



Marine Corps Recruit Depot Parris Island
Lowcountry Council of Governments

JOINT LAND USE STUDY

2015

**WHITE &
SMITH, LLC**
PLANNING AND
LAW GROUP



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ACKNOWLEDGEMENTS

The Joint Land Use Study is the result of the input and contributions of many individuals and agencies in the community. Ginnie Kozak, with the Lowcountry Council of Governments, administered the Study and served as the JLUS Project Manager.

Two steering committees guided the JLUS process and developed the final report; a Policy Committee and a Technical Committee, which included the following members:

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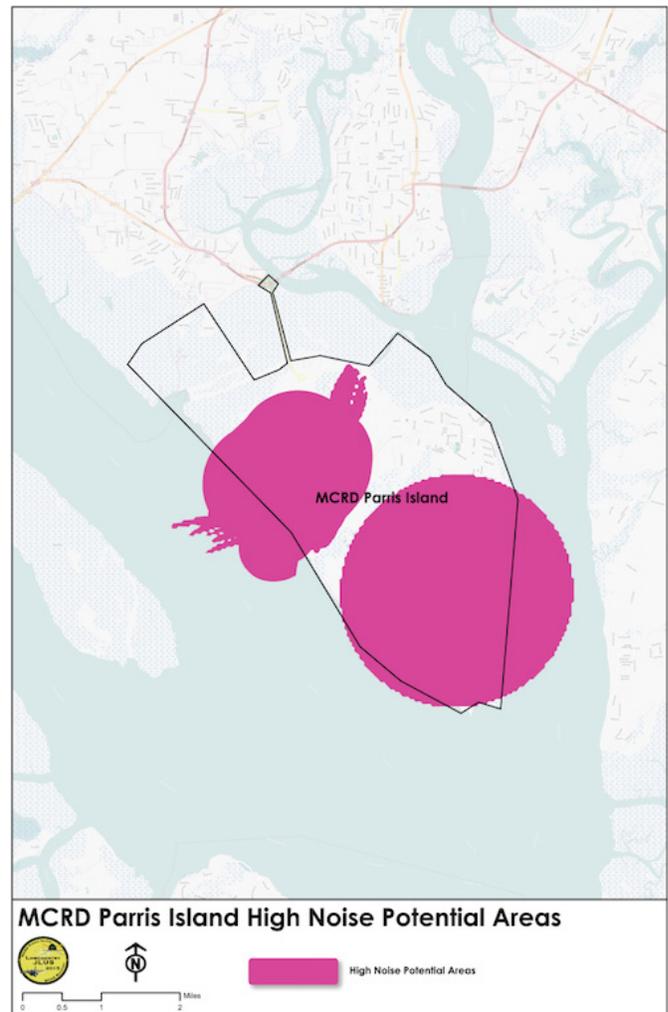
EXECUTIVE SUMMARY

I. WHAT IS A JOINT LAND USE STUDY?

Joint Land Use Studies help military communities collaborate with military installations on land use issues using existing local land use planning processes. They result in recommendations that can help both groups ensure that land uses around the installation are compatible with its mission and that the safety and quality of life of citizens are protected over time. The Study does not require local communities to adopt any particular tool but rather summarizes the options available should they wish to put any into place.

The Department of Defense's Office of Economic Adjustment (OEA) funds Joint Land Use Studies, with a financial contribution by the local community and an administering agency, which in this case is the Lowcountry Council of Governments (LCOG). After a formal bid process, the LCOG selected White & Smith Planning and Law Group, with partners Marstel-Day, LLC and Benchmark CMR, Inc. (the "JLUS Project Team") to complete the Study for MCRD Parris Island. This JLUS was developed between March 2014 and March 2015.

This JLUS report is the result of an extensive public planning process in the local communities. It involved Beaufort County, the City of Beaufort, and the Town of Port Royal (the "JLUS Jurisdictions"), Marine Corps Recruit Depot (MCRD) Parris Island, the Lowcountry Council of Governments, and other key stakeholders, and sought the input of the public at large. A Policy Committee and a Technical Committee oversaw the Study.



II. GOALS AND OBJECTIVES OF THE MCRD PARRIS ISLAND JOINT LAND USE STUDY

The primary *goal* of a Joint Land Use Study is to preserve long-term land use compatibility between the military installation and the local communities. This provides a mutual benefit to both groups by helping to protect the mission of the installation and by ensuring that the installation's impacts on the surrounding communities are as minimal as possible.

The primary *objectives* of this Joint Land Use Study were to:

A. INCREASE AWARENESS

One objective was to provide a forum for those who collaborated on this Study—military officials, local governments, and other members of the public and private sectors—to develop an increased understanding and appreciation of the needs and plans of the other.

B. ENCOURAGE COLLABORATION

Many of the Study's recommendations involve cooperative efforts by both MCRD Parris Island and the local communities. Therefore, another objective of the Study was to encourage these groups to collaborate on its development in order to make it easier for them to collaborate on other issues in the future.

C. MAINTAIN OR AUGMENT LAND USE COMPATIBILITY

A third objective was to develop strategies that both MCRD Parris Island and the local communities

could use to further protect the mission of the Recruit Depot and local quality of life.

It is hoped that in meeting these three objectives—increasing awareness, encouraging collaboration, and providing strategies for maintaining or augmenting land use compatibility—this Study will provide guidance to the installation and local communities about how they can work together to protect the best interests of all.

III. WHAT'S HAPPENING AT AND AROUND MCRD PARRIS ISLAND?

Although completely surrounded by water and wetlands, MCRD Parris Island is located within the Town of Port Royal in Beaufort County, South Carolina. Together with the nearby Marine Corps Air Station Beaufort and Naval Hospital Beaufort, it is part of the Tri-Command Installations.

Because MCRD Parris Island is the only Recruit Depot on the East Coast and the only Recruit



Depot in the nation that trains female recruits, it serves an important role in the Marine Corps mission. Its 12-week basic training program includes physical fitness, closed order drill, combat water survival, martial arts, marksmanship, basic combat skills, and general military subjects. Additionally, MCRD Parris Island serves as the headquarters of the Marine Corps Eastern Recruiting Region, which includes recruiting districts that are generally east of the Mississippi River as well as Puerto Rico. In that capacity, it is responsible for enlisting recruits and recruiting new officers. The nature of future operations of the installation will be based on the training and recruitment needs of the Marine Corps.

The installation also serves an important economic role in South Carolina; a 2011 Study showed that the installation supports more than 5,000 jobs and had a statewide economic impact of nearly \$600 million. Locally, the installation brought 165,000 visitors to Beaufort County the same year, which generated an economic impact of more than \$81 million to the local economy.

In terms of land use compatibility issues, the impacts that MCRD Parris Island has on the communities that surround it pertain primarily to noise and surface danger zones. While these are greatly minimized due to the water and wetlands that surround the Recruit Depot, they nonetheless do have some effect on civilians. Similarly, while the waters provide a great buffer to the installation from encroachment by growth and development, Northern Beaufort County is a high-growth area and thus additional protective measures may be considered. This Study considers what options are available to the installation and the local communities to further protect the mission of MCRD Parris Island from incompatible land uses if they choose to do so.

IV. JOINT LAND USE STUDY: AN OVERVIEW

The JLUS report is divided into six chapters and a series of Appendices. Each is described briefly here.



Chapter 1: Purpose and Process

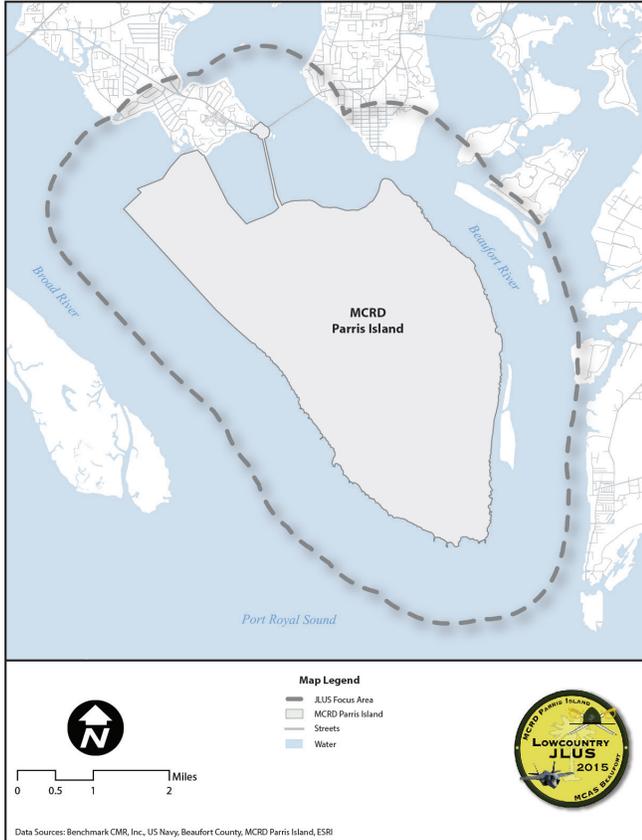
Chapter 1 explains the objectives of the Joint Land Use Study and the process that was used to develop this report. It also gives an overview of the entire report.

Chapter 2: Marine Corps Recruit Depot and the Community: Background Assessment

Chapter 2 gives background about MCRD Parris Island's operations and its roles in the state and local economies as well as its effect on the environment and cultural resources in the community. This chapter also looks at growth issues in the area and summarizes the installation's encroachment management program.

Chapter 3: Land Use Compatibility Analysis

This chapter considers potential compatibility issues between MCRD Parris Island and the lands within the JLUS Focus Area.



Chapter 4: MCRD Parris Island and the Community: The Road Ahead

In light of strong projected population growth for the area, Chapter 4 looks at how potential changes in the community could affect future operations at MCRD Parris Island in order to inform the strategies and tools that are described and prioritized in the next two chapters.

Chapter 5: Existing Policies and Available Tools

Chapter 5 summarizes the South Carolina statutes that provide the authority for local communities to plan for and to regulate land use, and summarizes possible new legislation that may affect their options in the future. The Chapter then summarizes common types of land use regulations in the state’s military communities as well as the



particular tools that each of the JLUS Jurisdictions has chosen to use to encourage compatibility with the Recruit Depot.

Chapter 6: JLUS Implementation Plan

Following the discussion of the land use tools that are available to the JLUS Jurisdictions to use in ensuring compatibility with the Recruit Depot in Chapter 5, this Chapter prioritizes them based on input from the stakeholders, the public at large, and the recommendations of the Steering Committee. An Implementation Matrix describes each tool as well as the likely parties that would be responsible for adopting and administering each one, and the expected implementation timeframes.

Appendices

The Appendices include notes from the public meetings, public comments that were submitted, and the results of the public survey; the SWOT analysis; and a summary of current overlay regulations by jurisdiction.

V. IMPLEMENTATION STRATEGIES IDENTIFIED IN THE JLUS

Although few current issues of land use incompatibility exist, the Steering Committees have identified several strategies for mitigating current land use incompatibility issues where they do exist and enhancing future land use compatibility around the Recruit Depot. These strategies involve efforts by the Recruit Depot, the local governments, and other key stakeholders.

It will be up to each community to decide which particular tools are appropriate to use in the protection of MCRD Parris Island’s mission after additional public deliberation on the question. The following chart summarizes the tools that are available to the communities to use. It is a summary of the full length “JLUS Implementation Matrix” set forth in Chapter 6.

CATEGORY	IMPLEMENTATION TOOL OR ACTIVITY	0-2 YEARS	2-5 YEARS	MORE THAN 5 YEARS
Community-wide Coordination	Form JLUS Implementation Committees	✓		
	Establish JLUS website and social media pages	✓		
	Supplement existing communication outlets	✓		
	Monitor, Evaluate, and research impacts by and on MCRD	✓	✓	✓
Military Outreach	Hold open house and workshops; MCRD to attend local government meetings	✓	✓	✓
	Monitor impacts of the installation on local schools.	✓	✓	
	Coordinate with small businesses	✓	✓	✓
	Coordinate with economic development agencies	✓	✓	✓
Land Use Planning & Environmental Resources	Monitor environmental impacts	✓	✓	✓
	Update JLUS Jurisdictions' Comprehensive Plans	✓	✓	
	Update growth and annexation policies		✓	
Military-Local Government Coordination	Establish "coordination overlay" zone for MCRD	✓		

The tools are organized under the following broad categories.

A. COMMUNITY-WIDE COORDINATION

Because the coordination of land use issues by multiple local governments and the Marine Corps is a complex process, the Study recommends the use of standing committees to reflect Policy Level, Technical Level, and Citizen Level input.

If the local communities decide to form these committees, they may elect to turn to the Lowcountry Council of Governments for help with their coordination efforts on a regional scale.

B. MILITARY OUTREACH

In addition to the collaborative efforts with the local communities, the Study identified

several measures that MCRD Parris Island could use to increase communication with the local governments and various segments of the citizenry on its own. All communication by the installation should help the public better understand its mission and operations, and should help the installation better understand the concerns and questions of the public. It is hoped that this also will lead to an enhanced relationship of mutual respect and sensitivity between the groups.

C. LAND USE PLANNING & ENVIRONMENTAL RESOURCES

MCRD Parris Island also may wish to further address land use compatibility from its end to the extent possible. It may, for example, consider additional measures to prevent Bird/Wildlife Aircraft Strikes or the development of an inventory of on-site historic and cultural resources.

For their part, the local jurisdictions may consider including information from this Study into their next Comprehensive Plan updates, which are done every five years in South Carolina. Comprehensive Plans in the state are not regulatory in nature but rather serve as a vision for the community about its future growth and development. Incorporating information from the Joint Land Use Study, particularly pertaining to its recommendations regarding new programs, policies, and regulations, would help this vision encourage compatibility between the local communities and MCRD Parris Island.

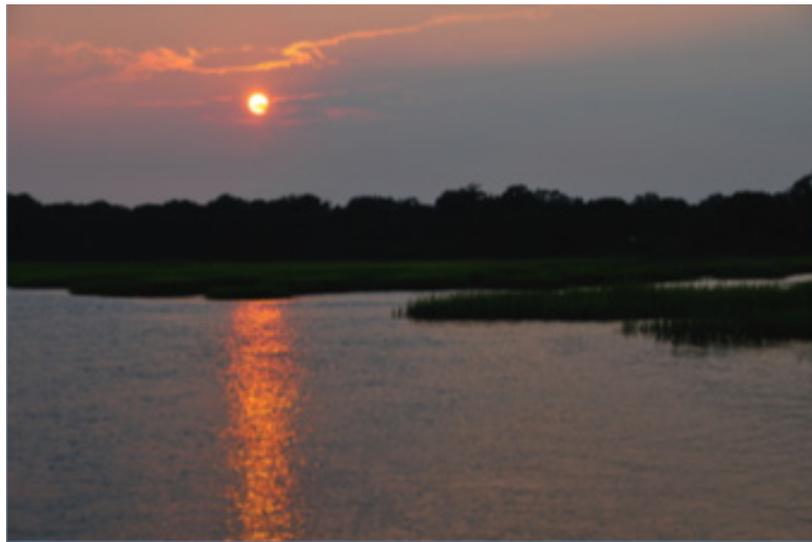
The local governments may also consider updating their growth and annexation policies to ensure that they are compatible with the mission at MCRD Parris Island.

D. MILITARY-LOCAL GOVERNMENT COORDINATION

The local jurisdictions also may consider establishing a “coordination overlay” for the area around MCRD Parris Island. This would help them fulfill the requirements of the state’s Federal Defense Facilities Utilization Integrity Protection Act, which mandates that local governments provide notice to military installations in advance of making certain land use decisions within 3,000 feet of their boundaries. In this case, because the 3,000-foot area is mostly water, the jurisdictions may find that a range of one mile is more effective.

1

PURPOSE AND PROCESS



Chapter 1 will familiarize the reader with:

- ▶ how Joint Land Use Studies are conducted in military communities nationwide
- ▶ the goals and objectives of this JLUS
- ▶ the community planning process and outreach efforts undertaken to accomplish this JLUS
- ▶ the JLUS Focus Area and the lands covered by the study
- ▶ the major components of the final JLUS report

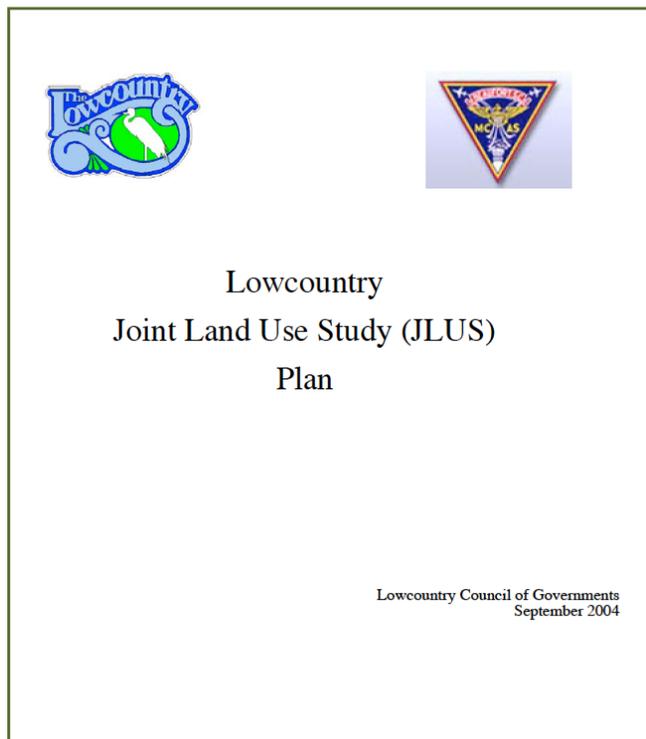
This Joint Land Use Study (JLUS), developed between March 2014 and March 2015, is for the Marine Corps Recruit Depot (MCRD) Parris Island. The Study examined land use compatibility between the Recruit Depot and nearby local communities—primarily, Beaufort County, the City of Beaufort, and the Town of Port Royal (the JLUS Jurisdictions). Although few issues of encroachment currently exist between the JLUS Jurisdictions and the Recruit Depot today, due in large part to the physically isolated nature of the installation, that could change at any time if either its operations change or the land uses around its boundaries change. Therefore, this Study also results in a prioritized list of options available to the local communities to further protect the installation from future encroachment if desired.

This JLUS was prepared pursuant to a joint planning process that also resulted in a JLUS for the Marine Corps Air Station Beaufort. That process resulted in a separate published study for each installation.

I. WHAT IS A JOINT LAND USE STUDY?

Joint Land Use Studies help military communities collaborate with military installations on land use issues using existing local land use planning processes. This helps both groups ensure that land uses around the installation are compatible with its mission. Because military installations play such an important role in the economy of military communities, protection of the military mission is in the best interest of the communities as well as the military. Collaborating on land use issues also helps protect the safety of citizens and ensures that they are able to maintain a good quality of life over time.

In the past, when military installations were usually located in rural areas, issues of compatibility were less of a concern. As these areas have grown, however, urban and suburban land uses are now in closer proximity to the installations. Thus, communities across the country have turned to Joint Land Use Studies for help in addressing this change.



Since 1985, more than 100 Joint Land Use Studies have been completed and more than 50 currently are underway around the country. In fact, the Lowcountry Council of Governments conducted a Joint Land Use Study for the Marine Corps Air Station Beaufort in 2004, which was updated during the process that also resulted in this JLUS for MCRD Parris Island.

The Department of Defense's Office of Economic Adjustment (OEA) funds Joint Land Use Studies, with a financial contribution by the local community and an administering agency, which in this case is the Lowcountry Council of Governments (LCOG). After a formal bid process, the LCOG selected White & Smith Planning and Law Group, with partners Marstel-Day, LLC and Benchmark CMR, Inc. (the "JLUS Project Team") to complete the Study for MCRD Parris Island.

This JLUS report is the result of an extensive public planning process in the local communities. Local stakeholders, landowners in the Study area, and the public at large were engaged over the course of 12 months to give input into the plan. A list of stakeholders interviewed during the Study as well as general information about the Study's public outreach campaign are provided below.

This report provides relevant background information in terms of demographics and land uses in the Study area, identifies potential land use conflicts there, and develops and prioritizes tools that the local communities and MCRD Parris Island can use to encourage compatibility between civilian land uses and the military operations. The Joint Land Use Study does not require local communities to adopt any particular tool but rather summarizes the options available should they wish to put any into place.

II. STUDY GOALS AND OBJECTIVES

According to the Office of Economic Adjustment, the dual objectives of Joint Land Use Studies are:

- ▶ To encourage cooperative land use planning between military installations and the surrounding communities so that future growth and development are compatible with military missions; and

- ▶ To seek ways to reduce the operations' impacts on adjacent land.

The Studies meet these objectives by cataloguing existing and potential land use compatibility issues between an installation and local communities, identifying prospective tools they could use to overcome or reduce any identified incompatibilities, and creating a plan for the future coordination of land use issues.

The JLUS for MCRD Parris Island was designed with these particular outcomes in mind:

A. INCREASE AWARENESS

Paramount to future collaborative efforts between the Recruit Depot and local communities is for each to have an understanding and appreciation of the needs and plans of the other. For example, a sensitivity of the operations and mission of MCRD Parris Island by the local communities will help inform decisions they make that could affect the installation. Likewise, an understanding of the effects it has on the local communities, as well as expected future growth patterns in the area, will help the Recruit Depot make decisions about its operations going forward. For these reasons, the JLUS process involved fifteen months of collaborative planning by military officials, local governments, and other members of the public and private sectors.

B. ENCOURAGE COLLABORATION

Many of the tools that MCRD Parris Island and the local communities have available to ensure continued land use compatibility involve cooperative efforts by both. For this reason, the process of developing the Study intentionally encouraged collaboration among stakeholders, including the Marine Corps, to lay

a foundation for additional collaborative efforts in the future. For the same reason, some of the recommendations of the Study are intentionally designed to encourage ongoing collaboration between the installation and local communities. Because issues of incompatible land uses are minimal for MCRD Parris Island and the local communities, it is believed that the enhanced relationships developed through this intentional collaboration will go a long way towards helping them address any issues of incompatibility that arise in the future.

C. MAINTAIN OR AUGMENT LAND USE COMPATIBILITY

The JLUS examines issues of land use compatibility between MCRD Parris Island and the local communities in order to develop additional strategies that both could use to further protect the mission of the Recruit Depot and local quality of life. Although minimal encroachment issues exist today, that could change with any change in operations at Parris Island or with future civilian growth and development, and so various compatibility tools are explored for possible later adoption and implementation.

III. THE JLUS FOCUS AREA

In order to focus the scope of their compatibility analyses, the JLUS Committees established a Focus Area, shown in Figure 1-1. Based on military operational impacts identified by the participating communities, the Focus Area covers lands that lie within one mile of the outer boundary of the Recruit Depot. This area encompasses nearly 40 square miles, including nearly 19 square miles of water in addition to lands that fall within the land use jurisdiction of the Town of Port Royal, Beaufort County, and the City of Beaufort.

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Figure 1-1: MCRD Parris Island Joint Land Use Focus Area

IV. THE JLUS PROCESS

Members of MCRD Parris Island and representatives from several local governments (primarily the JLUS Jurisdictions but also Hilton Head Island and the Town of Bluffton), utilities, business groups, and environmental groups, came together between March 2014 and March 2015 to participate in the Study. Two Steering Committees were formed—the Policy Committee and the Technical Committee. Their members are identified in the Acknowledgements section of the report. In addition to these key stakeholders, the public gave input into the Study through a series of public meetings, which are described below.

The Joint Land Use Study process consisted of three major components, which also are described here:

- ▶ Evaluation of Existing Conditions;
- ▶ Land Use Compatibility Analysis;
- ▶ Study Development and Implementation Options.

The JLUS Project Team, at the direction of the Steering Committees, facilitated the completion of each component using input by key community stakeholders and the public at large.

A. EVALUATION OF EXISTING CONDITIONS

The Evaluation of Existing Conditions included site visits, background document review, and meetings with the public and key stakeholders in the community and at MCRD Parris Island. The JLUS Project Manager identified stakeholders, who were interviewed by the JLUS Project Team between March 17 and 20, 2014.

In addition, the Project Team conducted a Public Survey in order to better understand the public's view of MCRD Parris Island and its role in the community. The JLUS Project Team kicked off the survey with a live-polling exercise that took place during the first public kick-off meeting on May 22, 2014. Members of the public entered their responses to questions electronically and were able to view the responses of others in real time. Additionally, the survey was available for completion in hard copy form and online at the project website through July 31, 2014. The results

of the Survey are detailed in Chapter 2 and the full results of the survey are presented as Appendix A.

The JLUS Project Team also performed a SWOT (Strengths, Weakness, Opportunities, and Threats) Analysis during this initial stage of the Study, which is included as Appendix C. SWOT Analyses are used to evaluate how internal and external factors affect an organization's objectives, in this case, compatible land use associated with MCRD Parris Island. The SWOT analysis established the foundation for the recommendations set forth in the Joint Land Use Study by allowing the Project Team to match available land use tools with those the Steering Committees and public felt most likely to be appropriate in this specific context.

B. LAND USE COMPATIBILITY ANALYSIS

The JLUS Project Team prepared a Land Use Compatibility Analysis for the lands within the JLUS Focus Area. The Land Use Compatibility Analysis, which is set forth in Chapter 3 of the Study, examines the current and future state of compatibility between operations occurring at MCRD Parris Island and civilian land use and development activity in its immediate vicinity. It summarizes the known impacts of MCRD Parris Island on the surrounding communities in terms of noise and surface danger zones, as well as the existing land use patterns, the nature of land subdivisions, and expected future land use patterns in the area surrounding the installation.

C. STUDY DEVELOPMENT AND IMPLEMENTATION OPTIONS

The third phase of the Study builds upon the background information collected about the communities and the analyses described above to develop options for the JLUS Jurisdictions to consider if they wish to further protect land use compatibility with MCRD Parris Island. These options range from the regulatory (for example, special overlay zoning districts) to the non-regulatory (for example, purposeful communication initiatives). These options are presented so that the local communities have a complete picture of alternative ways to address land use compatibility issues. It will be up to each community to decide which, if any, to adopt in the future.

V. THE JLUS PUBLIC OUTREACH CAMPAIGN

The JLUS process was designed to obtain feedback from both key stakeholders and other members of the community, such as nearby residents, business owners, landowners, and other interested parties. Therefore, the components of the public outreach campaign involved not only stakeholder interviews, but also public meetings, informational brochures, a project website, and a Facebook page.

A. STAKEHOLDER INTERVIEWS

The JLUS Project Team held a series of one-on-one, face-to-face interviews with key community stakeholders between March 17 and 20, 2014, and by teleconference on different days in order to accommodate participant availability and schedules. Among those interviewed were:

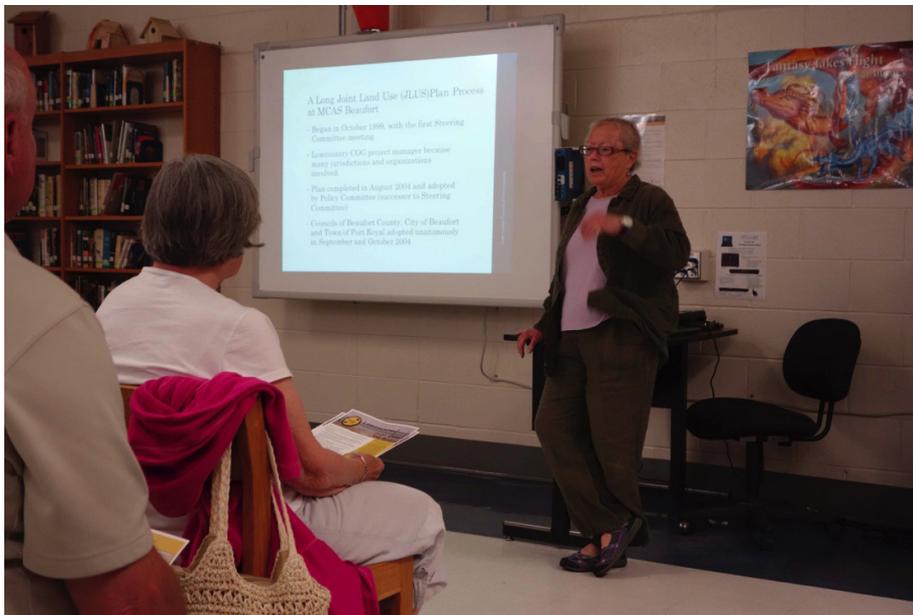
- ▶ Beaufort County
- ▶ City of Beaufort
- ▶ Town of Port Royal
- ▶ Marine Corps Recruit Depot Parris Island
- ▶ Marine Corps Air Station Beaufort
- ▶ Beaufort Jasper Water & Sewer Authority

- ▶ SCANA/SCE&G
- ▶ Beaufort Regional Chamber of Commerce
- ▶ Beaufort County Association of Realtors
- ▶ Coastal Conservation League
- ▶ Lowcountry Economic Alliance
- ▶ Town of Bluffton
- ▶ Town of Hilton Head Island

B. PUBLIC MEETINGS AND INPUT

The first public kick-off meeting took place on May 22, 2014, at Battery Creek High School. During this meeting, the Project Team explained to the public the purpose of conducting the Joint Land Use Study, the process that would be used to complete it, and the products that would result from it. The Project Team also explained the opportunities that would occur throughout the process for the public to give input into the Study, which started during the meeting with a live-polling exercise, and the ways that those who were interested could keep apprised of the status of the Study over the coming months.

On November 20, 2014, the second public input session was held at the Technical College of the Lowcountry on Ribault Road in Beaufort.



Public meetings were held throughout the development of the plan.

The JLUS Project Team presented a history of military planning in the community, the results of the Public Survey, the initial MCRD Land Use Compatibility Analysis, and an overview of regulations adopted by the JLUS Jurisdictions following the 2004 Joint Land Use Study at MCAS Beaufort. An opportunity for public comment also was provided and good public input was received.

A final community workshop was held on March 19, 2015 in an open house format at the Shed in Port Royal. Tables and information stations were set up for both the Recruit Depot JLUS and the Marine Corps Air Station JLUS, for which a separate Joint Land Use Study also was being finalized.

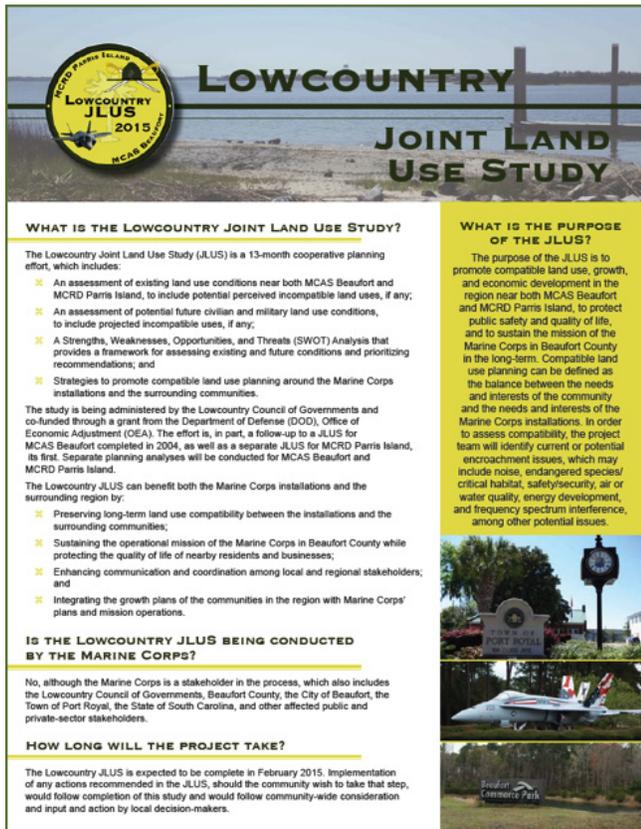
Members of the JLUS Project Team, the Policy Committee, and the Technical Committee were on-hand to discuss the public review draft of the Joint Land Use Study one-on-one with those in

attendance. The Team also invited additional written comments for the benefit of the Policy Committee, which was to meet the following week.

Each of the public outreach meetings was advertised in the local media, the project website, and by direct emails to those members of the public who provided email addresses. In addition, presentation materials and meeting notes were posted to the project website following each public outreach meeting. The meeting notes from each of these outreach meetings also are include in Appendix D of this report.

Finally, the public was invited throughout the Study to provide any additional written input to the JLUS Project Manager at anytime. This afforded more detailed comments, as well as an opportunity to provide direct input in the event a person was not able to attend a particular meeting. The website and the Facebook page invited such additional written input, as did the JLUS Project Team leader, Tyson Smith, at each public input session.

This input informed the SWOT Analysis, included as Appendix C, and the recommendations of the Policy Committee, which are set forth Chapter 6.



JLUS Informational brochures were provided in hardcopy and for download from the ProjectWebsite

C. INFORMATIONAL BROCHURES

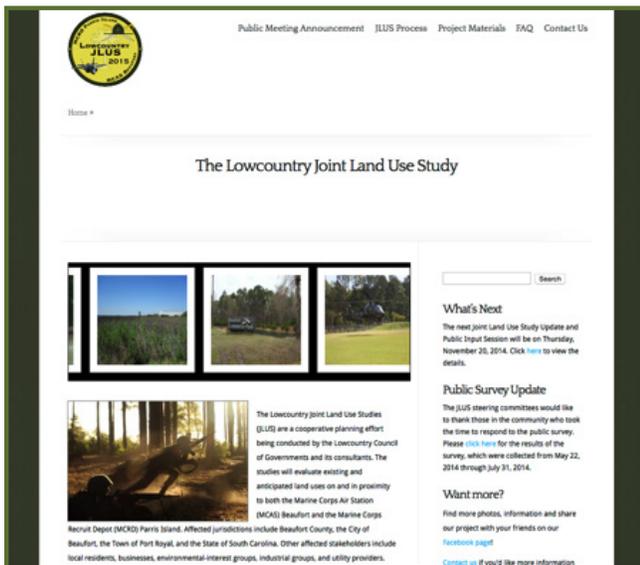
Two informational brochures were prepared and distributed during the JLUS process. The first introduced the community to the JLUS process and outlined what it could expect from the Joint Land Use Study effort. This brochure was distributed at the public kick-off meeting on May 22, 2014, and was made available on the project website throughout the Study.

At the conclusion of the JLUS, a second informational brochure was prepared to give an overview of the final report, direct the reader to other available JLUS resources, and define the next steps for these communities.

The brochures were made available to the JLUS Jurisdictions and agency representatives on each of Policy and Technical Committees, and were made publicly available on the project website, as well as in hardcopy form upon request.

D. PROJECT WEBSITE

The Project Team created a project website with an up-to-date summary of the JLUS process as it progressed. In addition to including general information about the role and objectives of the Study, it also served as a central, public location for key Study products and materials. These included copies of public presentations, surveys, committee minutes, and other key documents. The website also regularly indicated “next steps” so that community members could keep apprised of outreach and input efforts during the process of developing the Study, and provided contact information for people to use to ask questions or make comments throughout the Study.



A Project Website was maintained throughout the Study to keep the public up to date on progress and opportunities for input

E. FACEBOOK PAGE

The JLUS Project Team also maintained a Facebook page as another way to keep the public updated about the Study as it progressed. Posts included information about upcoming public input sessions, how to submit surveys and written comments to the Project Team, and updates about the status of the Study. The Project Team also used the Facebook page to link people back to the project website for more information at critical points in

the process, such as when the results of the public surveys were posted there.

VI. OVERVIEW OF THE JLUS REPORT

The Joint Land Use Study consists of six chapters on the purpose of the Study and the process for conducting it (Chapter 1), a background assessment of the Recruit Depot and the community (Chapter 2), a Land Use Compatibility Analysis (Chapter 3), possible land use issues the installation and community may experience in the future (Chapter 4), existing land use policies and tools used to ensure compatibility of land uses (Chapter 5), and a prioritization of additional policies and tools the communities could use if desired to further protect the mission of MCRD Parris Island (Chapter 6). The report also includes several appendices, such as a SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis, that inform the discussion in the preceding chapters. The following briefly describes each of the chapters of the report that follow this one.

Chapter 2: The Marine Corps Recruit Depot and the Community: Background Assessment

Chapter 2 provides the necessary background on the operations of the Recruit Depot and its effects on the larger community to help inform the discussion of land use compatibility in Chapter 3. It gives an overview of current operations at MCRD Parris Island and explains the importance of the installation to both the mission of the Marine Corps and to the economy of the state and local communities. It examines past and expected growth in the area and summarizes the installation's encroachment management program. It also reviews the installation's effects on the environment and on cultural resources in the community.

Chapter 3: Land Use Compatibility Analysis

This chapter considers potential compatibility issues between MCRD Parris Island and the lands within the JLUS Focus Area. Although the waters and wetlands surrounding the Recruit Depot help insulate the installation from the many of the impacts of development outside its boundaries, some possibility of future encroachment exists

and so that issue is considered here. Similarly, although the impacts of the Recruit Depot's operations to local communities are limited, they are not nonexistent and so are discussed here. Most—but not all—of the installation's current primary impacts (noise generated by small arms fire and surface danger zones associated with areas down range from the small arms ranges) are contained within the boundaries of the Recruit Depot itself, with the remainder currently experienced in the waterway areas surrounding the installation.

