

JOHNS ISLAND MAYBANK HIGHWAY AND MAIN ROAD ZONING PUBLIC WORKSHOP

Co-hosted by
Charleston County
and the City of Charleston



St. Johns High School
October 24, 2019
6:00 P.M.



AGENDA FOR TONIGHT

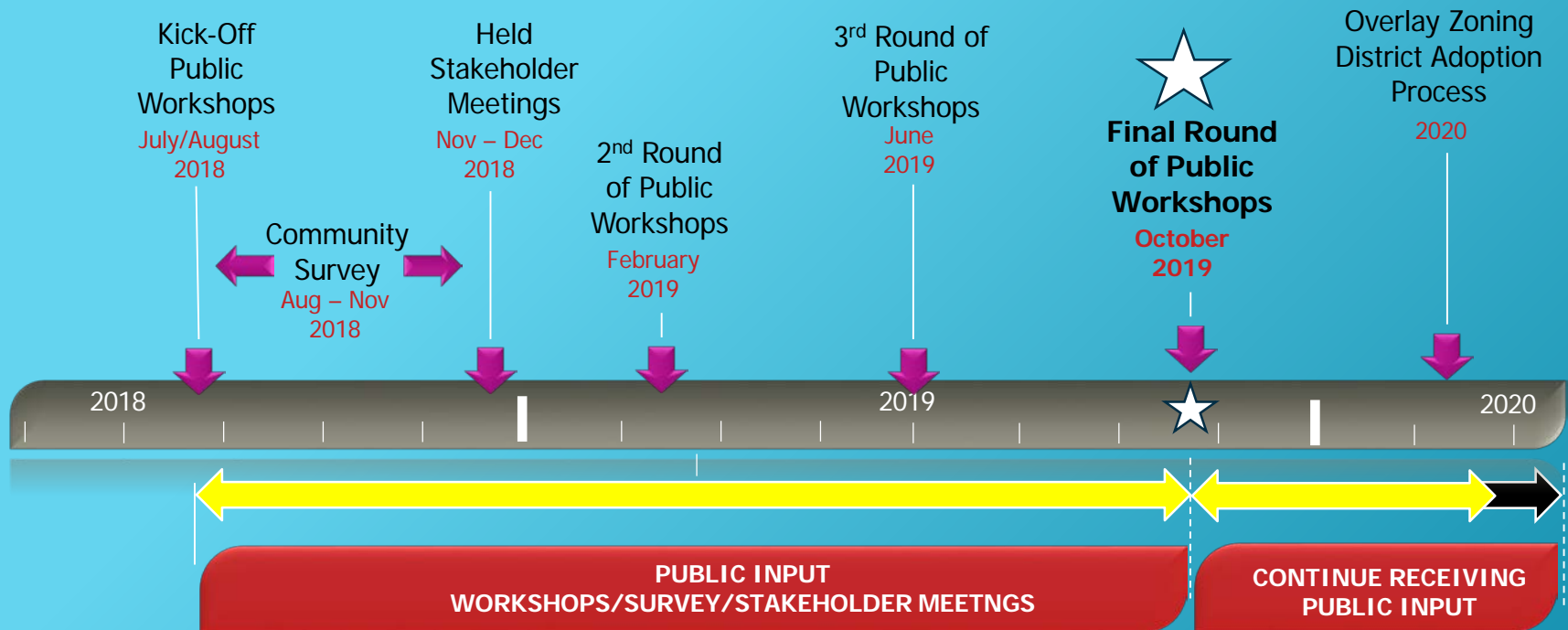
- Project review and background
- Present a descriptive overview of requirements included in the Draft Johns Island Maybank Highway Overlay (JO-MHC-O) District
- Present a descriptive overview of the requirements included in the Draft Johns Island Main Road Overlay (MRC-O) District Regulations
- Public Comment Session

WHAT IS AN OVERLAY DISTRICT?

- An overlay district creates a special zoning district boundary, and properties within this boundary are subject to special regulations such as land use, density, access, building heights and architecture.
- This overlay zoning district project:
 - Updates County's current Johns Island Maybank Highway Corridor Overlay (JO-MHC-O) Zoning District, and
 - Creates a new Main Road Corridor Overlay (MRC-O) Zoning District.
 - City creating overlay district to match the County
- LEGALLY established development existing PRIOR TO THE ADOPTION OF THE OVERLAY DISTRICT that does not meet the requirements as described in the overlay district will be grandfathered.

PROJECT REVIEW AND BACKGROUND

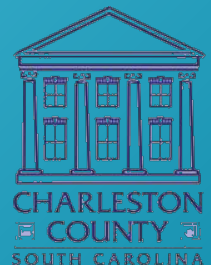
- Four Rounds of Public Workshops
- Two Community Surveys
- Three Stakeholder Meetings
- Numerous City-County Staff-level Meetings



OVERALL PROJECT REVIEW

THE PROJECT GOING FORWARD

- Tonight is the final Public Workshop on Johns Island;
- City and County Staff will next finalize drafts of the overlay zoning districts;
- Other City and County departments will continue to provide input, including transportation, public works and legal departments; and
- Over the next few months, the City and County will proceed through separate adoption processes to amend their respective Zoning Ordinances. These adoption processes are open to the public and include a public hearing meeting.

