CURRENT PLANNING AND ZONING ISSUES
FOR URBAN AND RURAL COMMUNITIES

A Continuing Education Webcast Sponsored by the
South Carolina Association of Counties

Thursday, May 16, 2013

AGENDA

9:00 a.m. - 9:20 a.m.  THE STATE OF AGRICULTURE IN SOUTH CAROLINA
Aaron Wood, Assistant Commissioner
S.C. Department of Agriculture

9:20 a.m. - 10:00 a.m.  AGRICULTURAL ISSUES IN LAND USE
Land Use Issues and Agriculture
Gwen C. McPhail, Oconee County Planning Commission

Transfer Development Rights
E. Tyson Smith, AICP, Attorney, White & Smith, LLC

10:00 a.m. - 10:10 a.m.  Break

10:10 a.m. - 11:10 a.m.  MAP-21 – CONSIDERATIONS FOR LOCAL PLANNING PROCESSES
Yolanda Morris, Transportation Planner
Federal Highway Administration, S.C. Division

Mark Pleasant, Senior Planner
S.C. Department of Transportation

11:10 a.m. - 11:20 a.m.  Break

11:20 a.m. - 12:30 p.m.  FORM-BASED CODES
Daniel C. Pennick, AICP, Zoning/Planning Director
Charleston County

Andrea N. Pietras, AICP, Planner II
Charleston County

Josh Martin, AICP, CNU-A, Director of Planning and Strategy
Turnberry Consulting US
The State of Agriculture in South Carolina
Aaron Wood
Assistant Commissioner

Webcast Training
May 16, 2013 • Columbia, SC
“Building Stronger Counties for Tomorrow”

SC’s Agriculture Statistics

- Total Cash Receipts for 2011 = $2,595,194,000
- Poultry is SC’s Top Cash Crop
- SC Ranks 2nd Nationwide in Peach Production
- SC Ranks 5th Nationwide in Peanut Production

SC’s 2012 Record Peanut Crop

- 2002 SC Planted 10,000 Acres of Peanuts
- 2012 SC Planted 105,000 Acres of Peanuts & Produced 420 Million Pounds of Peanuts
- SC has Added 2 New Buying Stations Bringing the Total to 7

Economic Impact of Agriculture in South Carolina

Direct & Indirect Impact
2009: $16.7 Billion
2013: $17.893 Billion
*Nearly a 7% Increase

Economic Impact of Agribusiness in South Carolina

- Agriculture, forestry and their allied industries make up the state's largest industry sector – Agribusiness, which has $34 billion economic impact.
- Agribusiness accounts for nearly 200,000 jobs in South Carolina

Expanding the Economic Impact

- 50 X 20 Plan to expand Agriculture’s economic impact of $16 billion to $50 billion by 2020
• Agribusiness Recruiter in SC Dept. of Commerce

2012 Results: Announced 23 Agribusiness companies expanding or establishing operations in South Carolina.

The capital investment totals +$250 million & 1,000 new jobs.

SCDA Branding & Marketing Efforts

• +1200 CSC Grown Members Statewide
• +500 retail locations carry CSC
• +300 Fresh on the Menu Restaurants
• FOTM App released to public in June 2013

Agritourism & Rural Communities

• Agriculture/Farm based activities connecting people with the industry of agriculture

• TODS – Tourist Oriented Directional Signs Coming in Spring of 2014

South Carolina Association of Counties

For More Information
Contact SCDA at 803-734-2210

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“Building Stronger Counties for Tomorrow”
Agricultural Issues in Land Use – Why You Have One of the Most Important Jobs in Agriculture

Gwen McPhail – Oconee County Planning Commission
Webcast Training
May 16, 2013 • Columbia, SC

EARTH: The Apple of Our Eye

If this apple represents our planet, how much of it can be used to grow food?

The World Economic Forum has stated that in order to feed a population of 9 billion by 2050, the world will require producing more food with fewer resources on less space than ever before.

But it’s not just about setting aside acres of dirt…..

It’s about making sure we have the right “dirt”………..

……..prime and state-wide important soils that produce more crops with less input.

