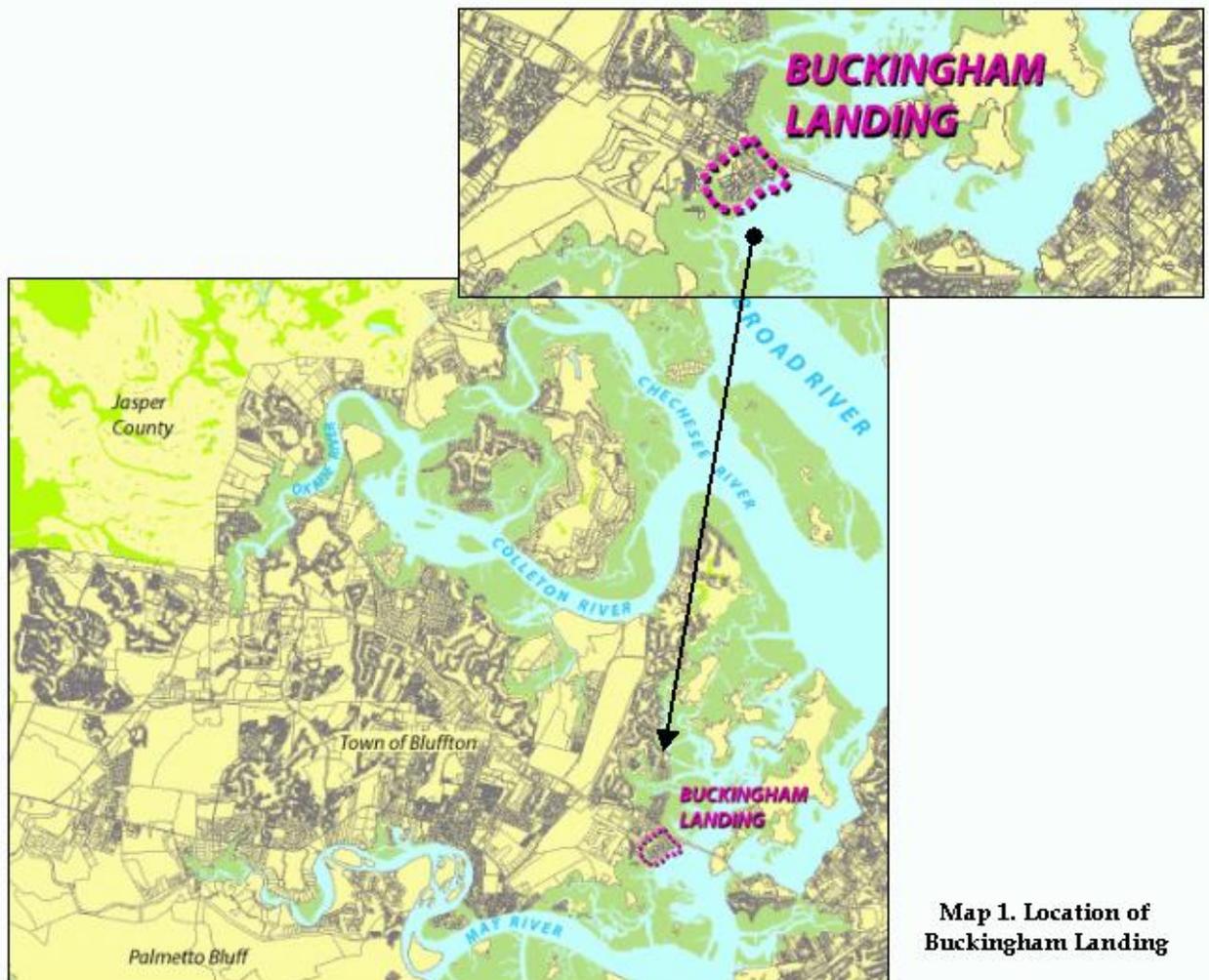


Appendix 4-F

The Buckingham Landing Community Preservation Plan

The purpose of the Buckingham Landing Community Preservation Plan is to define the neighborhood's existing character and convey the residents' vision of its future. The Plan addresses public safety, transportation, land use, the environment and recreational opportunities. Also included is an examination of mitigation activities to minimize impacts resulting from the construction of the restaurant at the end of Fording Island Extension. The adoption of this Plan and its policy statements form the base on which land use regulations for the community will be developed. The Buckingham Landing community is shown in Maps 1 and 2.



