

THE BUILT ENVIRONMENT

Executive Summary

.....
 Planning and Development Department - City of North Myrtle Beach, SC | May, 2010

“So much about parking is psychological. Isn’t it interesting the long distance -- often the equivalent of several blocks -- people will walk across a mall parking lot to get to a destination. Yet in downtowns they want to be able to park at their destination’s front door”

-Roberta Brandes Gratz, from “We Don’t Have Enough Parking”

The term built environment refers to the man-made surroundings that provide the setting for human activity, ranging in scale from personal shelter, to neighborhoods, to large-scale civic surroundings. In urban planning, the phrase connotes the idea that a large percentage of the human environment is man-made, and these artificial surroundings are so extensive and cohesive that they function as organisms in the consumption of resources, disposal of wastes, and facilitation of productive enterprise within its bounds. It not only encompasses private sector land use planning, but also public sector community facilities, such as major roadway improvements, new roadway construction, transit, pedestrian and bicycle improvements, and new public buildings.

LINKING LAND USE, URBAN FORM AND TRANSPORTATION PLANNING.

Land use and urban design considerations of this chapter focus on the relationship between land use (demand), urban form (design), and transportation (supply) in order to improve the efficiency of the regional transportation system while promoting livability within the community. The goal is to better integrate land use, urban form, and transportation decision-making at the local level.

• LAND USE ELEMENT

The basis for much of the future land use plan of 2005 was, and still is, existing land use, but that has not been the only factor in the city’s land use decision-making process.

• TRANSPORTATION ELEMENT

U.S. 17 and Ocean Boulevard (and Sea Mountain Highway) are more than just transportation routes. They play parallel roles of accommodation and retail, destination and attraction. Maintaining

connections throughout the community as it grows, whether through additional streets, new services, or pedestrian access has become the focus of transportation planning.

• COMMUNITY FACILITIES ELEMENT

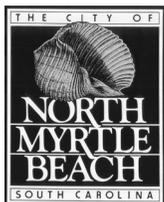
An inventory of water supply, wastewater treatment, solid waste collection, fire protection, emergency medical services, general government, educational facilities, libraries, and medical facilities is presented.

• CULTURAL/HISTORIC RESOURCES ELEMENT

A community’s identity, character, and sense of place stem from its history. The Cherry Grove Beach area used to house flourishing indigo plantations; however, due to insufficient means to reach the North Myrtle Beach area, most of the beach remained uninhabited until 1900 when the first railroad was created by the Burroughs & Chapin families.



Main Street, NMB



■ I S S U E S - G O A L S - S T R A T E G I E S

Issue	Goal	Strategy	Comment
*Mixed-uses not allowed in key zoning districts	*Discuss and identify areas in the City where mixed-use may be appropriate in an effort to link land use and transportation planning	*Pursue land development tools and ordinance amendments addressing mixed-use	*Ongoing...consider overlay districts and floating zones to encourage mixing of uses and promotion of 3/10 mile walksheds
*Concern regarding economic competitiveness, business retention, community design and appearance, “quality of life” for residents and “quality of visit experience” for tourists	*Sustain and enhance a successful business and tourism business community, while improving the quality of life and sense of place for residents and visitors.	*Create an ongoing “ Activity Centers and Corridors ” process and public/private sector partnership to plan for and design the public realm (Streetscapes/ beach access/greenways/Waterway/ park) in coordination with the “private realm” (land uses and development forms) on the adjacent private properties	*Ongoing...the City is partnering with the NMB Chamber of Commerce and local business owners, i.e. the <i>Main Street Transformed</i> initiative
*Conventional development often disrupts natural ecosystems	*Balance growth and environmental quality	*Create tools to enable low-impact development, to maximize habitat and maintain or enhance water quality	*Ongoing...the Land Development Regulations now require “complete streets”
*Current land use categories make it hard to predict the type of development form to be expected	*Envision the intended form of the built environment	*Revamp all future land use categories to reflect examples of desirable form-based land use arrangements	*Utilize in-house graphics capability to create vignettes showing desired outcomes
		*Evaluate future land use categories on an area by area basis	*Ongoing...the current Future Land Use Map categories may need updating in the future
Existing small lots in neighborhoods close to the beach	Continuation of a land use pattern that works well in areas near the beach...also cover existing patio home development in predominantly single-family areas of the beach	Create an R-1B zoning district that allows for 5,000 s.f. minimum lots	* Completed R-1B zoning district has been created
*Not enough open space or public recreational facilities	Require additional open space in residential development, in particular public open space, and recreational facilities	*Work with the Parks & Recreation Department to require additional open space in residential development based on an accepted formula	*Ongoing...the PDD process now requires analysis by the Parks & Recreation Department...require parkland set-asides for future residential developments
*The R-3 zoning district is allowed as an alternative zoning district according to the Compliance Index	Eliminate R-3 as an alternative zoning district and reduce permitted density	In the Medium High Density future land use category, eliminate R-3 as an alternative zoning district and reduce the permitted density	* Completed R-3 Mobile Homes are not allowed in the Compliance Index under Medium High Density Residential
Setbacks and landscape requirements in Resort Commercial do not relate to the height of the building...also, commercial as an accessory use is not allowed	Get setbacks and landscape requirement ratios in line with building heights... require commercial accessory uses	Amend the RC zoning district	*Incomplete...however, the RC zoning district was amended to allow amusement parks
Need another land use and zoning district similar to BC with but changes	Address retail uses allowed in Business Commercial but allow greater standards for lot size, setbacks, and landscaping with perimeter landscaping required	Create a separate Limited Commercial (LC) land use category and zoning district	*Partially Complete...the Limited Commercial (LC) land use category has been created but the zoning district yet to be completed
There is no beach commercial zoning district	The Business Commercial (BC) zoning district can be renamed to Beach Commercial (BC) that better describes the land use and approved uses	*Amend the Business Commercial (BC) zoning district to the Beach Commercial (BC) zoning district	*Incomplete

