

CHAPTER 9 – LAND USE & DEVELOPMENT

The land use element of a comprehensive plan deals with the development characteristics of the land and considers existing and future land uses by category. The land use element takes the

findings, projections, and conclusions from the preceding elements to define and identify appropriate amounts and locations for each land use category within the city.

9.1 HISTORIC AND CURRENT DEVELOPMENT PATTERNS

PLANNING AREA 1

North Charleston's oldest neighborhoods are located in Planning Area 1 and were established long before the city's incorporation. The oldest neighborhood is Liberty Hill, which dates back to the 1870's when it was founded as a neighborhood of 'Freedmen', or former slaves. Settlements also developed in connection with the extensive phosphate mining industry in the area and Navy operations beginning along the Cooper River in 1901. Adjacent neighborhoods, including Cherokee Place, Charleston Heights, Accabee, and Chicora Place were developed between 1903 and 1930.

In 1915, one of the country's most unique master planned neighborhoods, Park Circle, was laid out as a Garden City style development with a hub-and-spoke street pattern providing a central roundabout and radiating streets. Most of the housing surrounding Park Circle was built between 1915 and 1940, and a large number of original homes in the area are still intact and in good condition.

North Charleston experienced another housing boom in the early 1940's due to increased Navy Base operations during World War II. This next wave of development produced the Whipper Barony, Liberty Heights, Liberty Park, Ferndale and Russelldale

neighborhoods. However, this area suffered from the effects of suburban flight in the 1970's, 80's, and 90's and minimal reinvestment, resulting in abandonment and blight in several of these older neighborhoods. Blight is also evident in older neighborhoods located farther north in Area 1, such as Charleston Farms and Midland Park, where there are several abandoned properties, vacant lots, and numerous mobile home parks.

Since 2000, there has been a resurgence of new and proposed developments within Planning Area 1 including Mixson Avenue and Oak Terrace Preserve. As these new developments continue to grow and other developments are permitted around the outskirts of Park Circle, the area has experienced a renaissance with younger families and singles moving in and starting small businesses. The Olde North Charleston commercial area along East Montague Avenue between Park Circle and Virginia Avenue received new streetscapes in 2004 and has since become a thriving main street of shops, restaurants, and small offices. The majority of the surrounding Park Circle neighborhoods retain an urban form with a grid system of blocks and streets, traditional lot sizes, and small front yard setbacks. The existing neighborhood commercial development and housing provides a good framework for a "live/work/play" community meeting new urbanism concepts of traditional urban neighborhoods.

Most of the land along the Cooper River in North Charleston is dedicated to industrial and port use. The Palmetto Railways, Norfolk Southern and CSX Transportation railroad lines have numerous inter-connecting rail lines that impact Planning Area 1 as they connect the North Charleston, Veterans, and the new Navy Base Port Terminals with the primary CSX and Norfolk Southern lines to the north.

The former Charleston Navy Base operated from 1901 to 1996 on the Cooper River and, although the closure was difficult, the property is being redeveloped. At the northern end of the former base, the 15-acre Riverfront Park and the Noisette Preserve anchor the area and protect the recovery and environmental sustainability of Noisette Creek. Plans for redevelopment of the former base are evolving as the South Carolina State Ports Authority develops a new container port and Palmetto Railways develops an Intermodal Container Transfer Facility on much of the remainder of the Navy Base property.

In 2014, a memorandum of understanding was adopted by the City of North Charleston, the City of Charleston, Charleston County, CHATS, and the BCDCOG to commit to the *Partnership for Prosperity* as a forum for collaborative planning and implementation actions for the Neck Area Master Plan area roughly between US17 to the South and Interstate-526 to the North. This planning effort needs to tie the ongoing plans for the former Navy Base, Park Circle, the southern portion of Planning Area 2, and the City of Charleston's Neck together to support public and private investment at the geographic heart of the Charleston region.

Planning Area 1 generally lacks modern large-scale commercial and retail development. Rivers Avenue served as the main commercial corridor in the area for many years and is lined with highway commercial uses and underused shopping centers. The areas around Rivers and Remount Roads are heavily commercial and

automobile-oriented. Spruill Avenue is another commercial artery in Planning Area 1; here the lot sizes are smaller and most of the uses along Spruill are community-scale barbershops, convenience stores, delis, social clubs, and small auto mechanic shops.

PLANNING AREA 2

Major concentrations of commercial, office, and industrial uses and residential neighborhoods flank the Dorchester Road corridor between the Dorchester County line and I-526 in Planning Area 2. The largest portion of the area is taken up by the Charleston International Airport and Charleston Air Force Base (a component of Joint Base Charleston), and the International Airport/Research Park which includes the Boeing South Carolina airplane assembly plant.

South of I-526, Centre Pointe is a major area of commercial, convention and office uses centered around the North Charleston Coliseum, Convention Center, and Performing Arts Center as well as the Tanger Outlet Mall. Along Leeds Avenue, major office complexes are located near the I-526 interchange, and industrial and utility uses towards the intersections with Azalea Drive and Dorchester Road. The Charleston County Public Services Building is located just south of Leeds Avenue on Bridge View Drive, and the Charleston County Detention Center and other facilities are located on Leeds south of Azalea Drive.

Most of the residential development in the Planning Area is located on local streets off of Dorchester Road and Azalea Drive. These include a mix of single-family, multi-family, and mobile home neighborhoods served by the Mary Ford, Edmund A. Burns, Goodwin, Lambs, and Hunley Park Elementary Schools. The Old Brentwood Middle School site, also located in this area, is now Meeting Street Academy at Brentwood, a public school supported by private investment.

Planning Area 2 also includes the Dorchester Road II (Middle) Corridor Overlay, the Ashley River Scenic Overlay District III, and significant portions of the Ashley River Scenic Overlay Districts I and II.

PLANNING AREA 3

North Charleston Planning Area 3 is entirely within Dorchester County, and its predominant land use is single-family residential suburban neighborhoods. The majority of North Charleston's new residential development growth is concentrated in this area, supported by moderate housing costs and Dorchester County School District 2. The older developments in the area – Coosaw Creek, Kings Grant, Indigo Fields, Archdale, and Whitehall, are typical, single-use suburban neighborhoods. However, Kings Grant and Coosaw Creek both have some components of commercial and multi-family residential. The largest development in the area is Wescott Plantation, and is comprised of a variety of different housing styles, sizes, and price ranges – including single-family, starter homes, townhouses, and apartments. Some commercial uses are provided within the development as well.

There are 3 main arterials in Planning Area 3: Dorchester Road (north/south), Ashley Phosphate Road (east/west), and Ladson Road (east/west). Most of the commercial activity in the Planning Area is located on one of these three roads.

Dorchester Road is heavily traveled and experiences severe congestion during morning and afternoon rush hours. However, the opening of Patriot Boulevard and Palmetto Commerce Parkway has provided some relief as they have created a large-scale grid of thoroughfares and collectors to supplement access throughout the Planning Area.

Undeveloped land located between current development and along the Ashley River is protected by the Ashley River Scenic District I

and Ashley River Scenic District II to restrict inappropriate development along the banks of the scenic river for aesthetic and environmental reasons. The intent of the Ashley River Scenic District Overlays is to protect "view sheds" from the other side of the river where three historic plantations – Drayton Hall, Middleton Place, and Magnolia Plantation are located. All of the Dorchester County portion of the city (Planning Area 3) is within the Dorchester Road Corridor I District (Upper Dorchester) Overlay District.

PLANNING AREA 4

The northeastern quadrant of the city, Planning Area 4 is comprised of several suburban neighborhoods along Rivers Avenue that were established in the 1970's and 80's as people moved out from North Charleston's older city core. These include Deer Park, The Lakes, Pepperhill, and Colony North. South of Deer Park and The Lakes are several apartment and townhome communities.

Major retail land uses associated with Northwoods Mall and other commercial uses are located along Ashley Phosphate Road and Rivers Avenue east of I-26. These land uses continue north up Rivers Avenue to University Boulevard to the location of the Trident Medical Center, Charleston Southern University, and Wannamaker County Park with several small-scale office complexes in between. The University Boulevard Overlay District encompasses part of Planning Area 4.

West of I-26, the Ingleside Plantation development between the expressway and the Norfolk-Southern rail line corridor is envisioned as a center for light industrial, retail, and residential uses. This area is within the Ladson Road Overlay District.

9.2 EXISTING LAND USE LAND USE CATEGORIES

Parks & Playgrounds – This category includes public and neighborhood parks, playgrounds, recreational facilities, community centers, plazas and other public open space.

Residential

- ❑ *Single-Family* – Includes single-family, detached housing.
- ❑ *Multi-Family* – Includes apartments, townhouses, duplexes, condominiums, senior housing and other attached housing.
- ❑ *Mobile Homes/Manufactured Housing* – Areas developed for single-family mobile homes or mobile home parks. Mobile homes constructed after 1976 are now called 'manufactured homes' according to HUD; however, all references to mobile homes herein encompass mobile homes and manufactured housing. When widely dispersed, single mobile homes may be located in other classifications.
- ❑ *Agricultural* – Areas suitable for agriculture and forestry, wetlands, and other lower-intensity uses that may contain a homestead/farmhouse.

Institutional – This category includes community facilities, certain state, federal or local government uses, and institutional uses. Examples of institutional land uses include schools, colleges, churches, hospitals, museums, and libraries. Government uses include government offices, fire stations, police stations, prisons, post offices, utilities, and other public structures.

Professional Office – Professional office includes business offices, usually grouped in office parks or medium-rise office buildings.

Commercial – Retail, business, and entertainment-oriented uses that may be grouped into a shopping center or stand-alone outlet.

This category may include retail sales, office, service, and entertainment facilities.

Industrial – This category is for land dedicated to manufacturing facilities, processing plants, factories, warehousing/distribution, mining and other similar uses.

Undeveloped/Vacant – Areas with no visible active uses.

Other – Land areas that surveyors did not feel were representative of any of the aforementioned categories.

Table 9.1 compiles the acreage within each land use category, based on digital parcel files provided by Planning and Zoning. The calculations show that more than ¼ of the land area in North Charleston is undeveloped (including conservation land). Industrial, Multi-Family and Single-Family land uses are the next three largest land use categories by acreage.

Table 9.1: Composition of Existing Land Uses

Land Use	Acres	Pct. %
Parks & Playground	1812.1	4.1%
Single-Family Residential	4578.5	10.5%
Multi-Family Residential	9225.6	21.1%
Mobile Home	939.3	2.1%
Commercial	2388.5	5.5%
Professional Office	705.4	1.6%
Institutional	1991.9	4.6%
Industrial	8808.5	20.2%
Mixed Use	111.7	0.3%
Other	599.1	1.4%
Vacant	12542.5	28.7%
TOTAL	43703.0	100.0%

Source: Robert and Company, 2015

9.3 - CURRENT ZONING

The current zoning ordinance for North Charleston identifies 15 zoning districts and 10 overlay districts:

RESIDENTIAL ZONING:

- ❑ R-1, Single-Family Residential
- ❑ R-1A, Low-to-Medium Density Residential
- ❑ R-2, Multi-family Residential
- ❑ R-3, Mobile Home Residential
- ❑ AG, Agricultural

COMMERCIAL/OFFICE:

- ❑ OD, Office
- ❑ ON, Neighborhood Office
- ❑ B-1, Limited Business
- ❑ B-1A, Limited Business
- ❑ B-2, General Business
- ❑ B-3, Commercial, Recreation and Highway Oriented Uses

INDUSTRIAL:

- ❑ M-1, Light Industrial
- ❑ M-2, Heavy Industrial

MIXED USE / MASTER PLANNED COMMUNITY:

- ❑ PD, Planned Development District
- ❑ CRD, Commercial Redevelopment District

Table 9.2 shows the distribution of R-1 zoned land in North Charleston, Single-Family Residential, zoning takes up the most

land of any category, with 25.3% of zoned land. The next biggest is M-1, Light Industrial, with 23.1% and third is R-2, Multi-Family Residential, with 19.6%. Together, these three zoning categories comprise 68.0% of North Charleston’s zoned land.