Map 1. Location of Buckingham Landing



The Planning Process

A community meeting was held on May 3, 2006 to initiate the Community Preservation (CP) process. At that time, residents interested in serving on the Buckingham Landing Community Preservation Committee submitted their names. An eleven-member group was selected from the submittals to form the CP Committee.

At the community meeting, a list of issues facing the community were identified and discussed. These issues form the framework for the CP Plan:

- Public safety
- Transportation, including vehicular access to the neighborhood, the condition of local roads and barge usage at the public boat ramp
- Environmental standards
- Land use, including impacts from the construction and operation of the new restaurant and housing
- Historic preservation
- Recreational activities and access to the boat ramp.

The Buckingham Landing CP Committee held meetings twice a month beginning on June 27, 2006. Guest speakers included Colin Kinton of Beaufort County Engineering; Fran and Bill Marscher, residents of Buckingham Landing and initiators of the Clean Water Task Force; Eddie Bellamy, Director of Beaufort County Public Works; Audra Antonacci, Codes Enforcement Supervisor; Capt. Marvin Morrison and SSgt. Larry Swigart, Sheriff's Office; and Dick Duell, Senior Engineer of the Beaufort-Jasper Water-Sewer Authority.

The CP Committee presented the Final Draft Buckingham Landing Community Preservation Plan and ordinances at a public hearing on February 6, 2007. Comments made concerning the Plan were discussed and incorporated into the Final documents. The Plan is then submitted to the Beaufort County Planning Commission for approval and then to the Beaufort County Council for adoption as a policy document appended to Beaufort County's Comprehensive Plan. It will be used to guide zoning, subdivision and facilities funding in Buckingham Landing.

Community Issues and Goals

Based on community input at both public meetings and intense discussions of the issues listed above, the following goals were identified. Specific actions to be undertaken to achieve each goal are also included. In some instances, the CP Committee has taken the opportunity to accomplish some of the specific actions through dialog with County staff and other speakers at Committee meetings.

Public Safety: The primary goal for every community is the safety of its residents. For Buckingham Landing issues of public safety include addressing speed and traffic patterns within the neighborhood and reducing crime. Another public safety factor to be considered is the Landing's single-entrance character. Vehicular traffic can only enter and leave the community through the intersection at fording Island Road Extension and US 278. Until restaurant construction began, this limited traffic to residents and those using the public boat landing. Any future designs for alternate roadways through the

area should maintain a single entrance/exit to Buckingham Landing to keep traffic counts as low as possible.

- Speed limits: Community residents and Committee members agree that speed limits must be lowered on neighborhood roads to protect children, walkers, pets as well as the drivers themselves. Existing speed limits are 30 miles per hour on Fording Island Road Extension and Big Oak Drive (State roads) and 25 miles per hour on all other roads (owned and maintained by Beaufort County). CP Committee members asked the Sheriff's Office representative and the County's Public Works Director to work on reducing speed limits to the lowest permitted rate.
- Impacts to traffic from construction and operation of the restaurant: Vehicles entering the neighborhood during construction of the restaurant at the end of Fording Island Road Extension are traveling at relatively high rates of speed through the narrow roads. The drivers travel through the community to make a loop, arriving back onto Fording Island Road Extension to position themselves to enter the construction site in reverse. The completion of restaurant construction will greatly reduce the number of heavy trucks traveling the neighborhood, but trips by delivery vehicles during restaurant operations will remain high. Increased enforcement of speed limits may inspire drivers to use lower speeds while traveling through the community, improving public safety.



Photo 1. Restaurant as Seen from Public Boat Landing

Based on trip generation manuals, the restaurant, when opened, can be expected to double existing traffic (adding between 20 and 65 cars during peak hours of operation), especially in the first few months after opening and during peak tourist seasons. This potential traffic increase and its accompanying safety issues (pedestrian safety, speeding, accidents, illegal parking, and such) is a major concern for neighbors. These safety impacts are based on the existing number of parking spaces permitted with restaurant development. Restaurant owners, managers and patrons must be limited to using the parking spaces permitted under the existing development design. Permitting the restaurant additional parking spaces on or near the property will significantly increase traffic impacts and increase safety hazards for the community's children and pedestrians.

