

TOWN OF ATLANTIC BEACH SOUTH CAROLINA

PLANNING COMMISSION MEETING

Thursday, February 19, 2026

APPEARANCES

PLANNING COMMISSIONERS:

Stephen Fera, Chairman

Michele Brown – Vice-Chair

Timothy Vereen, Commissioner

Erika Vaughn - Commissioner

ALSO PRESENT:

Ashley Cowen, Diamond Shores

Leah Wood, Waccamaw COG

Cheryl Pereira, Town Clerk

Titus Leaks, Town Staff

**Town of Atlantic Beach
Planning Commission Meeting – 5:30 p.m.
Thursday February 19, 2026
Atlantic Beach Community Center
1010 32nd Avenue, Atlantic Beach, SC 29582**

ALL FOIA Requirements Have Been Met

Commissioner Stephen Fera called the meeting to order at 5:35 p.m.

CALL TO ORDER

Roll Call: Present were Commissioner Stephen Fera. Here. Commissioner Michele Brown. Here. Commissioner Timothy Vereen. Here. Commissioner Erica Vaughn. Here.

Moment of Silence. Planning Commissioners and the public in attendance stood up.

Pledge of Allegiance : The Pledge of Allegiance was recited.

Welcome: Commissioner Fera welcomed the public asking that all cell phone be turned off and please when speaking state your name before you speak for the record for the transcript.

Commissioner Fera. New business action item A, we have an amendment to the 2026 calendar. I think the biggest change on the calendar was changing the time of the meetings from 1:00 p.m. to 5:30 in the evening, we have a schedule throughout the year for 2026. Is there any discussion or question about the new schedule

Motion: Commissioner Fera asked for a motion to approve the updated schedule for the Planning Commission for 2026. Commissioner Brown so moved, Commissioner Vereen seconded.

Vote: Commissioner Vaughn. Yes. Commissioner Vereen. Yes, Commissioner Brown. Yes, Commissioner Fera. Yes. The motion carried

Commissioner Fera stated we have item B. I don't know if you all had a chance to read through the minutes . Does anybody have any concerns or questions about the meeting minutes from the last meeting.

Approval of the Minutes

Motion: Commissioner Fera asked for a motion to approve the minutes, Commissioner Brown so move. Commissioner Vereen seconded.

Vote: Commissioner Vaughn, Yes, Commissioner Vereen. Yes, Commissioner Brown, Commissioner Fera, Yes. The motion carried.

Planning Commission Rules of Procedure and Attendance Requirements

Leigh Wood, Waccamaw COG, wanted to make sure everyone has a copy of the rules of procedure, they should be in your packet, but I know Cheryl emailed us the documents and you have the hard copies so those are things that you should have on hand as the co-chairperson, vice chairperson, roles and responsibilities. If you have a conflict of interest, they also have information here on attendance requirements and things related to voting decisions. I think IT was brought up and requested of me to be able to convey the attendance requirements and per your rules and procedure, it's identified that attendance is required to be in person to count towards quorum so remote participation would not count towards quorum and that no votes could be taken remotely, that is not to say someone may be able to join and just listen in and not count towards being present, but just to listen in for their own education purposes, but for voting decisions, those things, and for quorum purposes, attendance does need to be in person. I know a lot of folks have brought up that, you know, during COVID, there were times where people were allowed to participate remotely, we are not in a state of emergency and that's typically when remote participation would be permitted and that would be something that say the state declared a state of emergency or the town declared a state of emergency because say a hurricane or during COVID obviously we all wanted to social distance at that point in time and just so there's some background knowledge about this this coincides pretty strongly with what the Town has for board and Commission members for attendance there's also requirements that not missing more than three consecutive absences so that way you don't get voluntarily removed from your position the reason why you do have to be in person is because there are decisions that could be made. It's very difficult to run a public hearing when you're not present in person and to be able to communicate directly with the individuals that are participating. It also may open up the questions about whether people should be able to participate in a public hearing online if there is a member that is also participating online, so if there were ever to be any changes to your rules of procedure.

I would definitely recommend that the Town Attorney review them for validity, but I will tell you, this is absolutely normal Boards and Commission and Town Council do have to be present in person to be able to participate in the business of the Town and this isn't abnormal compared other jurisdictions.

Commissioner Fera. I think the one thing as I read this prior to us talking about it was attendance since COVID from information that I've been accustomed to and see states specifically in there in person. When I read this, it's kind of ambiguous. Members are expected to attend meetings. In today's world does include the virtual meetings, so maybe this needs to be updated to reflect that in person. The council ordinance. Yes, this ordinance and whatever we have. So, you know, whatever it is, I mean, it's fine that it's that, but this is a little ambiguous to mean, how do you define what attending a meeting is, because like I said, in today's world, you attend a meeting

virtually, probably every week somebody attends a meeting virtually, so if it's in person, we probably should have it spelled out in there.

Leah Wood, Waccamaw COG. Yes, and it is spelled out specifically in the rules of procedure, which is in your document, and it does spell that out.

Commissioner Brown. I do have a process question. If we, as a collective, did decide that we wanted to make some change, whatever that would be, what's the process for that.

Leah Wood, Waccamaw COG I would recommend that we discuss and have a workshop and it actually be something that we talk through what those changes should be, that I could then take that information back to the Town Attorney to ensure its validity and then you would actually vote on them yourselves. These changes don't go to council if they're part of your rules of procedure alone. There are standard rules of procedure that are in your comprehensive planning guide that's in the larger notebook that you have so these are pulled from that and from other rules of procedure best management practices about running so I guess the action would be for all of us to make sure we read through this and as a collective if we have any recommendations we want to make and bring them next time. Yes, again like you said a recommendation that we make still has to be approved and voted on by Council. for your rules of procedure. I want to verify that this is what your counsel intends in-person participation. There is some of this that I really feel like they would have the authority to interpret what their code says as to in regards to attendance because prior to COVID, the interpretation would have been the meeting would have been in person.

I would also think that whatever we did here would also apply to a council meeting and board of zoning appeals you absolutely do not want to have as a virtual meeting. Those are basically court decisions. They operate as a court. Your commission may at times actually have to hear cases similar to BZA but about plotting actions. Those can also be appealed to circuit court. It's very difficult to be able to track decisions and votes with virtual participation. I would not recommend it. Any other questions or discussion on this topic.

Commissioner Brown. Do we want to, I don't know if this is proper procedure, but should we make a motion for, or have an agreement that we would all just read it and document any changes that we might want or not, or say it's good as is, just making sure we've all read it and understood what the expectations are for our roles. and then if we have any feedback to write those down and put them next meeting so you're giving us homework I'm just wondering does that need to be a motion it does just as a point of order it doesn't have I don't think it has to be a motion but if it is something that the chair wants us to put back on the next agenda just to verify any kind of questions back and forth that we can put it back on the next agenda for further discussion and if we need to go to an action item we can move forward to an action item I think we should have an agenda item for next time to discuss any changes or whatnot that might we might want to suggest for our roles and procedures for this meeting regarding attendance or

anything that's in here that has to do with anything related to public hearings right I know there were previously questions about those and time limits and having to sign up in advance so definitely take a look and that's in this binder to the public hearings there the rules and procedures.

Leigh Wood, Waccamaw COG Yes, that's right here. Yeah, it's this. Yeah, probably this right in this. Okay. It's towards the back. I got it. I'm okay. That's where my glasses are. Okay. I would like to add something. Thanks, please.

Titus Leaks, Town Staff. Just be mindful when you make changes and stuff. it's not just for your term so this would be for the longevity of any planning commission, so as you may have a decision today where you think, oh, I want to change this, think about when things are not going in your favor and you have to deal with the decision that you made. So just be mindful of that. When you sign up for these positions, you're basically saying, I'm going to be present for these meetings. you know what comes with the meetings you know but the dates are in advance so just be mindful of those things when accepting these positions so don't get in a position and then be like oh I want to change it because it's not working for me but just be mindful okay if I change this today 10 years down the line your decisions can make a difference so just be mindful of that you know it's been working okay.

Commissioner Brown speaking I don't mean one of the things I think is most important to perhaps modify is the ability for people who are listening to have an opportunity for feedback during a part of time when you can't be blocked, that's sort of one small thing. I don't know how it's written, so I can't say for sure, but like during a part of time, most of the time, we don't have that many people here, I know last time, for example, people were listening and they were texting me, but of course we couldn't respond to that and so maybe there was a mechanism in advance or something, so those kinds of small things might be changed. I think Titus makes a good point.

Commissioners Fera. We're not doing something just for now, but when you think about meetings, and I look at it, like I said, from my experience, I was always sy every meeting was in person. Well, 90% of the meetings I attend now are virtual, so I think the times have changed that virtual meetings have been accepted practice, but there are limitations, so you're right, what we look at, we have to think of what those limitations would be, but I think any commission or group that is set up, the thought is that you want all the members to attend that meeting, so, yes, the preferred method is we're here in person, but if the choice was I have three members here and two people that can't be here, but if they could come and phone into the meeting to hear, you know, what's the harm, now, there may have to be some considerations, can you vote, can you do whatever.

Leah Wood, Waccamaw COG Those are things that we're going to have to look at to decide do we want to include that. So, good point and whatever you change things to or think of changing

things to, please be aware, there are certain things that require a majority vote of the Planning Commission, such as the comprehensive plan, which would require that, you know, that we would have no dissenting votes and if somebody is not in person but joins virtually, their vote doesn't count and is basically treated as the dissenting vote. We're here for guidance. I think it's a good discussion. I think it's good just to, even if we don't change anything that we've updated that we're aware of the technology and things that are available today.

Ashley Cowen, Diamond Shores. We can move on to the next topic, which is our comprehensive plan elements.