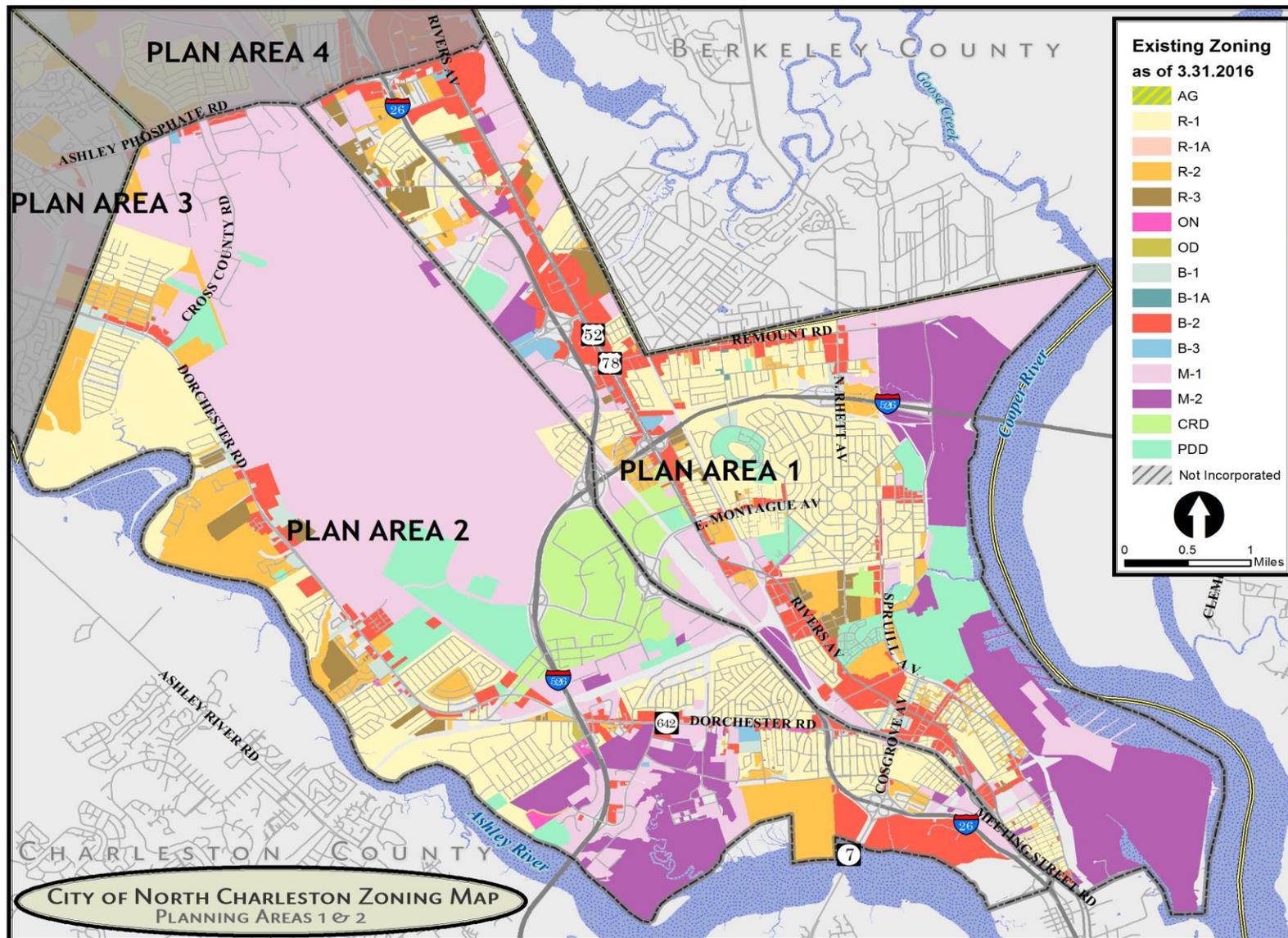
Table 9.2: Current Zoning Distribution

ZONE	AREA (AC)	PERCENT (%)
AG	313.32	0.7
B-1	370.89	0.9
B-1A	3.22	0.0
B-2	4230.89	10.0
B-3	105.24	0.2
CRD	667.57	1.6
M-1	9762.30	23.1
M-2	2844.46	6.7
OD	11.38	0.0
ON	123.61	0.3
PDD	4342.39	10.3
R-1	10681.90	25.3
R-1A	14.12	0.0
R-2	8277.47	19.6
R-3	533.22	1.3
Total	42281.98	100.0

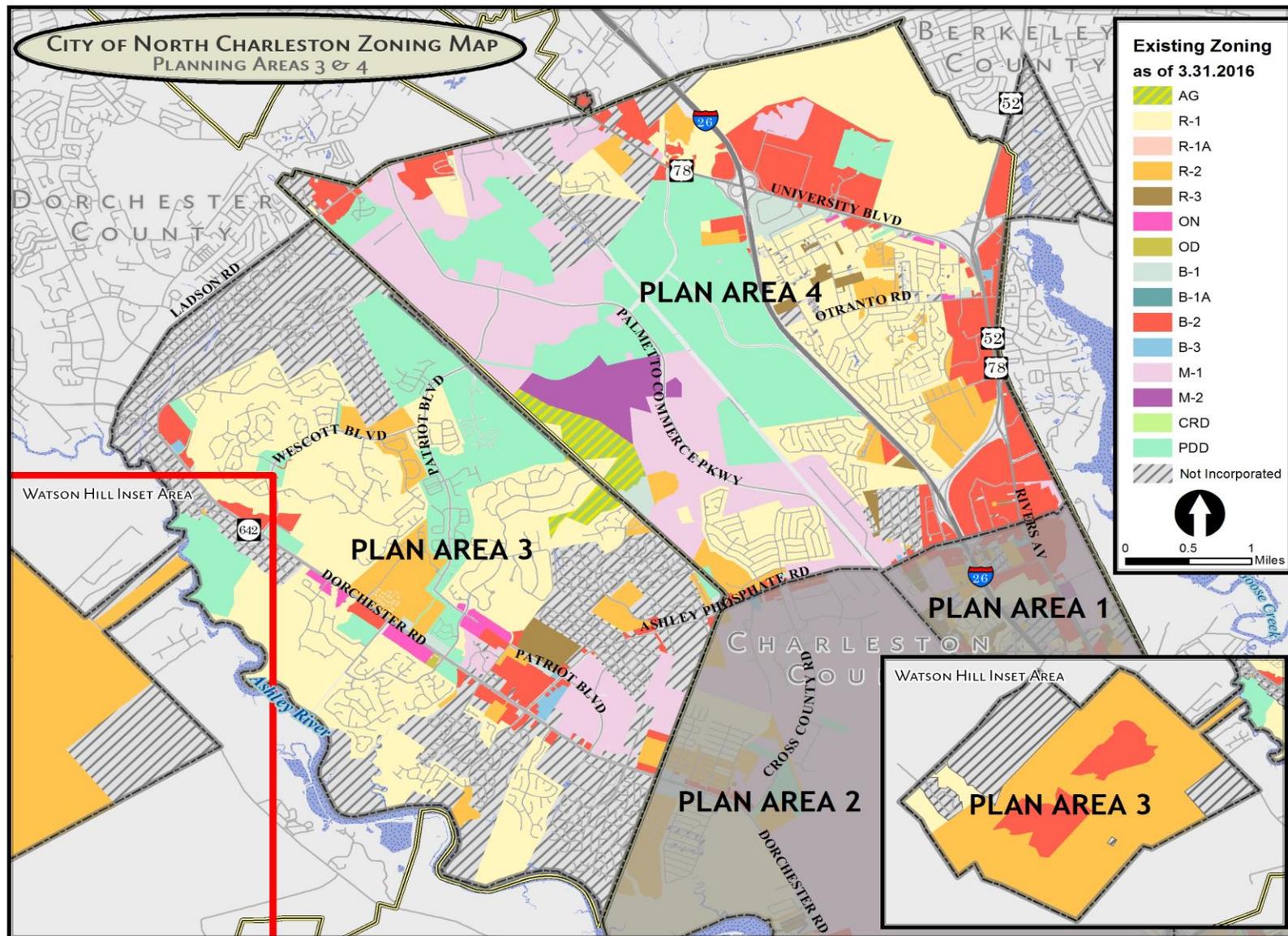
SOURCE: CITY OF NORTH CHARLESTON, 2016

Maps 9.1 & 9.2 on the following pages illustrate the zoning.

MAP 9.1: NORTH CHARLESTON ZONING (PLANNING AREAS 1 & 2)



MAP 9.2: NORTH CHARLESTON ZONING (PLANNING AREAS 3 & 4)



OVERLAY DISTRICTS:

The overlay districts are:

- ❑ Ashley River Scenic District (AR-I)
- ❑ Ashley River Scenic District (AR-II)
- ❑ Ashley River Scenic District (AR-III)
- ❑ Dorchester Road Corridor I Overlay
- ❑ Dorchester Road Corridor II Overlay
- ❑ Ladson Road Overlay
- ❑ University Boulevard Overlay
- ❑ Old Village Business
- ❑ Olde North Charleston Historic
- ❑ Olde North Charleston Neighborhood Conservation

Commercial Zoning

North Charleston’s main **commercial corridors** are:

- ❑ Rivers Avenue, from University Boulevard to Carner Avenue.
- ❑ Dorchester Road, from Ladson Road to Rivers Avenue.
- ❑ Ashley Phosphate Road, from Dorchester Road to Rivers Avenue.
- ❑ Remount Road, from Rivers Avenue to North Rhett Avenue.
- ❑ West Montague Avenue, from Dorchester Road to Rivers Avenue.
- ❑ University Boulevard, from Ladson Road to Rivers Avenue.
- ❑ International Boulevard, from Interstate-526 to West Montague Avenue.

Major **regional commercial nodes** exist at the following locations:

- ❑ Around Northwoods Mall, along Rivers Avenue and Ashley Phosphate Road.
- ❑ City Center, which includes North Charleston Coliseum and Convention Center, Tanger Outlet Mall, and Centre Pointe Shopping Center.

