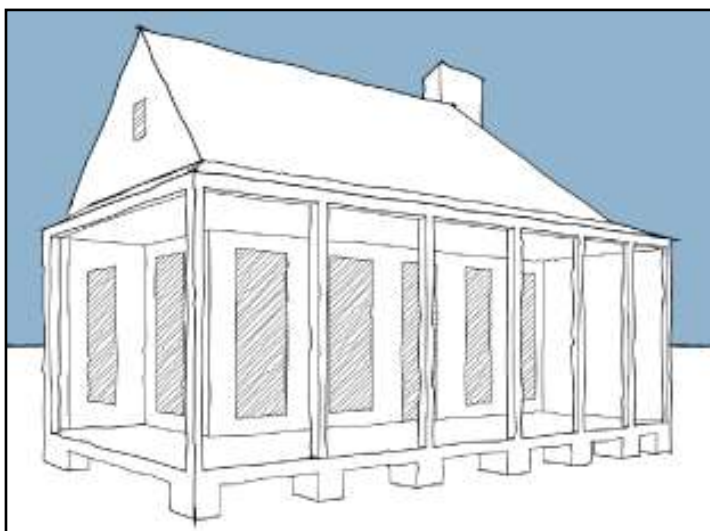


Daufuskie Island Plan



Companion Document to the
Daufuskie Island Form Based Code



Beaufort County Planning Department

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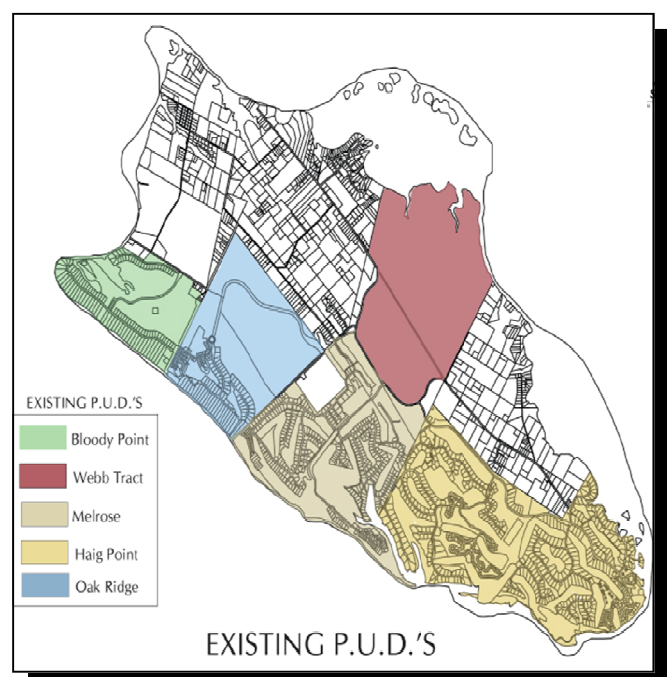
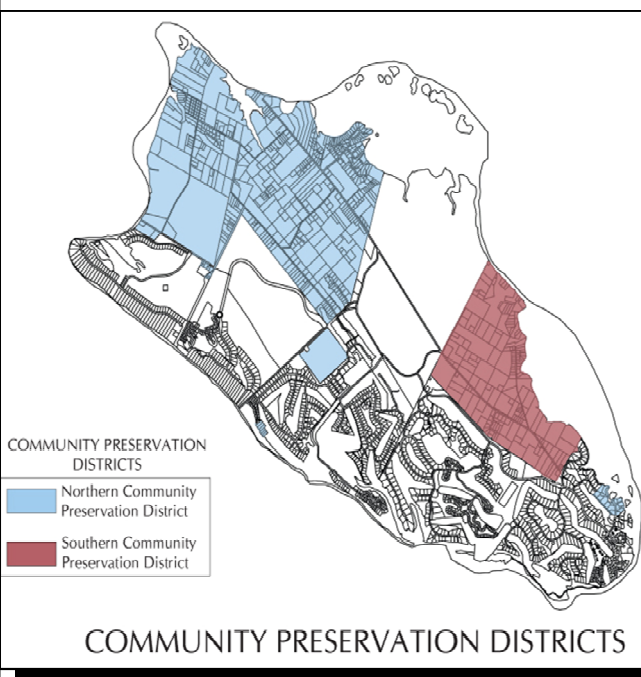
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Chapter One of the Daufuskie Island Plan provides the background information necessary to perform analysis, make future recommendations, and ultimately convey the community's vision for the



EXECUTIVE SUMMARY*Daufuskie Island Plan***SUMMARY**

The compilation of the Daufuskie Island Plan and Code was a major undertaking that not only provides Daufuskie Island with a clear and detailed vision for the future, but also introduces a new type of zoning to the Island as well as Beaufort County.

The Daufuskie Island Plan includes a future land use map for the Island, known as a *Sector Plan*. The Sector Plan is designed to preserve as much of the Island's undeveloped land as possible. The Sector Plan aids in establishing a *Transfer of Development Rights (TDR)* program and designates appropriate sending and receiving areas. A TDR program will allow the County to shift density into desired growth sectors without devaluing personal land rights. The Sector Plan is also used to designate both Island and neighborhood centers.

The Plan calls for the creation of an Island-specific *Form Based Code (FBC)*. The *Form Based Code* contains a zoning map for the Island known as a *Regulating Plan*. The Regulating Plan zones significant portions of the Island as D1 Natural or D2 Rural. This assures that these lands will remain undeveloped or come to reflect a rural character. Conversely, the new Code ensures that intense development and activity will occur at the Cooper River landing (zoned D3, D4, and D5 on the Regulating Plan). This area encompasses two existing ferry terminals (Freeport Marina, Melrose Landing) as well as the massive Webb tract PUD. Currently, the Webb tract PUD has a pre-existing agreement with the County that permits nearly 900 units to be built on the site. This area is envisioned as the primary portal or gateway to the Island.

A second waterfront portal or gateway is anticipated at the south end of the Island in the area surrounding the County ferry landing and the Jolly Shores retreat facility. Additionally, two areas of the Island are designated as Public District (PD). The Public District is identical to the D4 district, only the zoning is designed to promote existing and future civic sites.

The Plan promotes the consolidation of Island infrastructure and services such as water & sewer, waste & recyclables, and transit & transportation. This allows for economies of scale that currently do not exist. For example, three ferry operators provide service to the Island, yet service within the CP District is limited *continued*

EXECUTIVE SUMMARY*Daufuskie Island Plan*

and at times unreliable. This negatively impacts both locals and tourists. The Plan calls for the establishment of a Ferry Operating Plan to provide for the full development of the Island, including intermodal mass transit, public barge service, and school ferry service.

Until recently, the Island's two water and sewer plants were controlled by private developments. Service was not available in the Community Preservation District. This has negatively impacted resident's quality of life and hindered the Island's ability to thrive economically. The same can be said about the Island's dirt roadways. The majority of roads within the CP District are not deeded to a government entity. Though the County maintains the roadways via prescriptive easement, they are technically unclaimed pathways that run across private property. The result is twofold. On one hand the Island benefits from having such a uniquely narrow, canopied, and character defining road network. On the other hand, the lack of "right of way" hinders efforts to surface specific roadways (a fire, safety, and welfare issue), as well as the ability to run infrastructure across the Island. The Plan thoroughly examines all of these issues.

The Daufuskie Island Code uses zoning and Transfer of Development Rights (TDRs) to ensure that natural and rural land is retained and preserved across the Island, and that intense, mixed use development is clustered around ferry landings in the spirit of a great riverfront or seaside town. The inability to cluster mixed use development into targeted locations has resulted in an unsustainable suburban landscape that fails to protect rural land, lacks meaningful civic spaces, and encourages automobile use on a bridgeless island.

The Code promotes traditional development patterns that are native to the low country. These include the traditional neighborhood, cottage close, farmstead, and family compound. Diversity amongst the Island's new communities will encourage a range of housing types and price levels – accommodating various ages and incomes. New communities shall keep their waterfront open and accessible to the public. Every residence shall be within walking distance of a meaningful Civic Space (i.e. park, square, plaza, green, and playground), Civic Building, and Gathering Place (i.e. joggling board, rope swing, boardwalk, etc.). Civic structures must be designed to be distinctive and convey a sense of importance that is greater than that of other buildings located on the Island. Civic places will reinforce each community's identity and self-reliance.

**INTRODUCTION
and INTENT***Daufuskie Island Plan***INTRODUCTION**

The Daufuskie Island PLAN contains three (3) Chapters and (2) Appendices:

Chapter One “*Background*” provides the background information necessary to perform analysis, make future recommendations, and ultimately convey the community’s vision for the Island. This section addresses the intent in performing this planning exercise, the purpose of this document, and the qualities that make this process unique to Daufuskie Island and Beaufort County.

Chapter Two “*Island Vision*” establishes (9) basic topics or *Sections* that help to define Daufuskie Island and must be addressed if the Island is to sustain itself and thrive. Each Section corresponds with a series of Objectives, that, when accomplished, will allow the community to achieve its’ long term vision for the Island. Funding sources for the various Objectives are provided, as are examples from elsewhere. Each Objective should be viewed holistically, or as one piece of a much larger puzzle. All of this information should be used to ensure that the Objectives are thoroughly vetted prior to implementation.

Chapter Three “*Implementation*” addresses document implementation. This section conveys the process required to successfully implement the Daufuskie Island Plan and Form Based Code.

Appendix I provides a list of major contributors to the planning process and resulting documents. The section also contains a glossary of definitions. Terms that are capitalized or emboldened are defined in this Appendix.

Appendix II contains transect-based sustainable benchmarks and targets that correspond with Chapter Two, Section Nine, *Sustainability*. Appendix II also contains a “breakout document” comprised solely of the Plan’s *Implementation Tables*.

INTRODUCTION and INTENT

Daufuskie Island Plan

INTRODUCTION

What makes this Plan unique?

- I. **The Plan and Code are amenable to the SmartCode template and modules.** The documents, while calibrated locally and to a very fine grained level, are amenable to the SmartCode template and will remain current.
- II. **The Plan calls for a Transfer of Development Rights (TDR) program.** The TDR program (and other policies) ensure that undeveloped lands are preserved while maintaining each individual's property rights. Ferry landings and prominent civic sites will anchor future development, allowing for much needed services and promoting economies of scale.
- III. **The Plan doubles the size of the CP District.** Two large tracts of land currently zoned PUD will sunset and become part of the Community Preservation District. These lands shall be governed by the new Plan and Code, and allow for "ocean to river" infrastructure.
- IV. **The Plan is ambitious and intense.** This Landmark document addresses the immediate and long term planning needs for Daufuskie Island while providing a playbook toward future incorporation.
- V. **The Plan is vision-based.** The Plan calls for traditional settlement patterns and architecture in keeping with a rural coastal island and National Historic District. Development should be celebrated, as it will be predictable and contribute to the realization of the Island's vision.
- VI. **The Plan and Code are graphic.** In establishing a vision for the Island both the Plan and Code utilize the latest tools of the New Urbanism, including the Form Based Code, Rural to Urban Transect, and Light Imprint development. These tools ensure that development is sustainable, contextual with its location, and in keeping with the character of Daufuskie.
- VII. **The Plan promotes a market approach.** Conditions at the time of implementation shall influence both the timing and approach to each Recommendation. Funding opportunities and successful examples from elsewhere are included. **At no time does the Plan commit Beaufort County to a specific project or financial obligation.**
- VIII. **The Plan establishes two organizations for implementation.** The Daufuskie Island Council (DIC) is the primary organization charged with implementing the Plan, specifically issues of policy. The DIC shall serve as a quasi government, providing the Island with a sense of autonomy and accountability. The Sustainable Planning Team (SPT) is the design review committee created to oversee implementation of the Form Based Code. The SPT is there to address the "exception to the rule" as much as it is to regulate development guidelines.

**INTRODUCTION
and INTENT**

Daufuskie Island Plan

INTENT

South Carolina enabling legislation requires counties and incorporated jurisdictions to complete a comprehensive plan every 10 years. The Beaufort County Comprehensive Plan recognizes Community Preservation (CP) Districts as unique communities that merit their own master planning effort. Therefore, the Daufuskie Island Plan will guide physical planning and policy on Daufuskie Island for the next 10 years. The Plan is intended to be a living document that is subject to major review 5 years after adoption.

This document provides the vision and supporting language for the new Daufuskie Island zoning code as well as regulatory changes that may fall outside the parameters of zoning. Upon the approval of Council, the new Zoning Code will permanently replace the interim Community Preservation Standards of 1999 as the governing document for the Daufuskie Island Community Preservation District. The new Daufuskie Island Code will become a permanent appendix in the larger Beaufort County Zoning and Development Standards Ordinance (ZDSO).

PROCESS*Daufuskie Island Plan***INTRODUCTION**

The planning process was initiated with a community meeting in the spring of 2005. At that time, residents interested in serving on the Community Preservation Committee submitted their names to the County Planning Department. The County Councilman and Planning Commissioner representing Daufuskie Island assisted in selecting and organizing the eleven (11) member Committee. The Committee was ultimately confirmed by the Beaufort County Planning Commission.

The first CP Committee meeting was held on Wednesday, April 20th 2005. Over the next two years the County planning staff and CP Committee spent significant time drafting a conventional Euclidean or use-based zoning ordinance. During this period numerous speakers were invited to address the Committee. Issues such as water and sewer, ecology, and fire safety were explored.

In 2007 the County hosted an Island-wide charrette in which professionals, stakeholders, and residents were forced to look beyond the boundaries of the CP District and conceive of a vision for the entire Island.

In early 2008 the face of the Daufuskie Island Planning team changed significantly. A new planner, Brian D. Herrmann assumed the Community Planning position and the Committee elected a new Chairwoman.

Rather than forwarding the conventional zoning ordinance, the Community Planner asked the Committee to first develop a detailed Plan aimed at identifying and addressing the Island's tougher issues, and to consider using a Form Based Code (FBC) as a means of implementing the new Plan. He explained that the FBC would allow residents to establish a predictable and unified vision for the Island while ensuring that traditional Lowcountry patterns and architecture was maintained. This is important given the Island's status as a National Historic District. The Committee was receptive to the changes, and the consulting team of Allison Ramsey Architects was hired to assist with this coding process. *continued*

PROCESS*Daufuskie Island Plan*

During a series of initial meetings the Planning Team and the CP Committee began working on five (5) objectives:

1. Identify the most significant issues that currently affect Daufuskie Island and its ability to thrive as an Island community.
2. Visit nearby communities to identify certain qualities or characteristics that make places of similar context stand out or feel special.
3. Using the tools of urban design, create an illustrative vision of what Daufuskie Island should look like if this Plan is implemented.
4. Write a Comprehensive Plan that identifies and addresses the major issues of concern within the Community Preservation District and across the Island.
5. Write zoning and development regulations (a code) that links the character and intensity of proposed development to its location on the Island, and emphasizes historical building types.

For nearly two years the CP Committee, Planning Team, and critical stakeholders (property owners, major and minor developers, ferry providers, and the fire chief) toured the Island and attended bi-monthly meetings.

The Committee took a Saturday morning field trip to Port Royal. Members read the Town's Form Based Code while walking the streets of the Old Town district. This was an enlightening experience, as Committee members witnessed first hand how a Form Based Code differs from a Euclidean or use-based code.

The Committee invited regional and state experts to visit the Island and participate in a day long Summit. Attendees were asked to identify synergies between preservation, housing, and tourism; and aid in the development of future policies.

The Committee worked with the College of Charleston to better understand the Island's potential for sustainable tourism and economic development. A professor and his students spent a full day and night on the Island. The students later presented the Committee with several recommendations, some of which are incorporated into this Plan.

In the spring and fall of 2009 the Committee hosted three events in which the Plan and Code were presented to the community. Over sixty residents and at least one member of Council attended the third and final presentation to the Island. Both the Plan and Code were extremely well received.

**EXISTING
CONDITIONS***Daufuskie Island Plan***POLICIES & SETTLEMENT PATTERNS**

The Island's original CP ordinance was developed as an interim document for those CP Districts that had yet to partake in their local planning effort. As a result the ordinance is not supported by a local plan, is not vision based, lacks the tools necessary to address local sustainability, and does not require development to be contextual to its location.

At the onset of the planning process the CP District comprised little more than 1/3 of the overall island. Remaining land was dedicated to several private communities, all of which were zoned Planned Unit Development (PUD) by Beaufort County. Whether built or simply planned, each of these communities contains its own zoning and development regulations, including significant numbers of pre-approved dwelling units.

For decades Daufuskie Island has lacked a comprehensive plan and unified vision. No document communicates how the Island might someday appear and function. Consequently, PUDs have little incentive to incorporate their neighbors into their long range planning efforts. Rather, each development on Daufuskie has established its own vision for their property, often choosing to market themselves as private, fully-functional, self-contained communities. The result is a series of physically and socially segregated subdivisions that turn their back on the larger Island and have significant numbers of dwelling units already approved. This condition has resulted in uncoordinated development that threatens the long term viability of the Island. For example:

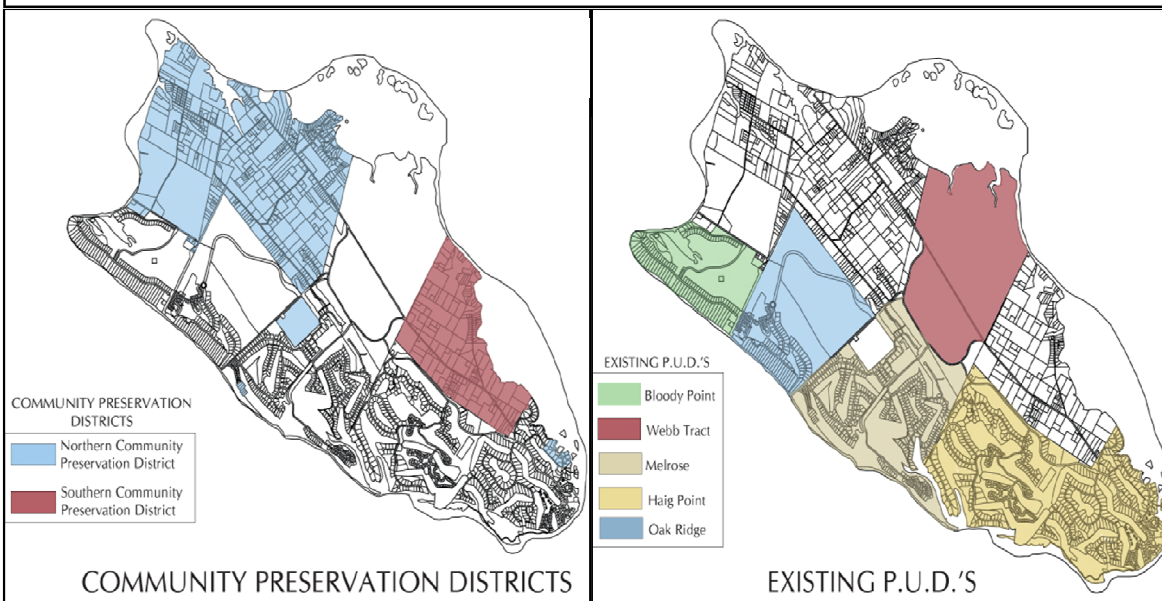
- The current regulations fail to recognize the range of habitats that exist across Daufuskie Island, some less appropriate for development than others. This includes the Federal Cobra Zone.
- The current regulations encourage development to be spread out evenly across the Island at a density of 1du./ac. The failure to cluster development into targeted areas leads to unsustainable sprawl and a lack of preserved or meaningful open space.
- Existing density requirements encourage automobile use on a bridgeless island, and fail to create much needed critical mass around the ferry landings.

continued

**EXISTING
CONDITIONS**

Daufuskie Island Plan

Length = 5 miles Full Time Residential Population = 400 Acreage = 5000
 Width = 2.5 miles Part Time Residential Population = 600



- A significant amount of development, including thousands of dwelling units, have already been approved in both the CP District and the PUDs.
- There has been very little effort to consolidate services and capitalize on potential economies of scale.
- The PUDs address internal infrastructure (ferry, water and sewer, and roads), but often to the detriment of the remaining Island. Resident safety, quality of life, and economic development are hindered.

Given Daufuskie’s current settlement patterns, and the issues that emanate as a result, it is apparent that the Island is in need of:

1. a new Plan that is capable of binding private and public interests into one shared vision for a sustainable Island.
2. A new ordinance to implement the Plan.

**EXISTING
CONDITIONS***Daufuskie Island Plan***ZONING ORDINANCE**

The existing zoning ordinance regulates by land use. Yet, “permitted” or “by right” uses almost always occur inside a building, and out of sight of neighbors and passersby. Therefore, the use-based system gives deference to an aspect of the development that the Island may never see or be impacted by. In turn, very little significance is placed on the aesthetics or form of the structure. Since uses evolve far more frequently than the structures that house them, unsightly or underperforming buildings can blight a community for years. It makes little sense to regulate by a building’s use when it is the building’s form that has a far greater impact on character, and consequently the welfare of the community.

Given the Daufuskie Island’s designation as a National Historic District, the Island needs an ordinance that emphasizes aesthetics, character, and compatibility, as well as land use. Such a code permits structures that reflect local precedent, and whose character and intensity is appropriate for the proposed location.

Daufuskie Island’s new zoning ordinance must create a clear and predictable outcome at all scales. Structures should be contextual with their surroundings and timeless in their form. This includes buildings, roadways, stormwater mechanisms, signage, lighting, fencing, etc. Predictability regarding the outcome of a project (and the Island as a whole) inspires economic investment, housing sales, and prevents NIMBYism (Not In My Backyard) on the part of existing residents. Development is not viewed as an inconvenience, but rather celebrated as something that will further the Island’s vision, authenticity, and sense of place.

This new type of code must be put into place and adopted soon, for the day is coming when every community on Daufuskie Island will mimic mainland suburbia and will have little or no connection to the Island’s past.

