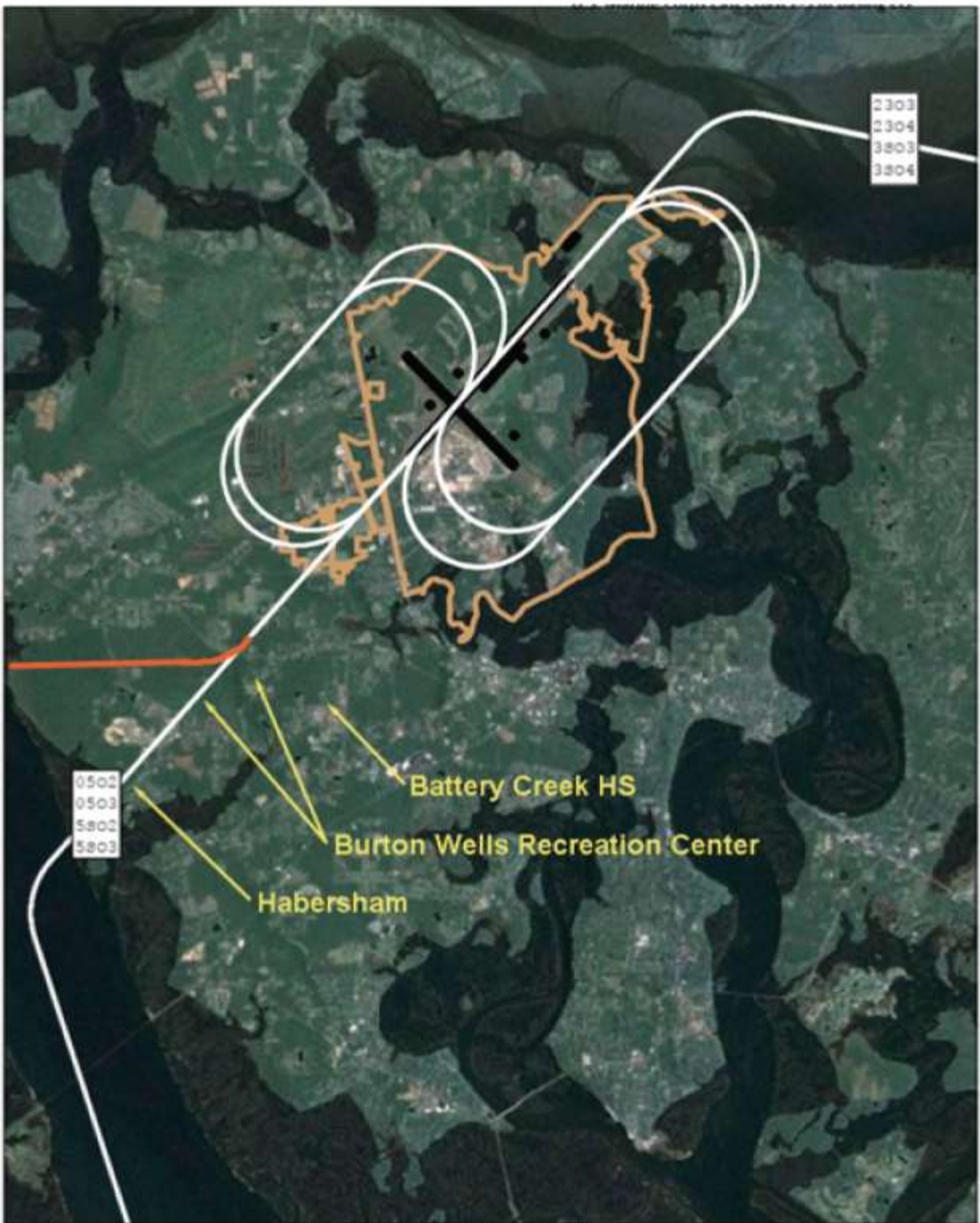


Scale in Feet 1:87,400 (1 inch = 7,290 feet)



This map is from the 2010 EIS. It shows arrival flight tracks (in white) for one type of air operation.

- Note the angled turn for arrivals from both directions.
- For example, applying the same turning angle and distance from the runway, the red line shows a possible arrival track that would bring flights over areas that are much less populated.