Other **major commercial nodes**:

- ❑ Rivers Avenue at Remount Road.
- ❑ Ashley Phosphate Road at Dorchester Road.
- ❑ Dorchester Road at West Montague Avenue.
- ❑ Dorchester Road at Ladson Road.
- ❑ University Boulevard at Ladson Road.
- ❑ *Future Node*: McMillan Avenue at Rivers Avenue (Shipwatch Square is demolished and the former Navy Hospital is being redeveloped).
- ❑ *Future Node*: Ingleside Boulevard at Weber Boulevard.

Smaller-scale, **neighborhood commercial corridors** include:

- ❑ Spruill Avenue, from East Montague Avenue to Viaduct Road.
- ❑ Cosgrove Avenue, from Azalea Drive to Spruill Avenue.
- ❑ North Rhett, from Remount Road to Braddock Avenue.
- ❑ McMillan Avenue, from Meeting Street Road to North Hobson Avenue.
- ❑ East Montague Avenue, from Rivers Avenue to Virginia Avenue.
- ❑ Durant Avenue, from Rivers Avenue to Park Circle.
- ❑ Reynolds Avenue, from Meeting Street Road to North Carolina Avenue.
- ❑ Noisette Boulevard, from Virginia Avenue to McMillan Avenue.

Centers of office uses occur in the following locations:

- ❑ Trident Medical Center on University Boulevard.
- ❑ Charleston County offices along Bridge View Drive.
- ❑ Faber Place at Leeds Avenue.
- ❑ Mall Drive.
- ❑ Rivers Avenue between Aviation Avenue and Midland Park Road.
- ❑ Research Park on International Boulevard near the Airport.
- ❑ Cross County Road at Ashley Phosphate Road.
- ❑ Ashley Phosphate Road at Rivers Avenue.
- ❑ Remount Road at North Rhett Avenue.
- ❑ McMillan Avenue at Noisette Boulevard.
- ❑ East Montague Avenue between Park Circle and Virginia Avenue.
- ❑ Remount Road between South Aviation Avenue and Interstate-26.

INDUSTRIAL ZONING

Areas with **heavy industrial** uses include:

- ❑ South peninsula of the former Navy Base.
- ❑ Between Virginia Avenue and the Cooper River, and off the west side of Virginia Avenue north of Interstate-526.
- ❑ Off of Azalea Drive, between Leeds Avenue and Industrial Avenue.

Light industrial and technology parks are located in these locations:

- ❑ Along Cross County Road.
- ❑ Patriot Boulevard.
- ❑ Palmetto Commerce Parkway.

- ❑ Leeds Avenue, between Dorchester Road and Bridge View Drive.
- ❑ Land south of West Montague Avenue, between I-26, I-526, and CSX rail lines.
- ❑ International Boulevard adjacent to the Airport and including Boeing South Carolina.
- ❑ Irondog District along Piggly Wiggly Road.
- ❑ Southrail Drive, along the Norfolk Southern rail line off Ashley Phosphate Road.
- ❑ *Future Location:* Ingleside Boulevard.

RESIDENTIAL ZONING

Single and multi-family residential areas are spread throughout the city. Maps 9.5 and 9.6 show locations by zoning category.

Mobile homes are spread throughout the city, but have larger concentrations in these areas:

- ❑ South Rhett Avenue, below Bexley Street.
- ❑ Along the Dorchester Road curve, between Michaux Parkway and West Montague Avenue.
- ❑ Midland Park Road and Stall Road
- ❑ Patriot Boulevard, between Appian Way and Ashley Phosphate Road.
- ❑ In the Deer Park area, off of Deerwood Drive.
- ❑ Interspersed within Charleston Farms and Ferndale neighborhood areas.

OVERLAY ZONING DISTRICTS

Overlay zoning districts provide supplemental development requirements and conditions for parcels within the specified district. The underlying zoning category (e.g., R-1, B-2) determines the type of use permitted for the land parcel, but that parcel is also subject to the additional requirements of the overlay district in which it is located. Descriptions of these overlays are below, and their locations are shown on Map 9.3.

[ASHLEY RIVER SCENIC DISTRICT I](#)

This overlay district includes any property in the city confirmed by the South Carolina Department of Archives and History to be part of the view shed for a National Historic Landmark or properties on the National Register of Historic Places situated along the Ashley River. This district is defined by Section 5-8 of the City of North Charleston Zoning Regulations.

[ASHLEY RIVER SCENIC DISTRICT II](#)

This overlay district consists of property in the city situated along the Ashley River, north of Waterview Circle, and within 50' of the critical line of the Ashley River, adjacent lowlands, an established tree line or bluff or cliff overlooking the river, and not in the Ashley River Scenic District I. This district is defined by Section 5-9 of the Zoning Regulations.

[ASHLEY RIVER SCENIC DISTRICT III](#)

This overlay district is comprised of property in the city lying within 50' of the critical line of the Ashley River, adjacent lowlands, and outside the Ashley River Scenic Districts I and II. The district area is defined by Section 5-10 of the Zoning Regulations.

[DORCHESTER ROAD CORRIDOR I DISTRICT](#)

This overlay district includes all North Charleston parcels located within Dorchester County and is defined by Section 5-11 of the City of North Charleston Zoning Regulations.

[DORCHESTER ROAD CORRIDOR II DISTRICT](#)

This overlay district includes parcels in Charleston County between the Ashley River, the Dorchester County line, I-526 (the Mark Clark Expressway), and the Norfolk Southern rail line to the south. The Overlay District is specified in Section 5-12 of the Zoning Regulations.

[LADSON ROAD OVERLAY DISTRICT](#)

This overlay district includes all Charleston County parcels between the Dorchester County line, I-26 between Ashley Phosphate Road and Ancrum Road, and Ancrum Road to Ladson Road, including the properties adjacent to Ancrum Road and Ladson Road to the Dorchester County line. This district is defined in Section 5-13 of the Zoning Regulations.

[UNIVERSITY BOULEVARD OVERLAY DISTRICT](#)

This overlay district includes all North Charleston parcels south of Goose Creek, east of I-26, west of Rivers Avenue and north of the US 52 and US 78 connector. This Overlay is governed by Section 5-14 of the Zoning Regulations.

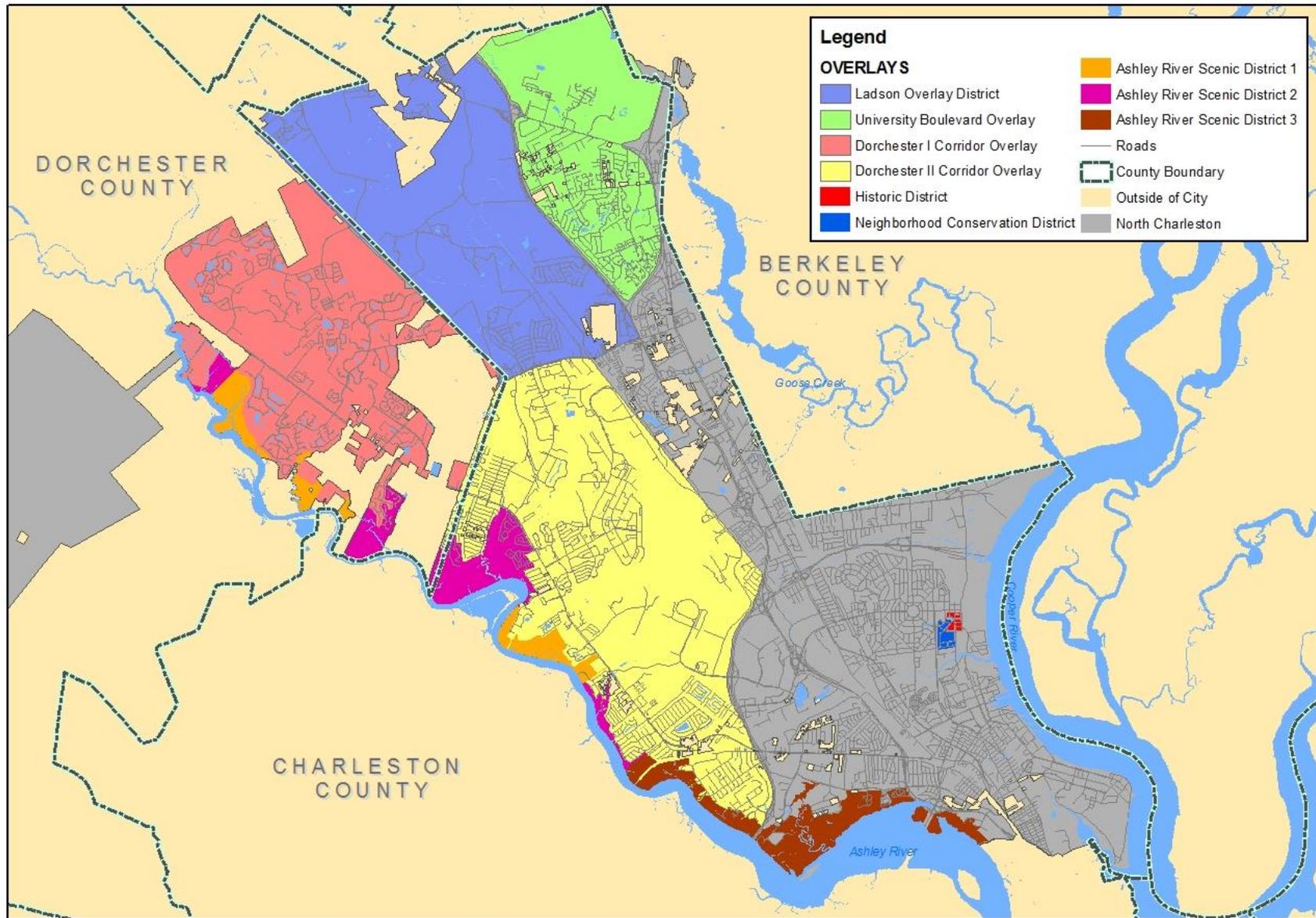
[OLD VILLAGE BUSINESS OVERLAY DISTRICT](#)

The boundaries for this overlay district are Stone's Alley on the north; Virginia Avenue on the east; Cougar Alley (formerly Cat Alley) on the south; Jenkins Avenue on the west; plus the boundaries of the Garco Park planned development district property and specific parcels located near the corner of Spruill and Montague Avenues. This district is identified in Section 5-16 of the Zoning Regulations.

[OLDE NORTH CHARLESTON HISTORIC AND NEIGHBORHOOD CONSERVATION OVERLAY DISTRICTS](#)

These overlay districts is described in Article X of the City of North Charleston Zoning Regulations and are defined by the map on page 6.4 of this document.

MAP 9.3: OVERLAY ZONING DISTRICT



9.3 FUTURE LAND USE MAP

A future land use map represents the desired land use patterns for a community in the future. It helps guide planning and local decision making, especially for making rezoning decisions. Differences in the future land use map from current land use or zoning do not represent a change in zoning for that area, but rather a guide for redevelopment, rezoning, or the development of vacant land. When rezoning requests are made, the future land use map helps inform the decision makers of whether or not the proposed change fits the community's land use goals for the future.

The future land use map is developed with considerations of how the land is currently used, the desires of the city for future development, the development market, and the desires of the communities.

FUTURE LAND USE MAP CATEGORIES

GREENSPACE

Parks & Recreation – This category represents land uses that are used as passive park space or recreation facilities.