Comprehensive Plan Elements

Ashley Cowen, Diamond Shores. Good evening. For the sake of the people in the audience, I will do my quick reel I do every time. Diamond Shores has been contracted with the town to rewrite your comprehensive plan, update your land management ordinance, and design a commercial master plan for the 30th and 31st Avenue portions of town. We've done a number of public input sessions, a number of council meetings, and planning commission meetings, and I'm going to quickly review what the Planning Commission has already covered. At last meeting, we went through the introduction section, population, housing, natural resources, resilience, cultural resources, and certain goals and strategies. There is a link up on the screen of which you can follow to watch that broadcast. Again, that was the January 15th meeting. You can go back and watch that on BoxCast if you're unfamiliar with what we covered. Today, we are going to cover the community facilities section, the transportation section, that's chapter 5. Chapter 9, economic development section. Chapter 10, Priority Investment and Chapter 11, Land Use and you guys have a tab copy of the plan in front of you. It has been updated with what your comments were from last time so I do recommend rereading some of those sections from last time to see what was updated in those sections. We did also receive some community input and the input has resulted in a few minor changes in those previous sections also, so definitely recommend going back through those. At our next meeting, March 19th, we will go through the Commercial Corridor Master Plan, which has not been released yet, and we will also go through some recommended changes to the Land Management Organizations. Those recommended changes will be a direct reflection of the Corridor Master Plan and this draft plan of your comprehensive plan, which we've titled Aspire 2036, so really we're kind of building the groundwork in order to get you to the layup management ordinance and the commercial corridor master plan. Please, please, please feel free to stop me at any point in time so that this is not just a rambling on of me speaking this entire time. I really want you guys to be able to ask questions, give the information you need, because ultimately you will be voting on a recommendation to send this forward to council after a 30-day public hearing here at Planning Commission, so it's really important that you guys have the knowledge that you need and that this is a plan that's reflective of the community that you live in and that it's got the tools that you need to make decisions into the

future. Just a real quick reminder for you and people at home, we've got two education sessions coming up the beginning of March 5, 2026.

We will release that link online on the Facebook page and we will also send it out to our list for people who have signed up for email updates and then again we will have an in-person education session here in this room on March 12th beginning at 5pm. The online session is at 7pm. so you can come to both. There will be good new information at both sessions. highly recommend the in-person one we'll have food so welcome please come and then also again at March 19th meeting we'll start that 30-day public hearing hopefully if you guys are satisfied with the plan and land management ordinance and we can move forward from there so there's no questions about all of that I just gave I will dive right into the community facilities section you do also have in front of you a copy of the slideshow if you want to take notes or follow along that's fine I do have it projected up behind you so feel free to turn around if you want to see a bigger version in the tiny little four per page that I gave you the community facilities section chapter four cover the municipal structure we do provide some staffing structure of recommendations as the town grows that does include hiring additional staff moving some staff around in order to cover some pivotal growth type positions so I definitely recommend taking a look at that that does not mean hire them right now that means hire them as the town needs them it will require the town administration to take a look at how growth is happening and to determine when those positions are really needed.

This section also covers community services, which ones are covered in-house, which ones are contracted out, how utilities are provided to the town, where town gets education, where you can get health care services, what types of recreation do you have here in the town and of course it covers financial trends property tax revenue in Atlantic Beach actually went up by 15.2% in fiscal year 24 that's a really big increase but that's mostly because of that new residential growth and a little bit of commercial growth that you guys have been experiencing I will draw your attention to a map on page 4-11. I do not have a slide of it, but 4-11 is a map of all of the government-owned properties. Those are both Town of Atlantic Beach properties, and the former housing properties that the town now owns. So those, it's a white map with a whole bunch of little blue squares. That map is actually properties that the Town can utilize later on in terms of economic growth or utilizing them for some of the priority investments will go over later on in this meeting. You can see the town does actually own quite a bit of property, it can be used later. Are there any questions about community facilities. Is that Land use,

Commissioner Fera. The land use properties, does that include the streets or is that just property, so the town actually does maintain some of the street inns in terms of like the beach accesses and some of those, so those are included in that map and that's where again.

Ashley Cowen, Diamond Shores, that's going to be page 4-11. Sorry I got it I got it. I got you bouncing from packet to packet. I should have put it up on the screen and there's no plan or anything for that property at this point which one

Commissioner Fera. I see a big section over here on the west side on 30th, I think it is There are two larger sections on the other side of 30th. One is the property we're on right now and there are a number of plans for this property.

Ashley Cowen, Diamond Shores. Some are very aspirational and will require a great deal of funding that the town doesn't have at this moment, so we'll probably need some grants and we'll go over that in the priority investment section. The other one is the housing, one of the housing dorm sites. Again, we'll go over in another section some of the opportunities for that site, but at this very moment, I do not know of a specific plan for that site.

Commissioner Fera. Okay. Thank you.

Ashley Cowen, Diamond Shores. Any other questions about community facilities section.

Commissioner Brown. I just wanted to make a comment just so I understand correctly. I think one of the opportunities we have is as we are providing updates to the master planning and the ordinances we can suggest to council on how they use some of these properties like they must as an example have a park or community space I guess one of the opportunities being a consultative body for the council that we can be more aggressive and advocating for, I think as we look at this map and the location of the properties the town owns I think you should be thinking about that and be tried past and think about what should be there and then put it in the, make it actionable by making it part of the ordinance. You can't say when or how but that there will be public space, you know, shared space Just like you know, I mean that is the role of some of these other chapters actually is going to get into the priority investment element

Ashley Brown. The Planning Commission has a very important role when it comes to making capital improvement recommendations to council. So if some of these you want to see improvements at beach access sites, which I believe Ashley has already incorporated in, or if needs for pavilions or upgrades to park space, or if you think some of these properties need to have housing or maybe they need to be sold and the town needs to make money off of them, so this comprehensive plan is your vehicle to be able to make those recommendations to council and in the future, if the town does develop a capital improvements plan, then the planning commission does actually vote on that capital improvements plan also as part of does it correspond with the projects that are listed in the comprehensive plan, so you also have that authority to help create that capital improvements plan and vote towards council, you know, do you recommend it or not. So those two documents play hand in hand. I think the other thing, and I think you'll get into it here, but as part of this, I mean, this isn't just us as the Planning Commission deciding this. I think as you have held these meetings with the town, there are suggestions from the community of green space. These are things that we want to have so I think we need to look at those things and say, where does this fit into here or how is this going to fit into here to do this, so it's not just us making this decision. It's what we've gathered as part of this that says, this is what the town wants to do. We're going to look at, okay, how do we take all that

and put it together to say, this is how we recommend getting to this. Right. Exactly. Section 5 is the transportation chapter. A lot of this chapter is existing conditions, what you have now with the infrastructure now. And then going into a lot of the data that exists thanks to GSATs and the COGS, the ability to analyze that data for us, which is very helpful, So we include in that section the crash data, average annual daily traffic on 30th and 17th and we give some suggestions for traffic calming, because that was something we heard a lot from the public. was not necessarily that people use 29th and 32nd as cut-throughs, but that they find a lot of people travel very quickly down those residential-type roads. Now, Atlantic Beach does own and maintain one of those roads, so it would be easier for Atlantic Beach to implement some traffic calming on the road that Atlantic Beach owns and maintains. The other ones are all SCDOT so it would be a little bit more complicated to implement traffic calling on those, but they are outlined as potential ways to do traffic calling in that section, we also do go through bike and pedestrian connections, which ones already exist, where you can maybe make some improvements, types of improvements and we talk a little bit about the East Coast Greenway and the potential to have a spur trail that connects through North Myrtle Beach into Atlantic Beach, potentially kind of spurring some of that additional tourism that could be drawn up 30th and then we also go into the feasibility of potentially creating new streets, that was something that was in the 2007 master plan, was creating new streets in Atlantic Beach. We found that people are not necessarily in favor of new streets in Atlantic Beach and that the connectivity already kind of exists. You've already got the main streets through the middle and then you've got streets that cross through. In terms of the walkability, there's already great walkability in the town. You can walk from one side to most of the least to 17 and it's not too labor, labor some, so the idea that you need to have new streets is both not as feasible and probably not lightly nor needed, so we do go into that a little bit as to the reasons why new streets are not needed that will correlate directly to some recommendations in the land management ordinance, so we're kind of laying that groundwork in this section. We talk about some of the proposed funding and proposed projects that are already being laid out from the SCDOT and Ride 4 and then we talk a little bit about funding capacity and how the town can build more capacity by being more involved with GSAT, being more involved with the county attending some of those intergovernmental meetings and just maintaining a little bit more of an open dialogue as those things are being planned because a lot of those things are planned 10 to 20 years in advance so the things that everyone's talking about now at a county and state level won't happen for another 10 to 20 years um those things are talked about in this in this section Does anybody have any questions about the transportation sections.

Commissioner Vereen. I do. My question was, you mentioned about Ride 4, and where do we stand with Ride 4. I know they were going to do the medians and stuff like that, They were, well, they were proposed to do the medians in 17, but I know a lot of people didn't want them but then it looked like, I know the City of North Myrtle Beach on both sides of us, they're actually adopted a lot of the stuff for Ride 4, and they're going to do their intersections and improve them

and we're supposed to get a sidewalk along 17, but I don't know if we are getting any of that or none of that. I think you're talking about the SCDOT street improvements.

Ashley Cowen, Diamond Shores. That's right. Yeah, the part of the SCDOT. I will speak to the Ride 4 project. I don't know, at least, but to the SCDOT project, So Ride 4, you guys are actually on the list for 2028, 2038. I think for actually I'm gonna look I'm gonna leave let Lee answer the question because I want to get my date right yeah and I apologize so the ride forward program is 25 year program yeah they do have things really broken out longer term from the standpoint that now this is my understanding in communication with SCDOT regarding the corridor improvements there you go on 17 that would go north myrtle beach and included the Atlantic beach portion my understanding is that the state removed all the improvements that were proposed for Atlantic Beach because it took over a year to get a response back from the Town about those improvements and they had to continue there, they could not stop their process to make other improvements because they had not gotten solid feedback, but I thought it was maybe I misspoke, but I thought the Town did respond back with edits to it. It was about a year. Oh, was that far It was about a year after the initial proposal. Again, this is all secondhand information, but I do think if that needs to be conveyed that somebody from may be able to request SCDOT come and talk to the Town about that, but my understanding is they had to go out to contract for the rest of the project, and they couldn't delay any further and the kicker is they haven't actually, they haven't let any, a lot of those projects haven't actually started. Some of them have, but some of them have not. I don't know if those have been let to construction. They have not. The engineering design, I believe, has been completed, not all of them, though. Some of them are still getting edited and still in the process of getting done, so I just wonder. I think if the town wants to continue that dialogue, it's definitely got to be a dialogue with SCDOT. Yes, maybe, it would be a missed opportunity. That's all I was going to say, because I know there was money there to get it done and stuff. Right. It would be something that the town wouldn't have to pay for if we would do it but I don't know if this is our group and if the council would have to do that. I think that's more administration and council. OK. Titus, there you go. I'll jump on that. All right, now, the plan I saw I saw, I know some of us didn't want it. They raised the question of they couldn't actually drive across 17 at any of the intersections.