Overhead / Carrier Break Arrival Tracks
Arrivals to Runways 05/23
CL, SL, & RVL

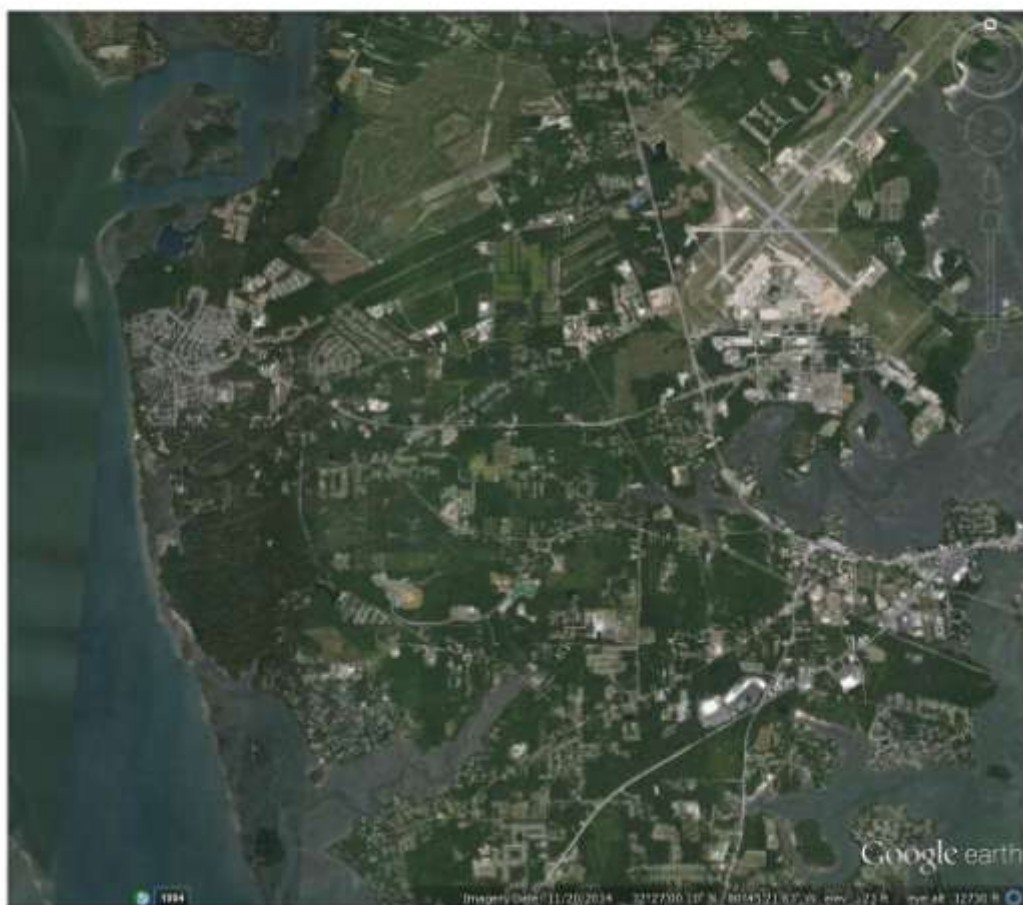
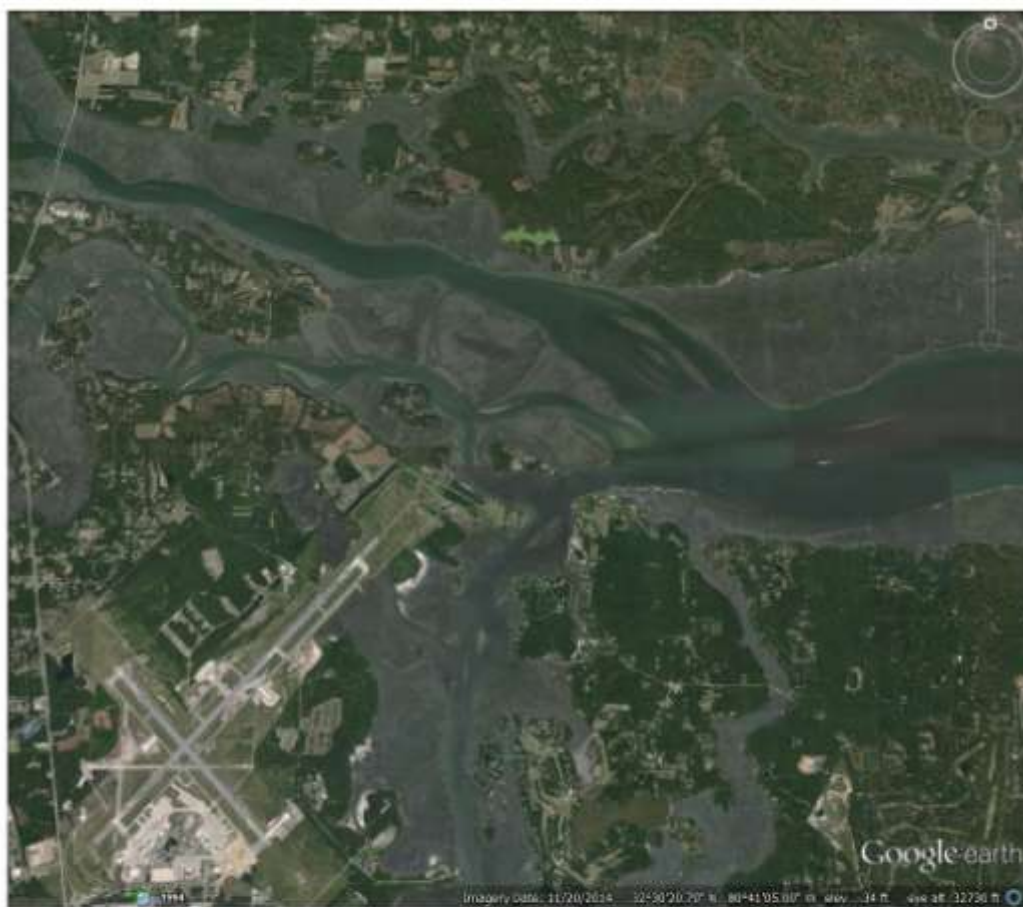