Residents near Alljoy Beach had similar problems with on-street parking by visitors to the beach. After a study conducted by SCDOT, “No Parking” signs were put up by the County near Alljoy Beach because there was an issue of public safety – the presence of parked cars limited access by emergency vehicles. Captain Morrison has requested SCDOT conduct a similar public safety study for Buckingham Landing.

GOAL: *Improve safety on Buckingham Landing roads for children, pedestrians, and drivers.*

- 1) Request lower speed limits for community roads and additional enforcement for these lower speeds.
- 2) Request that SCDOT prepare a public safety analysis for Buckingham Landing with special attention to impacts from restaurant operation.
- 3) Request additional enforcement to eliminate the use of neighborhood roads by heavy trucks.
- 4) Eliminate all on-street parking within Buckingham Landing by ordinance and enforcement.
- 5) Send a copy of this Community Plan to members of the Development Review Team to notify them of the strong community opposition to additional parking at or near the restaurant.
- 6) Request SCDOT and Beaufort County to install safety signs such as “Children at Play” and “No Through Traffic.”
- 7) Work with Beaufort County Engineering and SCDOT to arrive at the best practicable solution to the traffic safety issues at US 278, while maintaining a single entrance to the community.

- **Crime:** According the Beaufort County Sheriff’s Office, crime rates in Buckingham Landing are very low, residents disagree. At one CP Committee meeting, representatives of the Beaufort County Sheriff’s Office attended and the group discussed crime in the neighborhood. Committee members asked for “more of a presence” from the Sheriff’s Office for crime deterrence. The Committee was told that when calling the Sheriff’s Office to report a crime, get an incident number. This number is required for any follow-up or further investigation of a crime. For example, if someone parks illegally on your property, you can have the car towed. But, the tow truck driver will require an incident number. Also, if a Beaufort County resident witnesses a crime, (s)he has the right to make a police report and go to the Magistrate’s court to get a warrant for the perpetrator’s arrest.

GOAL: *Reduce crime in Buckingham Landing.*

- 1) Request increased enforcement patrols from the Beaufort County Sheriff.
- 2) Ask Beaufort County to erect signs at the public landing that describe rules for use of the landing and the consequences of rule-breaking.
- 3) Establish a Neighborhood Watch.

- **Fire prevention:** Currently, there are no water lines on the Island and consequently, no fire protection in the form of hydrants. The provision of water to the restaurant will bring water lines and hydrants along Fording Island Road Extension. In the interest of public safety, water lines should be installed throughout the community to provide for a higher level of fire protection.

GOAL: *Increase fire protection in Buckingham Landing.*

Actively pursue installation of public water within the community.

Transportation: Buckingham Landing is only accessible by land at the intersection of US 278 and Fording Island Road Extension. Residents prefer this single-entrance arrangement as it virtually eliminates through traffic. There is water access to the community at the public boat landing at the end of Fording Island Road Extension. Recreational and commercial boaters using the public landing once produced the only additional traffic on the neighborhood's roads.

- **Vehicular traffic – US 278:** Two significant occurrences have changed traffic patterns: the widening and re-structuring of US 278 and construction of the restaurant. Making a turn onto the very heavily-traveled US 278 from Buckingham Landing has been a long-standing problem. The widening and re-structuring of US 278 is almost completed. Under the re-structuring of the road, many access crossings have been closed and traffic is forced to travel past their destination and make a u-turn to get back to the original destination. The access point to the Kangaroo gas station just east of the intersection of US 278 and Fording Island Road Extension has been closed and the cross-over point at the intersection, Buckingham Landing's only access point, is now the designated u-turn for access to the gas station. This has not only increased the number of vehicles using this access point, but has complicated traffic patterns and increased drivers' risk of accident.

Colin Kinton of Beaufort County Engineering attended a CP Committee meeting and listened to the complaints and comments offered by Committee members and visitors. Because the widening project was nearing completion, there was little that could be done to improve access to the community. However, within a week of the meeting, Mr. Kinton had arranged to have concrete traffic control devices installed at the US 278/Fording Island Road Extension intersection as shown in Figure 1.

Another part of the intersection's problems is that the cross-over lies within a depression created by the first widening of US 278, limiting the visibility of on-coming traffic to those within the cross-over. Any future road work in this section of US 278 must include elimination of this depression.



