



Town of Beaufort, NC

701 Front St. - P.O. Box 390 - Beaufort, N.C. 28516
252-728-2141 - 252-728-3982 fax - www.beaufortnc.org

**Town of Beaufort Board of Commissioners Special Called Meeting: Redevelopment of former
Beaufort Elementary School
4:00 PM Wednesday, December 16, 2020 - Zoom Meeting due to COVID-19
Monthly Meeting**

Call To Order

Roll Call

Agenda Approval

Items for Discussion and Consideration

- [1.](#) Redevelopment of former Beaufort Elementary School

Adjourn



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**Town of Beaufort Board of Commissioners Special Called Meeting
4:00 PM December 16, 2020**

AGENDA CATEGORY: Items for Discussion and Consideration

SUBJECT: Redevelopment of former Beaufort Elementary School

BRIEF SUMMARY:

The developers, Palco Investments, LLC, and their engineer, Ron Cullipher, will be present to discuss the redevelopment of the property as a multiuse project.

REQUESTED ACTION:

Consider the presentation.

EXPECTED LENGTH OF PRESENTATION:

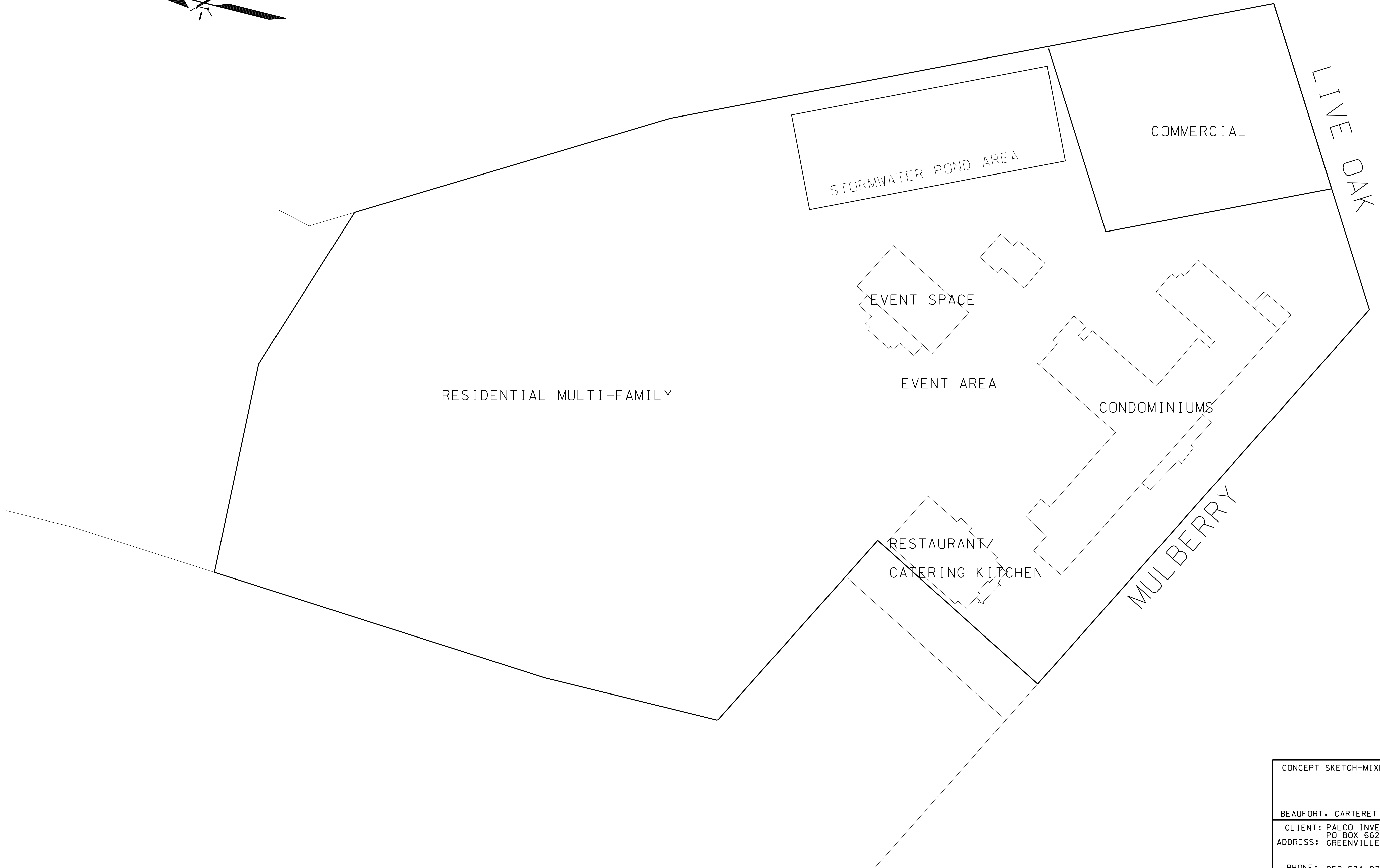
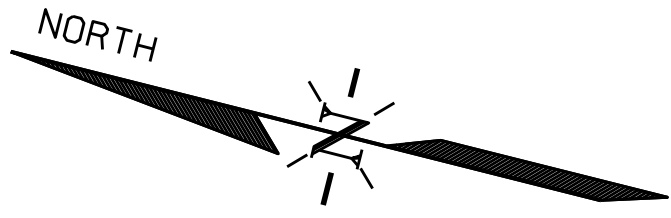
30 minutes