Scale in Feet 1:80,900 (1 inch = 6,740 feet)



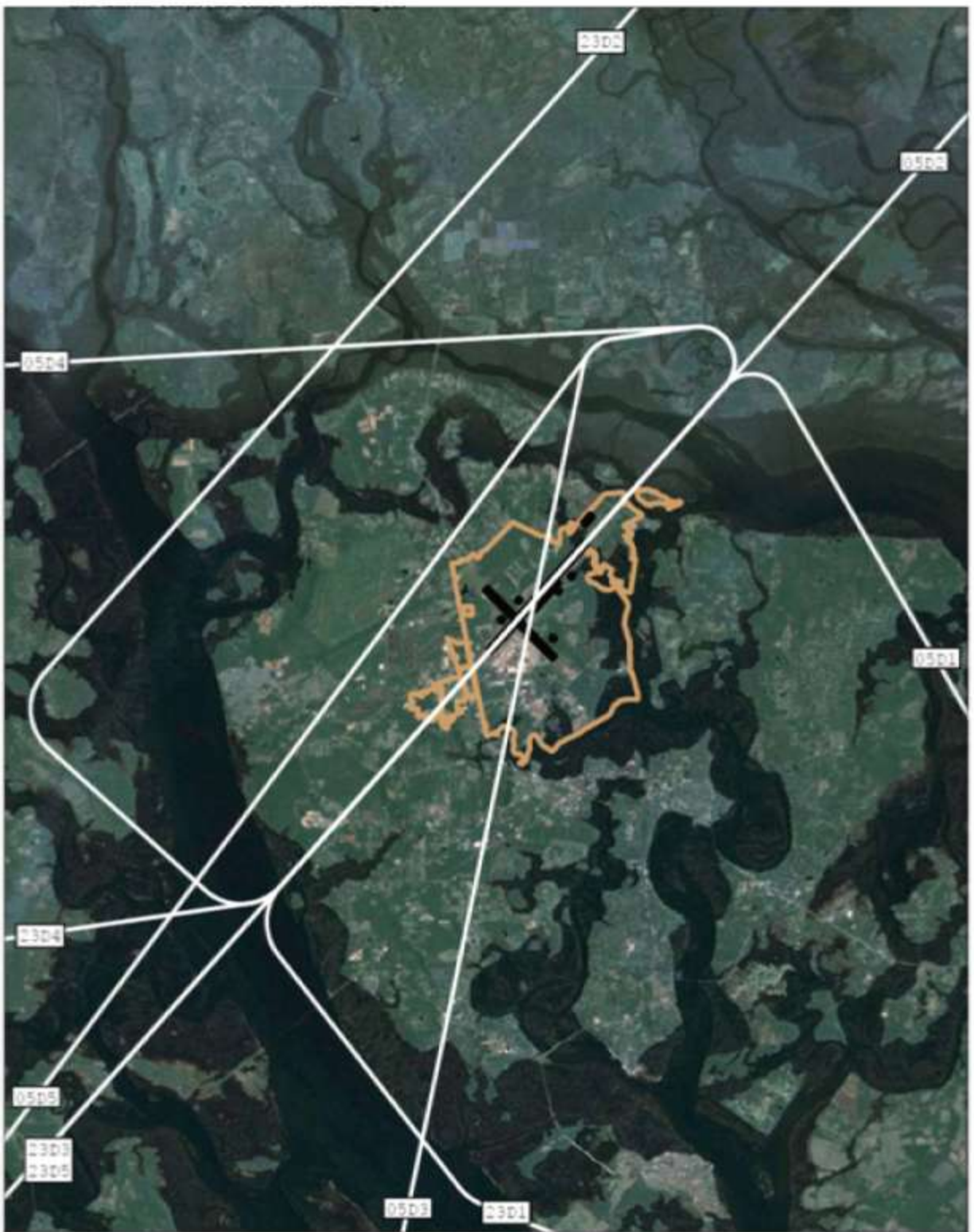
These are two aerials taken in November, 2014. They accurately represent the level of residential and commercial development surrounding the airbase.

