

Preamble

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P.10 Introduction and Background

Over the last 10 years, through various regional and comprehensive plans, Beaufort County and its municipalities have recognized the importance of promoting walkable, mixed-use communities.

- A. The 2006 Southern Beaufort County Regional Plan and the 2007 Northern Beaufort County Regional Plan formalized a number of multi-jurisdictional common goals and objectives related to managing growth, preserving rural areas and creating more compact, walkable mixed-use urban areas throughout Beaufort County. These regional goals have been carried forward to permeate the City of Beaufort's Vision Beaufort: 2009 Comprehensive Plan and the Town of Port Royal's Comprehensive Plan. Together, these documents present a firm foundation for a unified, place-based regulatory system:
- B. *Northern Beaufort County Regional Plan*, "Common Goal 6: Northern Beaufort County will maintain a distinct regional form of compact urban and suburban development surrounded by rural development for the purpose of reinforcing the valuable sense of unique and high quality places within the region."
- C. *Northern Beaufort County Regional Plan*, "Common Goal 10: Compatible local infill and redevelopment by the local governments will be supported on a regional basis."
- D. *Southern Beaufort County Regional Plan*, "Objective 3.1: ...future land use will occur in locations and with a mix of land uses designed to promote efficient transportation networks and provision of public services. Desirable mixed land uses will promote strong focal points of diverse living, working, shopping, cultural, and recreational activities; will relieve traffic pressure by providing opportunities for multiple purpose vehicular trips; and will relieve development pressures on open space and key natural assets."
- E. *City of Beaufort Comprehensive Plan*, "FG 4.1: Update the UDO as a Complete Form-Based Code. Through the years, the City has added important form-based standards to the ordinance, including... Boundary Street... Ideally, this update would be complete in concert with Beaufort County and the Town of Port Royal to ensure predictability and consistency across the jurisdictions charged with implementing the North Beaufort County Regional Plan."
- F. *Town of Port Royal Comprehensive Plan*, "Urban Form Goal: Update Port Royal's zoning regulations to a Form-Based Code in order to properly consider the importance of community design and character, building placement and proportions, and the impact of private development on the public realm."

- G. *Town of Port Royal Comprehensive Plan*, “Urban Form Goal: Promote the development of commercial “nodes” in areas outside the Traditional Town Overlay District to prevent sprawling development patterns and to minimize driving.”

Common to all of these plans is the concept of “walkable urbanism” — that places of human habitat within Beaufort County should be of a scale that is primarily pedestrian-oriented in nature. Past regulations have promoted drivable suburban habitats and development patterns that over time have compromised the County's unique character. This Development Code instead provides a regulatory framework that preserves, enhances, and creates “walkable urbanism” while continuing to preserve the County's natural resources and sensitive environmental habitats, in keeping with the County's defined planning areas.

With regard to **natural resources within resource conservation areas**, the Development Code maintains and conserves sensitive environmental habitats while limiting and restricting appropriate development.

With regard to **rural lands**, the Development Code provides tools that allow for increased walkability, encourage economic vitality, and promote healthy evolution that does not compromise their rural character.

With regard to **suburban lands**, the Development Code provides appropriate tools to transition over time to walkable urban patterns. In some cases, it provides incremental improvements for pedestrian-oriented development within existing drivable, suburban patterns. In others, it provides tools to transform and intensify areas when redevelopment is appropriate.

With regard to **urban lands**, the Development Code provides appropriate tools to preserve, enrich, and enhance them as mixed-use, pedestrian-oriented places of quality.

All of this is done through reinforcing the concept of *Place* as it is unique to Beaufort County. The naming and establishment of places is meant to ensure that existing places are preserved, while new development either reinforces existing places or contributes to the creation of new places that are rooted in the natural landscape.

The Development Code does not assume that the past 40 years of development will disappear, rather that the County can transition toward a landscape predominated by walkable places over time. The Development Code thus expands upon the Rural–Urban–Suburban framework that currently exists through the inclusion of the Rural-to-Urban Transect, to help the County transition away from suburban patterns and to maintain a clear distinction between developed and rural areas.

Successful walkable places within Beaufort County are those that have a variety of residences, employers, shops, schools, and parks organized within a five-minute walk of one another. The five-minute walk roughly translates to a quarter mile radius around the center of a community. The five-minute walk, known as the “pedestrian shed”, is the basic building block of walkable neighborhoods.

P.20 Places in Beaufort County

Historic places in Beaufort County were, by default, compact, walkable, and based on the pedestrian shed, with interconnected networks of streets and blocks, and surrounded by rural and natural lands. Beginning in the 1960s, suburban development patterns were introduced that were auto-oriented in nature. Today the landscape of the County includes natural, rural, urban, and suburban places.



City of Beaufort in the late 19th century

- A. Natural Places.** Natural places include Resource Conservation Areas and include barrier islands, islands within major waterways, salt marshes, and other places with significant natural and archaeological resources. They possess sensitive environmental characteristics and are areas where development is highly restricted. They form a natural boundary at the periphery of more intensely developed rural and urban areas.