SUBMITTED BY:

John Day, Town Manager

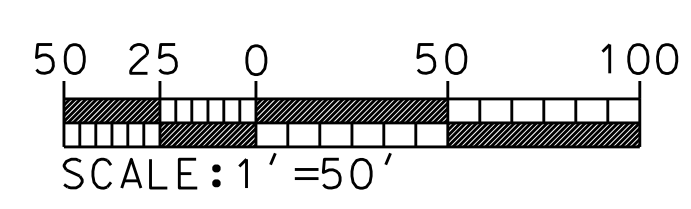
BUDGET AMENDMENT REQUIRED:

No



REVISIONS:

No.	BY	DATE	DESCRIPTION



SHEET # 1 OF 1
PROJECT #: PM2872
DESIGN FILE #: PM2872 beaufort elem sketch.dgn

CONCEPT SKETCH-MIXED USE

BEAUFORT, CARTERET COUNTY, NORTH CAROLINA

CLIENT: PALCO INVESTMENTS, LLC
PO BOX 662
ADDRESS: GREENVILLE, NC 27835

PHONE: 252-531-9704

THE CULLIPHER GROUP P.A.
ENGINEERING & SURVEYING SERVICES
151A HIGHWAY 24
MOREHEAD CITY, N.C. 28557
(252) 773-0090 LICENSE NO. C-4482
PRELIMINARY FOR DISCUSSION ONLY

RONALD D. CULLIPHER P.E.

DESIGNED: RDC
DRAWN: RDC
CHECKED: RDC
APPROVED: RDC
DATE: 11/25/20
SCALE: 1"=50'

Strengthen and Direct Development Toward Existing Communities

“Smart growth directs development towards communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer and to maintain the value of public and private investment. By encouraging development in existing areas, communities benefit from a stronger tax base, closer proximity of jobs and services, increased efficiency of already developed land and infrastructure, reduced development pressure in fringe areas, and preservation of farmland and open space. In addition, the process of increasing development in existing communities can maximize the use of existing impervious surfaces, thereby improving local and regional water quality, and can create opportunities for more transportation options, which lower vehicle miles traveled and ultimately improve regional air quality. Often existing neighborhoods can accommodate much of the growth that communities require through infill development, brownfields redevelopment, and the rehabilitation of existing buildings. For example, a 1996 study found that brownfields in Detroit, Chicago, Milwaukee, and Cleveland could absorb one to five years of residential development, 10 to 20 years of industrial development, or 200 to 400 years of office space.”