- The lower image shows the residential developments that fall under the straight-in flight paths for runway 05/23. The playing fields at Burton Wells Park are also visible.
- The upper image shows the extensive unpopulated land to the NE of the airbase.
- Safety and noise considerations suggest that moving most arrivals to this sector would be prudent.



These are some of the most common departure flight tracks. Planes following these tracks are typically destined for training or destinations away from Beaufort.

- Notice the abrupt turns that can be achieved during takeoffs.
- Most departures are to the SW, directly over Burton and the development there.
- Note also the long distance between the end of the runway and the first turn for flights to the SW compared to the much shorter turn for flights heading to the NE.



Departure Flight Tracks
Departures from Runways 05/23 AB, MIL, & STO



Scale in Feet 1:131,000 (1 inch = 10,900 feet)



These patterns are for departure operations similar to the previous map except that these flights are using runway 14/32.

- The immediate turn taken by the departure to the SE (designed to avoid downtown Beaufort) shows that there is significant flexibility available in planning departure flight tracks.
- Based on what is shown on this map, departure tracks that avoid the populated areas in Burton (shown in the previous map) are certainly achievable.
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Departure Flight Tracks
Departures from Runways 14/32 AB, MIL, & STO



Scale in Feet 1:167,000 (1 inch = 13,900 feet)

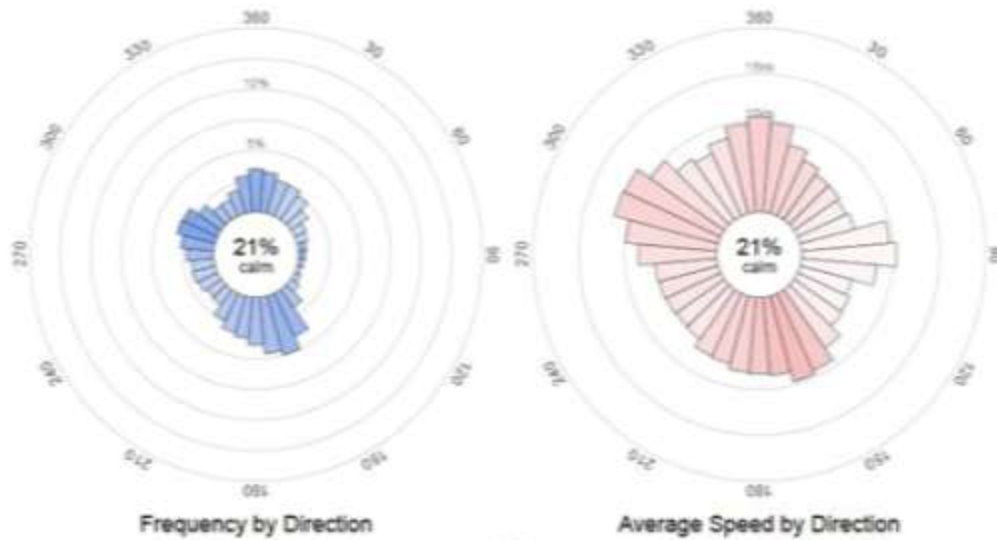


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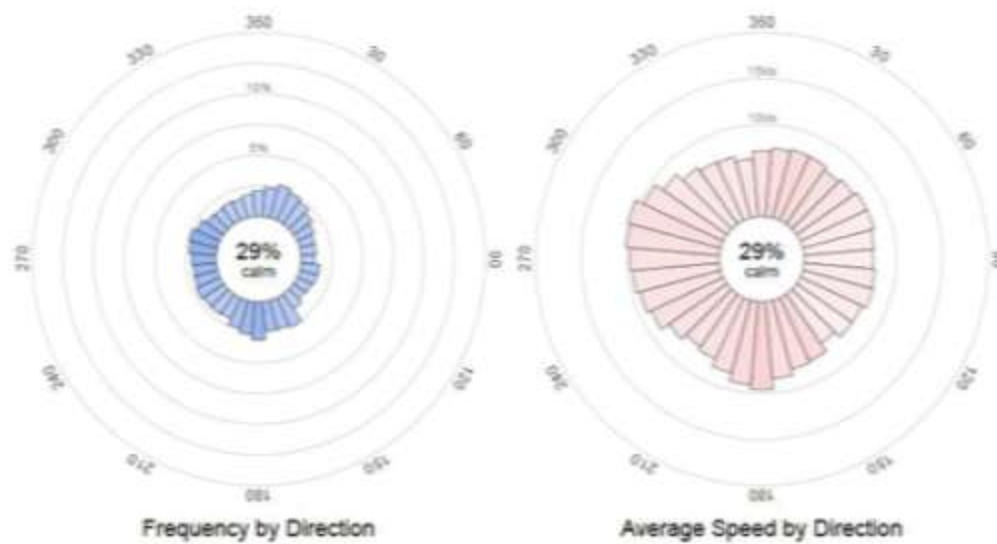
- Based on these yearly averages, wind should have no influence on deciding preferred approach or departure tracks.
- Wind will vary from day to day (although the wind is calm almost 30% of the time) which suggests that runway use will be decided on a day-to-day basis.