People who are producing food might be considered a nuisance or “a bother”. Don’t zone or regulate them out!!

Jobs!! $$ in the local economy
Yes, South Carolina has a “Right To Farm” Law
S.C. Code Ann. §§ 46-45-10 to 46-45-80

But it serves more to treat a problem once it is there than to prevent the problem in the first place......

Wouldn’t you prefer to provide an ounce of prevention?

Agricultural zoning: can prohibit all uses except for agriculture while allowing for businesses related to agriculture
~vs~

Conservation zoning: can protect open land, usually in smaller parcels, while allowing for new development such as mini-farms but not businesses like garages or welding shops.

Voluntary agricultural districts:

Zone/Regulate with forethought:

Is there an agricultural advisory board or food policy council?

Zone/Regulate with forethought:

Is there support for agri-tourism (on-farm & festivals), county farmers’ markets (are you promoting or just providing a space) and value-added opportunities for agricultural products (DHEC kitchen, educational programs for certification)?

Is there agriculture and/or healthy food available to the cities or do you have food deserts?
Is information about learning opportunities, certifications and opportunities readily available for both farmers and the public or does it take multiple phone calls or running around town to get answers?

More from Tyson........
??????????????
Thank you.
Gwen McPhail
tokeena@innova.net

This is as green as this........
South Carolina Association of Counties

Transferable Development Rights
Tyson Smith, Esq., AICP
White & Smith | Planning and Law Group
Charleston
S.C. Association of Counties
Planning & Zoning Webcast
May 16, 2013

The Conventional Approach to Conservation?
Rural Areas or Protected Lands
Designated Growth Areas

The TDR Alternative

ANATOMY OF A “TDR” PROGRAM

The Big Picture

Predicting the Value of a TDR
Generally, TDR’s value equals:
Value of the land for development purposes
minus
Value for agricultural purposes (or other allowable use on protected property)
Transfer Procedure Scenario

Sending Property Owner ➔ Dev. Right Certificate ➔ County

Conservation Easement

County Development Credit Bank

County Development Credit Certificate

Pursuant to County Ordinance #__________ and City Ordinance # __________,

this certifies that __________________________________________________________

hereby owns, ______ County Development Credits

A restriction on the Deed to Block(s) ______ Lot(s) ___________

situated in County

is recorded in Book ____, Page ____ at the County Clerk's Office,

South Carolina

Owner’s Signature

This certificate entitles the owner to a density bonus as provided in Ordinance # ________.

The Legal Framework in South Carolina

Express Zoning Powers (SC Code s. 6-29-720(C))

- Cluster Development
- Floating Zones
- Performance Zoning
- Planned Development Districts
- Overlay Zoning
- Conditional Uses
- Priority Investment Zones

What about TDRs?
What does the transfer of a development right involve?

• Increase in density in one zone;
• Decrease in density in another;

What does the transfer of a development right involve?

• Placement of Conservation Easement;
• for the purpose of protecting:
  – Environmental resources
  – Agricultural lands/activities
  – Fiscal Viability and Public Facility Capacity and Availability
  – Quality of Life; congestion, level of service
  – Military Air Space

Priority Investment Act

Housing Element
• Nonessential Reg. Req.
• Market-based Incentives

Priority Inv. Element
• Available Funding (10 yrs)
• Project List (10 yrs)
• Interlocal Coordination

Transportation Element
• Transportation Projects
• Transportation Network
• Coordination w/ Land Use

Implementation Techniques
• Market-Based Incentives
• Remove Nonessential Req.

Case Study:
WASHINGTON COUNTY
MARYLAND

Sending Area

TDR Valuation

• Market will Decide Price ...
• But we can estimate ...
• Range
  – $27,000
  – $10,032
  – $0.00
Pros and Cons of TDRs

• Pros
  – “Private” Compensation
  – Developer Flexibility
  – Advance Community objectives
  – Maintain Buildout
  – Internalize Costs, allocation of bene/burden

• Cons
  – Upfront Commitment
  – Monitoring

Secrets to TDR Success

• Sufficient Demand in Receiving Areas
• Sufficient Interest in Transfer versus On-site development in Sending Areas
• Rezonings in Receiving Areas Restricted

Secrets to TDR Success

• Use of TDRs “by-right” (simple & certain)
• TDRs est. when Initial Zoning is Adopted
• Serious Commitment to Land Preservation
• Informed/Committed Elected Body (from early on)

Questions?