Chapter 4: MCRD Parris Island and the Community: The Road Ahead

In light of strong projected population growth for the area, Chapter 4 looks at how potential changes in the community could affect future operations at MCRD Parris Island. New development pressure may be experienced due to economic development projects involving the Port of Port Royal as well as to recent upgrades to water and wastewater systems. However, current land use regulations in the JLUS Jurisdictions take care to direct non-compatible development away from the Recruit Depot. Chapter 4's description of these issues informs the strategies and tools that are described and prioritized in the next two chapters.

Chapter 5: Existing Policies and Available Tools

In order to examine the options available for local governments to regulate land uses around military installations in South Carolina, Chapter 5 first looks at the state statutory framework for these types of regulations and summarizes possible new legislation that may affect these options in the future. The Chapter then summarizes common types of land use regulations in the state's military communities as well as the particular tools that each of the JLUS Jurisdictions has chosen to use to encourage military compatibility. While the JLUS Jurisdictions adopted many of these tools after the completion of a Joint Land Use Study for the

Marine Corps Air Station to protect compatibility of land uses surrounding that installation, they could adopt similar tools especially designed to protect the mission of MCRD Parris Island if desired. Therefore, this discussion serves as the basis for Chapter 6's prioritization of the land use tools that the JLUS Jurisdictions could adopt to further ensure that future land uses are compatible with the mission at MCRD Parris Island.

Chapter 6: JLUS Implementation Plan

Following the discussion of the land use tools that are available to the JLUS Jurisdictions to use in ensuring compatibility with the Recruit Depot in Chapter 5, this Chapter prioritizes them based on input from the stakeholders, the public at large, and the recommendations of the Steering Committee. It briefly sets out the most salient factors related to land use on and near the Recruit Depot, summarizing the background from earlier chapters as a precedent to the Implementation Matrix. The Matrix describes each tool as well as the likely parties that would be responsible for adopting and administering each one, and the expected implementation timeframes. While this Study recognizes that each local community will need to decide for itself which tools are appropriate for it to implement, if any, Chapter 6 provides a framework for implementing the Study's various recommendations for any community that chooses to do so.

Appendices

Finally, in order to supplement understanding of the potential tools discussed in Chapters 5 and 6, several relevant documents have been included as appendices to the report. These include:

- A. Public Survey Results
- B. SWOT Analysis
- C. Current Overlay Regulations by Jurisdiction
- D. Public Meeting Notes

2

THE MARINE CORPS RECRUIT DEPOT AND THE COMMUNITY: BACKGROUND



Chapter 2 will familiarize the reader with:

- ▶ the land use relationship between MCRD Parris Island and the surrounding community and jurisdictions
- ▶ the current land use impacts of the community on MCRD Parris Island and of MCRD on the community
- ▶ public outreach and coordination efforts currently in place related to land use and changes in land use regulations and planning under South Carolina law
- ▶ recent economic and demographic trends in the region
- ▶ the natural and cultural resources on and around MCRD Parris Island

I. MCRD PARRIS ISLAND

A. GENERAL

MCRD Parris Island is located in Coastal South Carolina, within Beaufort County, approximately 75 miles south of Charleston, 40 miles north of Savannah, and five miles south of Marine Corps Air Station (MCAS) Beaufort; it is immediately south of the City of Beaufort and the Town of Port Royal. MCRD is completely bounded by bodies of water and wetlands, including Archer Creek to the north, the Port Royal Sound to the south, the Beaufort River to the east, and the Broad River to the west. MCRD Parris Island is 8,095 acres in size, with approximately 4,833 acres of salt marsh.¹ Access from the mainland is provided by a causeway.

Within the local area are two other military installations, MCAS Beaufort and Naval Hospital Beaufort, located approximately 13 miles north and five miles north of MCRD Parris Island, respectively. MCAS Beaufort includes an approximately 6,949-acre main site, and the 971-acre Laurel Bay Family Housing area. The Air Station currently hosts all Marine Corps F/A-18 air operations on the East Coast; it is also the designated host of three F-35B squadrons and a Pilot Training Center. Located on 127 acres, Naval Hospital Beaufort (NHB) provides medical, surgical and emergency services to active duty and retired Navy and Marine Corps personnel and dependents. Together, these three installations (MCRD Parris Island, MCAS Beaufort, and NHB) are referred to as the Tri-Command Installations.

MCRD Parris Island is located within the Town of Port Royal. It is part of the Hilton Head Island-Bluffton-Beaufort Metropolitan Statistical Area (MSA). The JLUS Jurisdictions referred to within this document include all or portions of the City of Beaufort, Beaufort County, and the Town of Port Royal.

The Town of Port Royal is named after the Port Royal Sound, explored by the Frenchman Captain Jean Ribaut, who established the French Colony Charlesfort on Parris Island in 1562. During English rule, the town was the site of Fort Frederick, which was constructed in the 1730s and replaced by Fort Lyttleton in 1758.² Port Royal was the site of a Civil War naval battle in 1861. Incorporated in 1874, Port Royal enjoyed a robust harbor economy based upon the trade of cotton, phosphate, and lumber.³ The U.S. military established the Port Royal Naval Station on Parris Island in 1891 and Parris Island Recruit Depot in 1919. At the turn of the century, seafood production became part of the Port Royal economy. In 2002, Port Royal annexed MCRD Parris Island.

Featuring many historic sites, the Town of Port Royal includes the Charlesfort-Santa Elena National Historic Landmark on Parris Island and six other National Register sites, including the Fort Frederick Heritage Preserve. Port Royal is known for its history, neo-traditional development, and the arts. Tourism, and retirement and second

homes, are three of its primary industries. The most significant component of the local economy is the military, with MCRD Parris Island, MCAS Beaufort, and Naval Hospital Beaufort providing direct employment to 8,400 military and civilian personnel in 2012.⁴

In addition to bodies of water and wetlands, land uses within MCRD JLUS Focus Area also include rural undeveloped land, and developed land with residential and mixed uses; although MCRD is separated from these uses by open water. Residential and mixed-use areas are north of the installation, beyond the saltwater wetlands that border the installation. To the west of the Depot, beyond the Beaufort River, the land use is predominantly rural and undeveloped; however, some residential and mixed-use areas are also found in this area.

Due to its proximity to the City of Beaufort and the Town of Port Royal, it is important to facilitate and strengthen engagement opportunities between the MCRD Parris Island's and the JLUS Jurisdictions.

B. MCRD PARRIS ISLAND

1. Importance of MCRD Parris Island to USMC Mission

Since 1915, the primary mission of MCRD Parris Island has been to train Marines. As the only Recruit Depot on the East Coast, and the only installation providing training to female recruits, MCRD Parris Island provides essential support to the USMC mission, which is, "Marines are trained, organized and equipped for Offensive amphibious employment and as a "force in readiness."⁵ To date, over one million Marines have been trained at Parris Island.⁶

Selected Public Survey Results

The vast majority of respondents classified the training at MCRD Parris Island (95.8%) as "important" or "very important."

2. MCRD Parris Island Mission

MCRD Parris Island provides basic training for all female Marine recruits and for male Marine recruits east of the Mississippi River. Its mission statement is, "We make Marines by recruiting quality young men and women and transforming them through the foundations of rigorous basic

training, our shared legacy, and a commitment to our core values, preparing them to win our nation's battles in service to the country.”⁷ In support of this mission, MCRD Parris Island provides for the reception, processing, and training of enlisted personnel entering the Marine Corps. It also serves as the headquarters of the Marine Corps Eastern Recruiting Region (ERR), and is responsible for enlisting recruits and recruiting new officers. The ERR includes recruiting districts that are generally east of the Mississippi River, and also Puerto Rico.

3. MCRD Parris Island Operations

a. Current Operations

The 12-week basic training held at Parris Island MCRD includes physical fitness, closed order drill, combat water survival, martial arts, marksmanship, basic combat skills, and general military subjects. The Recruit Training Regiment (RTR) 1st, 2nd, 3rd, and 4th battalions conduct basic training of recruits, which concludes with a 54-hour field test known as “The Crucible.” Other units include the Weapons Field and Training Battalion (WFTBn) which conducts recruit marksmanship and field training, and the Headquarters and Service Battalion (H&SBn) which provides administrative, logistical, professional, and technical support.

Training at MCRD Parris Island occurs at three operational ranges:

- ▶ Elliot's Beach Training Area;
- ▶ Page Field Training Area; and
- ▶ The Weapons and Field Battalion Area Range Complex.⁸

The range complex is located on the northwest part of MCRD Parris Island and is comprised of eight active and inactive small arms firing ranges:

- ▶ Pusan Pistol Range;
- ▶ Nak Tong Pistol Range
- ▶ Suribachi Pistol Range
- ▶ Chosin Rifle Range

- ▶ Hue City Rifle Range
- ▶ Inchon Rifle Range
- ▶ Khe Sanh Rifle Range
- ▶ Starlight Rifle Range⁹

B. FUTURE OPERATIONS

Given its mission, future operations at MCRD Parris Island will be based primarily upon the future training and recruitment needs of the USMC. There are a variety of factors that impact training and recruitment needs, including the Global War on Terror. Resulting operational changes could include increased rates of recruitment and training, increased force protection capabilities, and the modernization of training methods. MCRD Parris Island must maintain its capability to meet both current and future requirements.

II. ENCROACHMENT PLANNING AND HISTORY

A. DEFINITION

There are many complementary definitions of encroachment. The Department of Defense's (DOD) Office of Economic Adjustment (OEA) defines encroachment broadly as incompatible development, which may include uses that adversely affect safety, public health, and welfare, as well as those that produce noise, smoke, dust, excessive light, electromagnetic interference, and vibration, which impair the military mission.

The Marine Corps identifies encroachment as, “a serious threat to the readiness of the Marine Corps.”¹⁰ Marine Corps Order 1011.22B, Policies and Procedures for Encroachment Control Management, also describes the threat of encroachment as, “Continued population growth, increased levels of environmental regulations, and incompatible development around military installations, operational ranges, and training areas can create resource (land, air, water, radio frequency spectrum) uses that are incompatible with current and future military testing, training and general mission activities.”¹¹

Generally, encroachment refers to any factors that degrade – or have the potential to degrade – the mission capability of a military facility, installation, operational range, training area, associated special use airspace (SUA), or other areas where the military conducts and plans future testing, training, and general mission activities. The most common example of encroachment is that of physical development of lands directly adjacent to the military installation, whereby residents or users of that land are not supportive of the negative impacts associated with military testing and training (e.g., safety, noise, and dust concerns) and, therefore, push to limit military operations. In addition to urban development, endangered species/critical habitat, safety/security, air or water quality, energy development, and frequency spectrum interference are among other potential encroachment issues affecting the sustainability of military missions.

The military attempts to mitigate these encroachment impacts through service-level programs, like the JLUS program, in order to manage encroachment through established local collaborative land use planning processes. The goal of the JLUS is to preserve long-term land use compatibility between the military installation and the surrounding communities. Compatible land use planning can be defined as the balance between the needs and interests of the community and the needs and interests of the military installation.

B. MCRD PARRIS ISLAND ENCROACHMENT MANAGEMENT PROGRAM

1. Program Overview

MCRD Parris Island’s isolated island geography circumstantially protects the base from a number of classic encroachment issues, including safety and noise concerns that typically arise as a result of urban growth. In areas where encroachment threats exist, the installation has mitigation or management measures largely in place.

In 2009, MCRD Parris Island conducted an encroachment assessment. The purpose of the assessment was to protect the Recruit Depot from encroachment, emanating either from the installation or from the community. The

assessment identified the following encroachment management objectives:

- ▶ Protect MCRD Parris Island operational and training missions;
- ▶ Prevent internal sprawl and suburbanization on installation property;
- ▶ Mitigate traffic congestion problems on and around the Depot;
- ▶ Foster and maintain good relations with the evolving local community; and
- ▶ Anticipate and plan actions to address the effects of the local climate on base operations.

Currently, the MCRD Parris Island Community Plans and Liaison Office (CPLO) is partnering with the local community on a variety of encroachment issues.

2. Existing Public Communication and Outreach Interactions

MCRD Parris Island has a positive relationship with the public, including its adjacent neighbors, the Town of Port Royal and Beaufort County. The community is generally supportive of MCRD Parris Island’s operational mission, with few noise complaints.

The installation has a strong role in the social fabric of the civilian community and is a significant part of the region’s identity, particularly in concert with MCAS Beaufort and Beaufort Naval Hospital. MCRD Parris Island engages with the community, hosting the public at annual events or learning opportunities, including Independence Day, and by participating in the Beaufort Water Festival. There are also a number of mutual aid agreements in place between the Depot and surrounding fire departments. Community leaders are committed to protecting the installation, recognizing it as a major direct and indirect economic vehicle in the county.

Selected Public Survey Results

Respondents listed the following as the top three ways they get their information about the USMC installations: 1) newspapers, radio, television, 2) from someone who works or trains at the installation, or 3) from general discussion in the community.

The CPLO and Public Affairs Office engage in a variety of public outreach efforts throughout the local community. In 2009, an MCRD Parris Island Facebook page was created. Maintained by the Public Affairs Office, it features updates on training exercises and graduation ceremonies. “The Boot,” the Parris Island newspaper, ceased publication in 2013.¹²

The Parris Island Museum, located on MCRD Parris Island, is frequently visited by the public. It is open and free of charge to the local community. It features exhibits on the history of the island from the Native American period to its current role as a Marine Corps Recruit Depot. The European settlements era is also featured. Nearby is the site of Charlesfort-Santa Elena, now a National Historic Landmark. Archeological excavations there are on-going.

Graduation ceremonies are held at MCRD Parris Island throughout the year. The ceremonies, which are typically held on Friday, are preceded by an orientation and family day, drawing over 150,000 visitors annually.¹³

There are a variety of community support organizations in the local area, including the Beaufort Military Enhancement Committee (MEC). The mission of the MEC is to enhance the military-community relationship in Beaufort County. Its members are appointed by local government, the Beaufort Regional Chamber of Commerce, and the South Carolina Military Task Force.

3. Installation and Community Impacts and Issues

The community has taken many proactive steps to encourage compatible land use around the Marine Corps installations in Beaufort County. The adoption and use of programs to support the compatibility around the military installations represents an opportunity to continue and strengthen collaborative land use planning efforts in the future.

The Northern Beaufort County Regional Plan Implementation Committee provides a forum through which MCRD Parris Island may engage with community leaders on topics of mutual concern, including compatible land use, noise, regional development proposals, economic

development, stormwater management, rural lands conservation, and concerns about sea level rise. While additional, more targeted forums may be appropriate for specific issues, the existing networks allow for consistent, coordinated engagement when appropriate.

Accelerated population growth in Beaufort County has paralleled burgeoning tourism and retirement-related service industries, diluting the Marine Corps’ once dominant impact on the county’s economy. Because of the significant population growth over the last 30 years in the Hilton Head and Bluffton areas, the southern portion of Beaufort County has picked up an extra seat on County Council, shifting the political center of gravity away from the northern portion of the county. This may result in a new County Council, whose focus tends towards tourism-related interests that could create conflicts with military training missions. The effects of this dynamic population shift are still unknown, yet highlight the need for the Marine Corps to engage with its local partners in a way that is mutually supportive.

With regard to traffic congestion, construction of a new main gate is planned for Horse Island, near the Traffic Circle, in order to prevent backups onto the Parris Island Gateway.¹⁴ In 2009, retired General Robert Magnus, former Assistant Commandant of the Marine Corps, spoke about the impact of climate change on national security during a Town Hall meeting at the Recruit Depot.¹⁵

The impact of training on water quality is another community issue. Marksmanship training conducted at the MCRD Parris Island rifle ranges occurs in an area that is

not constructed with berms, or other means, to capture spent bullet rounds. This results in lead and copper being deposited into the marsh and surrounding areas. In 2009, a United States Marine

Selected Public Survey Results

A large majority of respondents recognize the installations’ contributions to the regional economy as either “substantial” or “very substantial”. More than 75% of respondents believe that the local community must take action to ensure that the economic contributions of the installations are sustained and enhanced.

Corps (Marine Corps) Range Environmental Vulnerability Assessment (REVA) was conducted. It involved an assessment of the operational ranges for TNT, and other explosives; the small arms ranges were examined for lead. The result was the rating of surface water at the ranges as of high environmental concern. MCRD Parris Island is working with the University of South Carolina-Beaufort to evaluate the risk of lead within the environment.¹⁶

III. ECONOMIC CONTEXT

A. ECONOMIC CHARACTERISTICS OF THE REGION

In addition to the Tri-Command military installations that include MCRD Parris Island, the top economic sectors in the local economy include service industries, tourism, and the retirement and vacation home industries.¹⁷ Construction jobs, supported by the retirement and vacation home industries, vary in number based upon cycles in the housing industry.¹⁸ According to the LCOG, during the nation-wide housing boom, construction jobs totaled 5,535 in 2007. This number was down to 3,111 in 2013.

According to economic data from the U.S. Census for 2012, the industry that employs the largest percentage of the Beaufort County civilian worker population is educational services, health care, and social assistance. This industry employs 13,181 people, nearly 20 percent of the employed civilian population.¹⁹ As shown in Figure 2-1, three additional industries within Beaufort County also employ over ten percent of the population. They include entertainment and food services, management, and retail. Together, these top four industrial sector employers account for more than half of the county's civilian employment, with a combined total of 62 percent. Construction and

real estate account for 9 percent and 6.1 percent of industry employment, respectively. This is a reflection of the importance of tourism and second homes to the Beaufort County economy. Other top-ten employers include other services, public administration, manufacturing, and information.

Figure 2-1: Top Ten Industries in Beaufort County 2012

INDUSTRY	EMPLOYMENT	PERCENTAGE OF WORKFORCE
Educational Services, Health Care, and Social Assistance	13,181	19.5%
Arts, Entertainment, and Recreation Accommodation and Food Services	10,806	16%
Professional, Scientific, and Management, and Administrative and Waste Management Services	9,500	14.1%
Retail Trade	8,348	12.4%
Construction	6,134	9.1%
Finance and Insurance, Real Estate, and Rentals and Leasing	4,251	6.3%
Other Services, Except Public Administration	3,668	5.4%
Public Administration	3,506	5.2%
Manufacturing	3,420	5.1%
Information	1,983	2.9%

Source: U.S. Census, American FactFinder, Selected Economic Characteristics, 2012 American Community Survey 1-Year Estimates, Beaufort County, South Carolina.

As shown in Figure 2-2, Beaufort County experienced rapid civilian job growth between 2000 and 2010, from 47,862 to 61,870 jobs. This growth has continued, with an estimated 73,106 civilian jobs, as of 2012, an increase of nearly 53 percent from 2000. Job growth at the county level far outpaced that of the state for the same time period, with South Carolina's civilian employment growing just ten percent between 2000 and 2012, from 1.8 million to 2 million jobs statewide.

Figure 2-2: Civilian Labor Force Employment for Beaufort County and South Carolina

LOCATION	2000	2010	2012 ESTIMATE	2000-2012: PERCENTAGE CHANGE
Beaufort County	47,862	61,870	73,106	52.7%
South Carolina	1,824,700		2,007,569	10%

Source: U.S. Census, American FactFinder, Selected Economic Characteristics, 2012 American Community Survey 1-Year Estimates, Beaufort County, South Carolina.

B. ECONOMIC IMPACT OF MCRD PARRIS ISLAND

MCRD Parris Island is an important economic generator for the local and state economies. The installation is one of the top employers in the area, with the military contributing to over 50 percent of the economy in northern Beaufort County.²⁰ According to a report prepared by the University of South Carolina in January 2015, the Recruit Depot generated a total of \$525.7 million in economic activity statewide in fiscal year 2014 and supported 4,321 jobs, with approximately \$243 million in annual labor income.²¹

1. Economic Contributions to Local/Regional Economy

MCRD Parris Island employs approximately 580 military and civilian personnel. It not only provides a significant direct impact through employee payrolls, but also supports indirect economic activity. According to a 2012 study prepared for the South Carolina Military Base Task Force, economic activity generated by the Recruit Depot in fiscal year 2011 includes an estimated \$81.2 million in revenue generated from visitors attending the graduations, supporting nearly 1,000 jobs with an estimated \$25.7 million in compensation.²² Graduations are held approximately 39 times per year.²³ In 2014, an estimated 64,000 visitors came to MCRD Parris Island.²⁴ Visitors also frequent the Parris Island Museum, which is open to the public and covers

the history of the Marine Corps and the Port Royal region.

As shown in Figure 2-3, the total economic impact (or output) of MCRD Parris Island is estimated at \$445 million for FY 2014 for Beaufort and Jasper Counties.²⁵

Figure 2-3: Economic Impact of MCRD Parris Island in Beaufort and Jasper Counties for FY 2014 (in Millions of Dollars)

DESCRIPTION	EMPLOYMENT	LABOR INCOME	OUTPUT
Direct Effect	1,529	\$110.1	\$264.6
Multiplier Effect	2,458	\$119.1	\$180.7
Total	3,987	\$229.2	\$445.3

Source: *The Economic Impact of South Carolina's Military Community: A Statewide and Regional Analysis*, Prepared at the request of the South Carolina Military Base Task Force by: University of South Carolina, Darla Moore School of Business, Division of Research, January 2015.

2. Affordable Housing and Schools

The lack of affordable housing, and the desire to access Southern Beaufort County schools, has caused some MCRD Parris Island personnel to look beyond Northern Beaufort County, the City of Beaufort, and the Town of Port Royal for housing. This has driven demand up in other parts of the County, and increases transportation time and costs for those traveling to and from the Recruit Depot. It also may have contributed to transportation demands in the JLUS Focus Area.

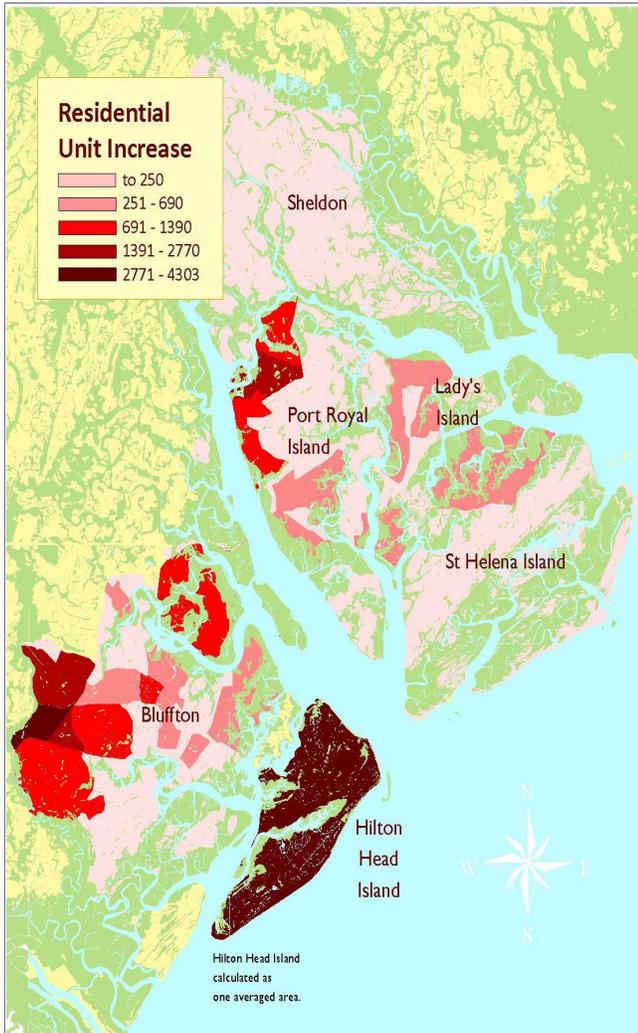


Figure 2-4: Residential Unit Increases Around MCRD Parris Island

Development patterns are also influenced by the housing needs of MCRD Parris Island personnel residing within the local area. According to the Beaufort County Comprehensive Plan, personnel living off the installation have historically resided in the City of Beaufort, the Town of Port Royal, Lady’s Island, and unincorporated Port Royal Island.²⁶ Newer developments in the Shell Point and Burton areas have provided moderately priced housing options.

Selected Public Survey Results
Only 4.6% of respondents felt that MCRD Parris Island had a “highly negative/negative” impact on property values.

Recent trends include strong residential growth in the southern portion of Beaufort County, in the Bluffton area; see the map to the right. Anecdotally, during the JLUS Study, it was reported that many MCRD Parris Island personnel have located in the southern county areas seeking affordable, new construction and educational opportunities.

MCRD Parris Island provides financial contributions to the local school systems. Defined as the Federal Impact Aid program, it disburses impact aid payments to local educational agencies (school districts) that are financially burdened by federal activities. These school districts face special challenges — they must provide a quality education to the children living on Federal lands (MCRD Parris Island, MCAS Beaufort, and the Naval Hospital), and meet the requirements of the No Child Left Behind Act, while sometimes operating with less local revenue than is available to other school districts, because the Federal property is exempt from local property taxes. Federal Impact Aid was roughly \$75,000 at the time of the JLUS.

IV. DEMOGRAPHIC CONTEXT

A. HISTORIC GROWTH TRENDS

According to the Lowcountry Council of Governments, Beaufort County “experienced unprecedented growth, development, and change between 1990 and 2005.”²⁷ Although growth slowed from 2007 to 2010, following national trends, economic and population growth continued to strengthen again in 2012.

MCRD Parris Island is located within Beaufort County. Additional JLUS Jurisdictions include the City of Beaufort and the Town of Port Royal. As shown in Figure 2-5, the JLUS Jurisdictions contained a total estimated population of 187,228 residents in 2010. The majority of these residents, 87 percent, were in unincorporated Beaufort County, with 162,233 residents. The City of Beaufort and the Town of Port Royal contained 8 and 6 percent of the JLUS Jurisdiction population total, respectively. With regard to population growth, JLUS Jurisdictions have outpaced the state with an average of 36.3 percent growth from 2000 to 2010. The strong growth occurring within the JLUS Jurisdictions provides an opportunity for MCRD Parris Island to work with the surrounding communities in order to shape the direction of future growth.

Figure 2-5: Population Change, 1990-2020

JURISDICTION	1990	2000	2010	2020 ESTIMATE	PERCENTAGE CHANGE 2000-2010	PERCENTAGE CHANGE 2000-2020
City of Beaufort	9,576	12,789	14,317	18,652	11.9%	30.3%
Town of Port Royal	2,966	3,950	10,678	N/A	63%	N/A
Beaufort County	86,425	120,937	162,233	185,220	34.1%	14.2%
JLUS Jurisdiction Total	98,967	137,676	187,228	N/A	36.3% (Average)	N/A
South Carolina	3,486,703	4,011,832	4,625,364	5,020,400	15.3%	8.5%

Source: *Air Installations Compatible Use Zones Study for MCAS Beaufort*, United State Department of the Navy, Naval Facilities Command Atlantic, Norfolk, Virginia, 2013, page 2-19, (USC 2009 and 2010 and City of Beaufort)

B. PROJECTED POPULATION GROWTH

Beaufort County is projected to continue strong population growth into the future. This growth is expected to outpace the growth statewide. As shown in Figure 2-6, the county is projected to increase in population by 33% from 2010 to 2030, from 162,233 to 215,300. For the same time period, the state of South Carolina is expected to grow at 18%, from just over 4.5 million to nearly 5.5 million.

Figure 2-6: Population Change, 2010-2030

LOCATION	2010 POPULATION	2030 POPULATION ESTIMATE	PERCENTAGE CHANGE 2010-2030
Beaufort County	162,233	215,300	33%
State of South Carolina	4,625,364	5,451,700	18%

Source: U.S. Census Bureau, Census 2010, www.sccommunityprofiles.org. Population projections calculated by South Carolina Budget and Control Board, Office of Research and Statistics.

C. POPULATION DENSITY

Strong growth within the JLUS Jurisdictions impacts land use and density. Currently, the land use in Beaufort County is predominantly non-agricultural. According to data from the U.S. Department of Agriculture’s National Agricultural Statistics Service, in 2010 Beaufort County had 137 farms, with an average size of 308 acres, totaling 42,177 acres.²⁸ This acreage amounts to approximately 11 percent of the county’s land area, of approximately 368,819 total acres. This predominance of non-agricultural land use is also reflected within the breakdown of county population living within urban and rural areas. As shown in Figure 2-7, according to the U.S. Census, Beaufort County had 130,360 residents (or 80 percent) living within urban areas, and just 31,873 residents (or 20 percent) within rural areas.

Population density for Beaufort County has increased over time, along with population growth. As shown in 2-8, the 2010 population density is 281.5 people per square mile, and 161.4 housing units per square mile. This represents an increase from the 2000 population density of 206 people per square mile, and 103 housing units per square mile.

Figure 2-7: 2010 Population Density of Urban and Rural Areas

LOCATION	URBAN POPULATION	URBAN POPULATION AS PERCENTAGE OF TOTAL	RURAL POPULATION	RURAL POPULATION AS PERCENTAGE OF TOTAL
Beaufort County	130,360	80%	31,873	20%
South Carolina	1,423,307	66.6%	714,376	33.4%

Source: U.S. Census, American FactFinder, Urban and Rural Universe: Total population 2010 Summary File 1, Beaufort County, South Carolina.

Figure 2-8: Population Density of Beaufort County

YEAR	POPULATION DENSITY (PEOPLE PER SQUARE MILE)	POPULATION DENSITY (HOUSING UNITS PER SQUARE MILE)
2000	206	103
2010	281.5	161.4

Source: U.S. Census, American FactFinder, 2000 Census and 2010 Census, Beaufort County, South Carolina.

V. MCRD PARRIS ISLAND'S ENVIRONMENTAL RESOURCES CONTEXT

A. ENVIRONMENTAL COMPLIANCE PROGRAM

Training activities at MCRD Parris Island have the potential to disrupt soils, impact water quality, and affect fish and wildlife resources, including protected species. In accordance with the Sikes Act, training at MCRD Parris Island is, therefore, conducted in a way that provides for sustainable, healthy ecosystems, complies with applicable environmental laws and regulations, and provides for no net loss in the capability of military installation lands to support the military mission.

At this time, there are no significant environmental concerns that *prohibit* any training activities on MCRD Parris Island. However, on-going evaluation of lead in surface water off the installation is being conducted.

MCRD Parris Island must comply with all applicable environmental compliance program requirements, as specified in the Marine Corps' Environmental Compliance and Protection Manual (MCO P5090.2A 21 May 2009).

1. Air Quality Management

Air quality management requirements include compliance with all federal, state, and local laws, regulations, and ordinances on Marine Corps active and reserve installations and activities. This includes all air quality and emissions requirements for stationary, mobile, and fugitive sources of emissions. Requirements include: Clean Air Act (CAA) requirements for the prevention of accidental releases of hazardous and extremely

hazardous substances, (EHSs) including Risk Management Plans; annual air emissions reporting requirements under the Toxic Release Inventory (TRI) provisions; use of ozone depleting substances (ODSs), and ODS reserve and reduction requirements; radon policy; and the Marine Corps Asbestos Safety Program and workplace policy.

2. Hazardous Waste Management

Hazardous waste management requires compliance with statutory and regulatory requirements. This includes compliance with the Resource Conservation and Recovery Act (RCRA) program, which may be enforced by federal or state government.

3. Water Quality Management

Water quality management includes compliance with federal water pollution control requirements under the Clean Water Act (CWA). It includes regulatory compliance for sanitary or industrial wastewater discharges; stormwater runoff; nonpoint source pollution; sewage sludge generation; and facilities involved in the transfer, storage, and transportation of petroleum, oil, and lubricants (POL), and hazardous materials, which may involve discharge or runoff. Compliance with the national federal permit program under the CWA of the National Pollutant Discharge Elimination System (NPDES) is required, as administered by the Environmental Protection Agency (EPA).

4. Installation Restoration Program

The installation restoration program requires involves the identification, investigation, and cleans up or control of hazardous substance (HS) releases from past waste disposal operations and spills at Marine Corps installations. It includes compliance with the Environmental Response, Compensation, and Liability Act (CERCLA) and the Superfund Amendments and Reauthorization Act (SARA).

5. Solid Waste Management and Resource Recovery

Solid waste management and resource recovery requires compliance with statutory and procedural requirements, such as the Solid Waste Disposal Act (SWDA) for solid waste (SW) disposal, waste

minimization, recycling, and resource recovery requirements. Regulated activities include thermal processing of 50 tons or more per day of municipal-type SW; storage or collection of residential, commercial, and institutional SW; the sourcing of separate materials for recovery; the purchase of products that contain recycled materials; operation of land disposal sites or use of commercial off-site landfills for SW disposal; and the generation of solid waste recycling revenue.

B. NATURAL RESOURCE MANAGEMENT PROGRAM

There are five federally listed threatened or endangered species found on MCRD Parris Island, either as residents or migrants, including the American alligator, bald eagle, West Indian manatee, and wood stork. However, the presence of these species does not currently impact mission operations at the installation.

Responsibility for the management of natural resources at MCRD Parris Island is that of the Logistics Officer (G-4). The G-4 supervises and manages the Natural Resources and Environmental Affairs Officer (NREAO). The NREAO directs and coordinates the natural resources management program, supervising the natural resources manager (NRM) and the conservation law enforcement officer (CLEO).

The Integrated Natural Resources Management Plan (INRMP) guides the management of natural resources on MCRD Parris Island over a ten-year time period. It is reviewed annually, with a five-year update and approval cycle. The INRMP is the responsibility of the MCRD Parris Island Commanding General.

1. Wetlands

MCRD Parris Island contains both freshwater and estuarine wetlands, with the majority being estuarine. Freshwater wetlands include wet flatwoods and associated ephemeral pond areas. Vegetation in the freshwater wetlands is comprised of overstory vegetation and, potentially, midstory and shrub layers, including:

- ▶ Overstory: slash or loblolly pine, Chinese tallow, blackgum, and/or red maple overstory;

- ▶ Midstory: smaller examples of the overstory species; and
- ▶ Shrub Layer: bitter gallberry, wax myrtle, and briars.

The estuarine wetlands include smooth cordgrass and saltmeadow areas. Vegetation found in these areas includes

- ▶ black needlerush, saltgrass, and sea oxeye; and
- ▶ other species, including various bulrushes and sedges.²⁹

2. Threatened and Endangered Species

MCRD Parris Island provides an important habitat for a number of animal species. The wetland areas provide habitat for rails, blackbirds, wading birds, raccoon, otter, alligator, wood stork, osprey and bald eagle.³⁰ Creeks and rivers on the installation provide habitat for flounder, sheepshead, black drum, black sea bass, pin fish, croaker, spotted sea trout, channel bass, whiting, rock bass, mullet, ladyfish, and immature stages of many other species. Local waters in the area contain oysters, hard clams, shrimp, and blue crabs.³¹

As shown in 2-9, threatened and endangered animal species known to reside on MCRD Parris Island include a federally listed threatened species, the American alligator found in the semi-permanent freshwater wetlands.³² A state-listed endangered species, the bald eagle, is known to reside and nest on the installation.³³ In addition, two federally listed species, the West Indian manatee and wood stork, are known migrants to MCRD Parris Island.³⁴ The manatee has been spotted during the summer months from the Elliot's Beach boat ramp and at the marina entrance.³⁵ The state-listed threatened species, the least tern, is also a confirmed migrant, and feeds in waters adjacent to the installation.³⁶ The shortnose sturgeon, a federally listed endangered species, is a potential migrant to the installation.³⁷

No federally listed plant species are known to exist on the installation.³⁸ For a complete list of federal and state-listed threatened or endangered animal species that occur or potentially occur on MCRD Parris Island, see Figure 2-9, below.

