# Land Use

using space wisely

The City of Charleston is comprised of five distinct land masses:

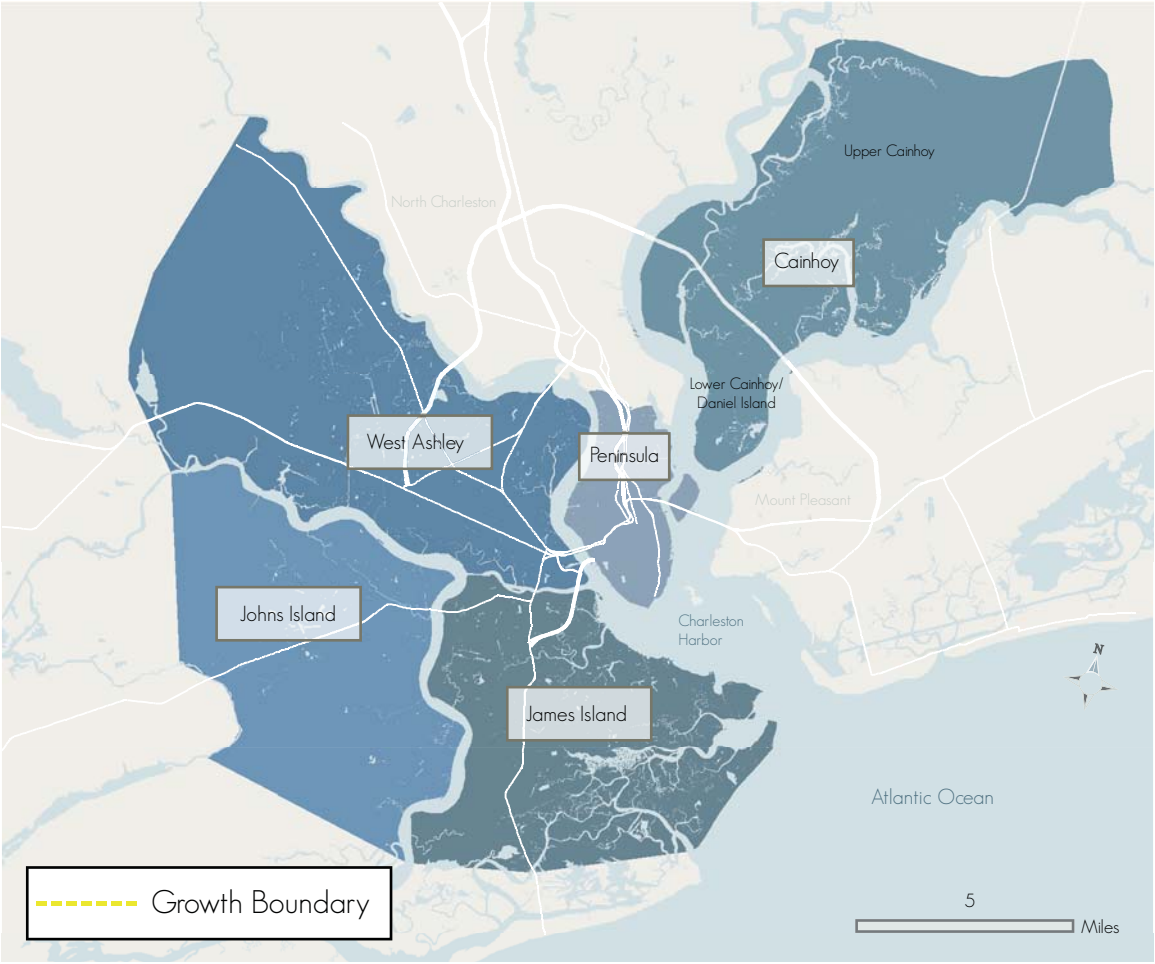
1. **The Peninsula,** the historic core of the Charleston;
2. **West Ashley,** home to some of the first post WWII suburbs, it is the City's largest and most populated area that first saw annexations in the1960s;
3. **James Island,** also home to post WWII suburbs, it is the City's smallest Sea Island with annexations starting in1970s;
4. **Johns Island,** the second largest island on the east coast with only a small, concentrated portion annexed into the City limits starting in the 1980s; and
5. **The Cainhoy Peninsula,** linked to the City via the Mark Clark Expressway through Daniel Island, it's large scale annexations began in 1990s and continue today.

## CHARLESTON CORPORATE LIMITS EXPANSIONS

| Year | City Area |
|---|---|
| 1960 | 6 sq. miles |
| 1970 | 14 sq. miles |
| 1980 | 25 sq. miles |
| 1990 | 61 sq. miles |
| 2000 | 98 sq. miles |
| 2010 | 109 sq. miles |

Source: City of Charleston

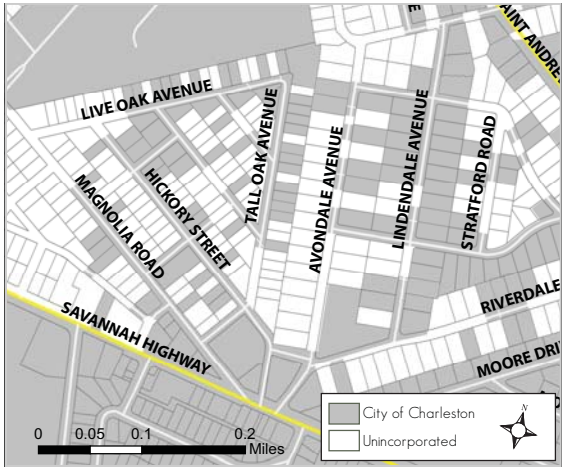
## City Areas of Charleston




Charleston has grown rapidly in these land masses over the past decades including the last ten years. Because of annexations, the City was roughly 98 square miles in 2000 and is 109 square miles today.

Each of the City's land masses has unique attributes and development patterns. Determining a future course for land use in the City must take into account the diversity of these five land masses and recommend ways to preserve their unique character.

While the City has continued to grow, "doughnut holes" in the corporate limits and the presence of other jurisdictions make for a complicated system of boundaries.




Given that the scope of this comprehensive plan is broad and seeks to create a more long range vision, this document provides complete set of land use recommendations for each of the City's five land masses, including adjacent areas that have not been annexed. These recommendations will be presented to surrounding jurisdictions for their input and comment, and the City of Charleston will use the plan to determine the best lot by lot recommendations for parcels within the City jurisdiction and areas of future annexation.

## Existing Land Use

An analysis of Charleston County Assessor's data and existing City of Charleston zoning coverage gives a good sense of how land is being used on the Peninsula, West Ashley, James Island, and Johns Island. For Berkeley County, no similar Assessor's data exists, so existing zoning was used.

### Peninsula (approximately 8 sq. mi.)

Nearly 20% of the land on the Peninsula is categorized as commercial use, signifying it as the City's business center. However, currently a large amount of commercial space is vacant(15%), which gives rise to concerns that there is not as much business activity as could be accommodated. Nearly 30% of the Peninsula's zoned land is Heavy Industrial, tracing back to the area's industrial past. Conversion of many portions of this land seems likely, given a lesser port presence in the downtown area, and development of Brownfield projects such as Magnolia (see chart on the following page).

### West Ashley (approximately 30 sq. mi.)

Single family residential use dominates West Ashley, covering more the 20% of the area, and accounting for more than 35% of the existing zoning. Suburban commercial development is also present, with about seven percent of West Ashley zoned General Business. As the City's largest and most populated land mass, it has the greatest number of new and future developments, such as Long Savannah and Carolina Bay (see the chart on the following page).

### James Island (approximately 16 sq. mi.)

James Island is also dominated by single-family residential and the zoning coverage reflects the character of its topography. Many creeks, marshes and lowlands exist that are zoned Conservation, suitable for the no or low density residential development. Because James Island is the most "built-out" of Charleston's suburban areas, it does not have as many new developments over the past decade. Commercial development is concentrated along Folly Road, and there is very little industrial development in this area.

## MAJOR DEVELOPMENT APPROVED & STARTED (2000-2010)*

| Project Name | Location | Unit Count |
|---|---|---|
| Long Savannah (incl. Village Green) | West Ashley | 6,100 |
| Magnolia | Peninsula | 4,400 |
| Carolina Bay | West Ashley | 2,500 |
| Shade Tree | Johns Island | 1,300 |
| Bolton's Landing | West Ashley | 965 |
| Whitney Lake | Johns Island | 873 |
| Sea Island PUD/ Angel Oak Village | Johns Island | 630 |
| The Peninsula | Cainhoy Peninsula | 570 |
| Grand Bees in Grand Oaks | West Ashley | 507 |
| Fenwick Hills | Johns Island | 430 |

*Inclusion on this list does not imply that a development will be fully built out in the upcoming 10 or even 20 years. It is just a list of the larger developments that had full approvals and some degree of a start towards development.