Tyson Smith, Esq., AICP
White & Smith | Planning and Law Group
Charleston

843-937-0201
tsmith@planningandlaw.com
MAP-21: Considerations for Local Planning Processes

Webcast Training
May 16, 2013 • Columbia, SC

“Building Stronger Counties for Tomorrow”

Stable Funding

- Program authorized through FY14
  - Previous law through end of FY12
  - Most new provisions went into effect on October 1st
- Substantial programmatic consolidation
  - Most discretionary programs eliminated
  - No earmarks

MAP-21 Themes

- Strengthens America’s highway and public transportation systems
- Creates jobs and supports economic growth
- Supports the Department’s aggressive safety agenda
- Accelerates project delivery and promotes innovation
- Establishes a performance-based Federal program
- Simplifies the Federal program

Program Structure

<table>
<thead>
<tr>
<th>MAP-21</th>
<th>Previous Law</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway Performance Program (NHPP)</td>
<td>NHS, IM, &amp; Bridge (portion)</td>
</tr>
<tr>
<td>Surface Transportation Program (STP)</td>
<td>STP &amp; Bridge (portion)</td>
</tr>
<tr>
<td>Congestion Mitigation &amp; Air Quality Improvement Program (CMAQ)</td>
<td>CMAQ</td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>HSIP (incl. High Risk Rural Roads)</td>
</tr>
<tr>
<td>Railway-Highway Grade Crossing (takedown from HSIP)</td>
<td>Railway Highway Grade Crossing</td>
</tr>
<tr>
<td>Metropolitan Planning</td>
<td>Metropolitan Planning</td>
</tr>
<tr>
<td>Transportation Alternatives (setaside from NHPP, STP, HSIP, CMAQ, and Metro Planning)</td>
<td>TE, Recreational Trails, and Safe Routes to School</td>
</tr>
</tbody>
</table>

$37.7 billion/year in formula funding

- Surface Transportation Program ($10.0)
- Safety ($2.2)
- Railway-Highway Crossing ($0.2)
- CMAQ (Air Quality) ($2.2)
- Transportation Alternatives ($0.8)
- Metro Planning ($0.3)
Performance Management

- MAP-21 identifies national goal areas
  - Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays
- USDOT establishes measures
- States set targets

Performance Measures

For purposes of carrying out National Highway Performance Program USDOT will establish:
- Measures for States to use to assess:
  - Condition of Pavements
  - Interstate System
  - National Highway System (excluding the Interstate)
  - Condition of Bridges
  - National Highway System
  - Performance of:
    - Interstate System
    - National Highway System (excluding the Interstate)

Establishing performance measures

USDOT, in consultation with States, MPOs, and other stakeholders, will establish performance measures
- States will set performance targets in support of those measures
- States and MPOs will report to DOT on progress in achieving targets

- 18 months
- 1 year
- 180 days
- 4 years
MAP-21 Transportation Planning

- Metropolitan planning
  - MPOs to establish performance targets
  - Long range plan incorporates other performance plans
  - TIP to be updated at least every 4 yr
  - MPO serving a TMA selects all projects except those on NHS, which are selected by State with MPO cooperation

MAP-21 Transportation Planning

- Statewide & nonmetropolitan planning
  - Transition to performance-based, outcome-driven planning process, with State setting performance targets
  - Long range plan includes report on conditions & performance of system relative to established performance measures
  - Long range plan incorporates other performance plans

MAP-21 Freight Provisions

- National Freight Policy
  - Establishment of National Freight Network
  - National freight strategic plan
  - Freight transportation conditions and performance reports
  - Development of transportation investment data and planning tools

Announcement of 2010 Urbanized Areas

- On March 27 the U.S. Census Bureau published the list of 2010 Urbanized Areas (UZAs)
  - Boundaries for UZAs and Urban Clusters also released
- Nationally 36 new Urbanized Areas were identified
  - 1 in South Carolina (Hilton Head) – first new MPO since 1990 Census
- GSATS designated as a TMA
- In South Carolina the trend continues that rural areas are representing less of the overall population