Yearly Average Wind Direction and Wind Speed

KNYL: Mcas Yuma



KNBC: Beaufort Mcas



March 17, 2015

Councilman Brian Flewelling
Ms. Ginnie Kozak, Lowcountry Council Planning Director
Mr. Tyson Smith, Esq.

Re: Draft MCAS Beaufort Joint Land Use Study

Dear Ms. Kozak, Councilman Flewelling and Mr. Smith:

I am a part-time resident of Beaufort County and own a home in the Habersham Community. My wife and I plan to make our home in Beaufort our full-time residence in 2016. Professionally, I have served as the President and CFO of a company that developed commercial and residential real estate and built homes on the Delaware shore for a number of years. The communities that we assembled, entitled, planned and developed often exceeded 1,000 housing units in size. So, I am reasonably familiar with planning and zoning processes.

I also want to preface my comments and questions on the draft with a bit more personal background. My wife Jeanne and I have three grown sons who have all served as military officers in the Marine Corps, Navy and Army. Our older two sons served combat tours in Iraq and Afghanistan. Our oldest, who was a MARSOC team leader, received a number of decorations for valor under fire in both Iraq and Afghanistan. Our youngest son, a graduate of the University of South Carolina, is a Blackhawk helicopter pilot currently serving in Korea. I served in the Navy and my father and my wife's father served in the Army and Navy respectively during World War II. My father was a disabled combat veteran after being seriously wounded in St. Lo, France during the invasion of Normandy. So, we are very much a "military family". We appreciate the importance of a strong national defense, are supportive of the mission of the Marine Corps and MCAS Beaufort, understand MCAS Beaufort's economic and cultural importance to Beaufort County and we have literally had a whole lot of "skin in the game".

This letter will relay some comments, questions and concerns I had after reviewing the March 11 Public Review Draft of the "2015 MCAS Beaufort Joint Land Use Study". My wife and I understand that the JLUS Committee members have been working very hard on this project and we appreciate all of your work. In particular, we very much appreciate the effort that Councilman Flewelling has made to understand the unique facts and circumstances of the Habersham Community. His efforts to seek opportunities to mitigate the impact of the projected steep increase in flight operations and related noise levels and the resulting impact on the enjoyment and health of the citizens of northern Beaufort County is much appreciated.

Comments and Questions on the Draft

Overall, I thought in some respects the draft downplayed or softened the significance of the likely impact of the projected steep increase in flight operations, including a fundamental shift in the type of flight operations and the impact these changes will have on the community at-large. The character of flight operations will change significantly with the evolution of MCAS Beaufort from being the home of several F-18 operational squadrons into being the primary/only home for training US and foreign F-35 B pilots. The ultimate impact of these changes in flight operations will likely be much more significant and disruptive than many of the long-time or new residents of Northern Beaufort County are expecting. Future development opportunities and the Beaufort

County real estate tax base will likely be negatively impacted without an OLF being part of MCAS Beaufort.

While the projected increase in flight operations relative to the current AICUZ parameters will be more than 60% and the changes to the current AICUZ noise contours do not seem very significant on paper, there is a common illusion/misconception that needs keen consideration.

Recent and long-term residents of Northern Beaufort County currently have no baseline with which to reasonably gauge/imagine the impact of the projected 300% increase in annual flight operations and the changes in flight profiles associated with two full-time (no deployments) training squadrons.

Many of the transitional areas contained in the 65-70 and 70-75 DNL contours don't seem to change on paper very much from the current AICUZ to the draft AICUZ issued in March 2014. However, the current AICUZ noise contours are based upon about 60,000 flight operations per year and the average level of flight ops over the past 10 years has been only about 32,000. The volume of flight operations during the past couple of years has been, I believe, less than 30,000 (*Table 2-1 should be updated with the actual number of flight operations for 2013 and 2014. The number for 2013 is 22,600 and I am sure the count for 2014 is available*). Therefore, the actual noise levels that have been experienced by residents over the past 2 and 10 years are likely dramatically lower than the DNL contours contained on the current AICUZ. For example, noise levels in the DNL 60-65 and 65-70 contours may have actually be in the DNL 45 or 50 range for the last 2-10 years. Increases in perceived sound, resulting from an increase in decibel levels, are not linear but rather exponential in nature. The perceived/experienced impact from a going from a current level of say 55 to a level of 65 would be experienced as being much more severe than what the numerical difference would seem on paper. And, with the new aircraft and new F-35B training syllabus activities, it is quite possible that the actual new DNLs experienced in Beaufort surrounded with water and with high humidity will be higher than the computer extrapolated DNLs contained in the draft 2013 AICUZ. Folks that say "the aircraft noise doesn't bother me and the AICUZ maps and stats on the F-18 vs F-35B show the sound levels won't change very much" don't really understand the facts of situation and they have no baseline context to compare. I fear the whole community will be in for a rude awakening come 2016 or 2019 as the flight activities ramp-up dramatically.