It was really going to limit access across. I think that was the town's greatest concern but it was going to add sidewalks and be handicapped, accessible, and stuff like that so they were going to bring it up to code for that. That's what they were trying to do. I know from some of the analysis that our office did for the town, a lot of the accidents that are occurring actually involve pedestrians Yeah so we gave getting somewhere to walk yeah And so it an area to be able to look and I think they're doing – they're improving drainage too along the roads too. We would have to. They're doing that too, so we're missing some of that stuff. In order to put in sidewalks. That's what they're – yeah. But I don't know. I think it's definitely something to not let go. If there was already a plan and a design, there's probably something that can be still worked with. but I don't know if it would be with the pot of funding that the safety office with SCDOT has. I know it was

a plan a lot of people saw it to go back to the ride for, like I said, it was allocated for 2038 to 2040 and what are they doing. There is no specific project. It's a dollar amount, that is because later on you guys will be able to decide what the project is but that is the year. Here's the time frame that Ride4 has allocated local transportation enhancements. It's a dollar amount they put out there for us or no, say what? Did they put a dollar amount on it. No. No. I want to say it was up to 15. I thought they would. I want to say it was up to 15 million per project. That's what I'm remembering off the top of my head for Ride4 local transportation enhancements so it's definitely something to not just watch and see what's happening with the ride program. It's still having people attend those meetings on behalf of the town, even if not seated on the committee, but there for discussion and to be able to speak for public input when they're taking public input. And those projects, like I said they take 10 years to plan out before you actually get the money to do it. That's right, at least. Great questions. Is there any other transportation-related questions. I'm glad that you see our concert office actually does transportation related projects. I apologize. Let me still SCDOT and ride for them. I'm apologizing. It's hard sometimes to do the difference between what's a SCDOT project and what's a GSATS project and what's a ride project because it's even hard for us to do this regularly. To be honest, even some of these safety corridor studies that SCDOT has done, I wasn't aware until much later down in the process. Because right now, they're focused on just making sure there's fewer fatalities. That's their priority. Chapter 9 is the Economic Development Chapter. This section really kind of tries to go into the history of why Atlantic Beach has struggled post when it didn't struggle. It really goes into what happened post-desegregation, what effect parcel size and fragmentation has had on the town, heirs' properties, the deed restrictions, and the regulatory uncertainty with changing administrations and some of the council changes, changes and that the public perception that the impact that that has had on economic development in the town it also goes into some strategies for how to help solve those issues moving forward specifically it this section sets the stage for the priority investment section It sets the stage for the land use section by giving, like I said, some of that history of why things are the way that they are right now. It gives, like I said, it gives you a background and then a broad overview of strategies. Does anybody have any questions about this section.

Erica Vaughn so this section you all discuss this last meeting right so this is where we are after last meeting's discussion is that what you're sharing

Ashley Cowen, *Diamond Shores*. No, this is a new section that's been written or hasn't just been written since life this is newly being presented to you okay but I am relying on the fact that everybody's read it already and if they've got questions they got a couple other sections that this has laid the framework for but it's so just what are my options for as I read it to share with you absolutely so at the end of this presentation my phone number my email will be up if you've got comments or questions, call me, email me. If you have a meeting one-on-one, that's fine too. If you send me like a list of this is not right, this is right, I like this, put this in, hey, I had this conversation with somebody, I'm happy to take those comments too and make adjustments as needed. I've gotten multiple of those kinds of emails from people already. I like those kinds of—

fully open to any of those from anybody, even at home or in the audience. All of those kinds of communications are good, and I'm happy to have those. Thank you and if you even just want to sit down and talk about just this one chapter, I'm happy to do that to.

The next chapter is section 10 priority investment chapter I definitely recommend going through this as the as a planning commissioner because the priority investment chapter does lay the framework for what could be your capital improvement plan a lot of the projects that are laid out in this chapter are ones that the town has either already started trying to seek grants for is already discussing with SCDOT or the county or the state to try to look for funding for or they are on the dream wish list of things that people have said that they want there's a whole introductory section to this chapter about what the people of Atlantic Beach have said are their priorities and that can help guide you into your future as planning commissioners when you start looking at what you could be pushing for capital improvements so in terms of what's in this exact chapter capital projects those are real boots on the ground this is getting built type things stormwater infrastructure buildings parks you know things for your but for your beach accesses there's also operational needs like I said before if you're going to need additional staffing that's going to cost the town money so you have to plan in advance for that that includes stuff like not only salaries but if these are going to be employees of the they're probably going to need to have some benefits so it's not just how much they get paid in one year, it's what's backed up behind that salary. Is it fair to say that when we look at my favorite image, which is, let me get back to it. this one section nine the header page that has economic challenges in the Atlantic Beach for everyone to stop bottom left thumb right who I read through this I thought okay if these are the things that are friction points for why the town these are the opportunities that have to be overcome for us to develop I is it fair to say that the priority investments in Chapter 10 really say how we execute to resolve these and so if we see, you know, I think not that we, because of course, like you were saying, Stephen, we don't make decisions, we give guidance. So maybe think about how you prioritize these.

Are there things that are missing. I think that's the opportunity for us to give voice to, you know. Knowing that she's obviously in a collection, she's done the greater collection, and this is the aggregation of the town feedback. What I've been trying to do is draw a line between what's in Chapter 10 to what's in Chapter 9. I think another big opportunity is the people. I know she's kind of hinting at this a little bit, but you have the people who operate the town business and then people who can improve and scale and who does that and make sure that operational cost is also in here someplace if we're serious about it as a goal so it's a lot to read. I think that's a very fair assessment. I think you're right priority investment does and those are the tools to the future strategies in the economic development to address what some of the causes were for the economic issues. Some more tools you'll find in the landing section and even more tools you'll find in the goals and strategies section. So really if you combine all those things then you'll find all the tools, how you spending money, how you use the land. Those are the most critical pieces and that's why we're presenting them all together. And not with the ones that are left. It's more of

a rubber head. Yes, we did talk about the transportation projects. Those were briefly outlined in the last chapter, but they are in more detail in the priority investment chapter, a critical part of this chapter is actually the very long list of funding sources. You can use that list of funding sources to kind of remind the town of, hey, all of these grant sources actually do exist. They don't apply to every project, but if you pick each year, these are the ones we're going to apply for these projects, what's on our list this year to apply to and if they don't get it, well next year we'll apply for this grant for this project so it's prioritizing which grant and which year and which projects to go for and then making sure that you have the resources to actually put in the best grant applications for the best project at the best time.

Commissioner Brown. Can we just go through one example just so I'm clear, it allows me to pick one on page 10-3, and I'm just going to pick the road called court renovation and that's second. Can you see it so what this says is, as a priority investment,

Leigh Wood, Waccamaw COG, some people have said, do you agree, that the courts need to be renovated. This basketball court right up here, you know It's \$150,000 and because it's a grant, the action is for the town to have a resource to write a grant, that's something we're asking for and if they write the grant, they can acquire this money, but then the town has to have a resource to manage the implementation of the grant, the funds, and the actual operational thing, right, so really a lot of this is about people capacity and mind share and those kinds of things and so I think as we go through this that's sort of I think the execution of the plan that we have to be careful about not saying yes to too much because you eat up the whole entire staff on aspirational things but if it's important having the right you know people to execute on both the administrative side and the operational side but that same I was gonna say but that same action item whatever it looks like they included lease parking too in that same thing is that true or what was your question I was saying it looks like it's more than just the courts oh yeah you're right I'm sorry I'm ready for a sentence that's what I was gonna say it's more than a course so that's the reason why the cost is a little larger I think yeah I think that numbers yeah okay yeah agree I was just trying to say there that the work is the first what I'm thinking about what is the ask is write the grant that's a resource then the work is administer the money the grant and then the work is someone manages the actual projects and so that's where the ask of the row versus just I gotcha is the money well in addition to that if it's just resurfacing the courts you know that could be anywhere from thirty to six thousand dollars yeah if you're having to rip up the whole surface the bottom of the court put back in the base redo the fencing you're talking about a whole lot more of a cost than just our resurfacing yeah so that that's also part of it and then if you go to the next page where it talks about priority operational needs that's when you're committing into the staffing portion of it i just mean even to write the green you have to understand what property solving right so you have to go forward and know how to assess you know with it right.

just all of the mind share and you just can't plug a feather and have to do that is what I was trying to make. Someone needs to know how to do that and I will note, one of the services that

the Waccamaw Regional Council of Governments provides is grants. That's what I thought and grants administration, so the playground that's out back here, it was through the assistance of the Waccamaw Regional Council of Governments, but it was town application. but we help administer grants from application design to build and all the way through closeout so there are some particular ones that we assist with. I will say from the financial side, too, just because the town would pursue a grant, there's typically match money that is required, ranging anywhere from 20% to 50% of the cost being requested. So those are things that with the capital improvement plan that would be of council and that y'all would be looking at, those are things that you would need to be looking at to see how they line up so the council may need to put in \$50,000 for a \$100,000 project and just kind of prepare for that or may need to put aside money for a couple of years in order to make sure they can apply for a grant application a couple of years down the line but the preparation starts now with that and so, Erica, you were kind of getting to my question.

Commissioner Vaughn so when we look at this potential funding sources list and everywhere we see grant is that just conceptually we would fund this through grants or have we identified potential grant sources that typically fund these types of.

Ashley Cowen, Diamond Shores. That's an excellent question, I said, I did provide a rather large list of potential grant sources, but the town will at some point need to do a capital improvements plan and identify which grants to apply for which projects and prioritize the grant to the project that they're going to utilize because some grants are rather large sums of money that you could do rather large projects with. Other ones are very small amounts of money that you could do smaller projects with. Some grants you can stack. Some grants you have to pay up front, and then you get reimbursed for them and really it's going to take a financial person and a grants coordinator and that kind of staff capacity to look at and prioritize over a certain period of time which projects need to be funded at which time, and when is the town going to be ready for these projects. because a lot of them have to be, you know, apply when you're ready to do the project, which takes a lot of background work in order to do that. Thank you and this list of projects is essential to go on after your grants. If you have a need that's not in this list, it needs to get in this list so the town can qualify for funding because typically a comprehensive plan or capital improvement plan is a minimum bottom line for application purposes.