Conservation – This represents areas to be preserved in their natural state without development but may include some passive recreation features such as trails and boardwalks. Includes: wetlands, floodplains, forests, stream buffers, etc.

Agricultural Uses – This category includes land suited for agriculture and forestry, wetlands, and other lower-intensity uses.

RESIDENTIAL

Single-Family, Suburban – This category indicates single-family lots in a suburban scale and pattern.

Single-Family, Traditional – This includes single-family lots in a traditional (or historic) pattern and scale.

Multi-Family Residential – This category indicates condominiums, duplexes, townhomes, apartments, and other multi-family uses.

Mobile Home – Includes mobile home parks and manufactured housing areas.

BUSINESS, RETAIL, OFFICE CATEGORIES

Major Business/Retail – This category indicates commercial and retail business uses. This includes large-scale (big box) stores, malls, strip commercial centers, hotels, and highway commercial uses.

Highway Oriented Use – This includes highway oriented business, as are typically found in the B-3 zoning category.

Neighborhood Commercial – This category includes community or pedestrian scale retail and office uses – such as corner grocers, lawyers’ offices, restaurants, etc.

Suburban Office – This land use identifies low-intensity professional office uses.

Office/Professional – This category of uses indicates office buildings, business parks, and other professional office uses.

INDUSTRIAL

Light Industrial – The category identifies low-impact or high-tech manufacturing, distribution or warehousing uses.

Heavy Industrial – Heavy manufacturing, seaport, utilities, and other higher-impact industrial uses.

OTHER CATEGORIES

Institutional – This indicates schools, universities, government offices, and other institutional uses.

Mixed Use – This category indicates development areas on any scale where a blend of residential, commercial, cultural, institutional, or even industrial uses may be proposed. The key function of a mixed use area is that the diverse uses are physically and functionally integrated so as to create a pedestrian-friendly atmosphere. Parking requirements, setbacks and other dimensional standards should be relaxed to ensure the creation of the pedestrian-friendly landscape. This would include multi-use corridors, transit-oriented villages, and other such developments that support a “live/work/play” environment.

Redevelopment Priority – Identifies areas within the city where the current land uses do not fit well with the long-term goals of the city and redevelopment would be desirable and/or infrastructure improvement funding, such as HOPE VI or Community Development Block Grants, should be used. Emphasis should be placed on housing interests but, where properly scaled, commercial activities would enhance the local community such developments may also be permissible. The goal should be to move land out of the Redevelopment Priority future land use and into one of the other land use categories as future plans are developed.

Transportation/Utilities – Land reserved for utility service distribution and freight handling and movement.

The table below lists the current zoning districts (excluding overlay zones) with the applicable future land use categories:

Table 9.3: Future Land Use With Applicable Zoning¹

Zoning Districts	Land Use Category ²
R-1	Single-Family, Suburban, Single-Family, Traditional
R-1 A	Single-Family, Traditional
R-2	Multi-Family Residential
R-3	Mobile Home
AG	Agricultural Uses
B-2, CRD	Major Business/Retail
R-2, B-1, B-2, OD, CRD	Mixed Use
ON, OD	Office/Professional, Suburban Office
B-1	Neighborhood Commercial
M-1	Light Industrial
M-2	Heavy Industrial

Note ¹: Conservation, Parks and Recreation, Institutional, and Transportation/Utilities future land use categories can occur within any zoning district.

Note ²: Redevelopment Priority can also occur in any zoning district; however, the goal will be to remove the land from this category.

SUGGESTED ADDITIONAL ZONING DISTRICTS

Two new zoning district categories are recommended to be added to the North Charleston Zoning Ordinance at the city's next ordinance update. These two categories will help incorporate the future land use recommendations made by this Comprehensive Plan Update into the city's implementation procedures.

Traditional Neighborhood District – This district will provide appropriate lot size and use regulations for urban scale single-family residential development.

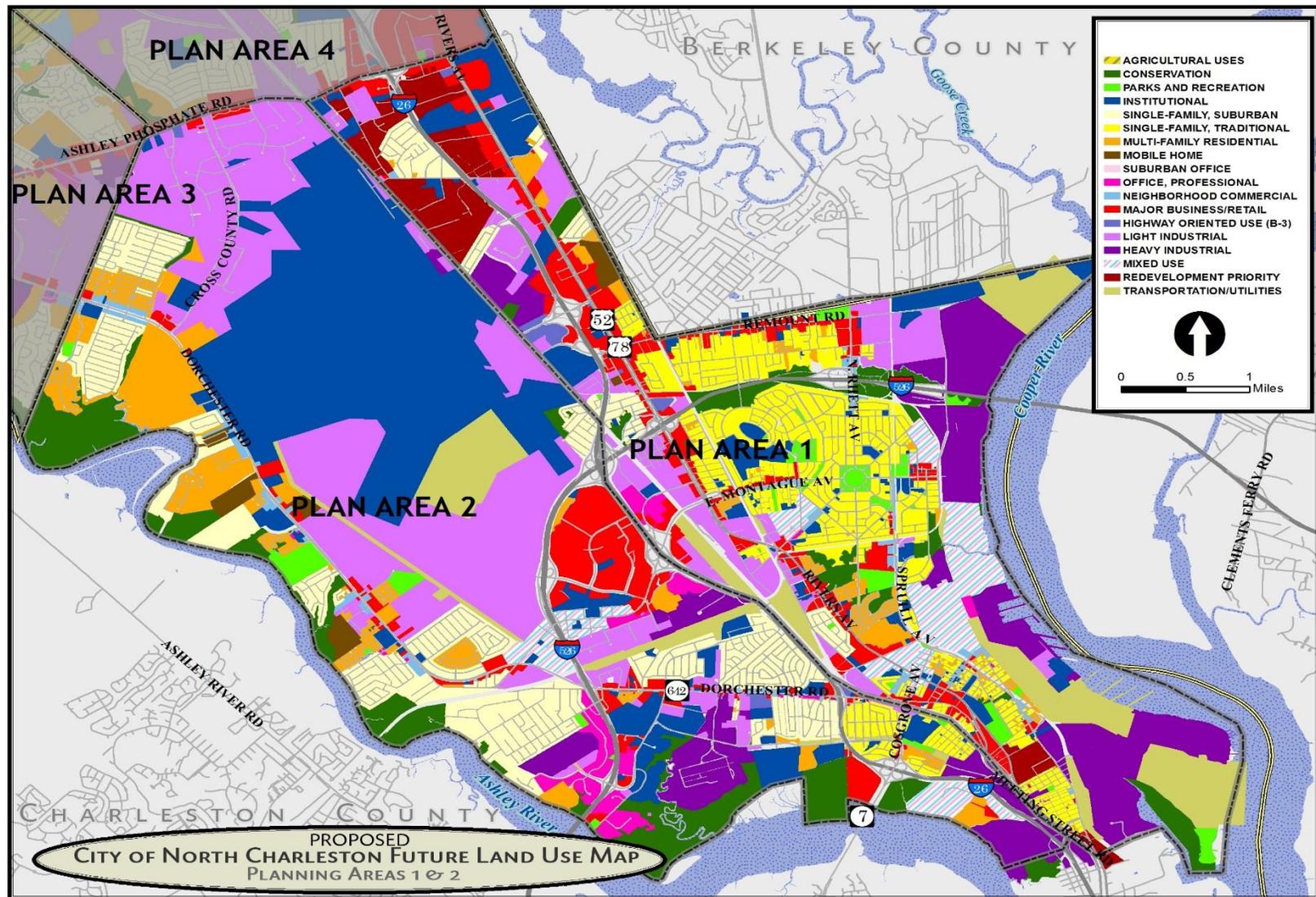
Mixed-Use Redevelopment – This district will allow areas in need of redevelopment some flexibility in uses, in order to develop according to the changing market. It will also enable areas to generate transit-supportive density along appropriate corridors. Perhaps Redevelopment Priority can evolve into this future land use category.

THE FUTURE LAND USE MAPS

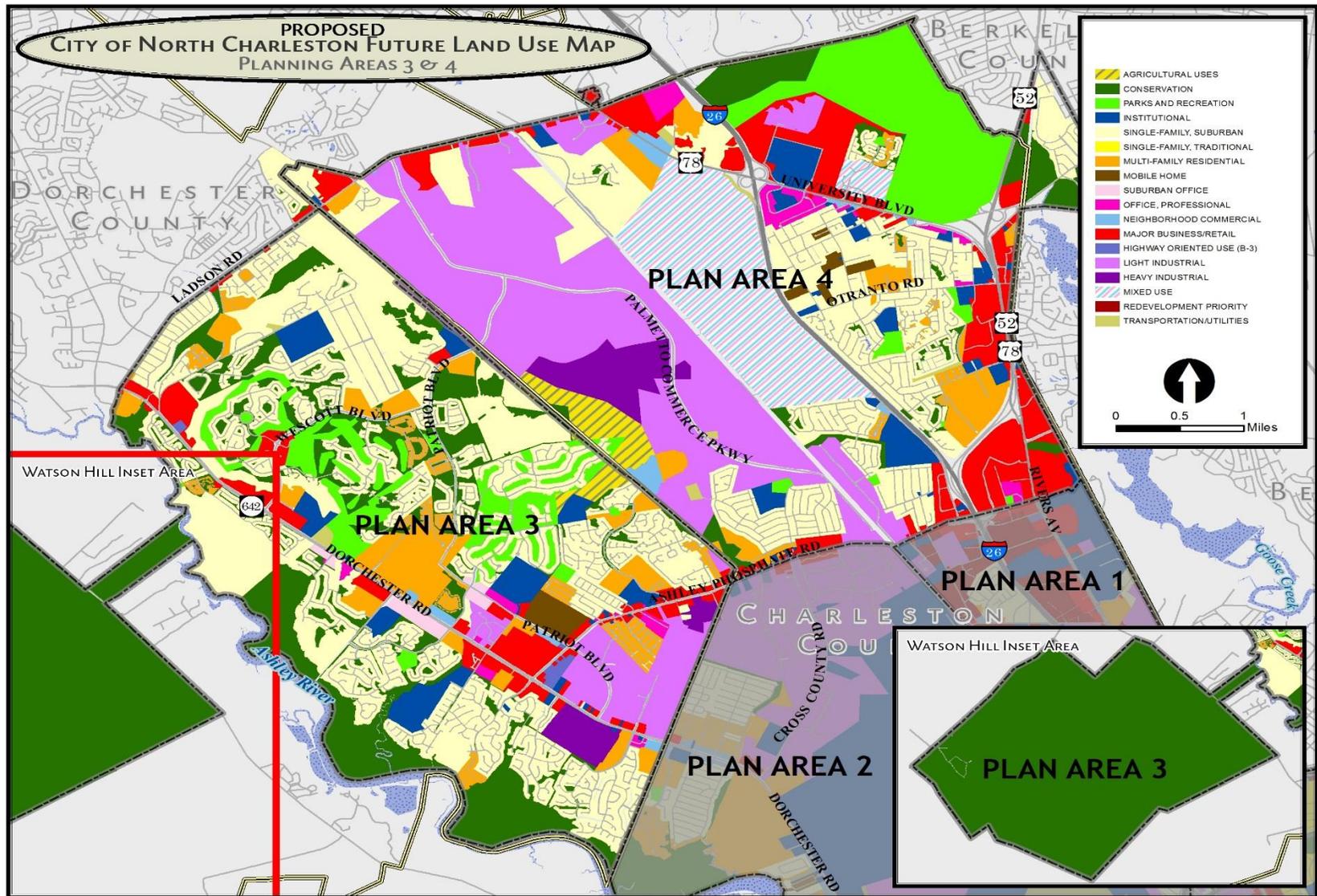
Future Land Use maps are illustrated on the following pages.