### Johns Island (approximately 13 sq. mi.)

Johns Island has the most rural character of all the land masses in Charleston. Situated within the urban growth boundary at the City's edge, Johns Island is appropriately dominated by lower density residential uses and agricultural designations. Conservation is the largest zoning category with almost 37% of the land area. Light Industrial has nearly 14% of the land area, but this is attributed to the large industrial areas around the Johns Island Airport. Johns Island has seen a great number of new developments approved in the past decade, although the recent economic down turn has affected them all, by either preventing any construction of leaving unsold units in recent developments.

### Cainhoy Peninsula (approximately 33 sq. mi.)

The Cainhoy Peninsula has two main areas, Daniel Island and the upper Cainhoy area. The Daniel Island development has its own zoning codes that dominate land use on the southern end of the peninsula. This consists primarily of single family neighborhoods and some mixed-use in its town center areas. Further north, along Clements Ferry Road and the Mark Clark Expressway, Industrial uses and zoning dominate. The Cainhoy (CY) zoning designation on the Guggenheim tracts is in the upper regions of Clements Ferry Road. This designation is one of the City's more open or flexible zonings because it will require future land planning as other tracts are subdivided off it.

## Land Use Goal:

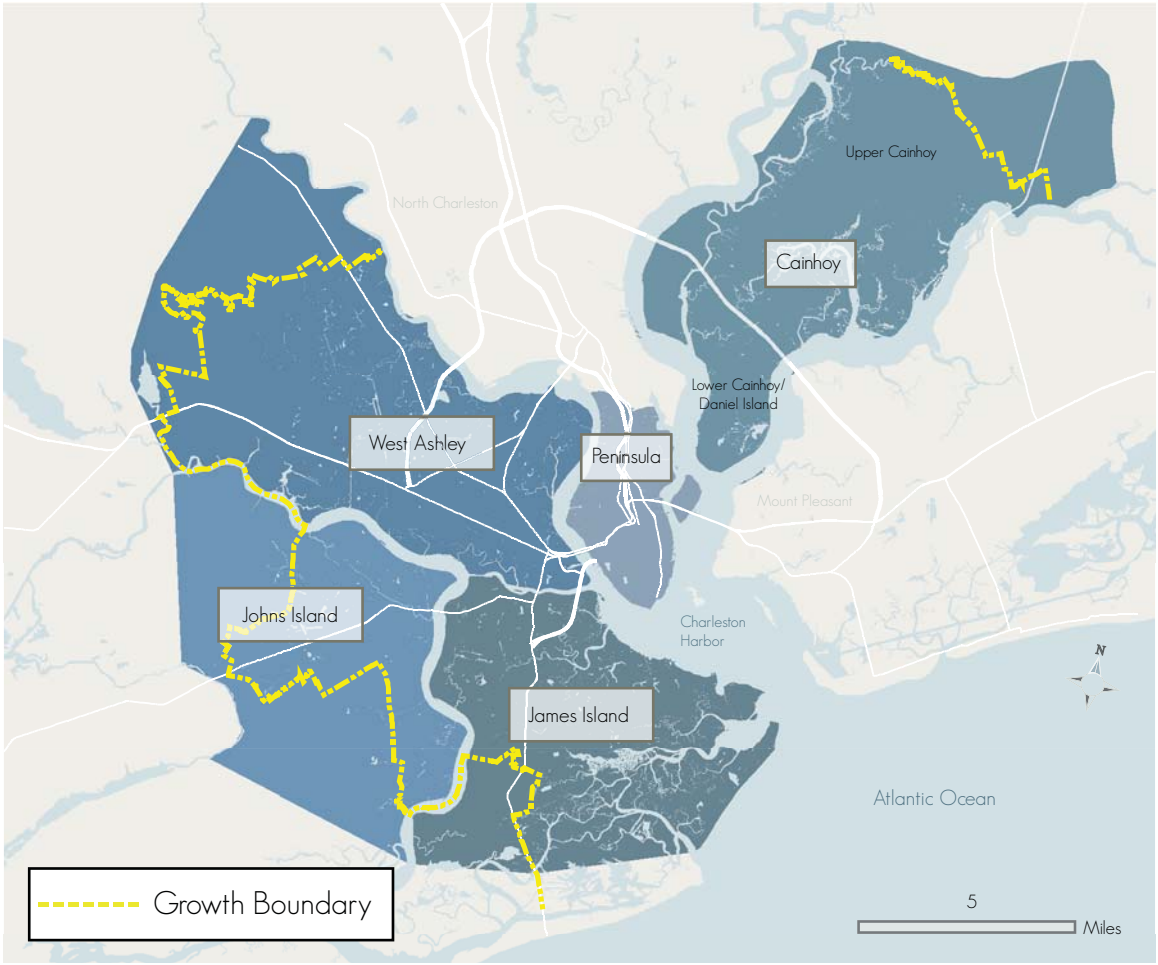
Foster the sustainable growth of the City through encouraging infill, redevelopment, diverse, walkable neighborhoods and park spaces, well located mixed-use centers, and protection for our surrounding natural and rural areas.

## Urban Growth:
## *Surround the City with Green*

Within the City of Charleston's jurisdiction exist some of the region's most urban settings, such as the central business district of downtown Charleston, as well as very rural areas, such as agricultural areas found on Johns Island. In order to protect the natural environment and preserve the unique quality of each area, urban growth should be managed. This means urban and suburban development should not spread throughout rural areas and nature should be protected in suburban and urban sections of the City.

Urban growth continues to be a concern on Johns Island and in the upper Cainhoy Peninsula, where forest, farm land, and open space continue to dominate the landscape. City and non-City residents of these areas are seeking ways to preserve their unique rural quality of life. Subsequently, the City of Charleston in-

## City Areas and Urban Growth Boundary




vested considerable time working with the citizens of Johns Island, the Johns Island Growth Management Committee, and others, to develop the 2007 *Johns Island Community Plan*. Similarly, on the Cainhoy Peninsula, the City continues to work with citizens on plans to protect the historic resources of that special part of the area.

### Urban Growth Boundary

In the City's 2009 Resident Survey, 91% of respondents agreed with limiting urban expansion of our City (i.e. supporting the urban growth boundary). Over ten years after the creation of the Urban Growth Boundary, strong support still exists to limit urban development. In fact, in Charleston County's *2008 Comprehensive Plan Update*, they stated that "the Urban Growth Boundary needs to be institutionalized through intergovernmental agreements and/or working relationships in order to direct higher intensity growth to the Urban/Suburban area where adequate infrastructure and services are in place, allowing for preservation of rural character of the majority of the County."

Accordingly, the *2008 Charleston County Plan* designates areas of the County for urban/suburban, and rural development patterns. These recommendations affect City growth in West Ashley, James Island, and Johns Island. It should be noted that in this and previous planning documents, the City of Charleston supports the original location of the Charleston County Suburban/Rural lines (a..k.a. UGB) on James island, thereby keeping a large portion of the southwest quadrant of

James Island outside the UGB (south of Grimball Road and west of Old Military Road). Areas outside the UGB are hence designated only for rural development levels. However, Charleston County removed their UGB designation from James Island completely in 2004.

As noted previously, there has been continued public support to control and limit development, making the location of the UGB of critical importance. Therefore in 2007, the *Century V Plan* was amended to include criteria for adjusting the UGB (included in the appendix). These criteria require that justifications be made to warrant an adjustment in the boundary, including evidence the new location of the UGB would: 1) better protect the public interest, 2) better preserve of rural character of lands beyond the UGB, and 3) better secure the line as a permanent fixture (i.e. the land outside the UGB becomes publicly owned making it more than just a political marker and contributing to a permanent greenbelt system).

In 2008, the Long Savannah development utilized these criteria in moving the UGB in West Ashley to accommodate that development's plan. One of the key benefits of the move was the creation/preservation of Charleston County's largest park just outside the new UGB, and a City park on Bear Swamp Road. These parks contribute to the City's plans to surround the City's edge with greenspaces and essentially encircle Long Savannah making the UGB more permanent in this location.

An additional alteration to the UGB is to bring it in closer to the existing urbanized areas along outer Ashley River Road. This document recommends bringing the UGB closer to the edges of the Mclaura Hall and Village Green neighborhoods, as shown on the map on page 6.

### Coordination with Surrounding Counties

The *2008 Charleston County Comprehensive Plan Update* identifies places in the urban and suburban area "that are experiencing immediate development pressures and require further study regarding land use issues." These include areas located in West Ashley along Bees Ferry Road, Belgrade Road, and Savage Road, and on Johns Island. The County's recommended implementation strategy for these areas "is to create consistent area plans coordinated with adjacent jurisdictions." Along the Maybank Highway Corridor on Johns island, the County Plan recommends "coordinated planning in the Maybank Highway Corridor…and to work with the public and the City of Charleston to implement consistent land use and design standards." The City should continue to have discussions with the Charleston County about this approach.