1. Land Use Element

* New Item

Issue	Goal	Strategy	Comment
The Planned Development regulations are outdated	Increase common open space requirements and standard height and setback requirements		* Completed Planned Unit Developments have been revised to Planned Development District (PDD) with many enhancements to the submittal and design requirements
Roadway corridors lined with Highway Oriented Commercial land uses and zoned Highway Commercial have become unsightly	*Change the requirements in the Highway Commercial zoning district by enforcing more landscaping, lower and smaller signage, and better aesthetics and safety	*Continue to work with the North Myrtle Beach Chamber of Commerce, City Council, Planning Commission, and the general public to adopt new land development tools	*Ongoing...draft U.S. Highway 17 Overlay moving forward...draft Main Street Transformed...Priority Investment Element involving incentives for redevelopment of corridors
Unincorporated “pockets” surrounded by City jurisdiction	Maximize service efficiency and reduce confusion that arises when there is uncertainty regarding a property’s status	*Contact property owners of unincorporated “pockets” and explain benefits of annexation	*Ongoing...though no formal procedure
		*Analyze unincorporated areas to identify potential annexation	*Ongoing...map must be created
		*Explore pre-annexation agreements and other incentives to promote the orderly development and future annexation of properties into the City	*Partially Completed...pursuing pre-annexation agreements throughout the City on a voluntary basis...also participating in courtesy site development review with the County
	*Obtain existing unincorporated property surrounding City Hall to continue implementing the municipal complex master plan	Consider a separate land acquisition fund to acquire land	*Ongoing...discuss with City Council
Unincorporated areas along Little River Neck Road	Allow City to have input regarding development of property in this area	Contact property owners of unincorporated “pockets” and explain benefits of annexation	*Ongoing...preannexations are occurring...adjacent property owners are contacted once a property is annexed
		Consider incentives to encourage annexations through reduced rates for connection to City water and sewer services	*Incomplete...no City policy has been created to date
		Work corroboratively with Horry County to provide input as a stakeholder in all land use decisions by the County that affect properties along the road	*Ongoing...staff was able to provide input concerning recent reviews of projects under County jurisdiction...the City also approved pre-annexation for a development
*Future development on Little River Neck needs to be carefully managed	*Prepare a special area study for the entire length of Little River Neck Road	*Identify grant funding opportunities to pay for consulting expertise, partner with all stakeholders	*Such a study should be completed prior to, and incorporated within the 2015 Comprehensive Plan rewrite
Without adequate commercial development, traffic will be routed onto already-crowded City streets, and newly annexed areas will be poorly served	To provide for lands zoned to allow ‘destination retail’ and new economic activity centers	Create land use tools that would focus on ‘destination retail’ rather than scattered, strip-style development associated with more permissive districts	*Incomplete
Expansion of City limits west of the Intracoastal Waterway	Understand land use patterns and prepare small area plans where appropriate for undeveloped areas on the west side of the Waterway shown in the <i>future growth area</i>	Obtain a consultant to help prepare a plan for west of the Waterway. The plan should include land use policies, transportation, infrastructure supply/demand, housing and recreation needs	*Partially Completed... <i>Transportation</i> has been analyzed in the joint County/City’s 2009 NE Area Transportation Plan
		*Extend streetscape improvements along Robert Edge Parkway to maintain design continuity across the waterway.	*Ongoing...the Priority Investment discusses a future “Bridge District” activity center/city campus on both sides of the waterway
		Meet on a quarterly basis with Horry County officials to discuss land use and zoning for land that could potentially annex into the City	*Ongoing...the joint County/City’s 2009 NE Area Transportation Plan
		*Ensure properties that annex west of the Waterway have sensible multi-modal transportation linkages to existing street networks.	* Completed should property annex, the Land Development Regulations have been revised to limit block lengths and the use of cul de sacs, and to require system connectivity