Impacts of 2010 Urbanized Areas in SC

Funding Considerations:
- New MPO and changes in study areas expected to impact current Guideshare Funding allocations
- Impact to Transit Providers
  - Rural to Urban
  - Small Urban to Large Urban
- Allocation of Transportation Alternative (TA) Funds
- Allocation of Federal PL Funds
Plan Vision and Goals

Safe, reliable surface transportation and infrastructure that effectively supports a healthy economy for South Carolina

<table>
<thead>
<tr>
<th>Plan Vision and Goals</th>
<th>2040 Statewide Multimodal Transportation Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility</td>
<td>Public and Partner Participation</td>
</tr>
<tr>
<td>Safety</td>
<td>Vision, goals and objectives</td>
</tr>
<tr>
<td>Economic and Community Vitality</td>
<td>Performance targets and measures</td>
</tr>
<tr>
<td>Environment</td>
<td>Financial analysis</td>
</tr>
<tr>
<td>Safety</td>
<td>Needs assessment – all modes</td>
</tr>
<tr>
<td>Infrastructure Condition</td>
<td>Modal scenarios</td>
</tr>
<tr>
<td>Mobility and System Reliability</td>
<td>Project Prioritization (Act 114)</td>
</tr>
<tr>
<td>Safety</td>
<td>Bicycle and Pedestrian Considerations</td>
</tr>
</tbody>
</table>

Who Is Involved

- Stakeholder Involvement will be critical to the process
  - FHWA
  - South Carolina Department of Commerce
  - South Carolina Ports Authority
  - Transportation, Distribution, and Logics (TDL) Council
  - Metropolitan Planning Organizations and Councils of Governments
  - Federal and State Regulatory Agencies
  - Transportation Providers

Modal Plan Updates

- Statewide Multimodal Transportation Plan
- Interstate Plan
- Corridor Plan
- Public Transit and Coordination Plans
- Freight Plan
- Rail Plan

*All six plans will be integrated, but produced as standalone documents*

* Safety Plan is also an element of the overall Multimodal Plan, but developed separately in partnership with the SC Department of Public Safety.*
Challenges for Transportation In South Carolina

SCDOT Responsibilities

4th Largest State-Maintained System in U.S.

System Condition

Present Bridge Replacement Needs

Total Bridges in South Carolina - 8,376
35% of Bridges rated as fair or poor.

<table>
<thead>
<tr>
<th>Replacement Category</th>
<th>Number of Bridges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structurally Deficient *</td>
<td>900</td>
</tr>
<tr>
<td>Closed for Safety Reasons</td>
<td>8</td>
</tr>
<tr>
<td>Weight Restricted</td>
<td>416</td>
</tr>
<tr>
<td>Functionally Obsolete**</td>
<td>774</td>
</tr>
</tbody>
</table>

* (low structural rating)
** (capacity/ lane width deficiencies)

Source: SCDOT Maintenance Office August 1, 2012

Population and VMT

- The growth in travel demand still outpaces population but the gap has narrowed significantly. In 2005 the growth in VMT was nearly twice that of the population.
- By 2030, the population is expected to rise to 5,400,000

Interstate System Performance

- Nearly 30% of roadway travel occurs on interstates
- 2030 estimate capacity needs included additional 400 lane miles
- Approximately 50 interchanges of 271 require reconstruction over next 20 years
- 117 bridges functionally obsolete
- Over 40% pavement is rated fair, poor, or very poor
Primary and Secondary System Performance

• Previous estimate of 2030 capacity needs included more than 1,100 miles of highway improvements
• 87% of the Primary System (US and SC routes) is currently rated fair, poor, or very poor in terms of pavement condition
• 89% of the Secondary System is currently rated fair, poor, or very poor in terms of pavement condition

Port of Charleston

• +9.9% Growth
  – January – August 2012 vs. 2011
• Fastest growing of the U.S. Top Ten container ports.