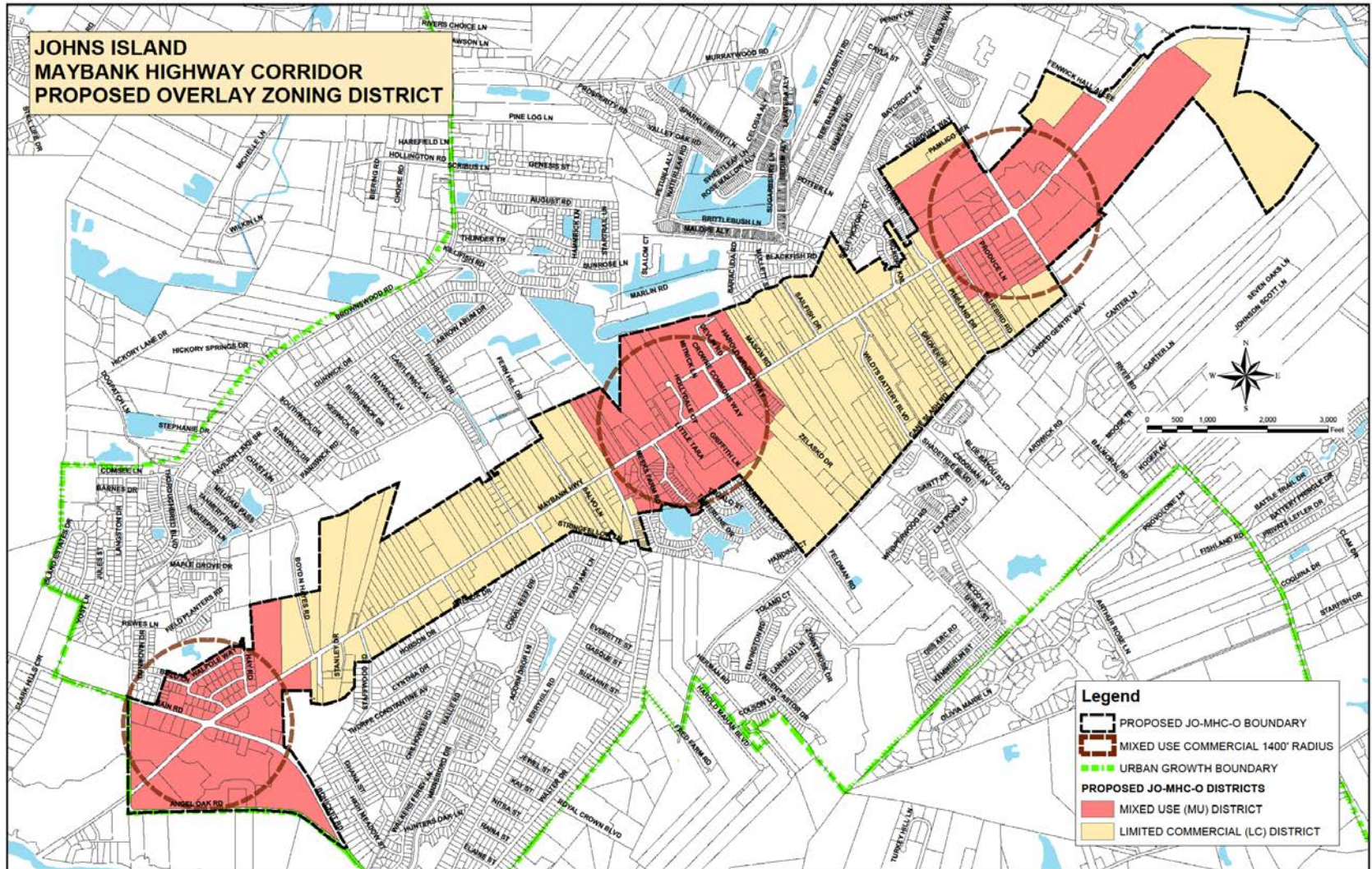


**JOHNS ISLAND
MAYBANK HIGHWAY CORRIDOR
OVERLAY ZONING DISTRICT
(JO-MHC-O)**

THE JO-MHC-O DISTRICT

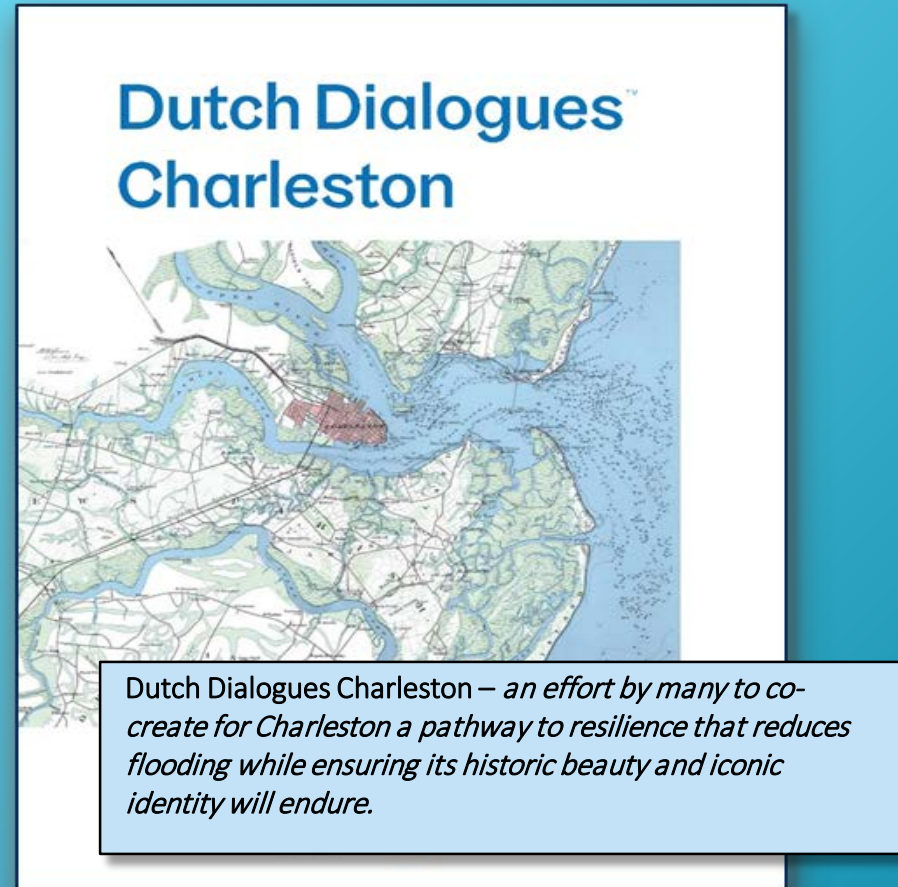
- This review and revision of the current Maybank Highway Corridor Overlay (MHC-O) Zoning District is a priority project included in Charleston County's Comprehensive Plan 2018-2023 Work Plan.
- Two new districts are being created within the revised JO-MHC-O:
 - **Mixed-Use (MU) District**
 - **Limited Commercial (LC) District**
- All properties within the overlay zoning district will be designated as MU District or LC District, as shown on the JO-MHC-O Zoning District map.

THE JO-MHC-O DISTRICT



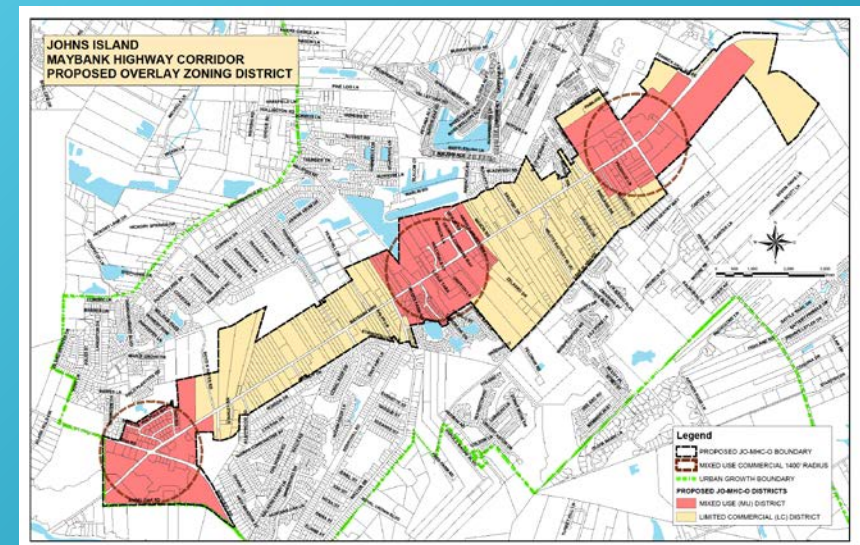
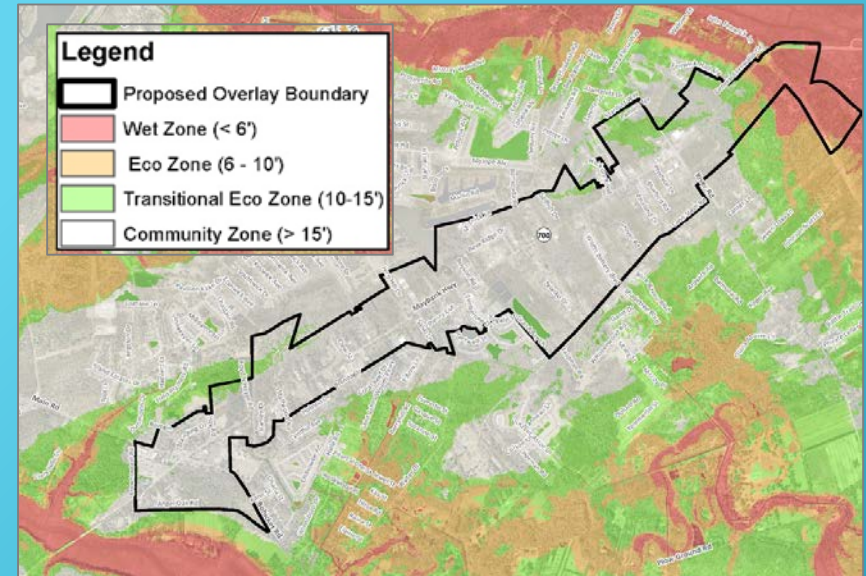
DUTCH DIALOGUES CHARLESTON