Figure 1. New Traffic Control Devices at the Intersection of US 278 and Fording Island Road Extension

- Vehicular traffic – Bluffton Parkway:** Plans for the Bluffton Parkway, a limited-access road paralleling Fording Island Road (US 278), were underway when the Buckingham Landing CP project began. A public meeting to discuss potential alignments for the Parkway. Proposed designs did not indicate any plans for a connection with US 278 near Buckingham Landing. Because the intersection of US 278 and Fording Island Road Extension is becoming more dangerous with the increase in both travel lanes and traffic, the Committee decided that preliminary alignments should at least consider a connection to Buckingham Landing. The Community Planner was tasked with presenting the community's request to the Parkway Steering Committee. At the next public meeting for the Parkway, the designs for Phase 5-A (the portion nearest Hilton Head Island) indicated two possible linkages to US 278 via a flying bridge passing near the Landing that would allow direct access to the Landing to the Parkway. One of these proposed designs is shown in Figure 2. The most recent proposed road alignment shows the Parkway's flying bridge passing near Buckingham Landing, without direct access from the Landing to the Parkway (Figure 3).

This new design has disadvantages to the residents of Buckingham Landing including the continued use of a dangerous intersection, increased activity near that intersection (the merging lanes dropping more east-bound traffic). Using an access like the one pictured in Figure 2 would possibly be less expensive than the one in Figure 3, with no requirement for flying bridges. In addition, access such as Figure 2 would likely remove one obstacle to even traffic flow, the convenience mart and produce stand. These activities currently attract many motorists, most of whom cross traffic to enter and exit. Clearly, the more beneficial access to Buckingham Landing would be a separate access similar to that in Figure 2.

An important issue concerning vehicular access is the importance of maintaining a single access point to the community. If direct access to the Bluffton Parkway becomes open to Buckingham Landing residents, the access point at Fording Island

Road Extension must be closed. If not, the Landing will become a short cut resulting in heavy through-traffic and increased threats to public safety.