Natural places in Beaufort County



Rural places in Beaufort County

- B. Rural Places.** Rural places include elements of the natural environment that contribute to rural lifestyles, such as local waterways and fisheries, lands developed for agricultural and forestry uses, and rural settlements, including farms, family compounds, and other places where rural lifestyles predominate. They are an essential component of the County's character that help to make it attractive as a place to live in and to visit. While rural landscapes can be vast and auto-oriented, they can provide walkable environments at the heart of rural settlements. Rural places include rural crossroads and hamlets (Table P-20.B).
- 1. Rural Crossroad Place Types.** Rural crossroads are typically located at the intersection of two or more rural roads. They provide a small amount of pedestrian-oriented, locally-serving retail in a rural context, and transition quickly into agricultural uses and/or the natural environment as one moves away from the intersection. Historic examples of rural crossroads include Pritchardville and the Corners Community on St. Helena Island.
 - 2. Hamlet Place Types.** Hamlets are typically larger and more intense than rural crossroads and are often located at the edge of the rural and urban condition. A hamlet often has a small, pedestrian-oriented main street with surrounding and supporting residential fabric that is scaled to the size of a pedestrian shed. The main street and surrounding residential fabric transitions quickly into agricultural uses and/or the natural environment. A historic example of a hamlet includes the original settlement of Bluffton along Calhoun Street. The size and scale of the Habersham community would currently be classified as a hamlet, but could develop into a village if existing development plans are realized.

Table P-20.B: Rural Place Types in Beaufort County

Rural Crossroads		Hamlet
		
Form		
Type of Settlement	Significant intersection or node.	Low to medium intensity main street.
Level of Urbanization	Minimal to Mild	Mild to Medium
Zoning Districts	T2R, T2RN, T2 RNO, T2RC, T3E, T3HN	T2R, T3E, T3HN, T4HC, T4 HCO
Scale	Primarily auto scale with human scale development at center - ½ to ¼ mile pedestrian shed.	Transitioning from auto to human scale. ¼ mile pedestrian shed.
Acres	10 acres minimum. 80 acres maximum.	40 acres minimum. 200 acres maximum.
Intensity of Settlement	1 to 2 dwelling units per acre gross.	3 to 6 dwelling units per acre gross.
Character of Buildings	1–2 story detached buildings containing various uses that are primarily residential or agricultural in form.	1–3 story detached buildings containing various uses that are primarily residential or agricultural in form.
Infrastructure		
Stormwater Management	Low impact watershed management at the lot level.	Low impact watershed management at lot, neighborhood and community level.
Water & Sewer Service	Septic systems and wells transitioning to package wastewater systems and regional water and sewer service.	Septic systems and wells transitioning to package wastewater systems and regional water and sewer service.
Electricity and Communications	Standard voltage electric utility and communication lines shall be buried when they are new; or when significant alterations to an existing thoroughfare ROW occurs.	
Services		
Fire, EMS, Police	Professionally manned fire and EMS stations, and police sub-stations may be sited. Fire hydrants may be sparse and shall be required of all new development.	Professionally manned fire and EMS stations, and police sub-stations are appropriate. Fire hydrants shall be required of all new development.
Transportation		
Street Network	Simple organic network of large irregular blocks. “Crossroads” intersection shall not be widened, but rather pedestrianized.	Simple organic network. Medium to large blocks with ‘complete’ main street. Streets and intersections shall not be widened.
Street Surface	Only public streets shall be paved.	All streets except alleys shall be paved.
Transit	Regional transportation service only.	Regional transportation service only.
Common Destinations		
Health Care	office/clinic	Appropriate
	hospital	Not appropriate
Schools	Primary	Appropriate
	Secondary	Appropriate
	College	Not appropriate
Civic Space	Primarily neighborhood and community scaled greenways, greens, pocket parks, playgrounds, gardens, and preserves.	Primarily neighborhood and community parks, greenways, greens, squares, plazas, playgrounds, gardens, and preserves.
Civic Structures	Primarily range from neighborhood to small community scaled facilities (e.g. rec. center, meeting hall, church, etc.). Regional scaled facilities shall locate in Town or City Place Types (e.g. cultural facilities, County govt. buildings, post office, library, DMV, Social Security Administration, etc.).	Primarily range from neighborhood to large community scaled facilities (e.g. rec. center, meeting hall, post office, church, library, etc.). Regional scaled facilities shall locate in Town or City Place Types (e.g. cultural facilities, County govt. bldgs., state and federal agencies.).



Urban places in Beaufort County

- C. **Urban Places.** Urban places are more complex places with concentrations of public infrastructure, community services, and existing homes and businesses. They are located within urbanized areas, and are organized within an interconnected network of streets and blocks in multiple pedestrian sheds. They include areas where one has the opportunity to walk, bike, or ride transit to work, to fulfill daily shopping needs (such as groceries), and to access other amenities within close proximity. These places are composed of elements that create complete walkable places, including downtowns, neighborhood main streets, neighborhood centers, and residential neighborhoods of varying densities and intensities.

The building blocks of these places are referred to as components. While accommodating the automobile, their forms are not dependent upon it to complete daily needs. Urban places include villages, towns, and cities (Table P-20.C).



Villages are made up of clusters of residential neighborhoods of sufficient intensity to support a central, mixed-use environment. The mixed-use environment can be located at the intersection of multiple neighborhoods or along a corridor between multiple neighborhoods. Habersham is a good example of a place that is evolving into a village.

Towns are made up of clusters of neighborhoods or villages that can support a larger, more complex mixed-use environment. Buildings at the core of a town are attached and may be up to four stories tall. Towns are important centers of the County. The Town of Port Royal represents the local archetype.

Cities are made up of clusters of neighborhoods or villages that can support the most intense, complex mixed-use environments. Buildings within the cores of a city are attached and may be taller than four stories in height. Cities are regional centers of the County and contain primary commercial and civic destinations. The City of Beaufort represents the local archetype.