Figure 2-9: Federal and State Listed Threatened and Endangered Animal Species That Occur or Potentially Occur on MCRD Parris Island

SPECIES NAME	SCIENTIFIC NAME	FEDERAL STATUS	STATE STATUS	OCCURRENCE AND HABITAT
American Alligator	<i>Alligator mississippiensis</i>	Threatened due to Similarity of Appearance		Confirmed Resident
Dwarf siren	<i>Pseudobranchius striatus</i>		Threatened	Unlikely Resident
Piping Plover	<i>Charadrius melodus</i>	Threatened	Threatened	Unlikely Migrant or Occasional Visitor
Wilson’s Plover	<i>Charadrius wilsonia</i>		Threatened	Possible Migrant or Occasional Visitor /Possible Resident
Swallow-tailed Kite	<i>Elanoides forficatus</i>		Endangered	Likely Migrant or Occasional Visitor
American Peregrine Falcon	<i>Falco peregrinus anatum</i>		Endangered	Possible Migrant or Occasional Visitor
Bald Eagle	<i>Haliaeetus leucocephalus</i>		Endangered	Confirmed Resident
Wood Stork	<i>Mycteria Americana</i>	Endangered	Endangered	Confirmed Migrant
Red-Cockaded Woodpecker	<i>Picoides borealis</i>	Endangered	Endangered	Unlikely Resident
Least Tern	<i>Sterna antillarum</i>		Threatened	Confirmed Migrant
Bachman’s Sparrow	<i>Aimophila aestivalis</i>		Of Concern, State	Possible Resident
West Indian Manatee	<i>Trichechus manatus</i>	Endangered	Endangered	Possible Migrant or Occasional Visitor
Southeastern Myotis	<i>Myotis austroriparius</i>		Of Concern, State	Confirmed Resident
Rafinesque’s Big-eared Bat	<i>Corynorhinus rafinesquii</i>		Endangered	Possible Migrant or Occasional Visitor/Possible Resident
Northern Yellow Bat	<i>Lasiurus intermedius</i>		Of Concern, State	Possible Resident
Black Bear	<i>Ursus americanus</i>		Of Concern, State	Unlikely Migrant or Occasional Visitor
Shortnose Sturgeon	<i>Acipenser brevirostrum</i>	Endangered	Endangered	Possible Migrant or Occasional Visitor

Source: Integrated Natural Resources Management Plan, MCRD Parris Island, South Carolina, 2008-2013, August 2008

3. Wastewater Management

Water resources are important to the economy of Beaufort County, given the importance of tourism, recreation, and commercial fishing. Water quality standards are maintained by cooperation between MCRP Parris Island and local utilities. Water quality improvement has resulted from consolidation of the Recruit Depot’s water and wastewater treatment system with the Beaufort-Jasper Water and Sewage Authority (BJWSA). In 2008, BJWSA took over operation of the MCRD Parris Island water and wastewater utility systems, including making necessary upgrades to aging components of the existing infrastructure. A new system was

developed with \$42 million in funding from the U.S. Department of the Navy. It involved closure of the MCRD Parris Island wastewater treatment plant, and use of the BJWSA’s Port Royal Island Water Reclamation Facility (PRIWRF). This consolidation has resulted in the reduction of National Pollutant Discharge Elimination Systems (NPDES) program permits to one wastewater discharge site, located near the J.E. McTeer Bridge. Due to water quality improvement, the South Carolina Department of Health and Environmental Control will now consider reclassifying Battery Creek and a portion of the Beaufort River, to allow oyster and shellfish harvesting.³⁹

In 2014, a Municipal Separate Storm Sewer Systems (MS4) permit area was designated by the South Carolina Department of Health and Environmental Control (DHEC) for the southern portion of Beaufort County. South of the Broad River, the MS4 permit area is comprised of the Towns of Bluffton and Hilton Head.⁴⁰ The Beaufort County Stormwater Implementation Committee (SWIC) is evaluating options for the MS4 permit application. In addition, Beaufort County is funding a Study of its current stormwater programs in order to develop a one to two year work plan.⁴¹

4. Stormwater Management

Water quality is of vast importance to Beaufort County. It is seen as the lifeblood of the area's recreation, fishing, and tourism industries, as well as a key factor in the high quality of life of the county's residents. Beaufort County has levied a stormwater management fee on all property owners, to include the both Marine Corps installations in the county. Marine Corps counsel, however, believes that the language in the stormwater management ordinance effectively renders the fee a tax and, since a local entity may not tax the federal government, the Marine Corps should be exempt from paying the management fee. Though not directly related to encroachment issues, this issue remains a source of community-military friction for some. In addition, there is a possibility of more stringent stormwater requirements in the future, especially if efforts to list Port Royal Sound as an Estuary of National Significance are successful.

5. Coastal Zone Management

In compliance with the federal Coastal Zone Management Act (CZMA), the Marine Corps must ensure that activities occurring within the coastal zone, or having a direct affect upon it, are consistent with approved coastal zone management programs.⁴² The state of South Carolina has a Coastal Zone Management Program (SC CZMP), which was established in 1977 under the 1972 federal Coastal Zone Management Act guidelines.⁴³ The program is a partnership with federal, state, and local governments to address environmental, historical and archaeological

property protection. The regulatory authority for SC CZMP is under the South Carolina DHEC Office of Ocean and Coastal Resource Management (DHEC-OCRM), as authorized under the state's Coastal Tidelands and Wetlands Act. It involves the management of development in critical areas, which include coastal waters, tidelands, beach/dune systems, and beaches. This is accomplished through a permitting and certification program that affects the eight coastal counties within the state, including Beaufort. The MCRD Parris Island INRMP is consistent with the SC CZMP.⁴⁴

C. CLIMATE CHANGE AND SEA LEVEL RISE

Climate change has long been identified as a potential concern for operational and installation sustainability. The threat of sea level rise, increased temperatures, drought events, and increased storm frequency and severity has far-reaching implications for both MCRD Parris Island and the neighboring communities. These potential climate-induced effects have the potential to impact MCRD Parris Island's facilities and infrastructure, in turn hindering the installation's ability to effectively perform operations and mission-related training. The low-lying topography of the South Carolina Lowcountry, and MCRD Parris Island in particular, makes the area especially vulnerable to even slight rises in sea level. The peak elevation at the Depot is only approximately 20 feet above sea level (ASL), with the majority of the property at less than 10 feet ASL. The Depot's facilities are already vulnerable to storm surges, but the prospect of sustained sea level rise poses a much greater challenge to the long-term sustainability of the installation mission.

In 2009, Task Force Climate Change (TFCC) was established by the Chief of Naval Operations in order to address the impact of a "changing Arctic and global environment".⁴⁵ In addition to a plan to address climate change in the Arctic, the TFCC also developed a plan to address its impact on other regions, including installations. The document, *U.S. Navy Climate Change Roadmap*, identifies objectives for observing, predicting, and adapting to climate change during the Fiscal Year (FY) 2010-2014 time period.

The Climate Change Roadmap identifies climate change as a security threat. It acknowledges that climate change is impacting installations and access to resources worldwide. The intent of the document is to address the Navy’s climate change concerns, in the near-term, mid-term, and ongoing, as follows:

- ▶ Near-term (FY10-11): develop partnerships to respond to climate change, assess effects of climate change, monitor the Navy’s carbon footprint reduction, achieved through Task Force Energy’s (TFE) energy security initiatives
- ▶ Mid-term (FY12-14): address sea level rise impacts on infrastructure and real estate through strategic investments, develop and implement installation adaptation strategies to address water resource challenges, consider impact of climate change on future missions and force structure
- ▶ Ongoing: maintain awareness of the areas in which climate change impacts and may be significant for the Navy, requiring more understanding and knowledge, including ocean acidification, abrupt climate change, and geoengineering.⁴⁶

The Roadmap references the southeast and coastal areas, such as the MCRD Parris Island region. Specifically, drought in the southeast is identified as a challenge to water resource management; a sea level rise and storm surge in coastal areas is expected to increase the frequency of inundation of coastal infrastructure.

Given its coastal location, MCRD Parris Island is likely to be susceptible to a variety of impacts of climate change. They include sea level rise and increased storm surge.

VI. MCRD PARRIS ISLAND’S CULTURAL RESOURCES PROGRAM

A. HISTORICAL RELEVANCE TO THE REGION

MCRD Parris Island is one of the most historic military installations in the U.S, with considerable historical relevance in the region. Parris Island has been the site of Native American settlements for

thousands of years.⁴⁷ European exploration of the area began in the 1500s. The French established Charlesfort in 1562 on the site of the current location for MCRD Parris Island. It later became the site of the Spanish colony of Santa Elena in 1566.

In the late 1660s, English colonists first began to settle the area around Parris Island. In 1735, Parris Island was settled by the descendants of Alexander Parris, for whom the island was named. Crops, including cotton, indigo, and rice were cultivated on large-scale plantations with slave labor. During the American Revolution, the area was occupied periodically by the British, including Port Royal Island. In the post-Civil War period of the late 1800s, plantation lands were subdivided into smaller parcels. Agriculture continued, with freed slaves establishing a small community on the island.

MCRD Parris Island’s history with the U.S. Navy begins in 1891, when the Port Royal Naval Station was established on the island as a small naval detachment. Over the next few years, naval activity was relocated to Charleston. In 1915, the Marine Corps established a recruit depot on Parris Island. During World War I, the Recruit Depot was expanded, and officially named Parris Island Recruit Depot in 1919.⁴⁸ During World War II, MCRD Parris Island trained approximately 200,000 recruits, including Women Marine Reservists. During the Vietnam War the Recruit Depot once again trained 200,000 recruits. In 1976, MCRD Parris Island was designated as the Marine Corps Recruit Depot/ Eastern Recruiting Region. In 1996, recruit training was updated to include “The Crucible”.⁴⁹

B. ARCHEOLOGICAL/ARCHITECTURAL RESOURCES AT MCRD PARRIS ISLAND

MCRD Parris Island completed an update to its Integrated Cultural Resources Management Plan (ICRMP) in 2012. The ICRMP is a five-year plan regarding installation management of cultural resources in compliance with statutory, and other, requirements. Part of the installation master plan, it is a decision document that allows for the integration of cultural resource requirements with ongoing mission activities, so the availability

of mission-essential land is maintained and compliance with requirements is achieved.

MCRD Parris Island has been surveyed extensively for cultural resources. With regard to the National Register of Historic Places (NRHP) eligibility, these following properties have been listed on the NRHP, deemed eligible and potentially eligible:

- ▶ 4 sites are listed on the NRHP;
- ▶ 17 sites are eligible for the NRHP; and
- ▶ 7 sites were found to be potentially eligible for the NRHP.⁵⁰

Three of the NRHP-listed archeological sites comprise the Charlesfort-Santa Elena National Historic Landmark (NHL). Dating from the late 16th century, the NHL is the former site of the historic French fort, Charlesfort, established in 1562 and active until 1563. This area was later the site of the historic Spanish settlement, Saint Elena, established in 1566 and active until 1587. The NHL is considered to be of national significance due to its demonstration of competition between France and Spain, occurring in the New World over its natural resources.⁵¹ The Charlesfort-Santa Elena National Historic Landmark continues to be the site of archeological excavations, which began in 1978. A portion of the golf course was relocated in order to preserve the site.

Three individual buildings from the Recruit Depot's early Navy period remain today, and are NRHP listed, including Dry Dock; Quarters One, the Commanding General's House; and the Band Stand. In addition, the Mainside Historic District consists of a group of buildings and

structures constructed between 1891 and World War I. It is the central area of MCRD Parris Island's development, located on the northeast side of the island. Six additional buildings, constructed after WWI, are eligible for the NRHP, including the Chapel, built in 1942.⁵²

C. RELATIONSHIP WITH NATIVE AMERICAN TRIBES

Management of cultural resources on MCRD Parris Island includes consultation with Native American Tribes to ensure protection and access to archeological sites. They include the following:

- ▶ United Keetoowah Band of Cherokee Indians in Oklahoma
- ▶ Choctaw Nation of Oklahoma
- ▶ Cherokee Nation
- ▶ Shawnee Tribe
- ▶ Poarch Band of Creek Indians
- ▶ Alabama-Quassarte Tribal Town
- ▶ Kialagee Tribal Town
- ▶ Chickasaw Nation
- ▶ Muscogee Creek Nation
- ▶ Catawba Tribe
- ▶ Seminole Tribe of Florida
- ▶ Absentee Shawnee Tribe of Oklahoma
- ▶ Eastern Shawnee Tribe of Oklahoma
- ▶ Tuscarora Nation
- ▶ Thlopthlocco Tribal⁵³

3

LAND USE COMPATIBILITY ANALYSIS



Chapter 3 will familiarize the reader with:

- ▶ the current training and operational footprint of the MCRD Parris Island
- ▶ the extent current training and operations impact each of the local JLUS Jurisdictions
- ▶ existing and future land uses within the one-mile JLUS Focus Area around MCRD Parris Island

I. INTRODUCTION

The Land Use Compatibility Analysis is intended to provide insight into the current and future state

of compatibility between operations occurring at Marine Corps Recruit Depot Parris Island and civilian land use and development activity in the area in the immediate vicinity of the Recruit Depot. The nature of the Recruit Depot's setting, as an island military installation, while providing a degree of protection from encroachment from civilian development, does not fully eliminate the possibility for incompatible development or activities from occurring outside of the installation that may possibly impair its ability to fulfill its training mission. Therefore, this analysis is a necessary component of the process of verifying

the presence or absence of any potentially negative off-site impacts that may be created by training activities at the Recruit Depot.

A. JOINT LAND USE STUDY FOCUS AREA

In order to narrow the geographic scope of the compatibility analysis, the JLUS Policy and Technical committees established a JLUS “Focus Area” for the Recruit Depot. The JLUS Focus Area (see Figure 3-2) is based upon the known military operational impacts that the participating communities have identified. The selected JLUS Focus Area covers the area that lies within one mile of the Recruit Depot, as measured from the outer boundary of the installation. In total, the JLUS Focus Area covers nearly 40 square miles, including nearly 19 square miles of water surrounding the Recruit Depot.

B. JLUS FOCUS AREA JURISDICTIONAL DISTRIBUTION

The JLUS Focus Area falls within the territorial jurisdiction (for land use regulatory purposes) of

the Town of Port Royal, Beaufort County and the City of Beaufort (see Figure 3-3). The distribution of jurisdiction between the local governments is shown in Figure 3-1 below. Since the analysis is focused primarily on the area outside of the Recruit Depot’s boundary, its area was subtracted from the total jurisdiction of the Town of Port Royal to more accurately reflect the distribution of these areas under civilian land use jurisdiction. Water areas were treated in a similar manner.

Figure 3-1: JLUS Focus Area Jurisdictional Distribution

JURISDICTION	ACRES	SQUARE MILES	% OF FOCUS AREA
Town of Port Royal	633.1	1.0	2.9%
Beaufort County	635.9	1.0	2.9%
City of Beaufort	32.2	0.1	0.1%
MCRD Parris Island	8,270.2	12.9	38.1%
Water	12,125.4	18.9	55.9%
Total	21,696.8	33.9	100.0%

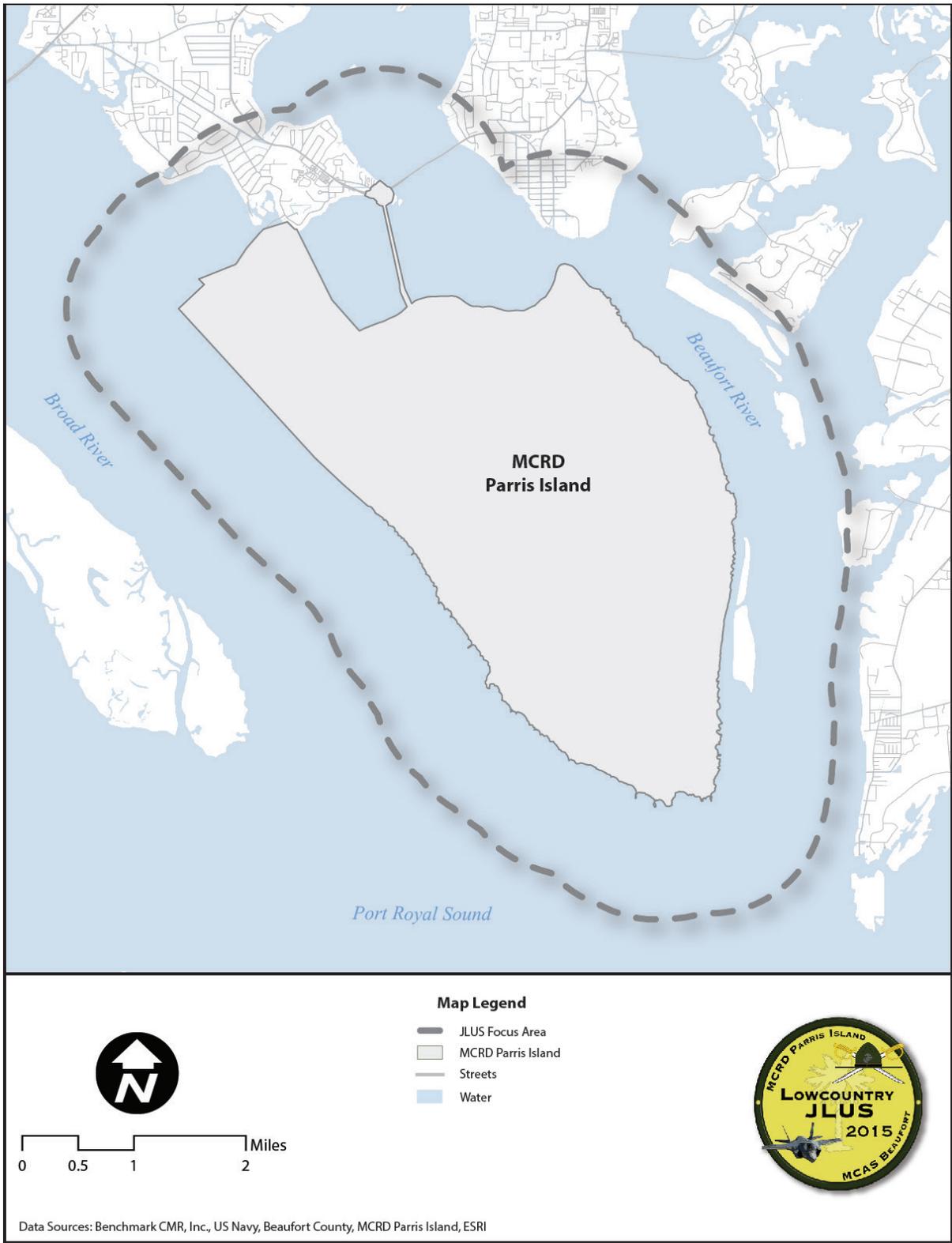


Figure 3-2: MCRD Parris Island Joint Land Use Study Focus Area

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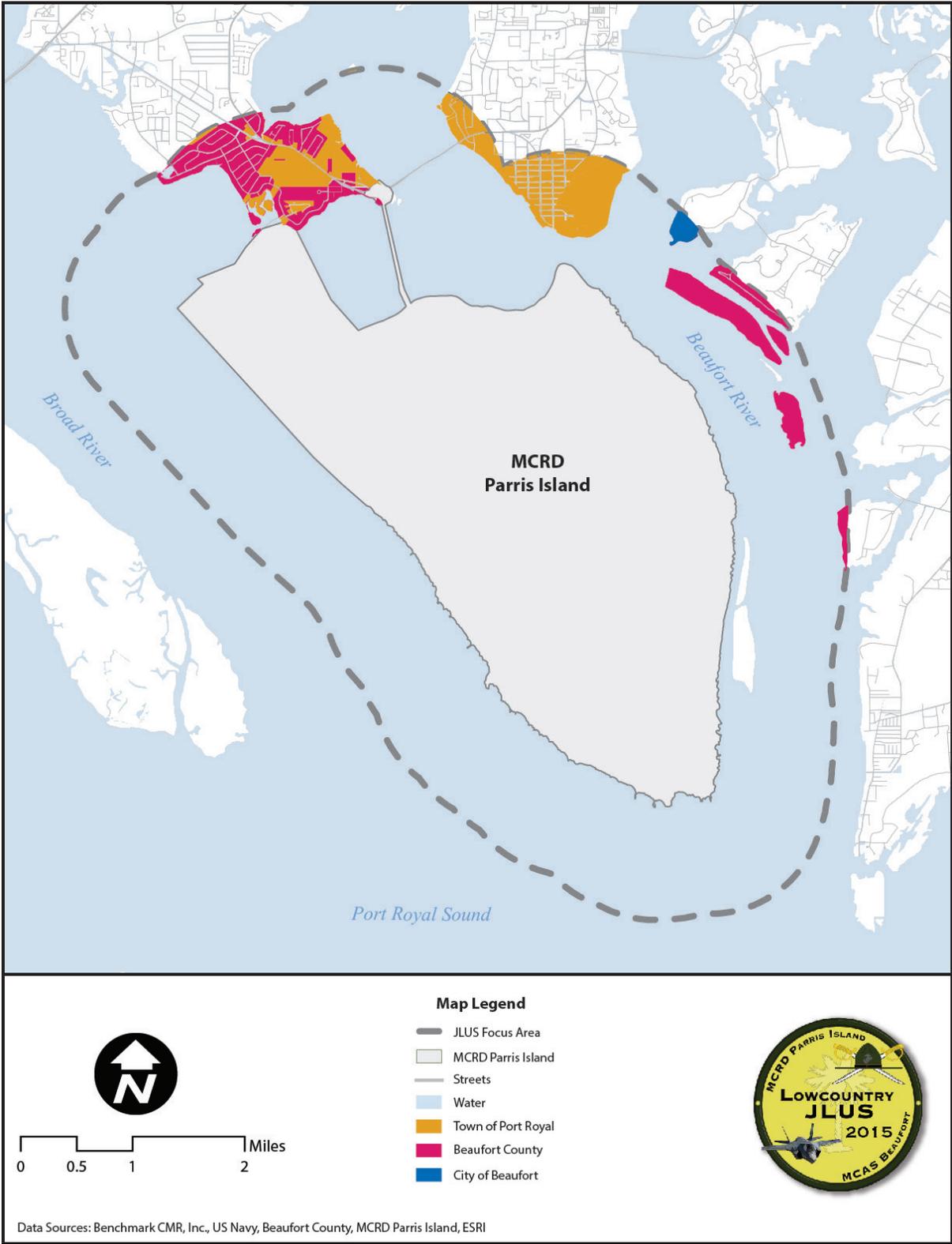


Figure 3-3: Local Government Jurisdiction in JLUS Focus Area

II. JLUS FOCUS AREA LAND USE SUMMARY

The following is a summary of the land use patterns within the JLUS Focus Area. This section is divided into a summary of existing land use patterns, land subdivision patterns, and the established future land use pattern for the area. Data for the existing land use summary is based on the existing land use data from the 2010 Beaufort County Comprehensive Plan and the future land use data is based on the Northern Beaufort County Regional Plan. These data sets were chosen to maintain consistency between the MCRD Parris Island Joint Land Use Study and the MCAS Beaufort Joint Land Use Study, which were conducted during the same planning process.

A. EXISTING LAND USE

The JLUS Focus Area covers slightly less than 1,150 acres of *land* outside of the Recruit Depot boundary. The existing land use pattern found within this area (see Figures 3-4 and 3-5) is primarily associated with the “neighborhood mixed” land use category. Areas designated as “neighborhood mixed” account for nearly 70% of the land area in the Focus Area outside of the Recruit Depot’s boundary. These areas are associated with the historic neighborhood development patterns found in the core of Port Royal, as well as with the residential areas that have developed along the Parris Island Gateway (US 21) and Savannah Highway (SC 128) corridors.

Rural / undeveloped land uses, which account for slightly less than 20 percent of the JLUS Focus Area, are found primarily in the eastern portion of the Focus Area, across the Beaufort River from the Recruit Depot. Commercial land uses are found in the core area of Port Royal near the southern end

of the peninsula, as well as along the Parris Island Gateway corridor. Port Royal’s historic downtown is designated as a “regional commercial” area, while the commercial area along Parris Island Gateway is designated as a “community commercial” area.

Figure 3-4: JLUS Focus Area Existing Land Use Summary

EXISTING LAND USE	ACRES	% OF FOCUS AREA
Rural / Undeveloped	224.5	19.6%
Neighborhood Mixed	793.6	69.2%
Community Commercial	75.3	6.6%
Regional Commercial	16.3	1.4%
Preserved Lands	36.3	3.2%
Total	1146	100.0%

B. LAND SUBDIVISION

Land within the JLUS Focus Area is subdivided into 1,887 individual parcels, of which, over 75% have an area of less than half an acre. These small parcels account for over one-fifth of the land area within the Focus Area. As the map in Figure 3-8 demonstrates, these densely divided parcels are concentrated in two areas – the historic core of Port Royal and the residential neighborhoods that have developed along the Parris Island Gateway and Savannah Highway corridors. Altogether, parcels smaller than one acre in size account for over 90% of the total number of parcels, and contain around one-third of the land area, in the JLUS Focus Area. Large tracts, those over 10 acres in size, account for less than 1% of the total number of parcels in the Focus Area, but contain approximately 45% of the land within the Focus Area. A summary of the statistics associated with land subdivision in the Focus Area is provided in Figure 3-6 below.

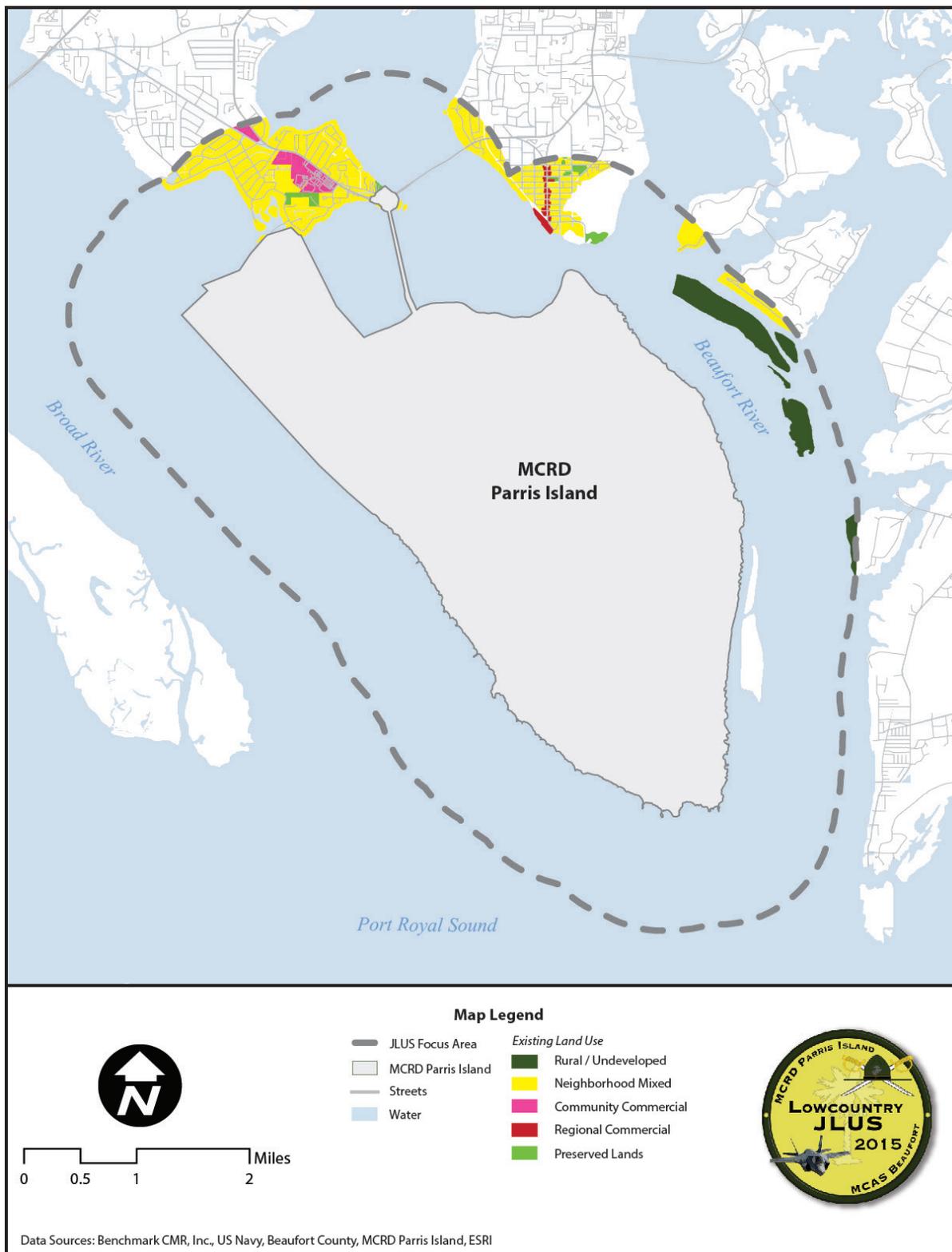


Figure 3-5: JLUS Focus Area Existing Land Use Pattern

Figure 3-6: JLUS Focus Area Land Subdivision Summary

PARCEL SIZE (ACRES)	NUMBER	ACRES	% OF FOCUS AREA
Less than 0.5	1,441	335.9	21.6%
0.5 – 1	296	188.7	12.1%
1 – 3	94	136.5	8.8%
3 – 10	41	185	11.9%
Greater than 10	15	707.6	45.5%
Total	1,887	1,553.7	100.0%

C. FUTURE LAND USE

The future land use pattern that has been established for the area (see Figure 3-9) in the Northern Beaufort County Regional Plan is largely consistent with the existing land use patterns found in the area. The majority of the land in the Focus Area is designated as “urban residential”, which corresponds closely with the existing land use designation of “neighborhood mixed”. The primary exceptions to this are: the residential areas on Cat Island and Cane Island, which were assigned the “neighborhood residential” future land use designation. Lands designated as “rural” account for approximately 20% of the future land use within the Focus Area. This designation is primarily associated with islands in the Beaufort River located in the eastern portion of the Focus Area. Like the “urban residential” future land use designation, areas designated as “community commercial” and “core commercial” correspond closely with the existing land use designations of “community commercial” and “regional commercial,” respectively. A summary of the future land use statistics is shown in Figure 3-7, below.

Figure 3-7: JLUS Focus Area Future Land Use Summary

FUTURE LAND USE	ACRES	% OF FOCUS AREA
Rural	224.5	19.6%
Neighborhood Residential	78.9	6.9%
Urban Residential	722.9	63.1%
Community Commercial	75.3	6.6%
Core Commercial	16.5	1.4%
Preserved Lands	28.1	2.5%
Total	1,146.2	100.0%

III. MILITARY OPERATIONAL IMPACTS

The following is a summary of the known impacts associated with military training activities that occur at MCRD Parris Island. These impacts are associated primarily with noise that is generated by small arms fire at the small arms ranges and in conjunction with field training activities, and surface danger zones associated with the impact areas that extend downrange from the small arms ranges. Figure 3-10 details the locations of ranges and field training areas on the Recruit Depot.

A. NOISE

MCRD Parris Island generates noise impacts from both fixed (small arms ranges) and distributed (field training activities) sources. These noise impact areas are shown in Figure 3-11. The noise zone associated with the small arms ranges, shown in red in Figure 3-11, is the 87 dB PK15 (met) level, which is a measurement of peak noise that is associated with the potential for moderate impacts to noise sensitive land uses at that level or higher. As the outer limit to the 87 dB noise zone, higher peak noises can be expected closer to the points at which the noise is being generated (the small arms ranges).

A different type of peak noise measurement is associated with the Recruit Depot’s primary field training area, which is located in the southern portion of the island. This noise zone, shown in yellow in Figure 3-11, is associated with the 115 dB PK15 (met) noise level, which is typically associated with “impulsive” noises, such as those generated by the single detonation of a grenade or artillery simulator. Noise above the 115 dB level is

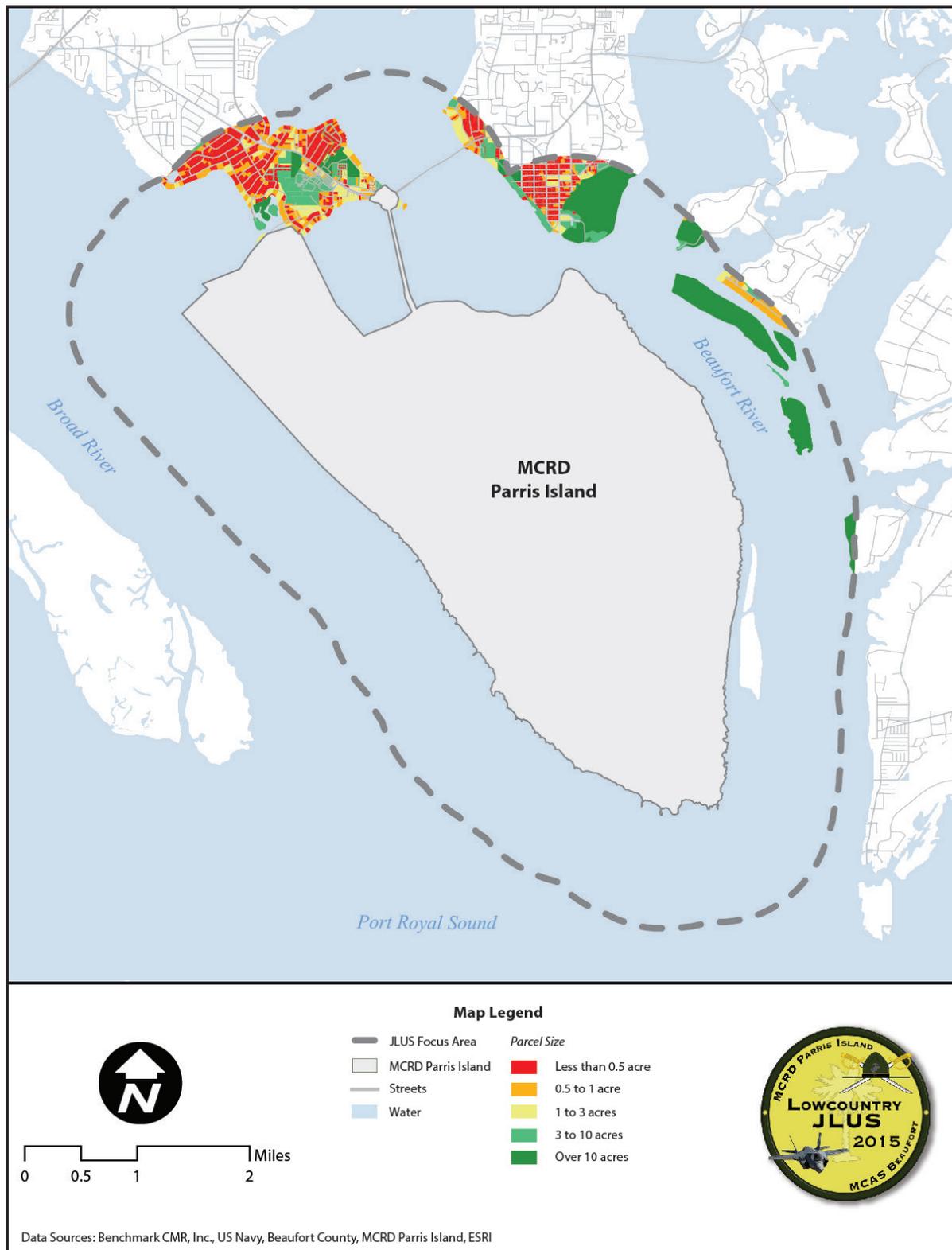


Figure 3-8: JLUS Focus Area Land Subdivision Pattern

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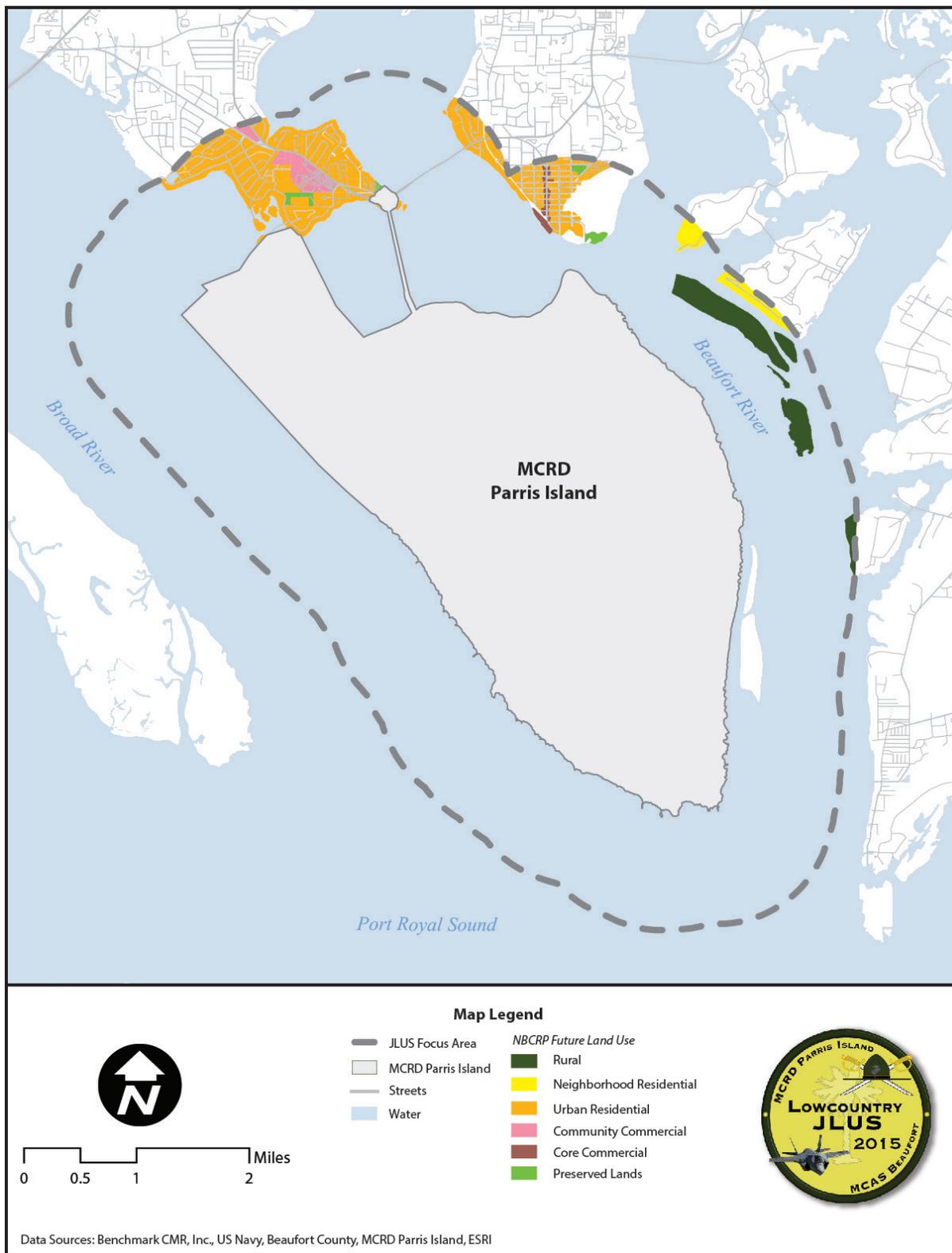


Figure 3-9: JLUS Focus Area Future Land Use Pattern

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Figure 3-10: Ranges and Training Areas

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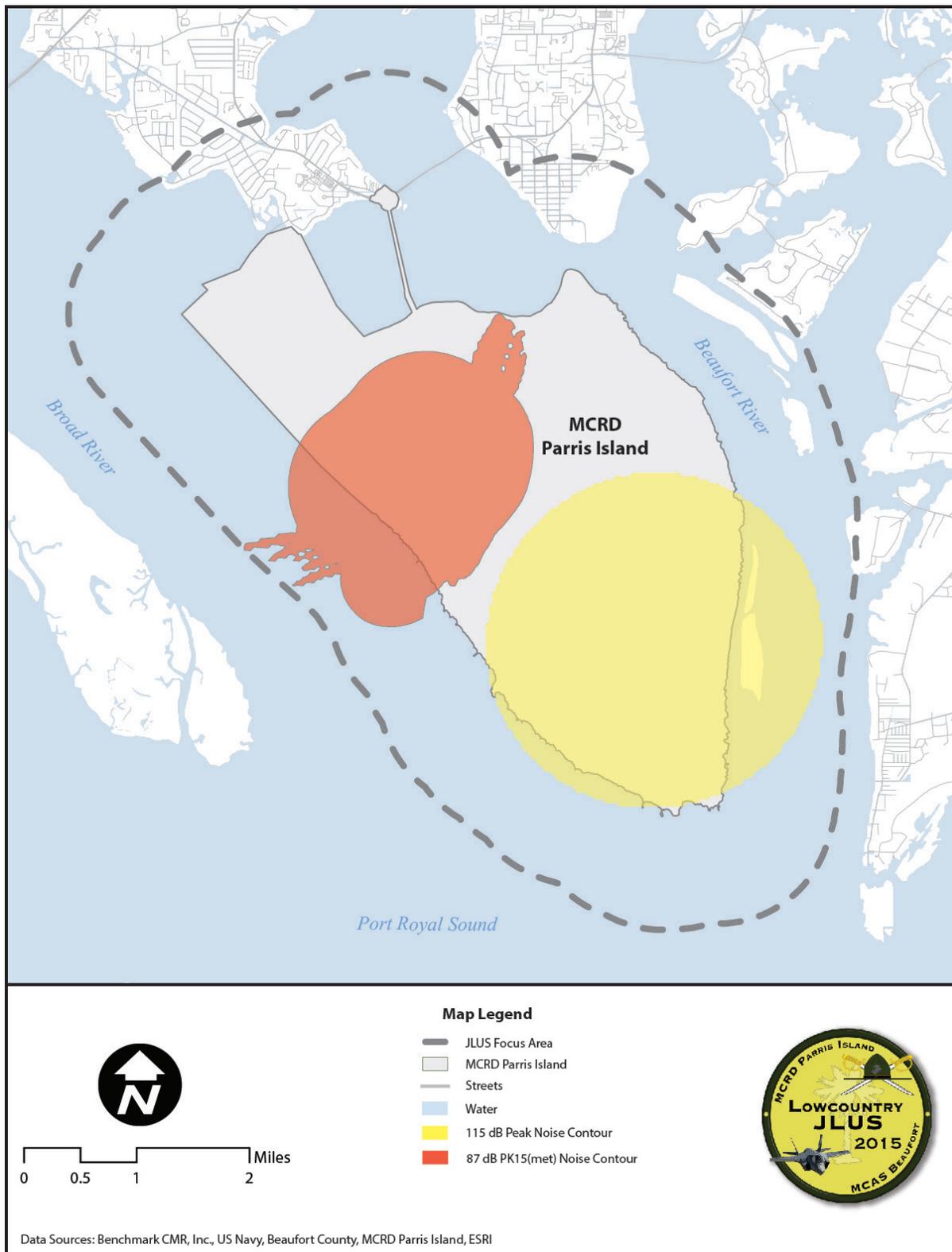


Figure 3-11: Operational Noise

typically associated with a “moderate” complaint risk from each instance of impulsive noise. Like the 87 dB contour, the 115 dB contour is the outer limit of the noise zone, and higher levels of exposure can be expected at distances that are closer to the points of origin of each impulsive noise event.