Commissioner Fera. I have a question about actual real cost that shows up.

Ashley Cowen, Diamond Shores. Yes, so I'm looking at the God bless you, I'm looking at the beach renourishment. Yes, so this is currently underway. I think it's done, right? Through your section. Through our section, it's done. Project cost estimate, Atlantic Beach portion of overall Grand Strand Renourishment cost of \$72 million.

Commissioner Fera. So is the overall cost \$72 million for the Army Corps of Engineers.

Ashley Cowen, Diamond Shores, the overall cost was \$72 million.

Commissioner Fera and what was the Atlantic Beach portion? Do you not know the answer to that and did we pay anything for it. Do you not know the answer to that.

Ashley Cowen, I know, and I don't know if this is specific to Atlantic Beach, but there are some requirements, I know, in order to get, like, state parks and recreation and tourism funds and a lot of that, you have to have a beach management plan that talks about what you're going to do to protect the beachfront. The town's already doing a lot of that, I think, in this plan. You guys, actually, your beach management plan is through North Myrtle Beach. I was about to say, I think we pay North Beach. You are getting urban nourishment through North Myrtle Beach at the Beachman-Nordement plan.

Commissioner Fera, so I'm not sure because they clean out our drains to and everything. Well, I guess what I'm trying to come up with is the overall budget, so I see a number like that. I see a number right above it of \$26 million to bury power lines. I see. I don't think this is a budget. This is just like aspirational. It is, but there's the leap of currently we only generate X number of dollars in this town based on what we have. These are some big numbers and some big costs associated with everything here so how do we get from where we are today to be even thinking about a project that's 26 million dollars when we don't even have an income of you know

Leigh Wood, Waccamaw COG. I think that's why you have to prioritize and I think what we're trying to say is prioritize like they're saying like man use so I am making this up like if you want to join all this money you need something big to gain a lot of money and so believe me I understand all that but you know as you look at these things together that we talk about priority investment land use and then what everybody wants does any of that come together I think it like as we've gone in it we've asked these are things that we want to have here so one of the things that I heard is we want business that is going to be residential friendly okay residential friendly business is that business going to generate the type of money that we need to do all these other things the town will not be able to pay the 20 said this I think I'm getting to where you're going the 26 million dollars for that project in and of themselves from their own general fund budget correct is I think what you're trying to get right however could there be grant opportunities. Could there be, at this moment, there's not that opportunity, but in the next 10 years, could there be something to do in portion.

Ashley Cowen, Diamond Shores. Could there be another project that comes down the road, for example, an SCDOT project, where they can bury a portion of the lines in connection with Sandy Cooper, maybe so if you take all of the things that are in the plan together and if they're written in the plan and they're spelled out as this is a need we've identified it as a need here's the justification for the need here's the people that have said hey we want this then they can start to weave those things together and all the conversations that staff are going to have with SCDOT that other staff are going to have with you know private business owners that are doing

individual projects on 17 that council people are going to have with the state legislation, delegation, so as you piece all those little pieces together, little bits of funding may come from here and there to get little bits and pieces of that project done to eat away at the \$26 million and that's kind of what I'm trying to get at is so of a project that costs \$26 million dollars given the grants given everything you know how much of that money then do we need to pony up to it is you know is one percent is it three percent of the cost is there anything that we have that gives that kind of ballpark figure of what you need to look at I am going to tell you the big the most challenging thing you're gonna have out of these funds as burial utility lines it is very difficult stormwater with the ocean outfall but it's definitely needed and so some of this may seem really lofty but again like you can't approach your state legislature or be able to go after you know Congressional funding if you don't have it identified but I will say that even dating back to the vision from the last master plan about how walkable the streets and the master in the downtown corridor all of that was reliant upon burial of utility lines and things that are very expensive to do up front before you have a tax base to do it, so there is, I think where you're getting is what's the practicality behind some of this, but I think a lot of that ties into the land use recommendations as well and those are things that you all have to think about is, is your tax base going to be solely single family residential, or do you need to have this commercial capacity to get your tax base to a point that you're able to float these projects.

Commissioner Vaughn. Yes, it's a hard balance and I guess the other part of that, one of the things I'm thinking of, is the capital, so like we have some of these properties, like we talked about, you had mentioned, you know, does it make sense right now while property value is high is do we sell that property to get the capital we need to start to do some of these projects if we need capital to match for these grants. I mean, what good is it to keep, you know, 10 lots that are sitting there but we can't do anything with them because we don't have the money to do anything, whereas we could sell those 10 lots and use the money from that to, I don't know, whatever it is, so I think that's the other thing that we need to look at with all these things that we have and these priorities of what we want to do. How do we get there with that.

Ashley Cowe, *Diamond Shores*. Yes, all these things are great. All this stuff looks good, but how can we get there and it's not just we're going to ask for grants. I mean, we have to think of, like you said, sustainability of if we're bringing people in to do these things. How are we going to pay people their salaries and what they want to do after all these times. How are we going to have these things that are here to be able to sustain all that stuff, so it's not just getting it done and then what happens with it after. Do you have a strategy, make a recommendation, I think we do,

Commissioner Vereen, I think we do, they listed them kind of like how they want it to priority or why, so I think somebody and we can change that or edit that, so some of them are high, some are more moderate because like the \$26 million, that's not really feasible right now but it was our wish list and it is a high priority, I would expect. Right. I mean, kind of, sort of, well, and how you listen, it depends how you listen. It might actually be from the feasibility standpoint. Yes, so

that's what I'm saying, so it could be higher or lower. I think that's where we've got to clean that up a little bit and after we get that, then we'll be able to kind of know which one we'll go at first and the restrooms, I saw that was on there so that's a good one so I like that, I agree.

Commissioner Vereen stated. Chairman, I have to actually excuse myself as I have to go to another meeting. Thank you.

Commissioner Fera, you are excused Commissioner Vereen.

Ashley Cowen Diamond Shores. Thanks, that's actually a really good segue into the rest of this chapter which is actually be in processing incentives which can actually help catalysts for additional development and people getting the properties developed in Atlantic Beach. This is like fee reimbursements, lowering fees in certain areas. You'll see this map up here. These are what we would consider based on public input and existing zoning and some of the suggested future land use maps as what the priority investment zones could be in Atlantic Beach in terms of where you could put these strategies to real use. Things like I said, reimbursement of permitting fees or reduction of permitting fees or things like fast tracking permits. Let's say you have a very specific type of development if it's on this specific type of block that you have. You've got the same developer that's coming in with the exact same type of home. You've seen the plan before, maybe that is something that you can fast track through the process. There's other things that Atlantic Beach could do with the properties that they own specifically. You could do public-private partnerships where the town actually is developing the properties for a long-term use that the town could then utilize the income from long-term.

The Town could actually long-term lease the properties to an owner. I've seen that happen in Horry County before. Solid Waste Authority actually leases property to the county. School district leases property for long-term use, so it is possible for Atlantic Beach to actually lease that property to a private developer or to a private company or something like that, have them develop housing on it, have them develop a commercial strip center or something like that. and then they could get that long-term revenue back from a cost share type thing, which would then incentivize the development. Perhaps they get some kind of fee reduction or something like that back from it. But those are all things that the town could certainly do, especially with those properties that they own. Does anybody have any questions about the rest of this. They could also lease it for parking. If anything, when it's not developed, they could lease it for parking. Any questions about priority.

Commissioner Vaughn. I have a question here. Do you or did you consider any reinvestment in this section. So, you know, we have, I think, our 17 corridor is the most valuable real estate that we have, right and there are certainly some opportunities that might be redeveloped, but I don't know if there's a planning strategy or solution to do that, but had you thought about that. or is that considered in this section.

Ashley Cowen, Diamond Shores. That is considered partly in this section and partly in the next section. There are ways that we can incentivize portions of 17 to renovate, upgrade, do those sorts of things in order to upgrade their appearance, to put in new or different stores that maybe have a higher tax revenue off of maybe what they are now, or that just look different. In the end, you really can't force them to. They are what they are. If they want to stay that way, they kind of can, as long as they are in compliance with your regulations if they're not in compliance, there are steps that the town can take. I'll leave that to the town to figure out. And then, of course, we can address some of those things with the Lane Management Ordinance. And we'll talk more about that next month when we actually have a draft to put in front of you. Does that answer your question.

Commissioner Vaughn. It does. Or did I kind of bumble around with that. It does. You kicked part of it down the bubble at that time.

Ashley Cowen with Diamond Shores. I did, because I want to give you a better concrete answer with something in front of you that I can say this addresses this, this kicks it further, this property is, for example, they can be legal not conforming because they existed for a long time. In which case they wouldn't necessarily have to come into compliance. They could exist that way until maybe they want to do a renovation. There's really nothing the town can do about that. If the business owner is going to make more money to do the upgrades and they're getting enough back from lowering the permits, perhaps getting a tax incentive, you know, perhaps they're getting fast-tracked. If it is better to do the development, they'll probably do it. If they're making enough money sitting as is, they probably won't do it so it really just does depend and if the concern is aesthetics as opposed to necessarily a land use, some of that's actually enforcement of even the current land management ordinance, so I think aesthetics is part of it, but not all of it, so we probably need.

Titus Leaks, Town Staff we probably need a multi-pronged approach. I think that's one of the things, I guess we'll talk about this next time, but I know one of the challenges the town has is there is not an ordinance that gives a consequence for non-compliance, so I think when we look at the LMO's, we have to be mindful to really give the town managers some teeth. It's actually a misdemeanor. It's a violation of law, so they can be ticketed. Yes, making sure it's very clear. Yes. You're saying it already is, this is an enforcement. It depends on when some things, say signage, went in play and when it got installed and whether it was before the current ordinance or whether it was after the current ordinance and so there are nuisances of having to go back and research every single one of the properties that appears to be noncompliant currently and to figure out whether or not they have always been noncompliant or whether they were compliant at one point and maybe added a whole bunch of signs since then that aren't compliant. It is a lot of work, and that is a lot of staff time, I will tell you, but in the end, it may be very valuable.