These places are composed of elements that create complete walkable places, including downtowns, neighborhood main streets, neighborhood centers, and residential neighborhoods of varying densities and intensities. The place types are mapped at the Comprehensive Plan level. They implement a “recipe” of zones that are intended to make up a particular place.

Table P-20.C: Urban Place Types in Beaufort County

		Village	Town and City
			
Form			
Type of Settlement		Cluster of neighborhoods and hamlets support a mixed-use village center and main street within County, Town, or City.	Neighborhoods and districts that are interconnected by mixed-use streets form these town and city “centers” of the County.
Level of Urbanization		Med. to High. Enhanced services provide countywide economies of agglomeration.	High. Enhanced services provide multi-county region economies of agglomeration.
Zoning Districts		T3E, T3HN, T3N, T4NC	T3E, T3N, T4NC, T5
Scale		Human scale. ½ mile pedestrian shed.	Human scale. ½ mile pedestrian shed.
Acres		120 acres minimum. 500 acres maximum.	320 acres minimum.
Intensity of Settlement		4 to 12 dwelling units per acre gross.	6 to 24 dwelling units per acre gross.
Character of Buildings		1–3 story attached and detached buildings appear residential or commercial in form.	1–4 story attached and detached buildings appear residential or commercial in form.
Infrastructure			
Stormwater Management		Low impact watershed management at lot, neighborhood, community, district level.	Low impact watershed management at lot, neighborhood, community, district level.
Water & Sewer Service		Regional water and sewer shall be required of all new development.	Regional water & sewer shall be required of all new development.
Electricity and Communications		Standard voltage electric utility and communication lines shall be buried when they are new; or when significant alterations to an existing thoroughfare ROW occurs.	
Services			
Fire, EMS, Police		Professionally manned fire and EMS stations, and police sub-stations are appropriate. Fire hydrants shall be required of all new development.	The main City or Town fire and EMS station, and the main stand-alone police station shall locate here. Fire hydrants shall be required of all new development.
Transportation			
Street Network		Complex semi-formal network with small to med. blocks and ‘complete’ main street. Existing street network shall not be widened, but rather “dieted” and pedestrianized.	Complex network, formal, grid, ‘Complete’ streets, and a prominent main street. Existing street network shall not be widened, but rather “dieted” and pedestrianized.
Street Surface		All streets and alleys shall be paved.	All streets and alleys shall be paved.
Transit		Plan for Regional or Local transit service.	Multi-modal transit hub shall locate here.
Common Destinations			
Health Care	office/clinic	Appropriate	Appropriate
	hospital	Not appropriate	Appropriate
Schools	Primary	Appropriate	Appropriate
	Secondary	Appropriate	Appropriate
	College	Not appropriate	Appropriate
Civic Space		Primarily neighborhood and community scale parks, greenways, greens, squares, plazas, playgrounds, gardens, and preserves.	Neighborhood, community and regional scale parks, greenways, greens, squares, plazas, playgrounds, gardens, and preserves.
Civic Structures		Primarily range from neighborhood to large community scaled facilities (e.g. rec./community center, meeting hall, post office, church, library, etc.). Regional scale facilities shall locate in Town or City Place Types (e.g. cultural facilities, County govt. bldgs., state and federal agencies).	Address civic needs at the neighborhood/ community scale (e.g. meeting hall, rec. center, community center); at the town or city scale (e.g. main library, main post office, town hall, theater, museum); and at the regional scale (e.g. cultural facilities, County govt. bldgs., state and federal agencies).