1. Land Use Contd.

* New Item

1. Land Use Cont'd.

Issue	Goal	Strategy	Comment
Current ordinances are based on outdated land use and growth practices, and are impeding development patterns currently preferred in the market.	Have a code that is responsive to current market trends and is based on sustainability and quality of design	Review existing City codes and processes to determine where changes are necessary to better accomplish the goals of the Comprehensive Plan	*Ongoing...the Land Development Regulations have been revised to require greater development standards such as the “complete streets” policy
*Vacant and underutilized property awaiting revitalization	*Analyze vacant and underutilized areas to identify potential redevelopment solutions	*Offer tax or other incentives for participation in the revitalization of older facilities	*Ongoing...staff has created a map identifying vacant and underutilized property...the Priority Investment Element also provides revitalization tools such as “Activity Areas and Corridors”
Preservation and physical/visual connection to the ocean and beach is in jeopardy	Codification of walkway abandonment or relocation would guarantee that if public access is revoked, the property owners in the vicinity have greater input	Review and possibly update public beach access so that the process of relocations, abandonment and sale of walkways is consistent and involves property owners in the vicinity	*Partially Complete...In 1985, City Council adopted Public Beach Access policy; in 2002, City Council amended and adopted a “Resolution to Adopt Public Beach Access Relocation Policy,” the purpose of which is to provide City Council and property owners guidelines to be utilized when considering closure, abandonment or relocation of public beach access points...relocation of existing public beach accesses to construct Towers on the Grove resulted in the Cherry Grove Oceanfront Park
	*Continue to improve public beach accesses and street ends	Analyze current public beach access conditions, including parking	*Ongoing...the 2007 parking study completed by Kimley-Horn & Associates contains a conditions assessment and recommendations for improvement of all street ends maintained by the City... completely redesigned street ends have been installed at 6th Avenue South and 21st Avenue South
	The development of oceanfront property should not be to the exclusion of all other interests...a balance must be struck with community values such as visual and physical connections to the ocean, a need for diversity in housing type and skyline, and a need to maintain a pedestrian scale to development so that the Boulevard retains a “beach community” appearance	Diversify the land use density and height allowances along the oceanfront to prevent the “walling off” of the oceanfront and permit visual and physical connections to the ocean	Establish an oceanfront/Ocean Boulevard design plan and associated design review process to ensure its implementation... the design plan should include recommendations on lighting, public and private signage, landscaping, and public facilities such as benches, pavement type, bike lanes and transit stops
U.S. Highway 17 corridor	Balance local access needs with through travel needs along the U.S. 17 corridor by enhancing the use of alternative travel modes, including transit, pedestrian and bicycle, and by using strategies that encourage a reduction in vehicular trips	Reduce trip generation through land use controls such as zoning for appropriate density and mixed-use zoning	*Ongoing...mixed-use is now allowed in NC and BC zoning districts...consider mixed-use in the HC zoning district
		Expand roadway capacity by linking existing rear access streets to form a secondary access system, and by expanding the highway where possible	*Ongoing...the Land Development Regulations require, where practical, rear access connectivity...also, U.S. 17 southbound is expected to be widened from 2nd Avenue North to the Cherry Grove Exit