Ashley Cowen. Diamond shores. Okay, this is the last section we will go over. However, I will prewarn you, it is the largest section that we will go over. And that is because this section is largely

what will determine village management origins and the future of rezoning. If somebody comes to you and requests a rezoning, this chapter will largely help you determine whether to say yay or nay. And it will also help you determine what the vision actually looks like on the ground. So in this section we actually talk about what is existing in Atlantic Beach, what are the existing land uses, what does the building structure actually look like on the ground, where do you have commercial, where do you have residential, where are the vacant lots, and then we specifically look at what exactly are the commercial uses on the ground, what exactly are the residential uses on the ground. We look at what is the existing zoning on each parcel. What was the past zoning on each parcel so we actually go back in time to the zoning before the one you have now and look at what that looks like and what zoning districts are retired and no longer in use in Atlantic Beach. Because that does help tell the story of where you were, where you are, and then the future of where you will be or where you hope you will be.

I will specifically say the future land use is not what you are today. It is not a direct reflection of zoning, but it is a vision of what it could be in the future, so there will be parcels that you see in the future land use map that are not what they are. They are a vision for what they could be. I'll say that with a caveat. Before we go into the future land use map, I want to hit on the deed restrictions because we did find a couple of patterns with the deed restrictions, and we've translated those patterns into map form. They really do set the stage I think for the way Atlantic Beach could develop following the restrictions and what some of these future land use maps could also look like, so this is on page 111 is where this starts the deed restrictions We found five different forms, and I'm going to say forms because I don't really have a better way of saying types. Types, I guess it works of deed restrictions that were issued in different years. In 1936, George Tyson was the grantor. That's one type of deed restriction. In 1944, Atlantic Beach Company was a grantor. That's another type of deed restriction that differed from the 1936 deed restrictions. In 1946, 1947, and 1955, Atlantic Beach was the grantor of another type of deed restriction. Again, that was different than the two before it. In 1948, Atlantic Beach Company was the grantor of a different type of deed. And then in 1954 and 1955, Atlantic Beach Company was the grantor of another type of deed. So that is five different types of deed restrictions that we have found through our research. I'm going to go through two of those types in just a second but I also want to note that we found deeds from both George Tyson and the Atlantic Beach Company, where both of them were grantors, so George Tyson as a grantor, Atlantic Beach Company as a grantor, where there were no deed restrictions attached to the property, those were in 1939, 1941, 1942, and 1946 so we are finding through this research that there are properties with deed restrictions and there are properties with no deed restrictions and that George Tyson did both and the Atlantic Beach Company did both so this is an example of the 1936 deed restrictions where George Tyson actually granted the property or was the grantor of the deed to people in 1936. All of the 1936 ones look the same. However, they were done in groups of two or three. There might have been one that was once a property, but they all have the same deed restrictions. There should be no building in 15 feet of the street. There should be no business houses on the property. There shall be but one residence on a lot. There shall be no unpainted

residence on the property. I find that one to be fairly interesting. There shall be no surface toilets. I'm not sure anybody has a surface toilet anymore and there is an easement reserved over five feet at the rear of these lots for basically utilities, so that screenshot up there, that's what a 1936D looks like and just to compare, I'm going to now show you what a 1954 and 1955 deed restriction looks like from the Atlanta Beach Company. I am not going to read all those but generally, it says no surface toilets, but you can have a septic tank if it's permitted. No horses, mules, cows, or other livestock. And you can't slaughter them because they stink. And you can't have any other things that are public nuisance. Any building that is erected on this lot shall be constructed of brick or other fireproof or fire-resistant material. No shingle roofs shall be permitted, but all roofs shall be of composition or material which is fire-resistant in nature. That's another one that's similar to that painted structure one where the deed restrictions are actually getting into what does the structure look like. What is it made out of. I think this one's fairly interesting because it actually gets back to some of the root of the historical nature of some of these houses. I've heard historical stories told about brick and bricklaying and the significance of brick in Atlantic Beach. And this deed restriction that was used in these two years actually gets back to the root of that.

This one also talks about a right of ingress and egress on the back five feet, the rear five feet of a lot for utilities and then it also says that the restrictions are deed covenants and that they go forward with the land and their heirs and successors, so that kind of shows you two different types of deed restrictions, so if I were to pull my deed and it would list out this exact narrative on the deed. If your deed went back to one of these five types, then you would see one of these five types. Or you would see none. because these seem to be the only types that George Tyson or the Atlantic Beach Company created either one of those five with restrictions or no restrictions at all but if you just currently purchased your property and the title search right and that's where I think mine is still relevant for a valid issue and giving a date but I think I think I'm in the 1930s bunch It says references D from 1976, but does it tell me the actual, so it probably references the plat, the original plat.

All of these will reference one specific plat, which was when the town was originally platted, which was when George Tyson platted everything all together, when the Bell Tract came together with the Tyson Tract to create Atlantic Beach, so the reason why I explain these different types is because when it comes down to how Atlantic Beach looks, you can see it on the ground where the deed restrictions are in terms of the plowing.

This is a map of the deed restrictions in terms of red properties are the one that have residential only restrictions, meaning those properties, like I said, maybe the deed restriction says no businesses, or maybe the deed restriction say residential uses only. Things that are in yellow are ones that have deed restrictions, but the deed restrictions didn't reference residential uses only or no businesses. They tend to just be other things. Maybe it's that there's a setback. Maybe it's something else, but they had deed restrictions. It's just not residential uses. The blue properties

are zero restrictions all the way back to Tyson or Atlantic Beach Company. No restrictions were found on those lots. And then the green ones are unfortunately properties where we got back to a record and it had been sent through a court and we were not able to go further beyond that court record to find an original deed, so those would probably require a lawyer or somebody with greater deed and title search than I have or anybody in our office has in order to go back to court records to find that original deed or reference to an original deed so this is kind of an overall map. We can map it even further by saying which properties have a 30-foot front setback.

Commissioner Brown. Excuse me, can you go back, you stopped at green.

Ashley Cowen, Diamond Shores. I did. Okay.

Commissioner Brown, how do we get to orange.

Commissioner Brown. The orange properties are currently what I would say potentially under review, that's a perfect way to say it the orange properties are under review. Those property owners have potentially removed their restrictions. However, there's probably some contention about whether or not that is valid or not so you can just remove the... what is the... I don't understand how a restriction works if you can just remove it. There is a process that the state has, and I'm going to actually read it to you because it's in the plan, because I want to make sure I get my facts. I am on page 11-19 and this page also does have screenshots of what those deeds look like. They do tend to all be fairly similar in appearance, how those restrictions look from each of those years. Restrictive covenants in South Carolina are generally treated as private contractual agreements. Court can be enforced when they are clearly written, reasonable in scope, and not contrary to public policy. If they, let's make sure I'm reading the right spot.

I'll read this section. The South Carolina Comprehensive Planning and Zoning Act, which is part of state law, requires local planning agencies to inquire about recorded restrictive covenants when reviewing development applications. If a proposed development conflicts with a recorded deed, a recorded covenant, the local government has what's called actual notice of that conflict. The agency should then halt the permit process until the issue is resolved, so in these cases, they noticed that the issue may be resolved, so that's why they're listed as potentially resolved. or in conflict or under review. Resolution may occur through a formal release of the covenant by the appropriate parties or through a judicial determination declaring the covenant unenforceable or void. In other words, you probably are going to need to go through court or get some kind of formal release by the appropriate parties, potentially the original owners or the current owners, then they're required to disclose the known restrictions that contradict the proposed development as part of the permitting and rezoning process, so they have to then show that they've removed those restrictions to the town. Does that make sense. It does. Okay. It can be really challenging. I think one of the most interesting aspects with the deed restrictions in Atlantic Beach are, some of them, it may all be one property owner, and it's only tied to one property owner and they're adjacent to one another, and it's not like anybody else has a vested interest in it than that one

property owner. Some of them are tied together where it's three or four parcels that had their on one deed restriction listed as one deed restriction so they're actually all tied together for that one parcel so everyone would have to agree one restriction a single restriction can apply to several it could lots so they're all unique they all change together there they're all very unique so that's one of the most challenging I think aspects of navigating meaning like this is this restriction a singular restriction that applies to everything you did in 1936 if we change one can you do all the property specific really yeah I don't know if you can assume an example and it would list multiple plaques on the same deed restriction but it would only be a couple. It wouldn't necessarily, it's not all of the stuff that was done in say 1936 was on one deed restriction, so that goes back to when she said they were issued in twos and threes so the twos and threes would have to come in together. Let me see if I can pull one up now granted George Tyson may have recorded them all on the same date because that was the day he decided to go to the courthouse you know to get it well recorded. I apologize for this will be redacted but this one is an example of no deed restrictions. This is Lot 10 of the frontage of Tennessee. This is the beginning of the law and it says nothing. George Tyson to Lucy Campbell et al on March of 19... I can't see it over. Is that 36. Yes, and it's referencing the need that was or the plaque that was created in 34 by AJ Baker and it's talking about Watson and here is where you would have seen deed restrictions. Oh, no deed restrictions. Give me five seconds. I'll pull one that has deed restrictions. I've got like a thousand of these. You can go to the next lot, lot 11 and lot 12 have them, but 10 doesn't.

Leigh Wood. That's interesting and we really thought when this process, when Ashley got this process started, there was going to be some kind of pattern but there's not. No rhyme, no reason. If there was a pattern, it would have made coming up with a land use recommendation really very easy.

Ashley Cowen. Here's the 1936 again same date, March 3rd, George Tyson to L.S. Cozart. Okay, here it's going to list Lot 12, 37, and 39. Those are a group. Okay. Which likely means there was one buyer. One, but that's Cozart. Okay, got it, that's the buyer right here. L.S. Cozart. 37. George Tyson, so in some cases, they got one beachfront lot, and then they got two lots. I can see 12 oceanfront and 37. 37. 31st and then here's what those 1936 deed restrictions look like and so now you may have different owners for each one of those three different lots. It reminded me, because you were showing me earlier that, Shep Brown speaking, that some lots have the same number because they were issued by different grand tours so what you see is Atlantic Beach on the top and Pearl Beach on the bottom. And when Tyson put the two beaches together, Pearl Beach and Atlantic Beach, he left the original lot numbers the same, you'll see Lot 73 down in Pearl Beach, but you'll also see Lot 73 up in Atlantic Beach. And the dividing line is actually right through the middle of the east side of 17. The whole west side of 17 was not part of the original Tyson purchase and so this 37, it doesn't matter, probably the ones that are also in red. I can see the numbers. Now it does say in here which 12, 37, and 39, and it says right here, of the Atlantic Beach property. If this were the Pearl Beach, it would say of the Pearl Beach property,

so it's one on the 30th so you have one ocean front and two on the 30th and that is fairly typical of the 1936. Well, 37th is on, it's not on the 31st so if you go to your big packet, you'll see it a lot better and for those of you in the audience

Mr. William Booker, you can see it on the map over there.