SETTLEMENT
ISLAND SCALE

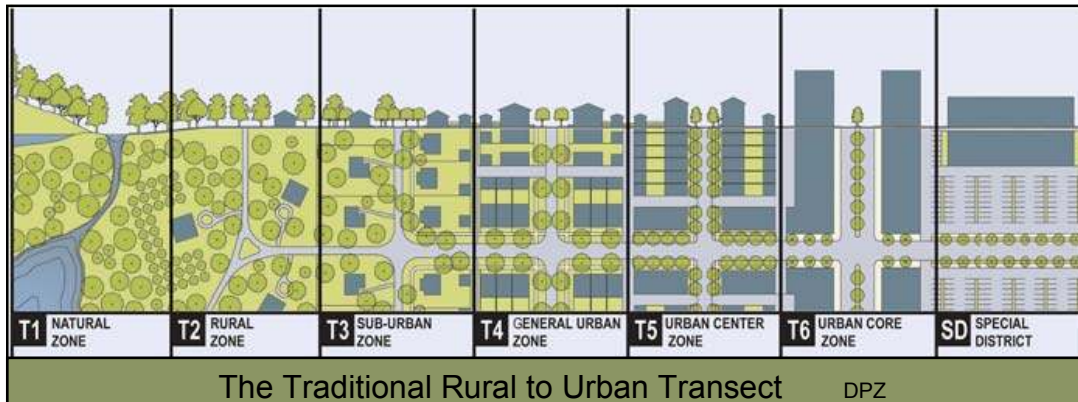
Daufuskie Island Plan

THE TRANSECT

The transect is a tool that allows planners to analyze the built and natural environment along a rural to urban continuum. A transect is established by taking a cross-section of a study area in order to identify different habitats. This can be any scale, but is most often applied at the level of the region (in this case the island), or community. Just about any aspect of ecology can be studied and organized using the transect, including buildings, trees, drainage, signage, lighting, streets, pathways, etc.

The tool is also used to visualize the future, as the transect provides an illustrative framework for the establishment of zoning districts. These are known as transect zones. Intensity, and form are the critical variables used to distinguish the limits of each zoning district or transect zone.

Six primary transect zones are identified in a traditional transect. Yet, rarely does a region contain all six transect zones. For example, Lowcountry towns do not contain the vertically intense urban core area (T6 zone) that frequently anchors the largest American cities.



The T1 and T2 zones are the least formal, least intense zoning districts. Structures are natural or rural in character. The T3 zone reflects a character and intensity that is sub-urban (as opposed to conventional “suburban”). The T4 zone is more intense and urban in character than the T3 zone. From a regional perspective the T4 zone may be referred to as “uptown”. The T5 zone is urban in character and intensity. Regionally speaking, this zone is often known as “downtown”. Though not required, structures in the T5 zone are more likely to be formal in appearance.

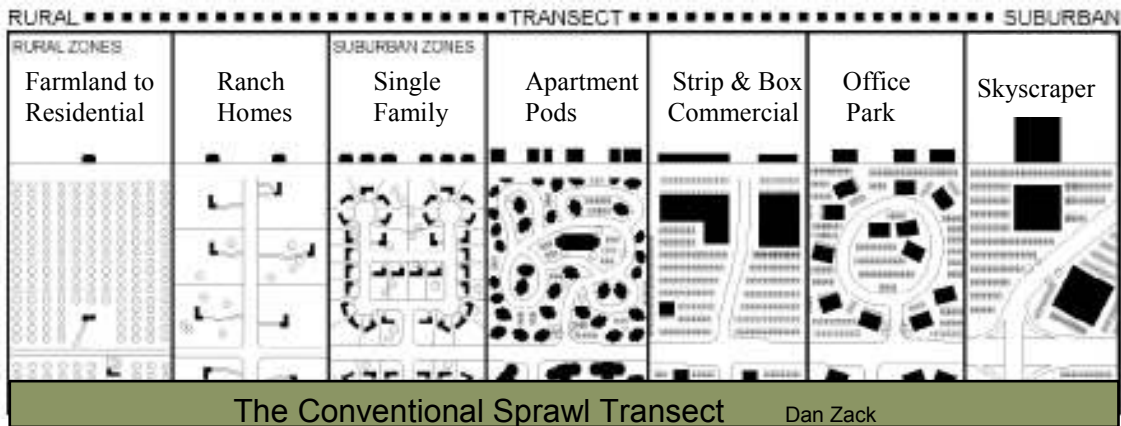
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SETTLEMENT
ISLAND SCALE

Daufuskie Island Plan

Human beings thrive in different habitats. Some prefer the convenience and interaction associated with downtown living while others covet the openness and natural beauty that comes with rural settlement. Beaufort County has wonderfully designed urban areas set amongst magnificent natural beauty. Those who covet traditional urbanism can settle in T3, T4, and T5 areas. While those who favor rural living will settle in T2. The transect allows planners to measure and reproduce the most cherished and appreciated aspects of each zone. The tool ensures that development in the urban area is reminiscent of true urbanism, while development in the rural area looks and feels rural.

Because the transect provides a cross-section of the environment, allowing for the identification of different habitats, the tool can also be used to illustrate suburban sprawl. Unfortunately, so much of our recent development represents this conventional, as opposed to traditional, pattern. As illustrated by the Conventional Sprawl Transect (below), suburban development is auto-oriented and segregated into pods of similar intensity, character and use. This violates the idea of a gradual rural to urban transition. The pattern is neither sustainable nor worthy of replication, as it does not result in places that people cherish or appreciate.



continued

SETTLEMENT
ISLAND SCALE

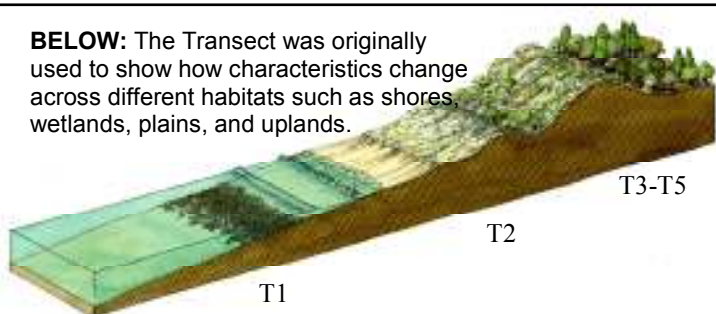
Daufuskie Island Plan

Transect History: examining the cross-section of an island

Ocean	Beach T1	Primary Dune T1	Trough (T2,T3,T4, T5)	Secondary Dune	Back Dune T1	Shore T1	Bay
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BELOW: The Transect was originally used to show how characteristics change across different habitats such as shores, wetlands, plains, and uplands.



The transect comes from the world of ecology.

SETTLEMENT
ISLAND SCALE

Daufuskie Island Plan

INTENSITY & CHARACTER

This page demonstrates the changes that occur in character and intensity as development becomes increasingly urban along a transect.



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RURAL

CHARACTER

URBAN

SETTLEMENT
NEIGHBORHOOD SCALE

Daufuskie Island Plan

TRADITIONAL NEIGHBORHOODS

In keeping with the notion of a regionally scaled transect increased density should be encouraged in specified areas so long as the resulting communities are well designed and utilize the traditional neighborhood as the primary form.

Traditional neighborhoods are quantified by area, which is a constant, not by density, which varies according to the local market. A traditional neighborhood on Daufuskie Island may be 4 units/acre, while a traditional neighborhood in Beaufort approaches 12 units/acre. A traditional neighborhood contains an identifiable center, middle, and edge. The traditional neighborhood is scaled using a pedestrian shed or pedshed. The **standard pedestrian shed** contains a 1/4 mi. radius circle or catchment area surrounding the gravitational center of the neighborhood (approximately 125 acres). 1/4 of a mile is equal to a 5 minute walk. If the gravitational center of a traditional neighborhood is a transit station (in this case ferry) the catchment area or **long pedestrian shed** is based on a 1/2 mile radius circle or 10 minute walk. This is the average distance that pedestrians are willing to walk to catch ferry boat.

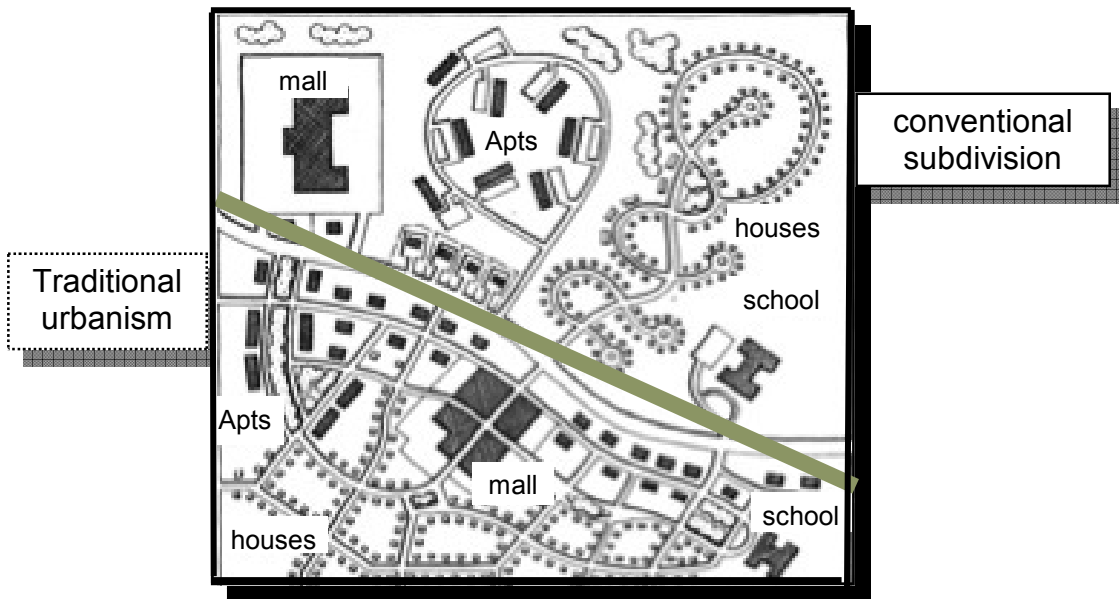
A traditional neighborhood is complete. Placemaking is held to the highest standard, ensuring that uses are mixed, lot sizes are flexible, and civic space is diverse and usable. Typically, the neighborhood might range from 40 to 125 acres and contain several transect zones or habitats. A complete neighborhood is sustainable. Residents can meet their daily needs within walking distance of their home and the ferry. Light imprint / low impact storm water measures are encouraged; and facilities for processing and marketing agricultural produce are available. Americans move an average of 11 times during their lifetime. This pattern will allow for a more diverse population, which in turn will allow younger residents to age in place as opposed to leaving for the mainland. Generations of families will inhabit the island, providing the community with a sense of stability, a characteristic that is fading quickly from Daufuskie Island. Whether rich or poor, black or white, the Island's residents have always known one another and interacted. This is one of the unique characteristics of the "Daufuskie lifestyle".

SETTLEMENT
NEIGHBORHOOD SCALE

Daufuskie Island Plan

A traditional neighborhood is compact. The neighborhood is scaled for the human being as well as the automobile. Streets and public spaces are defined by buildings or trees, creating a vertical edge that gives definition to the space and provides a sense of enclosure. Such design encourages residents to interact.

Because the community is compact, the intensity levels necessary for Island transit will eventually exist, making it feasible for citizens to live and work on the island; or possibly live on the island and work on the mainland. This will allow existing businesses to employ local residents as opposed to recruiting staff from the mainland or overseas.



A traditional neighborhood is connected. Incorporates pedestrian and vehicular infrastructure, including well-integrated street patterns, pathways and sidewalks. These are interwoven in a gridded or semi-gridded pattern allowing for ease of movement and better traffic flow. In more intense districts infrastructure should encourage on-street parking and mid-block parking lots. Less intense districts generally promote on-site parking that is shielded from the public.

SETTLEMENT
BUILDING SCALE

Daufuskie Island Plan

TIMELESS BUILDINGS

It is critical that Daufuskie Island maintain its character and unique sense of place. At the site level, proposed structures should take inspiration from the Island's historic and vernacular forms, surroundings, and location on the Island. Native vegetation should be incorporated whenever possible.

FUNCTION is important, but should never result in an inappropriate building type being constructed on the Island. For this reason the zoning code must contain a list of building types, all of which are appropriate for the Island and are adaptable to nearly every desired function. As buildings evolve, many different uses may come to occupy the space. However, the buildings themselves will remain timeless.

Like the nearby cities of Beaufort, Bluffton, and Port Royal, Daufuskie provides the opportunity to infuse context sensitive, mixed-use patterns that not only pay homage to the past, but also allow current and future generations to thrive right where they are.



These retail stores from the Lowcountry and Nantucket demonstrate that businesses will deviate from their standard strip designs when required by law, or when a developer proposes a form that is exemplary. Any use could be substituted here.

Chapter Two “Island Vision”

includes (9) Sections that comprise the overall vision and accompanying Objectives for the Plan. If accomplished, the Objectives will significantly aid in the Island’s ability to sustain itself and thrive.



Development Patterns

Preserve Land and Promote Traditional Development Patterns



Ferry Service

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Island Transportation

Improve Transportation Infrastructure in a Contextual Manner



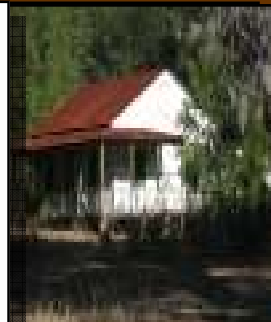
Tourism & Wayfinding

Cross-Promote Tourism Interests & Improve Wayfinding Infrastructure



Historic Resources

Heighten Historic Preservation And Land Conservation Efforts



Housing

Increase Opportunities For Obtainable Housing



Civic Sites

Create Small Gathering Places and Significant Civic Spaces Across the Island



Economy

Expand the Economy while Promoting Additional Means of Control and Oversight



Sustainability

Establish Sustainable Benchmarks and Targets

HOW DOES THE PLAN WORK?

Chapter Two “Vision” of the Daufuskie Island Plan identifies nine Sections that are critical components of the overall vision for Daufuskie Island. Each Section is accompanied by a corresponding *Objective* that, if accomplished, will significantly aid in the Island’s ability to sustain itself and thrive.

1. The initial page in each Section highlights a specific Objective. This is repeated throughout the chapter at the top of each page. The *Rationale* for including the Objective in the Plan follows, including a summary of the relevant issues and potential actions.
2. Having communicated the rationale behind each Objective, a number of *Recommendations*, or means of addressing the request are conveyed. Each Recommendation is described in detail; and is intended to be viewed holistically, as part of a larger, more comprehensive approach to achieving the Objective. While the Recommendations are critical to realizing the vision for the Island, they are intended to be a starting point and must be vetted further during the Implementation process.
3. Each Recommendation is assigned a color-coded “level of priority”. This system provides guidance to those implementing each item, including “significance” and timing.

Priority Level: HIGH These items should be considered immediately, including a structure and process for addressing full implementation of the Item. If the item is dependent upon County Government financing then the item should be considered for inclusion in the CIP. Unless otherwise noted, the item should be fully implemented by year five (5) of the plan.

Priority Level: MEDIUM The eventual implementation structure and process should be considered, and established by year five. These items should be fully implemented by year ten (10) of the plan.

Priority Level: LOW The eventual implementation structure and process should be considered, and may be established. Those responsible for implementation must decide when it is appropriate to implement the item.

4. As conveyed in Chapter Three of the Plan, “Implementation”, the Daufuskie Island Council (501c3 organization) could serve as the primary conduit between County government, staff and the Island’s committees, organizations, and advocates...all of whom will actively participate in implementation of the Plan.
5. Appendix II contains a breakout document of *Implementation Tables*. These tables provide guidance regarding who, when, and by what means specific *Recommendations* should be implemented.



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

The Rationale For Objective One

On Daufuskie Island sprawl patterns are reinforced by auto-centric development standards, arbitrary “use” regulations, and the lack of a central vision.

- A. The current zoning ordinance does not address the changes in character and intensity that take place within each of the Island’s various habitats. Whether a structure is to be sited fronting the beach, resting on a secondary ridge, located near the Island center, or fronting the opposing river marsh; all development is regulated as if Daufuskie is one unchanging landmass.
- B. The current development standards do not require new development to draw upon the Island’s timeless, and highly sustainable archetypes. As a result “throwaway architecture” is permitted within a National Historic District.
- C. The current ordinance fails to zone enough land for a ferry-oriented waterfront village containing a mix of uses and multiple residential typologies. This lack of critical mass at the Island’s gateway or portal makes it impossible to establish a non-subsidized commercial development with supporting housing and civic infrastructure.

The Island has a tremendous amount of potential. In order to achieve this potential the Island must first have a regional (Island-wide) growth map. This map, known as a Sector Plan delineates land to be preserved on the Island, as well as future growth areas. This is conveyed using a continuum, from no development to intended development, as are the appropriate community types for each sector.

This shall be followed by zoning and development standards that view the Island as a transect or series of habitats within a rural to urban context. Regulations must account for the individual character and intensity of each site, look to the Island’s architecture for inspiration, and permit much needed critical mass around the ferry landings.



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

Priority Level: HIGH

Recommendation 1.1 Utilize the Sector Plan to identify conservation and growth areas, outline pedestrian sheds, designate appropriate community types, and ultimately serve as the organizational tool to establish the Island's Regulating Plan or zoning map.

The Daufuskie Island Plan shall address future land use in a manner which recognizes the transect and compliments a form based ordinance. The future land use plan for the Island is known as a Sector Plan. Each sector on the Sector Plan represents a desired level of future growth. Sectors range from the "no growth" **Open Preserve Sector** to the "high growth" **Intended Growth Sector**. Therefore, each Sector designates where and to what extent land shall be preserved or developed in the future, including lands that are ideal for TDR sending and receiving.

The Daufuskie Island Sector Plan addresses future growth at the Island and community scale; whereas, the Regulating Plan addresses zoning at the Island, community and lot level. The Sector Plan identifies Preservation and Growth areas, outlines Pedestrian Sheds; and designates the most appropriate Community Types for each Sector. It should be noted that the Pedestrian Sheds on the Daufuskie Island Sector Plan are not binding. They are intended to serve as an organizational tool for applicants as well as those charged with evaluating the intensity, character, and function of development within a particular area.

Daufuskie Island is relatively small. As opposed to creating new rural crossroad communities or hamlets the Sector Plan calls for the preservation of large amounts of land, employs TDRs as a means of avoiding down-zoning, and directs future growth towards existing ferry infrastructure. As a result, the Planning Team was able to establish a Regulating Plan that addresses zoning for the entire Island and is definitive.

The Sector Plan contains the **O-1 Island Preserve Sector** for lands placed in permanent preserve and **O-2 Island Reserve Sector** for lands that the community hopes to have placed in preserve.

continued



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE*Preserve Land While Promoting
Traditional Development Patterns*

DAUFUSKIE ISLAND SECTOR PLAN

O-1 Open Preserve Sector—unbuildable lands & land placed in conservation with NO development rights.* This Sector includes the (D1) zoning district which incorporates:

- | | | |
|------------------------|---------------------------|-----------------------------|
| a. surface waterbodies | d. riparian corridors | g. Transportation corridors |
| b. protected wetlands | e. conservation easements | |
| c. protected habitat | f. Purchased open space | |

O-2 Open Reserve Sector—land that is zoned for development that may have greater community value as open space. This Sector includes the (D2) zoning district (designated as the primary sending area in a future TDR program) and includes:

- | | |
|---|-------------------------------|
| a. flood plain (Special Flood Hazard Areas) | c. open space to be acquired |
| b. wildfire areas | d. buffers to be acquired |
| c. corridors to be acquired | e. legacy woodland & farmland |
| d. legacy viewsheds | |

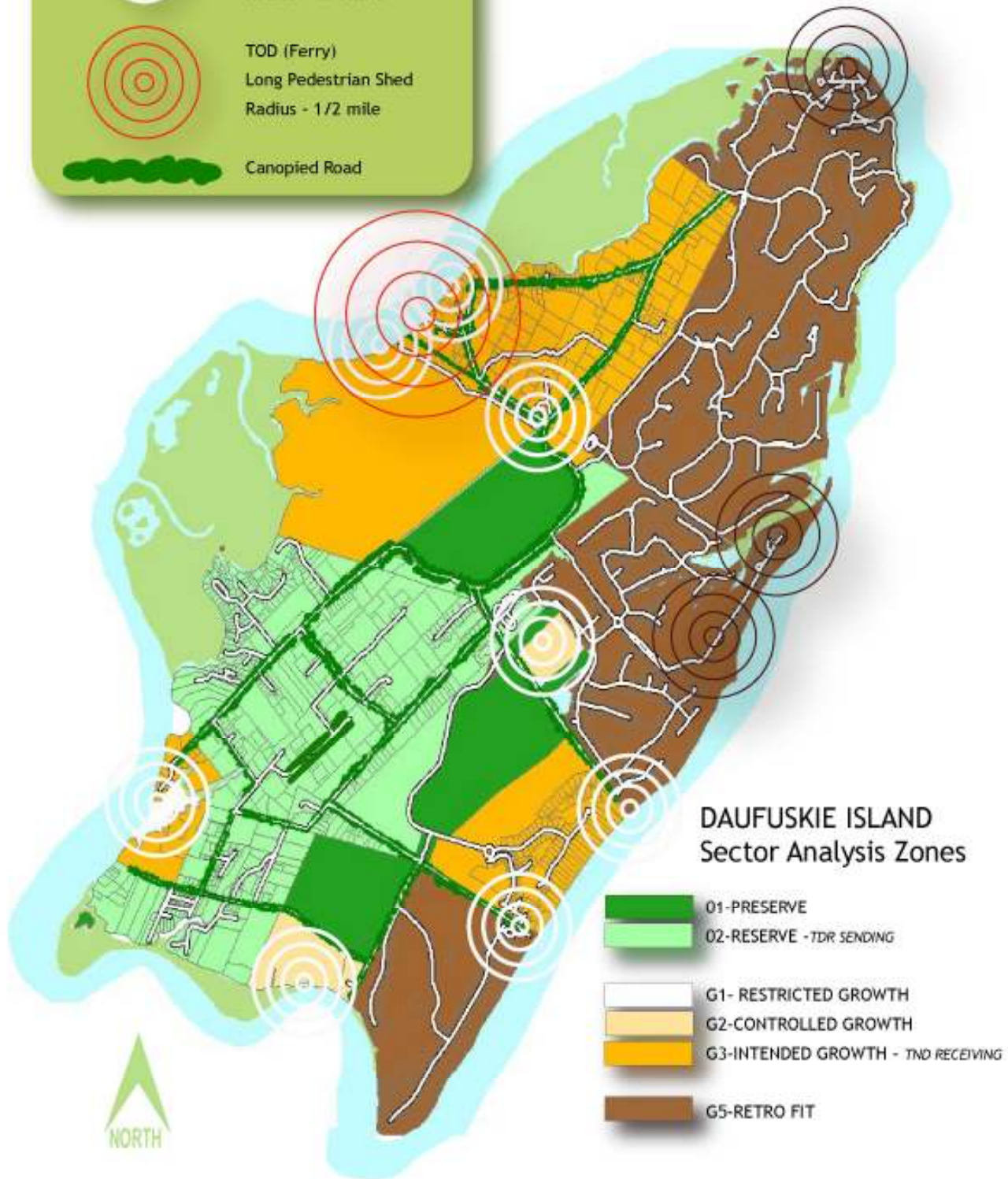
*Both the Webb parcel and Oakridge parcel have a Conservation Easement that contains limited development rights. These have been “grandfathered” into the O1 Open Preserve Sector.