Maps 9.4 and 9.5 are detailed future land use maps of portions of the city, including parcel lines and street names. When viewing this document in digital format on a computer, the maps need to be enlarged for better clarity of parcel lines and color codes.

MAP 9.4: FUTURE LAND USE MAP (PLANNING AREAS 1 & 2)



MAP 9.5: FUTURE LAND USE MAP (PLANNING AREAS 3 & 4)



9.4 JOINT LAND USE STUDY

The Charleston Air Force Base and Naval Weapons Station Joint Land Use Study II was the second Joint Land Use Study (JLUS) performed for Charleston Air Force Base, and it provided a regional analysis of land use issues and cooperation between the Air Force Base and regional jurisdictions. The original study, completed in 1993, looked at compatibility between Air Force Base operations and surrounding land uses, in particular the impacts of noise and the potential for accidents. The purpose of the Charleston Air Force Base and Naval Weapons Station Joint Land Use Study II examined mutual planning opportunities between the regional military installations and local governments.

The JLUS presented several opportunities for cooperative planning between North Charleston and Joint Base Charleston to address land use, AFB housing, land parcel exchanges, and consideration of using Transfer of Development Rights (TDR) to help preserve appropriate land uses and generate transit-supportive densities. In 2013, the B-C-D Council of Governments began an update to the JLUS II; outcomes from that study have not been released.

AICUZ

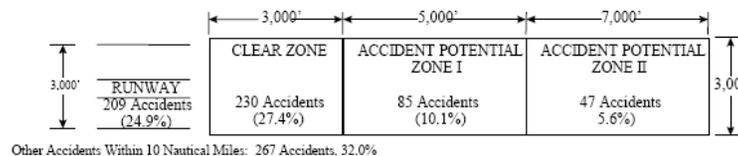
The Air Installation Compatible Use Zone study (AICUZ) is a Department of Defense designation of the noise contours and accident potential zones for an air base. Noise and accident impacts are based on the frequency and timing of flight operations, as well as the types of aircraft in use. Map 9.7 shows the 2004 AICUZ zones for Charleston Air Force Base. Noise contours show the average Decibel level (dBI) experienced within those areas. The threshold for what is considered a noise impact is 65 dBI. Levels of 65, 70, 75, and 80+ are noted in the AICUZ report and in Map 9.7. In

addition to the noise impacts, there are three levels of accident potential zones:

- ❑ **Clear Zone** extends 3,000 feet beyond a runway end and is 3,000 feet wide. Clear Zones represent the area of highest probability for an air accident, if one were to occur.
- ❑ **Accident Potential Zone (APZ I)** extends 5,000 feet beyond the Clear Zone, also with a width of 3,000 feet. It represents the second highest probability of accident occurrence.
- ❑ **Accident Potential Zone (APZ II)** extends 7,000 feet beyond APZ I, also 3,000 feet wide, and is the third most likely area to encounter an air accident.

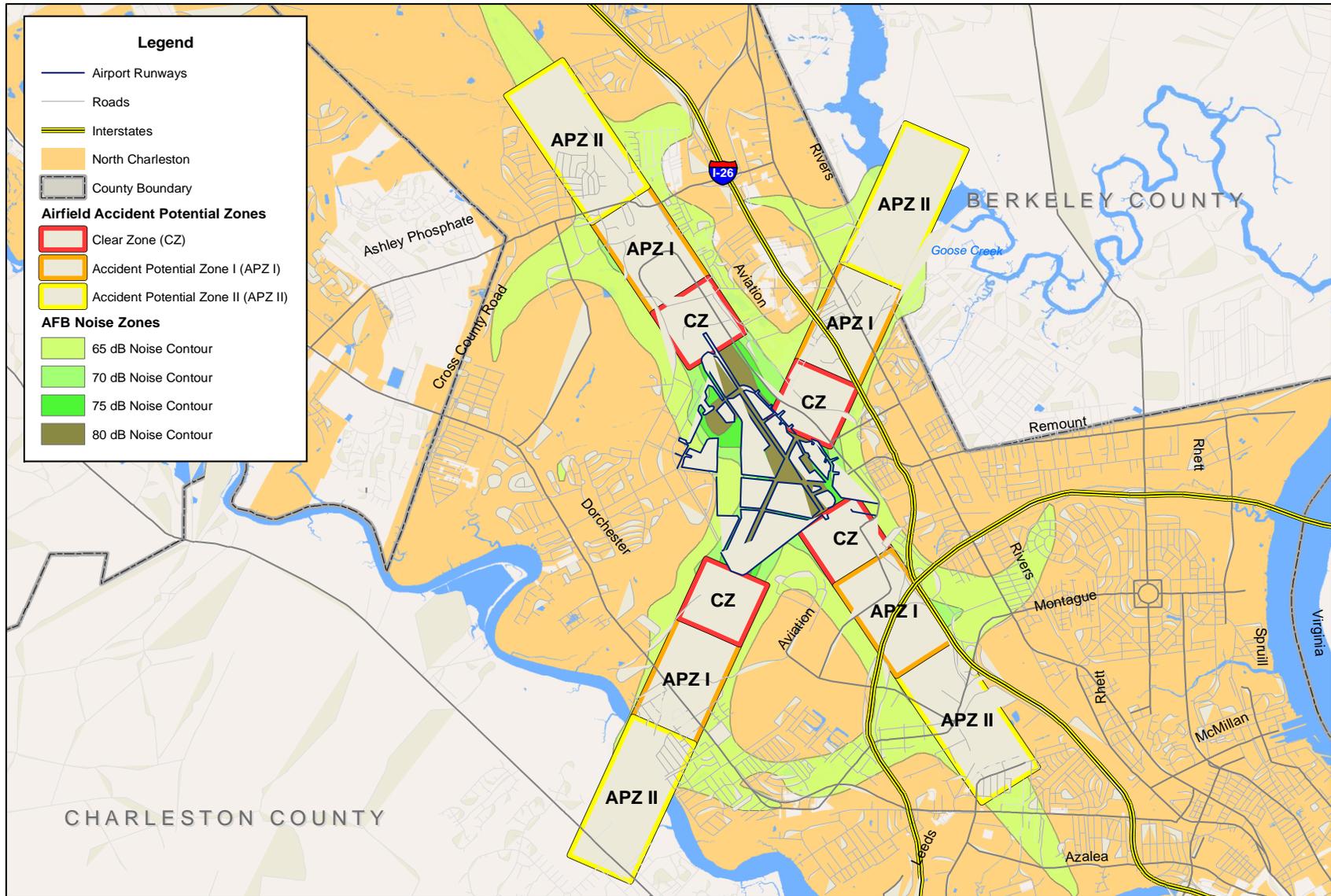
The figure below, from the AICUZ report, shows how Clear Zones and Accident Zones are organized. It also shows where air accidents are more likely to occur. However to be clear, the percentages shown are **not** probabilities of air accidents **to occur**, but rather the probability of **where** they would occur, **if** accidents were to happen.

Figure 4.6 Air Force Aircraft Accident Data (838 Accidents - 1968-1995)



Source: 2004 AICUZ Report for Charleston AFB

MAP 9.6: AICUZ IMPACT ZONES



LAND USE COMPATIBILITY/AIRBASE/AICUZ OVERLAY DISTRICT

A primary function of the JLUS program is to produce land use patterns that are the most beneficial for military installations and surrounding communities. An Air Force Base generates noise, smoke, light, and potential risk through flight operations, access, and ancillary development seeking to be near the airfield. On the other hand, development growth near a military base may put restraints on the intensity and frequency of base operations in order to minimize impacts on the surrounding community.

As part of the study recommendations, the JLUS staff and committee suggested an Airbase/AICUZ Overlay District to help provide supplementary regulations to protect airbase operations with compatible building heights, building codes, land uses, and population densities. The height of buildings in close proximity to runways can affect approach and takeoff clearances, and an overlay could regulate building heights and reduce noise impacts through stricter building codes for insulation and materials. The AICUZ report identified a matrix of appropriate land uses and densities in each noise zone and accident zone guidelines for developing overlay standards. For the recommendations, including conceptual Transfer of Development Rights (TDR) program, please refer to the revised JLUS, which is being prepared by the B-C-D Council of Governments for the U.S. Air Force.

AIR FORCE BASE HOUSING

The U.S. Armed Forces has moved towards privatization of housing for military personnel and relieving the Department of Defense from non-essential involvement in housing. This allows military personnel more choice and flexibility in where they live and what type of housing in which they choose to live. Although this is beneficial for local housing markets, areas around the base may be

impacted by increased traffic when service men and women choose to live in areas that require commutes to their place of work. The Charleston Air Force Base main gate on Dorchester Road is one of the most congested locations in the city during peak periods, and traffic turning into the base causes backups, especially during morning rush hour.

The JLUS helped open up communication between base planners and city planners to seek mutually agreeable strategies for dealing with traffic and military housing. The Air Force wants to allow personnel to live off base, but the city wants to encourage the Air Force to provide incentives to military personnel to live close by and generate less traffic. The JLUS hopes to find mutually beneficial solutions.

LAND EXCHANGES

As stated in the AICUZ report, it is Air Force policy to request the authorization and appropriation of funds from Congress for the purpose of necessary real property interests in AICUZ Clear Zones to prevent incompatible development. Two programs currently help assist land partnerships between the Air Force and surrounding communities: the Enhanced Use Lease and the Encroachment Partnership Program.

AIR FORCE ENHANCED USE LEASE (EUL)

The Enhanced Use Lease program allows the base to lease underutilized base property to private or public entities outside of the military. This program allows the Air Force to generate revenue by utilizing under-used land within the base for other functions. Palmetto Scholars Academy, a state-chartered magnet school, is moving onto a site at the AFB. The Air Force and the community both benefit by using the land for needed community facilities.

ENCROACHMENT PARTNERSHIP PROGRAM

The Encroachment Partnership Program is designed to help the military acquire land outside the installation that falls within AICUZ Clear Zones, preventing development from occurring in these areas. In this program, local governments participate by offering matching funds. If implemented, the EUL program could generate funds for the purchase of land within Clear Zones; and the AFB could possibly create a desirable leasing agreement in that program in exchange for a local match provided through the Encroachment Partnership.

RUNWAY EXPANSION

In 2006, the Charleston County Aviation Authority, which runs the Airport, began a study to consider the opportunity to extend both runways at the airport in conjunction with efforts by the Air Force to reconstruct the existing pavements. Consideration was given to lengthen the shorter runway 3-21 from 7,000' to 9,000' and the longer runway 15-33 from 9,001' to 11,500'. Although longer runways would allow the military C-17 and commercial passenger aircraft to take off with heavier loads and more fuel, the potential environmental and land use effects were considered along with the economic benefits. At the end of 2008, the Aviation Authority decided not to pursue the project.