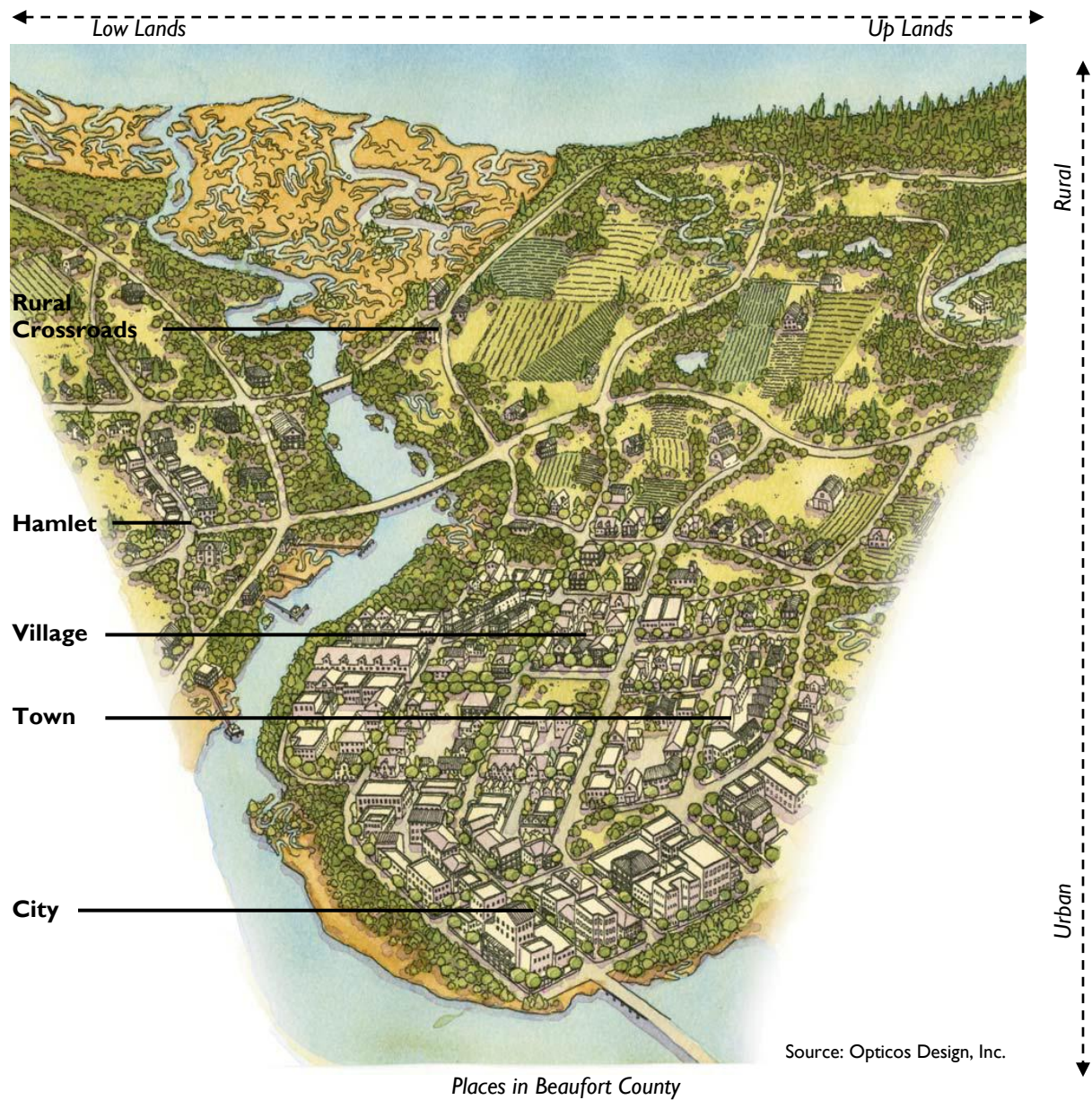


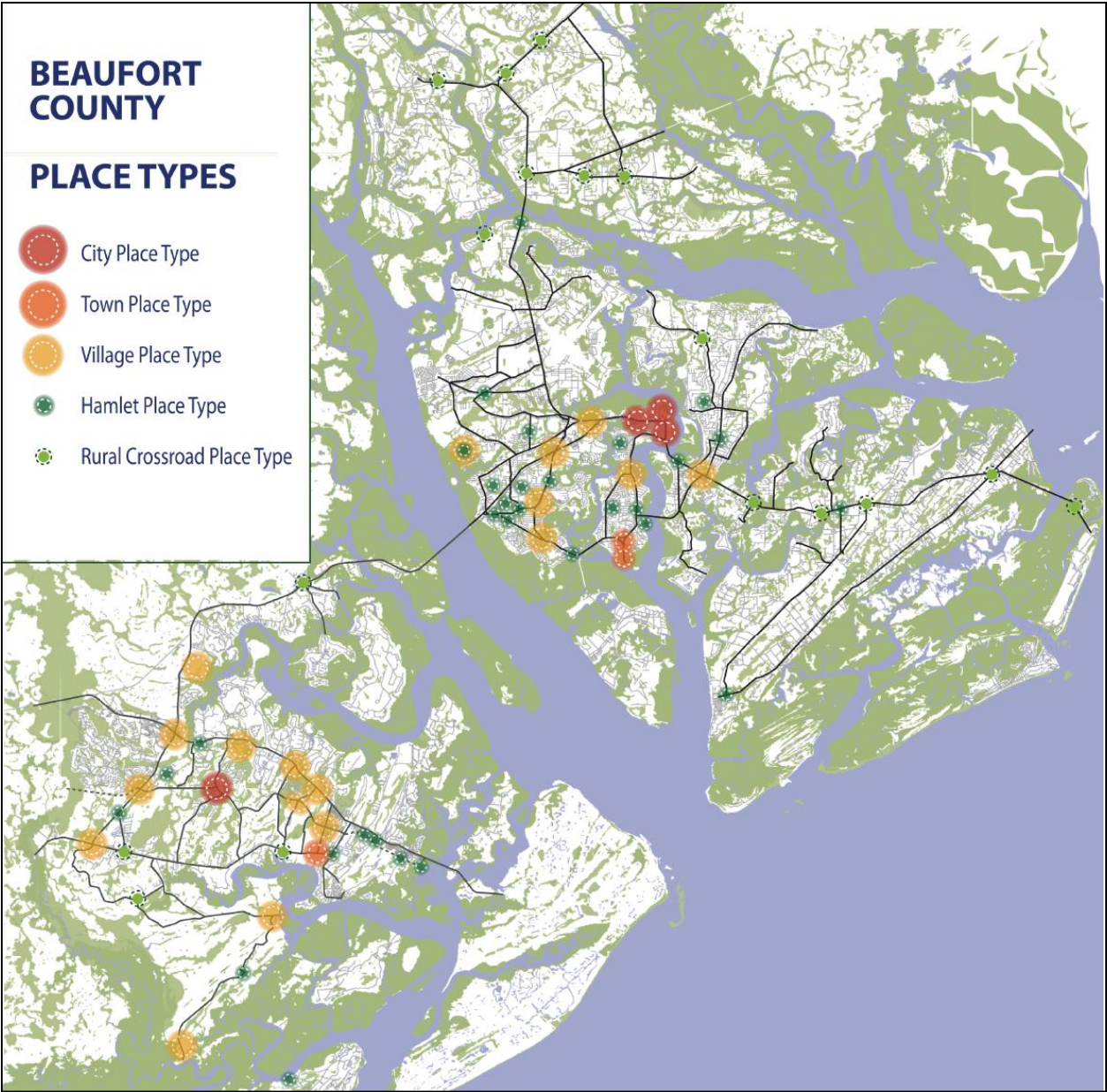
Drivable suburban places in Beaufort County