As Figure 3-11 demonstrates, the area of impact associated with these noise zones is limited to areas within the Recruit Depot’s boundary and over open water in the Beaufort and Broad Rivers.

B. SURFACE DANGER ZONES

Small arms firing ranges, located in the northwestern portion of the Recruit Depot, have associated surface danger zones (shown in Figure 3-12), which establish minimum safe distances downrange from the aggregated firing points at the ranges. Entry into these areas is restricted during periods of active firing on the ranges. Where the surface danger zones extend outside of the Recruit Depot boundary, they impact only open water in the Broad River. Although mostly contained within the Recruit Depot Boundary, the surface danger zone that extends northward from the small arms

ranges impacts Archers Creek during periods of active firing. This small creek that passes through the installation is navigable during high tides, and provides an opportunity for a cut-through between the Beaufort and Broad Rivers when conditions are right. Where the surface danger zones extend into navigable waters, navigation charts do indicate the restriction on entry, and the Recruit Depot actively patrols these waters during periods of active firing to reduce the potential for entry by boaters who may be unaware of the danger.

C. OPERATIONAL IMPACT SUMMARY

The combined operational impacts associated with military training activities at MCRD Parris Island, shown in Figure 3-13, do not appear to create any land use compatibility issues given the limited scope and extent of the impacts. While some navigable waters are affected by noise and surface danger zones, noise impacts on boaters would be limited in duration with regards to their time in transit through the area, and the active management of the risk associated with the surface danger zones limits the potential incompatibility of this impact on boating.



A public boat access area in Port Royal.



Figure 3-12: Surface Danger Zones

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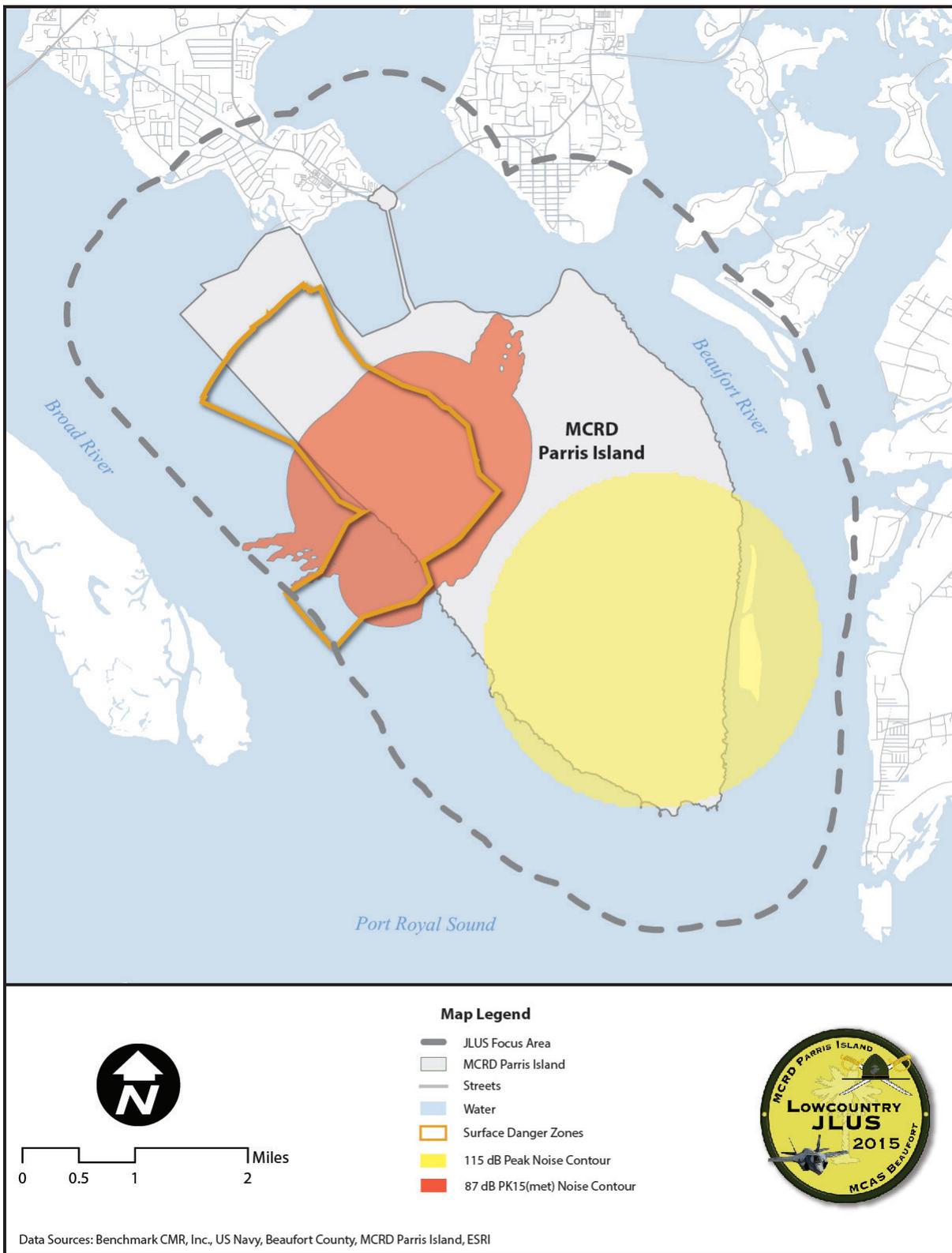


Figure 3-13: Combined Operational Impacts

4

MCRD PARRIS ISLAND AND THE COMMUNITY: THE ROAD AHEAD



Chapter 4 will familiarize the reader with:

- ▶ the anticipated future mission at MCRD Parris Island
- ▶ the demographic, economic, and land use trends anticipated in the region and within the JLUS Focus Area

I. WHERE MCRD PARRIS ISLAND IS HEADED

A. FUTURE MISSIONS

Currently, MCRD Parris Island provides basic training to Marine Corps recruits, and serves as

the headquarters of the Marine Corps Eastern Recruiting Region (ERR). Future mission changes, as outlined in ERR and Marine Corps planning documents, may occur. New missions may result in new operational requirements. Given its island location, Parris Island may not expand beyond its current footprint through adjacent land acquisition. Other operational requirements, such as facilities, personnel and training may be accommodated at the Recruit Depot. The construction of new facilities and modification of existing facilities, such as training ranges, may be required by new missions.

II. WHERE THE COMMUNITY IS HEADED

A. PROJECTED POPULATION GROWTH

The MCRD Parris Island region is projected to experience strong population growth in the long term, through the year 2030. As shown in Figure 4-1, Beaufort County is projected to increase in population by over 30 percent for the time period 2010 to 2030, from 162,233 to 215,300. This projected rate of growth for the region outpaces that at the state level, which is projected to grow by nearly 18 percent, from 4.6 million to 5.5 million for the same time period.

Figure 4-1: Projected Population Change, 2010-2030

LOCATION	2010	2020	2025	2030	% CHANGE 2010-2030
Beaufort County	162,233	185,220	199,780	215,300	32.7%
South Carolina	4,625,364	5,020,400	5,256,080	5,451,700	17.86%

Source: South Carolina Revenue and Fiscal Affairs Office, South Carolina Community Profiles, Population Projections Based on 2010 Census Data, http://www.sccommunityprofiles.org/census/proj_c2010_rfa.php

On-going coordination with the local community on compatible land use efforts will ensure the continued viability of the Recruit Depot. Growth boundaries, such as those initiated within the Northern Beaufort County Regional Plan, and other tools, can be used to guide growth in areas that minimize conflicts between the installation and the local community.

B. ECONOMIC DEVELOPMENT

Several redevelopment proposals have been proposed for the Port of Port Royal, a 317-acre non-operational port owned by the S.C. State Ports Authority. Of the 317-acre site, 52 acres are suitable for development, and boast deep-water access and a long coastline. Since 2006, three developers have tried unsuccessfully to buy it for residential and commercial development. One recent proposal is to develop a museum and visitor center to support visitation at Santa Elena, the oldest Spanish settlement in the United States, which is located on Parris Island.

To support potential redevelopment, the Town of Port Royal has adopted a planned unit development agreement, which would allow up to 425 residences and 250,000 square feet of commercial space. In March of 2014, the Town also began considering purchasing the port property itself, in order to more effectively control the type of potential development at the site. While the sale of the port presents significant challenges regardless of the buyer, future development of the site may have ramifications on operations at MCRD Parris Island. Development would likely increase recreational boating traffic around the installation and, thus, increase pressure to open some waterways that are currently restricted while range operations are underway.

On November 26, 2014, State Budget and Control Board approved the sale of the site by the Ports Authority for \$15.4 million. The property must be sold by June of 2015 or title will transfer to the state for public auction.

C. TRANSPORTATION PLANNING

Transportation planning is a key enabler to encroachment; it provides access to lands for future development and influences local development patterns. Transportation planning also addresses traffic congestion and safety within local communities. Within the current 2014 South Carolina Statewide Transportation Improvement Program (STIP), there are no projects planned within the direct vicinity of MCRD Parris Island. As shown in Figure 4-2, projects for Beaufort County include intersection improvements along U.S. Route 21 and S.C. Highway 802, and a green corridor project.

Figure 4-2: South Carolina Statewide Transportation Improvement Program (STIP)

PROJECT NAME	DESCRIPTION
Beaufort Rail Trail	Green Corridor Project
U.S. 21 at Grays Hill	Intersection Improvement
SC 802 at S-112 Holly Hall/ S-72 Brickyard	Intersection Improvement
U.S. 21 at S-86 Shanklin	Intersection Improvement
U.S. 21 at U.S. 21 Business	Intersection Improvement

Source: South Carolina Statewide Transportation Improvement Program (STIP), Beaufort, August 21, 2014, <http://www.dot.state.sc.us/inside/stip.aspx>

The Beaufort Rail Trail and the planned intersection improvements along U.S. Route 21, and U.S. Route 21 and S.C. Highway 802, are not expended to drastically change development patterns surrounding MCRD Parris Island.

D. WATER/WASTEWATER INFRASTRUCTURE

Much like transportation planning, water and wastewater infrastructure planning have the potential to increase encroachment, as increased capacity within the systems allow for increased development. In addition, water and wastewater planning may increase the density of new development, thereby exacerbating encroachment issues.

In recent years, wastewater and water systems in the Beaufort area have been improved, alleviating water quality concerns in the Beaufort River and Albergotti Creek. In 2008, the local water utility, the Beaufort Jasper Water and Sewer Authority (BJWSA), took over operation of water and wastewater infrastructure on MCRD Parris Island, MCAS Beaufort, Laurel Bay Housing, and the Naval Hospital Beaufort. The consolidation and merger with the BJWSA included closing water and wastewater treatment plants on the MCRD Parris Island, and diverting wastewater flows to the Port Royal Island Water Reclamation Facility (PRIWRF).

Excess water and wastewater capacity within the BJWSA system allows for additional growth within the service area. Currently, the BJWSA water treatment plants have a capacity to produce up to 39 million gallons of water per day.⁵⁴ According to the BJWSA's 2013 Comprehensive Annual Financial Report, the average daily water usage is approximately 19.1 million gallons per day, or nearly half of the total capacity.⁵⁵ Residential water use, from approximately 180,000 residential customers together with business and visitor use, amounts to approximately seven billion gallons annually.⁵⁶

The BJWSA wastewater system consists of nine treatment plants, with a combined total capacity of nearly 19 million gallons per day (MGD).⁵⁷ The two largest plants are the Cherry Point Water Reclamation Facility and the PRIWRF, which have a combined total capacity of 15 MGD, or nearly 80 percent of the total wastewater capacity. Currently, these two plants treat more than seven million gallons of wastewater per day, about half of their total capacity.⁵⁸

E. FUTURE LAND USE DEVELOPMENT

Future land use in the Beaufort area is influenced by a variety of factors, including population growth and economics, with the military, tourism and second home industries, among the top industries. According to the Beaufort County Comprehensive Plan, southern Beaufort County has seen the highest level of growth, with second homes and tourism supporting new construction on Hilton Head Island and in the Bluffton area.⁵⁹ Northern Beaufort County is experiencing strong growth as well, but at a lower rate than the southern portion of the county. New development has been concentrated on Port Royal Island and on Lady's Island.⁶⁰

Future land use is guided by the land use regulatory framework of local planning agencies in Beaufort County, established in conjunction with MCRD Parris Island, in order to support compatible land use development in the area. The Future Land Use Plan element of the Beaufort County Comprehensive Plan is consistent with the County's growth boundary, established to guide development to areas that are already developed and preserve undeveloped areas. For example, urban mixed-use development, at a density of 2-4 units per acre, is planned for municipal areas within Beaufort, Port Royal, the Shell Point area, Lady's Island, Burton, and Bluffton.⁶¹ Future large-scale commercial development is designated in the core commercial areas of downtown Beaufort, Bluffton, and Port Royal.

The Future Land Use element of the Town of Port Royal Comprehensive Plan has identified future land uses that are compatible with MCRD Parris Island. Higher density uses are directed to developed areas, such as the village core in the heart of Port Royal.⁶² Undeveloped land is designated for preservation or conservation. Directly north of the Recruit Depot are Open Space Preservation and Open Space Conservation land uses.⁶³ As shown in Figure 4-3, the Port Royal Districts each have been identified with a future land use, summarized below.⁶⁴

Figure 4-3: Town of Port Royal Future Land Use

LOCATION	FUTURE LAND USE
Lemon Island	Preserved land and low density residential
Broad River	Regional retail
Burton	Suburban development
Shell Point	Village commercial along Savannah Highway; Mixed use and regional commercial nodes
North End/Old Village	Commercial and mixed residential

On-going collaboration between MCRD Parris Island and the JLUS jurisdictions is needed to continue the effective utilization of the land use planning tools currently in place. Updates to these planning tools are needed to ensure that they reflect any relevant factors. None of the JLUS Jurisdictions adjacent to or including MCRD Parris Island had a regulatory overlay at the time the

JLUS was performed. For more detailed analysis of those available tools, see Chapter 5, and for those recommended by the JLUS Policy Committee, Chapter 6.

F. CONSERVATION PLANNING

The conservation of rural lands, and other important undeveloped areas, such as scenic vistas, and environmentally sensitive areas such as wetlands, is an important component to land use planning in the region, as well as for each of the JLUS Jurisdictions. As is discussed in Chapter 2, these conservation efforts have included partnerships with the Marine Corps Air Station and it is anticipated that those partnerships will continue. In fact, on November 4, 2014, the voters in Beaufort County approved a referendum extending the Rural and Critical Lands Preservation Program and to raise an additional \$20 million to buy lands and conservation easements in the County. With this additional funding, the program will have raised over \$130 million in the fifteen years prior to the Joint Land Use Study. The program is managed by the Beaufort County Open Land Trust.

In addition, the TDR ongoing program is another tool that may achieve compatible land use, by the transfer of residential development rights out of the MCAS Beaufort AICUZ overlay areas. At this time, the TDR program does not apply to MCRD, and there are not sufficient off-base impacts to necessitate its involvement.

5

EXISTING POLICIES AND AVAILABLE TOOLS



Chapter 5 will familiarize the reader with:

- ▶ the statewide military planning statutory framework
- ▶ local authorities to implement military-oriented land use regulations and planning policies
- ▶ existing local regulations and planning policies related to MCRD Parris Island and MCAS Beaufort

I. OVERVIEW

Over the last two decades, a number of strategies to avoid incompatibilities between civilian and

military land uses have been put into place in communities around the country. Successful long-term programs involve the cooperation of the military, civilian, and local government stakeholders. In particular, it is the local governments who must evaluate not only the appropriateness and potential effectiveness of these strategies, but also their authority to implement them.

Indeed, Beaufort County, the City of Beaufort, and the Town of Port Royal already have tools in place to encourage military compatibility, which were implemented after a Joint Land Use Study was completed for Marine Corps Air Station Beaufort

in 2004. However, other tools and amendments to existing tools are considered here for the consideration of the community should it wish to further ensure that future land uses in the JLUS Focus Areas and the region are compatible with the military’s mission at the Marine Corps Recruit Depot.

This Chapter summarizes the existing planning and legal framework that gives these stakeholders the authority to act in support of compatibility efforts. It also explains the current planning and land use regulations that the local governments use and details the additional joint land use strategies available to the community to maintain compatible land uses around the Recruit Depot.

II. THE SOUTH CAROLINA PLANNING AND LAND USE FRAMEWORK

South Carolina has a long history of supporting its military bases, a tradition that often manifests itself in helping military communities avoid encroachment issues. This section will summarize state requirements and policies, such as the Federal Defense Facilities Utilization Integrity Protection Act and other existing laws, proposed legislation for the 2015-2016 session of the General Assembly, and the South Carolina Military Base Task Force, recently reconstituted by Governor Nikki Haley to support military installations in the state. It also will examine planning and land use regulations that are available to local communities, such as the adoption of a comprehensive plan, zoning ordinances, and land use regulations. Finally, it will briefly describe the state’s Building Code framework, including how a jurisdiction may appeal to the state Building Codes Council to modify a building code provision, which has relevancy here as a possible way for the JLUS Jurisdictions to address issues related to noise attenuation.

A. STATE REQUIREMENTS AND POLICIES

Military-related issues are addressed in numerous places in the South Carolina Code of Laws. This section will first describe the primary Act that deals with issues related to land use around military installations—the Federal Defense Facilities Utilization Integrity Protection Act—

as well as Title 25: Military, Civil Defense, and Veterans Affairs, the more general chapter that covers most other topics related to the military, and various provisions that are found elsewhere in the Code but that relate to the military. Secondly, this section will discuss proposed legislation for the upcoming legislative session, highlighting in particular the Military Preparedness and Enhancement Act and the Military Family Quality of Life Enhancement Act, which could greatly affect military communities. Finally, this section will summarize the role of the South Carolina Military Base Task Force in helping military communities with encroachment and other issues.

1. Federal Defense Facilities Utilization Integrity Protection Act

As part of the 1994 Local Government Comprehensive Planning Enabling Act, South Carolina regulates some aspects of military land use through the “Federal Defense Facilities Utilization Integrity Protection Act.” The Act applies to federal military installations in the state, including the Marine Corps Recruit Depot Parris Island and the Marine Corps Air Station Beaufort.

The Act recognizes that “uncoordinated development in areas contiguous to federal military installations ... can undermine the integrity and utility of land and airspace currently used for mission readiness and training.”⁶⁶ It provides a formal process for receiving the input of federal military interests before certain local planning and zoning decisions are made that could affect the installation. Specifically, local governments must request a written recommendation from the base commander at least 30 days before considering any “land use or zoning decision” involving land that is located either within the associated military overlay district, or if no overlay district exists, within 3,000 feet of the installation or within the 3,000-foot Clear Zone and Accident Potential Zones of the installation.⁶⁶

If the commander responds with a recommendation, it must be made part of the public record and the local government must investigate and make findings on the following

(in addition to other findings required by different sections of the Code of Laws relating generally to land use proposals):

- (1) whether the proposal will permit a use that is suitable relative to its closeness to the installation;
- (2) whether the proposal will adversely affect the existing use or usability of nearby property;
- (3) whether the property to be affected by the land use plan or zoning proposal has a reasonable economic use as currently zoned;
- (4) whether the proposal results in a use that causes or may cause a safety concern with respect to streets, transportation facilities, utilities, or schools;
- (5) whether the local government has an adopted land use plan, whether the proposal is in conformity with the policy and intent of the land use plan given its relative closeness to the installation; and
- (6) whether there are other existing or changing conditions affecting the use of the nearby property, such as the installation, that give supporting grounds for either approval or disapproval of the proposal.⁶⁷

If the base commander does not submit a recommendation by the date of the public hearing, there is a presumption that the proposal does not have any adverse effect relative to these required findings.⁶⁸

The Act also requires that, where practical, local governments incorporate identified boundaries, easements, and restrictions for military installations into their official maps.⁶⁹

2. Other Existing Laws

Additionally, many other state laws have been passed in support of military personnel—both retired and active duty—and their families.

a. Title 25—Military, Civil Defense, and Veterans Affairs

Title 25 of the Code of Laws—Military, Civil Defense, and Veterans Affairs—is the

primary source of military-related state law. It includes the following Chapters:

- ▶ Chapter 1: Military Code
- ▶ Chapter 3: South Carolina State Guard
- ▶ Chapter 7: Treason; Sabotage
- ▶ Chapter 9: Emergency Measures
- ▶ Chapter 11: Division of Veterans Affairs
- ▶ Chapter 12: Veterans Unclaimed Cremated Remains
- ▶ Chapter 13: Confederate Pensions
- ▶ Chapter 15: Other Provisions for Benefit of Veterans
- ▶ Chapter 17: South Carolina Military Museum
- ▶ Chapter 19: Prisoners of War Commission
- ▶ Chapter 21: Veterans Trust Fund⁷⁰

Additional areas of the state statutes that relate to military matters and military personnel include:

- ▶ Employment protections in public sector jobs for five years after the date of entering into the armed forces.⁷¹
- ▶ 15 days of paid leave for reserve training and 30 days of paid leave for serving in the reserves during a time of emergency.⁷²
- ▶ Exemption for continuing education requirements during military service for certain licensed professions; the issuance of temporary professional licenses to spouses of military personnel; and the consideration of military education, training, and experience in licensure qualification evaluations.⁷³
- ▶ Participation in the Interstate Compact on Educational Opportunity for Military Children, which helps the children of service members with school enrollment issues.⁷⁴
- ▶ Protection of parental rights during times of military service.⁷⁵

- ▶ The granting of in-state tuition rates to active military members and their dependents, as well as to inactive members who live in the state for at least 12 months prior to their discharge from service; also, the automatic granting of free tuition to dependents in special cases such as when a service member is killed in action or receives a Purple Heart.⁷⁶
- ▶ Permission for charter schools located on military installations to give enrollment priority to children of military personnel.⁷⁷
- ▶ Property tax exemption for housing on military bases.⁷⁸

Although South Carolina already has numerous laws in place that support military communities, the 2013-14 session of the South Carolina General Assembly produced a number of bills intended to enhance military support. Two of those are mentioned above (the charter school enrollment section and the property tax exemption section). The others will be carried over to the 2015-16 session and are discussed below.

3. Proposed Legislation

Two key bills to be carried into the 2015-16 legislative session include the Military Preparedness and Enhancement Act, which creates a commission charged with providing the support needed to protect military bases from realignment, closure, and mission changes to the extent practical, and the Military Family Quality of Life Enhancement Act, which covers multiple topics that are seen as affecting military family quality of life.

a. **Military Preparedness and Enhancement Act**

The Military Preparedness and Enhancement Act, is of particular relevancy to the JLUS and its objective of maintaining compatibility between civilian and military land uses.⁷⁹ The Act's stated

objective is to convey the state's "intent to create a business climate that is favorable to defense installations and activities through legislation that assists in reducing base operating cost while enhancing military value."

The Act would authorize the formation of an 11-member Military Preparedness and Enhancement Commission, consisting of House and Senate members and appointees, the Secretary of Commerce, and gubernatorial appointees. The Commission would primarily be charged with providing information to and advising the governor and legislature on military issues; assisting communities with programs that foster strong relationships with military installations and defense-related businesses; encouraging the recruitment and retention of defense-related industries in the state; and providing assistance to communities that have experienced a defense-related closure or realignment.

Notably, the Act would require that if a community determines that a proposed "ordinance, rule, or plan" could impact a military installation, the community must obtain and consider comments and analysis from the installation concerning the compatibility of the proposal on the installation's operations prior to making a final decision on the proposal. The Commission also is proposed to have the authority to provide financial loans to defense communities for projects that "will enhance the military value" of a military facility. One such project could be the preparation of a "comprehensive defense installation and community strategic impact plan" to evaluate land use compatibility issues with the surrounding community, strategies for reducing operating costs while enhancing the military value of the installation, and possible shared services and property between the military and the community.

b. Military Family Quality of Life Enhancement Act

While the Military Preparedness and Enhancement Act is noteworthy for its impacts on land use issues, House Bill 4859—known as the “Military Family Quality of Life Enhancement Act”—would also address key military-related issues. The bill is designed to protect—to the greatest extent possible—South Carolina from experiencing any base closures after the national review of bases that is expected to take place in 2017.⁸⁰ The bill includes several unrelated components, the overall effect of which is to support military retirees, active duty service personnel, and their families.

Particular sections include:

- ▶ Prohibitions against predatory lending;
- ▶ Creation of a veteran’s treatment court that diverts non-violent ex-military into treatment programs rather than civilian courts;
- ▶ An easier path for residency status for military and their families when seeking in-state tuition, by excluding the requirement of one year of physical presence in the state;
- ▶ Allowing families to carry Medicaid enrollment if they are stationed outside of South Carolina;
- ▶ Creation of a military-connected children’s welfare task force; and
- ▶ Greater ease in using absentee ballots.⁸¹

c. Bills Supporting Certain Military Interests

While the Military Family Quality of Life Enhancement Act and the Military Preparedness and Enhancement Act would have the most widespread impacts on military communities if adopted, several other bills were discussed during the 2014 session that would greatly impact particular segments of military communities across the state.

- ▶ S-771: creating a Military Connected Children’s Welfare Task Force.
- ▶ H-3014: creating a Veterans Treatment Court Program in each judicial circuit of the state.
- ▶ S-756: allowing military families to enroll in a Medicaid waiver program in South Carolina if the state is their state of legal residence and allowing them to maintain enrollment if the family is stationed outside of the state.
- ▶ H-3341 and H-4361: suspending the millage rate cap local governments can impose on undeveloped land or of the residential development rights in undeveloped land near a military installation where the land is suitable for residential development but developing it in such a way would constitute undesirable encroachment on the installation.
- ▶ H-3110 and S-941: reducing the income tax burden on military personnel.
- ▶ S-787: reducing in-state tuition rates for military personnel and their dependents.
- ▶ H-4284: extending the section of code that allows the issuance of high school diplomas to returning military personnel to allow issuance to veterans of the Vietnam War
- ▶ H-3979: supporting the creation of a National Medal of Honor Museum in Mt. Pleasant.
- ▶ S-965: creating a Medal of Honor Monument Commission.
- ▶ Several different bills recognize individual service members as well as specific groups, such as those suffering from post-traumatic stress disorder awareness day, receiving a Purple Heart, and serving in certain wars.

While state legislation plays a key role in supporting military communities in South Carolina, the current and past governors

also have taken steps to show their support of military installations. One way in which they have done this is by creating a military base task force.

4. South Carolina Military Base Task Force

In March 2013, Governor Nikki Haley signed Executive Order 2013-04 to reconstitute the South Carolina Military Base Task Force “for the purpose of enhancing the value of military installations and facilities and the quality of life for military personnel located in this State.”⁸²

The Task Force consists of representatives from the state Adjutant General’s office, state Department of Commerce, Governor’s Office of Veterans Affairs, and state Chamber of Commerce; representatives from the Beaufort, Charleston Metro, Columbia, and Sumter chambers of commerce; County Council representatives from Beaufort, Berkeley, Dorchester, Charleston, Richland, and Sumter; the mayors of Beaufort, Charleston, Columbia, North Charleston, Port Royal, and Sumter; members from the state legislature appointed by the Governor; and five at-large members appointed by the Governor.⁸³

The Task Force is assigned to address various incentives for military personnel; to coordinate the efforts of military communities, the public and private sectors in an effort “to maintain a significant military presence in the state;” and to advise the Governor and General Assembly on any issues and strategies related to military base closures, realignments, and mission changes.⁸⁴

Prior to its reconstitution in 2013, the Task Force also was charged with distributing funds allocated for military base preservation initiatives by the General Assembly to each of the four regions in the state with military communities (Beaufort, Charleston, Columbia, and Sumter).⁸⁵ These funds were to be used to help local communities undertake planning efforts in order “to prevent further encroachment around the perimeters of existing bases.”⁸⁶

In 2009, regional representatives from the Beaufort area requested and received \$250,000 from the Task Force to serve as seed money for establishing a Transfer of Development Rights

Bank to mitigate encroachment around the Marine Corps Air Station Beaufort. The state required the local communities to match these funds. The Lowcountry Council of Governments was assigned the responsibility of serving as fiduciary agent for the funds.⁸⁷

In addition to this slate of state policies and requirements related to South Carolina’s military presence, local governments have exercised their local powers to address military-civilian compatibility. In fact, the local governments participating in the JLUS have likely been more active in doing so than any other community in the state. The following section describes the scope of municipal and county land use powers in South Carolina, in order to identify the implementation tools available to Beaufort County, Port Royal, and the City of Beaufort, should they elect, after the JLUS is completed, to augment existing regulations related to military-civilian land use compatibility.

B. LOCAL REGULATIONS

Although local communities in South Carolina now exercise broad (although not unlimited) powers, including many in the areas of planning and land use, that has not always been the case.⁸⁸ Until recent decades in South Carolina, planning and land use functions were the purview of the General Assembly, carried out by local legislative delegates. A major legislative reform effort in the 1970s changed that, however, when voters opted to vest powers directly in the local communities instead. The state’s Home Rule Act followed in 1975, and today the South Carolina General Assembly gives local governments the authority to develop land use plans and to adopt zoning ordinances through the 1994 Local Government Comprehensive Planning Enabling Act.

In order to undertake planning, the enabling act requires local governments to first create a planning commission. Several types are allowed; a single-jurisdiction planning commission for either a municipality or a county is most commonly used, although a few jurisdictions in the state, including the City of Beaufort, Beaufort County, and the Town of Port Royal, have formed a joint planning commission. Local planning commissions have “a

duty to engage in a continuing planning program for the physical, social and economic growth, development and redevelopment of the area within its authority.”⁸⁹ The enabling statutes give planning commissions the authority to prepare comprehensive plans and to implement them through land use regulations and other tools.⁹⁰

Most but not all jurisdictions in the state have adopted comprehensive plans as well as zoning ordinances and land use regulations. The following sections detail the extent and nature of these authorities.

1. The Comprehensive Plan

Local governments in South Carolina are not required to prepare or adopt a comprehensive plan unless they intend to adopt zoning and land development regulations.⁹¹ The comprehensive plan sets forth a community’s land-use policy; it helps the community examine its existing conditions and create a vision for what it wants to become. Successful plans reflect public deliberation and the input of community stakeholders who will affect and be affected by land use policy.⁹²

The enabling statute requires comprehensive plans to contain nine discrete planning “elements,” although communities are authorized to include additional elements if they wish. The nine required elements are: population, economic development, natural resources, cultural resources, community facilities, housing, land use, transportation and priority investment (planning for public facilities such as roads, water, sewer, and schools).⁹³

The statute requires that the plan be updated every 10 years and re-evaluated to a lesser extent every five.⁹⁴

Beaufort County, the City of Beaufort, and the Town of Port Royal all have Comprehensive Plans.

2. Plan Implementation, Zoning, and Land Development Regulations

After adopting a comprehensive plan, communities in South Carolina may implement it through any number of different tools, such as the adoption of a zoning map along with a

traditional zoning ordinance or a form-based code; land development regulations, such as subdivision regulations; a unified development ordinance, which contains both zoning and land development regulations; a capital improvement program; and land use policies and procedures relating to topics such as annexation and the dedication of streets and drainage easements.⁹⁵ In other words, while the comprehensive plan is a statement of policy, the implementation tools represent *requirements* that must be met, consistent with comprehensive plan policies, when land is developed.

Most jurisdictions in South Carolina have adopted zoning. In South Carolina, zoning can be adopted only after a community adopts the land use element of a comprehensive plan, and all zoning regulations must “be made in accordance with” the comprehensive plan.⁹⁶ Zoning involves separating land into different districts based on existing or projected land use on a land use map, and then creating regulations that specify allowed uses within each district, as well as associated requirements for each use.

The enabling statute explicitly authorizes several different specialized zoning techniques, including overlay zones, which is an authority used currently by the Beaufort County, Port Royal, and the City of Beaufort. Additionally, however, the enabling statute also allows local governments to tailor their own implementation tools to meet their own individual needs, so long as the tool is not otherwise prohibited by state law.⁹⁷ This expansive view of local government power in South Carolina leaves its communities well-equipped to respond to their land use challenges as locally appropriate. These powers, of course, include those related to military-civilian land use compatibility.

In South Carolina, in order to implement land development regulations, including subdivision laws, a local government must have adopted the community facilities, housing element, and priority investment elements of a comprehensive plan.⁹⁸ Land development regulations are also commonly used in the state. They guide property divisions and

improvements, such as roads and sidewalks, and they may act in conjunction with, in lieu of, or independently of zoning regulations.

Beaufort County, the City of Beaufort, and the Town of Port Royal all have adopted zoning. The Town of Port Royal and Beaufort County recently adopted form-based codes, with the City of Beaufort also having had a form-based code under consideration during the preparation of the JLUS.

In addition to local zoning ordinances and land use regulations, another way that local jurisdictions in South Carolina place regulations on development is through the adoption of building codes. The state legislature has given local governments in South Carolina the authority to adopt building codes to ensure that buildings are built to certain safety standards. A discussion of local authority relative to building codes is informative here because of the limitations placed on the local communities by the state. If a local jurisdiction adopts a code, the state requires that it adopt the whole code; modifications to particular code sections (such as to adopt special noise attenuation standards) are only allowed if approved by the state Building Codes Council as discussed below.