- Over the course of this overlay zoning project, the City of Charleston launched a parallel project called Dutch Dialogues Charleston;
- Johns Island was one of four focus areas included in the *Dutch Dialogues Charleston Final Report* released last month.



DUTCH DIALOGUES CHARLESTON

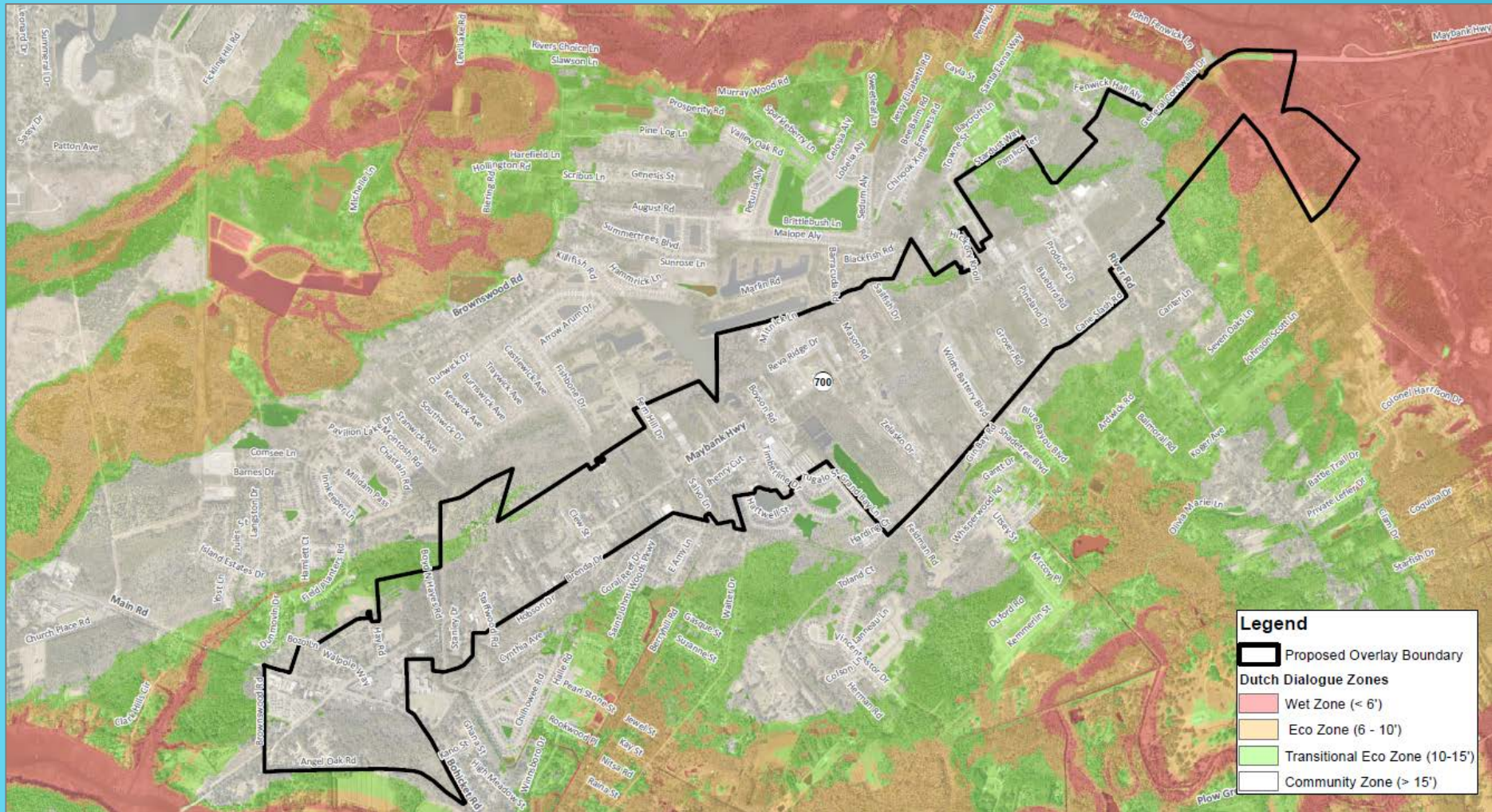
- Divided Johns Island into Zones
- 84% of the Overlay is within the Community Zone which is above 15 feet in elevation.
- Dutch Dialogue recommendations will guide Overlay stormwater requirements



"In the Community Zone, cluster development combined with stormwater infiltration should be encouraged"

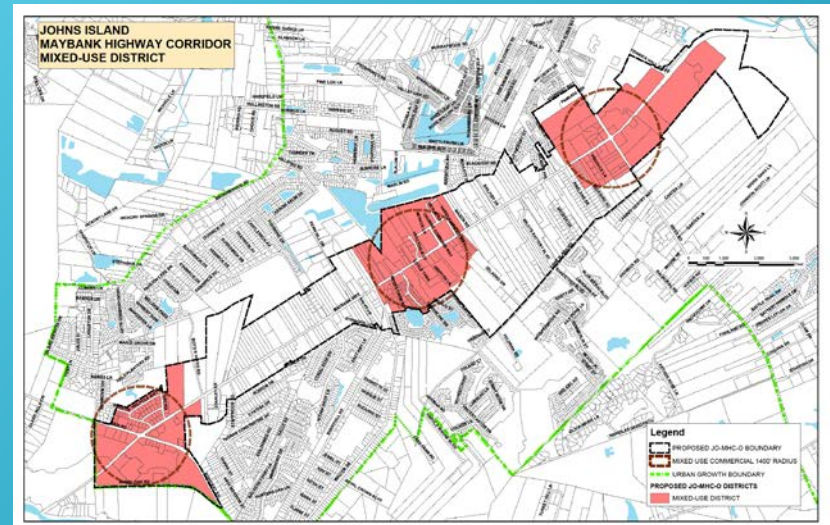
-Dutch Dialogues Charleston
Final Report