G1 Restricted Growth Sector—The initial Sector Plan will not designate any lands as G1 Restricted Growth Sector. The Sector encompasses the same lands as the O-2 Open Reserve Sector. Within the G1 Restricted Growth Sector several “single lot” or “Conservation Community” types should be encouraged without subdivision. These include the Rural Cottage Close (RCC), Farmstead Community (FC), and Family Cluster Community (FCC). As these communities arise, staff shall update to the Sector map, changing the area from O-2 Island Reserve Sector to G1 Restricted Growth Sector. The development of individual dwelling units (as opposed to new community plans) shall not trigger a Sector Plan update. Such land will maintain its status as O-2 Island Reserve until such time as the Planning Department sees fit to update the Sector Plan. *continued*

 TND with Standard Pedestrian Shed
Radius = 1/4 mile

 TOD (Ferry) Long Pedestrian Shed
Radius - 1/2 mile

 Canopied Road



Sector Analysis Zones



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE*Preserve Land While Promoting
Traditional Development Patterns*

G2 Controlled Growth Sector—The G2 Controlled Growth Sector consists primarily of the Eichelberger Tract and McDavid Tract. Due to pre-existing agreements and special considerations, TDRs may be traded amongst properties within this Sector only. The G2 Sector shall permit both “Traditional Community” development” such as the Hamlet and Village; and “Conservation Community” types, such as: the Rural Cottage Close (RCC), Urban Cottage Close (UCC), Farmstead Community (FC), and Family Cluster Community (FCC)..

Within the G2 Controlled Growth Sector the most intense zoning district is D4 or Public District (PD). The D3, D4, and PD zones afford the Hamlet Place Type significant range in terms of function. As a result, this Place Type is sometimes sustainable.

G3 Intended Growth Sector—The G3 Intended Growth Sector designates those areas of the Island where new growth is most desired. TDR’S may be purchased in the G3 Sector; however, they may not be sold. Place Types include both patterns of Traditional Community development: the Hamlet and the Village, as well as the Urban Cottage Close (UCC). Three areas of the Island have been designated G3 Intended Growth Sector: the Cooper River portal area, the New River portal area, and the center isle Public District.

The Cooper River portal area and New River portal area are envisioned as cohesive, mixed-use maritime villages. The Public District is envisioned as a cohesive, mixed-use community whose dominant function includes vernacular and formally articulated civic structures and spaces.

G5 Conventional Infill / Retrofit Sector—is intended to retrofit conventional residential and commercial development that is single-use, disconnected, and scaled to vehicles as opposed to pedestrians. The G5 Infill / Retrofit Sector shall consist of individual or aggregate areas of the following categories:

- | | |
|---------------------------------------|----------------------------------|
| a. residential subdivisions | d. vehicle-dependent roads |
| b. private gated communities | e. un-walkable roads |
| c. isolated apartments & condominiums | f. isolated campuses & compounds |



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

Preserve Land While Promoting Traditional Development Patterns

Traditional Community

A Traditional Community is a designation assigned to a new community that is subdivided for a variety of owners and/or occupants. The settlement pattern is less restrictive in form than a “Conservation Community”. The community emphasizes the needs of the greater Island as opposed to those of a limited few, including, but not limited to issues of subdivision, disposition, connectivity, and the requirement for formal civic spaces.

A VILLAGE is a settlement pattern comprised of multiple Hamlets or traditional neighborhoods that have evolved over time to include a mix of building types, mix of uses, mix of inhabitants, and mix of incomes. A Village is structured using an Elongated Pedestrian Shed (1/2 mile radius), and oriented toward a common transit destination such as the waterfront ferry embarkation.

SECTORS
G3
G2

On Daufuskie a definitive Regulating Plan (zoning map) has been established with transect zones applied at the scale of the Island. The Traditional Community Standards will be used to create neighborhood infill within the Island’s Growth Sectors, as opposed to greenfield Hamlets or TNDs in which transect zones are then assigned. While infill may or may not be self-sustaining on its own, the neighborhood unit is sure to contribute to both the traditional nature and self-sufficiency of the larger Hamlet and Village.

Changes in intensity are critical to establishing diverse habitats within a Traditional Community. On Daufuskie Island each transect zone or zoning district includes a range of metrics related to lot size, building type, building disposition, and use. If one utilizes the full range of metrics permitted by the underlying zoning it is possible to have a range of diverse, yet walkable habitats...even within a single transect zone. However, the more transect zones a pedestrian shed comprises, the more likely it is that the community will be diverse.

ZONES	D3	D4	D5

A HAMLET is predicated on the same principles as a VILLAGE, including the traditional neighborhood as the primary organizing unit for the Place Type. A Hamlet strives for diversity, including: a mix of building types, mix of uses, mix of inhabitants, and mix of incomes. However, a Hamlet may lack the form or diversity of a more evolved Village. A Hamlet is structured and scaled using a Standard Pedestrian Shed (1/4 mile radius) and oriented toward a common destination such as main street or a civic space.

SECTORS
G3
G2

As with the VILLAGE, the HAMLET is tailored to meet the specific needs of Daufuskie, where a definitive Regulating Plan is established for the entire Island. On Daufuskie Island the goal is not to create new rural crossroad communities, but rather traditional neighborhood infill within the Island’s Growth Sectors. As a result, each Hamlet may or may not be self-sustaining on its own, but rather contribute to the larger community that is both traditional and self sufficient.

ZONES	D3	D4	D5



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
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CONSERVATION COMMUNITIES

A Conservation Community is a designation assigned to compact, semi-private, one lot communities that are held under limited or single ownership, including that of an extended family. Though quite specific in form, the settlement pattern is conducive to “community living”, including a mix of uses. These communities are somewhat internal, emphasizing the needs of a limited few over those of the greater Island. This includes, but is not limited to: subdivision, disposition, connectivity, and the allotment of civic space.

RURAL COTTAGE CLOSE (RCC) community type is tailored to meet the specific needs of Daufuskie Island. The RCC is similar to the Cottage Close; however, the settlement pattern is less formal and the “Everyday and Ordinary” archetype is permitted.

SECTORS
O2

ZONES	D2
-------	----

FARMSTEAD COMMUNITY (FC) community type is tailored to meet the specific needs of Daufuskie Island. The settlement pattern and aesthetics of the Farmstead shall resemble a working farm. However, the community type is geared toward both the traditional farmer as well as the resident who operating a service based business that requires vehicles, machinery, shop space, etc.

SECTORS
O2

ZONES	D2
-------	----

FAMILY CLUSTER COMMUNITY (FCC) This community type is tailored to meet the specific needs of Daufuskie Island. The community type consists of a principle house and 2 to 4 secondary residential units on one parcel. The “Everyday and Ordinary” archetype is not permitted.

SECTORS
O2

ZONES	D2
-------	----

URBAN COTTAGE CLOSE (UCC) community type is tailored to meet the specific needs of Daufuskie Island. The typical Cottage Close consists of four 4 to 8 cottage scaled structures grouped closely together in a relatively formal settlement that is surrounded by active or passive open space. Each “close” shall have an outdoor community space for residents to gather (i.e. public fire-pit, fountain, internal green). Traditionally, a CC is not subdivided, but rather a condominium.

SECTORS
G3
G2

ZONES	D3	D4
-------	----	----



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

Priority Level: HIGH

Recommendation 1.2 Develop a Form Based Code that is transect based, including the Function (Use) table.

A walk around Daufuskie Island reveals that the Island is distinguished not by its land uses, but by its diversity of simple vernacular forms (buildings, fences, signs, roads); and the way in which these structures blend with their surroundings. The Committee believes in instituting a design-driven ordinance that is vision based and seeks to regulate by character and intensity. This type of ordinance is commonly referred to as a Form Based Code (FBC). The Committee strongly supports the implementation of a form based zoning code within the Community Preservation District.

There are many ways of structuring a Form Based Code. However, they all share one common component, a Regulating Map or zoning map. The Regulating Plan for Daufuskie Island uses the rural to urban transect to regulate form, intensity, and function of all development within the CP District.

The Form Based Code takes a market-based approach toward land use. Permitted uses must fall into one of seven categories: Residential, Lodging, Retail, Office, Civic, Agriculture, or Industry. So long as the FBC standards are met, the majority of uses will be considered for approval. *continued*



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
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A FORM BASED CODE

Conditions are attached to all uses in all transect zones. However, these are not conventional restrictions such as buffers or separation requirements. Rather these regulations ensure that all development, regardless of use, maintains the proper intensity and character, and is contextually appropriate for its transect zone.

The Use table should aid in pushing development toward the higher transect zones, where infrastructure, transit, and civic uses are called for. While future density in these areas will increase significantly, density across much of the Island is likely to decrease.



Crescent Retail (a division of Duke Energy) into a Harris Teeter anchored shopping plaza called Shoppes at Ardrey Kell, www.crescent-resources.com/.../main1_large.jpg



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

FORM BASED CODE—CODING PROCESS

The form based coding process begins with a thorough analysis of existing conditions, and ends with the unveiling of the community's vision for the Island—via a series of illustrative diagrams and regulations embedded within the ordinance.

The design team identified traditional neighborhoods using the transect (see: C1. 13-14) and standard pedestrian shed (see: C1.17). Complete Island neighborhoods were found to be sparse. Such neighborhoods will have to be created through infill and new growth.

The design team then set out to document and measure the best urbanism, architecture, and features of the Island and Beaufort County. During this process the Committee determined that Daufuskie Island is best suited for six base zoning districts or transect zones (T zones). In order to localize the Code the letter (T) in T zone has been substituted with the letter (D) for Daufuskie. Each D zone is equivalent to a zoning district on the Regulating Map (see P.3 Daufuskie Island Code). The zones range from the (D1) Natural Zone through the (D5) Urban Center Zone. The character of development within each zone grows increasingly intense, formal, and more urban.

The Daufuskie Island Plan calls for the establishment of a civic oriented district mid-island and at the beach along Loggerhead Turtle Lane. This area, known as the Public District, is intended to encourage the creation of civic buildings and spaces while permitting mixed-use development. The metrics (regulations) in the Public District are identical to those found in the (D4) zoning district.

The tables in the code contain specific metrics for each of the six D zones. In order to promote diversity within each zone metrics are frequently presented as a range. This assures that the most contextually appropriate forms, materials, setbacks, heights, frontages, etc. are utilized in each transect zone, and are tailored specifically to the conditions on the Island.



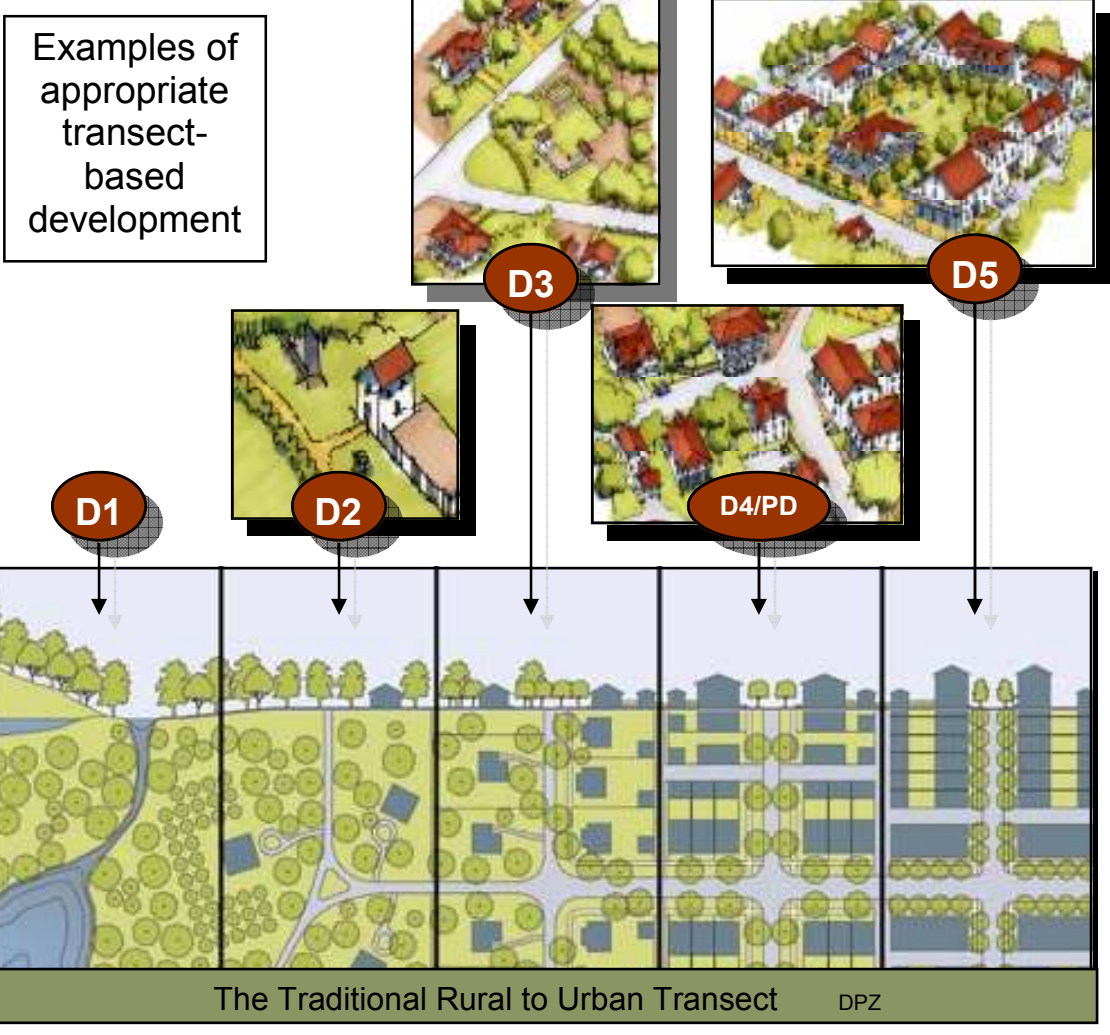
Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

THE FORM BASED CODE—REGULATION

In developing a FBC for a place as aesthetically rich & authentic as Daufuskie Island it was determined that the Code must have two primary means of regulation: (A.) The second means by which the new FBC shall regulate development is the rural to urban Transect (See: C1.17). The **Transect** is a sequential tool that establishes 6 context sensitive zoning districts or habitats. Each transect zone represents a unique habitat of varying intensity and character that is calibrated specifically to Daufuskie Island. Therefore, the Daufuskie Island Transect and Lowcountry archetypes are the primary tools used to regulate development on the Island. *continued*





Section One: DEVELOPMENT PATTERNS

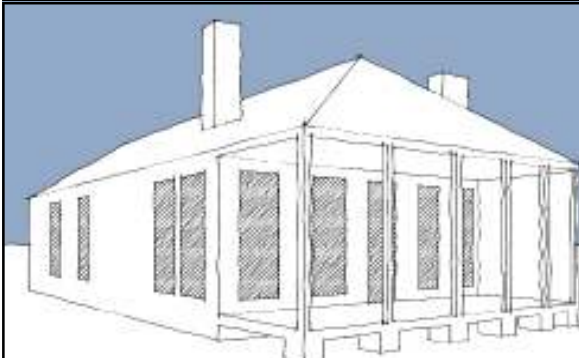
OBJECTIVE ONE

Preserve Land While Promoting Traditional Development Patterns

FORM BASED CODE—REGULATION

(A.) In order to maintain or increase the integrity of the National Historic District the Code establishes a range of appropriate building forms or archetypes to be used as residential or commercial structures. These archetypes are simple in their presentation, yet reflect a wide range of vernacular forms, from the residential “everyday and ordinary” to the commercial “porch over arcade”. These archetypes are found across the Island and throughout the Lowcountry region. They do not limit architectural expression and freedom, nor dictate style; they are intended as building blocks that inspire creative design.

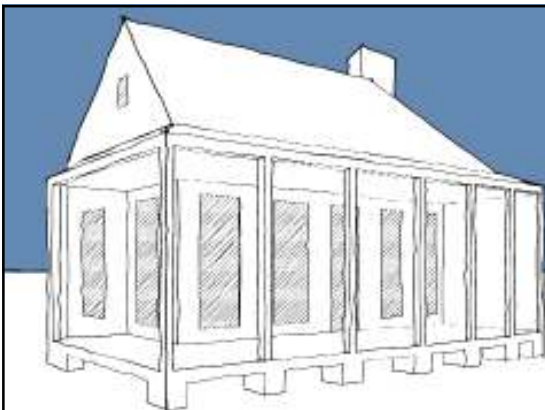
Two examples from the FBC of Island building forms



- D1
- D2
- D3
- D4
- D5



The Simple Hipped Cottage



- D1
- D2
- D3
- D4
- D5



The Porch Wrap Cottage



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

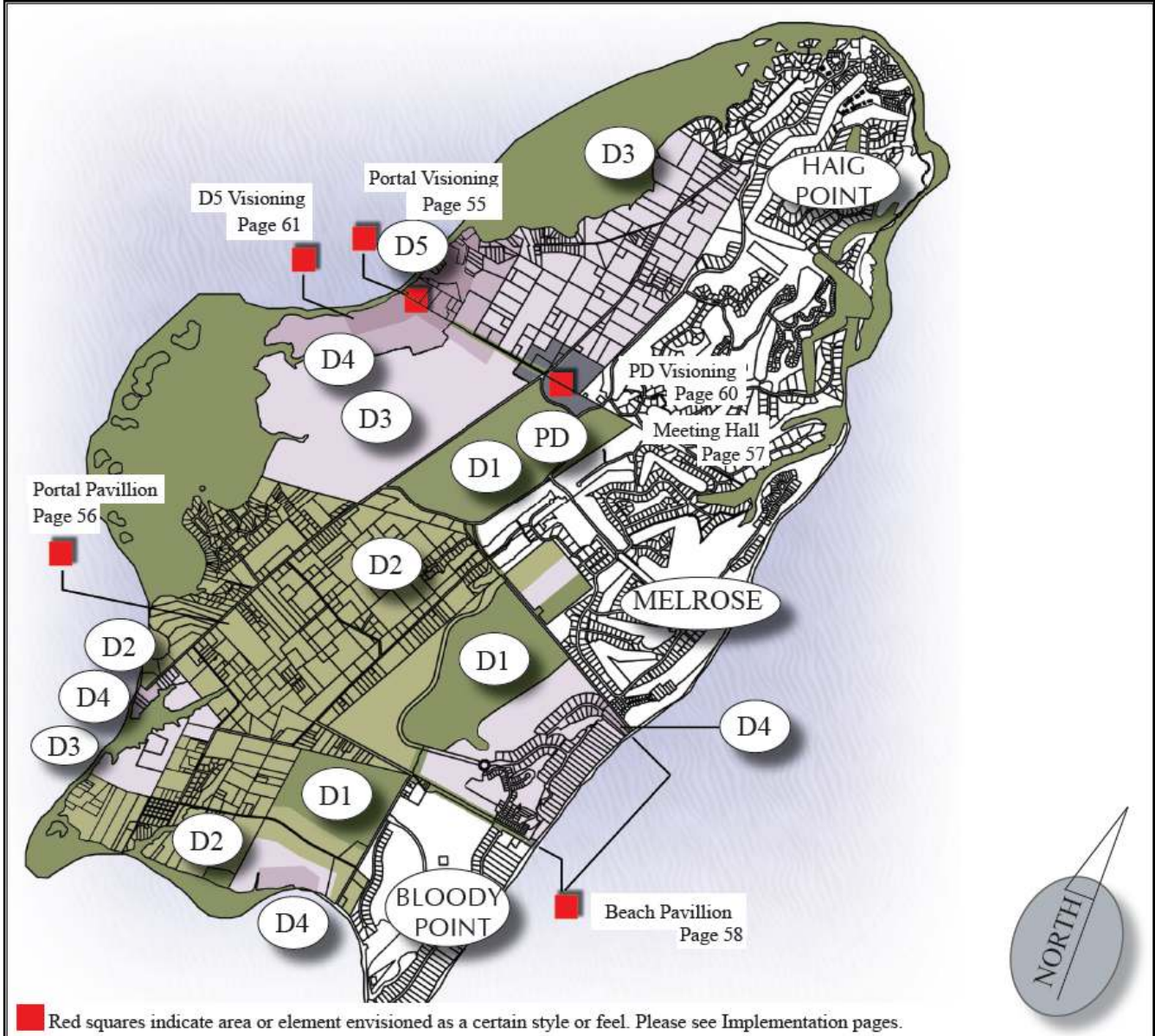
*Preserve Land While Promoting
Traditional Development Patterns*

FORM BASED CODE—REGULATION

The regulations are assimilated into a graphic, user friendly document that is easy to use, provides long-term vision, and offers investors a sense of security regarding the eventual outcome of nearby projects. All stakeholders should find that the Form Based Code alleviates some of the frustrations associated with the current approvals process, including: repetitive hearings, costly delays, and contextually inappropriate results.

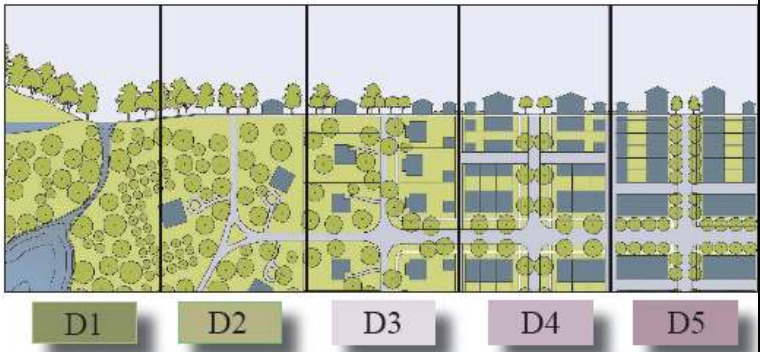


PROPOSED ZONING—MAY BE UPDATED



Red squares indicate area or element envisioned as a certain style or feel. Please see Implementation pages.