C. BUILDING CODES

Most jurisdictions in the state, including Beaufort County, the City of Beaufort, and the Town of Port Royal, have adopted building codes. If a local jurisdiction adopts building codes, the South Carolina Building Codes Council, which is part of the South Carolina Department of Labor, Licensing, and Regulation, requires that the following codes be used:

- ▶ 2015 Edition of the International Building Code;
- ▶ 2015 Edition of the International Residential Code;
- ▶ 2015 Edition of the International Fire Code;
- ▶ 2015 Edition of the International Plumbing Code;
- ▶ 2015 Edition of the International Mechanical Code;
- ▶ 2015 Edition of the International Fuel Gas Code;
- ▶ 2014 Edition of the National Electrical Code.

Additionally, the Council allows jurisdictions to adopt any of the following codes if desired:

- ▶ 2015 Edition of the International Property Maintenance Code;
- ▶ 2015 Edition of the International Existing Building Code;
- ▶ 2015 Edition of the International Swimming Pool and Spa Code
- ▶ 2015 Edition of the International Performance Code for Buildings and Facilities.

The state provides two processes by which local jurisdictions may request modifications to the building codes.⁹⁹ First, any local jurisdiction may request that the Building Codes Council allow it to amend a code section. The request must be based on either a local physical or climatological condition.¹⁰⁰ If approved, the amended code section is only approved for the requesting jurisdiction. Through the second process, the state also allows professional organizations and local jurisdictions to request statewide modifications to the building codes. This request does not need to be based on a physical or climatological condition. If approved, the amended section is approved for all jurisdictions in the state.

III. EXISTING PLANNING AND LAND USE REGULATIONS AMONG JLUS JURISDICTIONS

This section summarizes the land use planning and land use regulations that each JLUS jurisdiction has chosen to implement. All of the jurisdictions have adopted land use plans, zoning ordinances, and building codes. Additionally, a regional plan helps coordinate land uses between the jurisdictions.

A. NORTHERN BEAUFORT COUNTY REGIONAL PLAN¹⁰¹

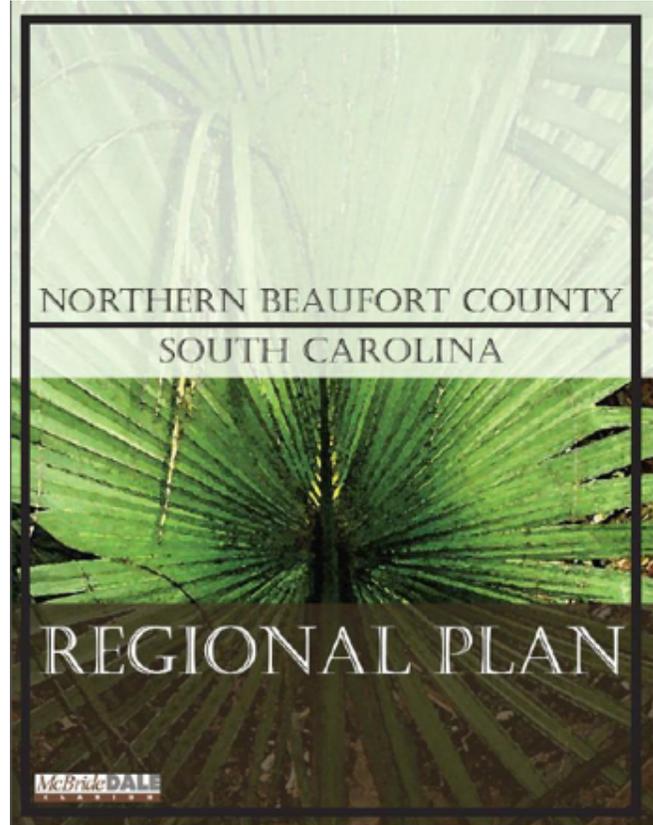
Faced with dramatic projected growth increases and a land use pattern that was implicating the entire region, in the mid-00's, Beaufort County, the City of Beaufort, the Town of Port Royal and the Town of Yemassee recently reached an agreement about how the region would develop, by adopting

the Northern Beaufort County Regional Plan. The key components of the plan are outlined here.

1. Common Goals

The jurisdictions agreed on several common goals to guide the plan:

- ▶ The coordination of growth, especially around the current and future edges of the communities.
- ▶ The provision of regional infrastructure and public facilities in a fair and equitable manner.
- ▶ The support of an economic development program that strives to achieve a vibrant and healthy economy.
- ▶ The development of a system to fund regional capital infrastructure, operating and maintenance costs in a fiscally sustainable manner.
- ▶ The protection of natural resources through the adoption of baseline standards.
- ▶ The encouragement of compact urban development surrounded by rural development to reinforce the sense of unique and high-quality places in the region.
- ▶ The creation and permanent preservation of a regional open space system.
- ▶ The encouragement of an integrated socioeconomic and ethnic diversity of the region.
- ▶ The development of affordable and workforce housing opportunities.
- ▶ Regional support for infill and redevelopment within the communities.
- ▶ The promotion of the broad public interest while being mindful of private property interests.
- ▶ Collaboration with military facility planners, in particular with respect to the AICUZ contours.



2. Plan Elements

The plan, which serves as a starting point for ongoing regional coordination of planning efforts, examines the following elements:

a. Land Use

The plan establishes a preferred future growth pattern for all categories of uses (e.g., industrial, commercial, residential, and rural), broadly suggesting which category best fits in each land area. The land use plan is intentionally designed at a regional scale so that each jurisdiction may refine it according to particular community needs.

b. Transportation and Other Public Facilities

Recognizing that transportation congestion is often the first outward negative sign of development, the plan creates a strategy for addressing transportation and other public facilities.

c. Fiscal Impact of Growth

The plan “puts a price tag” on future growth. Projecting that current funding sources will not keep up with the cost of providing public facilities, the plan encourages the jurisdictions to work together to identify new funding sources such as updated impact fees and a capital sales tax, to address the deficit.

d. Baseline Environmental and Corridor Standards

The plan suggests the implementation of existing environmental baseline standards, such as storm water management best practices and setback lines from critical buffers, as well as the development of new ones for shared scenic and travel corridors and the use of transfer of development rights to preserve open space in the region.

3. Key Strategies

a. The Establishment of Urban Growth Boundaries

With the above-described goals in mind, the jurisdictions agreed through the plan to establish urban growth boundaries in order to preserve approximately 60% of the land area as rural. Land inside the growth boundary is expected to be developed with commercial, light industrial, urban residential, or neighborhood residential uses and be annexed into a municipality, while land outside the growth boundary is expected to remain rural in character with no more than one unit per three acres of density.

A key exception to this policy was made for the Marine Corps Recruit Depot and the Marine Corps Air Station, both of which are located within the growth boundary area. The land around the Marine Corps Recruit Depot is designated as rural and the land around the Marine Corps Air Station is designated primarily as low-density residential. As the jurisdictions implement this regional plan, care would be taken to further refine future land use plans around

the military installations according to uses that are appropriate within noise contours and other impact zones.

b. Agreement to Establish Annexation Policies

The jurisdictions also agreed to develop annexation policies to help evaluate the effects of proposed annexations on each other and their relationship to the established growth boundaries. The jurisdictions also agreed to develop policies to govern decisions about the development of land near but not contiguous to a municipality, and land that is surrounded by municipal territory (enclave areas)—key issues relative to annexation in many jurisdictions across the state.

c. Agreement on Future Implementation

The jurisdictions also agreed to use this plan as a base relative to growth patterns and regional issues in their Comprehensive Plans. They acknowledged that a regional planning effort will require future intergovernmental coordination to implement the strategies in this regional plan.

While the Regional Plan helps the JLUS Jurisdictions coordinate on regional issues, each of the JLUS Jurisdictions has adopted land use plans of its own to deal with specific local issues. These plans are summarized in the following section. Also discussed next are the local ordinances and regulations that each jurisdiction has adopted.

B. BEAUFORT COUNTY

Beaufort County has adopted a comprehensive plan a form-based zoning and land development code that includes a military overlay district, and building codes. The following section gives an overview of these tools as used by Beaufort County relative to the Recruit Depot. The County has not adopted a zoning overlay district for the Recruit Depot, but it has adopted one for the area around the Marine Corps Air, which is summarized here and presented in Appendix B, as well.

1. Comprehensive Plan¹⁰²

- ▶ Beaufort County last updated its comprehensive plan in 2010. The plan is organized around seven guiding principles:
- ▶ Preserve the natural beauty of Beaufort County;
- ▶ Create new industries and jobs to keep our economy strong;
- ▶ Build better roads and encourage two-wheeled and two-footed travel;
- ▶ Preserve our rich cultural heritage;
- ▶ Permit development while maintaining Beaufort County's sense of peace;
- ▶ Create parks and preserve open spaces; and
- ▶ Provide public services without breaking the bank.

The Comp Plan references the military in several sections: Land Use, Cultural Resources, Economic Development, Affordable Housing, and Community Facilities.

a. Land Use¹⁰³

The military owns about 12,700 acres in Beaufort County—or 5.4 percent of the land countywide.¹⁰⁴ The plan attributes much of the County's growth since the mid-1950s in the northern end of the County to the presence of its military installations.¹⁰⁵

The plan also recognizes that growth pressures are increasing in this northern area, and lists as one of the 11 primary land use goals “continued collaboration with military facility planners, and in particular with respect to the AICUZ contours.”

One specific recommendation is that the County codify a requirement for the military to review and comment on major development proposals and annexations. This is discussed in Chapter 6.

b. Cultural Resources¹⁰⁶

The plan recognizes that the County's military history is nearly 500 years old, beginning with Spanish and French

settlers in 1526 and 1562, respectively. The County, with forts built in the early 1700s to protect the City of Beaufort and the Town of Port Royal, saw major action in both the Revolutionary and Civil wars, and continues to serve an important role through both the Marine Corps Recruit Depot and the Marine Corps Air Station.

The plan states that “Beaufort County should recognize that the presence of the military is a vital component to the County's history, culture, and economy.” It makes several recommendations for the County to use when carrying out this objective, mostly relative to the Air Station. A more general objective, however, is to support the Greater Beaufort Chamber of Commerce's Military Affairs Committee's efforts to promote and lobby for the retention and expansion of the military installations in Beaufort County.

c. Economic Development¹⁰⁷

Importantly, the plan recognizes the economic contributions of the military bases to the County. It noted that, as of 2010, “[t]he Department of Defense is one of the largest employers in the County,” supporting 17,500 jobs and more than \$600 million in personal income each year.¹⁰⁸ The Plan states that “it is important to foster a continued military presence by creating a supportive environment and by attracting advanced military technology and ancillary businesses.”¹⁰⁹

d. Affordable Housing

The Plan notes that the military installations employ more than 12% of the County's workforce. However, the combination of 1,718 units of military housing and existing civilian housing stock largely fill the housing needs of service members and their families. The plan makes two recommendations with respect to ensuring the existence of affordable housing for the military:

- ▶ Ensure that the military be represented on the Affordable Housing Consortium Governing Council; and

- ▶ Include rental housing in the mix of affordable developments, and include the military in the employer-based initiative where rental units are leased in blocks.

e. Community Facilities

The Plan notes that the Beaufort County Department of Parks and Leisure Services has an existing contract with the Marine Corps community to utilize fields and facilities when the military is involved with County leagues and programs. It suggests that the County form a similar relationship with the school district.

2. Community Development Code¹¹⁰

As explained above, South Carolina’s Comprehensive Planning and Enabling Act gives counties the authority to enact zoning ordinances after they have adopted the land use element of a comprehensive plan, and land development regulations after they have adopted the community facilities, housing, and priority investment elements. Beaufort County adopted a Community Development Code on December 8, 2014. This Code includes components of both zoning and land development regulations. It was designed as “a reflection of the community vision for implementing the intent of the Comprehensive Plan to preserve Beaufort County’s character and create walkable places.”

a. General Organization

The Community Development Code is organized around transect zones that focus on mixed-use, walkable areas of the County, conventional zones that focus on more automobile-dependent areas of the County, and overlay zones that serve various specialized functions. The transect zones, which fall on a continuum from rural areas to urban core areas, include: T1 Natural Preserve; T2 Rural, Rural Neighborhood, and Rural Center; T3 Edge, Hamlet, and Neighborhood; and T4 Hamlet Center and Neighborhood Center. Conventional zones include Neighborhood Mixed Use (C3), Community Center Mixed Use (C4),

Regional Center Mixed Use (C4) and Industrial (SI). In addition to these transect zones and conventional zones, the code has several overlay zones including a MCAS Airport Overlay Zone (MCAS-AO), which is summarized below and in Appendix C.

Transitioning to form-based zoning codes

In 2014, the Town of Port Royal and Beaufort County adopted a form-based code, with the City of Beaufort actively working towards doing so as well. The attempt to use form-based codes has been a regional effort.

According to the City of Beaufort, form-based codes “foster predictable built results and a high-quality public realm” by placing a primary emphasis on building type, dimensions, parking, location, and façade features rather than on the separation of uses. The City of Beaufort’s form-based code would be similar to its current regulations for Bladen Street and Boundary Street.

This JLUS summarizes the unified development ordinance for the City of Beaufort since it remains in effect at the time of the JLUS= and includes a military overlay zone for the Air Station. The current draft of the City of Beaufort’s form-based code recognizes retains the military airport overlay zone and associated regulations the City uses to ensure compatibility around MCAS.

b. MCAS Airport Overlay District (MCAS-AO)

Although no overlay district exists for the Recruit Depot on Parris Island given the history and significance of this zoning tool in the region, the Air Station overlay is briefly summarized here and is included in Appendix B.

- ▶ **Area regulated:** The Marine Corps Air Station’s airport overlay district includes all lands falling within noise zones 2 and 3 and the accident potential zones as designated in the AICUZ.
- ▶ **Prohibited uses:** The regulations limit certain uses in the district, particularly those that bring large numbers of people together or that are noise-sensitive.
- ▶ **Residential density:** Residential density is prohibited at more than 1 unit per 3 acres in the APZs and Noise Zone 3; more than 1 unit per acre in Noise Zone 2b; and more than 2 units per acre in Noise Zone 2a. Family compounds are exempt from these density limitations.

- ▶ **Prohibited impacts:** The ordinance also places some minimal restrictions on certain additional elements of uses. It is prohibited to “arrange or operate” lighting in a manner that could mislead an aircraft operator; produce any smoke, glare, or visual hazards within three miles of a runway; produce any electronic interference with navigation signals or radio communication between the airport and aircraft; or have a land use that encourages large concentration of water fowl or birds within the vicinity of an airport.
- ▶ **Noise attenuation:** The MCAS airport overlay district ordinance requires noise attenuation for all new buildings. These range from a mandatory reduction of 35 decibels in the loudest areas to 25 decibels in areas that are not as noisy.
- ▶ **Mandatory real estate disclosures:** The ordinance requires that all subdivision plats, planned unit development plats, townhouse plats, and condominium documents for property within the overlay area contain a note stating that the property is in the overlay and what the decibel levels in the applicable noise zone are projected to be, based currently on the 2003 Air Installations Compatible Use Zones Study for the Air Station, which was the basis for the 2004 Joint Land Use Study. The ordinance also requires all sellers and lessors of property within the airport hazard area to make buyers and lessees aware of these noise impacts.
- ▶ **Nonconformities:** The overlay district specifies certain requirements related to nonconformities, such as a requirement to replace a nonconforming building with a conforming one if 50% of the building is damaged, and a prohibition against the expansion of a nonconformity. Similarly, a nonconforming use or structure that is vacant or not used for

90 days is considered abandoned and can only be replaced with a conforming structure. Exceptions to these standards exist for churches. Another key requirement is that if a nonconforming use or residential structure is improved more than 50% of market value over a five-year period, it must meet noise attenuation standards.

- ▶ **Variances:** The Zoning Board of Appeals must seek an opinion from MCAS Beaufort prior to granting variances in Airport Overlay district.

3. Transfer of Development Rights Program

In addition to the Airport Overlay District, Beaufort County has a Transfer of Development Rights program for the Air Station, which briefly is summarized here. Again, even though the “TDR” program does not relate to lands impacted by the Recruit Depot, the TDR program has such a significant role in the region’s military planning efforts that the Steering Committees elected to include a description in the JLUS.

The purpose of the TDR program, which was adopted by the County in 2011, is to “support county efforts to reduce development potential near the Marine Corps Air Station Beaufort and to redirect development potential to locations further from the air station, consistent with the Beaufort County Comprehensive Plan.”

The voluntary program establishes “sending” and “receiving” areas. Sending areas are those that are located within the airport overlay district and Air Station’s AICUZ buffer, which are zoned for generally low-intensity land uses. Receiving areas currently include all lands within the boundaries of Port Royal Island that are outside of the airport overlay district and AICUZ buffer, and are. (The ordinance also would allow the City of Beaufort and the Town of Port Royal to participate in the TDR program if they desired to do so by designating TDR receiving areas and adopting a complimentary ordinance and entering coordination agreements with Beaufort County.)

In order to participate in the program, owners of sending area properties may elect to record an easement that reduces the density allowed for future development on the land. They then receive a TDR certificate, which may be “transferred” to and used in a receiving area in order to exceed the maximum allowed residential density or commercial square footage requirements there. (Alternatively, a receiving area developer may pay a fee-in-lieu of buying a certificate, which the County would apply back to the TDR program to purchase additional easements and to administer the program.)

4. Building Codes

Beaufort County has adopted the International Residential Code, the International Mechanical Code, the International Energy Conservation Code,

the International Plumbing Code, the International Fuel Gas Code, the International Fire Code as amended by the South Carolina Building Codes Council, as well as the National Electrical Code.¹¹¹ Additionally, Beaufort County is part of the National Flood Insurance Program as part of its unified development ordinance. The Building Code does not currently include specific noise attenuation standards, although the County’s overlay ordinance requires noise reduction in Noise Zones 2a, 2b, and 3. Instead, the County Building Department simply requires that applicants have an engineer certify that the noise level reduction standards have been complied with.

5. Summary – Beaufort County

To guide development throughout its jurisdiction, Beaufort County has adopted a Comprehensive Plan, a community development code that



includes zoning and land development regulations, and building codes. While the plans reference the importance of the military to the community, the military-specific land use regulations that were adopted in an effort to maintain compatibility around military lands pertain only to the Air Station.

B. CITY OF BEAUFORT

The City of Beaufort shares a planning commission with the Town of Port Royal and Beaufort County – the Metropolitan Planning Commission.¹¹² Two members of the Commission are appointed by Beaufort County, two by the City of Beaufort, and two by the Town of Port Royal.¹¹³ The Metropolitan Planning Commission reviews the Comprehensive Plans, makes recommendations to the City Councils with respect to zoning map and ordinance changes, and reviews and approves development site plans.¹¹⁴

1. Comprehensive Plan

The City of Beaufort adopted “Vision Beaufort, its Comprehensive Plan, in 2009. The Comprehensive Plan describes the City as “largely a military community.”¹¹⁵ However, while the plan recognizes the importance of the Marine Corps Air Station to the City in several key areas, such as economic development, housing, and transit, it does not similarly discuss the Recruit Depot.

a. Economic Development

The Plan explains that “much of Beaufort’s economy is dependent upon its area military installations.” This is due to both the high number of people who are employed by and in support of the military in the City and tourism generated by frequent military graduations.¹¹⁶ A few of the Plan’s recommendations are to:

- ▶ support the expansion of the current economic base—higher education, medical services, and the military¹¹⁷;
- ▶ take a leadership role in institutional development including with respect to the military¹¹⁸; and to

- ▶ seek ways to expand tourism, including military-related tourism.¹¹⁹

b. Housing

The Plan recognizes that the presence of military personnel in the community affects its housing stock. It attributes, for example, a recent increase in multi-family housing units to the military.

c. Transit

The Plan recommends increasing transit options in part due to the presence of the military in the community. It notes that Greyhound bus terminal is used by service members regularly and encourages the exploration of additional transit options to meet the community’s needs in this area.

2. Civic Master Plan

In addition to the Comprehensive Plan, the City of Beaufort in 2013 adopted a Civic Master Plan. The purpose of the plan is “to identify and prioritize the allocation for public investment” in the City’s infrastructure.¹²⁰ This infrastructure includes the utility, public service and transportation systems; institutional buildings such as museums and schools; and recreational areas such as plazas, parks, and greenways.¹²¹

Chapter 7—A City of Grand Institutions—includes a section on the military. Section 7.7 describes the military’s presence in Beaufort as a “strong and stabilizing element to the area’s economy” and its expected future impact with the addition of the F-35B squadrons as likely “to attract hundreds of high-skilled jobs to the area through additional civilian staff and off-base support industries.”¹²²

The Civic Master Plan explains the function of the AICUZ in addressing impacts of the military training on the surrounding communities, and it takes that analysis, plus the associated local government regulations, into account when developing its recommendations regarding land uses.¹²³

3. Unified Development Ordinance

The City of Beaufort has a unified development ordinance that contains both zoning and land development regulations, but is in the process of developing a form-based code.

a. Zoning Generally

The ordinance lists the following zoning districts: Transitional Residential (TR), Residential Estate (RE), Low-Density Single-Family Residential (R-1), Medium Density Single-Family Residential (R-2), Medium-High Density Single-Family Residential (R-3), High-Density Single-Family Residential (R-4), General Residential (GR), Traditional Beaufort Residential (TBR), Manufactured Home Park (MHP), Neighborhood Commercial (NC), Office Commercial (OC), Core Commercial (CC), General Commercial (GC), Highway Commercial (HC), Limited Industrial (LI), and Industrial Park (IP).

b. Military Reservation District

In addition to these 16 general zoning districts, the ordinance also creates four special purpose districts, one of which is the Military Reservation District (MR). Like Beaufort County's military district, the City's Military Reservation District includes all land owned by the federal government that is used by the military. The district is "designed to support and protect federal military facilities"

c. Air Installation Compatibility Use Zone (AICUZ)

Similar to Beaufort County, the City uses an overlay zone "to provide for the compatible development of land surrounding and affected by operations of the Marine Corps Air Station (MCAS) Beaufort." The overlay district limits land uses, restricts the height of structures, requires noise mitigation, and requires real estate disclosures with respect to potential impacts experienced by properties in the zone. The district applies to all lands within noise zones that are 65 DNL and above and

within Accident Potential Zones as defined by the AICUZ Study in place in 2012.

d. Land Development Regulations

The City's unified development ordinance also includes land development regulations that guide development in several areas, such as streets, parking and loading, stormwater, and subdivisions of land.

4. Building Codes

The City of Beaufort has adopted the following building codes: the 2012 International Building Code, Residential Code, Fire Code, Plumbing Code, Mechanical Code, Energy Conservation Code, Fuel Gas Code, and Electrical Code, and the 2006 International Existing Building Code and Property Maintenance Code.

5. Summary—City of Beaufort

The City of Beaufort recognizes the positive impact that the military has in both its Comprehensive Plan and Civic Master Plan. Both plans recommend that the City continue to support the military operations by striving to avoid encroachment-related issues. However, while the City's Unified Development Ordinance and draft Form-Based Code implement this mission through a Military Reservation District and an Air Installation Compatibility Use Zone overlay for the Air Station, similar protection is not given to the Recruit Depot. The City may want to consider amending its plans and codes to better take into account land use issues that could affect the Recruit Depot.

C. TOWN OF PORT ROYAL

The Town of Port Royal does not have any land that is located within the 2003 or 2013 AICUZ footprints at Air Station. However, given the town's proximity to the Recruit Depot and Town policies encouraging annexation, this JLUS takes the Town's land use regulations into account. The Town shares a planning commission with the City of Beaufort and Beaufort County – the Metropolitan Planning Commission.



MCRD Parris Island is located within the Town of Port Royal.

1. Comprehensive Plan

The Town of Port Royal’s Comprehensive Plan, which was adopted in 2009, is organized around the following principles:

- ▶ A quality public realm;
- ▶ A place for people on the streets (not just automobiles);
- ▶ A commitment to quality development;
- ▶ Regulations that focus on fundamental design issues;
- ▶ A connection to the natural environment;
- ▶ A welcoming, authentic community;
- ▶ A sustainable community and resources (focusing on “the three e’s: environment, economy, and equity”); and
- ▶ Regional cooperation.

The Plan briefly references the military under a section that summarizes the Northern Beaufort County Regional Plan (2007). It explains that

one of the regional goals is the continued collaboration with military facility planners, in particular with respect to the AICUZ contours at the Air Station.¹²⁴

2. Master Plan

In addition to its Comprehensive Plan, the Town of Port Royal has a Master Plan, completed by Dover-Kohl Partners in 1995, which “is a visualization of what the Town should physically become as it grows and changes.”¹²⁵ The Plan developed six concepts to guide future development to mimic those of the Comprehensive Plan:

- ▶ Using a traditional neighborhood structure;
- ▶ Allowing the mix of land use to be market driven yet clustered within walking distance of residences;
- ▶ Facilitating the use of streets by people, not just automobiles;

- ▶ Encouraging a range of household incomes and housing options;
- ▶ Rejoining the two sides of the town, currently divided by Ribault Road; and
- ▶ Connecting to the natural environment.¹²⁶

The Plan does not otherwise reference military operations, but a discussion of land uses is not the Plan’s purpose. Instead, the Plan was designed to set the stage for how the Town wants its built environment to look as future development occurs, not as a discussion of land uses nor of standards related to those uses, such as noise and lighting. Although it was written almost 20 years ago, it serves as an early foundation for the Town’s new form-based zoning code, adopted in 2014.

3. Form-Based Code

The Town of Port Royal adopted a Form-Based Code in 2014. Like Beaufort County’s form-based code, the Port Royal code generally focuses on the form that development takes instead of on the separation of uses. This form-based code replaced the Town’s traditional zoning and land development regulations. The Code includes two military-related overlay zones that recognize the special circumstances of property near the installation.

a. **Military Overlay Zone**

The Military Overlay Zone applies to Department of Defense lands and allows for military facilities and all supporting activities such as housing, offices, and services.¹²⁷

b. **MCAS Airport Overlay Zone**

Although the MCAS Airport Overlay Zone includes lands near the Marine Corps Air Station, it does not, of course, address activities at the Recruit Depot. The MCAS Airport overlay regulates land uses and noise attenuation and requires real estate disclosures.

4. Building Codes

By reference, the Town of Port Royal has adopted these building codes: International Building Code, 2012 edition; International Plumbing Code, 2012 edition; International Mechanical Code, 2012 edition; International Fire Code, 2012 edition; International Energy Efficiency Code, 2009 edition; International Fuel Gas Code, 2012 edition; International Residential Code, 2012 edition; National Electrical Code, 2011 edition; and ICC A117.1- 2009 Accessible and Usable Building and Facilities Code.¹²⁸

5. Summary—Town of Port Royal

The Town of Port Royal has adopted a Comprehensive Plan and a Civic Master Plan. Both reference the nearby military installations but neither addresses issues of compatible land uses in the areas surrounding the installations in much detail. The Town may want to consider adding more analysis into this issue in future updates to these plans so that, if or when any operations or impacts change at the Recruit Depot, there will be a planning context within which the Town may respond if appropriate.

Port Royal was the first of the three jurisdictions to adopt a Form-Based Code. While generally the Code now emphasizes the form of development rather than allowed uses, it includes two military-specific overlay districts that supplement this general framework; however, the airport overlay district that limits allowed uses, requires real estate disclosures, and requires noise attenuation, applies only to lands around the Air Station and not to lands around the Recruit Depot.

D. BEAUFORT-JASPER WATER & SEWER AUTHORITY

The Beaufort-Jasper Water & Sewer Authority provides drinking water and wastewater services to the JLUS Focus Area. A public, nonprofit organization created by the state legislature, the authority:

- ▶ delivers about 20 million gallons of drinking water each day to its retail customers
- ▶ serves about 100,000 additional customers with drinking water through a wholesale service; and
- ▶ collects, treats, and recycles 7 million gallons of treated wastewater every day.¹²⁹

It has owned and operated the water and wastewater systems at the Recruit Depot since 2008. Since then, it has upgraded the systems to a large extent. Some of these upgrades have included:

- ▶ the elimination of the military wastewater treatment plants at the Recruit Depot (and the Air Station) since the authority can serve them at its Port Royal facility;
- ▶ the replacement of several sewer pump stations with gravity sewer pipes on both Marine Corps installations;
- ▶ the installation of a 2.5 million gallon equalization tank at Parris Island; and
- ▶ the installation of the pipeline from Parris Island under Archer's Creek.¹³⁰

6

JLUS IMPLEMENTATION PLAN



Chapter 6:

- ▶ identifies the key land use factors affecting land use compatibility between MCRD Parris Island and the community surrounding it
- ▶ sets forth the recommendations of the JLUS Policy Committee to enhance ongoing land use compatibility, the Marine Corps mission, and community quality of life

I. INTRODUCTION

This final chapter of the MCRD Joint Land Use Study summarizes the key factors affecting land use in the JLUS Focus Area and at the Recruit Depot and includes an Implementation Matrix of specific actions to encourage continued land use compatibility in the future. These key factors

represent a distillation of the background and land use analyses in Chapters 2-5 of the Joint Land Use Study. While many important issues have been raised during the JLUS process, the recommendations below focus on land use issues, both on- and off-base, which either threaten or enhance compatibility – and therefore the MCRD mission and civilian quality of life.

II. KEY FACTORS AFFECTING LAND USE IN THE JLUS FOCUS AREA

A. EXISTING LAND USE AROUND AND ON THE RECRUIT DEPOT

Parris Island's 8,095 acres are surrounded by water on all sides, though a causeway from the north connects the base to the Town of Port Royal.

Each of the JLUS Jurisdictions is within the MCRD JLUS Focus Area and Parris Island itself is located in the Town of Port Royal. Residential, commercial, and mixed-use lands are typical within the Town and the City and rural/undeveloped lands are typical to the east, within the County's jurisdiction. Figure 3-5 in Chapter 3 illustrates the existing land use distribution in the Focus Area.

As is also detailed in Chapter 3, the impacts that result from training at MCRD include noise generated by small arms fire and surface danger zones associated with the weapons training impact areas. Figure 3-10 details the locations of the ranges and field training areas on the Recruit Depot.

Few unacceptable land use impacts were identified during the Study related to the base and its neighbors, given the buffer created by surrounding waters. Traffic congestion associated with graduation ceremonies was identified, but, as noted in Chapter 4, this issue is expected to be ameliorated significantly by the move of the security gate from the mainland to Parris Island itself. This will allow traffic currently queuing at the gate to queue along the causeway, removing congestion from Ribaut Road. It should be noted as well, that the number of graduates has remained fairly steady over the years, even as infill has occurred near the front gate.

MCRD and the JLUS Jurisdictions have, in recent years, coordinated informally on land use matters that could affect one another. However, there is no formal arrangement currently in place to guide this process.

B. FUTURE LAND USE ANTICIPATED IN THE JLUS FOCUS AREA

Southern Beaufort County is seeing the highest level of growth currently, with second homes and tourism supporting new construction on Hilton Head Island and in the Bluffton area. Nonetheless, urban residential land uses are anticipated to predominate, mostly in the manner of redevelopment and infill, north of the base, while some neighborhood residential and rural patterns are anticipated to continue on nearby County lands to the east (see Figure 3-9).

Of significance to the MCRD, however, is the anticipated redevelopment of the Port of Port Royal, a 317-acre parcel, currently owned by the S.C. State Ports Authority, across Battery Creek from the base and the potential establishment of a cultural landmark associated with the Santa Elena landmark on Parris Island.

The Town of Port Royal has planned the Port of Port Royal site for redevelopment of more than 400 residential units and as much as 250,000 square feet of commercial floor area. While sale of the parcel and its successful redevelopment would be welcome in the community, there may be some effects of Parris Island on new residents and businesses in the area, and vice versa. For example, recreational boating traffic around the installation could be a potential outcome, depending on final development plans, which may increase pressure to open some waterways that are currently restricted while MCRD range operations are underway. Today, restrictions apply along Archer Creek, which restrict boat traffic during training. During the JLUS, the S.C. State Budget and Control Board approved the sale of the port site.

The Charlesfort-Santa Elena National Historic Landmark is located on Parris Island and archeological activities continue there today. In recent years, the community has discussed increased tourism and visitation to the site. The local "Santa Elena Foundation" has proposed an interpretive center near Parris Island, perhaps as part of the Port of Port Royal redevelopment, to facilitate visits to the site on the Recruit Depot. Plans in this regard were not solidified during the development of the Joint Land Use Study. Nonetheless, should tourist activities that would increase impacts on MCRD be proposed, early coordination with base personnel would allow the opportunity to mitigate potential harmful impacts prior to any additional tourist operations commencing.

On-going collaboration between MCRD, the JLUS jurisdictions, and other local economic development interests, consistent with state statutory requirements, will be important in all respects, but in particular, with respect to the redevelopment of the port and any increased visitor activity associated with the Santa Elena site.

III. IMPLEMENTATION MATRIX

A. THE “STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS” ANALYSIS

The recommendations of the JLUS Policy Committee are set forth in the Matrix below. Those recommendations were the result of the input the JLUS Project Team received from the public, Technical committee members, and stakeholders throughout the project. The recommendations resulted initially from a “SWOT” – or “Strengths, Weaknesses, Opportunities, and Threats” – analysis that allowed the Policy Committee to identify on-base and off-base needs with respect to land use compatibility. The Policy Committee evaluated the issues identified in the SWOT analysis, leading to the development of the recommendations in the Implementation Matrix. Other issues were included in other parts of the JLUS to the extent they addressed background matters or matters not directly related to land use compatibility. The SWOT Analysis is included in Appendix C to the JLUS Report.

B. HOW THE IMPLEMENTATION MATRIX WORKS

The JLUS Implementation Matrix prioritizes the Policy Committee’s recommended tools for implementing the recommendations in the Joint Land Use Study. While ultimate implementation is not necessarily limited to the specifics here, the tools identified in the Matrix represent those the Policy Committee felt to be most important at this time. The Matrix is intended to guide implementation and to help the community to prioritize the implementation effort.

Therefore, for each tool listed, the agencies or parties affected by or responsible for implementing the development of each tool is indicated. Once implementation begins, the JLUS Implementation committee may engage stakeholders in addition to those listed at this time. Also, the estimated costs and timeframes for implementing each tool are given.

The range of estimated costs for each tool is indicated as follows:

- ▶ \$ = less than \$5,000
- ▶ \$\$ = between \$5,000 and \$25,000
- ▶ \$\$\$ = greater than \$25,000

Anticipated timeframes for consideration similarly are indicated as follows:

- ▶ S = Short-term, within the first 2 years following completion of the 2015 Joint Land Use Study
- ▶ M = Medium-term, between 2 years and 5 years following completion of the 2015 Joint Land Use Study
- ▶ L = Long-term, greater than 5 years following completion of the 2015 Joint Land Use Study

The Policy Committee recognized that each of the tools listed in the Matrix is important, therefore, the overall priority given to a particular tool, is relative to the urgency of the issue to be addressed, overall costs, and, in particular, whether immediate safety and quality of life concerns are at stake. The Policy Committee prioritized the tools as follows:

- ▶ L = Low Priority
- ▶ M = Medium Priority
- ▶ H = High Priority

It is important to note, however, that during the development of the Joint Land Use Study, many factors related to land use trends and, in particular, sizable developments near MCRD were in flux. The Policy Committee, therefore, indicated timeframes, priorities, and costs, based on the information available at the conclusion of the Study.

The tools in the Matrix are divided into four (4) major categories, as follows:

1. Community-wide Coordination
2. Military Outreach
3. Land Use Planning and Environmental Resources
4. Military and Local Government Coordination

Parris Island’s isolated location affords it and its civilian neighbors good protection from encroachment already. Therefore, the emphasis of the recommendations is on increased and formalized coordination and land *planning*, with less emphasis placed on land use *restrictions* at this time.