DUTCH DIALOGUES ELEVATION ZONES



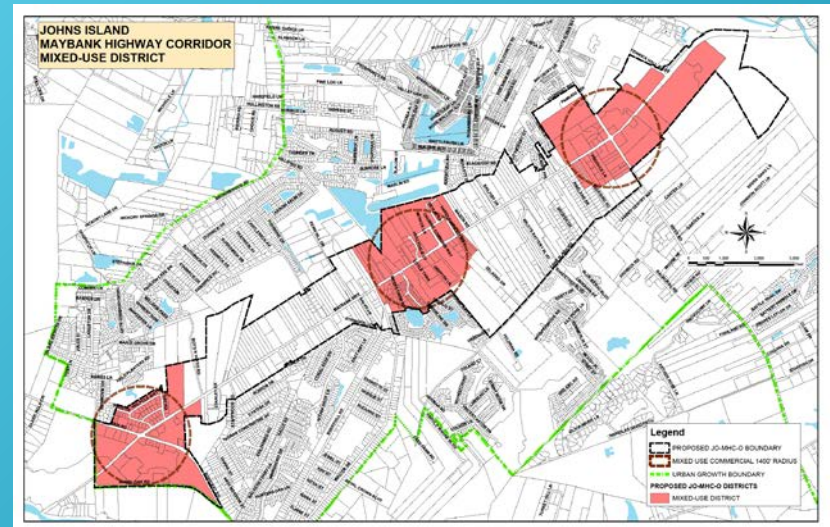
MIXED-USE (MU) DISTRICT

- The MU District includes properties grouped in three noncontiguous mixed-use nodes, as recommended in the 2007 *Johns Island Community Plan* and the 1988 *Johns Island Plan*.
- These mixed-use nodes currently consist of high and medium intensity commercial and residential uses such as shopping centers, restaurants, pharmacies, multi-family dwellings and various small retail and professional offices.
- The MU District is intended for higher intensity commercial development and higher density residential uses than those allowed in the Limited Commercial District .



MIXED-USE (MU) DISTRICT

- The MU District land uses will encourage:
 - Mixed-use buildings with neighborhood and regional-serving retail, service, and other uses on the ground floor and residential units above the nonresidential space;
 - Development that exhibits the physical design characteristics of pedestrian-oriented, storefront-style shopping streets; and
 - Promote the health and well-being of residents by encouraging physical activity, alternative transportation, and greater social interaction.

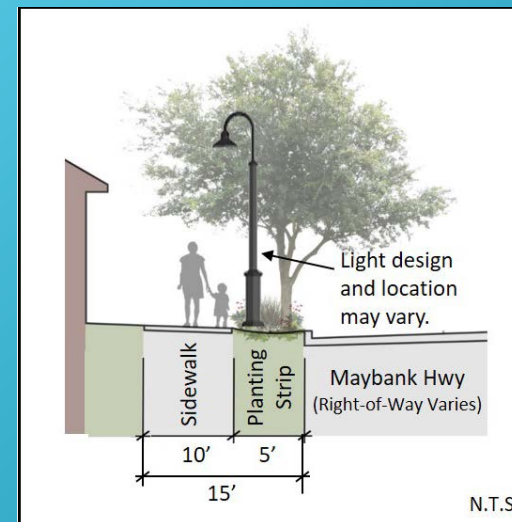


MIXED-USE DISTRICT DEVELOPMENT STANDARDS AND BUFFER REQUIREMENTS

Mixed-Use (MU) District Density/Intensity and Dimensional Standards	
MAXIMUM RESIDENTIAL DENSITY	12 dwelling units per acre
MINIMUM LOT WIDTH	12 feet
MINIMUM SETBACKS	Equivalent to required buffers
OCRM CRITICAL LINE	50 feet
MAXIMUM BUILDING COVER	30%
MAXIMUM BUILDING FOOTPRINT	No single building shall exceed 15,000 square feet (1)
MAXIMUM BUILDING HEIGHT	5 stories/55 feet
(1) No single building footprint shall exceed 15,000 square feet unless approved under the Special Exception procedures of the Zoning and Land Development Regulations Ordinance.	

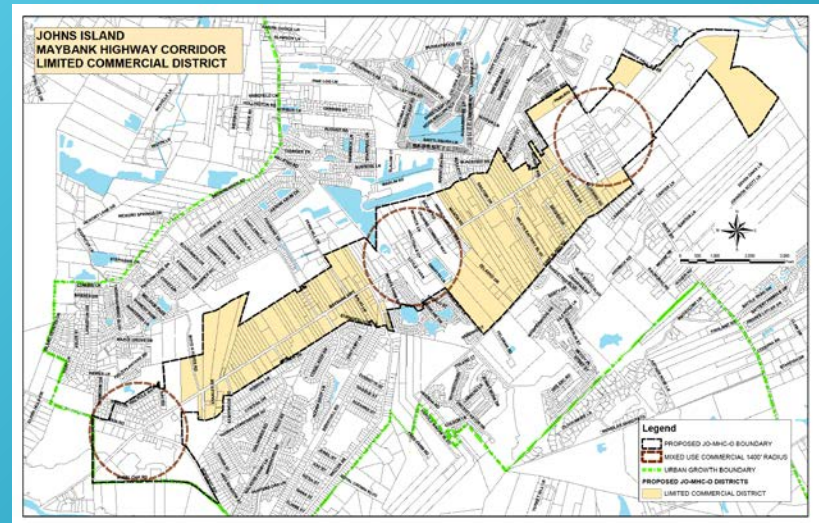
- City reducing residential density to match County
- Density bonus is available when affordable housing criteria is met.
- Maximum building coverage increased to 40% for properties with shared access agreements

Mixed-Use (MU) District Buffer Depth and Planting Schedule	
STANDARD	MAYBANK HIGHWAY (JOHNS ISLAND)
MIN. BUFFER DEPTH	15 feet
MINIMUM BUFFER LANDSCAPING (Plants per 100 linear feet)	
Canopy Trees	2
Understory Trees (at least 50 percent evergreen)	3
Shrubs	25
Street Trees (may be counted toward canopy tree req.)	2



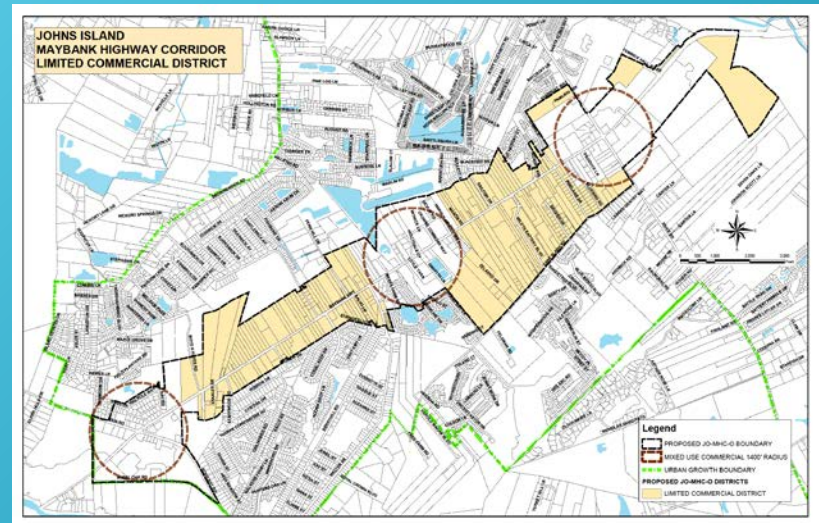
LIMITED COMMERCIAL (LC) DISTRICT

- The Limited Commercial District includes properties along the Maybank Highway Corridor that are outside of the mixed-use nodes.
- Existing uses in this district are primarily a mixture of light commercial, vacant and undeveloped properties surrounded by established residential development.
- The Limited Commercial District is intended for lower intensity commercial development and lower density residential uses than those allowed in the Mixed-Use District.