D. Drivable Suburban Places. Drivable suburban places are dependent upon the automobile to travel to work, obtain daily shopping needs (such as groceries), and to access other amenities. Although these environments may have areas where it is possible to walk or ride a bicycle for recreational purposes, due to a lack of connectivity or nearby amenities, they do not allow for walking or bicycling as a primary mode of transportation on a day-to-day basis.

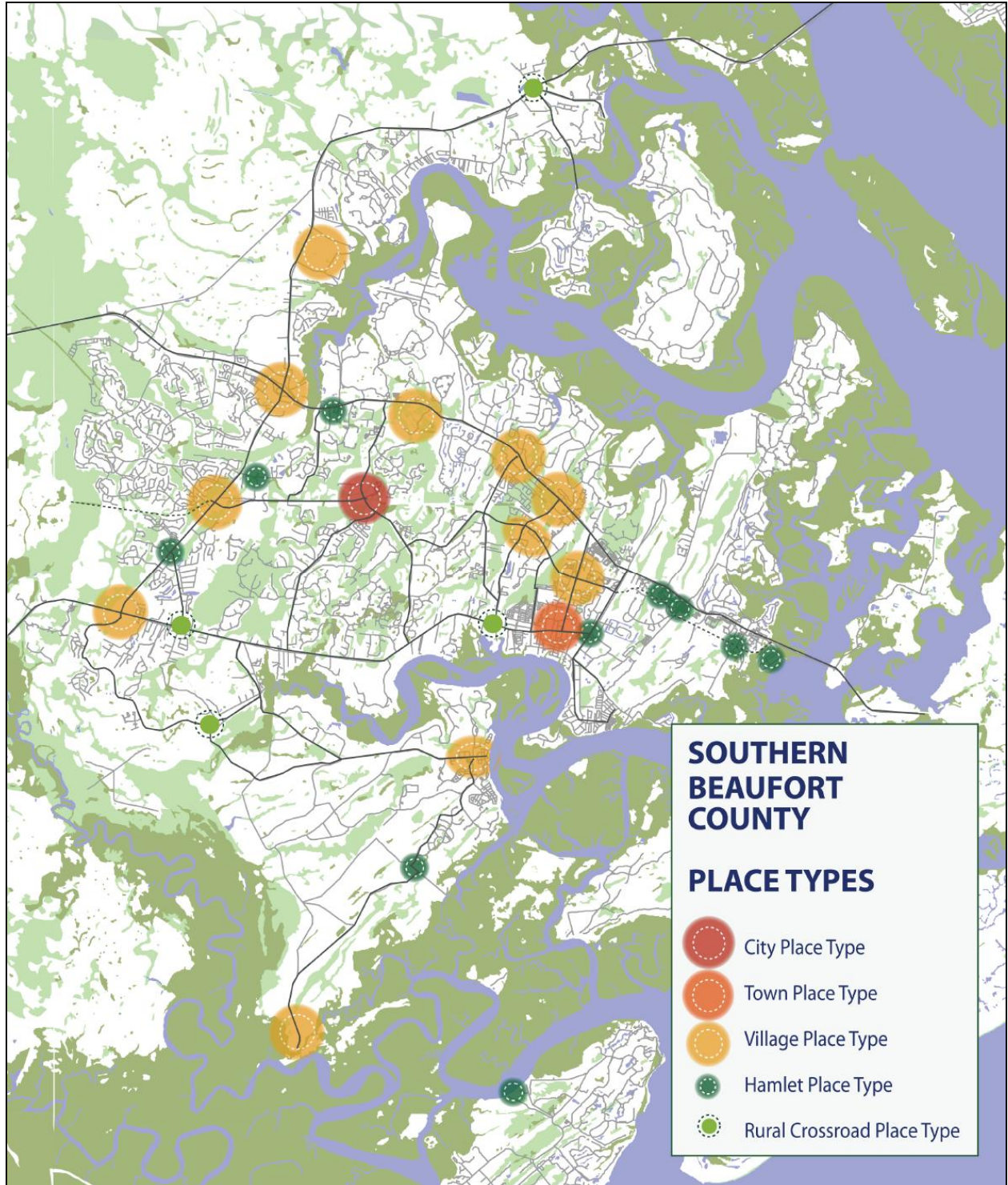
Drivable suburban places were developed primarily after the 1960's on the edges of the historic settlements of Beaufort County, many through the Planned Unit Development (PUD) process. In these types of places, the design and layout of development is driven first and foremost to accommodate the automobile. In addition, land uses are segregated and buffered from one another, leaving large distances between them. People who live in drivable suburban places must rely on automobiles to function on a day-to-day basis.