9.5 NOISETTE COMMUNITY MASTER PLAN

In 2003, the Noisette Company released the Noisette Community Master Plan, entitled 'The New American City,' after a two-and-a-half year planning and public involvement process. The plan set the following goals for the community area and provided a sustainable vision for North Charleston's historic core including approximately 3,000 acres:

- ❑ Re-breathe life into the historic city center
- ❑ Synergize all Quality of Life efforts within the city
- ❑ Catalyze economic growth
- ❑ Build the city's financial viability
- ❑ Position North Charleston nationally as a sustainable urban center.

The recommendations of the Noisette Community Master Plan included land use, transportation design, stormwater management, ecological restoration, neighborhood connection design, housing, and green infrastructure principles, along with a multiple-phase implementation plan using two tax increment finance districts – the

Noisette Community TIF and Noisette's On-base TIF – to finance public infrastructure and private development. Further detail on TIF districts is in Section 9.6, following this section.

NOISETTE CREEK PRESERVE PLAN

The Noisette Preserve Plan was prepared for North Charleston to establish the preservation of Noisette Creek's watershed, a unique tidal area that runs from Rivers Avenue through the former Navy Base to the Cooper River. It also includes strategies and implementation measures for restoring the watershed's natural systems and managing preservation of the creek and its associated wetlands setting. The plan also makes considerations for Filbin Creek, another tidal creek located just to the north of the Noisette community. The Preserve and its plan are discussed in more detail in the Natural Resources Chapter of this document (Section 5.1).

9.6 TAX INCREMENT FINANCING DISTRICTS

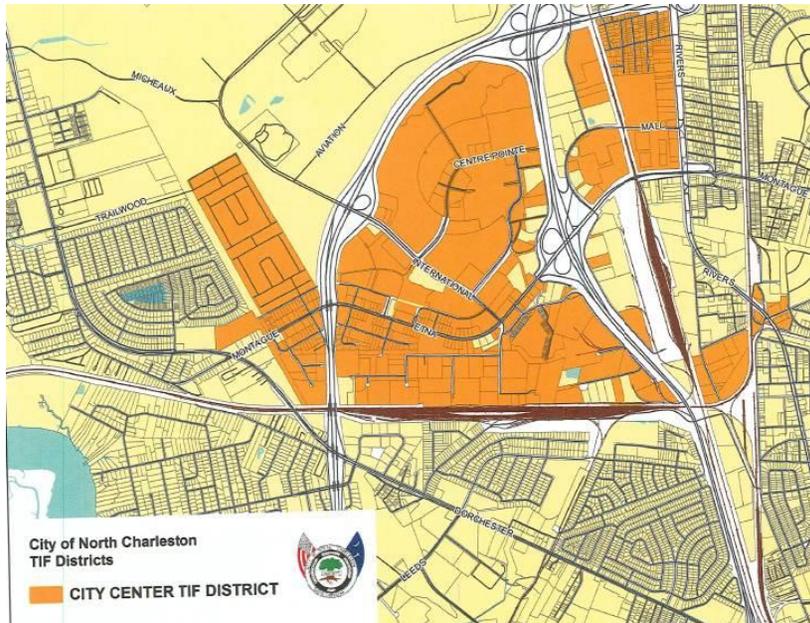
Tax increment financing (TIF) is a municipal funding program that uses future increases in tax revenues in a specified area to fund public improvements in that area in order to draw in business and residents. A TIF district is established in an area in need of redevelopment or infrastructure improvements. At the time the TIF is established, the tax base for that area is frozen at the pre-development level and stays frozen for the duration of the TIF time period. Any new tax revenues (from increases in assessed values) go directly into funding for infrastructure and redevelopment costs.

As formerly vacant or underutilized properties redevelop, new sources of revenue are created that generate the funds needed for the necessary improvements, without raising taxes of the existing community to fund the improvements.

There are currently four TIF districts in place in North Charleston: City Center, Noisette Community Redevelopment, Charleston Naval Complex, and Ingleside.

CITY CENTER TIF

The City Center TIF was established in 1991 and reestablished in 1996, in conjunction with the City Center Redevelopment Plan, and updated accordingly. The intent of the plan was to revitalize the areas surrounding West Montague Avenue.



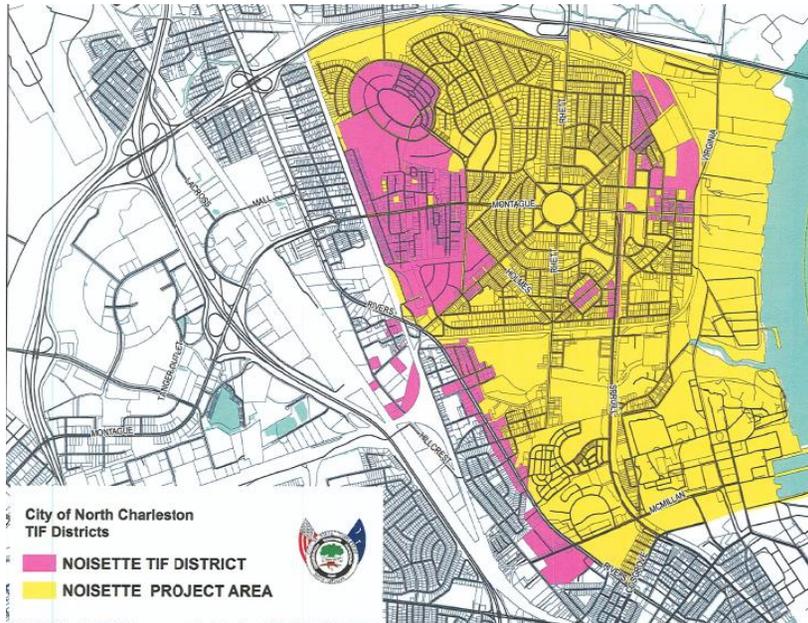
The North Charleston Coliseum was opened in 1993. Since 1996, the district has been very successful, as there have been a number of commercial and retail venues that have recently within the City Center, including the Tanger Outlet Mall, Sam's Club, Wal-Mart, and Field and Stream. The area has proven to be an ideal location for hotels, close to the Coliseum and Charleston International Airport, and a short drive to/from historic Charleston, where hotel accommodations are much more expensive. The outlet mall has been a major attraction as well.

Additional office uses, as well as new multi-family developments have located along West Montague Avenue and International Boulevard, transforming the area's character from strip commercial corridors into thriving boulevards.

Additional development includes the North Charleston City Hall and the Verizon Wireless Call Center, located along Mall Drive, along with a new Courtyard by Marriott and renovations to the former Sheraton Hotel, now called Charleston Plaza.

NOISETTE COMMUNITY REDEVELOPMENT TIF

The Noisette Community Redevelopment TIF was enacted in 2001 as part of the Noisette project to provide redevelopment funding for several blighted areas in North Charleston’s older urban core.



The TIF funded demolition and infrastructure improvements in the redevelopment of former Century Oaks, now developed as Oak Terrace Preserve, a city project with sustainable housing development, using 'green' building and site planning techniques.

Other developments to be funded with TIF revenues include the redevelopment of the Shipwatch Square Shopping Center site at the corner of Rivers Avenue and McMillan Avenue, the Mixson Avenue project, and the Garco Park project.

CHARLESTON NAVAL COMPLEX TIF

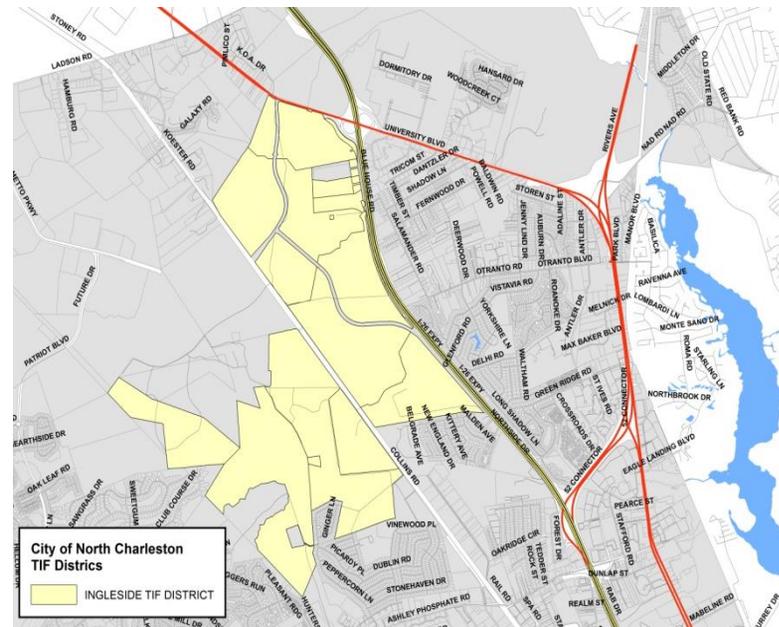
The Charleston Naval Complex TIF was created to redevelop properties that were part of the former Charleston Navy Base which ceased operation in 1996. The Naval Complex TIF was used to construct the Riverfront Park and the Navy Base Memorial along the banks of the Cooper River and Noisette Creek.



The Navy Base Port Terminal under development by South Carolina Ports Authority will occupy a large part of the original Charleston Naval Complex TIF area.

INGLESIDE COMMUNITY TIF

Ingleside is a large (2,000 acres) mixed-use development approved as a TIF in 2011. Located on a former rice plantation between Ashley Phosphate Road and US 78, the Ingleside Community TIF plan included the extension of Northside Drive to Ingleside Boulevard and the construction of Weber Boulevard. Plans call for 3.6 million square feet of mixed uses office, retail and residential space and future transit-oriented development. Transportation projects have moved forward as part of the project and additional improvements are being considered to accommodate the development of the project.



9.7 DEVELOPMENT BY PLANNING AREA

This section discusses various future developments that are occurring or proposed in each planning area, as well as potential solutions to development issues.

PLANNING AREA 1

HORIZON VILLAGE

Horizon is a 68-acre HOPE VI project that completed its first phase of development at the site of the former North Park Village housing complex. The development is a mixed-income community envisioned to include 484 houses and apartments at varying values and rental price ranges. It is also a mix of market rate housing and subsidized housing. It is located adjacent to Spruill Avenue and Rivers Avenue, just north of McMillan Avenue. Horizon Village is an attractive, affordable sector of housing, replacing a declining housing complex.

MIXSON

Mixson is a new urbanist, mixed-use community at the southwestern corner of the Park Circle district. It is being developed as a high-end, multi-use community in much the same style as l'On in Mount Pleasant.

OAK TERRACE PRESERVE

Oak Terrace Preserve is a City of North Charleston project that is being developed with homes built to certified EarthCraft standards. The development is a sustainable housing community located on the site of the former Century Oaks. Developers are taking extra efforts to preserve existing trees and use natural vegetation to help control stormwater runoff. Tax-increment financing was used in the demolition of Century Oaks and for infrastructure improvements.