One place in Beaufort to encourage redevelopment and a public-private partnership is the old elementary school site on Mulberry Street.

Provide a Variety of Transportation Choices

“The science of traffic management and prediction has begun to catch up with what citizens have observed for years: new road capacity fills up almost as fast as it is constructed. Known in transportation circles as “induced demand,” studies now show that as large new roads are built people increase their driving to take advantage of the new infrastructure. Some studies suggest that between 60 and 90 percent of new road capacity is consumed by new driving within five years of the opening of a major road. In the short term, people may switch from using transit and carpools to traveling on the new road, and in the long term, with the increased accessibility of the surrounding land, development patterns shift to create more growth and new traffic in the area. In regions around the country, travel forecasters show that the continuation of current policies and practices is unlikely to alleviate congestion.”

In response, communities are beginning to implement new approaches to transportation planning, such as better coordinating land use and transportation; increasing the availability of high quality transit service; creating redundancy, resiliency and connectivity within their transportation networks; and ensuring connectivity between pedestrian, bike, transit, and road facilities. In short, they are coupling a multi-modal approach to transportation with supportive land-use patterns that create a wider range of transportation options.”



Youth engagement exercises for the small area plan

Make Development Decisions Fair, Predictable, and Cost Effective

“For a community to be successful in implementing smart growth, its vision, objectives, and actions must be embraced by the private sector. The private sector is crucial to supplying the large amounts of money and construction expertise needed to meet the growing demand for smart growth developments. If investors, bankers, developers, builders, and others do not earn a profit, few smart growth projects will be built. Fortunately, government can help reduce barriers to profitable smart growth development practices. Since the development industry is highly regulated, the value of property and the desirability of a place are determined in large part by government investment in infrastructure and by government regulation.”



Encourage community involvement from as many users as possible

Encourage Community And Stakeholder Collaboration In Decision Making

“A key component of smart growth is to ensure early and frequent involvement of all stake-holders to identify and address specific needs and concerns. The range of these stakeholders is broad and includes developers, urban planners, transportation engineers, conservation and environmental groups, community development advocates, historic preservationists, commuters, students, environmental justice advocates, senior citizen organizations, children’s advocacy groups, churches, parent-teacher associations, civic associations, and many others. Each is capable of contributing a unique and valuable perspective to both broad community plans and specific project designs. These perspectives are particularly critical for the construction of the mixed-use, compact, walkable, and transit-rich communities that smart growth supports because these varied perspectives may represent a departure from what is conventional and familiar. The means of engaging the community and stakeholders are myriad and range from early stakeholder input in community plans to ongoing feedback and evaluation of the plan’s implementation as projects are constructed. Ensuring a high level of public awareness is one of the most fundamental strategies to guarantee that community needs and possible solutions are fully considered. This strategy can help local leaders better identify and support development that meets those needs.”

3.5 Planning Analysis

Future Land Use

The future land uses in Beaufort are illustrated in the map to the right. The strategy includes traditional categories along with a unique Downtown Commercial designation. This land use type is only utilized along the historic downtown portion of Front Street, ensuring the existing small town character remains intact.

Along the Cedar Street corridor the most prominent land use type is Mixed Use with two blocks of Public/Institutional from Turner to Queen Street, which house the Beaufort Courthouse and Carteret County Detention Center on the southern side of the road.

The prominent land use type along Live Oak Street is General Commercial. These large swaths of commercial include retail strip centers, drive-thru restaurants, banks, and small-scale offices. A small portion of the corridor is medium density residential, and the northern most portion of the corridor currently focuses on single family residential.