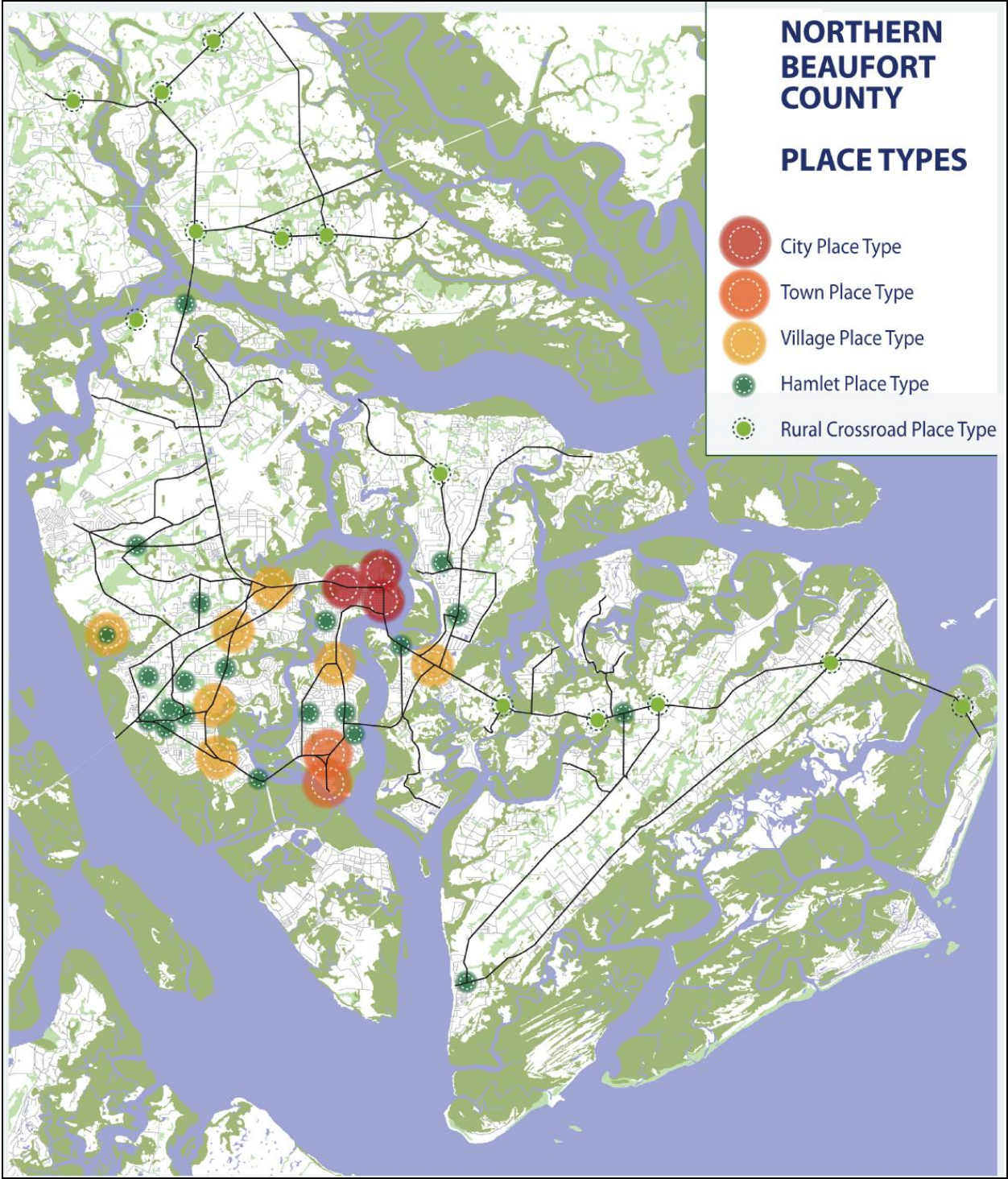
Examples in Beaufort County include commercial "big box" and strip centers along Robert Smalls Parkway, the US 278 corridor in southern Beaufort County, single-family subdivisions such as Laurel Bay, and industrial districts in the Burton Area.





Places in Beaufort County





P.30 Utilizing Zoning to Reinforce Place

The standards of this Development Code are organized to reinforce and implement the different places in Beaufort County. These standards include both conventional and form based elements in regulating rural, walkable urban, and drivable suburban places.

Form-Based Codes are an alternative approach to zoning that reinforces walkable, sustainable, mixed-use environments and development and builds upon the character of a place. This Development Code utilizes a Form-Based Coding approach in order to achieve the jurisdictions' shared goals.

The Form-Based Codes Institute defines Form-Based Codes (FBCs) as follows:

"Form-Based Codes foster predictable built results and a high-quality public realm by using physical form (rather than the separation of uses) as the organizing principle for the code. These codes are adopted into city or county law as regulations, not mere guidelines. Form-Based Codes are an alternative to conventional zoning."

Form-based regulations are integrated into the overall Development Code and are primarily utilized in situations that promote the preservation, creation, and evolution of place, while conventional regulations are retained to maintain standards for suburban districts. Over time, the Development Code enables the increased applicability of form-based regulations, and envisions the future transition and transformation of drivable suburban places into walkable urban locations.

The following Divisions provide the standards typically found in a Form-Based Code:

- Division 2.3 (Traditional Community Plans) provides standards for creating walkable neighborhoods and communities.
- Division 2.8 (Civic and Open Space Types) provides standards for a broad range of civic spaces and open spaces utilized when designing walkable communities.
- Division 2.9 (Thoroughfare Standards) provides standards that can be used to create walkable thoroughfares that balance the needs of vehicles, pedestrians and bicyclists.
- Division 3.2 (Transect Zones) provides the basic building form standards and lists the allowed building types, sustainable features and permitted uses within a zone.
- Division 5.1 (Building Type Standards) provides a fine level of detail about the appropriate massing and form of buildings within a zone.
- Division 5.2 (Private Frontage Standards) provides details on how a building relates to the street or public realm.