SHIPWATCH SQUARE/PINEHAVEN

Shipwatch Square was a large shopping center located at the intersection of McMillan Avenue and Rivers Avenue, which declined after its retail anchor, Winn-Dixie supermarket, closed in 2005. The 18-acre site was acquired by the City of North Charleston, which cleared the buildings and has remediated the soil contamination. The City is currently seeking to stimulate a redevelopment of the site that includes a grocery store component within an urban style setting. While site redevelopment has yet to occur, the site is ideally located for retail, close to the Horizon Village, the former Navy Base, and several established neighborhoods that currently lack a nearby supermarket. The proximity to I-26, the CARTA Superstop (serving 8 CARTA routes), and Route 10 (CARTA's busiest route) with a double-shelter stop on the site, makes this site ideal for mixed-use development, and is indicated as such in the Future Land Use Map.

The former Navy Hospital, a 400,000 square-foot, 10-story building located on 23 acres across Rivers Avenue from the Shipwatch site, is slated for office redevelopment as the Chicora Life Center.

GARCO

The General Asbestos and Rubber Company plant, located adjacent to the north side of East Montague Avenue's Old North Charleston Business District, is the only planned industrial site from the original Garden City plan for North Charleston's Park Circle area, and its employees generated the need for homes in the area. The site, now slated for a 40-acre mixed use planned development district that will include neighborhood retail, offices, apartments, and infrastructure improvements, is under construction.

STALL ROAD/MIDLAND PARK AREAS

This area is generally surrounded by the I-26 and Rivers Corridor between Aviation Avenue to the south and Ashley Phosphate Road to the north. Rivers Avenue is a major commercial corridor, especially closer to Ashley Phosphate Road. East and west of Rivers are a few viable single-family neighborhoods, but primarily there is an abundance of mobile homes, industrial properties, and vacant land. The area surrounding Stall Road is a particularly blighted area with several mobile home park and trailer courts. Its proximity to I-26 and Ashley Phosphate Road make the area a prime opportunity for redevelopment to a higher and better use than trailer parks.

One of the greatest assets for the area is Trident Technical College, a major college campus and vital resource for technical education and job training. Trident Tech is a commuter college with no on-campus housing, although there are three apartment communities in close proximity: Birchwood Apartments (across Stokes Avenue), Harbour Station Apartments (across Rivers Avenue, recently completed), and a third planned apartment complex at Tipson Street and Rivers Avenue. As the college expands its campus onto undeveloped land that it owns, this could cause increased congestion along Rivers Avenue. Multi-family housing, geared towards students, in the nearby Midland Park or the Stall Road area would create the opportunity for students to live near campus and walk or ride bikes to class and help to reduce the amount of traffic created by commuter students.

A commercial corridor overlay in the zoning code would create standards for the corridor to create transit-supportive developments, possibly leading to a Bus Rapid Transit system in the near future and thus incubating what could be become a light rail corridor in the future. It could also create guidelines for access management, site design controls, parking requirements, and access between parcels to alleviate the number of curb cuts along the heavily-traveled corridor.

PORT DEVELOPMENT

The South Carolina State Ports Authority is currently developing an additional port terminal in North Charleston at the southern tip of the Charleston Navy Base peninsula. The increased cargo traffic will require a new port terminal access road connecting to I-26, which will impact portions of North Charleston's southernmost neighborhoods (Windsor and Union Heights). The mitigation plan for the terminal provided over \$4 million in mitigation funds for impacted communities.

CHARLESTON FARMS

The Charleston Farms area is located between Rivers Avenue, Interstate 526, North Rhett Avenue, and Remount Road. The scattered single-family housing, apartments, duplexes, and manufactured housing are a focus for several initiatives aimed at cleaning up blight and criminal activity. Although these are for the most part social issues, there may be some land use solutions for helping alleviate blight in the area.

PASSENGER INTERMODAL CENTER

The proposed intermodal center near the intersection of Montague Avenue and Dorchester Road has been replaced by an alternative to locate the facility in Planning Area One on the site of the existing Amtrak Terminal. The site of the new Intermodal Terminal is recommended to become a transit node for high-density residential and mixed use and tie into a commuter rail system.

PLANNING AREA 1 STRATEGIES:

Planning Area 1 Strategies	Status
Adopt the Olde North Charleston Historic District and Neighborhood Conservation District into the zoning ordinance to protect the historic character of the area.	Completed
Designate the Stall Road and Midland Park areas as receiving areas for TDR's to boost density for transit, military housing, and student housing for Trident Tech	
Create a TDR receiving area overlay district to help implement a TDR program	
Develop strategies to promote transit densities along major commercial corridors	Under development
Acquire and redevelop sub-standard mobile home parks, and 'zone out' mobile homes within established single-family areas	
Reestablish connections between the north and south sides of Liberty Hill by encouraging Montague Avenue to become a walkable pedestrian connection	
Assist in developing a master plan for neighborhoods that will receive mitigation funding from the State Ports Authority	Completed
Adopt a Noisette Creek Preserve Overlay and a Noisette Community Overlay District to incorporate the policies and strategies of the Noisette Community Master Plan	
Develop strategies to encourage high-density, transit supportive development near the future intermodal center.	Under development
Redevelop the Shipwatch Square/Pinehaven area with a grocery store to eliminate the "food desert" that exists in southern part of the city	Under development

PLANNING AREA 2

CITY CENTER & CENTRE POINTE

The City Center area around North Charleston Coliseum has become a major retail and convention area. New hotels and shopping venues continue to be developed in this area.

JOINT BASE CHARLESTON/CHARLESTON INTERNATIONAL AIRPORT

The Air Base/Airport is a vital source of jobs for North Charleston and the region, but also presents some land use issues including those discussed in Section 9.4. Coordination with the Air Force Base is needed to minimize these impacts.

FABER PLACE

Surrounding Leeds Avenue, north of I-526 is an established office node. Several new office buildings are located in this area. Additionally, developments of high-rise luxury condos and high-end single-family residences are located along the banks of the Ashley River. This area’s easy access to I-526 makes it a desirable area for business development.

ROADWAY INFRASTRUCTURE

Planning Area 2 includes the core of the city and the city center. There are several roadway construction projects that should have a major impact on travel within in the planning area and for the entire Charleston region. SCDOT is in the planning stages of a project to widen I-526 to 3 lanes in both directions for the entirety of its course through North Charleston. This plan also includes major renovations of the interchanges of the city’s street network with I-526. Charleston County has a project to build a new “Airport Connector Road” to replace International Boulevard as the primary means of access to the Airport. Charleston County is also in the planning phase of a project to extend Palmetto Commerce Parkway from Ashley Phosphate Road down to Aviation Avenue by the

Airport. The City is also desirous of an added access road into the City Center shopping area.

PLANNING AREA 2 STRATEGIES:

Planning Area 2 Strategies	Status
Increase cooperative planning with Joint Base Charleston and the Airport	Continuing
Limit incompatible development in flight accident zones by creating an Airbase Overlay District	
Incentivize base personnel to live close by	
Establish Transportation Efficient Mortgages to encourage residents to live close to their place of employment	
Support Transportation-Efficient Mortgages (TEM’s) to assist homebuyers finance homes close to their place of employment or near a major transit stop in recognition that money saved on travel expenses frees up money that can go towards mortgage payments.	
Extend Palmetto Commerce Parkway to improve north/south access	County is designing extension

PLANNING AREA 3

WESCOTT PLANTATION

Wescott is a large, multi-phase residential development to the east of Dorchester Road. Wescott provides a range of housing sizes and prices, including townhomes and apartment complexes. It also features some retail and recreational amenities. Roadway connections have been made from Wescott Plantation to Palmetto Commerce Parkway and Patriot Boulevard, helping to form access routes that have helped alleviate congestion on Dorchester Road. Additional roadway connections should be sought where possible to accommodate local access. Cul-de-sacs and dead-end streets should be discouraged in new developments.

WATSON HILL TRACT

Watson Hill is a large tract of land located on the west side of the Ashley River, across the river from the Upper Dorchester area of North Charleston. The primary planning issues related to this area are road access, provision of public services, and the density of development to occur. The properties that make up Watson Hill were recently reacquired by Mead Westvaco and will be folded into its Master Plan for the East Edisto project. Mead Westvaco is still working out details for final approval of the East Edisto Plan and requires coordination with multiple municipalities and counties before the 50-year master plan can be finalized.

Traffic congestion, environmental stewardship, cultural sensitivity, and provision of public services are all concerns that North Charleston will need to address before development should begin in earnest on the Watson Hill tract.

PARK SPACE

Wescott Park has provided a signature park for the planning area with unique ball field venues for baseball and other sports. Even with the recent additions of the park, the Riverbluff Church fields,

and cooperative agreements for shared use of athletic facilities with the Dorchester County District 2 schools, Planning Area 3 lacks park space and cultural amenities.

NEIGHBORHOOD PRESERVATION

The general concerns of residents in Planning Area 3 focus on neighborhood preservation through the prevention of encroachment by commercial, industrial, or higher density residential development in and around the primarily single-family residential neighborhoods that comprise a large portion of the planning area. A main concern of residents is the impact higher density development would have on the already stressed transportation system that traverses the area.

PLANNING AREA 3 STRATEGIES:

Planning Area 3 Strategies	Status
Maintain vegetative buffers along roadways, especially Dorchester Road	Continuing
Maintain visual buffers along the Ashley River to protect historic view sheds.	Continuing
Preserve/protect neighborhood character of Area 3	Continuing
Develop nodes of neighborhood commercial services and offices at intersections along Dorchester Road	Continuing
Develop park space and cultural amenities	Continuing
Provide better road connectivity by discouraging dead ends or cul-de-sacs in new developments	Continuing
Continue providing road connections that provide alternatives to major thoroughfares, including Ingleside Boulevard and Weber Boulevard	Ingleside and Weber Boulevards are complete and open.
Sidewalk network connections: additions and improvements	Continuing

PLANNING AREA 4

INGLESIDE PLANTATION

The Ingleside Community is a very large planned development proposed between south of US 78 and north of Ashley Phosphate Road. The completion of Palmetto Commerce Parkway, Phase I and II and the planned Ingleside Boulevard, and the proposed I-26 interchange will provide access for the development of this area. The plan for Ingleside will include preservation of wetlands and riparian buffering as part of the 2,090-acre development.

PALMETTO COMMERCE PARKWAY

The second phase of the Palmetto Commerce Parkway is complete to Ashley Phosphate Road, and the third phase will extend the parkway from Ashley Phosphate Road to International Boulevard. When completed, this corridor will provide a local access alternative to I-26 from Ladson Road to Montague Avenue, Dorchester Road, I-526, and the airport. The extension also improves the connection between the back gate of the Air Force Base and Ashley Phosphate Road. This is expected to help relieve congestion at the Air Force Base main entrance off Dorchester Road and may help steer local traffic away from the heavily congested I-26/Ashley Phosphate interchange.

NEIGHBORHOOD PRESERVATION

Neighborhood organizations are very strong in Planning Area 4, particularly in Deer Park, The Lakes, Pepperhill, and Colony North. Citizens in this area place a high priority in preserving their neighborhoods as they are, without land use changes or encroachment of other types of uses into residential areas. The city should strive to preserve the character of the neighborhoods in this area and carefully consider any proposals to rezone single-family uses to other zoning types where established neighborhoods exist.