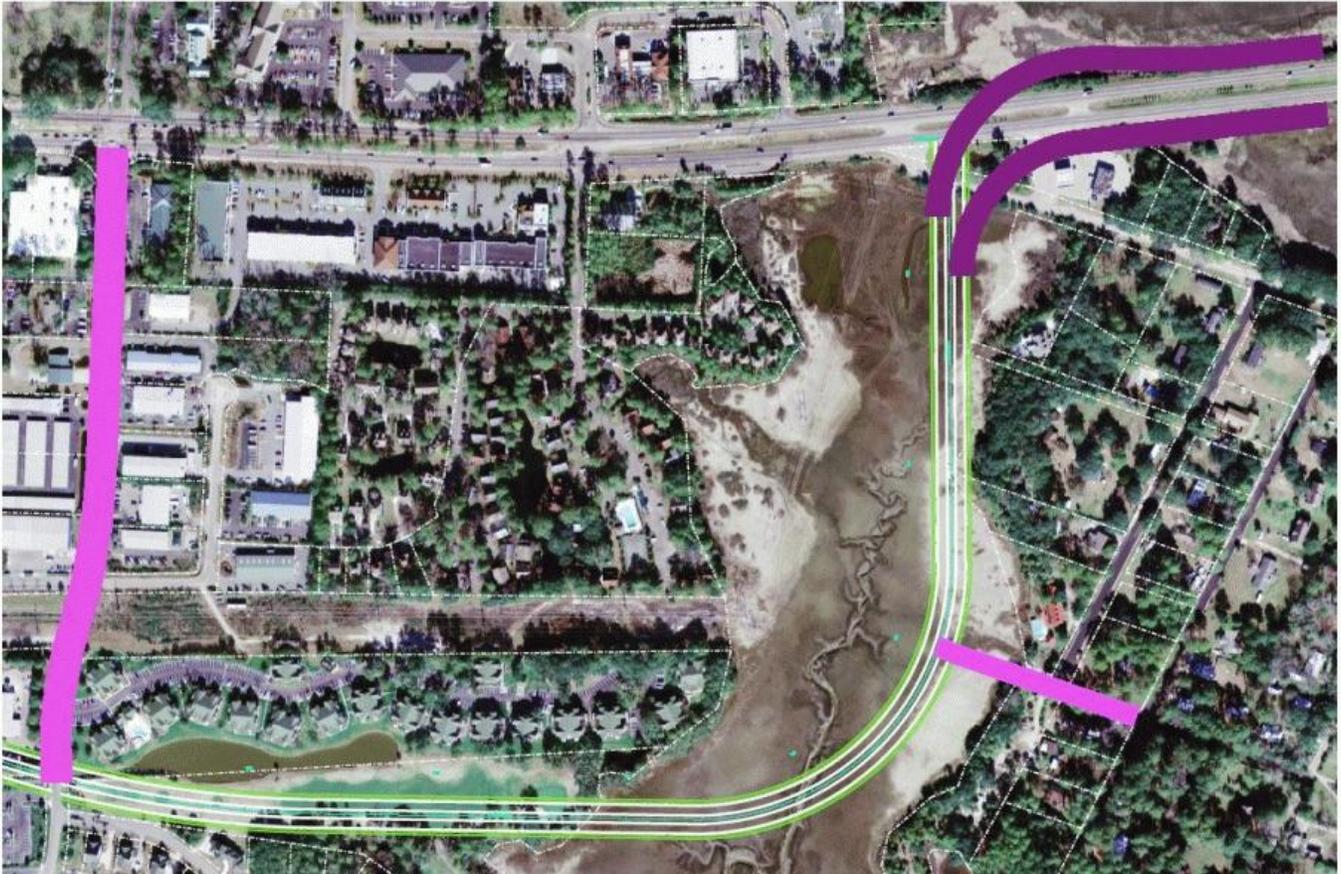


Figure 2. Bluffton Parkway Phase 5 Alternative Alignment 3, October 2006



Figure 3. Alignment of Bluffton Parkway Phase 5, March 2007

GOAL: *Improve external vehicular access to the community while maintaining the neighborhood's single-entrance character.*

- 1) Hold discussions with Beaufort County Engineers concerning improving direct access to Buckingham Landing via US 278 until such time as the Bluffton Parkway is completed with direct access to Buckingham Landing.
- 2) Closely follow plans for the Bluffton Parkway and become active in asking for direct linkages between the Parkway and Buckingham Landing .

- 3) If direct access to Buckingham Landing becomes available from the Bluffton Parkway, ensure that the access to US 278 is sealed.

Residential Land Use: Because Buckingham Landing is an established community with few lots left open for development, the CP Committee decided that any new land use ordinance should be designed to preserve the existing eclectic character of the neighborhood.

GOAL: *Maintaining the existing character of Buckingham Landing.*

Prepare a zoning district with the following characteristics:

- **Density:** To be set by minimum lot size.
- **Minimum lot size:** No less than 10,890 square feet for lots connected to public sewer and 14,520 square feet for lots with septic systems.
- **Permitted uses:** Single-family detached homes, home daycare for children, public boat landings.
- **Limited uses:** Duplexes, accessory dwelling units, bed and breakfasts, home-based businesses.
- **Special uses:** None.
- **Limiting standards:** These will be based on and may exceed the standards included in the Beaufort County Zoning and Development Standards Ordinance.

Commercial Land Use: Currently, there are five lots in the CP district on which are existing commercial activities. These are shown in Figure 4. All five parcels contain nonconforming uses:

- **Parcel #1: R600-041-000-0002-0000:** This one-acre parcel is situated at the intersection of US 278 (Fording Island Road) and Fording Island Road Extension. It has direct access to US 278 and is currently home to a store/produce stand. The store has been permitted as a traditional shop, which is defined as a small store (less than 1,500 square feet) that sells grocery items and household supplies.
- **Parcel #2: R600-041-000-002B-0000:** Adjacent to parcel #1, this parcel (1.57 acres in size) also has direct access to US 278. Existing land use includes a gas station with a convenience store.



Figure 4. Nonconforming Parcels

- Parcel #3: R600-041-000-0046-0000 – Located on Vine Street along the northern edge of the Island, existing land use on this parcel is a rental services company that provides plants for weddings and other activities. There are living quarters on the 1.12-acre parcel, but the owner is not in residence.
- Parcels #4 and #5: R600-041-000-0009-0000 and R600-041-000-0008-0000 – On the water’s edge at the end of Fording Island Road Extension, these parcels are adjacent to the County’s public boat landing. A restaurant is currently under construction on the one-acre site. The property owner of these parcels disagreed with the County as to his right to develop the parcels as he was permitted under a development permit granted him in 1988.

The 1999 Beaufort County Zoning and Development Standards Ordinance (ZDSO) contained a process through which a property owner could appeal decisions made by zoning officials on “vested rights.” The 1994 South Carolina Local Government Comprehensive Planning and Enabling Act did not address resolution of vested rights disputes. That has since been rectified and the County’s process deleted in favor of the State’s ordinance.