- D1 - NATURAL ZONE
- D2 - RURAL ZONE
- D3 - SUB - URBAN ZONE
- D4 - GENERAL URBAN ZONE
- D5 - URBAN CENTER ZONE
- PD - PUBLIC DISTRICT



The Regulating Plan

Section One: DEVELOPMENT PATTERNS



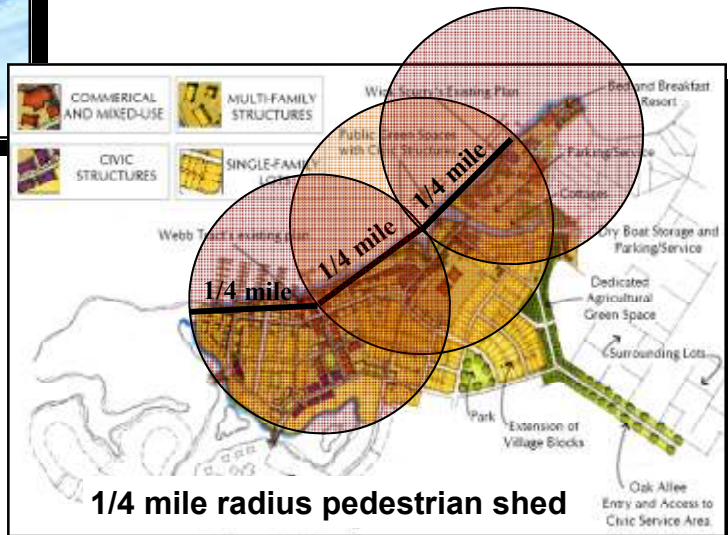
OBJECTIVE ONE
*Preserve Land While Promoting
 Traditional Development Patterns*

Priority Level: HIGH

Recommendation 1.3 Promote dense development around the Cooper River and New River ferry landings.

Since Daufuskie Island lacks competition from a land based connection it makes perfect sense to anchor the Island’s denser development around the primary transport system. An active passenger ferry terminal will spur the high density, mixed-use development that the Island needs. “Placemaking” is critical to creating a successful “activity center” that meets the needs of residents...especially those who lack a vehicle. Development must contain multiple options, including a mix of residential, commercial, and civic uses.

D5



1/4 mile radius pedestrian shed



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

Priority Level: HIGH

Recommendation 1.4 Establish a Transfer of Development Rights (TDRs) Program on Daufuskie Island allowing for untouched lands to be preserved and development and services to be consolidated around the ferry landings.

The CP Committee hopes to retain the natural open lands that characterize so much of the Island. This can be done by instituting a **Transfer of Development Rights (TDR)** program. A TDR program is utilized to reimburse property owners whose land is better used for open space by allowing the sale of development rights (density units) to parcels where the community desires a higher density. This is critical to the Daufuskie Island planning process because it allows the County to zone “intensity” to those areas where development is appropriate and desired without infringing upon property rights.

The TDR process establishes a program that compensates landowners in the O2 Open Reserve Sector for selling their existing density rights to a recipient’s property in the G3 growth sectors. If a TDR program is not instituted, areas that are designated for little to no development will build out at a suburban intensity of 1 Dwelling unit per acre.

A TDR program must establish a fair value for the Island’s density units. If it is determined that density units shall trade at a one to one ratio the net effect will be to shift future development into appropriate areas with no increase to overall density. However, if the program is set up in a manner which artificially inflates the value of density units the program will be more lucrative, but will also result in an increase to the Island’s overall density (e.g. a purchaser pays for one unit, but receives two units in return; or a person sells one unit, but is compensated for more than one unit).

These important discussions must coincide with the decision to implement a future TDR program. This is made easy for Daufuskie Island, as the appropriate TDR numbers (maximum densities) for each transect zone have been calibrated and built into the Code. It is worth reiterating that the proposed zoning code with or without a TDR program (trading density units at one to one) will result in the same or even less density across Daufuskie Island than is currently approved.



Section One: DEVELOPMENT PATTERNS

OBJECTIVE ONE

*Preserve Land While Promoting
Traditional Development Patterns*

RECOMMENDATION SUMMARY

Rec. 1.1***Sector Plan*****Priority Level: HIGH**

Utilize the Sector Plan to identify Conservation and Growth areas, outline pedestrian sheds, designate community types, and establish the Island's Regulating Plan.

Rec. 1.2***Form Based Code*****Priority Level: HIGH**

Develop an Island-specific form based code (FBC) that adheres to the guidelines of this Plan.

Rec. 1.3***Critical Mass*****Priority Level: HIGH**

Promote dense development in the area surrounding the Cooper River and New River ferry landings.

Rec. 1.4***TDR Program*****Priority Level: HIGH**

Establish a Transfer of Development Rights (TDR) Program for Daufuskie Island allowing for untouched lands to be preserved and development and services to be consolidated around the ferry landings.



Section Two: FERRY SERVICE

OBJECTIVE TWO

*Establish Intense Development Around
Ferry Embarkation Sites and Improve Service*

The Rationale For Objective Two**Ferry Service**

The Committee consulted with a number of volunteer experts, all of whom indicated that Beaufort County is missing out on significant revenue and exposure by failing to heighten tourism, economic development, and preservation on Daufuskie Island. Locals are frustrated over continued instability amongst the various ferry providers, while tourists and day-trippers are confused by the lack of information and signage. As a result, Daufuskie Island captures just a fraction of the cultural tourists, eco tourists, and sportsmen (fishing, golf & tennis) that it should.

The Committee and Planning team believe Southern Beaufort County would benefit significantly from expanded ferry service and should include this as a long range public transportation goal in the Comprehensive Plan. While current demand for ferry in Beaufort County is limited to Daufuskie Island, perhaps it is time to study and begin planning for regional expansion to the City of Savannah (River Street, Hutchinson Island), Tybee Island, Hilton Head Island, Bluffton, and possibly Port Royal and St Helena Island. Though parking and other facilities would need to be upgraded, Beaufort County already has both physical and logistical infrastructure in place, allowing the County to seek federal funding and institute expanded ferry service when the timing is right.

Ferry Providers

The Home Owners Association at Haig Point provides an excellent private ferry service for residents of the community that includes a fleet of six first class boats. They own and operate a private embarkation area on both Daufuskie Island and Hilton Head Island. Other ferry providers are not as well sustained, nor as well sponsored.

The DI Resort owns the centrally located Melrose Landing; however recent bankruptcy proceedings against the Resort have placed the future of the landing in question. The bankruptcy caused significant disruption in the day to day ferry operations and exposed several weaknesses in the Island-wide system. The number of ferry runs was cut from 12 per day to as few as 4, parking on the mainland became a problem, and tickets were difficult to come by. *continued*



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Following the bankruptcy Palmetto Ferry Company reached an agreement to provide full-time service from Melrose Landing on Daufuskie Island to Salty Fare Landing on the north end of Hilton Head Island. This increased the ferry options available to locals and tourists.

The J&W Corporation provides passenger ferry service between Freeport Landing on Daufuskie Island and Broad Creek Marina on Hilton Head Island. Throughout the bankruptcy process, J&W and Palmetto have remained stable and profitable.

Melrose Landing and Freeport Landing are located within a quarter mile of one another. Additionally, the Webb Tract (a proposed development bordering Melrose Landing to the south and approved for nearly 1000 D/U's) has plans to create a marina and embarkation area within the same 1/2 mile pedestrian shed as Melrose Landing and Freeport Landing. The fact that three highly activated landings might someday operate within a 1/2 mile of one another makes this site the ideal location for economic development and more intense transit oriented development (see 1.7).

The Resident Experience

The South Carolina Department of Transportation awards Palmetto Breeze (Lowcountry Regional Transit Authority LRTA) an annual matching grant to provide ferry service for residents of Daufuskie Island. Beaufort County matches this grant and allocates funding to one or more ferry companies that service the Island. Palmetto Breeze is responsible for providing tickets.

Today every resident must pay for riding County contracted ferries to and from the Island. In the past the service was provided for free. Residents register as full time, part-time, absent owner, etc. They receive a color coded identification card that corresponds to their level of residency. This allows them to purchase tickets at a discounted rate consistent with their level of residency.

continued



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Tickets and identification cards can be purchased at Freeport Landing, Broad Creek Marina, Frappy Ice Cream on Daufuskie, and the Palmetto Breeze offices in Bluffton. Ferry providers simply check the rider's ticket when they board to ensure that it corresponds to the color of their Identification card. The provider then turns the tickets back into the County, and the provider is reimbursed at the rate agreed upon in their County contract. This format allows for more than one operator to participate and provides more options in terms of embarkation times and locations.

Palmetto Breeze is designated as the public transportation agency for Beaufort County and the region. Assuming funding is appropriated, the agency should evolve and take on additional responsibilities with regard to the Daufuskie Island ferry, as well as serve as the primary driver in the County's exploration of regional ferry.





Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

A MAINLAND EMBARKATION SITE

The landing at Pinckney Island National Wildlife Refuge is designated in the Beaufort County Code of Ordinances as the mainland ferry landing for Daufuskie Island (also known as Last Land's End). A boat ramp and ferry landing already exist at the site; however, commercial uses are not permitted by deed. Additionally, the facility is federally operated and has a number of limitations related to the wildlife preserve. It is unlikely that these issues can be overcome; additionally, a terminal at this site would attract drivers and transit riders, but lack the mixed use residential capacity typically associated with an active TOD. Finally, the site's parking area would need to be expanded dramatically.

WHERE TO LOOK?

The ideal site for future embarkation may require incorporation or expansion of an existing facility. Salty Fare and Haig Point embarkation areas both have land nearby or adjacent to their existing terminals. Additionally, new lands may open up and become available. Some things to consider when selecting a site include:

- Ability to locate and ease with which one can get to the site.
- Exposure
- Potential to co-locate with another attraction such as an interpretation center, marina, maritime facility, kayaking center, etc.
- Ability as a transit transfer station.
- Ability to create a vertical mixed use residential TOD at the site
- Viability for surface parking and future vertical parking decks.

PARKING

The privately owned embarkation areas on Hilton Head Island have parking facilities; but these are limited in size, often full, and only capable of expanding vertically. Increasingly, Island residents are storing their automobiles at the ferry lots at no charge. As a result both resident and visitor cars are being ticketed or towed. Parking is a major off-island issue.

J&W charges a daily fare to park at Broad Creek Marina. In return they provide valet parking service. They also have a limited number of spaces to lease to Island residents. Pay parking is also available at Salty Fare Marina.



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Priority Level: HIGH

Recommendation 2.1 Encourage highly activated transit oriented development (TOD) around the Cooper River ferry landings.

Just as fixed rail, subway, light rail, and rapid bus are used to spur Transit Oriented Developments (TOD) around their stations, an opportunity exists to consolidate services into a mixed use residential center near one or more ferry terminals. Passenger ferry can be used as the primary force attracting future investment. Many Islands have successful waterfront districts centered around the passenger ferry terminal. Moreover, transit-oriented development (TOD) will also serve as a significant driver of ferry traffic. The primary factors influencing the success of TOD on the island are:

1. The high capital costs associated with ferry systems.
2. The need for a substantial critical mass or transit-oriented development (TOD) on the waterfront— within a 1/2 mile of the ferry landing(s).
3. The recent history of public transit in the Lowcountry (fares, connections, public/private partnerships, etc) and the ability to get it right.
4. Growth in the eco-tourism and cultural tourism markets.
5. Placemaking
 - The area should feel compact yet, have space dedicated to the embarkation of passengers and cargo—including transfer to other modes of transit (shuttle, taxi, electric vehicle, scooter, bike, etc).
 - Informational sources should be available (kiosks, signage, accents).

When designed well, the area surrounding the embarkation site will provide critical mass via continued activity, residential units, island services, rising property values, and a strong civic presence. Such a place will improve the quality of life of the entire island. Tools that will help to establish this settlement pattern include a Form Based Code, Transfer of Development Rights ordinance, and possibly a Tax Increment Financing District.



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Priority Level: HIGH

Recommendation 2.2 Ensure that Daufuskie residents have access to a barge landing and ferry landing.

As with the pedestrian ferry, similar discussions concerning a barge landing site are encouraged. The owners of Freeport Marina, Melrose Landing, and the Webb Tract should be included, as well as any other operators with waterfront landholdings. Both ferry and barge activities are critical to the operation of a working waterfront. Many planners predict that working waterfronts are about to experience a major renaissance nationally. Such landings help to ensure continued activity, island services, rising property values, a strong civic presence, and infrastructure for emergency evacuation.

Priority Level: HIGH

Recommendation 2.3 Encourage the limited to full consolidation of existing ferry service to the Island as a short term solution to issues with service.

If Daufuskie Island is to thrive and sustain itself, improved passenger ferry service to the Island is critical. When a ferryboat provides a lifeline to the mainland, including professionals, pharmacies, food stores, and other vital services, unpredictable or unreliable service is a significant threat to Islander's quality of life, welfare, and safety. The County should encourage (using incentives) the Island's ferry providers to move toward a consolidation of services. This would bring a tremendous sense of stability to ferry operations, create economies of scale for providers, and lower ticket prices for users. Consolidation would improve tourism & spur economic development, which results in additional tax revenue for the County.



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

Priority Level: HIGH

Recommendation 2.4 Commission a Ferry Operating Plan that provides for the full development of intermodal mass transit to and from Daufuskie Island by examining factors such as regional participation, consolidation of public and private services (including the BC School District), parking, sustainable practices, and funding mechanisms for capital and operating expenses.

As part of the long term vision for a multi-modal regional transportation system that includes Daufuskie Island, Beaufort County should assess the needs and full impact of an expanded regional ferry system, and **Develop a Ferry Operating Plan** that also provides for the full development of the Island:

2.4.1 Explore the feasibility of a regional ferry system

- Encouraging consolidation of existing ferry companies to the extent they have an interest.
- Participating with neighboring communities in exploring the feasibility of a regional ferry system including embarkation points, parking requirements, intermodal connections and future developments such as the Jasper Ocean Port.
- Accessing the demand by tourists, workers, and residents originating in Savannah, Hilton Head, and beyond.

2.4.2 Promote the use of sustainable waterfront practices.

- Look to other Island communities that encourage providers to use boats that run on alternative fuels that are both inexpensive and plentiful. Just as the City of North Charleston runs school buses on recovered grease trap oil, a number of ferry providers around the country do the same with large ferry boats.
- The County must take the lead in educating providers about benefits of alternative fuels and encourage them to examine the possibility prior to purchasing new infrastructure. As this is a larger theme throughout the 2009 BC Comprehensive Plan, the County should research grants that might assist in offsetting the purchase price or difference.

continued



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

2.4.3 Work with the School District to provide student responsive, yet, fiscally responsible school ferry service.

- Teenage students should simply ride the regularly scheduled ferry boat. This is fiscally responsible, as in the past the “dedicated school ferry” frequently left port within minutes of a ferry carrying resort guests or island residents. Their routes were identical.
- If required, a chaperone or security guard could be hired. This too would be more cost effective than continuing to contribute to a dedicated school ferry.

2.4.4 Develop a Ferry Capitalization Plan.

- Evaluate existing ferry service. Include the potential for public-private partnerships, infrastructure requirements, private investment and public investment opportunities.
- Evaluate the long term, strengths and weaknesses of a Tax Increment Financing District, Special Purpose District or Public Service District and Business Improvement District in terms of realizing the land use and transportation needs for the two Island portals (See Section Eight “Non-Specific Funding” Pgs 125-127).

2.4.5 Develop a mainland parking plan.

Parking is quickly becoming one of the biggest issues affecting the long term growth of Daufuskie Island.

- *Consider a “dry-stack” parking facility or decked parking for the County’s primary mainland embarkation site, and all ferry terminals.*
- *Consider the establishment of a Parking Benefit District . The District would be used to funnel all net [automobile] parking revenue into capital improvements for the ferry system and / or landings. For example, a Parking Benefit District would be established near the ferry terminals and might include a:*
 1. **Parking Sales Tax** or tax on mainland ferry parking
 2. **flat “per-space” parking tax**, or tax that can be used to fund lo-



Section Two: FERRY SERVICE

OBJECTIVE TWO

Establish Intense Development Around Ferry Embarkation Sites and Improve Service

RECOMMENDATION SUMMARY

Priority Level: HIGH

Rec. 2.1***Transit Oriented Development***

Encourage highly activated Transit Oriented Development (TOD) around designated ferry landings on the Cooper River.

Priority Level: HIGH

Rec. 2.2***Working Waterfront***

Ensure that Daufuskie residents have access to a barge landing and ferry landing.

Priority Level: HIGH

Rec. 2.3***Ferry Service Consolidation***

Encourage the consolidation of existing ferry service to the Island as a short term solution to issues with service.

Priority Level: HIGH

Rec. 2.4***Ferry Operating Plan***

Commission a Ferry Operating Plan that provides for the full development of intermodal mass transit on Daufuskie Island by examining factors such as regional participation (ferry), consolidation of public and private services (including the BC School District), parking, sustainable practices, and tools capable of funding necessary capital and operating expenses.



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

The Rationale For Objective Three**CP Roads—Legally and Aesthetically Challenging**

The CP District is full of roadways that continue to demonstrate the unique qualities and unspoiled character that defines Daufuskie as an Island. Some are bounded by magnificent trees whose canopy encloses the entire corridor. Walking or driving the roads of Daufuskie Island is like traveling through a series of outdoor rooms. This wonderful experience is the result of “preservation by neglect”, as the majority of roads within the CP District are not deeded to a government entity. They are actually unclaimed pathways that run across private property. The County chose not to acquire vast amounts of “right of way” or significantly upgrade roadway infrastructure until issues of title are resolved. The County claims prescriptive easement over the major CP roadways, nearly all of which have a dirt surface and are less than 16 feet in width. Maintenance primarily involves running a grader machine over the roadway in order to smooth out the deep ruts that develop when it rains.

CP Roads—The Need for Surfacing

The repeated grading of the Island’s roads, combined with drainage issues, results in the loss of dirt and the incremental stripping of vegetation from the street edge. The roads develop parallel and perpendicular ruts known as “wash-boarding”. This threatens the tree canopy and leaves the roadways far more susceptible to flooding.

A significant rainfall often leaves the CP District’s roads un-passable to all but the most weather resistant vehicles. This includes the fire department’s trucks, that frequently respond to calls to rescue, tow, or simply provide a ride for trapped residents.

continued

“Some say the street’s not wide enough, and others say it’s better to have a more narrow and intimate street. I say it’s a typical fight to achieve excellence. Maybe it’s a little tougher to turn around, but that’s what government does when we aim for excellence. We find a way for the hook and ladder truck to fit in...and we get a more intimate place in return.”

Mayor Joseph P Riley, City of Charleston
(Addressing the fight for context sensitive design)



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

On Daufuskie Island the road conditions are often dismissed as an inconvenience that results from living on a bridgeless island. However, fire, EMS and police protection are severely hampered, as is one’s ability to reach a ferry in the event of an emergency. This is not only a health and safety issue. From a socio-economic standpoint, impassable roads essentially shut down the Island. This turns off prospective homebuyers, is bad for tourism and business, and threatens the entire welfare of the Island.

The fact that the County has not taken title and ownership of Island roads has provided a reason not to solve this dilemma. Therefore, one of the critical responsibilities of this Plan is to address the issue of roadway infrastructure on Daufuskie Island. Roadways provide right of way (ROW) for utility infrastructure. The inability to secure roadway ROW to Freeport Landing prevents the owner from installing water and sewer lines. The owner’s mixed-use proposal is a major aspect of the overall plan for the village at Cooper River Landing and a vital component to the success of the Island Plan.

Currently, there is no plan, or timeline for the County to begin acquiring title and ownership of Daufuskie Island’s roadways. Until this occurs neither private nor public investment in the CP District is likely. There are simply too many hurdles to overcome regarding right of way. This hampers the installation of infrastructure, including water and sewer lines.

Road incrementally wider



Ideal surface width



A sinking road





Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

Priority Level: HIGH

Recommendation 3.1 Address the issue of un-claimed, non-deeded roadways across the island.

In order to realize the Vision of this Plan the County shall compile a list of all Island roads that they currently maintain via prescriptive easement. They shall map them and rank them, and then work to gain title of those that are non-deeded and un-claimed. This is both the Committee and Fire Chief's number one "on-Island" issue. This action will:

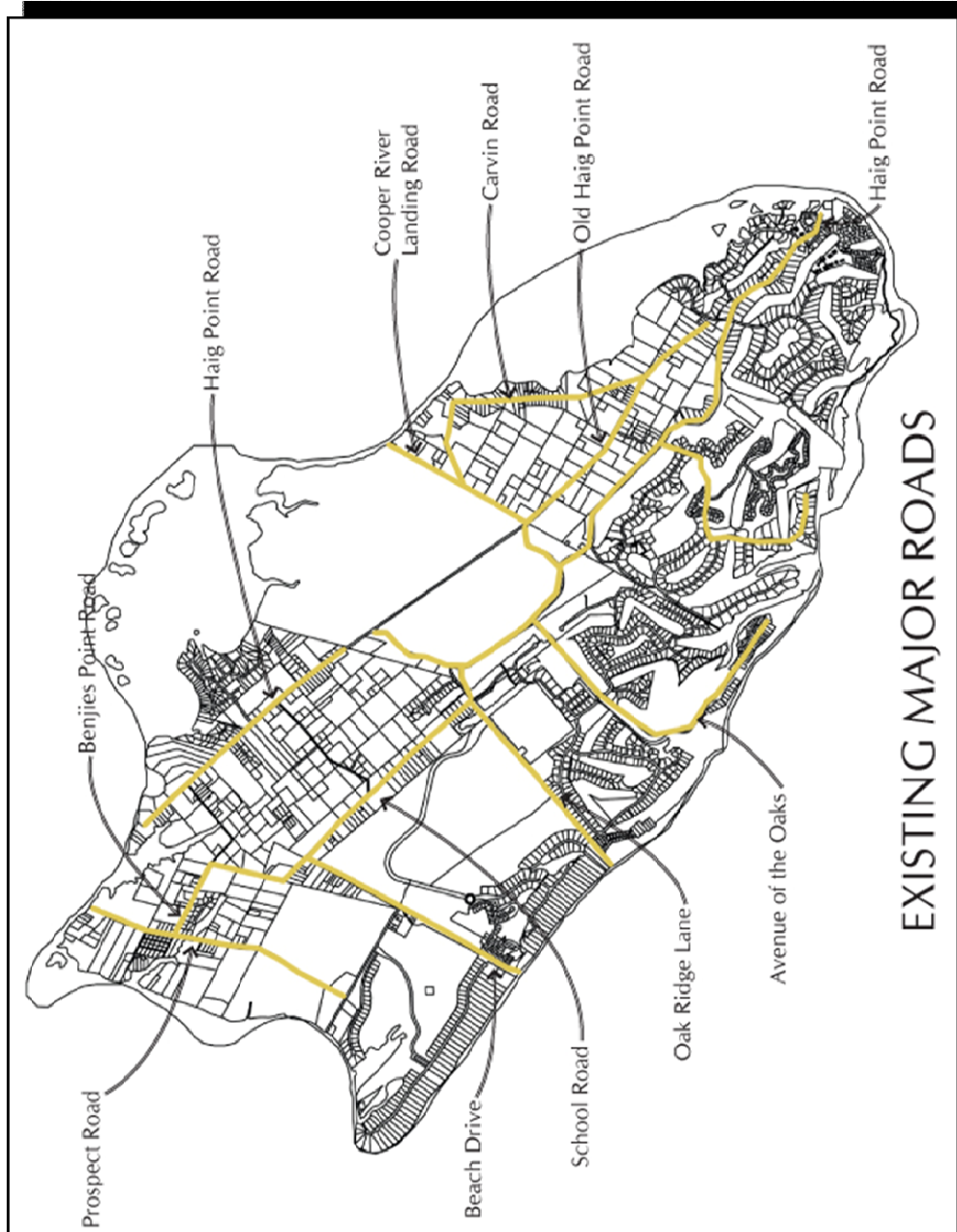
- address issues of health, safety, and quality of life by allowing for upgrades to the street network.
- allow for the placement of critical infrastructure in the ROW (i.e. water and sewer, fiber optic cable, etc).
- allow for the implementation of contextually appropriate roads and street-scaping that corresponds with local frontages.
- allow for an easier development experience for the private sector.
- allow land owners who have non-deeded roadways running across their property to stop paying taxes on the ROW.