Ahsley Cowen. We were definitely hoping for some clear pattern. Yes, we were hoping to see a clear pattern, unfortunately it's not okay other things that the years were all so how does this tie into your recommendations. Are there any other questions about that while we move to...

This is a map of 30-foot front setbacks. Everything that's blue does have a 30-foot front setback per deed restrictions. It may not have that per zoning, but it does have it per deed restriction. Here is 15-foot street setback. This is actually something you see on the 1936 streets. Those are the properties that are affected by that 15-foot street setback. This would be constructed of brick, no shingle roofs. See mostly that on the Pearl Beach and west side of 17, again that's a deed restriction no shingle grooves and constructed of brick or other fireproof material yes that's a wow it makes you wonder what the thought was at that time if they had brick in the neighborhood and if you're on the town council inside.

Commissioner Brown. What kind of roof do you put there, not at this middle of the time.

Ashely Cowen, No. The Town wasn't a town.

Commissioner Brown. I just always wonder what the preference was if it wasn't shingles.

Ashley Cowen, Diamond Shores. I don't know. The properties in blue have subdivision restrictions. In other words, can't subdivide them for deed restrictions. You can combine them, but once you combine them, they have a deed restriction that you can have to separate them. So how does that, like Lisa, how does that translate. Something to consider if there are deed restrictions where you have to have brick housing, would that then translate to something in the land management ordinance as you have to have brick housing Is that something Atlantic Beach wants to do. I'm not sure that that's a step that you guys have been wanting to take but in terms of the future land use, we can translate some of that key restriction into what a future land use map could look like so I will go through what you guys have got in terms of future land use here in your packet. This starts on page 1122. Each future land use designation and there will give you a brief little history on what future land use map is. You have zoning districts, and those determine what you can build on your property, what your setbacks are, and those sort of things.

A future land use designation determines what you could possibly rezone your property to in the future if you were to come in and ask for a re-zoning, so what we've done is we've come up with five...

Commissioner Vaughn. May I ask you a question. The future land use is what you could rezone your land use into the future and you probably have a likelihood of acceptance/

Ashley Cowen, Diamond Shores. Yes, it is to guide your future land use, to guide your rezone decisions so for each color on the map, that's a different designation. For example, the red is your commercial corridor and if you were to look at this page right here that says commercial corridor 1122, it will give you a list of the characteristics of what the commercial corridor should look like so all the properties that you see on the future land use map that are designated as commercial corridor should in the future, meet these recommendations. So, for example, it should say, future development along Highway 17 may include medium to larger format retail establishments, grocery or specialty food markets, restaurants and dining establishments, professional and medical offices, financial institutions, business services, lodging and transient accommodations at moderate scale. It also talks about the character of what Highway 17 should look like. It should act as a well-designed gateway to the town. Serve both residents and regional visitors. Provide employment opportunities, strengthen the town's tax base. Activate the corridor without overwhelming adjacent neighborhoods. Be visually cohesive. Manage access points to maintain traffic flow. There's a whole lot for each of these sections. Let us say you were to have a rezoning come to you, and they wanted something other than highway commercial, or highway, your highway, they wanted something other than highway, your recommendation would probably be... What was that on 17. On Highway, because it doesn't meet the standards of what your future land use looks like on the future land use map. The same is true for where you would want to designate mixed use.

There's a page for what this mixed use looks like. It talks about walkable, pedestrian friendly, small storefronts, mixed use buildings with housing above or behind retail, moderate building heights consistent with neighborhood scale outdoor gathering spaces. It talks about appropriate land uses. Some of them are the same as the highway commercial, but they're at a smaller scale. Bed and breakfasts, personal service establishments, professional and small businesses, restaurants, cafes, bakeries, neighborhood scale retail. It talks about two- and three-story buildings, moderate density that supports walkability as you were to have something that is highway commercial, come and ask for a rezoning. like say a rezoning comes through and they say we want highway commercial and it's designated on your future land juice map as mixed use. You're going to say no, ideally because the scale and intensity isn't in alignment with what those definitions are and usually what you're going to have in highway commercial is going to be much more intense than what you're going to have in a more mixed use area think larger, think bigger stores, think more people. You've got the same kind of page for residential. It describes what your residential areas look like, what the sizing of your residential structures look like. This is for the low density, the yellow section. It talks about single family and duplexes. Single-family detached homes, raised beach houses, duplex dwellings designed to match neighborhood scale.

If you were to have a mixed use wanting to come into a single-family residentially zoned property, ideally your recommendation would be no because it does not meet what the single family's own density looks like. Now we have added an additional, different than what you had before, a designation called residential medium density. This would be your townhomes, your

apartments, smaller scale, we're not talking about big high rise apartments, but something slightly more dense than just your regular single family. And I'm going to go over the maps in just a minute. I'm just trying to give you a framework for what the colors on the maps mean. These would be things like your smaller multi-family buildings, similar to the ones you already two stories maybe three at the most five six units depending on how big the parcel is a lot of the properties you have right now can already do that so they already have a by right use to do multifamily this would give the future land use designation to make it possible if by chance the land management ordinance removed the right to do multifamily development.

Commissioner Vaughn. I don't understand what you just said.

Ashley Cowen, Diamond Shores. I'm like a density. I'm trying to give a shop on property from a density. It was like, how many units can you get on this one from a density standpoint, okay, from a housing standpoint, if you have a small lot that's 75 by 150, 50 by whatever they are, long, skinny at this moment, you could probably only have, what, two, if it's just a regular lot. Regular lot, so this was one of the issues we had with Michelle Brown, unless she had combined those two, she actually couldn't get multifamily because she didn't have enough square footage unless she had two parcels in order to trigger that, so she would have only qualified, I think, for two, which under the definitions of the land management ordinance isn't multifamily so there's a lot of nuances. It's complicated right now to figure out how many units you can have on one lot. The idea is to simplify it and again, we'll talk about the land management ordinance next time but for the future land use and for the land management ordinance, we're going to simplify.

The idea being if it's single family, then what we heard is the town wants single family and duplex as the ideal vision, if an area is more appropriate for townhouses and apartments, then that may not be inappropriate for 29th and 32nd that more dense use, the townhouses and the apartments, may be more suitable for a couple of lots in the 30th and 31st or on the west side.

That's generally what we've heard. So what we've done here is created a future land use category for that higher density, for that medium density, so that when someone wants to come in and rezone to a density other than R2, to a zoning district other than R2, they have support from the future land use map and that's setting us up for changes to the land management ordinance. I kind of wanted to know, you talked about height, scale, what kind of public input did you get related to that, just across the town. Across the town, and we covered this a little bit last time, but not a lot last time, but I'm happy to reiterate. People generally wanted uniformity, to be able to look and see the same and not have one giant thing, whether that be commercial, whether that be a residential, didn't want one unique thing. Generally, the idea was three stories seemed to be a generally agreeable number, commercial or residential. And the idea that if it was commercial, that it fit in with residential and appearance. Part of the reason I wanted to know that is a lot of people forget we've got an airport right next to us. And so the current land management ordinance allows for really actually has some kind of inconsistencies so I'm always just happy to hear. I think it's a special district or whatever that you have to go through in order to get a lot

higher building, so now that we kind of know what each of the five colors you need and blue is kind of like a government, non-profit, public use type district so I've left that color in there because it's there now and I'm happy to leave it there if that is what Atlantic Beach so desires. That being said, I professionally would love to see that color just disappear and let that be allowed everywhere because it's public, it's non-profit, it's churches, it's recreation. I think it should be a lot everywhere but happy to divert to whatever you guys want so we have four different versions of a future land use map. They're all slightly different. and they all reflect a little different way of thinking about what the town could look like in the future so this one, you have that main commercial 30th and 31st where as you're going down 30th, you really do have that mixed use all the way until you hit the beachfront property and then on 31st, you have similar, except for when those properties change direction and are facing Seaview, which most of those are already residential so this one basically is taking those existing vacant properties on Seaview and Ocean Boulevard that have the double frontage and saying, hey, maybe they are part of that commercial mixed-use 30th Avenue district. This one also takes into account the fact that there is an existing medium-density residential on 32nd Avenue that may in the future want to stay and be redeveloped as medium-density residential.

Then, of course, on the other side, on the west side, using what's already existing over there and what has existed, it says, hey, let's throw some more medium density residential over there where it has existed and where it does exist now that's an appropriate use but let's also leave some residential load density on that side also because it does over there too so it really becomes more of a mixed density area on the west side in addition to where that future government center is putting it for so that's what this one is you will also notice there are some yellows those low density residentials scattered in throughout the highway commercial corridor down Highway 17. Those are very specifically called out as residential and that is because they are contributing historic buildings to your designation.

At this moment if they were to redevelop there's question about whether they would redevelop as residential or whether they would have to convert to commercial. It's part of this plan and as part of what we have heard from public input want to preserve historic even if it is on Highway 17. so those are those are critical components of the designation and just try to make the future land use map reflect that in case those properties were to ever want to come back in and rezone as residential so this is one version. Looking on 32nd the mixed use the purple you're saying the lavender that those are already mixed use and so that's why they remain

so the purples are already a medium density residential so they're already an apartment or a townhouse style. Okay. They might be motels that have been converted into yeah they're probably motels that have been converted into apartments which does also exist in the Orange. You can do that in the Orange also but you would not be able to do that in the single-family the low-density residential depending on how and change the land management ordinance. Okay. So this would be wanting them to be able to keep and maintain their existing medium density if they

were to ever come back in the rezone or something. So here another version This we heard from a lot of people They want single residential all around the border meaning 29th and 30th and beachfront And then this version also carries the mixed use across 17 to the area on the west side, with the idea that if there was ever a quote-unquote connection, I'm not saying vehicular connection, I'm meaning pedestrian connection, right. We already have a crosswalk, but perhaps that property across the street were to redevelop, and there's a nice walkway. Perhaps there's a connection, pedestrian-wise, between the west side and the east side. Well, maybe that means that that commercial corridor then spills across Highway 17 and into the west side of Highway 17, and maybe the town's property that is back there on the west side is commercially developed and not residentially developed. So that's what this scenario actually – this property. Maybe this property is commercially developed and there's pedestrian access across 17 if it can be done safely, if sidewalks come to fruition, you know, those types of things so that's what this scenario tries to accomplish. Yes, let me ask a question. Maybe this is to Titus.