Within the urban and suburban areas of West Ashley, James Island, and Johns Island as defined by the *2008 Charleston County Comprehensive Plan* there are about ten square miles of undeveloped land. This is more land than the entire Charleston peninsula. In addition, about twenty square miles of vacant land is available in Berkeley County south of the Francis Marion Forest and Flag Creek. So within the proposed urban and suburban areas of the City there is sufficient land available for development to meet increased demand, consumer preferences and demographic changes that will occur well into the next century.

**However, the *2000 Century V City Plan* recommends that not all this vacant land be converted to suburban and urban development.** There are opportunities in suburban and urban areas to conserve open space. Even as of 2010, Johns Island and much of the Cainhoy Peninsula continue to maintain their rural heri-

tage and open spaces still dominate the landscape. The City continues to uphold that urban growth should not consume these areas.

In addition to controlling the spread of urban growth, the City must manage it within already developed areas. The pattern and design of development within suburban and urban areas of the City affects Charleston's natural resources and quality of living. Urban growth in these areas must not come at the expense of clean air, water, and vegetation.

Berkeley County is in the process of updating the *Berkley County Comprehensive Plan 1999*, but the final version was not completed during the City's drafting of this 2010 Century V Plan Update. City planning staff have met with Berkeley County planners and the County Planning Commission to discuss the possibility of creating an Urban Growth Boundary in areas near and around the City of Charleston's boundaries on the Cainhoy Peninsula. There is a logical location for such a line outside the westernmost edge the Francis Marion National Forest. A growth boundary in this location would be most appropriate, as there would be a federally owned forest on the outside of the line would impose the permanence of the boundary.

## Urban Growth Goals

*Develop and maintain a sufficient open-space/parks system so that the City is diverse in uses and opportunities and includes natural spaces and wildlife habitat, as well as passive and active recreation with an equitable distribution of parks, trees and pathways throughout the community.*

*Implement land use and transportation planning and policies to create compact, mixed-use projects, forming gathering places and sites designed to maximize affordable housing and encourage walking, bicycling and the use of existing and future public transit systems.*

## Urban Growth Recommendations

1. Support Charleston County's Comprehensive Plan and its designation of an Urban Growth Boundary (UGB) protecting rural areas surrounding the City of Charleston and other urban areas of Charleston County.
2. Work together with Berkeley County to have that County adopt a similar UGB system in the Cainhoy Peninsula, in the same location as the City of Charleston's along the inside boundary of the Francis Marion National Forest.
3. Work with Charleston, Berkeley, and Dorchester County residents and their leaders to implement land conservation programs in rural areas.
4. Ensure City land development regulations encourage compact development patterns that minimize consumption of land.
5. Tailor ordinances to complement the way of life in rural areas of the City.
6. Ensure land development regulations adequately protect natural resources in urban and suburban areas of the City.
7. Ensure land development regulations protect existing farms and agricultural use s and encourage urban farming.
8. Ensure land use regulations allow urban agriculture as an alternative land use for non-contaminated vacant properties.
9. Draft a plan within 18 months for management of growth and development on the Cainhoy Peninsula and be completely through the process in 3 years.
10. Consider a Transfer of Development Right program.

## City Development: *Investing in Existing Assets*

The pattern and quality of growth and development is essential to maintaining and improv-

ing quality of life and sustainability of Charleston. Charleston contains a variety of quality urban, suburban, and rural environments. Future City development must complement and improve these places. This is especially important because the City Plan recommends that urban growth be managed, so that it does not continue to spill into the countryside.

City development involves a variety of factors: land use, urban design, preservation, housing, and parks to name a few. The City has enacted many programs and regulations to address each issue. These issues are intricately interrelated to one another, so as the 2000 Century V Plan recommends, City development will be managed by focusing on the following essential areas:

1. Neighborhoods
2. Infill and Redevelopment Opportunities
3. Gathering Places

## Focus 1: Neighborhoods

Sustainable neighborhoods are the backbone of the City. Neighborhoods are the City's setting for most housing, parks, civic and community spaces. Neighborhoods can also be an ideal location for shopping and work places. City development must occur in a manner that enhances existing neighborhoods and creates opportunities for a variety of new neighborhoods.

Source: Fabric Urban Design, 2010

The term "neighborhood" can invoke a variety of images because it has been used to define many things. Each resident is likely to describe his or her neighborhood, its size, and boundaries uniquely. For the 2000 Century V Plan, City residents helped clarify the essential elements of a neighborhood by answering the following questions on a 1998 citizen survey:

- About 70% of those surveyed agreed or strongly agreed that "A good neighborhood should include a mix of some of the following: housing types, retail, places of worship, civic institutions, work places, schools, and public gathering places, such as a local park or community center."
- Over 80% of those surveyed agreed or strongly agreed that "A good neighborhood should have schools, parks, and recreation facilities within walking or bicycling distance of most residents."

For the 2010 Century V Plan Update, City residents were again asked about their neighborhood preferences in the 2009 citizens survey, and the result was that 82% or respondents wanted neighborhoods with more services and jobs within a walking distance of their homes.

### Is there a market for walkable neighborhoods?

In a recent survey...

6 in 10 prospective homebuyers chose walkable neighborhoods with less time spent driving.

Source: 2004 poll by National Association of Realtors and Smart Growth America

The particular size, arrangement, housing density, design of parks and open spaces, and availability of services will depend upon the setting of each neighborhood. While neighborhoods throughout the City share some of the elements revealed in the citizen survey, they are also unique to their setting. An urban neighborhood on the Peninsula is different from a suburban neighborhood in West Ashley or a rural neighborhood on Johns Island.

The Charleston area contains many neighborhoods that may serve as models for the City's comprehensive planning. These places possess the qualities City residents are looking for in a neighborhood, but each is unique to its setting. City policies and regulations must continue to foster unique neighborhoods offering a balanced mix of dwellings, parks and open spaces, civic buildings, shops, and workplaces.

The recommendations and land use plans presented in this update are designed to accommodate much of the demand for housing, services, civic institutions, and workplaces in neighborhood settings. Neighborhood design, building design, and infill and redevelopment must, therefore, complement the neighborhood setting. Some uses are not appropriate in a neighborhood setting and their location should be limited accordingly.

**Uses that are not appropriate in a neighborhood setting are ones that can be a threat to public health and safety, uses that require excessively large buildings and parking areas, and uses that generate heavy volumes of traffic from outside the neighborhood.** City policies and regulations should reflect these basic conflicts.

Parks are an integral part of neighborhoods and the urban environment of Charleston. Parks in the City give citizens a place to relax, experience nature, and recreate. Parks are also an important part of Charleston's public space. City parks welcome all citizens. They are both a gathering place and a civic monument.

In the Charleston region, many citizens have access to nature and an array of park settings. Most Charlestonians are a short drive or bus ride to many coastal retreats: beaches, islands, and coastal parks. Others can enjoy the Francis Marion Forest on the northeast edge of the City. In West Ashley, the City has a large state park on the Ashley River called Charles Towne Landing, and on James Island there is a large County park including a campground and water park (a full listing of the City Park Land Acquisitions is in the "Natural Resources" chapter). These two large parks within the City limits are great assets. In the near future, the largest park in Charleston County, created on 1,568 acres surrounding the Long Savannah development and a 208-acre adjacent tract purchased by the City will be another important asset in the system of parks around the City.

City parks play a unique role in the life of City residents. They should be available as daily retreats for all citizens. They are places where Charlestonians can walk their dogs every morning or where children safely play after school. Parks are one of the benefits of living in the City, and Charleston has over 1,700 acres to enjoy. For example, 67 acre Hampton Park serves the neighborhoods it borders as well as residents throughout the City. Mall Park, Hampstead and E. Hampstead Parks are within blocks of most homes in the Eastside neighborhood. Brittlebank Park gives residents and visitors alike a place to view the Ashley River. The West Ashley Greenway provides an off-street connection for pedestrians and bicyclists to tour West Ashley. Likewise, West Ashley Park provides open spaces, ball fields and forest lands for residents to enjoy.

These are good examples of what the City continues to need as it grows: 1) larger parks attached to several neighborhoods that combine active recreation facilities like ball fields and quieter places like a nature trail; 2) smaller neighborhood parks scattered throughout neighborhoods and within a five or ten minute walk of every home; 3) parks that serve a unique purpose, such as Brittlebank Park and Waterfront Park; 4) parks and trails that connect neighborhoods, schools and other parks, such as the West Ashley Greenway; and 5) community gardens, urban farms or other means of local food production.