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*





Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

Who Owns the Roads on Daufuskie Island?

Beaufort County holds a recorded deed, a TMS number, and property tax account record for a portion of the following Daufuskie Island Roads and therefore legally owns and maintains the right of way:

1. Pappy's Landing Rd. 2. Francis Jones Blvd. 3. Prospect Rd.

Based on Beaufort County having maintained a particular road for a period of 20 years or more the County claims the following roads via prescriptive easement and maintains the right of way:

- | | | |
|-------------------------|------------------------------|------------------------|
| 1. Prospect Rd. | 2. Beach Dr. | 3. Pappy's Landing Rd. |
| 4. Benjies Point Rd. | 5. Frances Jones Blvd. | 6. Sarah Grant Rd. |
| 7. Turtle Beach Rd. | 8. Oak Ridge Ln. | 9. School Rd. |
| 10. Maryfield Rd. | 11. Old Haig Point Rd. | 12. Carvin Rd. |
| 13. Jake Washington Rd. | 14. Melrose Landing Rd. | 15. Magnolia Rd. |
| 16. Freeport Rd. | 17. Cooper River Landing Rd. | 18. Haig Point Rd.* |

* A portion of Haig Point Road was re-located and paved by a private developer. While the County maintains the right of way, there is confusion about the actual ownership.





Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

Priority Level: HIGH

Recommendation 3.2 Adopt a Form Based Code that promotes contextual street design, traffic control, and parking standards throughout the Island network.

3.2.1 The Cooper River landing area should build out using traditional street design standards that are authentic and historic to a river front village or town.

- The landing areas should feel highly pedestrianized, promoting an interconnected street network that terminates at the waterfront—and is fronted by—linear parks or civic spaces.
- Civic spaces (including streets) are fronted by buildings, establishing a small building-to-street-width ratio. This provides character and a sense of enclosure to the public realm.
- In general, Street Standards should be crafted to consider walkability first in the D3—D5 zones and vehicle mobility first in the D1—D2 zones. A relaxed somewhat organic grid that intensifies in the landing area and weakens near the rural edges will diffuse traffic more efficiently than a few excessively wide roadways.
- Secondary streets must be designed to emphasize function. If primary streets are intended to be the stagefront, where retail & public activity occur; secondary streets are the backstage area, where the residents live, the traffic flows, and the deliveries occur. This is not just for show. Infrastructure should be installed here, and the streets used in this manner.

3.2.2 Create a thoroughfare design matrix that preserves or replicates the best characteristics of existing streets and incorporates these, as well as other traditional design principles.

- With few exceptions most of the roads in the CP District are unpaved and have a dirt surface. Dirt roads add to the charm and character of the island. However, in terms of public safety, quality of life, and economic development Daufuskie Island's dirt roads are holding the community back. Specific roads need to be surfaced and upgraded.

Continued



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE*Improve Transportation Infrastructure
in a Contextual Manner*

- To preserve the character of the Historic District, special design guidelines must be implemented to protect the narrow roads and magnificent tree canopies. Existing roads should serve as a template for similarly creative, if not irregular standards (dimensions, radii, etc.).
- Design streets as if they are part of the public realm or “green infrastructure”. Such a street is highly accessible, interesting, safe, memorable and contextually sensitive. It should be designed as a civic space. For instance, a great riverfront street showcases both maritime activity and urbanism; a great mixed-use street provides for trade and commerce; a great residential street promotes human ecology and interaction; while a great rural road transcends the natural world and our most precious resources.
- The Regulating Plan and Light Imprint New Urbanism Standards allow for a range in intensity and form of development. As a result, street standards should be secondary to the vision and context established for such development.
- Planners, traffic engineers, and the fire chief must work together to establish acceptable street standards and implement them at every opportunity.
- Always think about the big picture. For instance, mandatory sprinklers in residential structures would mitigate the need for pumper trucks in areas not served by water. This would allow for much smaller fire trucks, and as a result, help maintain the Island’s narrow roadways.

3.2.3 When establishing street standards for existing and future roads on the Island determine appropriate traffic standards.

- Request that Beaufort County and the State Department of Transportation lower speed limits across the Island.
- Request additional signage and enforcement for these lower speed limits.
- Request signage to deter through-traffic, preventing heavy trucks from using neighborhood roads and tearing up the streets.

Continued



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE*Improve Transportation Infrastructure
in a Contextual Manner***3.2.4 Use the FBC to implement new and creative approaches to parking.**

Parking can have a tremendously negative effect on placemaking and sense of place. Off-street parking minimums are required by code, resulting in free parking spaces for users. These spaces are actually paid for by the private sector through increased rents and prices; as well as by the public sector through diminished tax revenue. If the Island develops using conventional suburban standards the market will never support the amount of parking that private developers will be forced to create (typically between 4 and 12 spaces per 1000 square feet).

Off street parking requirements are the greatest single detriment to achievable density. Currently, where parking supply exceeds 3 spaces per 1000 square feet of commercial space, more area is set aside for parking than for heated floor space. Yet, this is the current minimum requirement throughout much of Beaufort County, and many commercial retailers request additional spaces. Studies performed by the Urban Land Institute indicate that in walkable commercial areas such as the D4 and D5 transects, the peak cumulative parking demand will rarely exceed 2.0 spaces per 1000 square feet, even when parking is free and transit is limited.

- In the ferry landing areas on-street parking and shared public parking should be promoted to ensure both good urban form and availability; as well as lessen the need for on-site parking lots.
- If the above parking provisions are provided for, or planned for, designers may wish to eliminate the parking requirement in the D5 District altogether. However, such parking should always be permitted, allowing the developer to determine how much, if any, “on-site” parking is necessary.
- In the portals various approaches to parking may be used, including: on-street parking, mid-block parking lots, and on-site parking that is rear-loaded or screened. This combination will provide necessary spaces, eliminate unsightly surface lots that destroy walkability, calm traffic, protect pedestrians, and transition the island’s roadways to smaller vehicles.
- The Plan calls for a holistic approach to parking, including a transition to non-combustion automobiles over the next decade. Additionally, the scale of conventional vehicles continues to decrease. In combination, all of these factors diminish the space required for conventional on-site parking.



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

Priority Level: HIGH

Recommendation 3.3 Transform the street linking the Cooper River portal area and the mid-Island Public District into a “gateway” corridor.

This roadway transitions from the intense commerce and residential envisioned for the village at Cooper River landing to the stately demeanor of the Public District. The corridor should be terminated by a vertical feature fronting the river at one end and a significant civic structure in the Public District.

Priority Level: HIGH

Recommendation 3.4 Work with governmental agencies to ensure that they understand the transect as it applies to Daufuskie Island’s infrastructure and roads.

Educate Beaufort County Departments as well as other governmental agencies involved in thoroughfare design about the transect and form based zoning regulations. Ensure that Beaufort County and the State Department of Transportation can diversify their models to account for street standards found in the FBC.

Priority Level: HIGH

Recommendation 3.5 Utilize the Light Imprint New Urbanism manual to determine the appropriate range of road surfaces and means of addressing stormwater across the transect.

Include language in the ordinance stating that one should refer to the Light Imprint New Urbanism (LINU) Manual (either online, the book, or in the Code) in order to select the materials that are most appropriate for surfacing a road in a particular transect zone.

The LINU matrix is addressed in the Code. Regulators should look favorably on any effort to treat stormwater using these highly contextual, aesthetically creative tools that conserve resources.



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

LIGHT IMPRINT NEW URBANISM

For an Island surrounded by the Atlantic Ocean and two rivers one of the most sustainable things that a Daufuskie Island Plan and Ordinance can do is address stormwater treatment. Therefore, the new code endorses a type of development known as Light Imprint New Urbanism (LINU). LINU is a comprehensive guide to stormwater treatment that aims to “lie lightly on the land” through its approach to surfacing, the channeling of water, water storage, and water filtration. Solutions are transect based, and infuse low impact engineering practices with New Urban design techniques. Critical portions of the LINU Manual should be incorporated into the Daufuskie Island Code, and the Manual as a whole should serve as an Appendix to the Code.

Studies show that a low density settlement pattern such as one unit per one acre results in the highest per capita demands on natural systems and habitat. Higher density development consumes far less land while accommodating the same number of homes. For instance, at eight houses per acre (the maximum density in the D5 zoning District) as opposed to current Island-wide density of just one house per acre, the runoff rates decrease by about 74%. Given the same number of houses, denser housing patterns produce less runoff and less impervious cover than low density cover. For a given amount of growth, lower density development is going to cover more of the watershed with pervious surface.

The Light Imprint Storm Water Design Matrix provides over 60 different tools organized for appropriate treatment of stormwater along the urban to rural transect. Light Imprint strategies can significantly lower construction and engineering costs (the matrix includes the general cost of installation and ease of maintenance for each solution) and allow for additional focus on design and the public realm without compromising conservation and environmental efficiency.



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

**LIGHT
IMPRINT
NEW
URBANISM:**

Channeling

Material
Gutter / Curb

Permitted
D3, D4, D5



**LIGHT
IMPRINT
NEW
URBANISM:**

Paving

Material
Crushed stone,
gravel, shell

Permitted
D2, D3, D4



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

Priority Level: MEDIUM

Recommendation 3.5 Examine the manner in which road impact fees are imposed and allocated on the Island.

An impact fee must establish a rational nexus between new development and the impact that the development causes. Daufuskie Island is a bridgeless land-mass with just a few “paved” roads running through portions of the CP District. These were paid for by early developers of the Island when constructing the three primary resort communities: Haig Point, Melrose Plantation, and Bloody Point. With the exception of Haig Point Road, nearly all of the significant roadways outside of the resort communities are not owned by the County, but rather maintained via a prescriptive easement, as no entity has claimed title to them. In reality they are just pathways crossing over privately owned land.

The ferry system now and into the future is Daufuskie Island’s *regional* lifeline. Moreover, it is the Island’s primary regional transportation system. Yet, when it comes to transportation impact fees, Daufuskie Island is included in the southern Beaufort County district. Therefore, the current fee structure is the same for a new home in Bluffton or Hilton Head Island as it is for one on Daufuskie Island. However, Bluffton and Hilton Head Island are far more likely to impact the southern Beaufort County regional transportation network than those on Daufuskie Island by an estimated ratio of 1 to 200.

A unique district—separate from that of southern Beaufort County—should be established on Daufuskie Island for the collection of transportation impact fees. If a future public / private ferry system is established by the County then impact fee money should be routed to the point of greatest impact—ferry infrastructure (One thing to consider is whether the nexus would be weakened by the fact that the ferry system might someday become a regional system, and provide service to another city and state such as Savannah Ga.). *continued*



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE*Improve Transportation Infrastructure
in a Contextual Manner*

In considering the merits of a unique Transportation Impact Fee District on Daufuskie Island, the County should examine a tiered system in which development inside the Intended Growth Sectors (G2,G3) is charged less of an impact fee than development which occurs outside of these areas in (O2). This establishes an incentive to build in the more intense Growth Sectors, and sell the development rights to land that is located in the (O2) Open Reserve Sector.

A similar system is already in place in Bellevue, WA., Kansas City, MO., and Conway, AR. An immediate drawback is South Carolina State law which requires any discounts in impact fee funding to be replaced with money from another source (i.e. affordable housing discounts must pull monies from other sources). However, the ability to discourage growth and preserve Daufuskie Island's (O2) Open Reserve Sector while streaming money toward improved ferry or roadway infrastructure might inspire a local delegation to an attempt to modify the State law.

Priority Level: MEDIUM

Recommendation 3.7 Negotiate with the Webb Tract to re-open the closed portion of Haig Point Road as a new trail and cartway.

Opening up this route will further efforts to promote connectivity amongst the Island's trails and pathways, or "green infrastructure". (see also Rec. 7.4).



Section Three: ISLAND TRANSPORTATION

OBJECTIVE THREE

*Improve Transportation Infrastructure
in a Contextual Manner*

RECOMMENDATION SUMMARY

Rec. 3.1***Unclaimed, Non-deeded Roadways***

Address the issue of un-claimed, non-deeded roadways across the island.

Priority Level: HIGH

Rec. 3.2***Form Based Code (FBC)***

Adopt a FBC that promotes contextual street and parking standards within the portal areas and throughout the network.

Priority Level: HIGH

Rec. 3.3***Gateway Road***

Transform the road linking the Cooper River portal area and the mid-Island Public District into a gateway corridor.

Priority Level: HIGH

Rec. 3.4***Government Flexibility***

Ensure that governmental agencies understand the transect. Request that they diversify their models to account for the FBC's context sensitive street standards.

Priority Level: HIGH

Rec. 3.5***Light Imprint New Urbanism Surfaces***

Utilize the Light Imprint New Urbanism manual to determine the appropriate range of road surfaces & means of addressing stormwater in various transects or D zones.

Priority Level: HIGH

Rec. 3.6***Impact Fees***

Examine the manner in which Road Impact Fees are imposed and allocated on Daufuskie Island.

Priority Level: MEDIUM

Rec. 3.7***Re-open Old Haig Pt. Road***

Negotiate with the owners of the Webb Tract to re-open the closed portion of Haig Point Road as either a new roadway, cartway, or trail.

Priority Level: MEDIUM



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR*Cross-Promote Tourism Interests and Improve Wayfinding Infrastructure***The Rationale For Request 4**

Ironically, one of the best ways to preserve the physical attributes of a place is through long term neglect. While Beaufort County does not neglect Daufuskie Island, the County has yet to capitalize on its potential as a tourism destination. Currently, Daufuskie Island is an overvalued and under-achieving commodity. However, the Island has the potential to become a multi-dimensional tourism destination for Beaufort County. The County and Island will benefit economically by enhancing the visitor experience through better wayfinding, coordinating and cross-promoting the Island's tourism interests.

Preserving the Island's legacy in the face of increasing tourism

If Daufuskie has a Brand to show the world, it is the Island's historic vernacular structures, spectacular natural resources, and unique means of access. Daufuskie residents treasure the lifestyle and quality of life that a barrier island affords. The tree canopies, unspoiled river, beach, and tidal marsh provide a magnificent backdrop for the island's vernacular buildings, and will do the same for new structures constructed under the new code.

Yet, as the island continues to grow and evolve it is crucial to preserve and protect its authenticity, and even restore that which has been lost. The local economy, primarily via tourism, should celebrate and assist in this effort. Cultural and heritage related tourism will ensure the Island of a more sustainable and diverse economy for years to come. Therefore, the Island's historic structures and natural resources should figure prominently into future tourism plans.

Wayfinding

Wayfinding is a two part process consisting of the planning that occurs at home when a potential tourist navigates the various promotional and tourism materials related to the island; and the experience that unfolds upon arrival in the Low-country and on the Island.

continued



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR*Cross-Promote Tourism Interests and Improve Wayfinding Infrastructure***Wayfinding—Off Island**

Before stepping foot on Daufuskie Island, one must navigate to the correct embarkation area, find parking, and secure a seat on a ferry that is currently servicing the Island. This requires a significant amount of research by the potential visitor. The tools necessary to undertake this process are in place. They must reflect the message that the Island hopes to convey, in addition to the basic information regarding attractions and wayfinding.

- A. The primary tourist related agency for Daufuskie Island is the Hilton Head Island–Bluffton Chamber of Commerce. The Chamber has an extensive Website, a portion of which is devoted specifically to the Island.
- B. Daufuskie Magazine & Lowcountry Living is a quarterly magazine that contains articles and advertising related to Daufuskie Island. Though temporarily not publishing, the magazine offers a far reaching market vehicle that will return to operation soon.
- C. The Front Porch is a bi-monthly paper that covers local issues and recently began operating its own Website. Whereas the former periodical is tourist oriented, the latter primarily serves Daufuskie residents. Articles are often picked up by the Island Packet.

Wayfinding—On Island

Upon arriving on the Island, vehicle-less travelers must establish where they are, where they need to go, and how they intend to get to the destinations that warrant their exploration. For some time now each tourist dependent operation has attempted to market itself independently rather than as part of the Island whole.

Attractions and tourist related opportunities are found across the Island. If the Island is to thrive as a destination, cross collaboration amongst tourism dependent businesses must occur. The arbitrary boundaries that delineate the CP District and PUDs should not inhibit the experience of visitors. *continued*



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR

Cross-Promote Tourism Interests and Improve Wayfinding Infrastructure

Tourists should be aware that they can take an Island tour that originates at Freeport Landing, eat dinner at the Daufuskie Island Resort, spend the night in the CP District at a local establishment, and return to the Resort to play an early game of tennis or a round of golf. A common message, using literature, brochures, and signage, must highlight the Island's tourist related opportunities. If possible, a tourism management group should be created as a follow-up to this section in the Plan.

The Committee would like to see the unique and eclectic character of the Island reflected in the types of permitted signage. The Island's transect zones should be calibrated to reflect this notion. Even directional signage, which is expected to be relatively cohesive, should be transect based and exhibit the character and intensity of its corresponding D zone. Directional signage is used to guide residents and visitors to island attractions, communities, roadways, historic properties, and recreational opportunities. Installation should only take place after careful study of what best defines the immediate habitat in which the sign is being placed.

Since signage is often ensconced in landscaping, the Island's landscaping should portray the same authentic character of the transect in which it is located. Often, this means native vegetation that requires little to no maintenance.





Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR*Cross-Promote Tourism Interests and Improve Wayfinding Infrastructure***Sustainable Tourism Study**

During the summer of 2010 students from the College of Charleston who enrolled in a course in Sustainable Tourism had the opportunity to visit the Island, interview various residents, review documents, and compile three reports regarding the “triple bottom line” theory of Sustainable Tourism as it applies to Daufuskie Island—both now and in the future. At least two recommendations in the DI Plan are a direct result of this educational process.

Daufuskie Island is an excellent learning opportunity for the College of Charleston students. The Maymester Sustainable Tourism course, which focuses on sustainable tourism development would allow the students to have a living laboratory by studying the cultural, ecological and economic heritage of Daufuskie Island. The course uses the concept of triple bottom line (economic, social/cultural and environmental sustainability). Given the diverse nature of the tourism product on the island (ranging from a four star resort to undeveloped product) the students will be able to learn a great deal about developing tourism in a sustainable fashion. Between the unique local culture, the pervasive environmental issues and the need for economic development on Daufuskie Island; there is no better location for study in the state of South Carolina.

I conduct these types of 'hands on' project on a regular basis. While the students get an excellent learning experience, the clients get an unfettered and unbiased view of the product. The students bring an energy and creativity to these projects that contributes greatly to the client. Whether you implement their ideas, or gain a new perspective on the issues at hand or find a future employee in our students, these partnerships lead to a mutually beneficial relationship.

Professor William Smith, PhD.
Hospitality & Tourism Management
College of Charleston

Professor Smith has a background in tourism development specializing in rural areas. Between 2000 and 2003, he served as the tourism development coordinator for both Cape Croker and Walkerton, Ontario, Canada - areas with unique, rural and environmental issues. His PhD is in Geography with a focus on economic development. He has published over 50 manuscripts and books.



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR

Cross-Promote Tourism Interests and Improve Wayfinding Infrastructure

Priority Level: HIGH

Recommendation 4.1 Improve Wayfinding on Daufuskie Island using tools that build on the Island’s unique identity.

4.1.1 Adopt the Daufuskie Island FBC.

- Wayfinding infrastructure should add value and viability to Daufuskie Island’s built environment.
- Establish transect-based archetypes based on historical precedent and codify these. Include signage and lighting.
- Establish sign guidelines that allow for the rather eclectic, quirky expressionism that currently exists on the island. Signs should be simple and user-friendly to both pedestrians and motorists. Regulations should favor expressionism.
- Gatehouses, gates, and other ornamentation that is non-contextual should not be permitted at neighborhood points of egress.

4.1.2 Host a Wayfinding Charrette to further refine specific tools and funding sources.





Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR*Cross-Promote Tourism Interests and Improve Wayfinding Infrastructure***Priority Level: HIGH**

Recommendation 4.2 Work with the Hilton Head Island / Bluffton Chamber of Commerce and other public and private agencies to improve branding and promotion of the Island.

The Island must rely heavily on public and private agencies to both brand and promote the Island in a manner that is accurate and representative of a day on Daufuskie.

4.2.1 Beaufort County staff, the Hilton Head Island – Bluffton Chamber of Commerce, the Lowcountry Council of Governments and the DIC should explore the possibility of financing an environment-based tourism and marketing plan for the Island.

- Consider the College of Charleston’s tourism and marketing recommendations, as well as utilizing their “in house” expertise in performing the tourism and marketing plan.
- The plan should provide feedback on the types of businesses that are needed and will succeed on the Island, the types of events to organize, how circulation effects retail, etc. The plan should identify how to recruit and organize future needs.
- Cursory study by the College of Charleston’s School of Business identified cultural tourism and eco-tourism as target industries that are highly sustainable from an economic, cultural, and environmental standpoint.

4.2.2 The Hilton Head Island – Bluffton Chamber of Commerce, Palmetto Breeze, and the DIC should promote “Daufuskie specific” festivals.

- Consider expanding “Daufuskie Island Day” to one day per month and work with Palmetto Breeze to discount the cost of transportation.
- Officially promote the annual Thanksgiving Festival.
- Given the history of the Marsh Tacky on Daufuskie Island, include Daufuskie Island in the marsh tacky horse races that are held as part of the Town of Hilton Head Island’s celebration of Gullah heritage.
- The Chamber and DIC should consider new events such as a food n’ stuff market, summertime movies on the beach, Halloween in the woods; races (boats, humans, kayaks, dirt bikes), etc. *Continued*



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR*Cross-Promote Tourism Interests and Improve Wayfinding Infrastructure***4.2.3 Beaufort County staff, the Hilton Head Island – Bluffton Chamber of Commerce, Palmetto Breeze, and the DIC should work cooperatively to establish an official Daufuskie Island website.**

- The Chamber and private sector groups can handle promotion of the Island and its' businesses. This website site is geared towards regional Wayfinding. It is necessary to explain the ferry system, ticketing process, on-island services, and allow for the purchase of tickets over the internet. If successful, visitors will use the site to orient themselves and arrange for transportation and tours prior to arriving in the Lowcountry.