LIMITED COMMERCIAL (LC) DISTRICT

- The LC District land uses will encourage:
 - A transition from the more intense mixed-use node, providing convenience goods and services to the surrounding neighborhoods;
 - The range of goods and services offered will be varied and include specialty retail stores, restaurants, and neighborhood/regional-serving offices; and
 - Residential development most appropriate for this district should include multi-family and single-family attached dwellings, such as duplexes and townhouses.

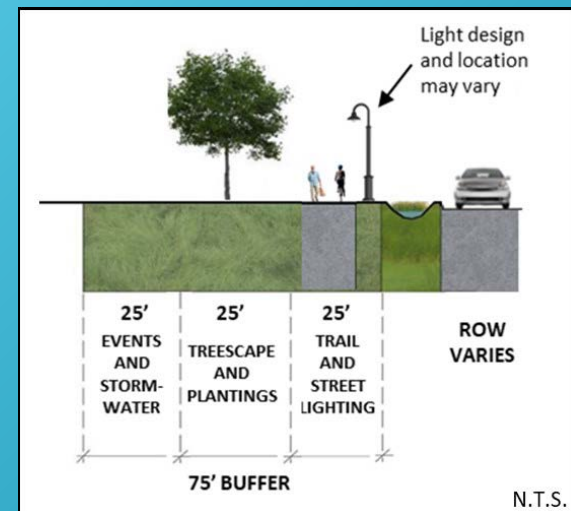


LIMITED COMMERCIAL DISTRICT DEVELOPMENT STANDARDS AND BUFFER REQUIREMENTS

Limited Commercial (LC) District Density/Intensity and Dimensional Standards	
MAXIMUM RESIDENTIAL DENSITY	8 dwelling units per acre
MINIMUM LOT WIDTH	12 feet
MINIMUM SETBACKS	Equivalent to required buffers
OCRM CRITICAL LINE	50 feet
MAXIMUM BUILDING COVER	30%
MAXIMUM BUILDING FOOTPRINT	No single building shall exceed 7,500 square feet (1)
MAXIMUM BUILDING HEIGHT	35 feet and 2-1/2 stories
(1) No single building footprint shall exceed 7,500 square feet unless approved under the Special Exception procedures of the Zoning and Land Development Regulations Ordinance.	

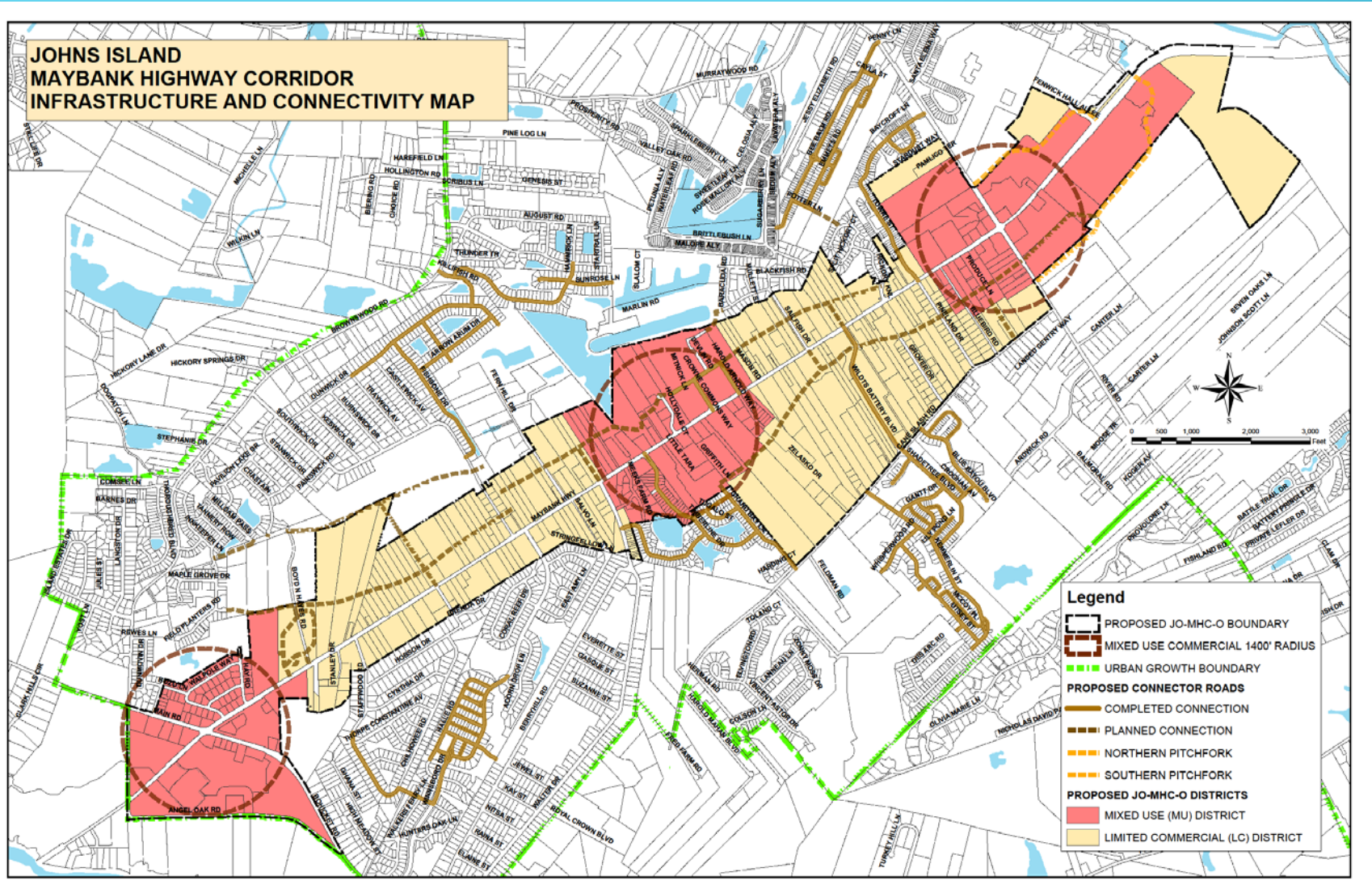
Limited Commercial (LC) District Buffer Depth and Planting Schedule	
STANDARD	MAYBANK HIGHWAY (JOHNS ISLAND)
MIN. BUFFER DEPTH (1)	75 feet
MINIMUM BUFFER LANDSCAPING (Plants per 100 linear feet)	
Canopy Trees	9
Understory Trees (at least 50 percent evergreen)	12
Shrubs	60
Street Trees (may be counted toward canopy tree req.)	2
(1) Cane Slash Road minimum buffer depth shall be 50 feet.	