It will be in the best long-term interest of the Department of the Navy, MCAS Beaufort and Beaufort County to make every effort to ensure MCAS Beaufort's good relationship with the community continues as well as to further cement MCAS Beaufort's continued long-term operation avoiding BRAC situations. Obtaining approval and funding for construction of an OLF would play an important role in cementing a positive long-term relationship between MCAS Beaufort and Beaufort County.

I applaud the recent actions of the Council in approving a resolution to seek funding of an OLF for MCAS Beaufort. As part of this effort, I believe consideration should be given to adjusting the wording of the JLUS study to hone in more forcefully on the importance of an OLF, make this a prominent recommendation and not soften or avoid discussion of the need for an OLF by repeating the "OLF not needed" language/claim from the Department of Navy's FEIS for the basing of the F-35Bs.

While the Department of the Navy may not consider an OLF to be an operational necessity, from the perspective of Beaufort County, acquisition of an OLF should be considered a necessity. If an OLF were obtained, this would have major positive impacts on the future tax base of Beaufort County and the enjoyment of its citizens by significantly lessening the noise impact of repetitive training operations. This would in turn open up more viable land development opportunities and would foster a better long-term relationship between the community and MCAS-Beaufort.

The operation of a primary military fighter jet training base adjacent to developed communities without an OLF is, I believe, unprecedented in Navy and Air Force communities. I have been told that the current commander of the MCAS Beaufort training squadrons remarked at a recent community engagement forum on Lady's Island that MCAS Beaufort was his only assignment where an OLF was not part of the training assets.

Chapter 3 of the Draft, "Land Use Compatibility Analysis" needs some adjustment and clarification in a few areas, in my opinion.

Section X starting on page 92 of the draft begins the development of an "argument" for reclassifying property currently classified as "neighborhood-mixed," located in DNL 65+ noise contours and "incompatible" to being "compatible" using several assumptions that I do not believe are valid. I believe the "softening" of the portrayal of the noise impacts on these areas is inaccurate and would cause several issues. First, I believe this reclassification would be misleading to new purchasers of real estate or lot owners deciding whether or not to build a home on a vacant lot. Secondly, I believe the "reclassification theory" incrementally lessens the sense of urgency and necessity for obtaining an OLF and for putting more teeth into setting appropriate noise mitigating flight operations protocols (altitudes, throttle usage, etc.) and in MCAS Beaufort and the community jointly monitoring compliance with established flight protocols.

Several flaws and inappropriate uncertainties in the assumptions discussed on pages 92, 98, 104 and 105 include the following items that should be carefully assessed for truth and accuracy:

- There is an unsubstantiated key assumption leading to a recommended change in the land use maps contained on page 92 and 93 that "there is a good likelihood that that some number (?) of the more recently constructed homes within the neighborhood-mixed classification would likely (?) meet the noise level reduction standards for the zone that they are in either by chance or as a result of existing regulations requiring new construction to comply with interior sound reduction standards." I don't know exactly what the Beaufort County building code is and when it was put in place nor whether it has been effectively enforced. However, I am very skeptical that considering the amount of glass/windows present in most of the homes in Habersham (*for example*), that the standards promulgated by the Department of the Navy and FAA for noise reduction (*such as limiting windows and other openings to less than 20% of wall space within bedrooms*), have been achieved/enforced.
- Commentary on page 92 and 93 also proffers that much of the land designated as "Neighborhood-mixed" causing it to be "incompatible" has been developed with residential uses and densities that are similar to "rural" designations. I don't know if this is referring to the Habersham PUD, but as you may know, Habersham is a "portfolio example project" designed by the DPZ community planners and architects who are

considered the leader/father of New Urbanism design. The Habersham community is described in its own materials and in the DPZ materials as an award winning example of New Urbanism design/"Urban Codes" and a majority of the housing units are platted with dense configurations utilizing small lots and alleys designed to cause greater social engagement and allow for a walkable community. Any argument to recategorize the Habersham New Urbanism designed community as "rural" in order to change the compatibility designation (*as opposed to focusing on working to mitigate the noise impact with an OLF and small adjustments to flight patterns and protocols*) is a stretch, misguided and seems disingenuous, in my opinion.