Form-Based Code and transect regulations may be extended to other parcels within the County as described in Division 2.3 (Traditional Community Plans).

"The Rural-to-Urban Transect is a means for considering and organizing the human habitat in a continuum of intensity that ranges from the most rural condition to the most urban. It provides a standardized method for differentiating between the intentions for urban form in various areas using gradual transitions rather than harsh distinctions. The zones are primarily classified by the physical intensity of the built form, the relationship between nature and the built environment, and the complexity of uses within the zone." - Form-Based Code Institute

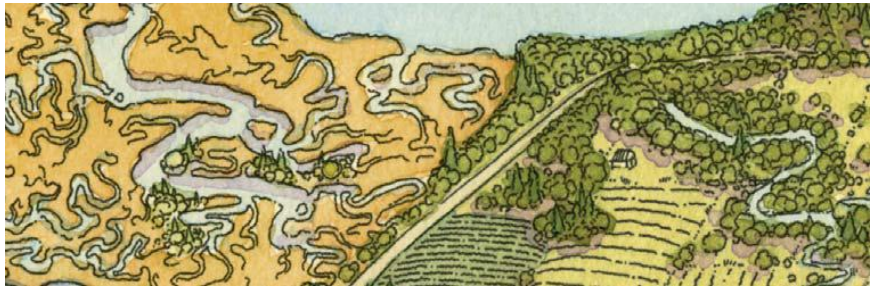
ATLANTIC OCEAN INTERTIDAL BEACH DUNE RIDGE PALMETTO GROVE OAK CANOPY FOREST MANGROVE SWAMP INTRACOASTAL WATERS

LOW TIDE LINE HIGH TIDE LINE

TRANSECT as observed in NATURE the CANAVERAL NATIONAL SEASHORE



T1



T2



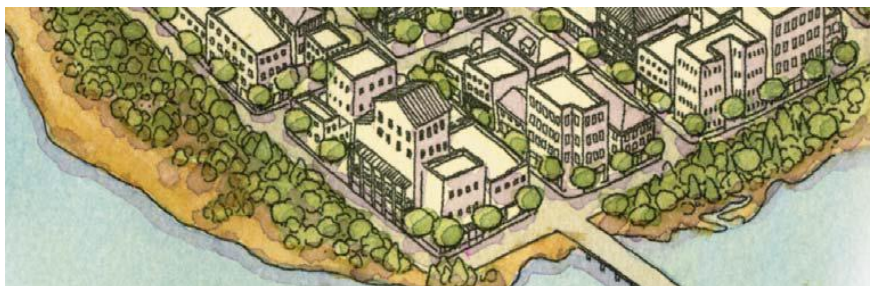
T3



T4



T5



The Beaufort County Transect

The Beaufort County Transect has been defined to respond to the forms of places within the County, and covers the full range of the Rural-to-Urban Transect as follows:

- A. **T1 Natural Preserve (T1).** The primary intent of this Zone is to preserve areas that contain sensitive habitats or open spaces and are generally deemed unsuitable for settlement due to topography, hydrology, or vegetation. This Zone typically does not contain buildings; however single-family dwellings, small civic buildings or interpretive centers may be located within this Zone.
- B. **T2 Rural (T2R).** This Zone implements the Comprehensive Plan goals of preserving the rural character of portions of Beaufort County. The primary intent of this Zone is to preserve the rural character of the County. This Zone applies to areas that consist of sparsely settled lands in an open or cultivated state. It may include large-lot residential, farms where animals are raised or crops are grown, as well as parks, woodlands, grasslands, trails, and open space areas.
- C. **T2 Rural Low (T2R-L).** This Zone implements the Comprehensive Plan goals of preserving rural character within portions of Beaufort County. This zone is intended to preserve natural features, cultural resources, and heritage industries in the context of a low intensity rural residential setting. This includes large farms, scenic corridors, and creeks and rivers. Non-residential activities are encouraged to locate outside the district in the County's rural centers.
- D. **T2 Rural Neighborhood (T2RN).** This Zone implements the Comprehensive Plan goals of preserving the rural character of portions of Beaufort County, including areas that are rural in context, but whose settlement pattern consists of small clustered lots. This zone is intended to minimize nonconforming lots and provide these owners with additional flexibility in the use of their land.
- E. **T2 Rural Neighborhood Open (T2RNO).** This Zone implements the Comprehensive Plan goals of preserving rural character within portions of Beaufort County. This zone is located in very modest rural communities. It affords nearby residents economic opportunity and access to essential goods and services; often at the historic cross-road or traditional center of the community.
- F. **T2 Rural Center (T2RC).** This Zone implements the Comprehensive Plan goals of preserving rural character within portions of Beaufort County. This zone allows for very modest concentrations of activity within rural areas. It applies to areas that are in the immediate vicinity of a Rural Crossroad or other rural intersections with existing concentrations of non-residential uses, where service and limited commercial uses, such as a Corner Store, may cluster in more closely-spaced buildings of residential character.
- G. **T3 Edge (T3E).** This Zone also implements the Comprehensive Plan goals of preserving rural character in portions of Beaufort County. It reinforces established, rural residential areas that are typically at the transition between more walkable areas and Natural Preserves and Waterways.
- H. **T3 Hamlet Neighborhood (T3HN).** This Zone also implements the Comprehensive Plan goals of preserving the rural character of portions of Beaufort County. The primary intent of this Zone is to reinforce established, rural residential areas and to maintain their stability and walkability, and predominantly includes large-to-medium-lot residential and supporting uses and forms. This Zone is also appropriate to create new neighborhoods in combination with or independently of the T3 Neighborhood Zone.