LEGEND

Conservation/Open Space	Light Industrial
Downtown Commercial	Low Density Residential
General Commercial	Medium Density Residential
Mixed Use	High Density Residential
Public/Institutional	

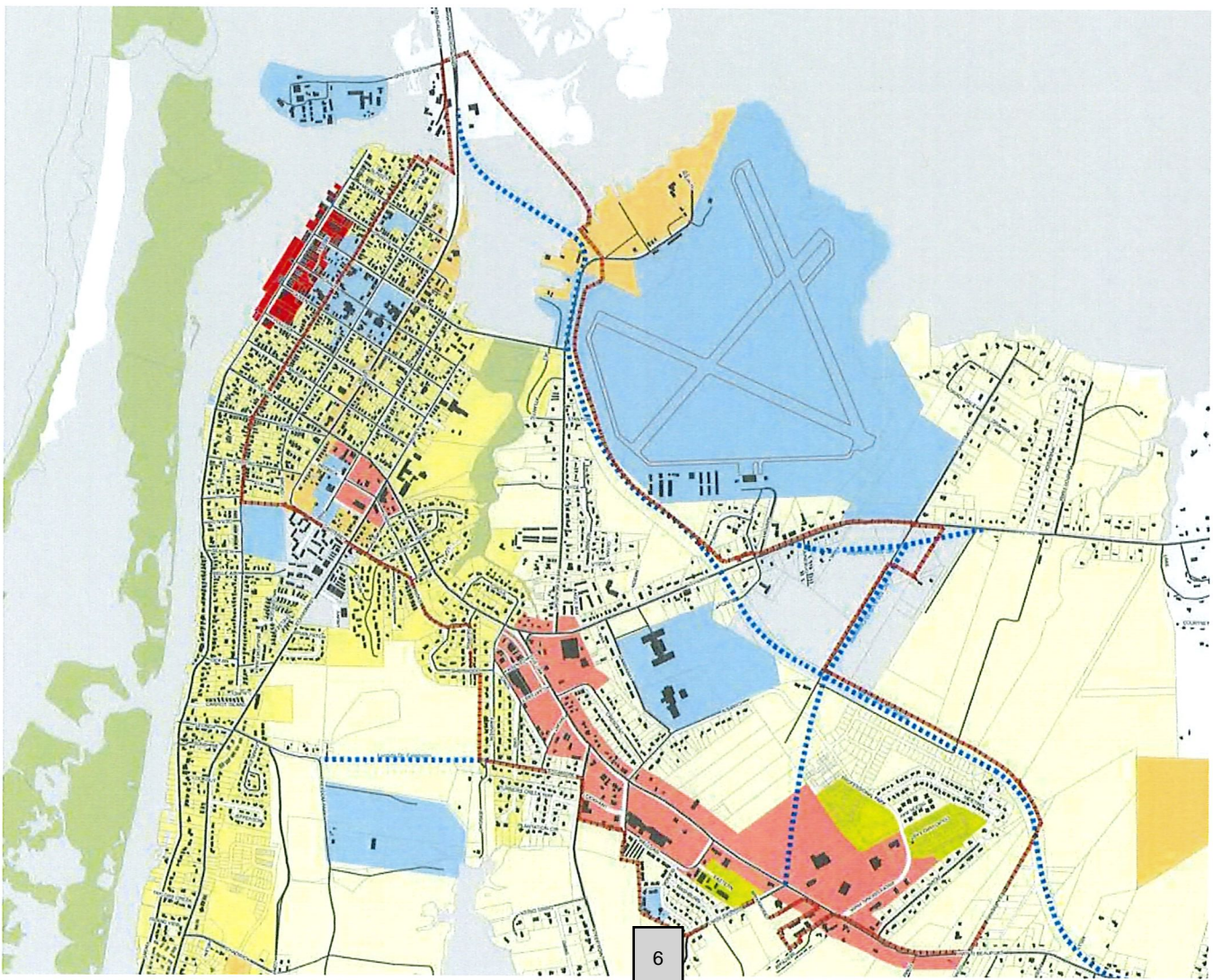


Figure 11: Future Land Use Map

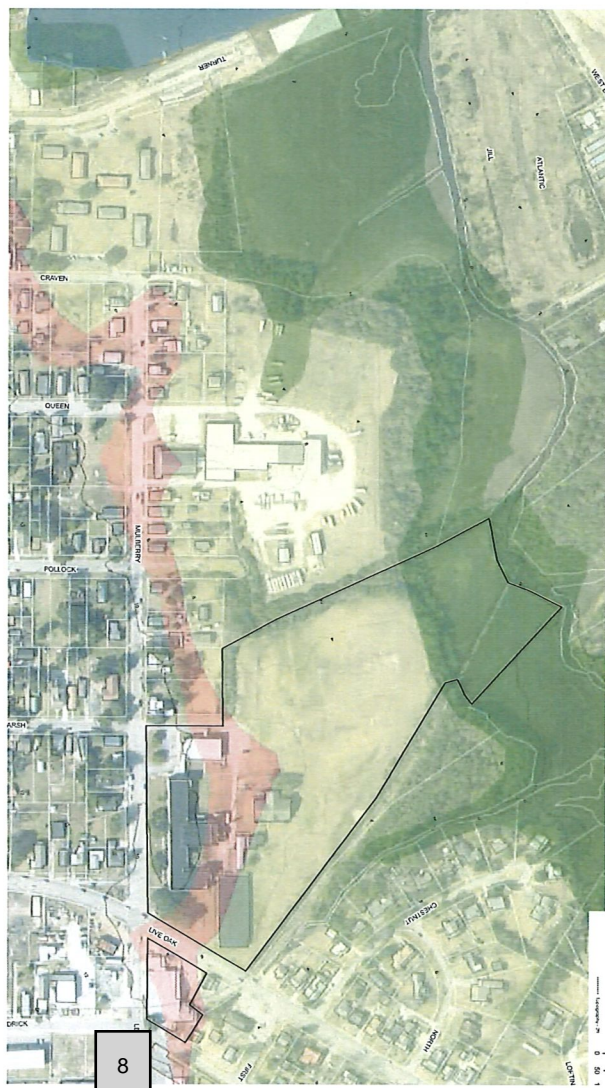


Developing in a Sensitive Flood Zone

Current studies are underway related to Beaufort's watersheds and other environmental standards that impact development in sensitive flood prone areas. Upon completion, these new standards may have an impact on some of the proposed concepts in this section. Also underway is the evaluation of wetland and marsh expansion areas which could render some of the property investigated undevelopable in the future. Therefore, some of the areas depicted as housing in the concept plan may alternatively be open space in the future.

The Town is an active Community Rating System participant and has an adopted Flood Damage Prevention Ordinance with higher regulatory standards, to include a mandatory 1-foot freeboard above Base Flood Elevation. Also, builders