**Marine Corps Recruit Depot, Parris Island
JLUS Implementation Matrix**

Estimated Cost		\$ = < \$5,000; \$\$ = \$5,000 to \$25,000; \$\$\$ = greater than \$25,000					
Planning Term		S (Short) = first two years; M (Middle) = between 2 and 5 years; L (Long) = greater than 5 years (post-JLUS)					
Level of Priority		L = Low; M = Medium; H = High (indicating relative priority)					
Category	Subcategory	Implementation Tool or Activity	Description	Affected Agencies/Parties	Estimated Cost	Anticipated Timeframe	Level of Priority
Community-wide Coordination	Joint Land Use Study Implementation Committee & Support	Policy Level	Establish or designate an existing policy level committee to oversee implementation of the recommendations in the 2015 JLUS.	MCAS MCRD County, City, Town (Elected Officials) Business Community Education Community Other Affected Stakeholders	\$	S	H
		Technical Level	Support and provide technical and logistical expertise to the JLUS Implementation Committee	MCAS MCRD County, City, Town (Staff Officials) Lowcountry Council of Governments Business Community Education Community Other Affected Stakeholders	\$	S	H
		Citizen Input	Maintain coordination channels between the JLUS Implementation Committee and citizens in the community through the Metropolitan Planning Commission, created since the 2004 JLUS. The JLUS Implementation Committee would be chaired by the current chair of the MPC.	JLUS Implementation Committee Metropolitan Planning Commission	\$	S	H
	Community Outreach	Online	Maintain a user-friendly and regularly updated website with information about the 2015 JLUS and the its implementation; link site to County, City, and Town websites. A Facebook page and other social media outlets may be appropriate, as well.	Lowcountry Council of Governments	\$	S	M
		Community Updates	Evaluate need for supplementing existing outlets for community updates related to public information, mission training, and land planning within the JLUS Focus Areas.	MCAS MCRD Beaufort County Town of Port Royal City of Beaufort SCANA Lowcountry Council of Governments	\$	S	M

**Marine Corps Recruit Depot, Parris Island
JLUS Implementation Matrix**

Estimated Cost		\$ = < \$5,000; \$\$ = \$5,000 to \$25,000; \$\$\$ = greater than \$25,000					
Planning Term		S (Short) = first two years; M (Middle) = between 2 and 5 years; L (Long) = greater than 5 years (post-JLUS)					
Level of Priority		L = Low; M = Medium; H = High (indicating relative priority)					
Community-wide Coordination	Evaluation, Monitoring, and Research	Monitor Impacts	The JLUS Implementation Committee will monitor any anticipated Marine Corps mission changes and proposed civilian developments that could impact or be impacted by base missions, and will engage the community and Metropolitan Planning Commission, as appropriate.	JLUS Implementation Committee	\$	S/M/L	M
		Evaluate Needs	JLUS Implementation Committee to evaluate need to formalize coordination between base and utility providers. Committees also should monitor the need for updating the JLUS report or supplementing its findings over time.	JLUS Implementation Committee MCRD Beaufort Jasper Water & Sewer Authority	\$	S/M/L	M
		Research Key Land Use Issues	The JLUS Implementation Committee may evaluate or research specific issues such as human noise effects, environmental impacts, and economic impacts of Marine Corps missions or mission changes.	JLUS Implementation Committee	\$\$/\$\$	S/M/L	M
Military Outreach	Military-Community Communication	Open House and other Community Dialogue Opportunities	Use techniques such as workshops, open houses, appearing at JLUS Jurisdiction meetings, participating on the MPC, with updates on changes at the installation and receiving community input. Remain engaged on key issues including environmental impacts, transportation, nearby developments, and community involvement and stewardship.	MCRD Beaufort County Town of Port Royal City of Beaufort JLUS Implementation Committee Metropolitan Planning Commission	\$	S/M/L	H
	Off-Base Impacts	Schools	Monitor impacts of the installation on local schools.	MCRD JLUS Implementation Committee	\$	S/M	M
	Military-Civilian Business Relationships	Small Business Coordination	Inform local firms of opportunities to do business with the Marine Corps and engage the business community through a Small Business Representative (regional contracting officer); including raising awareness of existing federal notices for bid opportunities.	MCRD Beaufort Regional Chamber of Commerce	\$	S/M/L	M
		Economic Development	Maintain coordination efforts with economic development agencies to align sought-after industry with MCRD missions.	MCRD Beaufort Regional Chamber of Commerce	\$	S/M/L	M

**Marine Corps Recruit Depot, Parris Island
JLUS Implementation Matrix**

Estimated Cost		\$ = < \$5,000; \$\$ = \$5,000 to \$25,000; \$\$\$ = greater than \$25,000					
Planning Term		S (Short) = first two years; M (Middle) = between 2 and 5 years; L (Long) = greater than 5 years (post-JLUS)					
Level of Priority		L = Low; M = Medium; H = High (indicating relative priority)					
Land Use Planning & Environmental Resources	Environmental	Military and Community Monitoring	Continue to monitor the impacts of the installation on the natural environment; including the impacts of Parris Island Firing Range on Broad River.	MCRD JLUS Implementation Committee	\$\$	S/M/L	H
	Local Government Planning	Comprehensive Plans	Update JLUS Jurisdictions' Comprehensive Plans to include the 2015 JLUS process and recommendation; and objectives and policies for implementing applicable recommendations.	Beaufort County Town of Port Royal City of Beaufort	\$	S/M	M
		Growth & Annexation Policies	Update and confirm extent of anticipated municipal growth and annexation over next ten years; based on projected population, growth patterns, economic development policies, and service delivery capabilities and operational needs.	Beaufort County Town of Port Royal City of Beaufort MCRD Northern Beaufort County Regional Plan Implementation Committee	\$\$	M	M
Military and Local Government Coordination		Establish "coordination overlay" zone	Establish the geographic areas within which local governments will coordinate with the Marine Corps prior to land use planning and zoning actions, as required by state law (see s. 6-29-1610, et seq., SC Code Ann.).	Beaufort County Town of Port Royal City of Beaufort MCRD	\$	S	H

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List of Appendices

- A. Public Survey Results
- B. Current MCAS Beaufort Overlay District Regulations, by Jurisdiction
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- D. Public Meeting Notes

BACKGROUND

As part of the combined Lowcountry Joint Land Use Study's public outreach efforts, a 35-question survey was developed and distributed to help the JLUS steering committees and project team gain insights into the community attitudes regarding activities at MCAS Beaufort and MCRD Parris Island. The public was given three options for completing the survey: 1) participate in the real-time survey at one of the public kick-off meetings that were held on May 22, 2014; 2) complete the survey online using a link on the project's website; or 3) submit a paper copy of the survey, which was provided to the steering committees for wider distribution, at the public libraries, and in the community.

A total of **523** survey responses were collected – 50 were collected during the real-time survey at the public kick-off meetings, four paper copies were collected, and 469 were collected online.

This summary sets out “key observations” made with respect to the survey results, with the raw survey results and the comments provided by the survey respondents in addition to the *answered questions* as appendices to this summary document.

KEY OBSERVATIONS BY QUESTION

- ▶ Q1 – Nearly 37% of respondents noted that they lived in Northern Beaufort County; 22% in Lady's Island, and 16% in the City of Beaufort. (Please note that most of the “Other” responses listed in the raw data were aggregated into one of the already established categories.)
- ▶ Q2 – There was a relatively even split between those respondents who have lived in the area for less than 10 years and those who have lived in the area for more than 10 years. This is important to note since the original 2004 Lowcountry JLUS was completed 10 years ago. Approximately 39% of respondents have lived in the area for more than 15 years, with 60% living in the area for less than 15 years.
- ▶ Q3 – A vast majority of the respondents (88%) own property and live in the region for more than six months out of the year.
- ▶ Q4 – A majority of the respondents were either self-employed or retired.
- ▶ Q5 – A majority of respondents are not veterans (and do not actively serve) of the armed forces.
- ▶ Q6 – Most respondents know someone who works or trains at one of the USMC installations.
- ▶ Q7 – A vast majority of the respondents (67%) were over the age of 55.
- ▶ Q8 and Q9 – Most respondents live more than three miles away from MCAS Beaufort and MCRD Parris Island.

- ▶ Q10 and Q11 – A vast majority of respondents noted that they were either familiar or “somewhat” familiar with the types of training conducted at MCAS Beaufort and MCRD Parris Island (96% and 97%, respectively).
- ▶ Q12 – Respondents listed the following as the top three ways they get their information about the installations: 1) newspapers, radio, television, 2) from someone who works or trains at the installation, or 3) from general discussion in the community.
- ▶ Q13 and Q14 – A majority of respondents believe that the communication between the community and MCAS Beaufort is “fair” or “good” (68.5%); 69.8% believe the communication between the community and MCRD Parris Island is “fair” or “good”.
- ▶ Q15 and Q16 – Most respondents either know who to contact at the installations or have never needed to contact the installation about a question or concern.
- ▶ Q17 and Q18 – A large majority of respondents classified the training at MCAS Beaufort (88.7%) and MCRD Parris Island (95.8%) as “important” or “very important”.
- ▶ Q19 and Q25 – Thirteen respondents (2.6%) do not support the Marine Corps’ presence in the region. While a vast majority of the respondents do support continued operations in some capacity (93.3%), 37 individuals stated that the noise from MCAS Beaufort was “so bad I wish I could move”.
- ▶ Q20 and Q21 – A large majority of respondents recognize the installations’ contributions to the regional economy as either “substantial” or “very substantial”.
- ▶ Q22 – More than 75% of respondents believe that the local community must take action to ensure that the economic contributions of the installations are sustained and enhanced.
- ▶ Q23 – Nearly 73% of respondents stated that they experienced jet or aircraft noise at least weekly from operations at MCAS Beaufort.
- ▶ Q24 – Only 43% of respondents stated that they experienced gunfire or other noise at least weekly from either installation.
- ▶ Q25 and Q26 – The community’s perception of noise impacts are associated primarily with operations at MCAS Beaufort. Fifty-six percent of respondents noted that they either did not experience noise impacts from operations at MCAS Beaufort or they noticed the noise, but did not find it disruptive – compared to over 95% of respondents answering similarly for MCRD Parris Island.
- ▶ Q27 – While most respondents stated that they did not experience any other impacts from operations at MCRD Parris Island, traffic was a commonly cited impact.
- ▶ Q28 and Q29 – Safety was not cited as a major issue for either MCAS Beaufort or MCRD Parris Island.
- ▶ Q30 and Q31 – While a majority of respondents (54.6%) felt that MCAS Beaufort provided either a “highly positive impact” or a “positive impact” on their quality of life, the majority of those who left additional comments referenced noise, property values, or safety as the primary effect on their quality of life. Likewise, 63% of respondents felt that MCRD Parris Island provided either a “highly positive impact” or a “positive impact” on their quality of life.
- ▶ Q32 and Q33 – There was an even split between those respondents who felt that MCAS Beaufort provided a “highly positive/positive” impact on property values (37.2%) and those who felt it had a “highly negative/negative” impact on property values (36.7%). In contrast, only 4.6% of respondents felt that MCRD Parris Island had a “highly negative/negative” impact on property values.

- ▶ Q34 – Most respondents are aware of the land use regulations surrounding MCAS Beaufort and prior supporting studies.
- ▶ Q35 – Of the 198 people who left additional comments or questions at the end of the survey, 28% were general statements of support for the military installations and/or the Marine Corps and 53.6% referenced an issue related to flight operations at MCAS Beaufort (e.g., F35B noise data/equipment, need for OLFs, flight patterns, noise, property values, etc.).
- ▶ While the “bounded” questions (i.e., no opportunity for additional comment/clarification) generally expressed majority support for the Marine Corps and the installations’ operations, the “open-ended” questions (i.e., those that provided opportunity for additional comment/clarification) allowed those with concerns to express their opinion.

The raw survey results are shown in Appendix A. Please note that some questions allowed multiple responses; thus, the final response count may exceed 523 responses.

The comments provided by the survey respondents on the “open-ended” questions are found in Appendix B.

APPENDIX A: SURVEY RESULTS (RAW DATA)

1. Which of the following best describes the area in which you live?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Northern Beaufort County	25.8%	132
Southern Beaufort County	1.6%	8
City of Beaufort	16.2%	83
Town of Port Royal	14.6%	75
Port Royal Island	3.3%	17
St. Helena	2.9%	15
Lady's Island	22.1%	113
Bluffton	1.6%	8
Hilton Head	0.6%	3
Other (please specify)	11.5%	59
	<i>answered question</i>	512
	<i>skipped question</i>	11

OTHER (PLEASE SPECIFY)	RESPONSE PERCENT	RESPONSE COUNT
Hilton Head	1.7%	1
Unincorporated Beaufort/Port Royal	1.7%	1
Harbor Island	1.7%	1
Seabrook	6.7%	4
Shell Point	15.0%	9
Coosawhatchie	1.7%	1
Cat Island	1.7%	1
Habersham/Burton	60.0%	36
Grays Hill	1.7%	1
Pleasant Point	3.3%	2
Grahamville	1.7%	1
Sun City	1.7%	1
	<i>answered question</i>	59

2. How long have you lived in the region (defined as anywhere in Beaufort County)?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
More than 20 years	28.1%	144
Between 15 and 20 years	10.7%	55
Between 10 and 14 years	16.2%	83
Between 5 and 9 years	23.0%	118
Less than 5 years	20.9%	107
I do not live in the region	1.0%	5
	<i>answered question</i>	512
	<i>skipped question</i>	11

3. What is your current land ownership status?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
I own property within the region, but do not live there more than six months out of the year.	5.1%	26
I own property within the region and live in the region more than six months out of the year.	88.1%	452
I rent property in the region.	5.8%	30
I do not own or rent property in the region.	1.0%	5
	<i>answered question</i>	513
	<i>skipped question</i>	10

4. In what industry are you employed? [Choose ALL that apply.]

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Department of Defense	5.7%	33
Local schools, or other educational entity	8.3%	48
Another federal, state, or local agency	6.7%	39
Agriculture or related field	0.9%	5
Industry, manufacturing, construction, trades, or related field	5.5%	32
Hospitality, food and beverage, retail, or related field	4.5%	26
Healthcare, medical, or related field	8.8%	51
Self-employed/Other	21.7%	126
Retired	36.8%	214
I am not currently employed	1.2%	7
	<i>answered question</i>	581
	<i>skipped question</i>	11

5. Do you currently serve in, or are you a veteran of, the armed forces? [Choose ALL that apply.]

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Currently on active duty	1.0%	5
Current member of a National Guard or Reserve Component	0.2%	1
Active duty veteran	19.3%	99
Veteran of other National Guard or Reserve Component	10.3%	53
I do not currently serve in, nor am I a veteran of, the armed forces.	69.3%	356
	<i>answered question</i>	514
	<i>skipped question</i>	13

6. Do you know anyone who works or trains at MCAS Beaufort or MCRD Parris Island?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Yes	76.5%	391
No	23.5%	120
	<i>answered question</i>	511
	<i>skipped question</i>	12

7. In what age range do you fall?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Under 18	0.0%	0
18-25	0.2%	1
26-35	6.0%	31
36-45	10.3%	53
46-55	16.6%	86
Over 55	66.9%	346
	<i>answered question</i>	517
	<i>skipped question</i>	6

8. How far away do you live from MCAS Beaufort?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Within 1 mile	2.8%	14
Between 1 mile and 2 miles	4.8%	24
Between 2 miles and 3 miles	19.6%	98
More than 3 miles	72.9%	365
	<i>answered question</i>	501
	<i>skipped question</i>	22

9. How far away do you live from MCRD Parris Island?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Within 1.5 miles	13.6%	69
Between 1.5 miles and 3 miles	18.3%	93
More than 3 miles	68.0%	345
	<i>answered question</i>	507
	<i>skipped question</i>	16

10. Are you familiar with the types of training conducted at MCAS Beaufort?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Yes	66.5%	338
Somewhat	29.5%	150
No	3.9%	20
<i>answered question</i>		508
<i>skipped question</i>		15

11. Are you familiar with the types of training conducted at MCRD Parris Island?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Yes	75.0%	378
Somewhat	22.0%	111
No	3.0%	15
<i>answered question</i>		504
<i>skipped question</i>		19

12. Where do you get most of your information about MCAS Beaufort and MCRD Parris Island?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Directly from someone who works/trains there	31.3%	158
From friends who know people who work/train there	7.9%	40
Just from general discussion in the community	22.4%	113
Newspapers, radio, television	33.3%	168
Social media (Facebook, email listservs, etc.)	3.8%	19
I don't know anything about MCAS Beaufort or MCRD Parris Island	1.2%	6
<i>answered question</i>		504
<i>skipped question</i>		19

13. How would you characterize communication between MCAS Beaufort and the community?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Good	45.5%	230
Fair	23.0%	116
Poor	21.8%	110
Unsure/No Opinion	10.5%	53
<i>answered question</i>		509
<i>skipped question</i>		14

14. How would you characterize communication between MCRD Parris Island and the community?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Good	44.6%	226
Fair	25.2%	128
Poor	12.0%	61
Unsure/No Opinion	18.1%	92
	<i>answered question</i>	507
	<i>skipped question</i>	16

15. If you had a question or concern about MCAS Beaufort, do you know who to contact?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Yes	42.1%	213
No	33.8%	171
I have never needed to contact MCAS Beaufort.	24.1%	122
	<i>answered question</i>	506
	<i>skipped question</i>	17

16. If you had a question or concern about MCRD Parris Island, do you know who to contact?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Yes	38.7%	196
No	33.3%	169
I have never needed to contact MCRD Parris Island.	28.0%	142
	<i>answered question</i>	507
	<i>skipped question</i>	16

17. How important do you think the training that occurs at MCAS Beaufort is:

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Very important	67.7%	341
Important	21.0%	106
Not very important	4.8%	24
Not important at all	1.6%	8
Unsure	5.0%	25
	<i>answered question</i>	504
	<i>skipped question</i>	19

18. How important do you think the training that occurs at MCRD Parris Island is:

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Very important	82.4%	418
Important	13.4%	68
Not very important	1.0%	5
Not important at all	0.4%	2
Unsure	2.8%	14
	<i>answered question</i>	507
	<i>skipped question</i>	16

19. Do you support the Marine Corps presence in the region?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Strongly support	79.1%	402
Somewhat support	14.2%	72
Indifferent/No Opinion	4.1%	21
Do not support	2.6%	13
	<i>answered question</i>	508
	<i>skipped question</i>	15

20. How substantial do you think MCAS Beaufort's contribution to the regional economy is?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Very substantial	62.5%	315
Substantial	19.6%	99
Moderate	11.1%	56
Minimal	5.4%	27
Unsure	1.4%	7
	<i>answered question</i>	504
	<i>skipped question</i>	19

21. How substantial do you think MCRD Parris Island's contribution to the regional economy is?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Very substantial	60.2%	304
Substantial	25.5%	129
Moderate	9.3%	47
Minimal	2.8%	14
Unsure	2.2%	11
	<i>answered question</i>	505
	<i>skipped question</i>	18

22. How strongly do you agree with this statement: “The local community must take action to ensure MCAS Beaufort and MCRD Parris Island’s respective contributions to our economy are sustained and enhanced”?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Strongly agree	57.4%	288
Agree	18.5%	93
Neutral/Unsure	12.7%	64
Disagree	7.6%	38
Strongly disagree	3.8%	19
	<i>answered question</i>	502
	<i>skipped question</i>	21

23. How often do you hear jet or other aircraft noise associated with MCAS Beaufort from your residence or property?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Daily	42.5%	213
Weekly	30.3%	152
Sometimes	19.4%	97
Rarely	6.8%	34
Never	1.0%	5
	<i>answered question</i>	501
	<i>skipped question</i>	22

24. How often do you hear noise (e.g., gunfire, other) related to Marine Corps training areas from your residence or property?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Daily	18.1%	91
Weekly	24.9%	125
Sometimes	25.1%	126
Rarely	16.1%	81
Never	15.7%	79
	<i>answered question</i>	502
	<i>skipped question</i>	21

25. How would you characterize the noise impacts associated with MCAS Beaufort?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
I don't experience any noise impacts from operations at MCAS Beaufort.	8.6%	43
I notice the noise, but it is not disruptive.	47.4%	238
Noise is mildly disruptive.	22.3%	112
Noise is severely disruptive.	14.3%	72
Noise is so bad I wish I could move.	7.4%	37
	<i>answered question</i>	502
	<i>skipped question</i>	21

26. How would you characterize the noise impacts associated with MCRD Parris Island?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
I don't experience any noise impacts from operations at MCRD Parris Island.	38.6%	194
I notice the noise, but it is not disruptive.	56.5%	284
Noise is mildly disruptive.	4.0%	20
Noise is severely disruptive.	1.0%	5
Noise is so bad I wish I could move.	0.0%	0
	<i>answered question</i>	503
	<i>skipped question</i>	20

27. What kinds of other impacts do you experience associated with MCRD Parris Island?
[Choose ALL that apply.]

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Traffic	26.4%	139
Waterways being shut down	8.5%	45
I don't experience any other impacts from operations at MCRD Parris Island.	56.4%	297
Other (please specify)	8.7%	46
	<i>answered question</i>	527
	<i>skipped question</i>	29

OTHER (PLEASE SPECIFY)*	RESPONSE PERCENT	RESPONSE COUNT
Positive Economic Benefit	9.5%	2
General Support for USMC/MCRD	9.5%	2
Support Services/Facilities at MCRD	9.5%	2
Environmental Concerns	9.5%	2
Hotel Rates	9.5%	2
Traffic	23.8%	5
Crime/Negative View of Marines	14.3%	3
Gunfire	9.5%	2
Taxes	4.8%	1
	<i>answered question</i>	21

* Specific comments provided in Appendix.

28. Do you ever feel unsafe due to your proximity to MCAS Beaufort?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Often	8.5%	43
Sometimes	18.7%	94
Never	65.9%	332
I do not live near MCAS Beaufort.	6.9%	35
	<i>answered question</i>	504
	<i>skipped question</i>	19

29. Do you ever feel unsafe due to your proximity to MCRD Parris Island?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Often	0.0%	0
Sometimes	3.2%	16
Never	85.9%	432
I do not live near MCRD Parris Island.	10.9%	55
	<i>answered question</i>	503
	<i>skipped question</i>	20

30. Does MCAS Beaufort have an impact on your quality of life?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Highly positive impact	25.6%	127
Positive impact	29.0%	144
Negative impact	18.5%	92
Highly negative impact	11.1%	55
No impact at all	15.9%	79
	Please explain – See Below	118
	<i>answered question</i>	497
	<i>skipped question</i>	26

PLEASE EXPLAIN - COMMENTS ADDRESS THE FOLLOWING TOPICS:*	RESPONSE PERCENT	RESPONSE COUNT
Noise/Property Values/Safety	50.8%	60
General Support for USMC/MCAS	11.9%	14
Use of Installation Facilities/ Resources	3.4%	4
Economic Impact	21.2%	25
General Concern about F35B	3.4%	4
Traffic	0.8%	1
Wildlife	0.8%	1
Other	7.6%	9
	<i>answered question</i>	118

*Specific comments provided in Appendix.

31. Does MCRD Parris Island have an impact on your quality of life?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Highly positive impact	26.1%	130
Positive impact	36.9%	184
Negative impact	2.4%	12
Highly negative impact	0.2%	1
No impact at all	34.3%	171
Please explain – See Below		64
	<i>answered question</i>	498
	<i>skipped question</i>	25

PLEASE EXPLAIN - COMMENTS ADDRESS THE FOLLOWING TOPICS:*	RESPONSE PERCENT	RESPONSE COUNT
Same Response as Previous Question	9.1%	6
Use of Installation Facilities/ Resources	19.7%	13
Noise	4.5%	3
Traffic	4.5%	3
Economic Impact	28.8%	19
General Support	16.7%	11
No Impact	6.1%	4
Other	10.6%	7
	<i>answered question</i>	66

*Specific comments provided in Appendix.

32. Does MCAS Beaufort have an impact on your property values?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Highly positive impact	11.4%	56
Positive impact	25.8%	127
Negative impact	19.7%	97
Highly negative impact	17.0%	84
No impact at all	20.5%	101
I do not own property in Beaufort County	5.7%	28
	<i>answered question</i>	493
	<i>skipped question</i>	30

33. Does MCRD Parris Island have an impact on your property values?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Highly positive impact	11.3%	56
Positive impact	29.4%	145
Negative impact	3.8%	19
Highly negative impact	0.8%	4
No impact at all	49.2%	243
I do not own property in Beaufort County	5.5%	27
	<i>answered question</i>	494
	<i>skipped question</i>	29

34. Are you aware of the land use regulations (e.g., zoning overlay district) surrounding MCAS Beaufort and supporting studies (e.g., 2004 JLUS, AICUZ)?

ANSWER OPTIONS	RESPONSE PERCENT	RESPONSE COUNT
Yes	56.3%	283
No	17.9%	90
Somewhat	25.8%	130
	<i>answered question</i>	503
	<i>skipped question</i>	20

35. If you would like, please enter any additional questions or comments for our review in the space below.*

	<i>answered question</i>	198
	<i>skipped question</i>	325

* Specific comments provided in Appendix.

COMMENTS/QUESTIONS ADDRESS THE FOLLOWING TOPICS:	RESPONSE PERCENT	RESPONSE COUNT
Statements of Support	28.3%	56
F35B Noise Data/More Information Desired	17.7%	35
Concerns about F35 Equipment	1.5%	3
Outlying Landing Field and Alternative Sites	7.1%	14
Flight Patterns and Other Mitigation	8.6%	17
Noise	10.1%	20
Property Values and Real Estate	6.6%	13
Safety	1.0%	2
Human Health Impacts	1.0%	2
Installation/Community Relations	3.0%	6
Local Government, Land Use Restrictions, and Land Purchases/Easements	2.5%	5
Economic Impact	2.0%	4
Decision Making Processes	6.6%	13
Questions about the Survey	1.0%	2
Other	2.0%	4
No Comment	1.0%	2
	<i>answered question</i>	198

APPENDIX B: SURVEY COMMENTS BY QUESTION

1. **Q27. What kinds of other impacts do you experience associated with MCRD Parris Island?**

Positive Economic Benefit (2)

- ▶ more business during graduations
- ▶ positively impacts my business

General Support for USMC/MCRD (2)

- ▶ Military is part of Life. I appreciate the services
- ▶ rifle range...no bother!

Support Services/Facilities at MCRD (2)

- ▶ I appreciate the Commissary/Exchange benefits provided at Parris Island
- ▶ I use there commissary and px

Environmental Concerns (2)

- ▶ a complete disregard for residents and environment
- ▶ Environmental one billion pieces of lead in the marsh. RE Ga tech. report

Hotel Rates (2)

- ▶ Hotel prices are raised substantially
- ▶ Residents complain on graduation days about traffic, yet traffic is never stopped and the delay is minimal yet the local hotels raise rates on Wed, Thurs, and Fridays (much higher than on Mon, Tues and Sundays) when families come to Beaufort to watch their sons and daughters graduate from boot camp yet no sees a problem with that friendly act. I hear complaints from visitors about this price gouging.

Traffic (5)

- ▶ On graduation day only
- ▶ Slow to get on base at the gate
- ▶ Fridays Graduation Day is insane
- ▶ When depot is reviewing all arrivals it is hard to get out of my neighborhood.
- ▶ Gate related traffic only.

Crime/Negative View of Marines (3)

- ▶ The military scares me.
- ▶ Crime
- ▶ Macho attitude of Marines, speeding, etc.

Gunfire (2)

- ▶ I hear gunfire whenever I am in the Port Royal area specifically Parris Avenue.
- ▶ Gunfire

Taxes (1)

- ▶ Higher taxes due to lack of private sector development

2. **Q30. Does MCAS Beaufort have an impact on your quality of life? Please explain.**

Noise/Property Values/Safety (60)

- ▶ reduces property value and peace

- ▶ The huge increase in training squadrons and the dangerous increase in noise and frequency both to residents health and the environment is a slap in the face to the local communities. The economic impact attributed to the Air Station is wildly exaggerated. Along with the MCAS disregard we can thank our greedy County Council for trading the sacred for the profane in exchange for a few pieces of silver!
- ▶ There are days we feel like we live on an air craft carrier without any ear protection
- ▶ Noise when training and low flights directly over my home
- ▶ late at night noise from jets.
- ▶ touch and go practice makes noise incessant sometimes at night.
- ▶ noise levels especially future training squadrons negatively impact our quality of life and our property value
- ▶ Planes fly over my house when they are NOT supposed to: planes fly much too late at night when people are trying to sleep (after 10 pm is too late!)
- ▶ When F18's Fly over my house you can't stand to be outside
- ▶ Noise of planes overhead
- ▶ aircraft noise in my neighborhood and home
- ▶ Jets sometimes fly right over our house at low altitude
- ▶ The treat of more noise has decreased the value of my home and surrounding homes. This affects me personally and as a Realtor!
- ▶ current noise levels and potential greater noise levels with new aircraft may become very disruptive and impact home value.
- ▶ Jets take off and/or land directly overhead, which can be very loud and is dangerous to residents.
- ▶ Occasional F18 excessive noise on wide downwind and left base legs to rnwy 23 at Beaufort MCAS
- ▶ Very loud noise.
- ▶ Noise is too loud and impacts quality of life.
- ▶ At times it gets extremely loud but not on a daily basis. I try to remember when it is really loud that it stands for our freedoms. It will have a negative impact if there are very frequent flyovers for the training for the new aircraft. I try to explain to my grandchildren that it stands for freedom and I have taught them to yell the word freedom when it gets too noisy. I am hoping you can find a different path that is not directly over our neighborhood.
- ▶ Fighters fly directly over our residence regularly. Noise can be very disruptive and perhaps harmful.
- ▶ Planes fly over almost daily.
- ▶ noise levels at certain times are very disruptive but fortunately to this point have been acceptable. Concerned about the increase in noise intensity and flight frequency from the planned increase in the training mission of MCAS with F35s
- ▶ Concerned about lower property values from increased air traffic noise and potential accidents
- ▶ jet noise is almost painful to the ears
- ▶ Jets scramble mobile/Internet signals; noise obliterates every other sound, including conversations, multimedia; causes house windows to vibrate.
- ▶ the jets create a negative impact, the noise is very disturbing at night. during the day it can be tolerated.
- ▶ Noise disrupts normal life activities, hurts real estate potential
- ▶ Noise disruptions weekly
- ▶ Noise as fighters fly overhead of residence in Habersham
- ▶ Noise level of jets is an issue.

- ▶ The noise from the planes. The lack of cooperation from MCAS and the city to find a better solution that is a win-win for all. The people that attend the F35B meetings are not decision makers.
- ▶ The noise (95-110 db) from the jets is at best very annoying and most likely a health hazard
- ▶ Noise
- ▶ noise, noise, wildlife, noise
- ▶ We just moved here in May 2014. I had no idea how bad the noise could be until today. It was very bad for 7 hours straight, right over our house every 30 seconds or less. All of our pets were terrified and we did not get to sleep until 2:00 in the morning. Now I am sorry I moved here.
- ▶ Excessive noise and fear of crash
- ▶ NOISE
- ▶ noise is horrendous
- ▶ Jet noise, especially when flying low
- ▶ Real estate values are dropping rapidly with advent of F35s
- ▶ Current noise level acceptable. Planned changes highly unacceptable.
- ▶ concerned about the value of homes with the new addition about to happen
- ▶ Noise is sometimes so bad that I have to put people on the telephone on hold, or pause the TV.
- ▶ Noise can be disturbing at times. Economic impact on me is minimal.
- ▶ Worried about F35 Noise level and how often they will fly. We are directly across from the refueling station
- ▶ There are times the jet noise is too much to be outside. I fear the F35-B fighter will be far worse.
- ▶ Noise levels
- ▶ noise levels on days when the winds bring the flight path overhead.
- ▶ The jet noise can be intense. Is there any thought to alternate landing field? I support the military and feel there is a compromise that can be to everyone's benefit. Thank you
- ▶ Jet noise often exceeds 100 decibels.
- ▶ When a plane flies over, you must stop talking and wait until it passes. Cannot talk on phone or hear the television.
- ▶ Jet noise interrupts conversations and phone calls, but is infrequent and a minor nuisance.
- ▶ Noise disrupts sleep, normal conversation, peace & quiet. Increases BP. Possible decline in home value.
- ▶ exposure to loud noise is debilitating over time
- ▶ Nominal economic benefit, disruptive noise level
- ▶ Noise from jets
- ▶ I am extremely concerned about the lack of noise studies to date and the escalation planned relative to the new equipment, mission flights and area affected - with a home in the region - i support the military and our appreciation of DOD sacrifice and necessary training - but need a moderator for people already LIVING here - this is NOT an unoccupied area that can just be rated unsuitable for residential use and poof we are supposed to not matter in the scheme of things
- ▶ In Habersham the jet noise is very loud.
- ▶ Airplane noise
- ▶ Noise is very bad from jets flying too low

General Support for USMC/MCAS (14)

- ▶ I know they have to train somewhere so why not here
- ▶ I came to Beaufort to work for MCCA at MCAS. During my almost ten years there, I traveled to other bases and never saw the relationship we have between the Corps and the citizens of the region. I am

proud to share my neighborhood with the Corps and proud to hear “The Sound of Freedom”! Events such as the Blue Angels Air Show, Battle Colors and concerts bring in visitors and increase quality of life for residents.

- ▶ Other than financial impact, the Marines at MCAS are always volunteering in our community. There would be no Beaufort as we know it without MCAS Beaufort or MCRD PI.
- ▶ Friends we have met that work there.
- ▶ Enjoy seeing the jets flying over the house.
- ▶ Through relationships of MCAS personnel, and MCCS facilities.
- ▶ Strong supporter of the military
- ▶ Wonderful people/friends, jobs, economic impact
- ▶ marines volunteer lots of time in many areas of the community
- ▶ Appreciate them being in our community.
- ▶ I believe our military is very important in protecting our freedom! I strongly support having the MCAS base in Beaufort County!!
- ▶ A vital part of our national defense
- ▶ I am proud to live near and support our military bases.
- ▶ Love that the Marines are here.

Use of Installation Facilities/Resources (4)

- ▶ Use of the gymnasium and ID card center
- ▶ use px and movie
- ▶ Retired AF and we enjoy having the base near us for facility use, gym, gas, club
- ▶ My wife and I use the walking trails and driving range

Economic Impact (25)

- ▶ Economic impact obvious and positive; Noise impact currently acceptable but changes as a result of the transition to the F-35 and bringing the FRS squadrons will increase the sorties fivefold. What was tolerable may not be when completely transitioned to F-35s without some accommodations.
- ▶ We wouldn't have as much diversity in restaurants and other services without that population.
- ▶ I don't like the noise, but I am willing to tolerate it because of the economic impact.
- ▶ I work in a dealership service dept. we service many vehicles that otherwise would not be here.
- ▶ Employed by both bases
- ▶ Asset to local economy. Proud to assist in supporting our country.
- ▶ My job relies on the families that live and work here
- ▶ I work at MCAS for another federal agency.
- ▶ increased business
- ▶ When planes fly overhead, noise can be substantial. However, MCAS contribution to Beaufort's economy has a positive impact on my quality of life.
- ▶ I am a small business owner, and depend on my friends from MCAS to support my business.
- ▶ I am a retired Marine and served there. Economically it helps the area and the troops and family are a benefit to the area in many ways
- ▶ Increased economic input to community, increased diversity, increased safety of community
- ▶ my husband is a retired Marine employed there
- ▶ As a realtor, I think the Bases are a keystone in our local economy.
- ▶ It supports my profession as a realtor
- ▶ My business directly benefits from the personnel employed there.
- ▶ Economic importance it brings to Bft, safety.

- ▶ My company works on MCAS sometimes
- ▶ An important part of the local economy
- ▶ MCAS is vital to Beaufort County's economy in enhances everyone's quality of life.
- ▶ Our economy in addition to pride in our community and country
- ▶ The economic impact is positive which may impact quality of life. This question is too vague.
- ▶ bring in tenants - I do property mgmt
- ▶ Provides business

General Concern about F35 (4)

- ▶ Not today however the unknown of the F35B is of concern due to increased noise and frequency of flights
- ▶ Neutral at this time but very concerned about F35 Training
- ▶ It is negative due to the arrival of the F-35
- ▶ enjoy the F-18's overhead as a former USAF flier; concerned about the F-35B

Traffic (1)

- ▶ Traffic, traffic, traffic

Wildlife (1)

- ▶ loss of wildlife, loss of hearing, macho marines scare me

Other (9)

- ▶ I'm retired so it does not affect me
- ▶ husband retired Marine
- ▶ Freedom is Not Free!
- ▶ Unsure if this will be true in the future
- ▶ This is a prospective answer because you are not asking anything relevant to the future.
- ▶ Have not lived here long enough to know
- ▶ i am a realtor
- ▶ I am curator of the Lowcountry Estuarium in Port Royal. We provide environmental education programs for Laurel Bay schools.
- ▶ it's not that i don't support MCAS. i don't support such a large military at all, any branch, anywhere. we need to get out of other country's business and focus on our own problems.

3. **Q31. Does MCRD Parris Island have an impact on your quality of life? Please explain.**

Same Response as Previous Question (6)

- ▶ See #30
- ▶ Same as #30 re: service providers.
- ▶ Same as #30
- ▶ same as #30
- ▶ ditto
- ▶ See # 30 above.

Use of Installation Facilities/Resources (13)

- ▶ Use of the commissary and Exchange
- ▶ play golf there sometimes
- ▶ I play golf at PI occasionally
- ▶ MCCS facilities, personnel relationships, income
- ▶ commissary and px

- ▶ Nice golf course
- ▶ Use of Base Shopping Privileges
- ▶ We use the hospital, club, golf course, BX, gas, commissary , and will go to the graduations, and library and want to volunteer on the base in some capacity
- ▶ love to ride my bike there
- ▶ I use the Legends golf course, pro staff, commissary, and love the historical aspects of Charlesfort, Santa Elena, etc.
- ▶ we use the px and commissary
- ▶ I love to walk my dogs on PI
- ▶ Operation of golf course that allows private citizens to play. Military recreation services should not compete with private enterprise for public players.

Noise (3)

- ▶ I love my home as it is but am VERY concerned about the new noise level. We are older and cannot afford another financial setback. I am not sure we can live with the noise!
- ▶ Hear practice on rifle range
- ▶ The jet noise is very disturbing at night but tolerable during the day

Traffic (3)

- ▶ Traffic, on Graduation Day
- ▶ Other than occasional traffic back up, it doesn't impact me
- ▶ Traffic and inability for marines to drive in a new area.