2. Transportation Element

* New Item

Issue	Goal	Strategy	Comment
U.S. Highway 17 corridor cont'd	Balance local access needs with through travel needs along the U.S. 17 corridor by enhancing the use of alternative travel modes, including transit, pedestrian and bicycle, and by using strategies that encourage a reduction in vehicular trips cont'd	Use access management to alleviate stop and go traffic jams by reducing curb cuts, installing a landscaped median, and requiring joint access points where possible	*Ongoing...the Land Development Regulations have been revised to require reduction in curb cuts, joint access where possible and cross-access between retail/commercial uses...the 2007 U.S. Highway 17 Corridor Design Plan recommends new landscaped medians to be installed
		Create a wayfinding signage system that is simple for visitors to use	*Completed Wayfinding signs were installed along U.S. 17 and Ocean Boulevard in 2009
		Connect to the Carolina Bays Parkway at Main Street and at or near 17th Avenue South as funding becomes available	*Ongoing...Robert Edge Jr. Parkway now connects to Carolina Bays Parkway; 17th Avenue South has not been connected but will be evaluated by GSATS Long Range Plan
		To alleviate traffic on U.S. 17, a connection through Atlantic Beach is desirable but the location should be mutually agreed upon by both communities	*Ongoing...the Grand Strand Area Transportation Study (GSATS) will model connectivity in the 2035 Transportation Improvement (TIP) Plan
		Establish a U.S. 17 corridor design plan and design review process to ensure implementation. At a minimum, the design plan should include a thorough review of zoning and other codes with recommendations on signage, lighting standards, landscaping, public facilities and building setbacks	*Ongoing...draft U.S. Highway 17 Overlay moving forward
*Not enough focus on practical transportation patterns	*Utilize scenario based planning tools in an effort to link land use and transportation planning	*Incorporate Community Viz analysis into long-range land development review	*Ongoing...software is available but additional implementation is needed
*Excessive impervious surfaces caused by overbuilt and underutilized parking lots	*Reduce the overabundance of parking supplies in an effort to link land use and transportation planning	*Encourage the arrangement of retail to reduce parking by embracing a "park once" strategy	*Ongoing...the Zoning Ordinance has been amended to reduce parking requirements and allow shared parking
*A gridded street network exists but alternate modes of travel such as bicycling, walking and transit are underutilized	*Create compact, mixed-use development centers enticing to tourists and residents alike in an effort to link land use and transportation planning	*Examine the feasibility of creating a hybridized zoning ordinance with strong form-based and sustainable growth principles	*Ongoing...An evaluation of the roadways led to the adoption of a "complete streets" policy in the Land Development Regulations
*Public transit is currently unavailable within the City	*Integrate transit facilities with residential and commercial land uses where practical in an effort to link land use and transportation planning	*Pursue land development tools addressing transit-oriented design or overlays	*Ongoing...implement public transit into site plan review where possible
Dead end streets and unconnected neighborhoods jeopardize transportation efficiency through parts of the City	Reduce the number and length of dead-end streets, and promote connectivity	Review and update land development codes to accomplish these goals	*Completed The Land Development Regulations were modified in 2009 to significantly reduce cul-de-sac use and require pedestrian and some roadway connectivity to adjacent neighborhoods
Transit is unavailable within the community	*Expand modal choice and provide for transit services	Consider seasonal transit service to serve visitors and reduce congestion... possibility to seek 2010 - 2017 federal transportation funding	*Incomplete...however, City Council does support the idea of Coast RTA providing such service
		Work with the regional transit provider to implement greater transit services to special needs populations such as the elderly or disabled	*Ongoing...staff is partnering with Coast RTA when reviewing site plan proposals
*Management of the increasing use of golf carts	*Diversify modal choice in all neighborhoods, while promoting the safe use of carts.	*Develop a capital program to identify and fund multi-purpose and/or golf cart only pathways within the city, and a system of managing their use	*Ongoing...golf cart comprehensive planning committee is addressing this issue
Little River Neck Road needs corridor improvement	Improve access and increase transportation choices	Seek state funding by submitting project proposal to GSATS for inclusion in Transportation Improvement Program	*Ongoing
		In the interim, widen Little River Neck Road right-of-way and create a separate multi use path	*Ongoing...the County currently has plans to install aesthetic improvements within the corridor (fencing, landscaping). Staff had input on this plan