SC Industries Rely on the Port and Highway Connections

International trade and foreign investment are the very fabric of business and employment in South Carolina.

- More than 700 companies from every county import or export through our ports.
- One in 11 S.C. jobs is related to trade — growing as we leverage logistics, export and agricultural advantages.
- Businesses of all sizes — about half with fewer than 50 employees.

Transit Service in South Carolina

How Safe are South Carolina’s Roads?

- Road departures – nearly 60% of all fatalities in SC involve vehicles leaving roadway.
- DUI – 44% of all fatal crashes in SC are alcohol related. This is tied for first in nation.
- Speeding – Over 40% of fatal crashes in SC are speed related. This ranks in top 5 as worst in nation.
- Trees – 1 out of every 4 fatal crashes in SC involves a vehicle striking a tree. This is more than 3 times the national average.
- Intersections – one out of every 5 fatal crashes occurs at an intersection.

Funding Some Realities to Consider:

- Funding per mile in South Carolina is the lowest in the nation
- Motor fuel tax rate in South Carolina is 4th lowest in the nation
- Funding for transportation in South Carolina is almost exclusively fuel tax
Statewide Plan Overview
Transportation Needs to 2033

- Revenue = $19 Billion
- Funding Gap = $29.3 Billion
- Needs = $48.3 Billion

Transportation Alternatives (TA)
- Incorporates eligibilities from previous programs
- Most (but not all) formerly TE-eligible activities
- Recreational trails program
- Safe Routes to Schools program
- Similar funding level to TEs under SAFETEA-LU
  - FY 2013: $808,760,000
  - FY 2014: $819,900,000
- States and TMAs
  - “Shall develop a competitive process to allow eligible entities to submit projects for funding.”

TAP Program in SC
- TAP funds are to be used exclusively for pedestrian facilities, bicycle facilities, and streetscaping
- The funding cap for the non-TMA projects is $400,000 per project
- Funding for approved projects under the previous Transportation Enhancement Program remains to ensure completion
- MAP-21 criteria applies to SCDOT Commission approved projects beginning with an approved program in Fiscal Year 2013

MAP-21 Modifications
- Transportation Alternatives Program (TAP) funds may no longer be used for landscaping and scenic enhancement as independent projects
- State DOTs as entities are no longer eligible for TAP funds

TAP Program in SC
- The new project/application guidance for the Transportation Alternatives Program is available on the SCDOT website.
- Applications can be submitted anytime during the year with SCDOT Commission approvals in January and July.
- SCDOT Contact: Herb Cooper (803) 737-0230

MAP–21 Federal Allocation Funding Distribution by Population in SC

<table>
<thead>
<tr>
<th>POPULATION</th>
<th>ALLOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 5,000</td>
<td>$ 2.50 M</td>
</tr>
<tr>
<td>5,000 to 200,000</td>
<td>$ 1.77 M</td>
</tr>
<tr>
<td>&gt; 200,000</td>
<td>$ 2.89 M</td>
</tr>
</tbody>
</table>
Preliminary TMA Distribution in SC

<table>
<thead>
<tr>
<th>Area</th>
<th>% of TMA Population</th>
<th>Federal Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Augusta</td>
<td>5.55%</td>
<td>$160,704</td>
</tr>
<tr>
<td>Charleston</td>
<td>29.39%</td>
<td>$853,471</td>
</tr>
<tr>
<td>Columbia</td>
<td>29.46%</td>
<td>$853,603</td>
</tr>
<tr>
<td>Grand Strand</td>
<td>10.45%</td>
<td>$302,803</td>
</tr>
<tr>
<td>Greenville</td>
<td>21.46%</td>
<td>$621,818</td>
</tr>
<tr>
<td>Rock Hill</td>
<td>3.70%</td>
<td>$107,067</td>
</tr>
<tr>
<td>TMA Total</td>
<td>100.00%</td>
<td>$2,897,466</td>
</tr>
</tbody>
</table>

Eligible Participants

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or school
- Tribal governments

Questions?