Economic Impact (19)

- ▶ Economic impact positive. Nothing about MCRD Parris Island impacts me negatively.
- ▶ My office moved over to PI during the MCCS-SC merge. Every week, I saw the families come in to meet pick up their once children, now men and women...I believe every American should view a Grad. It is a sight (and sound) to behold. The economic impact that comes from these families is a great asset to Beaufort and Jasper Counties. Also, the MCRD PI Band is a welcome addition to parades and events and I do hope we will see the July 4th celebration back on post this coming year!!!
- ▶ Other than obvious of training the world's best military, the US Marine, there is a financial impact with all the visitors to our community during recruit graduations.
- ▶ Employed by both bases
- ▶ My job relies on the families that live and work here
- ▶ economic impact, training for marines
- ▶ increased business
- ▶ I am employed at MCRD
- ▶ I own a small business and depend on my friends from PI to support my business
- ▶ Arts, economic input, diversity
- ▶ It supports my profession as a realtor
- ▶ Beauty and economic importance to Bft.
- ▶ An important part of the local economy
- ▶ MCRD is vital to Beaufort County's economy in enhances everyone's quality of life.
- ▶ Our economy in addition to pride in our community and country
- ▶ Some economic impact + use base amenities
- ▶ i work there
- ▶ bring in guests - I do short term rentals
- ▶ Provides business

General Support (11)

- ▶ Friends we have met that work there and our son graduated from Parris Island 3 years ago.
- ▶ Heartwarming to welcome proud families of graduating recruits. See above.
- ▶ Strong supporter of the military
- ▶ I admire the men and women who choose to serve their country and I appreciate their impact on this wonderful community.
- ▶ proud to have both bases in Beaufort county
- ▶ I support MCRD because I believe in a strong, well trained group of soldiers who protect our freedom in our great country!
- ▶ A vital part of keeping the USMC strong and viable
- ▶ no noise and the training of our servicemen and women is a positive thing
- ▶ Gunfire from MCRD PI reminds me to pause and thank God for the freedom I enjoy because of the training going on in my backyard.
- ▶ Wonderful the Marines are here.
- ▶ interaction with community, joint projects, activities, proud to live near MCRD

No Impact (4)

- ▶ I'm retired so it does not affect me
- ▶ Not close to it.
- ▶ Self contained and no physical impact on community
- ▶ not related to daily impacts

Other (7)

- ▶ Husband retired Marine
- ▶ PX is totally geared to the visiting families, not toward active duty or retirees.
- ▶ Freedom is Not Free!
- ▶ Graduation tourism does not generate the quality of economic activity that would add to my quality of life
- ▶ realtor
- ▶ It would be helpful if the Lowcountry Estuarium and other attractions were listed in pre-graduation info mailed to families.
- ▶ again, the behavior of marines are intimidating

4. ***Q35. If you would like, please enter any additional questions or comments for our review in the space below.***

Statements of Support (56)

- ▶ I think this survey is BS and quite frankly is a joke. Beaufort needs the military in order to thrive and survive. Semper Fi jackasses!
- ▶ Semper fi devil dogs and devil dolphins!
- ▶ Primary reasons for choosing to retire in Beaufort included the availability of the bases and associated services, e.g., commissary; medical care; fitness centers; etc. I've made a great life here in the beautiful lowcountry -- but if the bases close, I would likely move in order to continue having access to such services which are an important part of my retirement benefits.
- ▶ I am extremely proud that we have these young people that are willing to serve our country, to keep us safe. I am ashamed of the way the government is taken advantage of by the so called prominent families, who sell their nearly worthless properties for many times its value. They complain about the noise, they complain about the military all the while they are planning how they can extort their next big sale

- ▶ I would be very disappointed if they left, I feel they are a positive for the area Protect the Air Station MCRD
- ▶ As someone who was born in Beaufort, I support and appreciate the presence of the Military here.
- ▶ Fully support the operations aboard MCAS Beaufort & MCRD, Parris Island...
- ▶ I support our military community.
- ▶ I am glad they are here, and people who do complain, should have never moved here.
- ▶ As you can see in my earlier remarks, I am quite a proponent of the two USMC installations and the Navy presence also. I believe that as Americans, we must understand the sacrifices of those who serve, past, present and future. Of course, there are issues that arise with such a military presence, but the benefits to the community, the region and the Nation far out weigh the negative aspects. I am very grateful to the Corps for bringing me to Beaufort 18 years ago. Semper Fi!!!
- ▶ Please continue the “sound” of freedom & safety!
- ▶ [Tourism alone would not sustain our most wonderful slice of American History in the Lowcountry. Historic Beaufort has remained a quiet and peaceful location to enjoy Southern Evenings on the bay even though we have three bases in the region.
 - When I lay my head to rest for the evening there is a certain sense of comfort and calm within me as I hear Military Jets on their final approach, or as I walk out on my patio with a morning cup of coffee to purposefully hear the “rat-a-tat-tat” of USMC Recruits on the range. It’s the sound of Freedom, of our Warriors training to defend us in times of need.
 - Thank you for the opportunity to share my thoughts. God Bless, and God Speed.
 - I welcome, honor, and support all the Military provides to our town, community, state, and country. Anyone who doesn’t, should pick up a book and read about the history of Beaufort, for the military is as much a part of this area as every other amazing fact presented by our guides on the horse carriages.]
- ▶ I am a big supporter of the military bases in our community. My parents started working at MCRD then transferred to MCAS when it was built. This community would be no longer if not for the bases. I love that we are in the minority when it comes to towns where there’s a military base. We have been fortunate that all the negative businesses that oftentimes come with military bases are non-existent in Beaufort. I love having the military here and am glad we have such a beautiful town where they can train to keep protecting us. They are simply the best.
- ▶ I believe that if the community of Beaufort does not continue to actively support the Marines and Sailors in our area, it would be detrimental to our economy. Further, to those that believe the noise from the new F-35 is disruptive to their daily lives, they should say a prayer each time they hear one that it’s not the North Koreans flying over. That is all.
- ▶ I’m proud to live & work in a community with all these heroes! Thank you to all the brave men & women who serve to protect us in this terrible world! I love the sound of freedom!!
- ▶ These bases are a blessing to this community. They provide a lot of jobs and add greatly to Beaufort’s economy!
- ▶ God Bless our Troops and the USA
- ▶ The sounds that come from PI and MCAS are the “SOUNDS OF FREEDOM” and give me great comfort!
- ▶ Believe we should seek to preserve a level of sound that does not negatively affect the wildlife and allows a positive living environment for humans. I once lived where a railroad ran through my backyard. After a week, I hardly noticed it. These sounds are the sounds of liberty, and I am proud to have them in my backyard.
- ▶ The sounds you hear are the sounds of FREEDOM from the Air Station and the sounds of practice gunfire at The Depot is music to my ears. They are a great neighbor in this community and appreciate all they do for us and our country!!!
- ▶ [I love to hear the jets, sorry but to me it is a sign of freedom.

- Without the bases here we will ALL be in a lot of trouble. Property values would be really affected. Love our military!!]
- ▶ [Ensuring the long term viability of MCAS Beaufort is critical to the prosperity of the region and the lifestyle that the residents enjoy.
 - The small number of vocal new residents, tax refugees from the north, should not be allowed to turn a vibrant multi-industry region into a dying retirement town.
 - We should be more concerned with BRAC 2017 and trying to save the Air Station instead of kowtowing to a few wealthy retirees who will do anything and say anything to close MCAS Beaufort.]
- ▶ Semper Fi! Keep up the good work!
- ▶ Thank you for all you do! Stay Safe!
- ▶ Our family feels safer knowing the military is “close by.” Keep up the great work! Jim & Judy Flickinger- 63-384-1760. Thanks
- ▶ Love those Marines...all of them!!
- ▶ These installations are vital to America and our community. I fully support and value the presence of these military organizations. They are responsible for our safety and freedom. Thank them for me and my family.
- ▶ We live on McCauley Creek...our slice of heaven. If it were not for the jet noise, we could not afford to live here, so the jet noise is a mixed blessing, but a blessing nonetheless. I am retired Army and really respect the fact that my Marine Corps bases F-18s and will base F-35s here. These aircraft, and the young folks that fly them are national treasures. I'm glad they are a part of our community. I know these professionals would not fly 300' directly over our house if they did not have to. Overall, the planes and MCAS Beaufort are real value added to America, South Carolina, and Beaufort County.
- ▶ I was born in Beaufort and have been around the military all of my life. I feel like the air station and Parris Island are so important to the survival of Beaufort and it's economy. Without these bases, Beaufort would fold. The people in Beaufort and the Military enjoy a great relationship. The very few that complain, just don't get it!!!
- ▶ Overall the bases and their personnel are a great asset to the area
- ▶ We should all come together and make sure we keep our military bases in Beaufort. What the general public does not understand, if we lose our relationship with MCAS and MCRD we all lose. Enjoy having the bases here in Beaufort.
- ▶ I love the sound of FREEDOM the air station and recruit depot give our community!
- ▶ Thank you for asking!
- ▶ Paris Island and Air Station in my opinion are welcome to this area. In today's economy, Beaufort should be thankful that 2 main operations of the US Military are expanding in our area. This can only bring about growth and boost our economy. I think a bit of jet noise is a small price to pay for the economic future of our community.
- ▶ I feel the residents of Beaufort have become somewhat complacent with regard to aircraft noise. The bases have been here long before most of us (residents) and have known of the ACUIZ zone(s) before purchasing property. What a positive impact the military community is to Beaufort!
- ▶ Love watching the jets as they practice their maneuvers!
- ▶ As mentioned above I support your presence. I feel that there can be a way to communicate to meet the needs of all involved with a positive outcome. Thank you
- ▶ Both bases should be viewed on a national security level. The sound we hear from those bases represent the sounds of freedom.
- ▶ I give 100% support to the Marine Corps for the noise sound that you hear is the sound of freedom thank you US Marines

- ▶ thank you for asking. please keep that up, and increase your communications with the public. i don't own a tv so local radio stations would be a good way.
- ▶ The sounds from both MCAS and MCRD Parris Island, while noticeable, are not at all bothersome. In fact I rather like them, both the aircraft and the rifle range. I think of them as "the sounds of freedom."
- ▶ Beaufort strongly needs the economic impact of the USMC bases
- ▶ They are the SOUND OF FREEDOM
- ▶ The military offers valuable and essential impact to the area
- ▶ We need them here!!!!
- ▶ I believe the military presence here in Beaufort County is a big plus and look forward to keeping it here for many years to come!
- ▶ Though Beaufort is a small town in many respects, it is also a very cosmopolitan town because of the people MCAS and MCRD bring to our area. They are good for the economy and for life in Beaufort. Where else can you stay in one place and meet people from all over the world? Beaufort is the great place to live that it is in part because of them!!!
- ▶ We need to support both of these bases in every way possible!
- ▶ Love seeing and hearing the jets pass over our home. That makes me feel safe!
- ▶ I appreciate the military presence in the community.

F35B Noise Data/More Information Desired (35)

- ▶ The AICUZ survey was bogus they didn't take into account that sound travels farther over water.
- ▶ Why were we not privy to noise levels of the B35s?
- ▶ The noise data presented was disingenuous. Noise studies in other parts of the country on the F35 were available and not released (eglin and California) It appeared to be purposeful and not in the best interest of the community. Also the policy of burning the fuel for fire practice is offensive. It creates a huge pollution stream all the while winning environmental awards. Both of these issues could be easily fixed by a change in policy. Honesty to the community in the long term will gain the support of the community.
- ▶ I would like to learn the actual decibel levels for the F35 B jets. It is difficult to judge the future impact on the area without knowing what the noise levels will be.
- ▶ This survey is worthless without accurate information regarding environmental impacts of the actual noise output of the proposed 35B aircraft coupled with dramatically increased flights and sustained high noise levels. These run the risk of eliminating significant housing from the market through the negative impacts of noise pollution well beyond what has been an acceptable level to date. Such takings will be the subject of extended litigation and ill will which needs to be avoided through some reasonable lessening of proposed flights by use of alternative air strips for some operations. The noise levels and extensive flight operations will no longer be just a northern part of the county problem. The lack of information and the lack of forthrightness from the military and its local advocates has been breathtaking in its transparent falsity
- ▶ The FEIS, AICUZ use F35A not F35B in the noise data. Insist on a SEIS and new AICUZ based on the noise of the F35B. Insist on an ALF, flight operations changes, altitude restrictions, changes to flight patterns to lessen the harmful effects of the noise.
Depending on the noise from the F35B, my answers could change substantially.
- ▶ Very interested in the noise levels of the F35B and the frequency of flights over Northern Beaufort County
- ▶ What will be the increase in frequency and noise levels in my community (Habersham) over the next 10 years from the planned increase in operations at MCAS?
- ▶ What are the projected F-35 noise levels for areas in the flight path - such as Habersham?

- ▶ I would like to know the noise impact of the training squadron due at MCAS this fall before the squadrons arrive. I think a training squadron so close to my home in Habersham will have a very negative impact on my quality of life, property value and can be dangerous.
- ▶ The lack of clarity on volume of planes from MCAS is highly disturbing. I believe alternate landing patterns must be put into place to protect neighborhoods.
- ▶ I think that the information given to us by MCAS is probably all they are allowed to give out. I feel a negative feeling because I feel strongly that the amount of noise which we will hear from the new F35Bs is known and we should not be left in the dark. I do not like that so much of our tax dollars have been spent on retrofitting MCAS for these planes if it is not known if they will be compatible with our area.
- ▶ What are the plans for any negative event on the community, sadly a plane crash for instance?
- ▶ Am concerned about any increase in plane activity, as well as in noise levels projected from the F35Bs....i.e. impact on health as well as on property values. What steps are being taken to mitigate noise? How can homes that have previously been in a safe zone now be placed in an imperiled zone? How can this be prevented?
- ▶ When will the MCAS put out a revised supplement of the EIS per the law to inform citizens the full impact of these new jets?
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- ▶ When will actual noise data from the F-35B's be incorporated into the AICUZ maps rather than the extrapolated data used in the most recent maps?
- ▶ How much noise, taken cumulatively, will the F-35 bring to Beaufort
- ▶ I think the lack of solid information on jet noise associated with the F35B's has a lot of people concerned. More open information and transparent dialogue would help. The fear of increased jet noise has already impacted sales in affected areas.
- ▶ What are the ACTUAL decibel levels of the F35B on the take off and landing approach over Habersham? How will the vertical take offs and landings compare to these decibel levels? What does MCAS Beaufort intend to do to mitigate these noise levels if they should surpass those of the current F-18? What does MCAS Beaufort intend to do to reduce the number of flights which will also adversely impact the health, safety, and well being of citizens and ecology alike?

► I have many questions:

We bought our cottage in 2010 and the AICUZ disclosure form said we were in 65-70DNL but that this was “of little impact.” The new 2013 AICUZ however now states that 65+DNL is “Incompatible with residential housing”. That is a remarkable change! How can it be the same noise contour but be described so differently? Which is true? How can we possibly anticipate the changes ahead with this conflicting information? Our current noise levels, which we have assumed were truly 65+DNL have been mildly bothersome at times but mostly manageable and we have been OK with the current levels of noise. But it now appears, according to a recent request via the FOIA, that there have been only 22,000 flight operations in 2013 rather than the 60,000 that the AICUZ suggested would be the case. So if the current projection in the AICUZ is accurate when it states that over the course of the next ten years the flights will increase to 106,000, that represents an actual increase of 470%! Either we are not currently at 65+DNL or we will not be at 65+DNL in the future. Which is true? What level of noise do we have now? Do the military and county have a solemn duty to measure the noise impacts we currently experience, update the AICUZ map to reflect actual data, and to inform residents of the reality they are experiencing? Otherwise how can anyone who is not a sound engineer actually know what level of noise we are currently experiencing and how much we should anticipate experiencing in the future? In addition, when we factor in the current noise projections are not based on data but on computer modeling and the F-35A rather than the heavier and presumably louder F-35B with its vertical landing and take-off patterns, why should we trust the accuracy of this AICUZ and the FEIS upon which it is based? Doesn't the military and the county have an obligation to provide actual data on the F-35B in developing the noise contour maps? Doesn't the military have an obligation to update the maps with new information as it is received? It is my understanding that some studies on the F-35B noise levels have been done but have not been used in the FEIS or the 2013 AICUZ or shared with the public. It seems to us that the FEIS and AICUZ should reflect actual data rather than data on the F-35A, which is a lighter plane. One last question: The FHA and VA regulations state, “Residential construction is incompatible inside the 65 DNL contour, therefore, if residential units are constructed within this contour, proper sound attenuation should be applied.” How many homes will be added to the 65 DNL? How many will need sound attenuation? Will there be funds available for this sound attenuation to those families who find themselves within the contour unexpectedly? Will the county create new zoning laws to protect families from undue noise levels in the future? Will the county provide noise attenuation for the low income families living in trailers or homes with minimal insulation? Will development of new homes be allowed to continue in 65+DNL areas? High Noise levels have costs such as increased heart events and reduced learning and memory. How will the county address these hidden costs? What disclosures will be required of the real estate industry and by developers building new properties? Is it possible for some of the flight paths to be shifted somewhat to reduce the number of residents in the flight paths and to reduce the numbers of residences in 65+DNL? Would the military and the county consider shifting the flights over less populated areas just south of Laurel Bay where currently there is very little development? Will the county and military consider: redoing the FEIS and AICUZ to reflect actual data on the F-35B? Will the county and military consider redoing the FEIS and AICUZ to address the questions and concerns in the 2010 letter from the EPA? These concerns include impacts on the minority and low income populations and impacts on wildlife. The concerns also address the lack of actual data on the F-35B. Will the county and military also consider shifting the flight paths to reduce the numbers of homes in 65+DNL? Will the county and military consider providing sound attenuation to homes which will be negatively affected in the new 2013 AICUZ map? Will there be new zoning regulations to prevent new homes from being built in 65+DNL? Will there be regulations (not simply suggestions) for real estate brokers that require disclosure of the true impact of each noise contour, including

that 65+DNL which is and should be labeled as “incompatible with residential housing?” I was told by a county council member that my home would be “grandfathered”. This does not give me any comfort. I do not want to find myself stuck indoors because the noise levels are such that it is unhealthy to be outside. I believe the county and military have a duty to provide accurate data and inform citizens of the true noise levels and health implications of those noise levels. I believe the county should provide noise attenuation to all families who may suffer from increased and unhealthy noise levels. The county has a particular duty to the least among us who have the greatest need, whose homes are not well constructed and who are at greatest risk of learning and memory issues. Thank you for the opportunity to share my questions and concerns. I hope you will be able to answer and/ or address them.

Thank you.

- ▶ The F-35B, (2-4 times louder than the F-18) jet noise and the increase in annual flight operations will be detrimental to the quality of life and will pose dangerous health risks to the people of Northern Beaufort County. The fragile Eco-system of the Lowcountry marshes will also be at risk due to the noise, number of flight operations and toxic emissions. We need a revised EIS because incorrect data was used. We must get noise data for the actual F-35B aircraft before we allow the jets to fly here. Relying on computer simulations and the F-35A noise data is unacceptable. We need a revised AICUZ Study and Map once we have accurate noise data. We need to make certain that Wyle took into account water reflectivity in their study and if not their study should be revised as well. We need to review and possibly revise the sending and receiving areas in the TDR once we have accurate studies and maps. Once all of this is completed we need to insist on an ALF, altitude restrictions and change flight patterns to lessen the dangerous impact this jet will have on our communities and citizens of Northern Beaufort County. We must protect people with the above stipulations as well as pay for sound proofing of homes in noise contours and buy out homes that are in noise zones that are too dangerous and unhealthy for habitation. I think the basing of the F-35B at MCAS will destroy Beaufort. The real costs to our quality of life and our health are not worth the promised benefits to the economy.
- ▶ I hope we can get a map with both studies on it with locations clearly marked so I can be more accurate while working with my real estate clients.
- ▶ What changes, if any, might the transition from the F18s to the F35s have on our community?
- ▶ Will the noise level be substantially higher with the F-35B and put us in an area not designed for residential? This would be a major change for us and seriously affect our quality of life & be very different from when we built our house here. Very concerned about the potential decrease in property value & change in quality of life
- ▶ My residential area has grown substantially since 2004 when I moved here and the date of the study sited. Is the evaluation being renewed given the changes over 10 years?
- ▶ I am extremely concerned about the flight/training escalation with the new aircraft and no baseline data on sound - why isn't an alternative runway and flight path being considered? where is full disclosure of the sound data . How is the information that is gathered going to impact any decision making? what about poor people who don't have access to this survey ?

Concerns about F35 Equipment (3)

- ▶ F35 “Can’t Turn, Can’t Climb, Can’t Run” (<https://medium.com/war-is-boring/fd-how-the-u-s-and-its-allies-got-stuck-with-the-worlds-worst-new-warplane-5c95d45f86a5>). The F-35 Joint Strike Fighter was meant to improve the U.S. air arsenal but has made it more vulnerable instead. (<http://f35baddeal.com/>). Too noisy for the Lowcountry. Go to the desert.
- ▶ I am not a happy camper!! The planes don't work. They cost a fortune. AND they are going to wreck my health and my property values. It does not make any sense. I know it is all politics so we are

both stuck. Why can't we find a way to minimize the negative impact. There are some very smart residents in Beaufort who speak your language who can help find a win-win solution --- use them. I appreciate the effort to gather feedback from the community.

- ▶ The F-35 in all variations will prove to be what critics have said all along. It is not a capable fighter, an inefficient bomber, the stealth capabilities are limited with modern radar and the stovl is of no consequence when an aircraft is so badly flawed as to be no match for rival jets. What an enormous waste of taxpayer money.

Outlying Landing Field and Alternative Sites (14)

- ▶ The F35 needs an outlying field (OLF). It is prone to accidents and extremely disruptive to daily life due to its highly increased noise level. I live directly in line with the short runway and emissions dust is so prevalent that we need to wear face masks at times when trying to enjoy the beautiful lowcountry. Preserve our quality of life and build an OLF
- ▶ It has been difficult enough living here with the F18 noise. It will be unbearable with the increased noise & # of flights associated with the very dangerous F35's. We are praying for an alternative landing sight to protect us from noise & the F35 crashes we believe are unavoidable given that plane's awful track record.
- ▶ I, like most residents in the Pleasant Point Plantation community bought our homes fully knowing the proximity and noise aspects of MCAS. The F-35B will increase the noise level somewhat, however I believe that after a short time people will get used to it; just as they did with the F/A18. I do think it would be wise to pursue a remote site that could be used for some of the take off and landing training.
- ▶ With other sites available with less population this decision is a travesty. Some of the areas being effected would not be able to be developed under the F35B current aicuz . This is a disgrace to the Marine Corp that we have honored and supported for over 50 years.
- ▶ Let somewhere else deal with these troubled F35Bs!
- ▶ I fully support the F-35B. I also think it would be good for the community if an ALF/OLF was developed for training use by the Air Station because it would mitigate some of the training in the local airspace which would make some residents more supportive. Personally, I love seeing the jets overhead as does my whole family!
- ▶ If the 'training base' comes to be, noise will be secondary. The primary concern will be new students in new airplanes over my living room...The 'new' training area needs to be in a sparsely populated region!
- ▶ hope consideration will be given to using alternative landing sites for F35 training to keep the frequency of overflights to the same level they have been during the last 9 years with F18s
- ▶ I bought in 1999 before Super F18's. F35 Pilot Training Center should be in Cherry Point. Consider adjusting flight patterns away from housing. THINK PAGE FIELD on PI !!!
- ▶ Noise from MCAS is presently mildly disruptive. I'm fine with that. However, when the F35B arrives, especially the training squadrons, I expect the FREQUENCY of flights -- coupled with the jet's noise -- will be intolerable. Bringing the training to Beaufort will, I believe, prove to be highly detrimental to the quality of life and will affect a considerably broader geographic area. Inevitably tourism will suffer and property values will decline. MCAS must -- MUST -- work with the community to mitigate the negative consequences of the change in the air station's mission (i.e., training) and the stationing of so many F35Bs in a small, historic town with an incredible natural setting.
- ▶ MCAS or DOD should consider an ALF because the frequency of flights and number of planes is going to change drastically with the F35B coming into the area. Furthermore, we don't have any data on the actual noise level of the plane; therefore, I don't feel that the JLUS should be adopted until that information is available. It is irresponsible for Beaufort County to adopt said plan.

- ▶ whatever happened to the discussion about an alternative landing field?
- ▶ MCAS Beaufort is NO place for a training squadron. It should be in a more unpopulated place. I have no problem if they had a good neighborhood policy in place so we all could have a good quality of life. Thank You
- ▶ What happened to the plans to build an off station test pad for the new and noisy jet. This must be done very quickly if we are going to have peace in the area. The Marine Corps has a responsibility to do everything they possibly can to help the noise problem. A test or practice pad off station will surely help.

Flight Patterns and Other Mitigation (17)

- ▶ Beaufort must have an ALF, flight pattern modifications, altitude restrictions, quiet hours and other noise mitigation policies to minimize the health, safety and noise impact of the F-35B. To allow the jets here was a big mistake but it looks like they are coming. Too bad for Beaufort. The unbearable noise will ruin this town.
- ▶ WE THINK THE F-35 PRESENCE WILL SEVERELY IMPACT OUR COMMUNITY AND HOUSING VALUE...WE WOULD LIKE TO SEE SOME MODIFICATION OF THE LANDING PATH SO AS TO NOT DESTROY THE QUALITY OF LIFE IN HABERSHAM
- ▶ I believe that there could be a plan for training squadrons to be based in Beaufort but fly to more remote areas for their practice especially the vertical maneuvers. I hope that there can be some understanding on the part of MCAS decision makers that they are part of the community and need to consider the rest of us as well as what they want.
- ▶ Can training flight activity be scheduled? Are there other locations available as an alternate to MCAS so that all the training is not in Beaufort?
- ▶ Our home is in Walling Grove Plantation just across the river from the air station. When are the pilots going to learn the AICUZ. They usually fly over our home, which is a no no. And fairly low also!
- ▶ Our quality of life would greatly improve if MCAS would adjust its operations to fly around our neighborhood, not directly over it. And it would also be of significant help to have an ALF when the F 35Bs arrive.
- ▶ Please consider your flyovers for the training flights for the new aircraft over a less densely populated area.
- ▶ Jets fly over our house on one flight pattern, though we've been told they are not supposed to. Sometimes they are not much higher than the pine trees & so loud you can't even hear yourself talk, let alone the person standing next to you. If we were @ MCAS we would be handed ear protection!
- ▶ when the f35's come in I would appreciate their flying only several days a week and not everyday and short hours, mid morning to early no later then 7pm. if they fly the schedules the jets fly now there would be no problems, I think we can all accept that, but the threat of 6 days a week and from 7am to 10pm is more than we can all handle. "the sound of freedom" is great, but we also need our peace and quiet too.
- ▶ MCAS over flights need to be limited with the staging of the F-35.
- ▶ Please put Habersham over the left wing like you do for downtown Beaufort. Please ask the pilots to stop the extra thrust once they are over our neighborhood. Thank you
- ▶ Not in Aicuz now, but pilots don't seem to know that.
- ▶ Is there going to be a schedule when F35 fly or a reasonable times and how often they will fly?
- ▶ To move the flights over Habersham slightly west would put the flights over a sparsely populated area and reduce the noise level substantially over the more densely populated areas around where I live.

- ▶ If the pilots would respect the residents and minimize the amount of noise that they make everyone would be happier! Some of the jet engine noise is unnecessary!
- ▶ I would like to see a way to sustain the quality of life we have in our neighborhood while supporting the operations at MCAS. Finding ways to minimize noise, alternate flight patterns, even ALF options should be considered. Ideally, we should not see the AICUZ ratings for existing neighborhoods deteriorate or should seek to minimize the changes current residents experience.
- ▶ I am a Habersham resident. I would like MCAS to consider adjusting the landing/takeoff path a bit, so as to not destroy the quality of life & our property value

Noise (20)

- ▶ The noise is unbearable associated with jets from MCAS. They fly at the worst times of day & night. They are destroying the environment, wasting fuel, & harming people's health.
- ▶ [The jets often fly lower than 500 ft from the ground. The noise is like torture.
 - I previously thought the Marine Corp supported family life; now I know it does not because the jets fly at the dinner hour & early evening, when families are together. They are so loud we cannot have a conversation.
 - The studies about noise associated with the F35Bs did not account for the effect of water, so the data is flawed.
 - The Beaufort MCAS is not big enough for training associated with the F35Bs & the surrounding population is too dense. I am disgusted that our local politicians embraced the training but then again, I'm sure their palms were greased.]
- ▶ The jets are so loud flying over our house that all conversation has to stop until they pass. I know the F35's are going to be worse - If I had known that F35's were going to be here when we moved 5 years ago. I would not have moved here.
- ▶ i accepted some noise impact when i bought my property. i did not anticipate a three or four fold increase in such noise. land use regulations or not, the presumption was that the noise was not going to get worse. now i'm told it will be much worse.
- ▶ F35's are too loud to be near populated areas and increased training will make living here unbearable.
- ▶ I am just concerned about the increase in frequency of the f35b jets. When the f18 jets fly over our house you can not carry on a conversation but right now is very tolerable.
- ▶ The noise from the F-18s is tolerable at current levels, however we are concerned about increased noise levels and frequency of flights from the F-35Bs.
- ▶ Pro Marines; anti noise. AICUZ has dramatically changed since my move to Habersham. Now, this community is held captive by jet noise, bureaucratic obfuscation, collusion between military and politicians re: facts on noise, environmental and financial impact on this region. Such smokescreens have bred suspicion and disdain where once, there were trust and respect, the latter aimed at military decision-makers and PR folks. We are your neighbors, after all.
- ▶ My understanding is that the F35 B noise level will be 75- 80 decibel range in my neighborhood. At the present time, the F18's usually don't fly I often in the evening or on weekends. I fear that the change of to training mission with the F 35B will extend the noise and make intolerable to live in this community. Unfortunately, it will also make it difficult to sell or my residence.
- ▶ Do not have issue with current levels of training at MCAS, but do not believe the increase levels plans are appropriate for its location.
- ▶ Ongoing concern, re, the negative impact the F-35B will potentially have on the quality of life in Habersham with the current flight pattern and increased frequency of flyovers.
- ▶ When practicing carrier landings and using the Broad River Approach, the engine noise is excessive at my house.

- ▶ I fully understand the importance of training at the bases here. But at what point do you look at what is good for our health, well being, land values and tourism? Beaufort is a beautiful town to visit and to live in, but the jet noise will eventually drive people away, both tourists and residents and then what will you be left with?
- ▶ Do not have F135's come here. The noise will be insufferable /property values will plummet
- ▶ I am extremely concerned about the noise increases that will occur due to the F-35B. Both the higher noise level of the aircraft (as yet not released by the DoD) and the significant increase in the number of flights. My concern is for health and quality of life and my worst fear is I may have to move away from Habersham, a community that I love.
- ▶ Hate the jet noise over the house. Have to wear earplugs in the house, this is terrible!!!!!!
- ▶ We love the Marines; hate the jet noise. If it becomes worse or more frequent, our lives will become extremely difficult. Please help us to resolve this sincerely and amicably.

Property Values and Real Estate (13)

- ▶ Relators need to be more honest with their sales around these bases so buyers are aware of operations and will thus not complain about noise when it occurs. I fault the realtors and developers for some of the current community noise complaints.
- ▶ My property value has gone down every month (per zillow) since f35 announcement. Realtors are urging sell before full training starts.
- ▶ A significant increase in overhead flights would affect our property values and health here in Habersham.
- ▶ Not sure impact MCAS has on our property at present.
- ▶ I strongly support the air base but would hope that a plan could be worked out that doesn't negatively affect home values and a significant increase in noise levels over the current so we can coexist. If people leave the area is it's also bad for the economy. These communities would not have been built if notice had been provided that the area was going to be incompatible with residential living.
- ▶ Increased fighter flights over Habersham could affect property values and quality of life.
- ▶ Increases in the noise level from MCAS would have a very negative impact on property values, but I do not feel that the current level has much impact, to clarify #33.
- ▶ I suspect that the military bases have a positive impact on property values because there would not be as big a demand for property if the military bases and personnel (active duty and civilian) were not here. I know I would not be here if the military bases weren't here.
- ▶ Question 32 will change if the noise becomes an issue as I am a realtor trying to make a living selling homes in the area.
- ▶ The impact of property values has to do with preference to location. If the noise level disturbs you move to the midwest or northwest where no one lives. Don't come to the city.
- ▶ The uncertainty regarding future changes to MCAS based on the arrival of the F35 continues to hurt our property values and livelihood (residential construction) significantly. If we had clear, factual information regarding the impact it would certainly make life easier. Leaving the dissemination of information up to the "opinion" of neighbors instead of having hard, tested facts is not a good plan.
- ▶ Anyone knowingly building or purchasing property in or near the designated JLUS/AICUZ has no right to complain about noise from MCAS, especially if the property is within the normal flight line. It's the responsibility of developers, property owners and realtors to ensure potential buyers are fully aware of the "noise of freedom".
- ▶ The reason I answered there is negative impact to property values is that there are so many rentals in the area due to the bases. Relatively few owner occupied homes and this impacts property values

Safety (2)

- ▶ Training flights over civilian areas are not only annoying and disruptive, it's dangerous. Even the noted Blue Angles had a tragic accident here a few years ago. The risk increases with pilots-in-training.
- ▶ MCAS could have F35 training mission moved elsewhere to safer location away from populated area. Risk of crash from training too high in Beaufort area. Noise affects quality of life every single day.

Human Health Impacts (2)

- ▶ I am for the military, but not when the F-35's are coming and will impact our quality of life, with environmental, hearing loss and accident zone and our homes will not sell because of the noise.
- ▶ I would like to live in Habersham full time, but I am very concerned about the possible health problems from the noise level of the F35Bs and the frequency of future flights.

Installation/Community Relations (6)

- ▶ I have tried contacting MCRD. Without operator assistance it is like finding a needle in a hay stack to get in contact with the correct person unless you know someone.
- ▶ I think the Air Station has not done a good job of communicating truthfully with the surrounding community, and they make it difficult to obtain information and give information...The public relations with communication or lack there of has gone deteriorated in the last 5 years and i have lived here in Beaufort County for 13 years. I would describe it as an arrogant and "thumb" your nose mentality, very very sad.
- ▶ I would like to see, as part of incoming personnel orientation, an element introducing them to the unique natural environment they are becoming a part of and how to enjoy the benefits thereof in a sustainable manner. I would be happy to assist in developing such a presentation and literature. Bob Bender, Curator - Lowcountry Estuarium 843-524-6600 estuarium@islc.net.
- ▶ MCAS and MCRD should do more community involving activities. Firearms classes, ability of citizens to use the ranges once in a while. Open catch and release fishing up on third Battalion pond Please
- ▶ I hope that MCAS Beaufort will work cooperatively on an ongoing basis with the greater Beaufort community in order to minimize any additional noise related issues that come with the F35, which I support 100%.
- ▶ I fell that MCAS has taken a very odd and wrong approach to its efforts in fighting businesses who are trying to grow, when the growth of the business does not impact them in any way. and their unwillingness to compromise is concerning that our local government is not looking out for the locals and are being pushed around by MCAS to do what they want.

Local Government, Land Use Restrictions and Land Purchases/Easements (5)

- ▶ Increased land use restrictions in the northern part of the County concern me. Beaufort needs to diversify and grow our business and industrial base. The Hwy. 21 corridor is the ideal place for this growth, and a balance must be found when dealing with encroachment issues. Other communities face far greater encroachment concerns than we do, and still have ongoing military operations.
- ▶ I would like to see the continuation of land purchases/easements around MCAS so that the base isn't threatened by encroachment. also strict enforcement of the AICUZ re zoning, land use, development
- ▶ I would like to learn more about land use regulations in Beaufort County.
- ▶ The county can use its TDR program to spur development in its Community Preservation Districts.
- ▶ While I am tolerant of noise impacts from current operations at MCAS Beaufort, I would not support increased noise at levels that would result in a zoning or land use change that would describe my

property and neighborhood (Habersham) as incompatible with residential use. I want to continue to live here without incurring any negative impacts to my quality of life and property value, and I want to continue to support our military.

Economic Impact (4)

- ▶ It would be good for the powers at be to look at ways to capture service men and women who are ready to leave service by providing and going after the industry that would support hiring and support current activities of the military. The areas surrounding MCAS would be well suited to light industry that supports the military.
- ▶ The bases presence discourages private sector job creation in businesses that would have a positive growth impact on beaufort. 47%of residential property is rental because military are transitory and job creation is week. This is bad for city. Macs particularly needs to take care to not remove more land from the city's tax base. With a stronger private sector you will find yourselves two bases surrounded by two burned out cities like Port Royal.
- ▶ Since our area appears to be severely impacted by the increased noise from the F-35B fighter and the significant increase in numbers of flights it is a real concern. Potentially this may impact health, quality of life and resale values. I strongly support the Marines presence and contributions within our community. I believe our community is looking for alternatives which minimize the community impact and concerns while supporting the mission of our Marine brothers and sisters.
- ▶ While I LOVE the bases being here and will always support them we can't curtail growth in other areas because as we all know the bases could be gone tomorrow with one of the base closure orders. If this happened it would be devastating if we don't have something else to sustain us. We can't always rely on visitors & employees from the base to sustain us - need a back up to the bases otherwise we will be in real trouble if a base closure is order for our area.

Decision Making Processes (13)

- ▶ This survey is a little late since the noisier planes will arrive this fall.
- ▶ The AICUZ district has been greatly enlarged, and the only base in the country without a remote training field has begged for the noisiest planes under construction - and still not deemed safe. I am a Korean war veteran and appreciate the military, but the military has lied about the effect of these planes, and our politicians have sold us out.
- ▶ I think that the decisions being made by our local and federal governments without voting on the matters is deplorable.
- ▶ I think the fact that the community supports the new jet prior to having any understanding of its noise level is very problematic.
- ▶ I support the presence of MCAS - and understand the importance of this installation to Northern Beaufort County. I do not support the implied attitude from policy makers that everything else is expendable - I believe there can be a common good where communities near the base can be better protected from the impact of the arrival of the new planes - without hurting the mission of the base. Thank you!
- ▶ I would like for the community to work with MCAS Beaufort to mitigate noise impacts of the F-35.
- ▶ I find it hard to believe the DoD when they make statements concerning the projected noise impact of the F35B. Plans to place F35B training anywhere should not be done until all environmental impact studies are completed in a professional manner.
- ▶ When I moved to Beaufort I was not in an area negatively impacted by MCAS and now, without my input, my family is being affected by what they are doing without any care for my health and safety ... Are we in Iraq or the US ??