**Compact, walkable neighborhoods**

Cut vehicle miles traveled by

An average of **30 PERCENT**

(with higher ranges possible)

Source: Smart Growth America

Residents should be given access to waterfront areas throughout the City. The City's efforts on the Peninsula will ultimately provide public waterfront from Joseph P. Riley Baseball Park on the Ashley River to the Aquarium on the Cooper River. Off the Peninsula, Plymouth Park on James Island provides convenient access to the Intercoastal Waterway for residents and visitors to Riverland Terrace. Also on James Island, City owned property on the Charleston Harbor has been developed into Sunrise Park, with a public pier and open waterfront views. Similar efforts should ensure all residents access to waterfront areas near their neighborhoods.

Greenways and bikeways can provide safe and convenient routes for bicycles and pedestrians. The City currently intends to improve and extend the West Ashley Greenway so it connects all of West Ashley with the Peninsula, via a bicycle-pedestrian lane to be added to the newer Ashley River Bridge (a.k.a. Legare Bridge). Other improvements to the Greenway were recently outlined in the West Ashley Greenway Plan (2010). Similarly on Johns Island, the City is developing the Johns Island Greenway Plan that will provide recommendations and map out a network of connections for the Island. The plan is expected to be completed in 2010. By integrating bike and pedestrian trails and locating parks in throughout the City, Charleston can also reduce travel times, traffic, and gas expenditures, as well as promote healthy, active lifestyles.

Lastly, parks serve as important civic spaces within neighborhoods. Community buildings, churches, and schools can play a similar role. City development efforts must include cooperation with other agencies and institutions to share facilities that can be used as important community centers.

## Neighborhood Recommendations

1. Engage existing neighborhoods in more detailed design studies to examine specifically how growth can improve quality of life.
2. Revise land development regulations to focus on compatible mixing of building types. Buildings must reflect rather than be foreign to the neighborhood scale.
3. Revise land development regulations to allow for sustainable urban farming and small-animal husbandry.
4. Permit a variety of housing, services, workplaces, and civic institutions in neighborhood settings. Strive to locate such a mix of uses within a five minute walk of any residence.
5. Concentrate higher density housing within a five to ten minute walk of transit stops.
6. Accommodate the full spectrum of housing for all neighborhoods by permitting a

range of building types compatible with the neighborhood setting.

7. Provide larger district parks (50+ Acres) for active and passive use within safe biking distance of all residents of the City.
8. Provide neighborhood parks (2 – 20 Acres) within a ten minute walk of all homes. Work with neighborhood councils to find locations in existing neighborhoods and require new neighborhoods to be designed with usable parks.
9. Expand park connectors like greenways and bikeways by seeking partnerships with utility providers for use of utility corridors and expanding use of unused rail corridors.
10. Provide community agriculture opportunities within a ten minute walk of all homes.
11. Provide a productive environment for review of new development projects that includes citizen involvement early in the process.

## Focus 2: Infill & Redevelopment Opportunities

"Infill" is a term used to describe development on unused parcels of land surrounded by already developed sections of a City. These sites present great opportunities that typically require minimal investment to provide services because the infrastructure already exists. Infill sites tend to be on existing streets with available utility service, garbage collection, police already patrolling, and other municipal services. These underused or abandoned sites are Charleston's greatest physical assets because their development or redevelopment can help repair or complete existing neighborhoods.

However, infill and redevelopment sites often also present the greatest development challenge. These sites are usually in close proximity of existing homes; therefore, neighbors must be involved in the design of infill and redevelopment projects. These sites have existing buildings, parking lots or environmental issues that must be addressed. Government regulations may actually discourage reuse or development. Market statistics for surrounding neighborhoods may not adequately reflect purchasing power, so developers and lenders may look at them as poor investments. The types of problems to be addressed are quite different from those for a vacant piece of land in a suburban or rural setting.

Nevertheless, these are the City's greatest assets. Infill developments can reduce the need to travel further to shop or work, preserve lands further out, and save taxpayers infrastructure costs. In order to sustain the City, Charleston must work with residents and businesses to fully identify these under-utilized resources, determine how best that can be used, and make their development as easy as possible.

## Infill & Redevelopment Opportunities Recommendations:

1. Identify opportunities for infill development and redevelopment throughout the City.
2. Work with neighborhood councils and citizens to determine how infill and redevelopment sites can be utilized to benefit every section of the City.
3. Revise development regulations, approval processes, and capital planning priorities to make infill and redevelopment as easy as possible.
4. In its efforts to promote appropriate infill development and redevelopment, the City should evaluate the 2007 South Carolina Priority Investment Act. This law allows local governments to identify "priority investment zones" in which they can eliminate non-essential regulations and use market based incentives to encourage traditional neighborhood development.

## Focus 3: Gathering Places

As the City's population grows and Charleston's environment changes, it is important that new civic centers and gathering places be identified and created. Residents of all sections of the City will increasingly need convenient locations to: gather for work and commerce, find key civic institutions, hold special events, and connect to public transportation. These locations may be important intersections, well-located infill or redevelopment sites, or part of new neighborhoods in more suburban locations. They will serve important community needs as well as defining a unique sense of place in various places around the City.

Additionally, these specially targeted Gathering Places can create an environment that can support walkability and key transit services. While not all areas of the City can achieve the density and level of mixed-use that Gathering Places should, if the City focuses development and redevelopment efforts on a handful of these key sites around the City, it will make the reality of these centers easier to achieve.

Key Gathering Place Sites:

1. West Ashley Circle
2. Daniel Island Town Center
3. McLeod Village (Maybank Highway at Folly Road)
4. Maybank Highway at River Road
5. Maybank Highway at Bohicket Road
6. Ashley Bridge District/South Windermere
7. Old Charles Towne District (Sam Rittenberg Boulevard at Old Towne Road)
8. Folly Road at Grimball Road & Fort Johnson Road
9. Mid-Maybank Highway between Walter Drive and Zelasko Road

## Gathering Place Recommendations

1. **Working with surrounding neighborhoods, create appropriate area plans and zoning for Gathering Place locations around the city for new mixed-use, walkable centers.**
2. **Assure that plans for Gathering Places are as transit friendly as possible.**
3. **Focus City development efforts on these sites, including possible public participation in infrastructure or incentives to make them as economically feasible as possible.**

## Future Land Use Maps

At the end of this chapter are the maps showing recommended land uses. The terms defined below will help explain the designations on the maps.

**Urban Growth Boundary:** The line separating urban and suburban development and rural areas. Lands outside the boundary are designated for preservation and/or limited development.

**Parks:** Any publicly or privately owned lands that are open to the general population for all variety of recreational purposes, active or passive.

**Conserved Areas:** Lands that have been preserved via public ownership (although not necessarily routinely open to the general population) or private ownership with preservation or conservation easements that significantly restrict development

**Natural Areas:** Wetlands or other lands that can not be developed due to their geography or topography

**Rural:** Areas outside of the designated Urban Growth Boundary, where densities would not exceed one unit per acre, and in general would be much lower. Development in these areas would include low density residential,

agricultural areas, forestry areas, and recreational areas. There would be development in rural areas, though at a much lower density.

## Primary Land Use Designations

**Suburban Edge:** The lowest densities found inside the urban growth boundary, ranging from one to four dwelling units per acre (1 du/a to 4 du/a). Uses are almost exclusively residential. Examples include: Sandhurst, Shadowmoss, and Stiles Point neighborhoods.

**Suburban:** Low density, suburban-style areas, adjacent to higher zones that include some mixed-use. Limited mixed-use is allowed at key cross roads. Densities range from four to eight dwelling unites per acre (4 du/a to 8 du/a). Examples include: Wagener Terrace, Riverland Terrace, Avondale, and St. Johns Woods neighborhoods.

**Urban:** Mixed-use, but primarily residential areas with a wide range of building types and setbacks. Densities range from eight to 12 dwelling units per acre (8 du/a to 12 du/a). Examples include: Annsonborough, and Hampton Park Terrace neighborhoods.

**Neighborhood Centers:** Medium density (from eight to 20 dwelling units per acre) with mixed-use buildings and a very connected and walkable block layout. The extent of a Neighborhood Center would typically not exceed a quarter mile across. Neighborhood Centers can serve as Gathering Places. Examples include: Avondale Point, the Old Charles Towne District, and Maybank Highway at Woodland Shores.

**Urban Centers:** Higher density (from eight to 26 dwelling unites per acre) mixed-use buildings that accommodate retail, offices, and residential. Urban Centers are characterized by a tight network of streets with wide sidewalks for a very walkable environment. The extent of an Urban Center would typically not exceed a half mile across. Urban Centers can serve as Gathering Places. Examples include: Maybank at Folly (McLeod Village), and Daniel Island Town Center.

**Urban Core:** The densest, most mixed-use portions of the City. The tallest buildings would occur here along with the most buildings of regional significance. Blocks may be larger, streets have steady street tree planting, and buildings are set close to wide sidewalks. There would typically only be one or two Urban Core areas in the City. Densities would range from ten dwelling units per acre and up. The Central Business District of Charleston (portions of King, Calhoun, Meeting, East Bay, and Broad Streets), the MUSC/Roper/VA Medical District, the approved plans for Magnolia, and the areas around Citadel Mall would fit in this category.