- I. **T3 Neighborhood (T3N).** This Zone implements the Comprehensive Plan goals of preserving and building upon the walkable character of portions of all three jurisdictions. The primary intent of this Zone is to reinforce established neighborhoods and to maintain neighborhood stability in walkable urban areas. This Zone can also be applied to the creation of new neighborhoods with or independently of the T3 Neighborhood Edge Zone.
- J. **T3 Neighborhood Open (T3NO).** The intent of the T3N-O is to provide a more diverse set of allowed uses within a residential form in areas where residential uses are transitioning into commercial uses.
- K. **T4 Hamlet Center (T4HC).** This Zone implements the Comprehensive Plan goals of creating areas of higher-intensity residential and limited commercial uses in appropriate locations to encourage nodes of activity in all three jurisdictions. The primary intent of this Zone is to reinforce neighborhoods with a mix of residential densities and a limited amount of retail and service uses. This Zone can also be applied to the creation of new neighborhoods in combination with or independently of the T4 Neighborhood Center, and is appropriate for both rural and urban locations.
- L. **T4 Hamlet Center Open (T4HC-O):** The intent of the T4HC-O Sub-Zone is to provide neighborhoods with a broader amount of retail and service uses in the scale and character of the T4HC zone.
- M. **T4 Village Center – St. Helena (T4VC):** The Village Center (T4VC) Zone provides a tailored set of land uses for St. Helena Island.
- N. **T4 Neighborhood Center (T4NC).** This Zone implements the Comprehensive Plan goals of creating areas of higher-intensity residential and commercial uses in appropriate locations to encourage intense nodes of activity in the City and Town. The primary intent of this Zone is to reinforce neighborhoods with a mix of residential densities and a mix of retail and service uses appropriate for established areas. This Zone can also be applied to the creation of new neighborhoods and is appropriate for urban locations only.

P.50 Conventional Zones

The conventional zones are intended to ensure that proposed development is compatible with existing and future development on neighboring properties, and produces an environment of desirable character, consistent with the Comprehensive Plan. At the same time, standards within the conventional zones, where appropriate, encourage walkable, pedestrian friendly development that allows for the eventual transition to the transect zones.

- A. **Neighborhood Mixed Use (C3).** The Neighborhood Mixed Use (C3) Zone provides for high-quality, moderate-density (averaging under three dwelling units per acre) residential development, with denser areas of multi-family and mixed-use development to provide walkability and affordable housing options. The design requirements are intended to provide a suburban character and encourage pedestrian, as well as automobile, access. Open spaces shall be provided in sufficient quantity to ensure an open quality with a predominance of green space. Non-residential uses shall be limited to parcels having access to arterial or collector streets or within a Traditional Community Plan. This Zone provides for the lower densities of areas designated Neighborhood Mixed-Use in the Comprehensive Plan. It is intended to support the development of communities with a diverse range of housing types and uses.

- B. Community Center Mixed Use (C4).** The Community Center Mixed Use (C4) Zone provides for retail, service, and office uses intended to serve the surrounding neighborhood. The intensity standards are set to ensure that the uses have the same suburban character as the surrounding suburban residential areas. They are intended to blend with the surrounding areas, not threaten the character of the area. This Zone shall not consist of strip developments but rather neighborhood centers with a sense of place. This Zone shall be located in areas designated “community commercial” in the Comprehensive Plan.
- C. Regional Center Mixed Use (C5).** The Regional Center Mixed Use (C5) Zone permits a full range of retail, service, and office uses. The Zone’s intensity accommodates regional and community commercial and business activities. Uses include large, commercial activities that serve the entire County and highway-oriented businesses that need to be located on major highways. While this use intends high-quality, commercial character, the setback or build-to-line, landscaping and other design requirements provide a uniform streetscape that makes provision for pedestrian and transit access. The Zone is intended to be more attractive than commercial areas in other counties to maintain the attractive tourist and business environment and have minimal impact on surrounding residential areas.
- The Zone is not intended to be a strip along all arterials and collectors. The minimum zone size shall be 20 acres. This Zone shall be located in areas designated “regional commercial” in the Comprehensive Plan.
- D. Industrial (S1).** This Zone permits office, manufacturing, industrial, warehousing, and uses that support them. The Zone shall also be designed to permit small businesses and incubator businesses. Moderate to high intensities are permitted to achieve maximum land utilization. Such practices will maximize the land’s use and accommodate small businesses and start-up or incubator businesses.

P.60 The Transect and Transfers of Development Rights

The transect zones have been created to accommodate a range of acceptable densities that will result in a built environment that is appropriate and fitting to the respective location within the County and along the transect. These density ranges can be utilized to direct density away from rural and critical land areas and toward lands inside the growth boundary through a Transfer of Development Rights (TDR) Program, in keeping with the Comprehensive Plan goals to expand the use of TDR within the County. The Rural to Urban Transect and the corresponding density levels serve as a vehicle to enable both *internal* transfers aimed at creating or reinforcing areas of local walkability within rural and community-preservation areas and *external* transfers aimed at moving density away from rural areas and into incorporated urban areas.