- I believe the note at the top of figure 3-41 should describe recategorized land parcels as "conditionally compatible" instead of "compatible" even if the new classification methodology, with which I disagree, is to be used.
- Discussion on pages 98 and 104 seems to offer a new land use mapping/classification methodology that achieves a higher percentage of land area which is deemed "compatible" lessening the impact of the new draft AICUZ (*changing red or yellow on the AICUZ maps to green*). The basis of this proposed methodology seems to be that instead of using the general property classifications as contained in current zoning maps and PUD designations, individual land parcels are reviewed granularly one-by-one using the County tax assessor's records. Using this methodology, finished residential lots that are platted as a part of a New Urbanism PUD land plan, being held or marketed for residential development but that do not yet have houses built on them are considered "compatible." According to the proposed new methodology these parcels are deemed "compatible" by default since they do not presently contain a housing structure. I don't think I need to explain why this makes no sense and is also disingenuous.

The examples cited above are representative of some of the presentation incorporated in the draft which I believe softens and obfuscates some of the serious challenges Beaufort County faces in welcoming the new F-35B squadrons to our community. Softening, glossing over or buying time with the issues, I believe would take the Community's eye off the ball in seeking win-win mitigation of the coming environmental impact, result in flawed land planning and potentially misrepresent the reality of the noise environment to property purchasers and owners.

I hope you receive my comments as constructive input as it they are intended.

Very Respectfully,

Frank G. Edwards
138 Collin Campbell
Beaufort, South Carolina

Comments to the draft JLUS for public review

March 18, 2015

By Katharine and David Hudson

66 and 70 Mum Grace Beaufort, SC 29906

Thank you for providing citizens the opportunity to share our comments about the draft JLUS. This is an important process for all of us who live in Northern Beaufort County and are affected by the changes afoot at MCAS. It is also important for the long term viability of MCAS itself. With some important changes, MCAS and residents in Beaufort County can be assured a win-win and a long-term happy relationship.

First we are very appreciative of the County Council endorsement of the need for an OLF. **The Final JLUS should clearly state the need for an OLF in strong, explicit terms.**

We believe an OLF is *essential* to the future livability and development of Northern Beaufort County and thus to continued citizen support of MCAS. If the projected number of flight operations is accurate at around 106,000, and no OLF is constructed, we don't imagine we will stay in Habersham or Beaufort County. Leaving here would mean abandoning a lifelong dream of living in the low country, exploring the waters in our kayaks and playing in the outdoors, while supporting the community in multiple ways. We would have to sell two houses here (one is a rental), likely at a loss. But, we believe that is what we would need to do for our health and wellbeing. Northern Beaufort County and Habersham are likely to become underutilized/under-developed without an OLF. Already concerns about the planes have dampened the real estate market here, and most of the planes have not arrived yet. But the financial loss we would experience selling our homes at a loss pales in the face of losing essential quality of life if we stayed without an OLF and other modifications. If others like us also leave or do not come here because of noise, the impact on the county would be diminishing tax revenues as property values decrease. There is ample availability for growth and development here, but only if an OLF is established.

As we have shared previously, when we purchased our first house in Habersham in 2010, we were assured in a written AICUZ disclosure form that, while we were in a 65+DNL, it was "*an area of little impact from noise.*" At the time we purchased the house, it was. But there is no baseline. We do not know how much noise we were actually experiencing, so we cannot know what to expect of 65+DNL in the future. It goes without saying that with an increase of nearly five times the flights, we are likely to experience nearly five times the noise. **The final JLUS should accurately state the numbers of flights over the last four or five years and the projected increase for 2015-2023.** Consider the frequency of planes overhead with so many flights. Planes would be flying overhead every four or five minutes all day long. That is simply untenable.

I believe **the final JLUS should also explicitly call for actual data gained from noise monitoring within Class D airspace to determine current noise levels and how they may change** as the planes arrive at MCAS. I and others who live here suspect that the contours of the 2013 proposed AICUZ map may not reflect reality. They were drawn from computer modeling of a new aircraft, which continues to evolve technologically, and did not consider the Beaufort landscape. We know that both humidity and open water affect the way noise travels. Thus actual measurement is needed. The planes also fly quite low directly over several parts of this neighborhood that aren't actually within 65+DNL contours as often as they stay within those contours. Accuracy in this process is essential. This should be taken into account in the approved AICUZ and thus in the final JLUS.