* New Item

Issue	Goal	Strategy	Comment
Overhead utilities are vulnerable to natural disasters and are aesthetically unpleasing	Continue partnership with Santee Cooper to bury utilities throughout the City.	Abide by existing schedule to bury utilities along Main Street followed by sections of Ocean Boulevard	*Ongoing...refer to the newly created Existing and Future Community Facilities Maps
		Add remaining sections of Ocean Boulevard to the schedule followed by US 17 and Ocean Boulevard	*Ongoing...refer to the newly created Existing and Future Community Facilities Maps
		Once utilities have been buried along major roadways, begin the process along local streets that lead to the ocean.	*Ongoing...the Public Works Department intends to continue burying utilities along local streets
		Where feasible, revise City codes to require that all new construction projects bury utilities.	*In the early 2000s, burying utilities was added as a requirement for Planned Developments
Improve water and sewer services	Locate and construct additional water tanks where needed	Purchase property for Cherry Grove water tank site and budget money for construction in FY 2005 or FY 2006	*Completed Cherry Grove water tank was completed in 2009
		*Purchase and construct a new water tank in Crescent Beach in July 2010 or July 2011	*Ongoing...refer to the newly created Existing and Future Utility Maps
Enhance City's cultural and community facilities	Provide variety of facilities that enhance the community's cultural and educational offerings	Share the cost of constructing new facilities or renovating existing buildings with educational institutions and cultural arts groups in order to provide multiple uses in one building and defray cost	*Ongoing...partnership forged between Horry County and the City to build the new NMB Library in 2010...once construction is complete, the NMB Area Historical Museum will be housed in the former library
		*Construct a new Aquatic & Fitness Center	*Completed in 2005
	*Provide additional land for emergency facilities	*Include additional Police and Fire stations throughout the City	*Completed Station #5 has been constructed in Barefoot Resort...also, the City offered to provide North Myrtle Beach Rescue Squad land along 6th Avenue South to build a new facility... land has also been dedicated for future Police/Fire Station #6 in the Parkway Group planned development
*Facilities affecting the ISO rating	Continue to upgrade equipment and construct training facilities for the Public Safety Department (Fire and Police Divisions)	Budget for equipment that will be responsive to ISO requirements to keep homeowners insurance rates as low as possible for City residents	*Ongoing
		Acquire property west of the Waterway with enough land for a fire-training tower, shooting range and driving track	*Completed land was acquired... awaiting construction of the Operations Facility
Refuse on City Streets	Improve sanitation services for reducing refuse on the street	Use roll carts to reduce scattering of refuse from rental property	*Partially Completed... "rollcarts" are anticipated to be fully in use by all City residents by the end of July 2011
	Reduce the amount of time and money spent hauling solid waste to the County landfill	Purchase property west of the Waterway near the Robert Edge Jr. Parkway for a new City transfer station if the Solid Waste Authority does not intend to open a second landfill	*Completed land was acquired... awaiting construction of the Operations Facility
Flooding and poor water quality	Improve storm water facilities and storm water quality to reduce costs of servicing infrastructure, while diminishing negative impacts on aquatic and other habitats	Continue implementing the City's storm water management plan	*Ongoing...Public Works Dept. has installed 2 improved ocean outfalls and has plans to construct a major naturalized retention facility`
		Upon completion of the City Phase II NPDES permit, review existing codes and ordinances for obstacles to improving water quality from non-point sources	*At the request of City Council, a draft wetland and standing water body (WSWB) preservation ordinance is currently being considered

3. Community Facilities Element

* New Item

3. Community Facilities Element Cont'd

Issue	Goal	Strategy	Comment
Intergovernmental partnerships	Reduce costs to taxpayers through promoting intergovernmental partnerships that maximize the use of public facilities and other resources	Work with Horry County Schools to utilize recreational facilities within the City limits	*Ongoing...The City has partnered with Horry County on a new library and on the 2009 Northeast Area Transportation Plan
		Implement low impact development techniques to improve water quality.	*Ongoing...Zoning ordinance was modified in 2009 to address impervious surface and excessive parking
Availability of services to residents	Given the trend toward an increased elderly population in the City, make it easier for residents to stay connected to their homes and neighborhoods	Increase funding to operations such as Meals on Wheels	*Ongoing
		Create working relationships with organizations to create palliative care for City residents	*Ongoing
		Explore “aging in place” initiatives	*Ongoing
Ensuring adequate public park and open space lands throughout North Myrtle Beach	Have a current Parks and Recreation Master Plan	Update the Parks and Recreation Plan	*Ongoing...the Parks & Recreation Department is currently assessing
		Encourage additional active open space requirements during subdivision and large-scale development	*Ongoing...the planned development review process requires Parks & Recreation analysis...consider same analysis for other types of development