## Other Land Use Designations

**Campus District:** The campus areas would primarily house school or office uses that do not conform to traditional urban block patterns. Residential uses, other than those associated with a school or a large assisted living facility would not be allowed. Examples include: Charleston area high schools and the St. Francis hospital area.

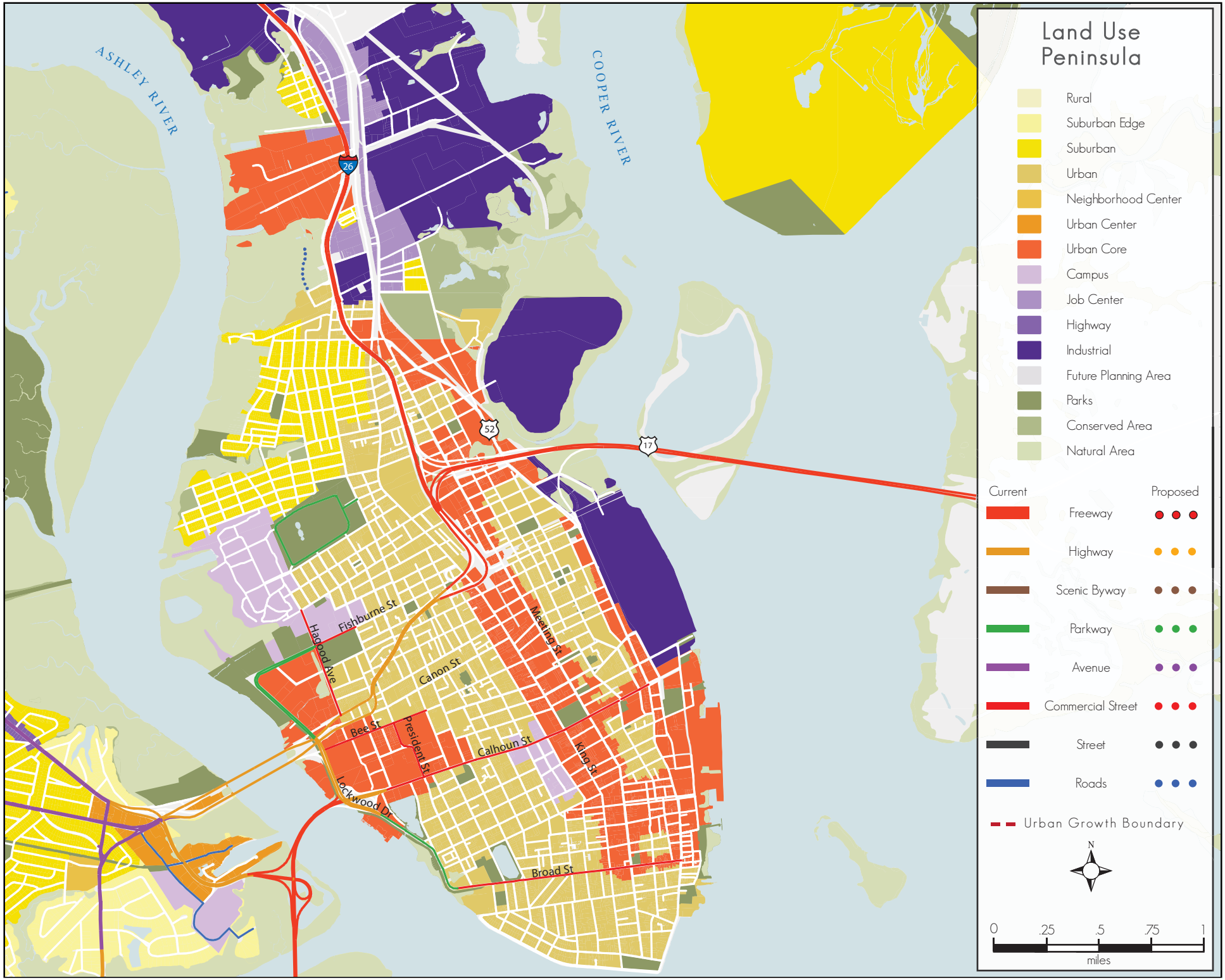
**Job Center District:** The job center areas would primarily house light manufacturing, warehousing, office/warehousing, and some commercial and office uses that can not conform to traditional urban block patterns. These areas would hopefully serve as incubators for small and entrepreneurial businesses. Residential uses would be very limited in order to help reserve these areas for job generation. Exam-

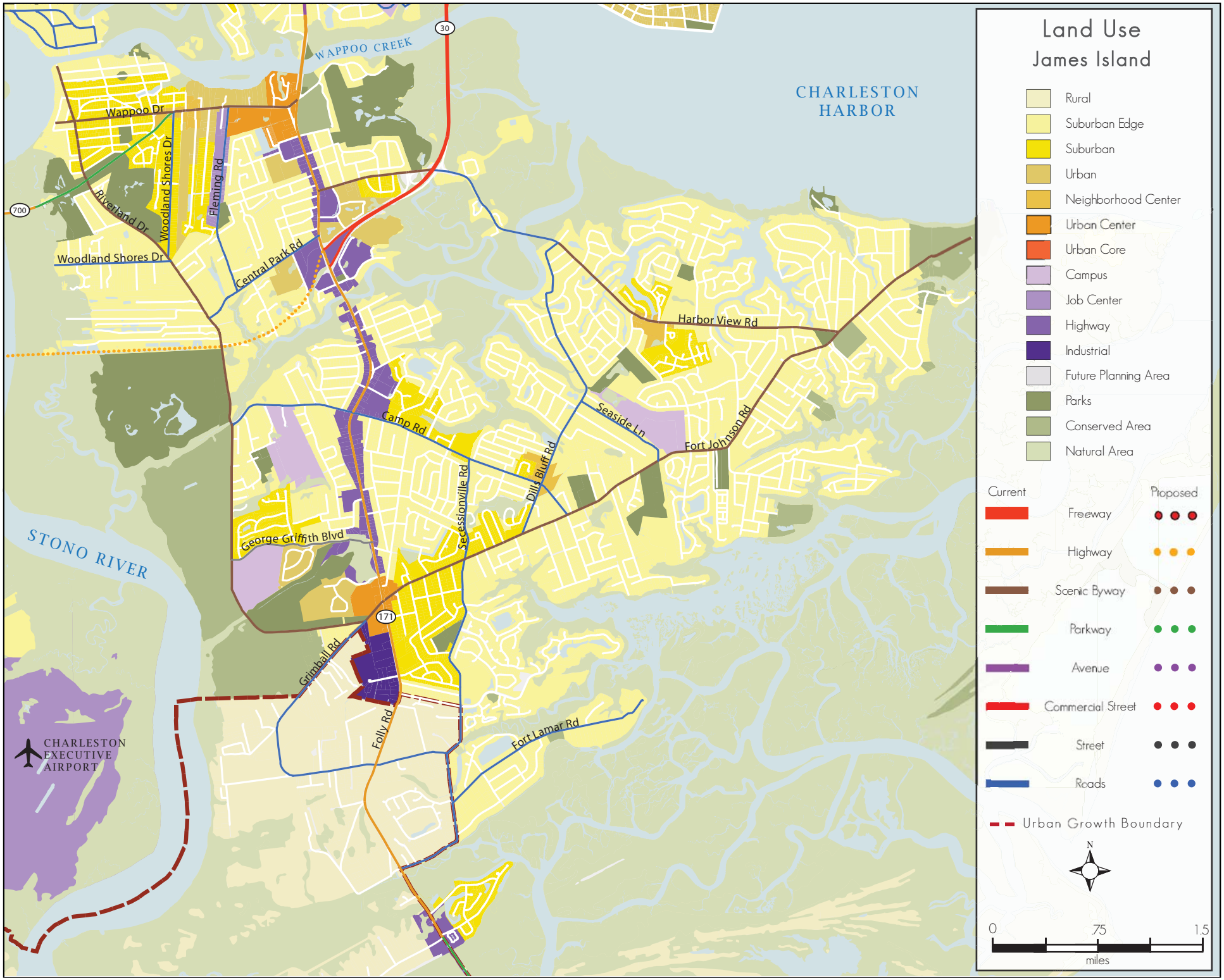
ples include: areas along Clements Ferry Road, around Dupont Road, at the Fort Johnson research area, and around the Charleston Executive Airport on Johns Island,