A major concern with the draft JLUS concerns the wishful, almost magical change of designation to parts of Northern Beaufort County including Habersham from red "incompatible with residential housing" to yellow "conditionally compatible" or even green "compatible" designations. This amounts to sweeping some pretty ugly dirt under the rug. Habersham in particular is designed as a high density "new urbanist" community. It is hardly "rural". Lots are small and close together. What magical thinking has led to the reclassifications? Many of the houses here have large amounts of glass designed to offer beautiful views. Our first cottage built in 1998 has old, single-pane glass doors brought in from an old farmhouse. Surely it does not meet the building codes necessary to make it compatible

for living with 65+DNL levels of noise. The house we live in now was built in 1999 with expansive amounts of glass. Houses such as these should not be labeled as "conditionally compatible" without accurate knowledge of the building codes used at the time. It appears that some empty lots in Habersham have actually been reclassified as green "compatible" (though because the map is small it is hard to be entirely sure.) It appears that Cherokee Farms has also been labeled "green" and "compatible." This is disingenuous and highly deceptive. Those lots are home lots! How will they be marketed and sold to prospective buyers? What exactly are they "compatible" with? The lots cannot be fully "compatible with residential housing" despite recently revised building codes. That defies the definition of 65+DNL. Are you suggesting that these 'house lots' are "compatible" as long as no one actually puts a house on them?! **These designations should be changed in the final JLUS to reflect the more accurate and honest compatibility designations created by the military in the proposed 2013 AICUZ.** This is true even if we stand to lose money here in Habersham. Honesty should be the first priority. As well, **the designations concerning compatibility in the JLUS should be better explained.** What exactly qualifies a home as "compatible" or "conditionally compatible?" Home buyers should have ready access to that knowledge.

Clear guidelines for real estate marketing and development also need to be outlined in the JLUS for areas in the proposed 2013 AICUZ that are designated as "incompatible with residential housing, as well as those designated "conditionally compatible" We were misinformed when we purchased our two homes here. This should not happen to unsuspecting buyers. The county has an obligation to its current and future citizens as well as to the airbase. Transparency and honesty are the very least we should expect from our leaders and representatives.

A few significant changes will allow the county and its citizens to avoid these uncomfortable truths about noise in our neighborhoods. At the same time these changes will make the airbase itself more secure and resistant to possible BRAC closure. There are modifications both large and small that will allow both residents and the MCAS to thrive side by side. The first and most important is an OLF as previously stated. Two other relatively simple modifications are common in other communities with Air Stations across the country. **The JLUS should call for height restrictions over residential areas.** The lower the planes fly, the louder they sound to residents below. Restricting flights to specific heights over residential land is common. *"At Naval Air Station Oceana in Virginia, flights over residential neighborhoods must be over 1,000 feet."* (Beaufort Gazette 11-23-14) **Restricting the heights of planes over residential neighborhoods to 1000 ft. is a reasonable expectation that should be outlined specifically in the JLUS.**

Lastly wherever possible, **the JLUS should call for shifts in flight paths away from residential communities** altogether as has already been accomplished over downtown Beaufort and with many other military and civilian airfields. It is clear that airspace over undeveloped land northwest of Habersham would be an ideal location for a flight path and would require only minor shifts. No one lives there to be detrimentally affected by the noise. This sort of change is common in other communities and would positively affect nearly 450 current dwellings in Habersham and many more lots already zoned for residential use in both Habersham and Cherokee Farms. It would have positive impacts on the numerous neighborhoods in Northern Beaufort County, particularly those with manufactured homes, by moving the planes further away.

The county owes it to its citizens to keep them healthy and safe and to ensure their quality of life in addition to supporting our military. The final JLUS should call for MCAS to make both the above modifications to flight paths over residential neighborhoods. To do so will help ensure the future of MCAS in Beaufort County and increase the goodwill among its neighbors. It will also allow Northern Beaufort County to grow and prosper. Win-win solutions are available to the county, its citizens and the air station. Please include and strongly promote these workable solutions in the final JLUS.

Thank you for your consideration and your time on this important endeavor.

Katharine and David Hudson

66 and 70 Mum Grace Beaufort, SC 29906

March 20, 2015

Mr. Tyson Smith
White & Smith
Planning and Law Group of Charleston
255 King Street
Charleston, SC 29401

Ms. Ginnie Kozak
2015 Lowcountry JLUS
634 Campground Road
Yemassee, SC 29945

Dear Mr. Smith and Ms. Kozak:

At last night's JLUS Public Workshop, I raised my concern to Mr. Smith about the commencement of the TDR process and Bank. As a taxpayer of Beaufort County it does not seem fair that the taxpayers of this County should foot the bill of the operations of the Transfer Development Rights program when the ultimate beneficiary of this program is MCAS Beaufort. I realize that these development rights can be transferred but the rights will only be created by the need for the Base to protect against residential encroachment. The JLUS report recommends that the County hire a part-time Administrator for the program, develop forms and manage the process. This would become a part of the County budget.

If the above is the case then the military should be buying the properties outright without creating another government vehicle, which requires monies and personnel to operate. This financial burden will fall on the shoulders of the Beaufort County taxpayers. Stop the growth in government and have the military conduct direct purchases of properties.

I would like the JLUS to include this letter in its final work product as evidence of the need for initiating dialogue on this taxpayer issue.

Very truly yours,

Jeff Gott