Commissioner Brown asked the question. The building that's at the intersection of, I think that's Highway 17 and 30th, right there. Was it always there. It looks like it's not supposed to be there.

Titus Leaks, Town Staff. I think originally they were supposed to keep that open for a road to connect the east and the west side, but somewhere along the lines they allow there to be development on that property. I never noticed that before so it was like a road closure action. Yes, so I was told that it actually was a road and then they just allowed somebody to build.

Ashley Cowen, Diamond Sores. Yes, that's what I was told as well. Like at one point you could go from side to side and then somewhere along the line they allowed somebody to develop there and you have that one as government, cultural, and institutional. I don't know what that building actually is right now, but this is future. So, on this, my mouse, no, so this would be church property. This is actually town parking, the reason why I have colored this blue is in the event that anything comes through here or wants to rezone, there would be this visual reminder of, hey, don't forget, you want this connection between. It could spur some kind of additional conversation with the developer to say, hey, we would really love it if you could put some kind of walkway, pathway, green space, something. At this moment, there would be no way to force that but it could be something potentially that could be incentivized, it could be conversation, you never know, maybe it's a really nice developer and they really want to do something for the town, which does happen so the town doesn't have any possibility to like eminent domain that property just to make the road or how I don't recommend eminent domain for much of anything. Yes, but I mean, because it seems like we need somewhere to get back and forth and I don't know where else on the other four streets where you can connect, the east and the west side, without a light. If the property weren't developed, it might be one thing but I do think that there's actually a building and a business on it right now and it would be extremely costly, I'm sure, to the town to make something of that happen because I know it happened in North Carolina Beach. That's what first put it on my mind in North water Beach near Possum Tribe. That's what they're doing

at that intersection and so when I saw it, that's the first thing that popped in my mind, like, okay, I didn't know that could be done, but once I saw that being done down there, there's a cost, right, to end domain. You know, we would have to that plus the cost of whatever you're going to do to that property but I even wonder if, like, maybe a land swap might be, We have all this other town property. Maybe that business might consider taking up business somewhere else, but we would still have to deal with the demolition and all of that so the parking behind that is the town park. Yes. That building. There's like a dumpster and a couple of spots back there. Yes. That's the town. Yes.

Right now all that property is the town's from Highway 17 back to 4th street, no just a small no just a little half just this back half right here this part is not this is private board and there's business on it the idea of this future liturgy map is that if a rezoning were ever to occur this is supposed to trigger you to remember future connection could be had right here you know, they already have highway commercial zoning right there.

Are they ever going to come in for a rezoning to something different than highway commercial. Probably not so changing this to blue is probably not going to impact very much but it does trigger that reminder of, at least for anybody who's reviewing plans or anybody in the town, or if it ever comes to you, of, hey, we did at some point have this conversation about what public uses could be done in coordination with future development on this site. So quick question about this map. There's a lot less blue.

Commissioner Brown. So what happened to the blue. Then what's currently.

Ashley Cowen, Diamond Shores. What I've done is because of the potential for the town to actually redevelop all of those government-owned properties. The current future land use map calls them all government. This future land use map actually gives the town the opportunity to rezone them to something other than government and also gives the town the opportunity to develop them as something other than government so while they may want to use them as government properties for like maybe they don't want this center to stay here, maybe they want to do it on another property. I don't think that's the goal but if they wanted to, they could do that, as they currently are but if they wanted to do housing, the future land use map currently does not match that. Right, right so I just want to be clear that this doesn't necessarily mean that we have the town no longer owns it. It's just that it's being used in a different way, so we could lease it for whatever or keep it as a public park or a pavilion because again, my idea would be that blue could happen anywhere and that we don't necessarily have to designate it on the map. But if we are going to designate it, then these specific properties would be where we would designate. Blue West, Blue Forever. Okay. Okay, so this is version two. Version three actually correlates most closely to your existing zoning, so if you were wanting to start off right off the bat with your zoning and your future land use map being the most equal and the most correlated, this would be the map I would go with. because your zoning map already matches all the future land uses that could go with that so if you if you wanted to know what it looks like this is it right now you have

those mixed-use districts all throughout on both sides and then you have the residential all around the edges and then of course I took out the hoodie, so I don't understand CPU. Okay so here's between 32nd and 31st. CPU right here. Okay come down come south. That block, all of that's mixed use but that's currently residential. Yes, as you see your zoning right here, right now they're zoned for all of that mixed use, they just happen to be. They're zoned for Main Street, they're zoned for Main Street R, and then they're also zoned for this mainstream one so this map turns all of what is mainstream into mixed use because ideally in the future mixed use, residential is allowed in any of it. Single family. The kind that are single family duplex, if you could fit multifamily on it, which most of these you couldn't. Although there is already multifamily in a lot of it, so probably multifamily too in a good bit of it.,

Commissioner Brown. Where do we account for parking, because as an example, for my projects, 30th, I think we'll want maybe three parking spaces or something like that and so if these were to be compliant with this zone and all of the orange has a little bit of commercial, at least partially commercial, where are these cars going.

Ashley Cowen, Diamond Shores. It's a great question. I mean, I guess because I don't think one of the challenges I see is at the end of the day, it's only four streets. and if you're pedestrian you're probably walking from one of those four streets you're probably not walking from five streets up coming over so do you even have the customer base support that much commercial unless you're bringing in cars and then you can park and you can walk, I just don't know where these cars would go and I don't know if there's enough pedestrian traffic or this is in my opinion, to support that much. Excuse, because it's a small space. Well, and something else to consider, it is, it would be considered mixed use. Some people could develop it as a commercial, like you had. Some people would say, I want a house, so they would do a house. Some people would say, oh, I want a duplex. They would do a duplex, so it would be a complete mixture of whatever each property owner could do and wants to do on their property. Red mirror it says mixed-use district from page 1124 it says the featured character of 30 and 31st avenues emphasizes a walkable pedestrian friendly environment check small storefronts local owned business mix these buildings with housing above behind retail moderate height outdoor gaffling

Commissioner Fera. Where does it say you could have residential or single family. Or single family. Definitely someone that should get out of there.

Ashley Cowen, Diamond Shores. Good point. Thank you for catching up because of that. Yeah, last time you said mixed use because I think the challenge some people have had in the past is they thought mixed use was residential or commercial. I think what you're saying, I think now it's residential and commercial, and this business residential or commercial. Right, and that's something we talked about last time was mixed use doesn't have to be a single parcel of mixed use. It can be a district of mixed use and that's probably what this will be, is a district of mixed use with parcels of mixed use in it. And this is just me being super picky, right, so when I look, let me find one. I'm just going to use, for example, in my packet 11-21, and how the legend is

worded. Red, commercial, very specific, it's a commercial, it's one thing. Government, cultural, institutional, very specific, it's one thing, then the orange is a district. and then the other two are very explicit one thing I just think that orange is to be very explicit one thing right I mean house or whatever maybe in the duration I think it's sort of broad it certainly yellow could be residential district you know so just pick one or the other what I mean is orange would be residential comma commercial comma for residential and commercial so it's three things right but that's being captured by the word district right everything else in the legend doesn't isn't doesn't describe the districts by the lot right we're saying the same thing yeah and so I think that the legend is the legend to describe the district or the lot I think it's just big side it's a matter of what it is but I didn't that I think whenever we decide, then we're consistent in how we use the legend. How we group things. Yes. I think we can work on the names of the future land use categories, which is what you're talking about.

Those are the categories of future land use, so that they are more descriptive of what they contain. Yes. We can totally do that. I will draw you to the fourth, because this one is the paper the fourth future land use map this one is more reflective of the restrictions so you will see on this one it does cut out that section of 30th Avenue where we know properties are residentially restricted it also does cut off Seaview and Ocean Boulevard for again properties that we know have these restrictions for residential.

We did something a little different on the west side and called all of that more higher density because again if we're losing some of that tax-based potential value on the east side of what could have been mixed-use commercial then it might be good to kind of compensate that by adding some higher density on the west side especially if it's going to be around the future community building the future government building and what is on the larger lots on that side of course a lot of those lots have some other issues such as the utility easement I don't believe that's the section that has septic tapes but that could potentially be something that gets solved also if there's going to be larger development on this side could be dealing with some stormwater upgrades while that's happening because certainly a multi-family development would actually have to go through a stormwater review versus a single family, which does not so this does kind of kill two birds with one stone if we do a higher density on the west side so these are four versions of the future land use map to definitely be mulling over, thinking about which version you see as the future, whether you really want it to kind of match the zoning you have now, whether you want it to be the corridor follow all the way across, whether you want it to be a big commercial corridor, whether you want it to be more residential in nature, or whether you want it to kind of follow the deed restrictions.

All of those are different ways of seeing a future land use map and ultimately, it's going to be your recommendation on what future land use map you want to go with and if you see parcels on here that you want one way or the other, we can make those changes. It's not hard to change this

future land-induced map during this process or even into the future if we wanted to make amendments to the future land-induced map later on. I know we're not.

Commissioner Vaughn. I have a preference for one.

Ashley Cowen, Diamond Shores You have a preference for.

Commissioner Vaughn. For this one. I like the additional purple. easier to say that way but the one thing that kind of just jumps out to me initially is that for instance that large parcel that city owned that's probably the only parcel in the town that's big enough for like a hotel or something like that and so if we make it whatever purple is that would exclude that and I'm just wondering if there is conceptually an option for a category that might include all of those things, except residential.