PLANNING AREA 4 STRATEGIES:

Planning Area 4 Strategies	Status
Preserve wetlands and stream buffers as Ingleside Plantation is developed	Continuing
Consider adding a conservation development district or special planned development district to the zoning ordinance	
Connect Palmetto Commerce Parkway extension through Ashley Phosphate to International Boulevard	County is designing extension
Provide additional park space in Area 4	Continuing

9.8 REDEVELOPMENT AND BLIGHT REDUCTION

Underutilized and vacant properties are a major problem in North Charleston, especially in its older areas where suburban flight caused reductions in population. The deterioration or abandonment of properties causes reduction in property values and can even pose risks to health, safety, and welfare of nearby citizens.

NORTH CHARLESTON REDEVELOPMENT COMMISSION

In 1979, North Charleston established a Redevelopment Commission, pursuant to South Carolina's Community Development Laws. Among other duties and powers, the Redevelopment Commission has the ability to:

- ❑ Designate blighted areas or 'conservation areas' (areas that have some blight characteristics and could easily become blighted without further action).
- ❑ Acquire or purchase property for redevelopment purposes.
- ❑ Prepare or recommend redevelopment plans, projects or programs.
- ❑ Coordinate and invest bonds, grants, loans, or other types of funds available for redevelopment or revitalization purposes.

North Charleston's Redevelopment Commission is not operating at the current time, but given the numerous financing and redevelopment efforts currently taking place, the city may desire to revive this commission to coordinate and manage these following resources:

- ❑ Tax Increment Financing Districts (currently in place for the Noisette Community, Naval Complex, City Center, and Ingleside Community)
- ❑ HUD Renewal Community

- ❑ Municipal Improvement Districts
- ❑ Neighborhood Enforcement Team (NET) / code enforcement
- ❑ HOME Program
- ❑ Community Development Block Grant (CDBG) Program

Additional responsibilities that could be tasked to the Redevelopment Commission if reinstated:

- ❑ Property Acquisition – Target vacant or derelict properties, or substandard mobile home parks for redevelopment.
- ❑ Establish a Land Bank Authority – Serves as a clearinghouse for publicly-owned properties and properties with public liens. The authority undertakes the proceedings necessary to foreclose on liens and clear the title to ready the property for development use. The LBA can also bank the properties rather than selling them immediately to assemble larger parcels.
- ❑ Relocation Assistance – Ensuring that residents of acquired properties can find quality affordable housing short distances away.
- ❑ Establish Priority Funding Areas – A government entity designates certain geographic areas as 'priority areas' for receipt of infrastructure funding and other capital improvements. Public subsidies and other resources would only help fund development or redevelopment within the established priority areas.
- ❑ Encourage Development of Affordable Housing – Form partnerships with affordable housing providers to ensure an adequate amount in the city.

POTENTIAL STRATEGIES FOR FIGHTING BLIGHTED AREAS

DIRTY DOZEN PROGRAM

The Dirty Dozen Program identifies derelict commercial, industrial, or residential properties in a community with numerous code violations to the point that they pose risks to the health, safety and welfare of the community. A list of 12 properties could be posted on the city's website as the 'Dirty Dozen' with their locations, pictures, and name of the property owners. Various departments (including code enforcement, police, fire, health & safety, etc.) converge on the property to inspect it and issue citations. This program is currently in place in Toledo, Ohio.

NEIGHBORHOOD ENFORCEMENT TEAM

The North Charleston NET is an organized collaboration of various departments that perform similar sweeps in neighborhoods with numerous code violations. However, the Dirty Dozen program targets specific properties and adds a level of accountability for the property owner by publishing pictures and information about the property and ownership. An ongoing program would allow properties to come off the list when they are properly dealt with, and new properties would then be added so that there are continually targeted properties populating the list.

9.9 LAND USE GOALS AND POLICIES

GOAL	POLICY	ACTION	STATUS
Goal 9.1: Continue to grow North Charleston’s image, sense of character, and physical aesthetics.	Policy 9.1.1: Improve the aesthetic quality of commercial corridors	Action: Create commercial corridor management plans to promote architectural, landscaping, and signage uniformity through design guidelines	The City continues to implement its overlay district requirements to create cohesive development.
	Policy 9.1.2: Create a better 'sense of place' and history throughout the city	Continue to develop 'gateway' entrances into the city with monumental signage and distinct landscaping	Several signs identifying established neighborhoods have recently been installed.
		Add way-finding signage and unique street signage for historic areas/neighborhoods to help promote local history	
		Commemorate historically eligible properties by applying them for registry with the National Register of Historic Places	The City has three designated National Register districts (all on the Navy Base) and contains part of the Ashley River Historic District. Historic markers have been placed in several locations on the former Navy Base.
	Policy 9.1.3: Encourage and promote resource conscious urban design concepts for new developments	Develop resource conservation goals and create strategies to support those goals	
Goal 9.2: Preserve the natural environment of North Charleston	Policy 9.2.1: Protect North Charleston’s wetlands and natural waterways.	Adopt a citywide stream buffer ordinance to prevent development in naturally sensitive areas outside of overlay areas that already require protection	Complete. The riparian buffer requirement is codified in Section 6-17 of the Zoning Regulations.
	Policy 9.2.2: Encourage the use of conservation or cluster development	Develop a Conservation Planned Urban Development zoning district, geared towards preserving wetlands or other natural spaces and providing community open spaces	

GOAL	POLICY	ACTION	STATUS
Goal 9.3: Reduce the need for single occupancy vehicle trips through proper land use planning.	Policy 9.3.1: Allow land use patterns that reduce distances between residences & services	Create a Mixed-Use Redevelopment zoning district that allows flexibility in uses to help revitalize underserved areas	The Commercial Redevelopment District (CRD) allows a mix of commercial and multi-family residential uses. Similarly, B-2, General Business, zoning allows for commercial and residential development.
	Policy 9.3.2: Provide more opportunities for neighborhood-scale commercial and retail services within short walking distances of residences	Recommend appropriate locations for neighborhood commercial nodes	In recent years, at least two former “corner stores” have been rezoned from residential to commercial to allow for their reuse.
Goal 9.4: Increase the amount of active and passive park space in North Charleston	Policy 9.4.1: Provide a system of trails and greenways	Explore funding sources for financing a trail system	The hiker/biker trail along Dorchester Road has recently been expanded.
		Create a Trails and Greenways Master Plan for the city	The Charleston County Parks and Recreation Commission with assistance from the North Charleston Planning and Zoning Department is close to finalizing a countywide greenways master plan.
		Continue submitting applications for Charleston County Greenway funds to create and finance new parks or trail systems	Charleston County Greenbelt funds are being used to purchase available lands to be used for future passive uses.
	Policy 9.4.2: Acquire and convert large underutilized or abandoned properties for parks and open space	Establish a land bank or property acquisition program to help acquire and assemble parcels for parks and recreation	The City owns several parcels along the creek beds of both Noisette and Filbin Creeks. Future plans include trails and boardwalks.

GOAL	POLICY	ACTION	STATUS
Goal 9.5: Protect and enhance established residential neighborhoods	Policy 9.5.1: Ensure that new or infill development is compatible with the character of established neighborhoods	Establish historic neighborhood overlay zoning districts	Article X of the Zoning Regulations was approved in 2008 to provide protections to the Olde North Charleston historic and neighborhood conservation districts.
		Create a Design Review Board to achieve and regulate desirable development design	
		Create a Traditional Neighborhood zoning district to develop appropriate regulations for traditional, urban-scale single-family development	
	Policy 9.5.2: Revitalize declining neighborhoods or areas in need of infrastructure improvements	Identify areas to prioritize reinvestment and infrastructure improvements.	The City continues to use CDBG funding to demolish blighted structures and provide sidewalks in its older neighborhoods.
		Establish a city-sponsored better-housing program to improve the conditions of the city's housing stock and promote home ownership	The City continues to use its HOME funds to incentivize housing development and fund housing rehabilitation for eligible households.
Goal 9.6: Use the Charleston AFB Joint Land Use Study to create compatible land use, transit corridors, and housing solutions for military housing			The City is awaiting the revised JLUS to determine what actions may be recommended.
Goal 9.7: Create land use patterns that allow efficiency of public services	Policy 9.7.1: Ensure that new development does not overburden public service capacities	Continue to monitor service provision complaints and make improvements where necessary	Ongoing.
		Annex unincorporated areas within the Planning Areas to fill "donut-holes" in the City	Ongoing.
	Policy 9.7.2: Increase mass transit opportunities through proper planning of land use patterns	Develop transit-oriented nodes, where appropriate, to provide development standards that promote the density needed for mass transit feasibility	Under development.

GOAL	POLICY	ACTION	STATUS
Goal 9.8: Achieve a balance of land uses to support the needs of the city	Policy 9.8.1: Prioritize redevelopment and infill opportunities over development of new land		
	Policy 9.8.2: Improve the jobs/housing balance throughout North Charleston	Promote “Live/work/play” initiatives	
	Policy 9.8.3: Prioritize filling in city boundaries through annexations before expanding outward		
Goal 9.9: Coordinate land use and transportation planning in a way that they complement each other	Policy 9.9.1: Develop transit supportive development corridors	Allow higher development densities in proximity to existing transit corridors	Under development.
		Coordinate with CARTA to provide bus service to existing high-density areas	The City is partnering with CARTA on the development of the Passenger Intermodal Center and anticipates greater coordination of services and resources in the future.
	Policy 9.9.2: Coordinate proposed developments with traffic patterns and roadway levels of service to prevent increased traffic congestion		The City requires traffic impact analyses for developments over five acres and requires implementation of any recommended improvements.
	Policy 9.9.3: Where appropriate, provide housing in proximity to major employment centers to help reduce the need for vehicle travel		
	Policy 9.9.4: Concentrate commercial development in nodes to help curtail strip retail development	Require inter-parcel access between commercial uses along commercial corridors to reduce curb cuts	

GOAL	POLICY	ACTION	STATUS
<p>Goal 9.10: Use redevelopment resources and programs to prevent blight, substandard living conditions and the decline of older neighborhoods</p>	<p>Policy 9.10.1: Re-establish the North Charleston Redevelopment Commission to coordinate redevelopment resources, and take responsibility for the following actions (it already has the authority)</p>	<p>Establish a City Land Bank and Land Bank Authority to acquire vacant or severely substandard properties for city use, or sale for viable development</p>	
		<p>Provide or coordinate relocation assistance for any citizens displaced through land acquisitions</p>	
		<p>Form partnerships with affordable housing providers to ensure an adequate amount of affordable housing in North Charleston</p>	<p>The City continues to use a portion of its HOME funding in support of affordable housing initiatives.</p>
		<p>Officially designate Priority Funding Areas, where city resources and subsidies should be pooled to fund infrastructure and redevelopment</p>	
		<p>Coordinate redevelopment resources, including the NET team, tax-increment financing, and CDBG grants to achieve maximum redevelopment efficiency and equity</p>	
	<p>Policy 9.10.2: Allocate additional funding and resources towards revitalization</p>	<p>Provide an annual budget to the Redevelopment Commission for property acquisition, staffing, and other needs</p>	