4.2.4 Beaufort County staff, the Hilton Head Island – Bluffton Chamber of Commerce, Palmetto Breeze, and the DIC should work cooperatively to promote the Island's attributes using the Plan and FBC.

- Agencies and the public should not shy away from using both the attributes and vision conveyed in this plan, as well as the renderings from the FBC as a means of generating excitement and promoting Daufuskie Island.
- The County should assist in creating interactive communication, specifically graphic posters. Graphic posters use renderings and diagrams from the Plan and Code to help paint a mental picture of the vision for the Island.
- Other posters should engage both visitors and hosts to learn more about the authenticity and heritage of local communities as well as the sustainable ideas conveyed in Section 9.
- The County, Chamber, Palmetto Breeze, and DIC should assist in making sure that these posters are located in prominent public and private buildings on the Island, including ferry infrastructure.
- The Town of Port Royal used a similar poster campaign with their Old Town Master Plan and FBC with much success. Nearly 10 years after adoption, a framed poster of the Town's regulating plan still hangs on the wall of the local barber shop.



Section Four: TOURISM and WAYFINDING

OBJECTIVE FOUR

Cross-Promote Tourism Interests and Improve Wayfinding Infrastructure

RECOMMENDATION SUMMARY

Rec. 4.1

Priority Level: HIGH

Improve Wayfinding

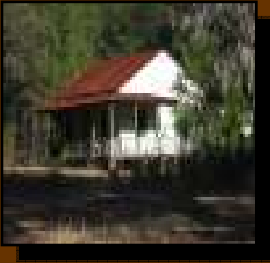
Improve Wayfinding on Daufuskie Island using tools that build on the Island's unique identity.

Rec. 4.2

Priority Level: HIGH

Island Branding and Promotion

Work with the Hilton Head Island / Bluffton Chamber of Commerce and other public and private agencies to improve branding and promotion of the Island.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

The Rationale For Request 5

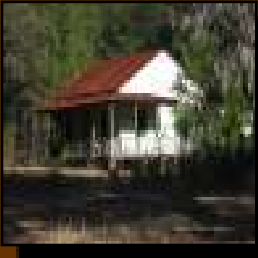
At the May 2008 Tourism, Housing, and Preservation Summit it was noted how critical the Island's historic structures and natural resources are to Daufuskie Island's identity. The entirety of Daufuskie Island is designated as a National Historic District. This fact alone gives the island cache that few coastal locations can claim and contributes to the Committee's belief that the island is an under-valued asset in waiting.

Unfortunately, the Historic District on Daufuskie Island has never been celebrated or appropriately cared for. In recent years many of the National Historic District's contributing structures deteriorated, declined, collapsed, or burned and are now in a state of serious disrepair. This problem can be traced to a lack of local ownership and a general under-appreciation of simple vernacular architecture in the world of historic preservation. The Island's structures were built of simple materials using straightforward forms. Additionally, County and State preservation resources are scarce. Those that are available are often utilized on more formal preservation projects on the mainland.

Over the last decade Daufuskie has lost so many structures that the Island may not qualify for its Historic District designation if it were to be re-evaluated today. Therefore, a critical component of the Island's authenticity or legacy is severely threatened. It would be a "preservation disaster" should Beaufort County allow an entire National Historic District to simply disappear from existence. Yet, that is exactly what is likely to happen without significant intervention over the next ten (10) years.

*continued***The 2008 Daufuskie Island Summit**

In preparation for the CP Plan over 60 residents and regional experts in preservation, housing, tourism, and planning were invited to attend a one day Summit on Daufuskie Island. The event yielded several contacts, exposed a number of policy deficiencies, and shined a light on the Island's preservation crisis. As a result of the publicity that this event generated a resident of an Island PUD (who was previously unaware of the island's preservation issues) sought out a historic home in the CP District, purchased it, and recently moved in with hopes of restoring the structure.



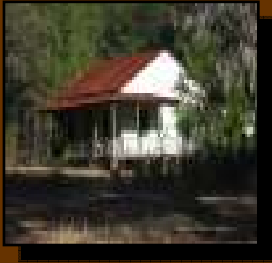
Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE

*Heighten Historic Preservation
and Land Conservation Efforts*

It is up to the Island's residents, through their various community organizations, to preserve this vital component from the past, while promoting the Island's heritage as a building block for the future. The Daufuskie Island Council, Historic Foundation, and Island Conservancy must immerse themselves in the preservation process.





Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE

*Heighten Historic Preservation
and Land Conservation Efforts*

**National Register of Historic Places
SOUTH CAROLINA - Beaufort County**

Historic Districts

Daufuskie Island Historic District (added 1982 - Beaufort County - #82003831)

Historic Significance: Event, Architecture/Engineering

Architect, builder, or engineer: Unknown

Architectural Style: Greek Revival (Barbados Vernacular)

Area of Significance: Architecture, Social History, Military, Black

Period of Significance: 1700-1749, 1875-1899, 1900-1924

Owner: Private , Local Government

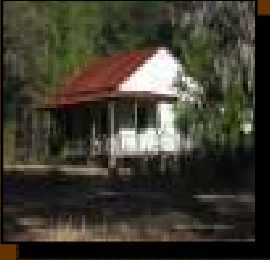
Historic Function: Domestic, Funerary, Religion, Historic Transportation

Sub-function: Cemetery, Religious Structure, Single Dwelling, Water-Related

Current Function: Domestic, Funerary Current Sub-function: Cemetery, Single Dwelling

National Register of Historic Places

1. Is administered by the National Park Service.
2. Contains nearly 79,000 listings, including:
 - All historic areas in the National Park System;
 - Over 2,300 National Historic Landmarks, which have been designated by the Secretary of the Interior because of their importance to all Americans;
 - Properties across the country that have been nominated by governments, organizations (National Trust for Historic Preservation, Beaufort Historic Foundation, and individuals) because they are significant to the nation, to a state, or to a community.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE*Heighten Historic Preservation
and Land Conservation Efforts***Priority Level: HIGH**

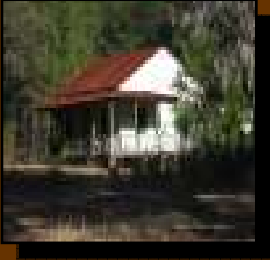
Recommendation 5.1 Become a Certified Local Government (CLG); thereby, increasing opportunities for federal, state, and local preservation funding.

The County shall become a Certified Local Government (CLG). The CLG program links the federal, state, and local governments into a preservation partnership for the identification, evaluation and protection of historic properties.

Designation as a CLG, establishes historic preservation a public policy through passage of a historic preservation ordinance and the subsequent establishment of a historic preservation board to oversee the historic preservation program. Beaufort County has fulfilled all of the requirements with the exception of completing the necessary paperwork.

Registered CLGs in SC. include the City of Beaufort, Town of Bluffton, City of Charleston, and Horry County. All are eligible to apply for Federal Grant Funds set aside specifically for CLGs (\$60,000 annually; \$30,000 maximum individual reward). Federal Grant Funds (approx. \$100,000 total) are awarded to:

- I. Stabilization Projects (CLGs & National Register Buildings ONLY)
- II. Survey and Planning Projects (Anyone) - for the purpose of identifying, recording, and recognizing historic properties; planning for historic districts and multiple historic properties; strengthening local government historic preservation programs; and planning for individual historic properties.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Priority Level: HIGH

Recommendation 5.2 Perform a comprehensive study of historic structures on Daufuskie Island and include the results as an appendix to this document.

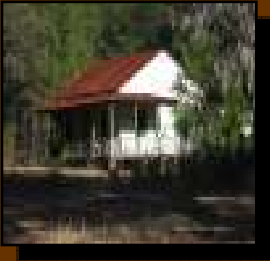
5.2.1 Update the official survey of historic structures on the Island.

5.2.2 Identify and rank structures that should be targeted for tear-down, stabilization, preservation, and reuse.

- Stabilize the most threatened structures.
- Identify historic structures that are capable of reuse as a private residence, accessory dwelling unit, commercial building, or civic structure / gathering place.
- Identify clusters of these buildings, such as those on Bryan Road and Haig Pt. Road.
- Draft a schedule for preservation and re-use that remains flexible regarding function.
- Identify partnerships and funding mechanisms. Consider recruiting a preservation consultant and/or local College to aid in this process.
 1. The National Trust for Historic Preservation, whose office for the Southeastern United States is located in Charleston was a strong participant in the 2008 Preservation Summit.
 2. Both the College of Charleston (CofC) and the Savannah College of Art and Design have degree programs in Historic Preservation.
 3. Build upon the CoC's interest in Island tourism by attempting to forge a similar relationship with the Historic Preservation Department.
 4. Preservation efforts should be combined with housing and tourism in order to fully exploit the synergy that exists between state and local funding.

5.2.3 Work to clear title to all Historic Structures on the Island.

- Assemble a team of various experts to oversee this delicate project.
- The team requires planners, a community liaison, and attorneys that specialize in titles, deeds, and heirs property.
- The County should have a plan in place regarding how it intends to address every property/structure that is cleared or becomes available.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE

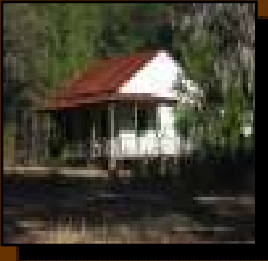
*Heighten Historic Preservation
and Land Conservation Efforts*

HEIR'S PROPERTY

Heirs' property is the name given to land that is owned by a group of family members who are the descendants of the original purchaser. The deed to the land is registered in the name of a deceased family member. Usually, the property has passed to each new generation through the State's intestate laws. With each new generation, it is likely that family members may die without leaving wills stating who should inherit their share of the land.

All family members own the land (or the pie) as "tenants in common." Being a "tenant in common" gives each family member equal property rights. However, the law does not determine how responsibility for the land should be divided (or how the pie is sliced). When a family member dies, ownership of the land passes down to any living children or reverts back to the family group. The amount of land each heir owns depends on the number of children in each generation.

The Center for Heir's Property Preservation



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

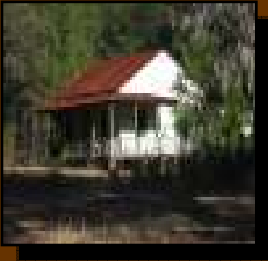
Priority Level: HIGH

Recommendation 5.3 Establish a Form Based Code, allowing contextually appropriate infill to be interspersed amongst the Island's historic structures.

At all scales of development the new Code should encourage the very best of Daufuskie Island's built environment, including archetypes that are timeless, local, and authentic. Each new structure should not distract from the historic district, but rather contribute to it.

When building anew on a parcel that contains a historic structure, the Code should encourage re-use or incorporation of the historic structure into the development proposal. This can be accomplished by relaxing parking standards, increasing density, or allowing refurbished historic structures to count toward civic site requirements. Any regulatory sacrifice is clearly offset by the community's gain of a plan that pays homage to the past by infusing an authentic part of Island culture and history.





Section Five: HISTORIC RESOURCES

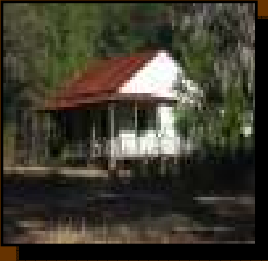
OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Priority Level: HIGH

Recommendation 5.4 Consider implementation of a local property tax abatement program for the rehabilitation of historic structures on Daufuskie Island in addition to those offered by the State and Federal Government . The entire Island is a National Historic District.

The County should consider implementation of a local property tax abatement program for the rehabilitation of historic structures on Daufuskie Island in addition to those offered by the state and federal government. The abatement program allows the County to place a temporary ceiling on the assessed value of a historic building (income or non-income producing) that has been substantially rehabilitated according to the Secretary of the Interior's Standards for Rehabilitation. This means that property owners would continue to pay property tax on the pre-rehab value of the property, but would not pay tax on the increased value due to the rehabilitation for a period of 10 years.





Section Five: HISTORIC RESOURCES

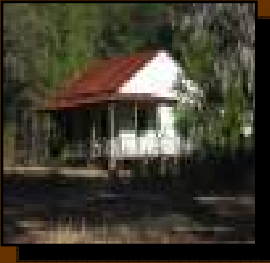
OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Priority Level: HIGH

Recommendation 5.5 Use the following funding tools to assist in local Historic Preservation efforts on Daufuskie Island.

- **A Revolving Fund** is a low-interest financing pool set up by local lenders or a local non-profit. A Revolving Fund on Daufuskie Island would be used for historic preservation. The Historic Savannah Foundation Revolving Fund is a model for the establishment of a successful revolving fund. Like most traditional revolving funds, Historic Savannah Foundation purchases endangered historic structures and holds them for resale to a new owner who is committed to restoration. Historic Savannah Foundation retains a restrictive covenant on the property to assure its future preservation and maintenance.
- **20% Federal Historic Rehabilitation Tax Credits** equal to 20% of rehabilitation costs. In general, each dollar of tax credit earned reduces the amount of federal income taxes owed by one dollar.
Eligible buildings: Buildings listed individually in the National Register of Historic Places or buildings that contribute to a National Register historic district.
Eligible use: Income-producing use (such as offices, stores, or rental housing).
- **10% State Historic Rehabilitation Tax Credit** Owners of historic buildings in South Carolina who meet the requirements for the 20% Federal Historic Rehabilitation Tax Credit may also qualify for a state income tax credit. Taxpayers do not have to go through a separate State Historic Preservation Office (SHPO) application process. Successfully completing the federal application process qualifies them for the state credit.

continued



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

Incentive: State income or license tax credit equal to 10% of rehabilitation costs. In general, each dollar of tax credit earned reduces the amount of state income or license taxes owed by one dollar.

- **25% State Historic Rehabilitation Tax Credit**

Incentive: State income tax credit equal to 25% of allowable rehabilitation expenses. In general, each dollar of tax credit earned reduces the amount of state income taxes owed by one dollar. (Allowable expenses include exterior rehabilitation work; repair of historic structural systems, improving energy efficiency; repairs and installation of heating, air-conditioning, plumbing, and electrical systems; restoration of historic plaster; and architectural and engineering fees.)

Eligible buildings: Buildings must be listed in the National Register of Historic Places, individually eligible for the National Register, contribute to a National Register historic district, or be a historic outbuilding associated with a residence that is eligible for the program.

Eligible use: Owner-occupied residence (not used in a trade or business, held for the production of income, or held for sale or disposition in the ordinary course of the tax payer's trade or business).

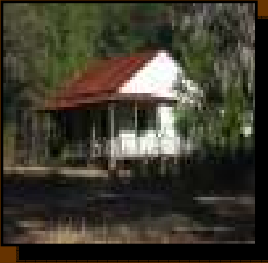
Expenditure requirements: \$15,000 of allowable rehabilitation expenses within 36 months. (See definition of allowable rehabilitation expenses above.)

- **Local Property Tax Abatement**

Incentive: The property is assessed on the pre-rehabilitation fair market value for the length of the special assessment (up to 20 years, length set by the local government).

Eligible buildings: A building must be designated historic by the local government and the local government must have adopted an ordinance to implement the property tax abatement program. Buildings designated historic by the local government can include buildings listed individually in the National Register of Historic Places or contributing to a National Register historic district, or buildings that meet the local.

continued



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

government's criteria for historic designation.

Eligible use: Owner-occupied residence or income-producing building.

Expenditure requirements: Expenditures for rehabilitation must exceed the minimum expenditure set by the local government. This can range from 20% to 100% of the fair market value of the building.

- **Federal Income Tax Incentives for Easement Donations**

Incentive: Income and estate tax deductions.

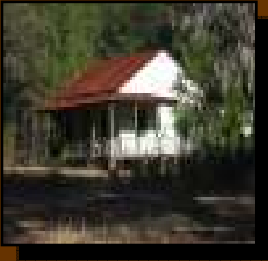
Eligible buildings: Buildings listed individually in the National Register of Historic Places or buildings that contribute to a National Register historic district. (Historically important land areas are also eligible.)

Eligible use: Owner occupied residence or income-producing building.

Expenditure requirements: Rehabilitation work is not required for this incentive. The incentive is based on the charitable contribution of a partial interest in a historic property (i.e. easement) to a government or nonprofit organization. When donors donate partial interests—or easements—on historic buildings, they pledge to preserve significant historic features and agree to obtain the easement holder's consent before making alterations.

- **Conservation Credit**

South Carolina allows a tax credit for taxpayers who voluntarily convey land, or interests in land, to a qualified conservation organization. The credit may be up to \$250 per acre of qualifying property, not to exceed a total credit of \$52,500 per year. An information program to familiarize developers and property owners with tax credit objectives should be undertaken by both the County and Island. Various Websites should be used to explain the credits, link to credit websites, and provide downloadable information and application forms. Performa templates for calculating tax credits would also be useful for those not familiar with credits.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

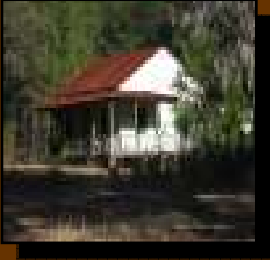
Priority Level: HIGH

Recommendation 5.6 Work with the Gullah-Geechee Heritage Corridor Committee to identify opportunities for Daufuskie Island to be included and celebrated as part of the Corridor.

In 2008 Congress established a cultural heritage corridor dedicated to the Gullah-Geechee corridor. It also established a 25-member commission (including two County residents) to establish a management plan that will provide guidance and direction over the next 10-15 years. The commission was awarded 3 million over 10 years to establish promotional tools and tourism.

In order to develop this plan, the commission is asking the members of the community to weigh in on the plan and how best to promote the cultural dynamics found within the Gullah-Geechee communities.





Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE*Heighten Historic Preservation
and Land Conservation Efforts***Priority Level: MEDIUM**

Recommendation 5.7 Update or re-write the current Historic Preservation Regulations in the ZDSO in order to better protect the Daufuskie Island National Historic District.

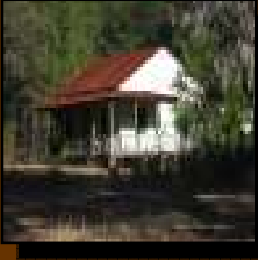
The overriding goal regarding preservation on Daufuskie Island is to save buildings. The County may choose to relax standards for Daufuskie Island from the Secretary of Interior's Standards. These may be unrealistically strict and costly given the size and potential livability of many of the Island's structures. The City of Charleston—a pioneer in historic preservation—recently did something very similar. The downside to this action is the fact that a number of federal, state, and local financial incentives will no longer be available for historic preservation

Additionally, Recommendations 5.1, 5.2, 5.6, and 5.7 in the Daufuskie Island Community Action Plan were identified as issues that pertain not just to Daufuskie Island, but might also benefit the County as a whole. These Recommendations are not part of this document because it is likely that they will be included during the update to the Beaufort County ZDSO...resulting in County-wide policy.

Priority Level: MEDIUM

Recommendation 5.8 Establish standards that require ALL opportunities for on-site preservation to be exhausted prior to re-locating a historic structure.

If a historic structure is severely threatened and likely to be lost, and every effort has been made to re-use or incorporate the structure into the existing site, then the structure may be moved to another lot with approval from the Historic Preservation Review Board. Once moved, the structure should front an existing street and be used for residential, commercial, or institutional purposes. Additionally, if the intent is both educational and restorative, a structure in disrepair may be moved to a prominent location and restored.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE

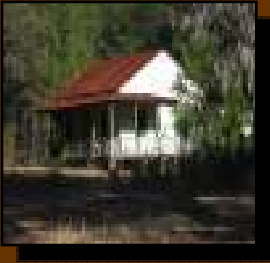
*Heighten Historic Preservation
and Land Conservation Efforts*

Priority Level: MEDIUM

Recommendation 5.9 Ensure that a future Non-profit (Affordable) Housing Trust is structured in a manner that also allows historic structures on Daufuskie Island to be saved (see also Sec 6.12).

Examine other programs around the Country including the “house moves” program on Martha’s Vineyard MA.





Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

RECOMMENDATION SUMMARY

Rec. 5.1

Priority Level: HIGH***Certified Local Government (CLG)***

Become a Certified Local Government (CLG); thereby, increasing opportunities for federal, state, and local preservation funding.

Rec. 5.2

Priority Level: HIGH***Comprehensive Study of Historic Structures***

The Historic Foundation and County shall lead the effort to perform a comprehensive study of historic structures on Daufuskie Island and include the results as an appendix to this document.

Rec. 5.3

Priority Level: HIGH***Contextual Development near Historic Structures***

Establish a Form Based Code, allowing for contextually appropriate infill to be interspersed amongst the Island's historic structures.

Rec. 5.4

Priority Level: HIGH***Local Historic Preservation Incentives***

Consider implementation of a local property tax abatement program for the rehabilitation of historic structures on Daufuskie Island in addition to those offered by the state and federal government. The entire Island is a National Historic District.

Rec. 5.5

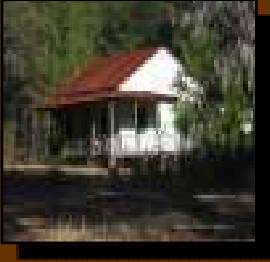
Priority Level: HIGH***Comprehensive Historic Preservation Funding***

Use the following funding tools to assist in local Historic Preservation efforts on Daufuskie Island.

Rec. 5.6

Priority Level: HIGH***Gullah-Geechee Heritage Corridor***

Work with the Gullah-Geechee Heritage Corridor Committee to identify opportunities for Daufuskie Island to be included and celebrated as part of the Corridor.



Section Five: HISTORIC RESOURCES

OBJECTIVE FIVE
*Heighten Historic Preservation
 and Land Conservation Efforts*

RECOMMENDATION SUMMARY

Priority Level: MEDIUM

Rec. 5.7
***Historic Preservation
 Regulations***

Update or re-write the current Historic Preservation Regulations in the ZDSO in order to better protect the Daufuskie Island National Historic District.

Priority Level: MEDIUM

Rec. 5.8
***Requirements For Moving His-
 toric Structures***

Establish standards that require all other opportunities for on-site preservation to be exhausted prior to re-locating a historic structure.

Priority Level: MEDIUM

Rec. 5.9
***Non-Profit Housing Trust for
 Historic Preservation***

Ensure that a future Non-profit (Affordable) Housing Trust is structured in a manner that also allows historic structures on Daufuskie Island to be saved (see also Sec 6.12).



Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

The Rationale For Request 6

The CP District's housing demographics mirror those found throughout the rest of Beaufort County in that there are residential subdivisions and resort communities, as well as a significant proportion of low to moderate income households living in substandard housing. While HUD definitions for housing are precise in order to administer nationwide programs, Beaufort County's definitions reflect the complexity of local conditions. The 2009 Beaufort County Comprehensive Plan addresses three major areas of non-market based housing, including: Affordable Housing, Workforce Housing, and Special Needs Housing. Within each of these areas Daufuskie Island has specific needs regarding the regulation, development, and financing of housing, therefore the CP Committee shall use the term **Obtainable Housing** to refer to all housing assistance programs that are not market based.

1. **Affordable Housing** is housing that is affordable to a person or family earning 80% or less of the County's current area median income & spends no more than 35% of their gross income on housing costs (principal, interest, taxes, & insurance). This definition is consistent with HUD guidelines, except Beaufort Co. has adopted a 35% housing-to-income ratio rather than 30%.
2. **Workforce Housing** is housing that is affordable to private & public sector workers with incomes at or below that of teachers & public safety workers. More specifically, the guideline encompasses an income range of 65% to 120% of the area median income.
3. **Special Needs Housing** is housing that addresses the special needs population such as persons with developmental disabilities, persons with handicaps and injuries, homeless people, the frail elderly, victims of abuse, and persons in various forms of rehabilitation.

Many factors contribute to the lack of Obtainable Housing on Daufuskie Island. It is difficult to establish Obtainable Housing on a bridgeless island with a diffuse development pattern. The cost of land development and services per unit is much higher than on the mainland. Construction materials must be barged in at significant cost. When housing units are spread across the Island developers are unable to achieve the critical mass necessary to cut costs. The more acres of land that one chooses to build upon, the more pipe that must be buried, the more road surface laid, the more water and sewer lines dropped, etc. *continued*



Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

Developers who seek to maximize land profit must build large homes that are often beyond the means of local teachers, firefighters, service industry personnel, and the elderly on fixed incomes. Hurricane standards, tap fees, and impact fees further increase the cost of building in the County, as well as on Daufuskie Island. To date, density bonuses and tax credits have failed to spur the construction of affordable units on the Island.

Housing Recommendations contain additional “transect-based” analysis of the program:

The below terms are used to provide “transect-based” analysis of certain Housing Tools, including the likelihood of success in each D zone of the Regulating Plan. The tools are not “one size fits all”, but rather Transect based. Each tool also provides one or more Web addresses. Each address provides a link to additional supporting material.

Restricted: There may be significant negative impact or the tool may simply not work in this context. The tool should be used only after detailed analysis and with clear public support in this D zone.

Limited: There may be significant negative impacts, the tool may have limited positive impacts in this context, or there may be significant public opposition. Proceed with caution in this D zone.

Applicable: The tool is likely to have positive impacts in this D zone.

Most Effective: The tool is likely to have noticeable positive impacts in this D zone, and is unlikely to have negative impacts or generate significant public opposition.



Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

Priority Level: HIGH

Recommendation 6.1 Adopt a Form Based Code that promotes Obtainable Housing using all of the following:

- 6.1.1 Traditional neighborhood development TND** with a standard 1/4 mile pedestrian shed or a **Transit Oriented Development TOD** with a 1/2 mile long pedestrian shed. Both are comprised of compact, complete, and connected development that is mixed use and pedestrian-friendly (Restricted in D2: Most effective in D3, D4, D5).
www.mrsc.org/Publications/textaht.aspx#smalllots
www.housingworksri.org/matriarch/MultiPiecePage.asp_Q_PageID_E_9_A_PageName_E_everythingbuilding
- 6.1.2 Affordable single lot community types** such as the Cottage Close, Family Cluster, Farmstead, and lot types that allow for residential Out buildings (Most effective in D2).
www.mrsc.org/Publications/textadu.aspx
www.policylink.org/EDTK/HTF/action.html
- 6.1.3 Diverse housing types and sizes.** Both market rate and subsidized units should be scattered throughout healthy neighborhoods in order to reflect both the physical and socioeconomic diversity of traditional urbanism (Limited in D2: Most effective in D3, D4; Limited in D5).
www.mrsc.org/Publications/textaht.aspx
http://www.policylink.org/site/c.lkIXLbMNJrE/b.5136725/k.EE25/All_Tools.htm
- 6.1.4 Incentives to encourage developers to unbundle parking costs** from the costs of multifamily and rental units if the site is within walking distance (1/2 mile) of ferry transit. These units are ideal for a *car share** or *zip car** program (See Request 9, Recommendation 9.6).

**car share / zip share refers to a program in which citizens pay a fee for access to a common vehicle. The term should not be viewed as an endorsement of the automobile.*



Section Six: HOUSING

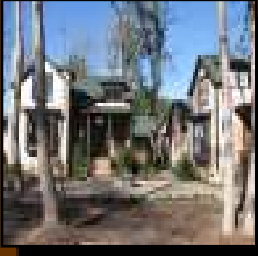
OBJECTIVE SIX *Increase Opportunities for Obtainable Housing*

Priority Level: MEDIUM

Recommendation 6.2 Encourage the county-wide housing programs/policies from Chapter 10 Affordable Housing of the 2009 Beaufort County Comprehensive Plan for Daufuskie Island.

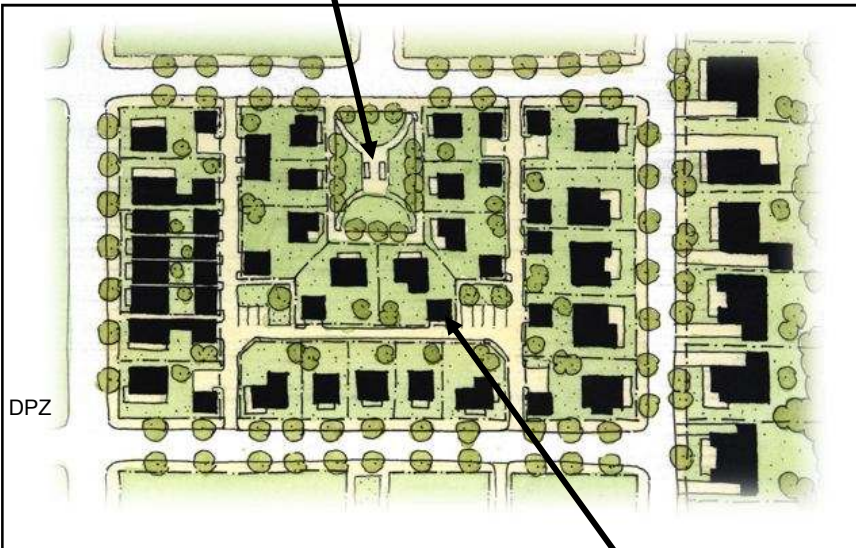
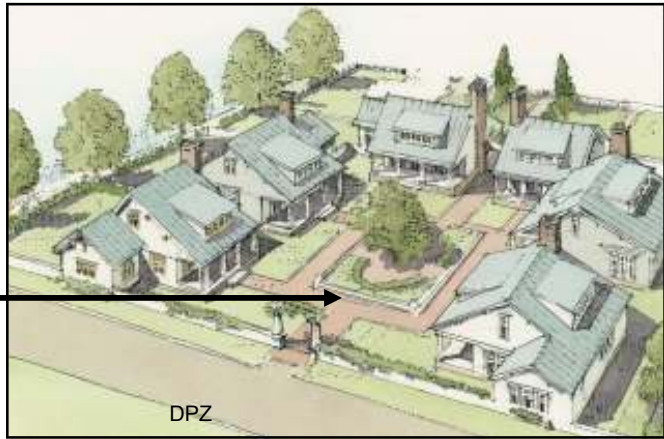
The Island has significant and very unique affordable housing needs. It is imperative that each of these programs / policies is considered, tailored to the needs of the Island, and if deemed to be beneficial, enacted.

Section Six: HOUSING



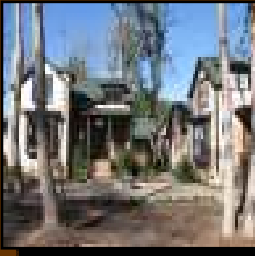
OBJECTIVE SIX
*Increase Opportunities
for Obtainable Housing*

Affordable Cottage Close



Affordable Residential Outbuilding

Section Six: HOUSING



OBJECTIVE SIX
*Increase Opportunities
for Obtainable Housing*



Daufuskie Affordable Housing:
Porch Wrap Cottage



Daufuskie Affordable Housing:
Gable Shed Cottage



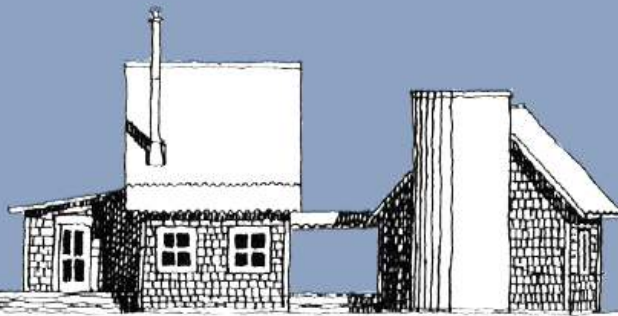
Section Six: HOUSING



OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

Daufuskie Affordable Housing: Everyday and Ordinary

The Everyday and the Ordinary is a type referenced from *American Shelter* by Lester Walker. The sketch, some text, and the concept is from *American Shelter*.



This Archetype is appropriate in the following zones.

- D1
- D2**
- D3
- D4
- D5

The Everyday and Ordinary archetype is used to classify a large group of structures that emulate forms and construction techniques from many different sources. Agricultural forms, industrial forms, and forms based on solar or wind energy containment are meshed with the aesthetics of machines, farm buildings, lifeguard towers and treehouses. This is an exciting possibility for those not wanting the traditional local vernacular. This archetype also includes modular and prefab construction, thus the name "Ordinary". The beauty of this type is that structures can be judged on their merit as an object

The following are a few of elements that are indicative of this type:

1. Typically not symmetrical.
2. Porch is raised with masonry piers below.
3. Masonry finished or metal chimney flues are appropriate.
4. Typically roof is metal, with or without a finish.
5. Simple mass forms that often combine to make a more interesting composition.
6. Traditional materials are used in conjunction with modern shapes or techniques.

The Everyday and Ordinary is included to assure architectural freedom and creativity. It may be playful, Eco friendly, affordable, or easy. However, it is not the intent to make a classification that is a catch all for poor or underdeveloped architecture. The Everyday and the Ordinary is only allowed in the D2 development zone. In addition to where it is located, the structures must be screened from any adjacent residences and roads.

D2 This archetype is only allowed in the D2 development zone. Mobile and modular structures are allowed with stipulations.





Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

Priority Level: **MEDIUM**

Recommendation 6.3 Research Manufactured and Modular Housing that meets the aesthetic standards of the FBC.

Manufactured housing maintains low cost per square foot, making it an attractive rental or home ownership option in areas with high construction costs. In order to protect community character, the FBC shall require appropriate urban design elements (Most effective in D2; and Restricted in D3, D4, D5). Newer modular homes tend to be aesthetically advanced and comparable to stick built housing. Cost savings are variable (Most effective in D2, D3; Limited in D4; and Restricted in D5).

www.jchs.harvard.edu/publications/communitydevelopment/W02-11_apgar_et_al.pdf
www.frbsf.org/publications/community/investments/0508/assembly.pdf

6.3.1 Investigate the Katrina Cottage as an affordable housing solution.

Katrina Cottages were born from design charrettes following Hurricane Katrina. While these were marketed as an alternative to temporary FEMA trailers, designers in Beaufort County produce similar typologies for permanent residential living. Katrina Cottages are affordable rentals or starter homes that are safe and dignified. Many of the designs are expandable, so the cottage can grow with the homeowner over time, or become an accessory dwelling unit to a principal dwelling (Most effective in D2, D3, D4; Limited in D5).

www.katrinacottages.com/index.html
www.katrinacottagehousing.org
www.allisonramseyarchitects.com

Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
for Obtainable Housing*



AFFORDABLE HOUSING—KATRINA COTTAGES

Marianne Cusato / Ocean Springs, MS / Site Built



Steve Mouzon / Housing International / Manufactured



Steve Mouzon / Housing International / Modular



Eric Moser / Gautier MS. / Kit Built (Lowe's)



Section Six: HOUSING

OBJECTIVE SIX
*Increase Opportunities
 for Obtainable Housing*

RECOMMENDATION SUMMARY

Priority Level: HIGH**Rec. 6.1*****Form Based Code & Affordability***

Adopt a FBC that promotes housing affordability through development patterns, and reduced transportation costs.

Priority Level: MEDIUM**Rec. 6.2*****Adopt 2009 Comprehensive Plan Housing Programs / Policies***

Encourage the county-wide housing programs / policies from the 2009 Beaufort County Comprehensive Plan for Daufuskie Island. The Island has significant and very unique affordable housing needs. It is imperative that each of these programs / policies is considered, tailored to the needs of the Island, and if deemed to be beneficial, enacted.

Priority Level: MEDIUM**Rec. 6.3*****Modular / Manufactured Housing & the Katrina Cottage***

Research Manufactured and Modular Housing that meets the aesthetic standards of the FBC, including the Katrina Cottage.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

The Rationale For Request 7

By their very nature civic spaces encourage people to gather and interact with one another. On several occasions the Daufuskie residents have come together to establish much needed civic infrastructure for the Island. Residents planned and financed a first class fire station, established a library and museum in two historic buildings, and are in the process of restoring the Maryfield Schoolhouse (an historic two room building made famous in Pat Conroy's book and subsequent movie, The Water is Wide). These efforts are both remarkable and laudable, as each new space helps to bring the community together and promote one island-wide identity for all residents.

Civic spaces should serve as activity centers, either for the entire Island or for individual neighborhoods. Therefore, it is critical that future infrastructure adhere to the location, type, and timeline that is called for in the Plan. The Plan recommends several new civic structures Island-wide, including: a welcome center, market shed, meeting hall, amphitheater, and restrooms with storage at the public beach. At the scale of the neighborhood, civic infrastructure will be addressed by the new Code. The Code will place the responsibility on private developers to establish civic oriented spaces and right of ways in all neighborhoods.

Precedent for Civic Space on Daufuskie Island

Daufuskie Island's neighborhoods often had a one room store known as a "sugar shack". The sugar shack sold pop, candy, and other sweets; but also provided a community gathering place where local interaction and learning took place. Native Islanders and lifelong residents speak of an Island where storytelling was the primary means of communication & education. While stories were often exaggerated, and dates misconstrued, this was how history and culture was passed down between generations. *continued*

I constantly ask my staff, "Does it meet the 50-year test?" Fifty years from now, are they going to say, "This is really great that they did this?" Or are they going to say, "Why in the hell did they do this?"

Mayor Joseph P. Riley; Charleston, SC.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

Sugar shacks no longer exist on the Island. However, good urban design principles convey that traditional neighborhoods shall always contain some sort of “gathering place”, be it a simple bench and rope swing under a centrally located oak tree or a full-size civic space with accompanying building. In order to carry on the tradition associated with Daufuskie’s sugar shacks the new Code will require that new development contain a range of public spaces, from contextual gathering places to community scaled civic spaces or structures. Unlike current open space requirements, which are arbitrary and result in leftover space being used to fulfill the requirement, this standard will result in the creation of true community destinations.

A Community Waterfront

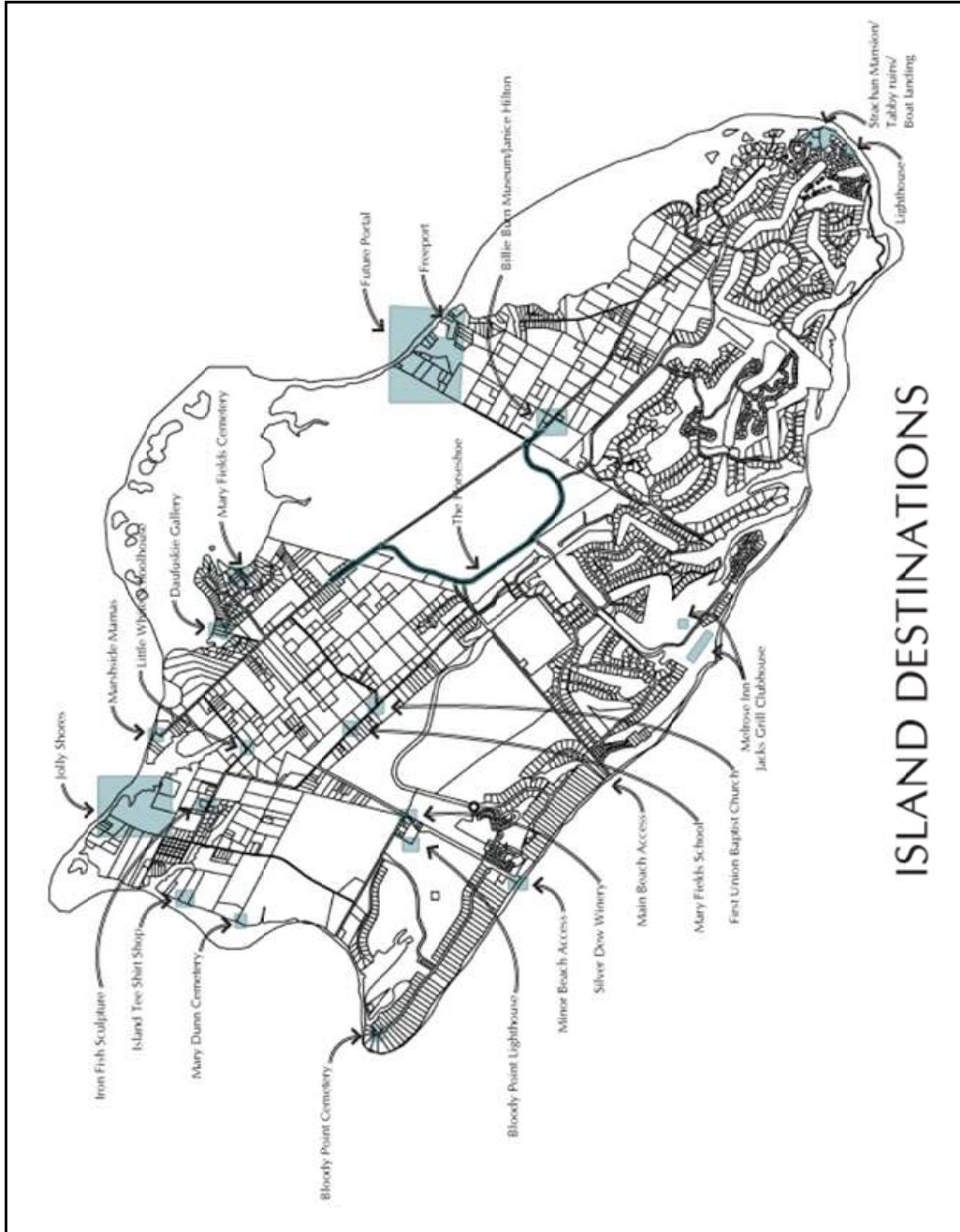
All great island towns have a strong physical and psychological connection to their waterfront. Therefore, the Committee views the Island’s waterfront as one large civic site that is intended—not for the use of a handful of private citizens—but for the enjoyment of the community at large. No longer will the waterfront be privatized and “cut off” from the public.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island



Section Seven: CIVIC SITES



OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

School playground



DI Elementary School



Trail b/t the Oak Ridge & Bloody Point community



CIVIC
SITES
and
BUILDINGS

Public Waterfront



Old Schoolhouse restored as the Island's New Library.





Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

Priority Level: HIGH

Recommendation 7.1 Adopt a Form Based Code that requires contextually appropriate and properly designed civic sites (spaces and buildings); as well as informal gathering places and public art installations in new communities.

The FBC guides good community design while remaining market based and growth oriented. The FBC should require at least one formal “civic space” (square, plaza, green, park) and at least one less formal “gathering place” in every Traditional Neighborhood Development, as defined in the Sector Plan. Depending on the type and location of the community, the applicant may be required to build additional civic sites for the public or incorporate examples of public art.

Priority Level: HIGH

Recommendation 7.2 The waterfront shall remain public and accessible.

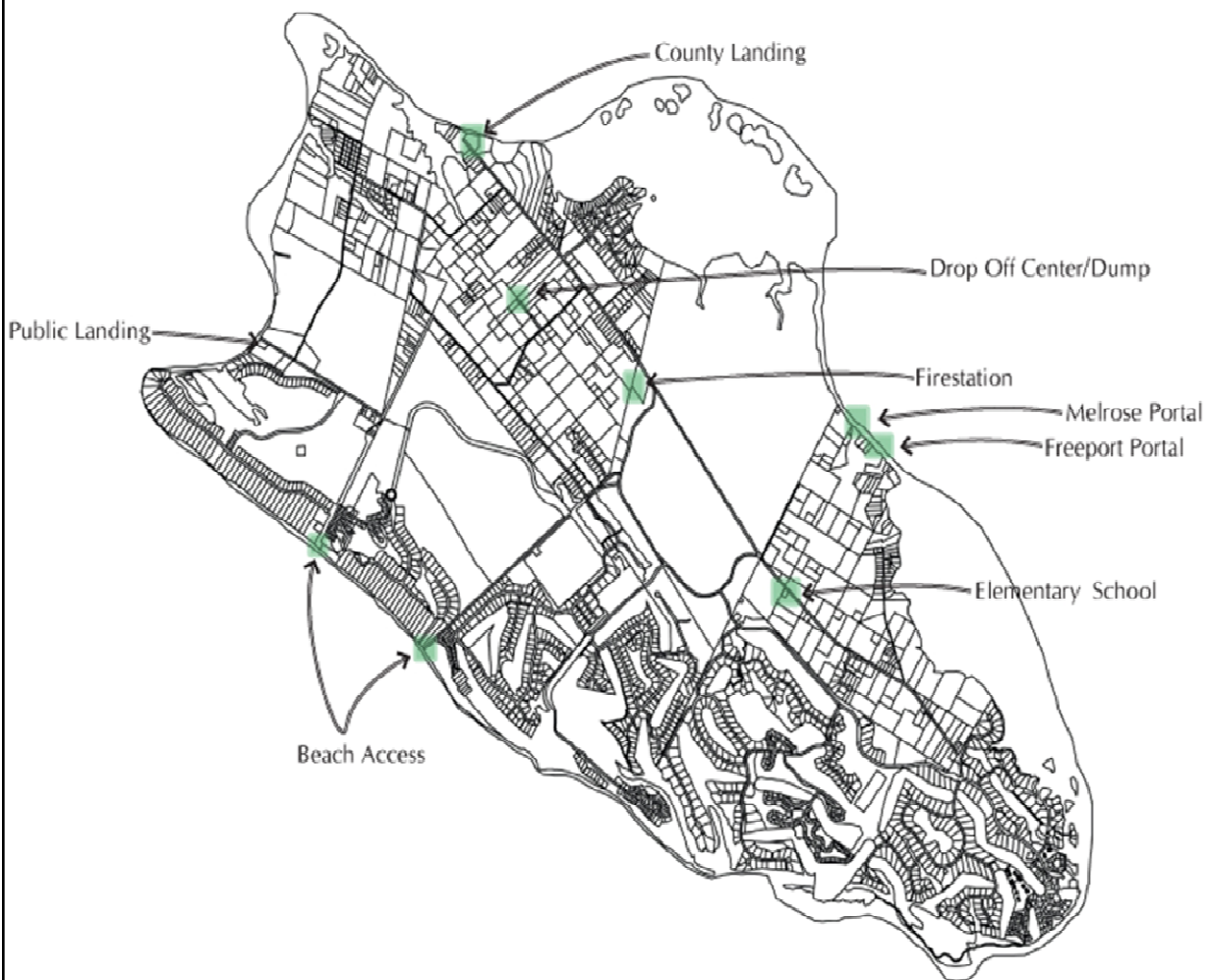
In new communities that have yet to be platted (or may be re-platted) streets and pathways shall front the Island’s public waterways (oceans, rivers, tidal creeks, etc.). Unless a design is characteristic of a specific community type (i.e. cottage close) lots should generally front both the street / pathway and public waterway.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island



PUBLIC SERVICES AND CIVIC FUNCTIONS



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

Priority Level: HIGH

Recommendation 7.3 Identify and “cost out” new civic related buildings and Infrastructure for the Island.