- ▶ Is it possible to sit down and talk with appropriate personnel at MCAS to show that we are supportive of their training mission and to have MCAS PERSONNEL show that they are respecting of our quality of life. This is a two way street, we have to get along with each other. The residents of Habersham just want to know what to expect during the F35 training.
- ▶ These questions should be asked again after the F-35 arrives.
- ▶ Very very concerned about the F 35-B coming and feel that MCAS is stonewalling the community about its impact. The air station seems to think it can rely on a “charm offensive” and appeals to patriotism to handle the issue. Our government and military should be better than that.
- ▶ A continuing info/ed program to inform the public of the benefits, and necessity of these bases is needed.
- ▶ I am afraid of the noise that will be associated with increased flight training. The cliché, “the noise you hear is the sound of freedom” is dated. As we transition to unmanned aircraft and drones, the cliché will change to, “ the silence you hear is the sound of freedom.”

Questions about the Survey (2)

- ▶ I am a Marine Veteran. Your question #5 asks if you are a veteran but doesn't give a corresponding answer. I am not currently on active duty.
- ▶ You are asking questions about noise from MCAS & MCRD how would anyone know the difference in the Noise from one to the other? You should give more details on what that means from the question

Other (4)

- ▶ Faa Class D zone.
- ▶ Allow Grays Hill Baptist Church to build their Fellowship building. This is wrong and whoever is hindering this should understand they will stand before God for this decision one day. LET FREEDOM RING!
- ▶ I never accounted military people before moving here. I didn't expect that I would be criticized because of my pacifist views.
- ▶ Our community is very negatively impacted by the transience of the people at the bases.

No comment (2)

- ▶ None
- ▶ NONE

APPENDIX

B

CURRENT MARINE CORPS AIR STATION OVERLAY DISTRICT REGULATIONS, BY JURISDICTION

Areas addressed by each Jurisdiction are indicated by a Check Mark (✓)

Area regulated	Beaufort County (MCAS Airport Overlay—MCAS-AO)			Town of Port Royal (Airport Overlay District/ MCAS-Beaufort—AO)			City of Beaufort (Air Installation Compatible Use Zone—AICUZ)		
	Clear zone	APZs	Noise zone 3	Clear zone	APZs	Noise zone 3	Clear zone	APZs	Noise zone 3
Accident Potential Zones	✓			✓			✓		
Noise zone 1 (<65 dB DNL; not regulated)									
Noise zone 2a (65-70 dB DNL)	✓			✓			✓		
Noise zone 2b (70-75 dB DNL)	✓			✓			✓		
Noise zone 3 (+75 dB DNL)	✓			✓			✓		
Prohibited uses									
Community-oriented cultural facilities	✓	✓	✓	✓	✓	✓			
Institutional care facility	✓	✓	✓	✓	✓	✓			
Detention facility	✓	✓	✓						
Hospitals and health clinics	✓	✓	✓	✓	✓	✓	✓	✓	✓
Assembly and worship/religious institutions	✓	✓	✓	✓	✓	✓	✓	✓	✓
Schools	✓	✓	✓	✓	✓	✓	✓	✓	✓
Commercial day care centers	✓	✓	✓	✓	✓	✓	✓	✓	✓
Commercial lodging/ overnight guest accommodations	✓	✓	✓	✓	✓	✓	✓	✓	✓
Restaurants	✓	✓	✓	✓	✓	✓	✓	✓	✓
Bar/tavern/nightclub	✓	✓	✓	✓	✓	✓			
Commercial amusement (indoor & outdoor)/ Indoor recreation/indoor entertainment/ outdoor entertainment	✓	✓	✓	✓	✓	✓	✓	✓	✓
Health/fitness facility	✓	✓	✓	✓	✓	✓			
Commercial retail centers	✓	✓	✓	✓	✓	✓	✓	✓	✓
Parks with active recreation	✓	✓	✓	✓	✓	✓	✓	✓	✓
Mobile/manufactured home parks	✓	✓	✓	✓	✓	✓	✓	✓	✓
Storage of explosive, flammable, or toxic materials in above-ground tanks	✓	✓		✓	✓		✓	✓	
Petroleum refining and related industries	✓	✓		✓	✓		✓	✓	
Chemical manufacturing	✓	✓		✓	✓		✓	✓	
Manufacturing of plastic and/or rubber	✓	✓		✓	✓		✓	✓	

Prohibited uses		Clear zone	APZs	Noise zone 3	Clear zone	APZs	Noise zone 3	Clear zone	APZs	Noise zone 3
Prohibited uses	Group home/community residence/temporary shelter	✓	✓	✓	✓	✓	✓			
	Multi-family (incl. duplexes)	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Single-family attached	✓	✓	✓						
	Other residential development	✓	See below		✓	See below		✓	See below	
Prohibited residential density	> 1 unit per 3 acres in APZs and Noise Zone 3		✓			✓			✓	
	> 1 unit per acre in Noise Zone 2b		✓			✓			✓	
	> 2 units per acre in Noise Zone 2a		✓			✓			✓	
Prohibited impacts	Lights that are misleading/dangerous to aircraft.		✓							
	Smoke/glare/other visual hazards.		✓							
	Electronic interference with navigation signals/communication devices.		✓							
	Uses of land that encourages large concentrations of birds, waterfowl, other wildlife.		✓							
Noise attenuation	25 dB at DNL 65-70		✓			✓				
	30 dB at DNL 70-75		✓			✓				
	35 dB at DNL 75-above		✓			✓				
Height restrictions	Primary zone								✓	
	Clear zone								✓	
	Approach clearance zone								✓	
	Horizontal zone (general for Beaufort County AO; inner and outer for City of Beaufort and within Beaufort County AOD)								✓	
	Conical zone								✓	
	Transitional zone								✓	
	General requirement not to impact MCAS with heights of structures								✓	
Mandatory disclosures	Required prior to sale of property in any APZ or Noise Zone		✓			✓			✓	
	Required prior to placement of mobile/manufactured home in Noise Zone		✓			✓			✓	
	Included on all subdivision plats, townhouse plats, and condominium documents		✓			✓			✓	
	Required prior to issuance of building permit in district		✓			✓			✓	
	Required in residential and commercial lease agreements in district		✓			✓			✓	

Nonconformi- ties	Nonconforming building/structure damaged > 50% of market value must be replaced with conforming one.	✓	✓	
	- Exception for churches provided that noise attenuation requirements are met.	✓		
	- Exception for churches.		✓	
	Nonconforming uses cannot be expanded.	✓	✓	
	- Exception for churches, which can expand up to 15% as long as occupant load is not increased.	✓	✓	
	Nonconforming uses do not become conforming through special use process (for Beaufort County) nor temporary or conditional use process (for Town of Port Royal).	✓	✓	
	Improvements to either a nonconforming use or a residential structure of more than 50% of market value of property over a 5-year-period must meet noise attenuation standards.	✓	✓	
	Nonconforming use or structure that is vacant or unused for 90 days is considered abandoned and can only be replaced with conforming use/structure.	✓	✓	
Variations	ZBA must seek opinion from MCAS-Beaufort prior to granting variance in district.	✓	✓	✓

OTHER MILITARY-SPECIFIC SECTIONS IN ORDINANCES

	Beaufort County	Town of Port Royal	City of Beaufort
Zone for military properties		✓	✓
Transfer of Development Rights program	✓		

STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS ANALYSIS

WHAT IS A SWOT ANALYSIS?

A Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis is a common strategic planning tool used to evaluate information that will assist in identifying potential solutions to meet an organization's objectives (in this case, compatible land use). A SWOT analysis involves specifying the objective and identifying the internal and external factors that are favorable or unfavorable to achieve that objective. The objective of the Joint Land Use Study (JLUS) effort is to achieve compatible land use between the military installations and the community; thus, the SWOT analysis identifies factors that either support or hinder the achievement of this objective. This SWOT analysis groups information into two main categories:

- 1) Internal factors are the *strengths* and *weaknesses* internal to Marine Corps Recruit Depot (MCRD) Parris Island that either assist or limit the facility's ability to successfully manage encroachment and compatible land use issues; and
- 2) External factors are the *opportunities* and *threats* presented by external stakeholders that may support or hinder the achievement of the objective of compatible land use.

A SWOT analysis can also be described as an organizing tool. It organizes information in a way that will help build the foundation for the recommendations that will be made in the MCRD Parris Island JLUS. The SWOT analysis does not, by itself, provide a strategic plan for meeting an objective, but rather supports recommendations for implementation. A SWOT analysis is *not* a "pro/con" list for a particular entity or situation. It is rather a tool – one of many – used to help achieve a specific objective. The SWOT analysis will enable MCRD Parris Island and its surrounding region to build on its strengths, minimize its weaknesses, capitalize on opportunities, and avoid or mitigate potential threats.

HOW IS A SWOT ANALYSIS USED?

A SWOT analysis is an inherently iterative process that will continue to be informed over the life of a project until the objective is met. This SWOT analysis was prepared after reviewing key military and community documents and conducting stakeholder interviews as a part of the JLUS process. Public and steering committee comments are also considered inputs into the SWOT analysis. As local conditions change or additional information is made available, the SWOT analysis may be modified. What was once considered a weakness may no longer be an issue if action was taken to address the weakness. Again, the SWOT analysis is a strategic planning tool used to drive recommendations to achieve compatible land use. As conditions change, the SWOT may change and may necessitate different recommended actions.

Table below provides an overview of how these factors apply to MCRD Parris Island, followed by a more detailed description of each SWOT item.

SWOT Analysis Overview

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> ▶ Excellent community support and positive reputation. ▶ Strong strategic value to the Marine Corps as the only recruit depot on east coast. ▶ MCRD Parris Island’s mission is not currently significantly impacted by “external” encroachment threats. ▶ Significant economic contribution to local and state economy. ▶ Construction of new main security checkpoint expected to relieve traffic congestion. ▶ Installation has considerable historical relevance in the region. 	<ul style="list-style-type: none"> ▶ Physical location of the installation prevents future land acquisition or expansion. ▶ High volume of traffic on roadways, especially during graduation weekends, is often considered an annoyance by public. ▶ Environmental concerns due to ammunition from ranges deposited in Broad River.
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> ▶ Formalize interaction/communication between MCRD Parris Island and its neighbors. ▶ Coordinate with relevant stakeholders regarding traffic concerns and access to waterways. ▶ Community is undergoing a Joint Land Use Study process to identify recommendations to achieve compatible land use. ▶ Community has precedent for adopting policy or programs to support compatible land use. ▶ Multi-stakeholder forums currently exist that allow for engagement between the military and the community. 	<ul style="list-style-type: none"> ▶ Potential impacts of the redevelopment of the Port of Port Royal. ▶ Potential effects on training due to increased recreational boating. ▶ Population and political power shifts within Beaufort County. ▶ Significant potential impacts of climate change on operations. ▶ Lack of affordable housing near the installation is driving base personnel further from MCRD Parris Island. ▶ Unresolved stormwater management fee requirements.

STRENGTHS

▶ **Excellent community support and positive reputation.**

MCRD Parris Island has a positive relationship with the Town of Port Royal and Beaufort County, as well with the public at large. Noise complaints are few and far between and the community is generally supportive of MCRD Parris Island’s operational mission. The installation has a strong role in the social fabric of the civilian community and is a significant part of the region’s identity, particularly in concert with MCAS Beaufort and Beaufort Naval Hospital. MCRD Parris Island engages with the community and hosts the general public at the installation during a number of annual events or learning opportunities, including the Parris Island Museum and the MCRD Parris Island band’s participation at the Beaufort Water Festival. There are also a number of mutual aid agreements in place between the Depot and surrounding fire departments. Community leaders are committed to protecting the installation, recognizing it as a major direct and indirect economic vehicle in the county.

▶ **Strong strategic value to the Marine Corps as the only recruit depot on the east coast.**

The Marine Corps has two recruit training facilities – one at MCRD San Diego and the other at MCRD Parris Island. MCRD Parris Island manages the recruitment and training of prospective male recruits east of the Mississippi River, known as the Eastern Recruiting Region (ERR), and female recruits from all over the country. The installation receives, processes, and trains enlisted personnel upon entry into the Marine Corps and sees them through a program of instruction (POI) that includes physical and mental instruction, rifle marksmanship training, and field training. Since its establishment as a recruit depot, MCRD Parris Island has trained well over one million Marines. Because of its unique training mission, the Depot offers significant strategic value to the Marine Corps and is of great importance to the service overall.

► **MCRD Parris Island’s mission is not currently significantly impacted by “external” encroachment threats.**

MCRD Parris Island’s isolated, island geography circumstantially protects the base from a number of classic encroachment issues, including safety and noise concerns that typically arise as a result of urban growth. In areas where encroachment threats exist, the installation has mitigation or management measures largely in place. As seen in the “weaknesses” and “threats” section of this SWOT analysis, however, there are some traffic and environmental concerns, as well as internal encroachment issues that must be addressed.

► **Significant economic contribution to local and state economy.**

MCRD Parris Island is a major contributor to the local and state economy. According to a report prepared for the South Carolina Military Base Task Force, MCRD Parris Island generated a total of \$594 million in economic activity statewide in South Carolina for fiscal year 2011. The installation supported approximately 5,300 jobs, translating into approximately \$220 million in employee compensation around the state. The Depot significantly impacts several industry sectors, particularly hotels, lodging, and food services during graduations and Family Days. MCRD Parris Island also generated a total of \$465 million in economic activity within the Beaufort and Jasper County region alone in FY 2011.

► **Construction of new main security checkpoint expected to relieve traffic congestion.**

MCRD Parris Island will begin construction of a new main security gate in July 2014, relocating the current security checkpoint from Port Royal Island to Horse Island and, therefore, preventing traffic from backing up onto Parris Island Gateway. Traffic has long been a source of friction between the installation and the community and the construction of the new gate demonstrates MCRD Parris Island’s commitment to relieving this concern. In addition to changing the location of the main gate, the installation is also adding lanes to allow for faster processing of visitors, allowing for a more efficient traffic pattern and decreasing the likelihood that in-bound visitor traffic will negatively affect traffic in the community.

► **Installation has considerable historical relevance in the region.**

The site of MCRD Parris Island has a long history and adds to the region’s overall historic resources. Arguably, the most notable historic site aboard MCRD Parris Island is the Charlesfort-Santa Elena National Historic Landmark, which is the former site of the historic French fort, Charlesfort, established in 1562. This area was later the site of the historic Spanish settlement, Santa Elena, established in 1566. There are 58 historic structures and two historic districts on MCRD Parris Island, some of which date back to 1891 when the installation was first established as the Port Royal Naval Station by the US Navy.

WEAKNESSES

► **Physical location of the installation prevents future land acquisition or expansion.**

The vast presence of wetlands, cultural resources, and poor soil conditions, as well as its isolated, island geography, prohibits the installation from increasing its footprint, potentially restricting its ability to support additional missions in the future. There is, however, room to grow internally at MCRD Parris Island, which may allow for an expansion or change in current mission without needing to acquire additional land outside of its current footprint.

► **High volume of traffic on roadways, especially during graduation weekends, is often considered an annoyance by the public.**

The ID check station for entrance to MCRD Parris Island is currently located at the mouth of the Parris Island Malecon Drive causeway, thus, traffic can back up onto state route 280/802, causing congestion

and delays. The traffic volume is particularly problematic during Family Days and graduation weekends when the installation hosts 3,000 visitors on average. Traffic congestion has been seen at times as a source of friction between the installation and the community. However, as noted in the “Strengths” section of this analysis, MCRD Parris Island is set to realign the main security checkpoint from Port Royal Island to Horse Island. This change is expected to ameliorate some of the traffic concerns associated with the installation.

► **Environmental concerns due to ammunition from ranges deposited in Broad River.**

The small arms ranges aboard MCRD Parris Island are not currently equipped with berms or other entrapment methods, resulting in the deposit of tens of thousands of pounds of lead and copper annually in the Broad River and wetlands beyond the range targets. While the health and environmental hazards posed by copper and lead are well-documented in general terms, the occurrence of munitions constituents contamination at the site is not easily defined or quantified because of the tidal environmental setting at the installation. MCRD Parris Island has worked with the University of South Carolina-Beaufort on evaluating the presence of lead in the areas surrounding the small arms ranges. The US Environmental Protection Agency (EPA) has determined that the Depot’s contamination does not threaten people living and working on or near MCRD Parris Island. While there is not necessarily a public outcry against the installation with regards to this environmental concern, there is a public awareness that this contamination is taking place and that it be addressed. MCRD Parris Island currently has a military construction (MILCON) project underway to construct berms to help alleviate this contamination.

OPPORTUNITIES

► **Formalize interaction/communication between MCRD Parris Island and its neighbors.**

While MCRD Parris Island enjoys a positive relationship with its neighbors, no formal channels of communication or recurring outreach opportunities currently exist beyond the Depot’s participation in the Northern Beaufort County Regional Plan Implementation Committee. Establishing formal mechanisms for communication will allow MCRD Parris Island and its neighbors to communicate regularly and coordinate on issues of mutual concern, including traffic, use of surrounding waterways, regional development proposals, and concerns about sea level rise. “Formal” interaction may take the form of a Memorandum of Understanding (MOU), a recurring collaborative working group, or other mechanism that requires participation by multiple parties.

► **Coordinate with relevant stakeholders regarding traffic concerns and access to waterways,.**

To alleviate current and potential sources of community-military friction, MCRD Parris Island should work with its partners to coordinate on solutions to issues such as traffic, waterway access, and stormwater management requirements. As was discussed in the “weaknesses” section of this SWOT, traffic congestion resulting from visitor traffic has been identified as a source of negative impact on the community. Affected parties should explore whether shuttle or ferry services – or other strategies – should be employed to ameliorate traffic concerns. As is mentioned in the “threats” section, waterway access for recreational boaters around MCRD Parris Island is also a source of conflict between the installation and the community. Opportunities exist to coordinate with other partners on solutions to these challenges.

► **Community is undergoing a Joint Land Use Study process to identify recommendations to achieve compatible land use.**

The current JLUS effort demonstrates the community’s commitment to addressing compatible land use issues in a collaborative, coordinated way. Engaging in the JLUS process provides stakeholders the

opportunity to identify recommended actions to achieve compatible land use, including identifying ways to mitigate potential impacts. Interested stakeholders should capitalize on the current JLUS efforts to implement recommendations to achieve compatible land use.

▶ **Community has precedent for adopting policy or programs to support compatible land use.**

As previously mentioned in the “Strengths” section of this analysis, the community has taken many proactive steps to encourage compatible land use around the Marine Corps installations in Beaufort County. The adoption of policy (e.g., AICUZ ordinances) and the use of programs (e.g., Rural and Critical Lands Program) to support the compatibility around the military installations represent an opportunity to continue and strengthen collaborative land use planning efforts in the future.

▶ **Multi-stakeholder forums currently exist that allow for engagement between the military and the community.**

The Northern Beaufort County Regional Plan Implementation Committee provides a forum through which MCRD Parris Island may engage with community leaders on topics of mutual concern, including compatible land use, noise, regional development proposals, economic development, stormwater management, rural lands conservation, and concerns about sea level rise. While additional, more targeted forums may be appropriate for specific issues, the existing networks allow for consistent, coordinated engagement when appropriate.

THREATS

▶ **Potential impacts of the redevelopment of the Port of Port Royal.**

Several redevelopment proposals have been proposed for the Port of Port Royal, a 317-acre non-operational port owned by the S.C. State Ports Authority. Of the 317-acre site, 52 acres are suitable for development and boast deep water access and a long coastline. Since 2006, three developers have tried unsuccessfully to buy it for residential and commercial development. One recent proposal is to develop a museum and visitor center to support visitation at Charlesfort-Santa Elena, the oldest Spanish settlement in the United States, which is located on Parris Island. To support potential redevelopment, the Town of Port Royal has adopted a planned unit development agreement, which would allow up to 425 residences and 250,000 square feet of commercial space. In March of 2014, the Town also began considering purchasing the port property itself in order to more effectively control the type of potential development at the site. While the sale of the port presents significant challenges regardless of the buyer, future development of the site may have ramifications on operations at MCRD Parris Island. Development would likely increase recreational boating traffic around the installation and, thus, increase pressure to open some waterways that are currently restricted while range operations are underway.

▶ **Potential effects on training due to increased recreational boating.**

The public has unrestricted access to the waters around MCRD Parris Island most of the time. The only exception is the Restricted Area north and west of the rifle ranges, which includes part of the Broad River shoreline and all of Archers Creek. Public access to this area is currently totally restricted when the rifle ranges are in use. Any further development of the areas around the installation that may increase boating traffic or land use incompatibilities should be discussed and coordinated with the installation to avoid conflicts between civilian and military land uses.

▶ **Population and political power shifts within Beaufort County.**

Accelerated population growth in Beaufort County has paralleled burgeoning tourism and retirement-related service industries, diluting the Marine Corps' once dominant impact on the county's economy.

Because of the significant population growth over the last 30 years in the Hilton Head and Bluffton areas, the southern portion of Beaufort County has picked up an extra seat on County Council, shifting the political center of gravity away from the northern portion of the county. This may result in a new County Council whose focus tends towards tourism-related interests that could create conflicts with military training missions. The effects of this dynamic population shift are still unknown, yet highlight the need for the Marine Corps to engage with its local partners in a way that is mutually supportive.

► **Significant potential impacts of climate change on operations.**

Climate change has long been identified as a potential concern for operational and installation sustainability. The threat of sea level rise, increased temperatures, drought events, and increased storm frequency and severity has far-reaching implications for both MCRD Parris Island and the neighboring communities. These potential climate-induced effects have the potential to impact MCRD Parris Island's facilities and infrastructure, in turn hindering the installation's ability to effectively perform operations and mission-related training. The low-lying topography of the South Carolina Lowcountry, and MCRD Parris Island in particular, makes the area especially vulnerable to even slight rises in sea level. The peak elevation at the Depot is only approximately 20 feet above sea level (ASL), with the majority of the property at less than 10 feet ASL. The Depot's facilities are already vulnerable to storm surges, but the prospect of sustained sea level rise poses a much greater challenge to the long-term sustainability of the installation mission. Furthermore, consistent and sustained increases and expansion of temperatures above 90 degrees have a significant impact on the Marine Corps' ability to conduct recruit training operations.

► **Lack of affordable housing near the installation is driving base personnel further from MCRD Parris Island.**

The lack of affordable housing, as well as some people's perception of the quality of the public schools near the installation has caused some MCRD Parris Island personnel to look beyond Northern Beaufort County, the City of Beaufort, and the Town of Port Royal for housing. This has driven demand up in other parts of the County, particularly in the area around Bluffton, but it increases transportation time and costs for those traveling to the Depot. It also contributes to the traffic situation around the installation.

► **Unresolved stormwater management fee requirements.**

Water quality is of vast importance to Beaufort County. It is seen as the lifeblood of the area's recreation, fishing, and tourism industries, as well as a key factor in the high quality of life of the county's residents. Beaufort County has levied a stormwater management fee on all property owners, to include the three Marine Corps installations in the county. Marine Corps counsel, however, believes that the language in the stormwater management ordinance effectively renders the fee a tax and, since a local entity may not tax the federal government, the Marine Corps should be exempt from paying the management fee. The Commanding General, Marine Corps Installations East sent a letter to Beaufort County in 2008 to explain the Marine Corps' position and to reiterate that the Marine Corps is unable to pay the fee. This issue has essentially remained unresolved over the last six years and remains a source of community-military friction for some.

**2015 Joint Land Use Study
Marine Corps Air Station, Beaufort
Public Input Session No. 1
May 22, 2014**

The slides presented by the JLUS consultants are posted at <http://www.lowcountry-jlus.org/Project-Materials>

Ginnie Kozak, the Joint Land Use Study (JLUS) project manager for the Lowcountry Council of Governments, opened the meeting at 5:30 p.m. Ginnie described the project and explained that JLUS efforts were initially undertaken for Marine Corps Air Station, Beaufort, in 1999 and culminating in a final report in 2004. Many of the recommendations in that report were adopted by the local community.

The current effort includes an update to the 2004 JLUS for the air station, as well as a separate JLUS for the Marine Corps Recruit Depot, Parris Island; its first. The project is funded 90% by the Department of Defense's Office of Economic Adjustment, with a 10% local match. The consultants also are preparing implementation tools for the existing transferable development rights (TDR) program.

Ginnie also described the AICUZ process and the manner in which local governments have been implementing the land use restrictions recommended in the 2004 JLUS for the air station. Ginnie also gave a background report on the "Transferable Development Rights" program that was set up with respect to the air station to create opportunities to remove development rights voluntarily from areas that experience most military impacts to areas of the County that typically experience fewer impacts.

Tyson Smith, of White & Smith Planning and Law Group of Charleston, then introduced the consulting team selected to perform the JLUS planning process and to prepare the final JLUS report. In addition to White & Smith, LLC, Tyson introduced other members present who are working on the JLUS team, including Elizabeth Scaggs and Katherine Bragdon, each with Marstel-Day; and Vagn Hansen, with Benchmark.

Tyson gave an overview of the JLUS planning process, explaining that, unlike the planning efforts of individual military bases (like the recent AICUZ Study or EIS) or local governments (like plan amendments and form-based codes) the Joint Land Use planning process is a neutral one that takes into consideration these discrete planning efforts; past studies; and existing data, but which is separate from them. The JLUS effort, in other words, is independent from (though it takes into consideration) past studies and planning efforts of its various stakeholders. Tyson described the two steering committees guiding the JLUS and advising the consultant team: a Policy Committee and Technical Committee. Final recommendations will be presented for public and committee input, and will be issued by the Policy Committee.

Tyson described and illustrated for the attendees the “JLUS Focus Area” for this project, which includes lands within the 65 DNL noise contour (from the most recent “Air Installations Compatible Use Zones” study, 2013) or, in areas where the 65 DNL contour falls less than a mile from the air station, out to a mile from the base. He noted that, although all land use impacts on and from the air station would be evaluated, it is within the designated focus area that the land use assessments and inventory would occur. This process compares existing, zoned, and future land uses to the off-base impacts associated with training operations at MCAS.

Vagn Hansen described the military impacts associated with Marine Corps Air Station, including those associated with noise and safety.

Elizabeth Scaggs then discussed public outreach efforts for the study, describing the public survey that is available to the community for completion until July 31, 2014. Elizabeth explained that the survey could be taken in one of three ways: (a) during the live-polling exercise at this meeting; (b) online via the project website; and (c) by hardcopies mailed back to Elizabeth or other designated party, as indicated on the survey. Elizabeth then conducted the live polling exercise for those in attendance. Finally, Elizabeth introduced the project's first informational brochure and the project website (www.lowcountry-jlus.org). She indicated that a second brochure would be prepared and distributed at the end of the project, which describes the final workproduct and JLUS recommendations.

Tyson then opened the meeting for public comment and questions. The following reflects a summation of the input received.

1. As you look at the impacts to the air station or recruit depot, will you consider ways to mitigate the noise such as changing flight patterns?
 - a. Response: Anything can be discussed. Changed flight patterns can be presented as an option for the stakeholders and committees to evaluate.
2. The study should consider the ramifications of jet noise on health – insomnia and infertility.
3. If the AICUZ were to change during or after the study, would the JLUS be re-opened?
 - a. Response: During the implementation phase of the JLUS, adjustments could be made in response to any new AICUZ information or data.
 - b. Response OEA: If the community feels that a subsequent AICUZ (or any other significant factor) would justify a later supplement or addendum or new JLUS that the OEA would consider such a request and the potential for additional funding. Request could be a joint request with the military and the community.
4. The input of those living in proximity of the air station should be captured. Perhaps we should hold one of the public input sessions in the Grays Hill area, when air base is having active flights. There are many residents in manufactured or mobile homes; varying income levels.
5. We have been provided AICUZ disclosure forms that are misleading. Is their content consistent with what is required by County ordinance?
6. Consider holding public input sessions later in the evenings or on weekends.
7. Those experiencing noise impacts further from the base also should be aware of the study; including, for example, all populations and demographics on Lady's Island.
8. What is the status of the MCAS alternative landing field (ALF)?
 - a. Response: This has been raised at several points in the JLUS process so far. The committees are aware of the interest in the community. The JLUS will address the ALF concept in the context of potential recommendations.

9. I have been in civilian aviation in 20 years. In response to changing flight pattern, the military can change. It depends on if they want to and can they keep the peace? They can keep a higher altitude, specify daytime hours. Changing runways – due to prevailing winds – may be too difficult. Oceana and other bases have changed their patterns. Eglin has changed theirs. Is changing flight patterns a local command decision or higher up on the Navy?
10. We support the Marines and airplanes operating here, but the new airplane – F-35B – is going to be located the middle of the community and encroach upon the community. Other locations could have been considered. There are 400 acres that are owned by my family, outside the AICUZ.
11. On the new AICUZ, why is the 60 dB line shown? Gray's Hill has a high noise level.
 - a. Response: For JLUS purposes, the “focus area” is limited to the 65 dB line, although we note that understanding where 60 dB noise is expected to occur is information that is provided in the 2013 AICUZ.
12. Retired teacher from DOD – concern about Grays Hill. Babies and children are afraid and hiding under their beds due to jet noise.
13. There is not a lot of trust from what we've been told by the Navy and air station. The 2013 AICUZ does not cover the airplane that the air station is going to get. You need to talk to the Navy and to DOD and get answers on why the information was not provided. Some cities have sued to prevent getting the new aircraft. You should talk to them.
14. Question on decibel level and overlay: Inconsistency between the previous and new study. One says that the noise contour is incompatible with residential and one says no impact.
15. Who did the AICUZ study? Only two organizations do them. Wylie did the flight patterns. Noise travels on water, yet this was not taken into account. Difference between the F-35A and F-35B are with regard to weight. The 2013 AICUZ is flawed.
16. The AICUZ said that there are no wood storks. That is incorrect. Wood storks were addressed in the EIS comments from the EPA. Soot wasn't looked at?
17. How does the JLUS committee make confident decisions based on the land use? Can we get specific statistics on the aircraft?
18. Can the data used to measure impacts from the F-35B be adjusted?
 - a. Response: This would be up to the Marine Corps, a stakeholder in the JLUS process. At this point, the JLUS team and steering committees have only the 2013 AICUZ to use as an indicator of anticipated military impacts. However, if there are changes to those impact measures/contours, the JLUS analysis and recommendations could be adjusted or updated. We will similarly adjust as any other base data are adjusted, like local government comprehensive plans or regulations.
19. We are here trying to decide what is happening in the community without the necessary data on the F-35B. What is the need for the JLUS now?
 - a. Response: The JLUS was initiated as funding became available. There is a way to build in the new information if it is generated during or after the JLUS.
 - b. Comment: There is no vertical takeoff and landing (VTOL) data in the 2013 AICUZ.
 - c. Comment: The Air Force and Navy have released data. Emissions are also a concern.

20. Will this process have any input from politicians with regard to ALF?
 - a. Response: We will explore this with the committees.
21. How does the Environmental Impact Statement relate to the JLUS? It is on the F-35A not the F-35B. Concern about impacts to the wood stork.
22. Is it possible to get a grant to get sound monitoring equipment in Gray's Hill to record the noise DNL?
 - a. Response: Not sure of other sources, but it is not part of OEA funding eligibility.
 - b. Comment: One squadron flying in October
23. It has been widely discussed that the data is not as accurate or as full as it should be. The planes are still coming in this year and next year. If the AICUZ is determined to be wrong, would it be corrected with an ALF?
 - a. Response: New information can be folded into the process.
24. What is the flexibility and scope of the JLUS? Ginnie has made it clear that recommendations can be changed. Is it outside the scope of your study to make fundamental recommendations such as that regarding the data?
25. We are skeptical and cynical but appreciate the effort of LCOG to get the JLUS done.

Tyson then reviewed the anticipated "next steps" over the next 4 months, including the tasks to be undertaken by the consulting team (public survey, land use compatibility assessment, SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis)), as well as the anticipated next public meetings for the JLUS, which will be posted on the project website.

Tyson welcomed ongoing input and provided contact information for additional comments from the public. Between 30 and 35 people were in attendance.

**2015 Joint Land Use Study
Marine Corps Air Station, Beaufort
Marine Corps Recruit Depot, Parris Island
Public Input Session No. 2
November 20, 2014**

The slides presented by the JLUS consultants are posted at <http://www.lowcountry-jlus.org/Project-Materials>

The meeting was held at the Technical College of the Lowcountry and the doors opened at 5:30 p.m. The consulting team made display boards available for both installations, indicating the JLUS Focus Area (the “study area”) and the primary training and operational impacts for each. For the Air Station, displays illustrated the existing operational impact for the F-18 aircraft, as well as those for the incoming F-35B aircraft. From 5:30-6:00, the consultants were available to the public to discuss the information on the displays and to answer questions one-on-one.

At 6:00, Ginnie Kozak, the Joint Land Use Study (JLUS) project manager for the Lowcountry Council of Governments, opened the meeting and introduced staff members and the consulting team members in attendance. Ginnie explained that the meeting was being held to update the community on the progress made by the consultants and the Policy and Technical Committees on the Joint Land Use Study.

Tyson Smith, of White & Smith Planning and Law Group of Charleston, then began the presentation by reviewing the military planning efforts – mostly related to the Air Station – that preceded the current Joint Land Use Study. Tyson gave an overview of what Joint Land Use Studies are and the 2004 JLUS completed in this community for the Air Station. He also gave an overview of the recommendations implemented as a result of the 2004 study. Tyson identified the implementation materials (forms, FAQs, applications, flowcharts, etc.) for the County’s TDR program that the team has developed as part of the scope of work for the project, as well.

Next, Phil Huber of Marstel-Day, presented an overview of the results of the public survey conducted by the team from the first public meeting in May until July 31st. Phil reported that a total of 523 responses were received either during the live polling exercise, by mail, or online. Handouts of the survey responses were provided to those in attendance, including key observations by question, the raw survey results, and all “additional comments” provided by survey respondents. After going through the responses and overview, Phil informed the attendees that the results had been provided to and reviewed with the Steering Committees and would inform the final recommendations in the JLUS report.

Vagn Hansen, with Benchmark, then presented land use analyses for both installations, including existing and future land uses compared to off-base impacts of noise related to aircraft operations and weapons training. In the case of the Air Station, Vagn presented the accident and noise contours, as indicated in the military’s Air Installations Compatible Use Zones (AICUZ) Studies for both the F-18 and incoming F-35B aircrafts. Vagn also presented the compatibility analysis the team conducted for the Air Station noise zones, as well as those presented in the AICUZ for the accident potential zones, which are the same for both the F-18 and the F-35B. Finally, Vagn presented a summary of the impact the noise and accident potential contours have on the growth area indicated in the Northern Beaufort County Regional Plan and on each of the jurisdictions (Town of Port Royal, City of Beaufort, and Beaufort County).

Tyson then reviewed the existing policies applicable to each of the accident potential and noise zones that Vagn presented. These were based on the existing overlay ordinances in the City, Town, and County and a handout was provided summarizing the information for the public.

Tyson then opened up the meeting for public input. About 10 members of the community had questions or comments for the team and other stakeholders involved in the community. Comments included:

- ▶ The analysis used in the MCAS 2013 AICUZ being insufficient; including comments related to the propagation of sound over water; assumed altitudes; and advanced acoustic modeling; attendees commented that the JLUS is occurring while the F-35B is not yet in significant use; consultants indicating that revisions to the JLUS are always available to the community if significant new information emerges;
- ▶ The noise experience related to MCAS aircraft; including questions related to the average/weighted noise contours in the AICUZ studies compared to property owner experience at their property during an individual air operation; whether a demonstration of the F-35B could be held;
- ▶ Opportunities for USMC mitigation of off-base impacts; including maintaining higher flight altitudes above residential areas (as was suggested is being done at NAS Oceana in Virginia Beach); sound monitoring; outlying airfields (with the involvement of USMC and appropriate legislative delegation); and flight pattern alternatives;
- ▶ It was clarified that although a PUD ordinance, by law, can supersede the provisions of the County's overlay ordinances, that the overlays, being a matter of safety, are considered by staff to be not subject to waiver through the PUD process; it also was noted that the County's new Community Development Code does not include the traditional PUD concept used under the traditional zoning framework;
- ▶ Discussed the transitional surfaces that describe the air space associated with MCAS and the County's prohibitions of smoke, glare, wildlife-inducing land uses, etc. in these areas and the County's and City of Beaufort height restrictions within these surfaces;
- ▶ Suggestion that citizens be incorporated into the JLUS steering committees;
- ▶ Real Disclosures related to MCAS operations and impacts, including: noting that many purchased homes before disclosures were required; some disclosures being used are not as indicated in the ordinance; that disclosure to-date has been with respect to the F-18 and did not equate to disclosure as to the incoming F-35B;
- ▶ Comments suggesting that compensation be considered for those impacted by USMC operations and changes in the local housing prices and economy;

Tyson thanked everyone for attending and contributing to the conversation. He described the next steps in the process, including meetings with the steering committees the following morning to share community input from this public meeting and to begin the process of prioritizing JLUS recommendations for both installations.

Between 30 and 35 people were in attendance.