In general, granting a property owner vested rights in a development means that (s)he can construct the project as though it was being built at the time of application, under the regulations in place at that time. Vested rights are usually granted to a developer who has at least partially completed the project before

abandonment.

The Buckingham Landing parcel appeal was made before a Hearing Officer selected for that specific purpose by the County Administrator, John Kachmar. Judge Finney, retired Chief Justice of the South Carolina Supreme Court, heard the case. Attorneys for the County and the property owner presented their sides of the argument and the Judge made his decision, which was binding on the participants. Thus, the property owner was permitted to construct a restaurant in accordance with a development plan submitted to the County in 1988.

While the restaurant is permitted to be constructed following land use regulations in place in 1988, there are two standards that have been developed since that time and that are applicable to this project: current lighting standards and signage standards. The new development must also comply with existing nuisance ordinances, especially regarding noise abatement. Parking is required to be on-site under both sets of zoning ordinances.

- Zoning the Existing Commercial Uses: None of the above parcels contains uses that conform to the existing Community Preservation land use ordinance. In this respect, the uses are considered to be nonconforming and subject to specific certain limitations (ZDSO Table 106-9):
 - 1) “Disturbed area expansion” is limited to 15% of the parcel within required setbacks and with maximum feasible buffers.
 - 2) Nonconforming uses can become conforming by correcting the unconformity or by approval of a special use permit. (Please note, this does not apply to parcels #4 and #5.)
 - 3) Nonconforming use with damage greater than 50% of their market value shall be replaced by conforming uses.
 - 4) Any partially destroyed nonconforming use shall be considered abandoned if substantial reconstruction of the damaged use has not been initiated within 180 days of the destruction date. Abandoned uses shall only be replaced with conforming uses and structures.
 - 5) Any nonconforming use shall be considered abandoned if vacant or unused for 120 days. Abandoned uses shall only be replaced with conforming uses and structures.

For each of the above parcels, the CP Committee had to select one of the following zoning solutions for each of these parcels:

- 1) Keep the parcel within the Buckingham Landing CP District and create a commercial zoning district that would apply to one or all of the above parcels, thereby making the use conforming.
- 2) Keep the parcel within the Buckingham Landing CP District, which will be residential uses only, thereby creating a nonconforming use.
- 3) Exclude the parcel from the CP District and request rezoning of the parcel to Commercial Regional, an existing Beaufort County zoning district.

The Buckingham Landing CP Committee unanimously voted to keep the CP District

outline as it is currently designated, creating five non-conforming (grandfathered) parcels.

GOAL: *Prepare and ordinance that will not permit commercial uses in Buckingham Landing.*

- 1) Write a new zoning ordinance that permits only residential uses and home-based businesses.

Home-based Businesses: Several changes in business and technology over the past few years have changed home businesses, but zoning definitions have not always kept pace. Remote-location telecommuting and internet sales activities don't fit well into existing land use ordinances. Many residents in Buckingham Landing use their homes as a base of operations for a business. Residents would like to continue to operate these businesses and to do so with the fewest impacts on other residents. Currently, Beaufort County has three categories of home-based businesses and each is a limited use. No single one of these types of home businesses fits the needs of the residents or their visions for the future land uses within the community. The following presents some of the issues involved with each of the existing types:

- **Home occupation:** A business located entirely within a home, but not exceeding 25 percent of the home's total floor space. This specific floor space requirement is difficult to enforce. The designation also does not allow the use of accessory structures for the business or the hiring of additional employees.
- **Home business:** This category extends activity to accessory units and up to three employees as long as the operator (not specifically the owner) of the business resides on or adjacent to the property. Residents of Buckingham Landing believe that the property and business owner should also be the primary resident of the property.
- **Cottage industry:** Light industrial uses located on a minimum 10-acre lot with a residential unit on the lot. The industry can have up to six employees and the operator must reside on or adjacent to the property. The Committee decided that the uses included under "light industrial" in the ZDSO are too intense for Buckingham Landing.

For these reasons, the Buckingham Landing CP Committee decided that their best course would be to tailor a definition of home-based business specifically to fit the community.