Contact Information
- Yolanda Morris, Transportation Planner, FHWA
  - (803) 253-3877
  - Yolanda.Morris@dot.gov

- Mark Pleasant, Chief of Statewide Planning, SCDOT
  - (803) 737-1437
  - Pleasantmd@scdot.org

Visit: WWW.SCDOT.org
Form-Based Codes

Webcast Training
May 16, 2013 • Columbia, SC

"Building Stronger Counties for Tomorrow"

Agenda

• Introduction and Overview
• Hierarchy
• Components
• Code Development
• SC Case Studies:
  – Urban application (Columbia)
  – Suburban retrofit application (Beaufort)
  – Rural application (Charleston County)

What is a Form-Based Code?

• Set of zoning regulations that focuses on the physical form and character of development
  – De-emphasizes density and use regulations in favor of building and street design
  – Emphasizes walkability and the pedestrian experience
  – Utilizes a rural to urban transect to determine where different land uses and buildings are appropriate/inappropriate based on existing habitat

Introduction and Overview

Focus on creating character

Rural to Urban Transect
How do Form-Based Codes create character?

Building/Street Relationship

Why are Form-Based Codes Effective?

- Predictable physical result: Regulate what is wanted rather than what is not wanted
- Encourage public participation: Citizens can see what will happen where
- Reduce processing and hearing costs for jurisdictions and reduce time, expense, and uncertainty for developers
  - Details of district determined when code is developed
  - Allows administrative review and approval of proposed projects
Three Scales

• Regional Scale
• Community Scale
• Building Scale (Transect Zones)

Regional Scale

• A regional plan made up of Sectors
• Sectors are geographic areas where specified patterns of development are allowed:
  – Open Sectors - protect open lands
  – Growth Sectors - areas for development
  – Special Districts - areas that cannot or should not conform to Form-Based Code regulations
• Sectors contain Community Units

Example Regional Scale Map

Community Scale

• Each regional Sector contains one or more of the three basic Community Units:
  – Clustered Land Development \textit{(settlement, cluster)}
  – Traditional Neighborhood Development \textit{(village, neighborhood)}
  – Regional Center Development \textit{(town center, downtown)}
• Community Units consist of Transect Zones

Example Community Unit Plan

Pedestrian Sheds

• Basic building blocks of Community Units
• Area encompassed by the walking distance from a community center
  – Distance people are typically willing to walk
  – Generally defined as a five-minute walk to the center of a neighborhood (quarter-mile radius)
• Sizes may vary based on Community Unit type
Example Pedestrian Sheds

Transect Zones

• Identify a range of development intensity by zone from the T-1 Rural Preserve Zone (least intense) to the T-6 Urban Core Zone (most intense)
  – Similar to zoning districts
• May be altered to fit the character of existing development patterns

Example Transect Zones

Transect Zones (cont’d)

• T-1 Rural Preserve Zone:
  – Very limited development, if any

• T-2 Rural Reserve Zone:
  – Farms, forests, and open areas with very little development

Transect Zones (cont’d)

• T-3 Sub-Urban Zone:
  – Low density areas with some mixed use
  – Roads designed to accommodate natural conditions
  – Large sized blocks

• T-4 General Urban Zone:
  – Primarily urban character
  – Mixed use
  – Streets with curbs and sidewalks
  – Medium sized blocks

Transect Zones (cont’d)

• T-5 Urban Center Zone:
  – Higher density mixed use buildings
  – Tight street network

• T-6 Urban Core Zone:
  – Highest density and height
  – Greatest variety of uses
  – Typically only used in large towns and cities
Example Community Unit Plan (with Transect Zones)

Components

Standards

- **Public Spaces**
  - Thoroughfares
  - Civic spaces

- **Building Type & Form**
  - Placement on lot
  - Building form
  - Size & character
  - Pedestrian access
  - Parking standards
  - Land uses

- **Blocks**
  - Perimeter

- **Architecture**
  - Size/massing
  - Building face design
  - Materials

- **Code Administration**
  - Site plan review
  - Subdivision
  - Community Unit review

Example Thoroughfare Regulations

Example Regulations for Building – Street Relationships
Community Unit Review

- New process used in Form-Based Codes
- Allows administrative review and approvals of community plans (similar to the new plat approval process)
- Review is done by a Consolidated Review Committee (CRC) comprised of staff members representing applicable city/county departments (public works, building codes, planning, etc.)
  - May include representatives of permitting agencies
  - Ensures consistency with zoning (Form District Master Plan)