4. Cultural/Historic Resources Element

City has limited cultural activities for local residents and visitors	To encourage cultural activity and a diversity of attractions	Obtain a consultant to conduct an “industry cluster” market study to look at the types of cultural facilities such as a performing arts center, natural history museum and other associated facilities that could be located in the City	*Ongoing...the City continues to pursue the Master Plan Municipal Complex Concept prepared by the Woolpert design firm
			*Ongoing. Traditional family atmosphere is being enhanced with the seasonal amusement park and beach recreation facilities being offered by the Parks and Recreation Dept.
Historic properties, oral histories, artifacts and photographs are threatened	Assessing potentially historic structures throughout the City	To hire a qualified professional to do more detailed study of historic structures	* Completed Horry County completed an Historic Resource Survey containing many references to North Myrtle Beach
	Create an Historic Museum in order to retain, document and collect the area’s history	Initiate and fund a historical society	* Completed North Myrtle Beach Area Historical Museum Board has been created
		Retrieve Tidewater artifacts from the State Department of Archives and History	*Ongoing...the North Myrtle Beach Area Historical Museum is working with the State Department of Archives and History to facilitate the transfer
		Continue seeking revenue to fund a local museum	*Ongoing...partnership forged between Horry County and the City to build the new NMB Library in 2010...once construction is complete, the NMB Area Historical Museum will be housed in the former library
Lack of protection of historic landmarks	Identify, and to the maximum extent practical, preserve historic building stock and sites.	Secure public stewardship of properties to increase opportunities for tourism development	*Ongoing...partnership forged between Horry County and the City to build the new NMB Library in 2010...once construction is complete, the NMB Area Historical Museum will be housed in the former library
*Future development of Little River Neck	*Preserve the rural character and cultural environment of Little River Neck Road.	*Create a stakeholders group/task force	*Ongoing...a special area study has been recommended in the Land Use Element and the Priority Focus Implementation strategies

* New Item

I S S U E S - G O A L S - S T R A T E G I E S

Issue	Goal	Strategy	Comment
<p>*Concern regarding economic competitiveness, retention of existing businesses, community design and appearance, “quality of life” for residents and “quality of visit experience” for tourists</p>	<p>*Sustain and enhance a successful business and tourism friendly community, while improving the quality of life and sense of place for residents and visitors.</p>	<p>*Create an ongoing “Activity Centers and Corridors” process and public/private sector partnership to plan for and design the public realm (streetscapes/beach access/greenways/waterway/park) in coordination with the “private realm” (land uses and development forms) on the adjacent private properties</p>	<p>*Ongoing...the City is partnering with various stakeholders in the business community, i.e. the Main Street Transformed initiative</p> <p>*Ongoing...there is a cultural/historic resources component to strategies that address “Activity Centers and Corridors”, as discussed in the Economic Development Element</p>
<p>*Concern that the City of North Myrtle Beach is losing its “sense of place,” small family beach town character and urban design vernacular visitors and locals remember</p>	<p>*Maintain, enhance, and pay tribute to, in new development, the various sights, scenes, character and feel that made Cherry Grove, Windy Hill, Ocean Drive and Crescent beaches (joined to form the City of North Myrtle Beach) “THE PLACE” to visit on the Grand Strand.... ensure the City of North Myrtle Beach does not become “Anywhere USA”</p>	<p>*Develop a program for City staff to work with residents, businesses and property owners to develop “Character Areas” to guide future planning and subsequent policies...in some cases this process can be a component of the Economic Development Element discussing Activity Centers and Corridor Plans.</p>	<p>*Ongoing...the City is beginning to reestablish its “sense of place” as a family beach and vacation destination by enhancing U.S. 17 and Ocean Boulevard with wayfinding and amenity signage, enabling a seasonal family amusement park and beach amenities, and with its initiative to consider design guidelines along key corridors.</p>

4. Cultural/Historic Resources Element cont'd

* New Item