GOAL: *Limit new commercial activities to home-based businesses. Encourage home-based business by easing restrictions on these activities while still maintaining the residential character of the community.*

- Prepare a zoning district with the following characteristics at a minimum:
 - 1) Commercial activity: Not permitted.
 - 2) Home-based businesses: Owner must reside on premises; limited hours of operation; neighborhood compatibility; no nuisances created; screened outside

storage; limited signage; no on-street parking; appropriate permits and licenses still required.

Environmental Standards: Buckingham Landing is a small peninsula on the far eastern end of the mainland surrounded by Mackay Creek and its wetlands (Map 1). Mackay Creek and its tributaries are part of the Broad River estuary, a drowned river valley system and the largest of the Sea Island Coastal Region estuaries, covering 219 square kilometers. A water quality monitoring plan was initiated in 1999 for the Broad river system. Monitoring results at water quality station 20-07, located at the bridge near Buckingham Landing, showed that water here met standards for an Approved classification, meaning that shellfish harvested at this location are approved for human consumption (SCDHEC 2006).

SCDHEC concluded that the Broad River estuary is affected by three major sources of pollution: nonpoint source pollution (stormwater runoff), sewage treatment and disposal systems, and boating impacts (primarily improper discharge of untreated or partially treated sewage).

For Buckingham Landing, stormwater runoff is the major pathway for pollutants to enter the marshes and waterways. Other contamination sources include fecal coliform from pets and wildlife, failing septic systems, and drainage from roads and other impervious surfaces. Committee members have reported that a large amount of trash from the Kangaroo station and fruit stand ends up in the neighborhood and in local waterways, another source of contamination. Stormwater management systems also need to function properly.

Methods for reducing nonpoint source pollution within Buckingham Landing include lessening the amount of impervious surfaces, keeping development and land disturbance away from wetlands, reducing neighborhood chemical usage (fertilizers, pesticides and herbicides), inform residents of the impacts arising from filling in or otherwise altering stormwater drainage ditches.

Because many of the lots on Buckingham Landing are small, there may be no room for alternate drain fields when an on-site sewer system fails. At some point it will also be important for residents to consider connecting to a public sewer system. Public water access may become necessary if salt water intrusion into the local aquifer begins to affect neighborhood wells.

The environmental impacts from barge usage are caused by actual landings of barges on land. Because almost all barge use at Buckingham Landing is via cranes, the impact from barge traffic is minimal.

GOAL: *Maintain the community's character and quality of life through protection of the local ecology and surrounding shellfish waters.*

- Prepare a zoning ordinance that will maintain the existing low-density residential character of the neighborhood.
 - 1) Permit only single-family, duplex, and accessory dwelling units.

- 2) Limit commercial use to home-based businesses.
 - 3) Establish minimum lot sizes based on the availability of public sewer.
- Ask the County and BJWSA for assistance in obtaining funding and/or payment methods to assist residents to hook up to public water and sewer.
 - Support existing river buffer zone restrictions including setbacks and maximum structure footprints.
 - Oppose construction of parking in setbacks from the critical line.
 - Provide education to residents concerning limiting impacts to local waterways, including information about:
 - 1) Impacts from landscape chemicals and how to lessen these impacts.
 - 2) The use of pervious materials rather than impervious materials.
 - 3) The importance of maintaining septic systems and drain fields.
 - Assist Beaufort County in maintaining a storm water management system that both prevents flooding and prevents pollution from moving to nearby waterways.
 - 1) Inform Public Works when ditches become clogged and when flooding occurs.
 - 2) Educate neighbors in the importance of keeping drainage ditches maintained.

Historic Preservation: For decades Buckingham Landing served as a primary access point to Hilton Head Island, with ferry service for passengers and barges for cargo. Private ferries like the Clivedon (Hilton Head Island, 1998) provided regular service connections between Hilton Head Island and the mainland in the late 1800s that augmented the services provided by bateau owners since transport between Hilton Head Island and the mainland was needed.

In 1953, a State-operated car ferry began running from Buckingham Landing to Jenkins Island on Hilton Head. The first ferry, the Gay Times, held four cars and the second, Pocahontas, held nine. The cost to ride was 10 cents per person and \$1.25 per car (Hilton Head Island, 1998). Some evidence of the earlier residences and other structures on Buckingham Landing are visible as tabby remnants. Tabby is a concrete made from lime, sand and oyster shells. The largest collection of tabby remnants is located on the smaller of the two parcels on which the restaurant is being constructed. When the first development review was completed on the proposed project in 1988, the State Historic Preservation Office was requested to evaluate these tabby remains.