Ashley Cowen, Diamond Shores. I would still call something like that mixed use, but still on a smaller scale because right now we've pretty much put the cookies in the cookie container of nothing large scale like that. Well, you can have a smaller scale, a boutique hotel. A smaller motel type scale. But it's similar to the motel that exists. Let's see how many months and Highway 17 are small, the budgeted size. Yes, but not that aesthetic. I mean this is not aesthetic, but for medium density it says workforce housing. I'm not sure if that means that way. That would be of an appropriate scale and price that a teacher could afford it, that a police officer could afford it, that a government employee could afford it. long-term rental housing professionals downsizing options for seniors two to three-story buildings duplexes townhouses road houses small multi-families but high-rise I'm just reading from purple page 1126 on the right side is the perfect land uses duplex dwellings, townhomes, row houses, small multi-family buildings. Then it has a caveat. High-rise buildings, large hotels, and resort style developments are inconsistent with the desired character of these corridors. But Erica, you're saying maybe low-rise, lower impact, commercial, you know, hotels, motels, I guess you would call it. Yeah. And so, so what I don't see is anywhere to include that and I know that if you talk to people in the town, that's long been a wish for some people that we would have some kind of, of that type of lodging.

I know some people wanted 20 stories, and that's not what I think we generally want, but I think there was an interest for some type of lodging within the town, especially considering that, you know, if we consider this a historical place, right, and we're inviting visitors in to see this place and experience this place, but there's no way for them to stay. so I just think we need to maybe think about how we can accommodate that within the broader goal of keeping it low and small. How would you do that? I mean this is just I'm thinking like a I'm thinking more of a process question and maybe this is a strategy discussion but knowing that a lot is this big so to say this district could have hotels as an example if you chose the second purple row behind the big lot to say that means the person has it has to purchase all the lots or all the owners have to read a one developer is that a how would that realistic but like is that um that would just be an agreement

amongst the owners just now to sellers so I think what Commissioner Vaughn was saying that big purple lot is currently the town so the town could lease that whole section to what's the hotel we were talking about budget hotel that would be like the higher density so you're suggesting that would be the district yeah that makes district it's already a high density the way it is In order to do that, I would recommend coloring that one orange. I would also recommend coloring this section across from it orange because you would want to have that balance across the street. That being said also that is a good heavy medium, I think. Yes.

What if you were one of those yellow people on the other side of it. I want to caveat that though, with saying if you allow that in this orange, then it's also allowed in all of this orange. Right. Which, circling back to my original question, is there another color that might, that's it, what we want to do here so you can create another color, we can make as many colors as you want to. I would err on the side of caution of specifically picking one parcel to call a specific designation that no other parcel is. Right, so that's not what I'm suggesting. I'm asking is how can we make that section or really anything over on the West less restrictive so that it's not only limited to purple. Yes, we can create another designation. I don't know if that's the answer. I'm just saying right now that's all you can do there and if we want to see something, more options on that side. It's almost like mixed use tier one, mixed use tier two but it's still mixed use. It's a step up for me. It's a density. I'm thinking the other way, to, so you're talking about putting a high density into an area. I'm looking at where we have residential around the end.

Commissioner Vaughn. A lot of these residential that we have are Airbnb. They're a residential home, but there's nobody there, so it's a rental property. What's the difference between that rental property and, say, the purple, the medium density, what's the difference between having a single family home on a lot and having a duplex on a lot that gets rented out short term or long term. In terms of this map.

Ashley Cowen, Diamond Shores. Yes, in this map you can't, but what I'm saying is what if a loan, and again, I'm just saying this as an example, what if like from Seaview down and along the beach that was all purple instead of residential I think the issue is the deed restrictions that are known and haven't been removed which say that it has to be residential yeah I think that's been part of the issue is you're you know like for example all the lots they're not yellow on 30th you know those dealers to residential why even impose a different district it's going to be a conflict every single time so I think part of the opportunity here is to say give the owner that lot relief by not forcing them to go through a process that's going to be required because you can't build anyway right like if you can't build commercial or not for why make it a commercial, I just want to reiterate they have their existing zoning that's commercial so this would be in the case that a rezoning came in and what we wanted to rezone to and just from a practical perspective, I know the terminology that we use here is one thing and then like in real life, it builds another thing. If you go beyond two units, you're going to, I mean, it depends on how you do your loan and stuff. You can probably be deemed commercial. When you have a permit and then you try to do a loan,

that's a sort of match and then like, you also don't want to call something commercial and then you can't get a loan because they're asking for a commercial loan. That's what I'm trying to say, to much of it in details. All that's just that I agree. I think what we're trying to say is we'll have a place for a normal hire, a mixed use tier two, if you will something to accommodate.

Leigh Wood, Waccamaw COG I just don't want it to be so restrictive that all we can do there is, you know, mixed use. I think a district that could accommodate transient residential uses, like a motel or something like that, would make sense on the west side. And I would be happy to draw out this version with that additional district, if we're all okay with this version of the map. but with maybe a mixed use tool. Again, we'll rename it for mixed use into something more descriptive, and then call it, you know, it'll be another version of mixed use, but with a transient use that's allowed also. Knowing, of course, that this existing mixed use does allow for transient uses because it already has transient uses, but maybe this one will be on a slightly larger scale. Yeah. but still within the height restrictions that we already talked about. Yes, so I'm wondering specifically, like if when you go down towards Cherry Grove, you see some properties that look kind of like just a big, big house, a big super house, right but it's not really a single, practically it's not really a single family residence. It's like 10 residents in one building, right, so is there is a place in here where we make that distinction, where we're defining residence, that could be in the purple, depending on the size of the lot. Of course, you can't fit something like that on some of these smaller lots, but that would be something that I would say is the purple. That's a higher density, medium density. See, we talk about stories or whatever. We should be looking at the heights.

That's something we've gone back and forth with. The height of a three-story residential building is a little lower than if you have commercial and say two stories of residential above it like our residential today says 45 feet but if you created a commercial on the first floor and two stories above with residential, that has to be 55 feet by the code right now so we need to come with a uniform height along with three stories because where we're saying commercial.

Commissioner Fera. Are you saying that a house, a residence, should be able to go up 55 feet or that the other one should be limited to 45, that's the decision. Which one should it be because if you're going to have the commercial, you have to let them have 55 feet then why don't you let if I want to build my house and have 12 foot ceilings instead of 10 foot ceilings I can go up to 55 feet we're talking about keeping everything continuity but you know you're always gonna have because not everybody has to the max we have some nice ranch homes and stuff too so you're gonna have everything within that everything's gonna be below 55 feet and I think that that makes more sense than saying three stories from the plan review aspect for those of us that have to review projects in the town that would make life a lot easier because right now there are two standards that we have to meet and it is cumbersome.

Ashley Cowen, Diamond Shores. The other thing that I do and this is kind of branches between land management ordinance edits and also the future land use map so I'm glad that you are going to

be looking at these things kind of you don't have to lock everything in like right now some of this we might be talking about when we're talking about land management ordinance but density and how many units can you get on a lot if you have height restrictions and you have parking requirements it's kind of going to figure itself out and they throw in building codes which regulates safety how many bathrooms how many windows your form will be locked in that way instead of trying to put a hard line in the sand about okay well you can only fit one unit on this prop And then the deed restrictions would come into play at that point where it's dependent upon that property owner. If they have a deed restriction that says only one single family residence, then that's what it is and then we don't have to start worrying about all these different caveats from a density calculation because I'm sure, Commissioner Brown you have the experience. She had to go back and I think redesign her project three different times just to make the math work with the land management ordinance where frankly if we weren't regulating exactly it still ended up being basically the same form but you had to rework the interior right at all the category to be deemed multifamily yeah I'm a advocate of being more broad but have some hard staff non-negotiables you have like a handful of non-negotiables and then everything else is fraud. Too many non-negotiables, it's just too, you don't know, you don't think about it now, but it makes it way too hard. It gets to, like, we were reading earlier, no shingle groups, or no, you know, and that's a perfect example of that. Right. Instead of saying, you know, flame resistant. You're so prescriptive, and now you break somebody's back. And that was probably the intent of the break as well.

You have to spend a certain amount of money. It's about some people. Right. Okay. I'm talking a little to death. So. Yes. I'm for. Everybody's time. Especially me too. I got the grandkids. There's the last slide. Throwing up my email address and my phone number. Please send me your comments. Things I can change. Ideas. More suggestions. It's the same for the audience. I do have one question, though. We lost our public. We lost our video at 6.30. We lost the meeting at 6.30. There was nobody here. I do have one question for mechanics of this, because I know I intend to read all of this. I've read several things about my notes. Process-wise, do we consolidate our notes and give them, or do we send them to you separately, we do it however you are the most comfortable and however you like and then my last question is, how do we arrive, so right now you have several versions of this. It sounds like we're going to tweak this a little bit. How do we arrive at the one that we want to put in the final package. Is it a vote amongst the whole. You will vote as a whole. Here is the plan that you are moving forward to the council and then part of that we would sort of just pick up. That will be in the packet of which one you're going to send and at the moment, what I'm hearing from you is you like the fourth version with some tweaks so I will have the fourth version with some tweaks at your next meeting. Now, we get to the next meeting and you guys are still not 100% comfortable. We can wait to start a public hearing. We can wait. We can talk about it more at another meeting. We've got some flexibility on that. Do we have to talk about this stuff at the meeting, like if I wanted to send an email to say hey what do you think of this stuff did you look at this thing do we have to wait for the next meeting or so we email from a from a standpoint of emailing it's actually considered

public meeting if you email everybody on your Planning Commission or if you meet with everyone outside of this meeting but if you met say and talk to one person about what your thoughts are and then talk to another planning commission member and if you are trying to gather information and input that's not considered a public meeting okay so you just want to make sure you don't email literally everybody and not blind carbon copy people like if you want to send something out that says I want your input you need a blind carbon copy so there's no votes decisions formal things happening via email as long as you don't include enough people for a forum and you probably say okay yes and for you guys it's three so two people this is

Motion. Commissioner Brown, I make a motion to adjourn the meeting. Commissioner Fera so moved. Commissioner Vaughn seconded.

Vote: Commissioner Vaughn. Yes. Commissioner Brown. Yes. Commissioner Fera. Yes. The motion carried.

Adjournment

Commissioner Fera stated meeting adjourned at 8.07 p.m.