Developing a Form-Based Code

1. Existing Conditions Analysis & Inventory

- Existing patterns of development
  - Street types (lane width, sidewalks, landscaping, etc.)
  - Block types (shape, size)
  - Building types (foot print, streetfront, pedestrian access, etc.)
  - Open space types (private yards, squares and parks, etc.)
  - Parking types and location (parallel, diagonal, etc.)
  - Natural features (waterways, drainage, significant trees, views, etc.)

2. Public Visioning and Charrette

- Gather input from the community early in the process
  - Collaborative planning process bringing residents and planning professionals together
  - Focus groups, workshops, etc.
3. Determine Appropriate Spatial Basis for Regulation
   - Identify which parts of the community are appropriate for different types and intensities of development
     - Community Units
     - Transect Zones
     - Special Districts

4. Develop Standards
   - Public spaces
   - Streets & Blocks
   - Building height, placement & architecture
   - Land uses
   - Parking
   - Etc.

5. Allocate and Illustrate Standards
   - All information and regulations should be contained in a Form District Master Plan
   - Prepare standards in a format that is well illustrated and easy to understand

South Carolina Case Studies

Urban/Suburban Retrofit: Bull Street Neighborhood: Columbia
   - Calibration of form-based code for a new neighborhood in Downtown Columbia
     - Retrofit of an existing, historic mental hospital campus
     - Adopted by Planned Unit Development Provision in Columbia Zoning Ordinance
   - Features:
     - Based on Master Plan (Vision First, Code Second)
     - Consolidated Review Committee
     - Block Length
     - Historic Preservation
     - Tree Protection
Suburban Retrofit:
Boundary Street: Beaufort

- Corridor Redevelopment Code for Beaufort
  - Retrofit of suburban corridor that serves as gateway to National Historic District
  - Adopted as Article in Beaufort Unified Development Ordinance

- Features:
  - Based on Master Plan (Vision First, Code Second)
  - Thoroughfare Regulating Plan
  - Supported by Public Finance for Capital Improvements
  - TIGER III Project
  - Public – Private Partnership
Boundary Street History

Total Improvement Investment to Date: $84,000,000
Boundary Street – Present and Future

Total Benefit to Local Economy:
$137,136,715

Rural Application: Charleston County

• Form-Based Zoning District (FBZD) is an option that can be utilized by property owners on a case by case basis
  – Not a wholesale change of the current zoning to Form-Based Code
• Requirements:
  – Developments of County Significance (1,000 acres or greater in the Rural Area)
  – Approval of rezoning, Comprehensive Plan Amendment, and Development Agreement applications

Charleston County FBZD

• Describes the requirements to submit proposed Form-Based regulations as a Form District Master Plan
  – Introduction
  – Procedures
  – Regional Scale Planning: Sectors and Settlements
  – Community Scale Planning: Community Units
  – Building Scale Planning: Requirements
  – Definitions
Article 7.1: Introduction

- Authority
- Applicability
- Purpose and Intent
- Relationship to Charleston County Ordinances
- Relationship to Future Restrictive Covenants
- FBZD and Land Development Permit Process Overview

Article 7.2: FBZD Procedures

- FBZD Rezoning Application
- Land Development Plans
- Special Districts
- Subdivision
- Zoning Permits
- Amendments
- Review Responsibilities

Article 7.3: Regional Scale Planning: Sectors and Settlements

- Purpose and Intent
- Sectors
- Settlements (organization of Community Units)

Article 7.4: Community Scale Planning: Community Units

- 75% Acreage
- Civic Space
- Circulation and Thoroughfare Design
- Transect Zones
- Density Calculations
- Special Districts
- Buffer Requirements and Tree Protection and Preservation

Article 7.5: Building Scale Planning: Requirements

- Function and Use
- Parking
- Building Types
- Architectural Design
- Landscape and Lighting Design
- Buffer Requirements
- Signage

Article 7.6: Supplementary Definitions