Photo 2. One of the Remaining Pieces of Tabby on Buckingham Landing

The person in charge of these as the top tabby determinations, regarded expert in South Carolina at the time indicated that the tabby group did not qualify as a significant historic structure. However, they do represent the last remaining evidence of historical properties in Buckingham Landing, so they have community historical significance. The approved plan for restaurant construction shows that the tabby ruins are to remain standing within the restaurant parking lot. Building Codes personnel have been making frequent checks for construction compliance and should include the status of the tabby as part of their observations.



Figure 5. Sketch of Tabby Protection in Approved Restaurant Plans

GOAL: *Request that Beaufort County ensure the preservation of the tabby ruins.*

- Send copies of the approved Community Plan to those involved in monitoring restaurant construction.

Public Recreation: Currently, public recreation in Buckingham Landing is limited to the public landing. There are no parks or other forms of active or passive recreation except those activities provided to owners of waterfront property, who have virtually unlimited access to water sports. There is no existing public pressure to expand County recreational activities to the community. However, there is a significant demand that opportunities for private usage of the existing landing be shared equally with commercial users of the same landing.

GOAL: *Ensure that ample public access at the boat landing is maintained.*

- Review the proposed Beaufort County public boat landing ordinance amendments and make comments as appropriate.
- Address public parking issues when preparing the new land use ordinance.

Public Water and Sewer: The Committee was asked to address “other issues” as they arose. The only significant “other issue” to come out of the CP Committee meetings was access to public water and sewer. As discussed in Section 6 Environmental Standards, to ensure continued high water quality near the Landing, there will come a time that on-site disposal systems should be replaced and homes connected to public sewer. Also, continued draw down on the Floridan Aquifer may result in saltwater intrusion into community wells, requiring connection to public water systems.

Mr. Dick Duell, a representative from Beaufort-Jasper Water and Sewer Authority (BJWSA) attended a CP Committee meeting to discuss the current status of water and sewer access to the Community. Current restaurant plans call for an 8” water line following Fording Island Road Extension. This line will tie into the pump station at the restaurant property and then return to the convenience store where it will connect with a 24” water line. BJWSA will put a 4” forced main in now if the community expresses “enough interest”.

Also, BJWSA intends to run a 2” forced main for sewer transfer between the restaurant pump station and the convenience store. Because Fording Island Road Extension has just been repaved, the preferred utility line construction method would be to install water along one side of the road and sewer along the other.

Providing service to the entire community would be costly. Six thousand feet of 8” pipe would be needed to serve the neighborhood at a cost of approximately \$10,000 for water service alone, and approximately \$20,000 for both water and sewer (sewer cannot be installed separately. Meter fees (meter installation charges) are \$500 per parcel. Current upkeep charges for grinder pumps total \$27 a month; however, this is anticipated to drop to \$10 in the near future. Attaching fees may be paid over time. There is some grant funding available, however, most are aimed at low-to moderate-income families.

BJWSA will consider providing water and/or sewer service to a neighborhood on the basis of a referendum with one vote per parcel owner. If at least 75 percent of the neighborhood property owners vote on a referendum for water/sewer service, BJWSA will consider the project. If at least 60 percent of that 75 percent vote in favor of the

referendum BJWSA approves the project. Once approved, every resident must tie in. If the referendum fails, but at least 50percent of the neighborhood voted for the project, a new referendum can be put up for a vote after 12 months. If less than 50 percent voted, the neighborhood must wait at least 2 years to hold another referendum.

GOAL: *Work toward installation of public water and sewer in the community.*

- Write a letter to BJWSA indicating community interest in the installation of a 4” forced main in place of the currently planned 2” line. Initiate additional contacts as needed to prove there is “enough interest” in the community for the project.
- Contact the BJWSA public communications staff member to initiate a referendum process.
- Request the Beaufort County Grants Administrator to investigate and apply for all appropriate utility grants.

Plan implementation: The Community Preservation Committee has identified the above goals and objectives as fundamentally important for maintaining and improving the Buckingham Landing community’s character and the health and safety of its residents. Many of the above objectives were completed during the preparation of the Plan and ordinance. To ensure that existing momentum is not lost for achieving the community’s goals, the CP Committee has agreed to continue meeting on a quarterly basis at a minimum. Committee members can also call meeting to address immediate concerns.



Figure 6. The Future We’re Trying to Avoid