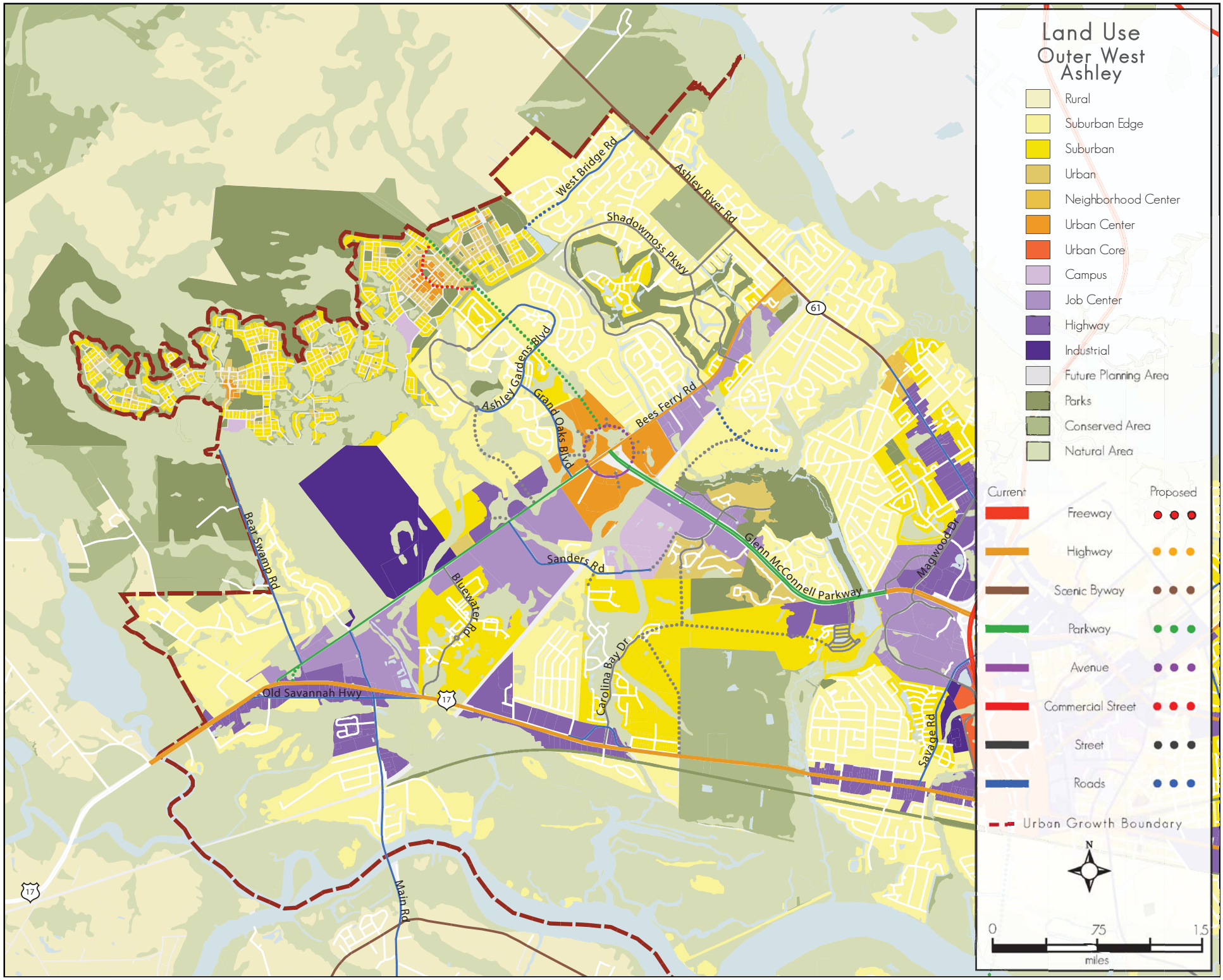
**Highway District:** The highway areas would primarily house more auto intensive commercial uses, although residential and office uses in a more urban format would still be permitted as well. Over time, if auto dependence begins to decline, these areas could be converted to one of the denser, primary land use designations. Examples include: many portions of Folly Road and some portions of Savannah Highway.

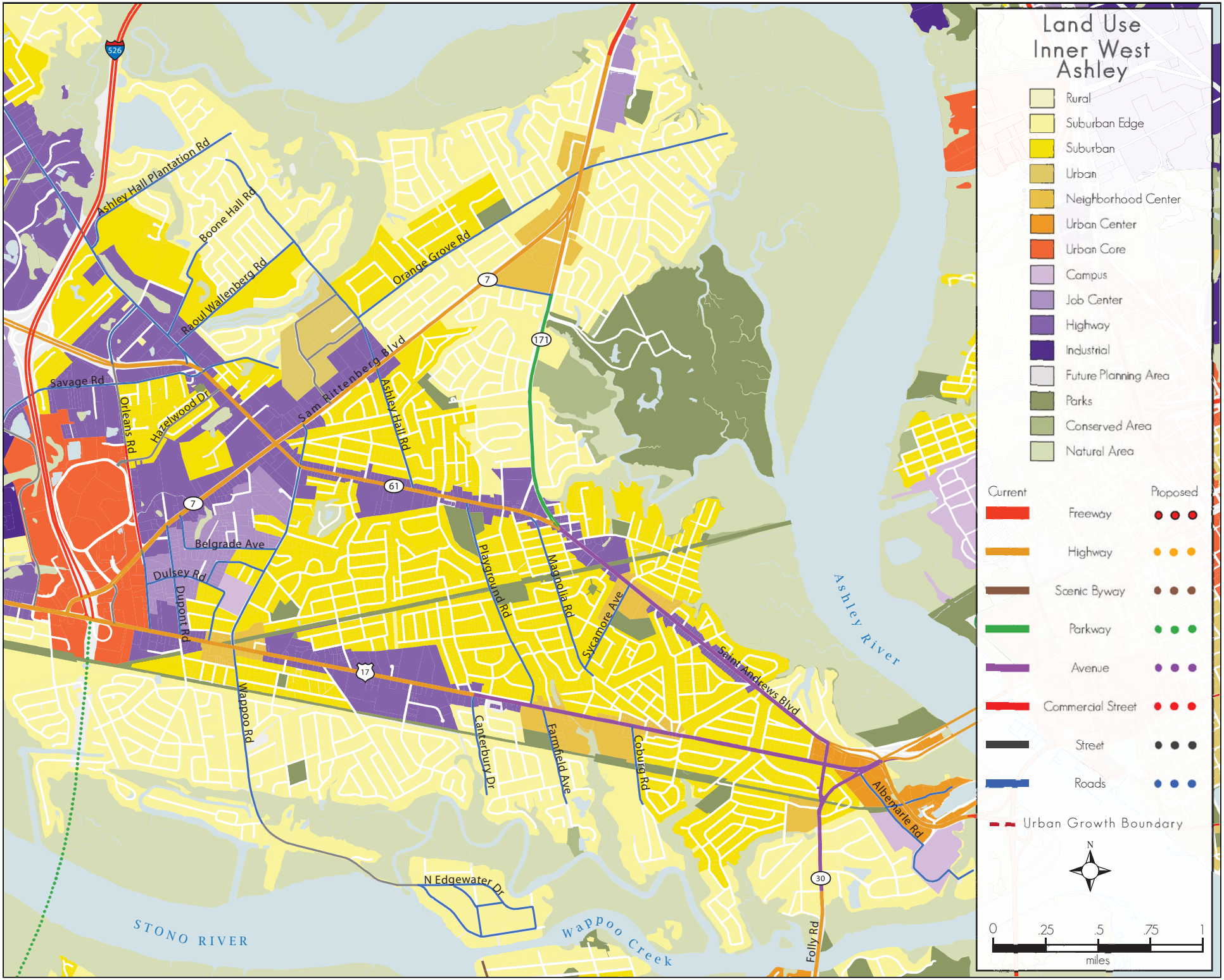
**Industrial District:** The industrial areas would primarily be house more intensive manufacturing, warehousing and distribution involving heavy truck traffic and potential emissions that would not be found in lighter manufacturing operations. Residential uses would not be allowed, in an effort to preserve these areas for job generation and reduce conflicts from industrial traffic, emissions, and noise. Examples include: the east side of the Charleston Neck area and the Columbus Street Terminal

