

PORT ROYAL REDEVELOPMENT COMMISSION

October 15, 2019

Draft Minutes

All members in attendance, called to order at 4:32pm. Chairman Eads discussed the submitted applications.

Eads asked a question to HPRF, are they a 501C3? If so, may not qualify. However, the Town may be able to step in and assist.

Question: Veterinarian Hospital, is it work that has started or is going to be started? Much of the work has been done in the last 6-7 weeks. Commission stipulated that work could not have been started.

Commission will give some consideration.

Sea Island Apartments application – Commission asked about the type of fence. Respondent provided a visual representation, 4ft high, double rail, will add plantings. It is a vinyl fence. Question if allowed in multi-family? There was a question of cost, estimate provided, and the contractor was identified.

SF Jenkins Interiors – Sheena Jenkins discussed ongoing maintenance of the building. They want to replace the windows that are historic, but up to date. Glass doesn't need to be impact glass because it has shutters. Windows are painted shut unfortunately. There was a discussion on the aesthetic for the windows that are accurate, but new and energy efficient. Beveled/inset windows.

They want the building to be as historically accurate as possible.

Chairman Eads stated that the Commission will review and score the applications, discuss eligibility and make decisions on November 19.

There was a question about the signs submitted, and if they are all the same. The Commission reviewed to determine the differences between the applications.

Commissioner Clayton pointed out that they are applying for individual panels on a master sign, as well as landscaping.

They discussed the Vendors' Market and the scope of the project. The process for submission was also discussed.

Next up on the agenda was Dean Moss to discuss the Spanish Moss Trail. Moss discussed the current state of the trail and indicated what the plan for moving forward is. The pedestrian portion goes across the boardwalk, the bikes would come to what was 6th Street adjacent to the new park.

The concept would wrap the pedestrian piece around the large concrete building. The path in front of the drystack would be part of the path. There is still a lot unknown at this point. The path will run parallel to the water and new buildings to be constructed. The trail would swing out across the edge of the marsh and then back onto the high ground. The separation would happen near the park. There is

still a lot unknown. From Fish Camp down towards Ritter Circle, it would continue as it is constructed. There are still some variations as to how it will be located along the road, or in the middle of the road, as it moves through the neighborhood.

Once it crosses Ribaut, would continue and pickup at current Smilax location. Biggest issue is crossing Ribaut, must be on the surface. Bridge would be the safest, but would have to be 16-17 feet above the road, with ADA standards, it would require significant space to construct. A tunnel is not feasible.

The 170, Robert Smalls crossing is a hawk signal, but we really need a traditional signal and speed could be addressed in the traffic study. The SCDOT will have concerns about the driveways in the area. The concept is a full intersection with a road into the port redevelopment. It could become a primary entrance to the port property. The full signalized intersection could help with alleviating traffic through Lenora/Drayton/Battery Park, which could accommodate a new road and path in the right of way. It could provide a safer option. It will require patience.

The Friends are working on engineered drawings for the intersection for submittal to SCDOT, hopefully with a plan review in 2020. The current traffic study and trail counts could warrant a signal. Edinburgh also being considered for signalization. There is no safe place to cross Ribaut from Bi-Lo to the bridge at Lady's Island Drive. We need to change the perception of the corridor, slower speeds, but same volume. There will be changes to the existing road turn movements.

It all starts with the engineered plan, and an a-tax grant application has been submitted to the County for consideration, \$160,000. The path could be gravel to 15th Street as an initial surface. When the trail was built through Beaufort, the County participated significantly. That should be done in Port Royal also. Easements could be owned by Port Royal. It is a County asset and should be treated as such. \$250,000 is available from the Cox Foundation for this section and could be leveraged. It will require political participation on all fronts.

Is there concern about the Beaufort downtown leg competing with this submittal? Not at this point due to the lack of an identified location for the path.

The Trail is important to Grey Ghost, so they are working well with the Town and Friends on the path.

The Commission is discussing the optional meeting on October 22. If you can make it, please do, but also review the submittals and criteria for reviewing the applications. Meeting will be held at 4:30pm.

Meeting adjourned at 5:35pm.