- City reducing residential density to match County
- Density bonus is available when affordable housing criteria is met.
- Maximum building coverage increased to 40% for properties with shared access agreements



LIMITED COMMERCIAL (LC) DISTRICT

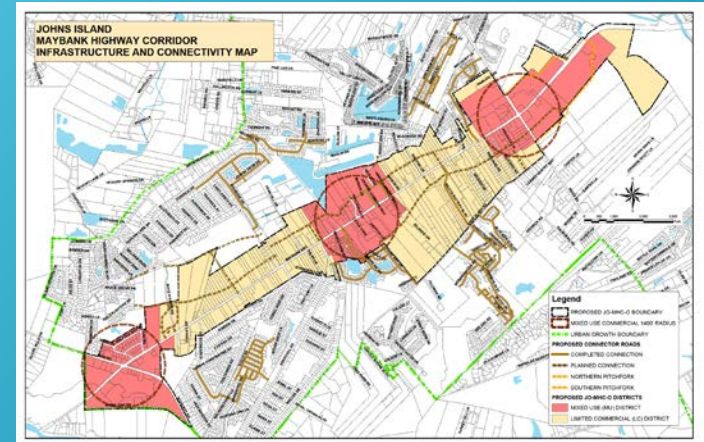
INFRASTRUCTURE AND CONNECTIVITY



JO-MHC-O DISTRICT

INFRASTRUCTURE AND CONNECTIVITY

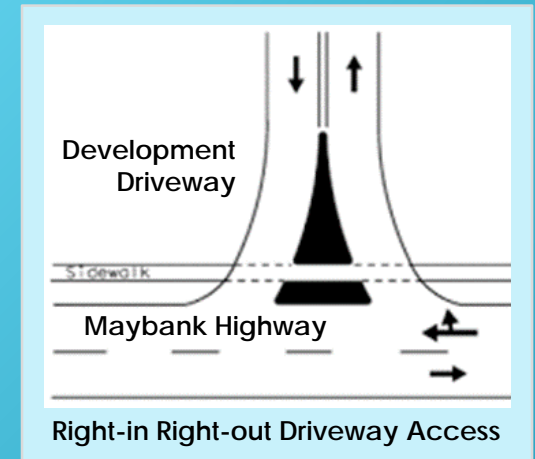
- The JO-MHC-O Infrastructure and Connectivity Map identifies the approximate location of a future connector road and infrastructure that will support improved vehicular circulation and stormwater drainage.
- All development applications on properties containing a section of the connector road shall:
 - Dedicate the land, easements and rights-of-way required for the construction of the connector road; and
 - Construct and install the required improvements and facilities, or provide fee-in-lieu for the construction and installation.



ADDITIONAL REQUIREMENTS

- Vehicle access management
 - Right-in right-out driveway access (to Maybank Highway);
 - Restrictions on driveway width, separation, and number allowed;
 - Shared access requirements (frontages less than 250 feet).

- Signage requirements
 - Monument signs only;
 - Limitation on size of free-standing and façade signs;
 - Pole skirts required when re-facing non-conforming signs.



ADDITIONAL REQUIREMENTS

➤ Traffic Impact Analysis Requirements

- A traffic impact analysis is a specialized engineering study that evaluates the effects of a proposed Development on the surrounding transportation network.
- A Level 1 or Level 2 traffic impact analysis is required based on the number of Peak Hour vehicle trips the proposed Development is projected to generate:

<i>THRESHOLDS AND TYPE OF TRAFFIC IMPACT ANALYSIS REQUIRED</i>	
<i>Type of Analysis</i>	<i>Threshold</i>
<i>Level 1 - Trip Generation Memo</i>	<i>Less than 50 Peak Hour vehicle trips</i>
<i>Level 2 - Traffic Impact Study</i>	<i>50 or more Peak Hour vehicle trips</i>

Level 1 Trip Generation Memo is intended:

- as information for Review and Decision-Making Bodies, and
- to identify whether further analysis is needed based on unique site attributes or development characteristics.

Level 2 Traffic Impact Study is intended:

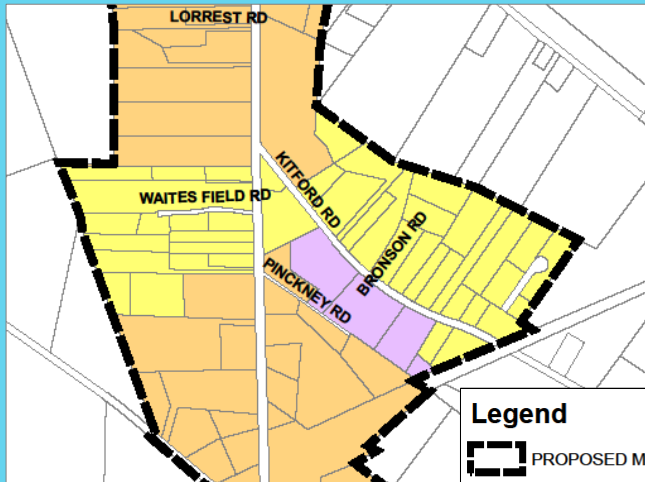
- as information for Review and Decision-Making Bodies, and
- to quantitatively assess the proposed Development's impact on the transportation network, and
- to identify transportation improvements (and their associated costs) that would offset the proposed Development's impact.