must use the base flood elevation plus the 1-foot of freeboard to determine the height of the first habitable floor of structures within the new infill development.

Low impact stormwater standards will also be key to developing in this sensitive flood zone area. Permeable pavement, naturalized drainageways, rainwater harvesting, and bioretention should all be utilized.



Environmental constraints map for the Mulberry Street Neighborhood illustrating wetlands and flood zones

Legend

- Catalyst Site
- Waterbodies
- Wetlands
- Flood Zone SHADED X
- AE
- Topography - 10ft
- Topography - 2ft

Figure 17: Mulberry Neighborhood Catalyst Site



DEVELOPMENT DATA (226 TOTAL UNITS)

APARTMENTS	61 UNITS
TOWNHOMES	56 UNITS
4 PACKS	20 UNITS
2 PACKS	16 UNITS
COTTAGES	18 UNITS
SINGLE FAMILY LOTS	44 UNITS
LOFTS	11 (+ SCHOOL REHAB UNITS)
GROUND FLOOR COMMERCIAL	17,500 SQ. FT.
(+ SCHOOL FIRST FLOOR AND CAFETERIA)	
EVENT SPACE IN OLD GYM	
NEW NEIGHBORHOOD PARK AT BOYS AND GIRLS CLUB	
PUBLIC GREENWAY	

LEGEND

- Mixed Use
- Community
- Apartments
- Four-Pack/
Two Pack
- Townhomes
- Single Family