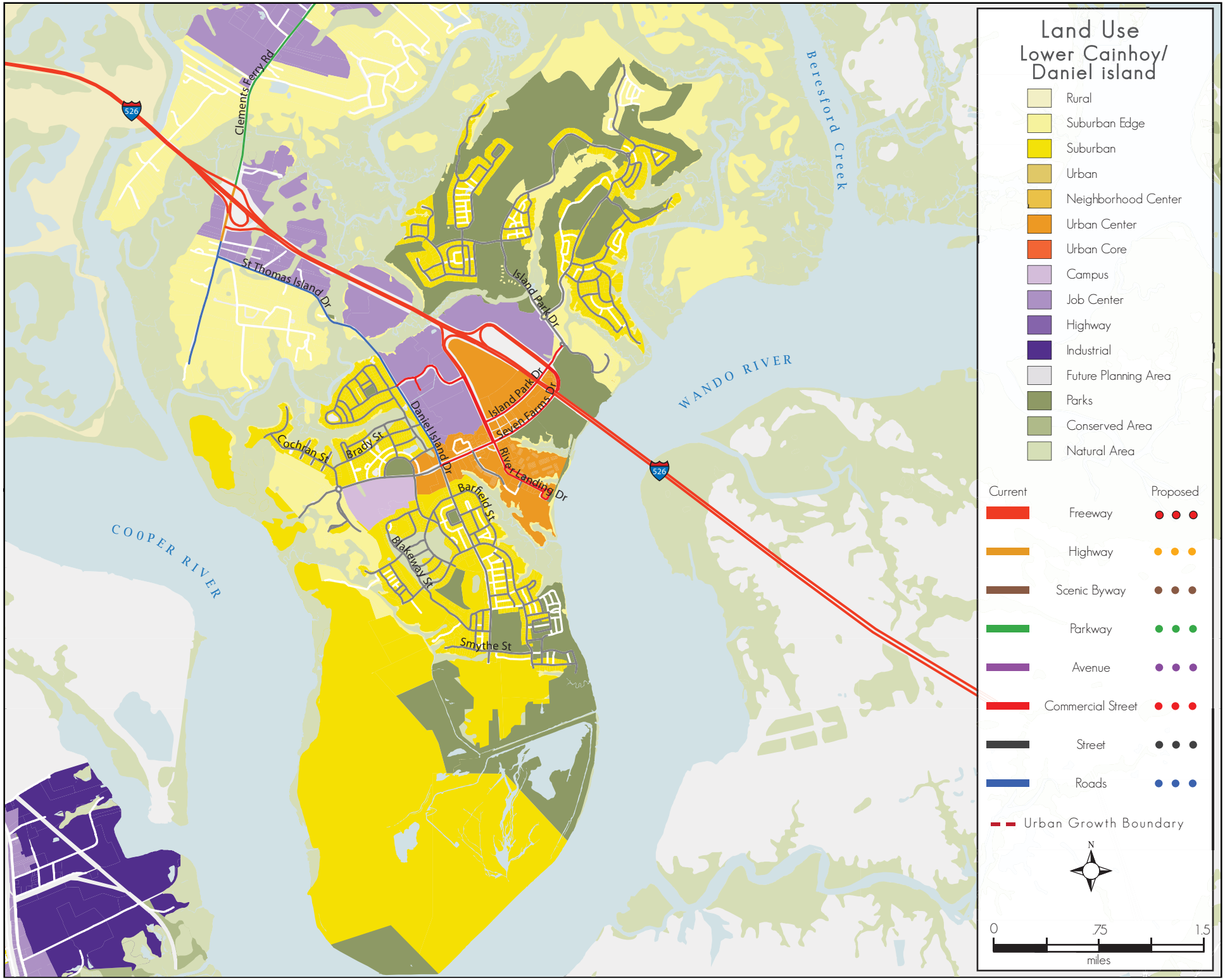
**Future Planning Area:** Land areas for which there is no definite land use recommendation in this document, but that would be subject to further planning before any development would occur. This area is the current Guggenheim property along upper Clements Ferry Road.

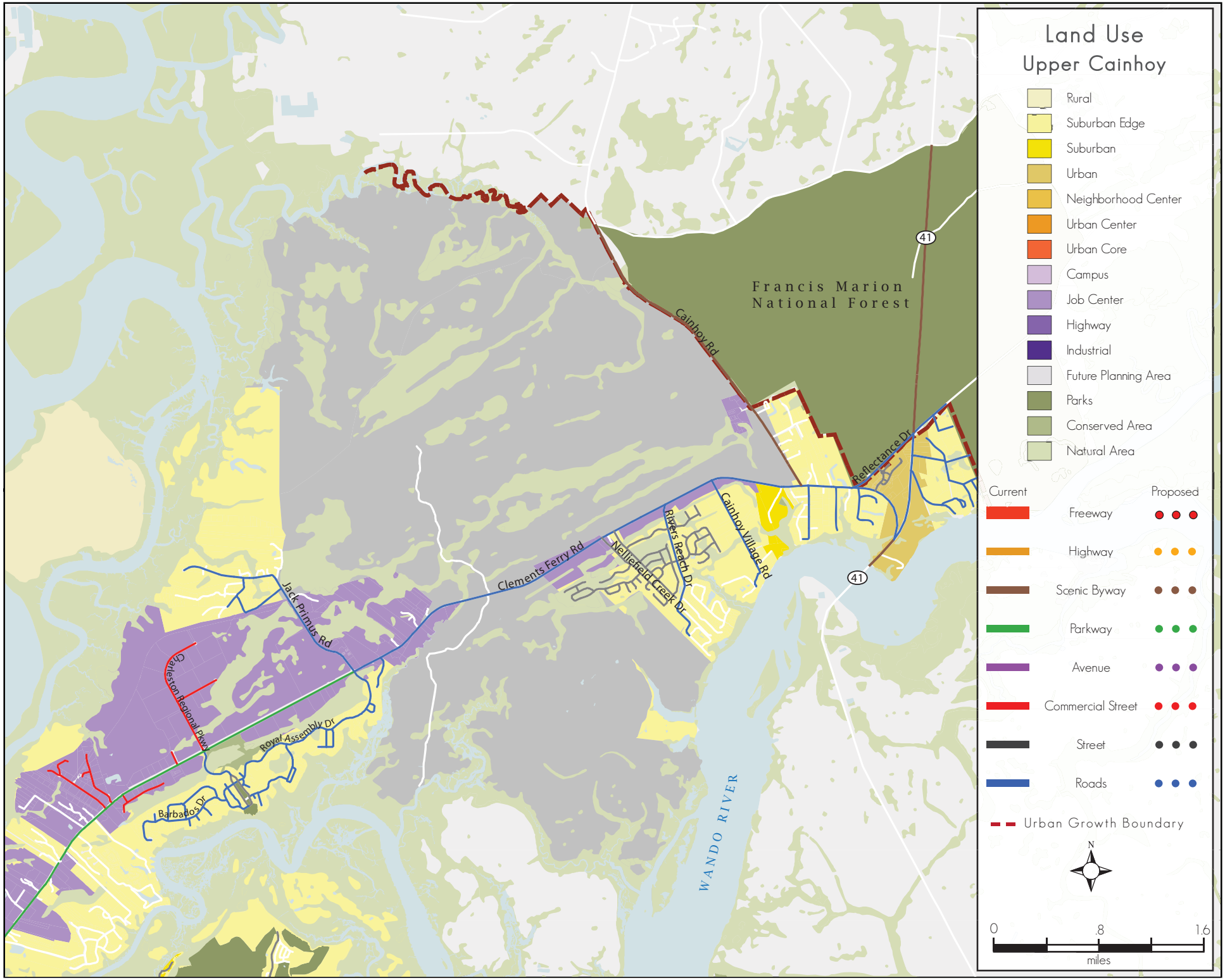

Land Use
Peninsula
Rural
Suburban Edge
Suburban
Urban
Neighborhood Center
Urban Center
Urban Core
Campus
Job Center
Highway
Industrial
Future Planning Area
Parks
Conserved Area
Natural Area
Current
Proposed
Freeway
Highway
Scenic Byway
Parkway
Avenue
Commercial Street
Street
Roads
Urban Growth Boundary
N
0
.25
.5
.75
1
miles
ASHLEY RIVER
COOPER RIVER
26
52
17
Fishburne St
Hagood Ave
Canon St
Meeting St
Bee St
President St
Calhoun St
King St
Lockwood Dr
Broad St