**JOHNS ISLAND
MAIN ROAD CORRIDOR
OVERLAY ZONING DISTRICT
(MRC-O)**

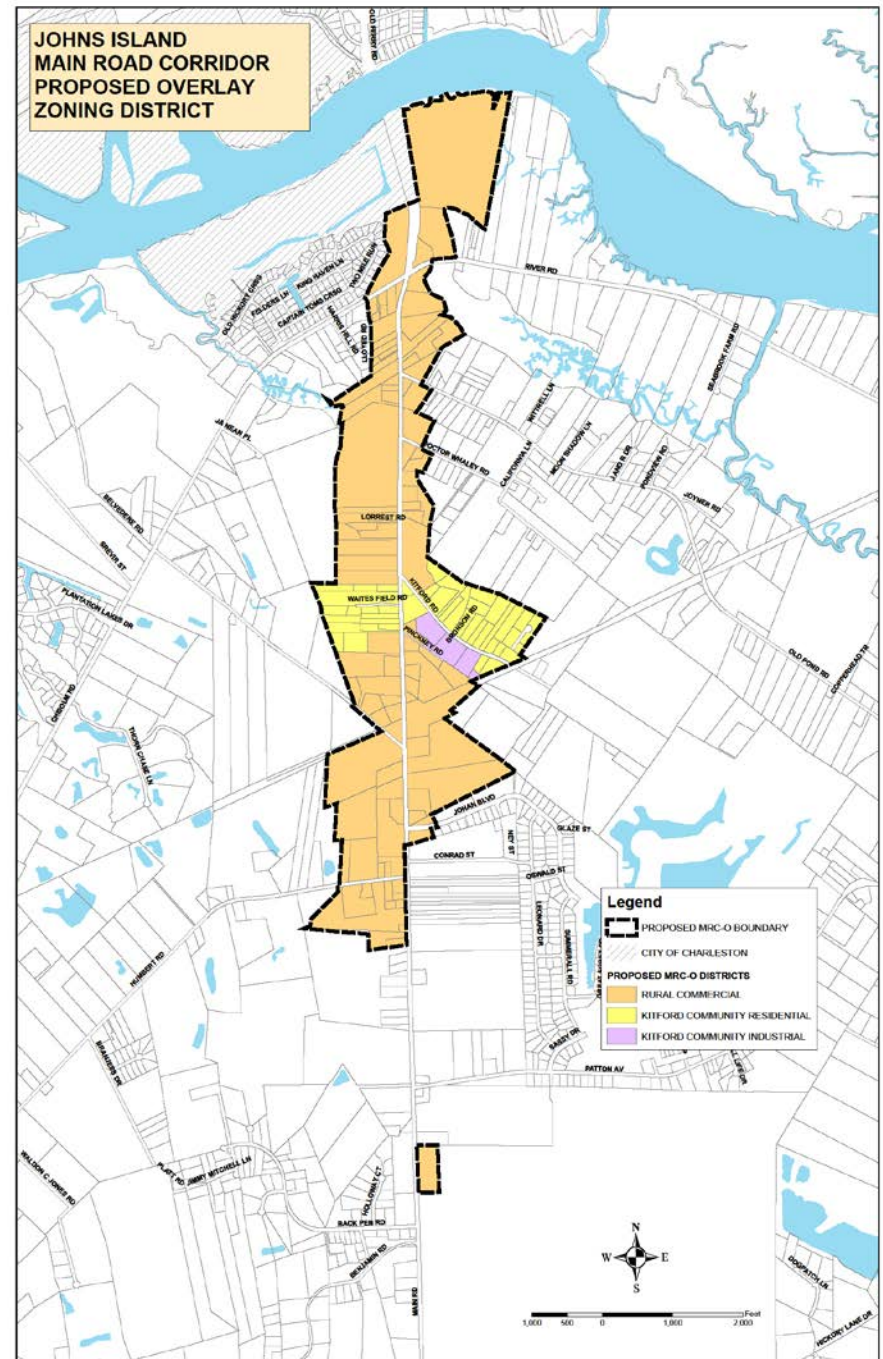
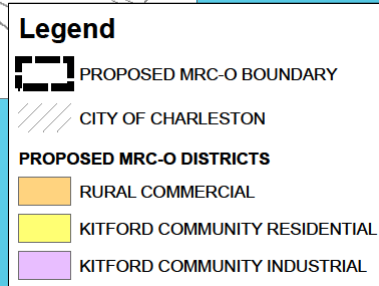
THE MRC-O DISTRICT

- This newly created Main Road Corridor Overlay (MRC-O) Zoning District is a priority project included in Charleston County's Comprehensive Plan 2018-2023 Work Plan.
- Three new districts are being created within the revised MRC-O:
 - Rural Commercial (RC) District
 - Kitford Community Residential (KCR) District
 - Kitford Community Industrial (KCI) District
- All of these properties are within the Rural Area, defined as the area located outside of Charleston County's Urban Growth Boundary.

THE MRC-O DISTRICT

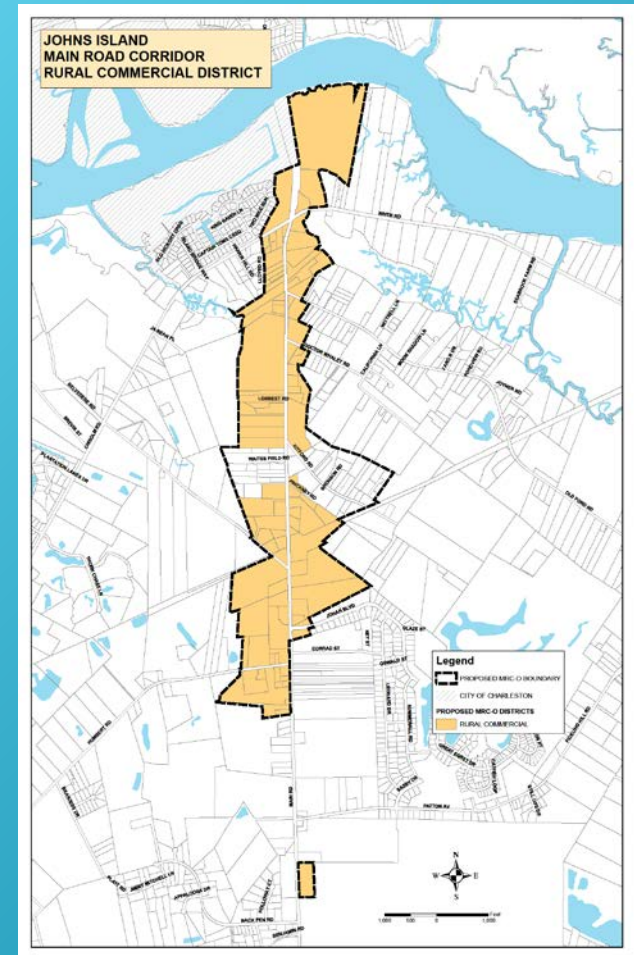


Kitford Community



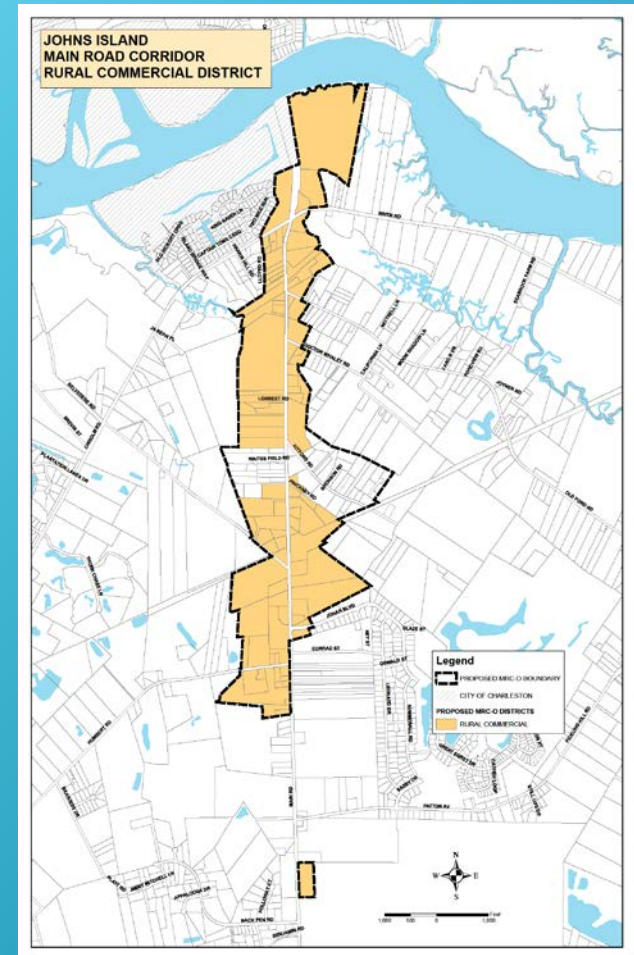
RURAL COMMERCIAL (RC) DISTRICT

- The RC District includes properties with frontage on or within close proximity to Main Road north of Herbert Road.
- All RC District properties are within the Rural Area (outside of the Urban Growth Boundary).
- Rural Area properties are characterized by low levels of infrastructure and services, and low intensity development.
- These Rural Area properties should be maintained by encouraging low density development, and maintaining rural and agriculturally-oriented uses in a dispersed pattern.



RURAL COMMERCIAL (RC) DISTRICT

- The RC District land uses will encourage:
 - Opportunities for rural economic development through the designation of limited areas where more intense commercial and industrial uses may occur.
 - New, or expansion of existing commercial businesses, if they are compatible with the existing community, can be served by existing public facilities, and are principally designed to serve the surrounding rural area.

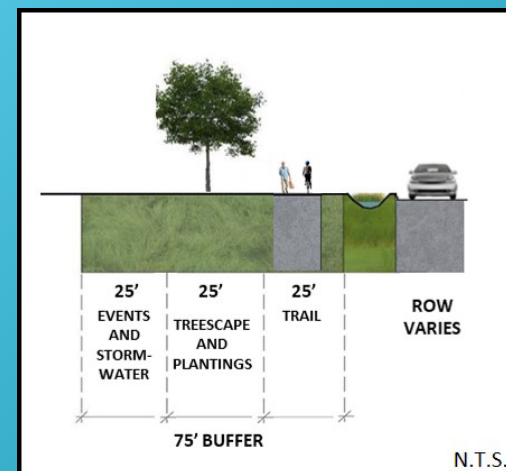


RURAL COMMERCIAL DISTRICT DEVELOPMENT STANDARDS AND BUFFER REQUIREMENTS

Rural Commercial (RC) District Density/Intensity and Dimensional Standards	
MAXIMUM RESIDENTIAL DENSITY	1 dwelling units per acre
MINIMUM LOT AREA	30,000 square feet
MINIMUM LOT WIDTH	100 feet
MINIMUM SETBACKS	Equivalent to required buffers
OCRM CRITICAL LINE	50 feet
MAXIMUM BUILDING COVER	30%
MAXIMUM BUILDING HEIGHT	35 feet

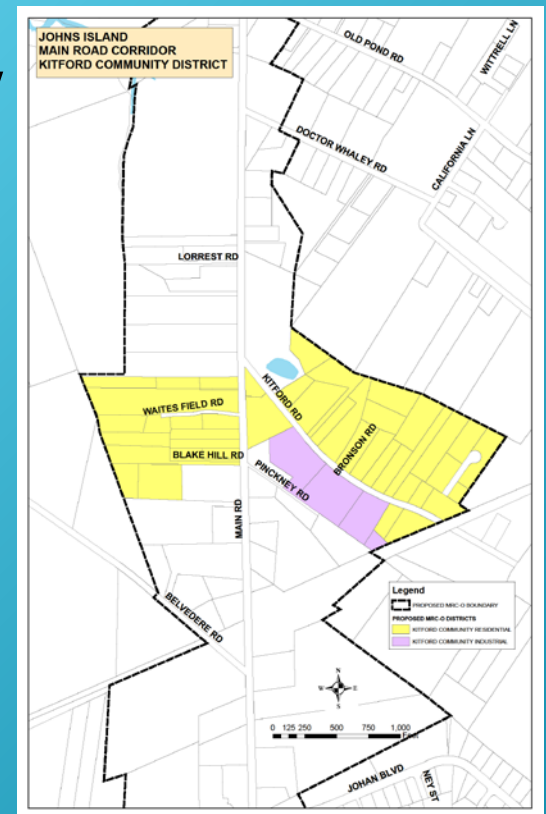
- Rural density residential development.
- Non-residential development limited to rural commercial land uses.
- Buffer requirement includes a bicycle and pedestrian path.

Rural Commercial (RC) District Buffer Depth and Planting Schedule	
STANDARD	MAIN ROAD (JOHNS ISLAND)
MIN. BUFFER DEPTH	75 feet
MINIMUM BUFFER LANDSCAPING (Plants per 100 linear feet)	
Canopy Trees	9
Understory Trees (at least 50 percent evergreen)	12
Shrubs	60
Street Trees (may be counted toward canopy tree req.)	2



KITFORD COMMUNITY (KCR & KCI) DISTRICTS

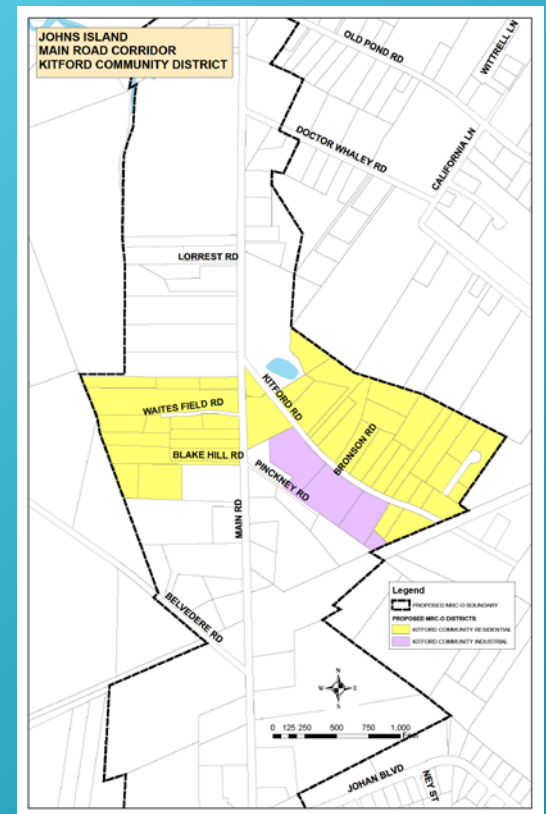
- The Kitford Community Districts includes properties that front of Kitford Road (west of the abandoned railroad ROW), and limited properties on Main Road near the Kitford Road intersection.
- Existing uses in the Kitford Community Residential (KCR) District are predominantly rural density residential development and vacant properties.
- Existing uses in the Kitford Community Industrial (KCI) District they are boat and rv storage, industrial park and undeveloped property.
- The Kitford Community Districts are being created to maintain and protect the existing residential community and limit the scale and expansion of industrial uses.



KITFORD COMMUNITY (KCR & KCI) DISTRICTS

KITFORD COMMUNITY (KCR & KCI) DISTRICTS

- The KCR District is intended for rural density residential development that reduces demand for public services and facilities while retaining rural community character
- The KCI District will be limited to the existing uses on these KCI properties.
- All development in the KCR District shall be subject to the Rural Residential (RR-3) Zoning District development standards.
- All development in the KCI District shall be subject to the Industrial (I) Zoning District development standards.



ADDITIONAL REQUIREMENTS

- Signage requirements
 - Monument signs only
 - Limitation on size of free-standing and façade signs
 - Pole skirts required when re-facing non-conforming signs
- Traffic Impact Requirements
 - Same requirements as previously shown for the JO-MHC-O Zoning District

PUBLIC COMMENT