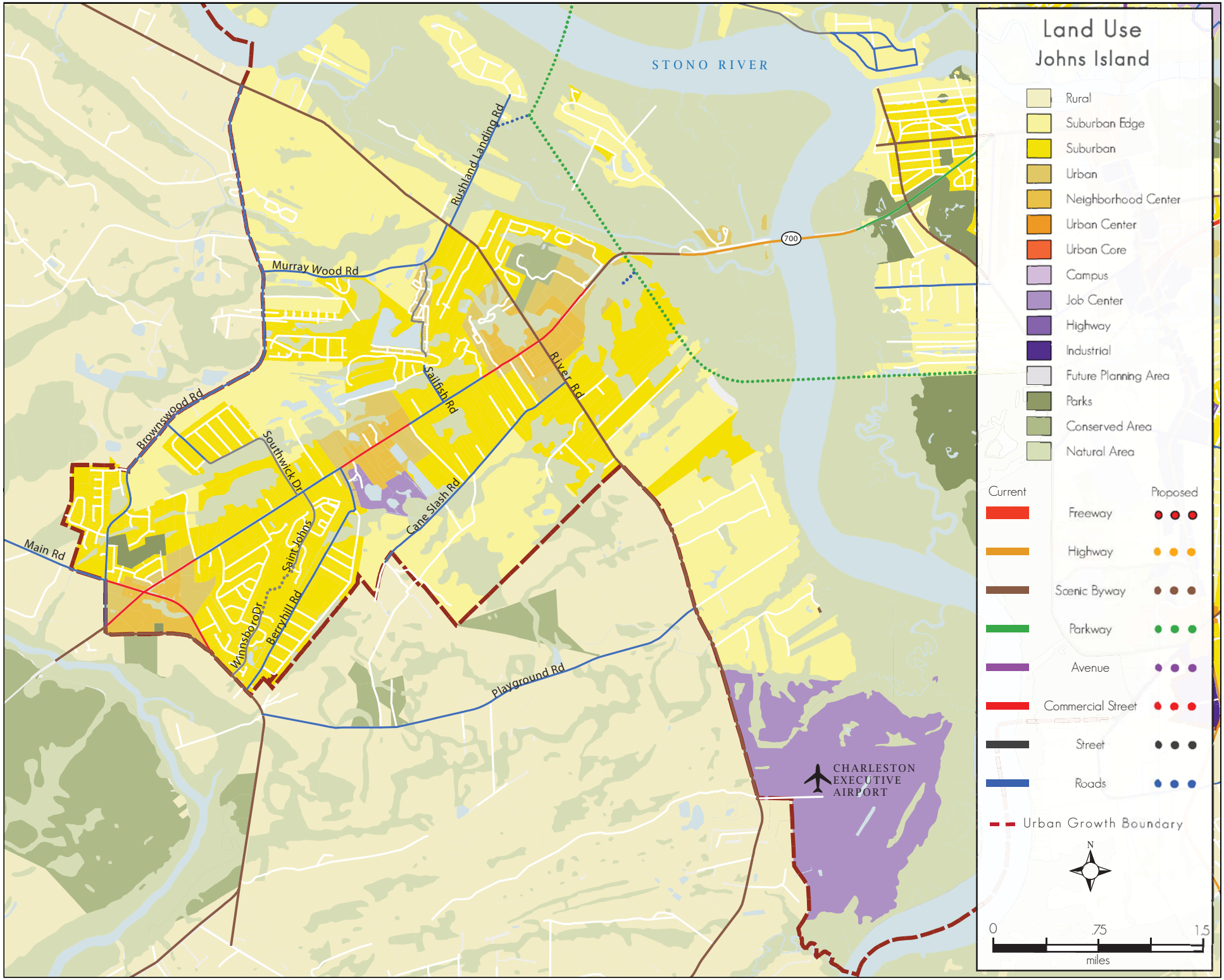

Land Use
James Island
Rural
Suburban Edge
Suburban
Urban
Neighborhood Center
Urban Center
Urban Core
Campus
Job Center
Highway
Industrial
Future Planning Area
Parks
Conserved Area
Natural Area
Current
Proposed
Freeway
Highway
Scenic Byway
Parkway
Avenue
Commercial Street
Street
Roads
Urban Growth Boundary
N
0
.75
1.5
miles
CHARLESTON HARBOR
WAPPOO CREEK
STONO RIVER
CHARLESTON EXECUTIVE AIRPORT
Wappoo Dr
Riverland Dr
Woodland Shores Dr
Fleming Rd
Central Park Rd
Harbor View Rd
Camp Rd
Seaside Ln
Fort Johnson Rd
Dills Bluff Rd
Secessionville Rd
George Griffith Blvd
Grimball Rd
Folly Rd
Fort Lamar Rd
30
700
171


Land Use
Outer West Ashley
Rural
Suburban Edge
Suburban
Urban
Neighborhood Center
Urban Center
Urban Core
Campus
Job Center
Highway
Industrial
Future Planning Area
Parks
Conserved Area
Natural Area
Current
Proposed
Freeway
Highway
Scenic Byway
Parkway
Avenue
Commercial Street
Street
Roads
Urban Growth Boundary
N
0
.75
1.5
miles
West Bridge Rd
Ashley River Rd
Shadowmoss Pkwy
Ashley Gardens Blvd
Grand Oaks Blvd
Bees Ferry Rd
Bear Swamp Rd
Sanders Rd
Glenn McConnell Parkway
Magwood Dr
Bluewater Dr
Carolina Bay Dr
Old Savannah Hwy
Savage Rd
Main Rd
61
17


Land Use
Inner West
Ashley
Rural
Suburban Edge
Suburban
Urban
Neighborhood Center
Urban Center
Urban Core
Campus
Job Center
Highway
Industrial
Future Planning Area
Parks
Conserved Area
Natural Area
Current
Proposed
Freeway
Highway
Scenic Byway
Parkway
Avenue
Commercial Street
Street
Roads
Urban Growth Boundary
N
0
.25
.5
.75
1
miles
Ashley Hall Plantation Rd
Boone Hall Rd
Raoul Wallenberg Rd
Orange Grove Rd
Savage Rd
Orleans Rd
Hazelwood Dr
Sam Rittenberg Blvd
Ashley Hall Rd
Belgrade Ave
Dulsey Rd
Dupont Rd
Wappoo Rd
Playground Rd
Magnolia Rd
Sycamore Ave
Saint Andrews Blvd
Canterbury Dr
Farmfield Ave
Coburg Rd
Albemarle Rd
Folly Rd
N Edgewater Dr
Ashley River
Stono River
Wappoo Creek
526
7
171
61
17
30


Land Use
Lower Cainhoy/
Daniel island
Rural
Suburban Edge
Suburban
Urban
Neighborhood Center
Urban Center
Urban Core
Campus
Job Center
Highway
Industrial
Future Planning Area
Parks
Conserved Area
Natural Area
Current
Proposed
Freeway
Highway
Scenic Byway
Parkway
Avenue
Commercial Street
Street
Roads
Urban Growth Boundary
N
0
.75
1.5
miles
Clements Ferry Rd
St Thomas Island Dr
Island Park Dr
Island Park Dr
Seven Farms Dr
River Landing Dr
Daniel Island Dr
Cochran St
Brady St
Barfield St
Blakeway St
Smythe St
526
526
Beresford Creek
WANDO RIVER
COOPER RIVER


Land Use
Upper Cainhoy
Rural
Suburban Edge
Suburban
Urban
Neighborhood Center
Urban Center
Urban Core
Campus
Job Center
Highway
Industrial
Future Planning Area
Parks
Conserved Area
Natural Area
Current
Proposed
Freeway
Highway
Scenic Byway
Parkway
Avenue
Commercial Street
Street
Roads
Urban Growth Boundary
N
0
.8
1.6
miles
Francis Marion National Forest
Cainhoy Rd
Reflectance Dr
Cainhoy Village Rd
Rivers Reach Dr
Nellifield Creek Dr
Clements Ferry Rd
Jack Primus Rd
Charleston Regional Pkwy
Royal Assembly Dr
Barbados Dr
WANDO RIVER
41
41


Land Use
Johns Island
Rural
Suburban Edge
Suburban
Urban
Neighborhood Center
Urban Center
Urban Core
Campus
Job Center
Highway
Industrial
Future Planning Area
Parks
Conserved Area
Natural Area
Current
Proposed
Freeway
Highway
Scenic Byway
Parkway
Avenue
Commercial Street
Street
Roads
Urban Growth Boundary
N
0
.75
1.5
miles
STONO RIVER
Rushland Landing Rd
Murray Wood Rd
Brownswood Rd
Southwick Dr
Sailfish Rd
River Rd
Cane Slash Rd
Main Rd
Saint Johns
Winnsboro Dr
Berryhill Rd
Playground Rd
700
CHARLESTON
EXECUTIVE
AIRPORT

Economic Development Opportunities
Accomodations Zone
Additional Accomodations Study Area
Primary Road
Secondary Road
State Road
Local/Rural/City Road
Water
N
0 .25 .50 .75 1
miles
Railroad
Southern Rlwy
Seaboard System RR
SEIGNIOUS DRIVE
FRONTAGE ROAD
WILSHIRE DRIVE
BRISBANE DRIVE
JOY AVENUE
SAVAGE ROAD
Ashley River Rd
Sam Rittenberg Blvd
Old Towne Rd
526
26
Meeting St
FUSELER ROAD
GROVE STREET
King St
AMERICA STREET
17
SHERWOOD
61
MAGNOLIA ROAD
SUMTER STREET
52
Septima Clark Expy
Savannah Hwy
Coleton Crk
ASHLEY AVENUE
E Bay St
WAPPOO ROAD
17
Wesley Dr
ANSON STREET
EMORY DRIVE
SAYLE ROAD
BEAUFAIN STREET
Folly Rd
COUNTRY CLUB
30
BAY STREET
Maybank Hwy
STEFAN DRIVE