The CP committee has provided conceptual renderings and general locations for four (4) civic structures that will significantly increase the quality of life, spur economic investment, and promote tourism on the Island. They are:

1. A Multi-function Beach Pavilion with Restrooms in the Beachfront PD.
2. An Island Welcome Center in the village at Cooper River landing.
3. A Multi-function Market shed in the Island Center Public District or village at Cooper River landing.
4. A Multi-function Island Meeting Hall in the Island Center Public District or village at Cooper River landing.

If these are to be publically financed buildings then each structure should be ranked in terms of need, and a specific site selected. “Cost out” the project, and establish a timeline for acquiring and constructing the space provided. Having completed these steps, the building should be included as a Beaufort County Capital Improvement Project or CIP item.

Given the general location selected for each building, and the Islanders’ rich history in establishing and financing their own civic buildings (fire station, library, museum, Maryfield Schoolhouse) the CP Committee believes that some structures should be built as part of a public-private venture. In fact, that is the purpose in creating a Public District in the new Code, to incentivize public-private partnerships at this scale. The Committee recommends that the DIC and County Staff work together to determine the most appropriate approach to each structure.

Strongly consider the funding sources listed in Recommendation 7.7 and other Chapters (5,6,8) as a means of financing Recommendation 7.3.

Section Seven: CIVIC SITES



OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

MULTI—PURPOSE MARKET SHED



D5

D4

PD

BEACH PAVILLION



PD

ISLAND MEETING HALL



D5

D4

PD



WELCOMING PAVILLION



D5



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

Priority Level: HIGH**Recommendation 7.4** Develop a 25 year Parks and Trails Plan.

There is a desire to establish a green infrastructure system that extends from the ocean to the river and connects civic sites, greenways and waterfront public spaces. The ideal means of accomplishing this is to create a 25 year Parks and Trails Plan for the island. This plan can be done “in house” by the Planning Department with the assistance of other departments, agencies, and the DIC.

Identify existing and future open spaces, corridors for trails, Pathways, and other opportunities for green infrastructure.

- Identify existing land owned by the Beaufort County Parks and Leisure Services PALS Department. Establish a master plan to account for the long term (25yr) purpose of these lands.
- Identify lands which the County would like to acquire for PALS or for other uses via Purchase of Development Rights (PDRs). Assign a long term purpose to these lands (i.e. recreation or conservation).
- Identify existing conservation easements (including any development rights) and open discussions with the owner to establish a long term (25yr) master plan for these lands.
- Identify significant parcels (based on location, potential for green infrastructure, or ability to establish future linkages) that are likely to be “sent” using TDRs and open discussions with the owner about the long term purpose for those lands.
- Identify significant parcels that contain a HISTORIC BUILDING in need of restoration. Purchase the land and create an “interactive park” in which visitors can watch as volunteers slowly restore the structure. Either use the structure as a civic site or sell it back for profit.
- Identify existing utility line rights of way for future trails. Make every effort to acquire use of the right of way (assuming liability is addressed).
- The Islands PUDs have several trails in place. These are available for future connection.

Continued



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

- Identify those rural areas in which the roads have magnificent canopies and a significant proportion of housing is likely to require an opaque setback. Consider purchasing and establishing a protective greenway along the right of way and including a trail that maintains the natural feel.
- Strongly consider the funding sources listed in Recommendation 7.7 and other Chapters (5,6,8) as a means of financing Recommendation 7.4.

Priority Level: MEDIUM

Recommendation 7.5 Work with government agencies (the U.S. Post Office, School District, Parks and Leisure Services Department) and private developers to create destinations in new and established communities.

Civic structures operated by these entities should energize their respective neighborhood. Identify land owned by the Beaufort County Parks and Leisure Services PALS Department. Identify a potential post office site. Identify a way to expand the elementary school so that the future structure exudes a strong civic presence over surrounding development. As new development proposals come about, the vision for these parcels (structures) should be used to anchor the surrounding neighborhood.

- Consider the funding sources listed in Recommendation 7.7 and other chapters (5,6,8) as a means of financing Recommendation 7.5.

7.5.1 When a planned community is proposed, identify existing or nearby parcels that contain HISTORIC BUILDINGS in need of restoration.

- Use incentives to encourage the developer to create an “interactive park” in which visitors watch as volunteers slowly restore the structure for use as a civic site.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

Priority Level: MEDIUM

Recommendation 7.6 Work with the Library Department to incorporate and upgrade the existing Daufuskie Island Library into the County Library system and establish a 10 year local master plan.

Daufuskie Island's existing library is not part of the Beaufort County system. It was established and is operated by local residents. It is housed in a restored historic building and contains books and media that have been donated by Islanders.

On an Island such as Daufuskie, a segment of the population lacks access to basic communicative infrastructure such as internet, television, newspapers, etc. A small, efficiently run, yet uniquely local library (with the resources of the County) might potentially serve a tremendous public need. Additionally, recent studies by the Urban Land Institute and others demonstrate that among middle to upper class citizens access to "a quality library" ranks nearly as high as community schools, recreation facilities, and nearby hospitals / health care. Libraries often rank even higher with retiring baby boomers. Because libraries have the potential to draw such a diverse cross-section of the community, they are restructuring or expanding their uses and offering non-conventional services. Across North America libraries are becoming centers for local activity or "the new town square".

The existing facility on Daufuskie is properly scaled to meet the current needs of the Island. However, for the Daufuskie Island Library to thrive and reach its potential as a community asset it must be upgraded and incorporated as part of the Beaufort County system. Assuming funding is available (or located), the Director of libraries supports this move using a phased approach that includes:

- Incorporate the existing Island Library into the County system and establish a 10 year local master plan.
- Due to financing, and the size and location of the facility, consider rotating much of the collection "out" on regular basis.
- Become the physical "point of contact" or "message board" for Beaufort County Government.

Continued



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

- Attempt to incorporate “for profit” mixed-use concepts and technology into the facility (marketplace, rentals, sales, etc). Provide a gathering place for interaction with the Beaufort County Television Channel, offer free County Wi-Fi service, and consider other “uniquely Daufuskie” library programs such as laptop rentals, Microsoft “Kindles” or Apple I-Pads (electronic books). While these measures have “upfront” costs associated with them, the populace of the Island is small; they should prove to be cost effective in overcoming larger issues with size, cost of service, and geography.
- Long term, consider expansion or relocation to a larger facility, possibly one that is publically-privately financed.
- Strongly consider the funding sources listed in Recommendation 7.7 and other Chapters (5,6,8) as a means of financing Recommendation 7.6.

Priority Level: MEDIUM

Recommendation 7.7 Consider the following funding sources when proposing the construction of new civic sites, trails and recreation facilities for the Island.

The South Carolina Department of Parks, Recreation and Tourism provides funding for parks, trails, facilities, and open spaces. A list of applicable funds and application deadlines are found below.

7.7.1 Park and Recreation Development Fund

provides technical assistance and administers grant programs for development of public recreational opportunities throughout the state.

- All grant programs are reimbursable funds from various sources with specific qualifications and restrictions.
- The fund is a non-competitive program
- Funds are available to eligible local governmental entities within each county area for development of new public recreation facilities or enhancement/renovations to existing facilities.
- Projects need endorsement of a majority weighted vote factor of the County Legislative Delegation Members.
- Grant awards can cover up to 80% of a project cost and require a minimum 20% local match.

Continued



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

- The grant cycle for new project consideration is monthly.
- The application deadline is the 10th of each month.
- Eligible entities are notified of new fund allocation amounts each July.

7.7.2 Land and Water Conservation Fund (LWCF)

provides technical assistance and administers grant programs for development of public recreational opportunities throughout the state.

- All grant programs are reimbursable funds from various sources with specific qualifications and restrictions.
- LWCF is intended for land acquisition or facility development for outdoor recreation.
- Awards are on a competitive basis
- Applications are graded using an Open Project Selection Process reviewed by a grading team.
- Grant awards can cover up to 50% of a project cost, requiring a minimum 50% local match.
- The grant cycle is annual
- Eligible governments are notified in December of each year.

7.7.3 Recreational Trails Program

provides technical assistance and administers grant programs for development of public recreational opportunities throughout the state.

- The Recreational Trails funding is intended for trails development for motorcycles, ATV's, mountain bikes, equestrians or hikers.
- Awards are made on a competitive basis to qualified private organizations, local government entities, and State or Federal agencies.
- Applications are graded using an Open Project Selection process.
- Grant awards can cover up to 80% of a project cost and require a minimum 20% local match.
- Applications are solicited annually in September and are due on October 31.

7.7.4 Recreation Land Trust Fund

provides grant funding that can only be used for the acquisition of land for the purpose of public recreation.

- Awards are made on a competitive basis to eligible governmental entities.
- Applications are graded using an open project selection process.
- Grant awards can cover up to 50% of the cost of a land purchase and require a minimum 50% local match.
- Eligible government entities are notified of the opportunity to apply for funding each December.



Section Seven: CIVIC SITES

OBJECTIVE SEVEN

Create Small Gathering Places and Significant Civic Spaces Across the Island

RECOMMENDATION SUMMARY

Rec. 7.1
Civic Sites and Gathering Places
 Adopt a Form Based Code that requires contextually appropriate and properly designed civic sites; as well as informal gathering places and public art in new communities.

Priority Level: HIGH

Priority Level: HIGH

Rec. 7.2
Public and Accessible Waterfront
 The waterfront shall remain public and accessible.

Priority Level: HIGH

Rec. 7.3
Civic Structures
 Identify and “cost out” new civic related buildings and Infrastructure for the Island.

Priority Level: HIGH

Rec. 7.4
25 Year Parks and Trails Plan
 Develop a 25 year Parks and Trails Plan.

Rec. 7.5
Island Destinations
 Work with government agencies (the U.S. Post Office, School District, Parks and Leisure Services Department) and private developers to create destinations in new and established communities.

Priority Level: MEDIUM

Rec. 7.6
Library Upgrade
 Work with the Library Department to incorporate and upgrade the existing Daufuskie Island Library into the County Library system and establish a 10 year local master plan.

Priority Level: MEDIUM

Rec. 7.7
Parks, Recreation, Tourism, Funding
 Consider the following funding sources when proposing the construction of new civic sites, trails and recreation facilities for the Island.

Priority Level: MEDIUM



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

The Rationale For Request 8

The provision of baseline infrastructure and services for Daufuskie island requires a higher level of commitment from government than other places throughout Beaufort County. Island resources are limited, and transportation is complicated. Costs are often higher and seemingly simple tasks are more involved than on the mainland. As a result, County provisions for Daufuskie island are sometimes scarce. Residents are grateful for the current level of service; yet, they desire an Island where services are available without traveling to Hilton Head Island or Bluffton.

On Daufuskie Island the lack of infrastructure, facilities, and services are magnified tremendously, as there is no adjacent community to fill the void in services. The County must consider dedicating additional resources to the Island. This will help to guarantee the health, safety, and welfare of Daufuskie's residents, while ensuring that the Island has every opportunity to realize its' potential.

A strong investment into basic infrastructure will benefit Beaufort County, as private sector investors are far more likely to spend money if they are assured that the County is committed to improving the Island's infrastructure. Issues involving Right of Way, title to roads, water and sewer, ferry, etc. must be addressed or resolved. It would also be in line with current County strategies to encourage the Island to sustain itself, and eventually pay for itself.

Beaufort County should examine opportunities to create a quasi-government through which additional means of oversight and funding can be established. Numerous economic tools are available to the Island, including: an expansion of the existing Special Purpose District (SPD), the establishment of a Public Service District (PSD), the creation of a Tax Increment Finance District (TIF), and other tools highlighted in the section that follows.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

Priority Level: HIGH**Recommendation 8.1**

Daufuskie Island should establish a quasi-government committee to serve as the Island's official voice on issues of policy, including implementation of the Daufuskie Island Plan.

Daufuskie Island falls under the jurisdiction of Beaufort County. Many Islander's state that the geographic separation that exists between the Island and Government Center is not just a physical phenomenon, but rather an unfortunate psycho-socioeconomic barrier. Whether real or perceived, many Island residents believe they are a "forgotten entity" when it comes to Island policy and funding.

Unfortunately, standard means of correspondence (Newspaper, internet, bulletin boards) are lacking or unavailable to some residents of the Island. Furthermore, the Island lacks an "official voice" or "point of contact" with the County. Mis-information or unsubstantiated rumors are quick to form. As a result, communication between the County and Island is difficult, and at times strained.

The CP Committee believes that the time will come when Daufuskie Island will benefit tremendously from its own means of governance. However, currently the feeling is the Island lacks the maturity, desire, and/or legal means necessary to incorporate and establish such a government. Therefore, for the time being Beaufort County will continue its role as the primary purveyor of government related services for the Island.

The Committee proposes that Daufuskie Island establish a quasi-government committee to serve as the official Island voice on issues of policy. The Committee will be known as the Daufuskie Island Committee (DIC), and recognized as such by Beaufort County, including responsibility for implementing the DI Plan.

**Island-wide elections for the DI Council were held in February 2010. The Council is seated, awaiting approval of the Plan. The new Council is comprised of a cross-section of representatives, including members of the Daufuskie Island Historic Foundation, Daufuskie Island Conservancy, Island POA's, CP Committee, etc. The DI Council's founding language states, "It is the Council's primary objective to implement the Daufuskie Island Plan."



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means*

It is anticipated that the DIC will delegate many responsibilities to other organizations on the Island. This network of committees will provide the DIC with the expertise, manpower, advocacy, and accountability necessary to successfully implement the Plan and realize the vision “from the ground up.” This approach is viewed by many as the essence of “community planning”.

Priority Level: HIGH

Recommendation 8.2 Encourage the consolidation of infrastructure and services on the Island.

The Committee strongly supports all of the Island’s communities; including those that pay significantly to provide their own infrastructure and services. However, in order for the Island to thrive, consolidation of infrastructure and services across Daufuskie Island must take place. Additionally, certain infrastructure & services must be expanded for Island-wide usage, including: solid waste & recyclables, water & sewer, and transportation & transit. Such infrastructure is critical to the success of the new growth areas, which are intended to have mixed-use commercial and residential development of varying intensity.

Agreements with key developers will allow the CP District to significantly expand in geographic size. Today, the CP District comprises approximately 1/3 of the overall Island. Upon approval of the Plan, and follow-through on current non-binding agreements, the CP District will comprise nearly 2/3 of Daufuskie Island. This agreement is the result of developers of approved PUDs preferring to work under a Form Based Code. In return for the flexibility of a form based ordinance the developer shall agree to sunset their PUD and not increase the pre-approved or “by right” density of the tract.

Access to facilities & services has always resided with the large private communities. However, the Committee strongly believes that the return of two significant properties to the CP District will assist in efforts to reconnect the Island spatially and socio-economically. This is the first critical step towards future economies of scale as a result of shared infrastructure. Beaufort County stands to benefit significantly from this process. The County should use persuasion, incentives, and legal enforcement to further the effort. *continued*



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

A new or expanded district will allow for a vital riverfront development, as well as the continuation of a similarly sized oceanfront development. The former will be a part of the village at Cooper River landing and become an integral component of the Island's success.

8.2.1 Work with the Economic Network and DIC to establish Daufuskie Isle as Beaufort County's first major geographic wireless hotspot.

- This act will encourage upgrades to existing infrastructure, entice private investment in the Island, and further communication between government and locals.

Water & Sewer

As much as 70% of the Island is comprised of soils that are inappropriate for septic. If water and sewer infrastructure cannot be provided to these areas they will not be permitted as planned; nor will they meet the fire code as interpreted by the local chief. Furthermore, the South Carolina Department of Health and Environmental Control (DHEC) is opposed to the drilling of new wells on the island until the larger private communities handle their water more efficiently, including the use of treated effluent or graywater on golf courses.

Until recently private communities maintained control over the Island's two water and sewer treatment plants. However, both the "Haig Point" and "Melrose / Bloody Point" treatment facilities have been purchased by outside owners. These are the only facilities of this size and type on the Island. Permitting and start-up costs alone impede the development of additional facilities. While water and sewer service is critical to the ultimate success of the designated Growth Sectors, it is not required to get development started.

Regardless of a property's location or "by right" density, the Plan purposely refrains from forcing developers to hook up to sewer. The Committee did this because privatization should make water and sewer service more accessible to the growth areas, but more importantly, because the ordinance assures that the form of all development will coincide with its location. *continued*



Section Eight: ECONOMY

OBJECTIVE EIGHT

Expand the Economy While Promoting Additional Means of Control and Oversight

Should an applicant propose to develop in an area where significant intensity is envisioned, but without sewer hook up, each individual structure must still match the desired character and intensity for the area (i.e. setbacks, percentage of building frontage, specific archetypes, etc.).

One way to ensure proper form, while also accommodating a septic tank, is to leave every other lot open. In this sense septic is used as a “placeholder” or “building block” toward the fulfillment of the ultimate vision. This approach allows the developer to determine whether it is more feasible to build immediately using septic, or install sewer lines and gain density.

Strict control over the form of development allows the County to avoid mandates that sometimes hinder otherwise viable projects, or penalize small landowners.

Solid Waste Disposal

Trash and recyclables are very much like water and sewer. Currently, only the private communities have the resources to handle their own trash and recyclables “in house”. In the past these communities have turned down offers by Beaufort County to consolidate their waste related activities.

The Committee fully supports the rights of all Island communities; however, significant infrastructure and services—such as waste disposal—are Island-wide issues. The time has come to turn an eye towards sustainability and economies of scale. The County is building a new drop-off center near the middle of the Island. The County’s Public Works Director and Director of Solid Waste agree that Daufuskie Island must become a sustainable community that embraces economies of scale. As a result, they have committed to working with the Island to consolidate services and host educational programs regarding the new drop off center.

In light of the new County drop off center, it is time to comprehensively examine waste disposal across the entire island, and revisit the possibility of consolidating services. This should be a joint effort by the County, Island, and its neighborhoods; and should occur as soon as possible. *continued*



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

Right of Way Acquisition

As mentioned in Recommendation 3.1 the issue of roadway ownership must also be addressed and resolved. This one action will open up miles of potential ROW for infrastructure upgrades. The County should determine which Island roadways to claim title to and take steps to take ownership. The biggest setback to this process involves the issue of heirs property. This issue will need to be addressed.

FEMA has stated that it will only provide money for the rebuilding of County owned roads that are located outside of the COBRA Zone. Should the Low-country experience a major disaster in the near future Daufuskie Island could be in significant trouble. While the County does maintain many of the Island's roadways, very few are actually owned by Beaufort County. This discrepancy should be clarified prior to a major event occurring. It is likely that post disaster recovery (including new road construction) will cost Beaufort County significantly more money "after the fact" than it would to simply upgrade portions of the roadway system today.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
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Priority Level: HIGH

Recommendation 8.3 Stay abreast of all funding opportunities that might aid in the construction and consolidation of infrastructure (Recommendation 8.2), especially in the village at Cooper River landing, New River landing, Public Market District, and Public Beachfront District.

A holistic approach is necessary to achieve the Objectives of the Plan; however, the specific mechanisms and funding are subject to citizen input, timing, and the marketplace. Some constant means of financing for new and infill development, as well as redevelopment Include:

- General Fund and Capital Improvement Program allocations
- Grants from public and private sources
- General obligation bonds approved by the public
- Donations
- Tax Increment Financing Districts
- Business Improvement District
- Public Service District / Special Purpose District
- Business Alliance
- New Market Tax Credits
- Historic Tax Credits
- Low-Income Housing Tax Credits
- Federal Loan Guarantees to financial institutions
- Federal funding to assist local Community Development Corporations
- Revolving loan funds set up by local financing institutions for redevelopment and business
- Standard financing for market rate development.

*Refer to the Non-Specific Funding sources located at the back of this Chapter.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

Priority Level: HIGH

Recommendation 8.4 Ensure that all emergency related infrastructure on the Island is operational and that the Hurricane Evacuation Plan is readily available and up to date.

Hurricane preparedness is a critical aspect of life on any sea island. The Beaufort County Emergency Services Department shall continue its practice of preparing an annual report addressing hurricane preparedness and evacuation on Daufuskie Island. This plan must account for changes in population and be readily available to all Islanders.

Several residents have commented that a portion of the southern Island is tied into the Tybee Island 911 system, as opposed to that of Beaufort County. This is unacceptable and should be investigated and changed before an emergency occurs for which the county is held liable for.

Priority Level: HIGH

Recommendation 8.5 Implement Use Regulations that are general and promote form and performance as well as function.

The Committee believes in ensuring good development while letting the free market dictate the basic economy on the Island. Most uses, including retail, lodging, residential, and office should be permitted throughout the Island.

Business possibilities include: restaurants, a boutique B&B, small inn, general store, food store, small bank, storage, and eco-tourism outfitter (i.e. tours, rental kayaks, canoes, four wheelers, scooters, Gem Cars). Given the cost to dispose of waste alone (\$3000 per barge), there is a tremendous opportunity to establish a business focused on reuse, recycling and composting operations. *Cont.*



Section Eight: ECONOMY

OBJECTIVE EIGHT

Expand the Economy While Promoting Additional Means of Control and Oversight

Sample USE TABLE	D2	D3, D4, PD	D5
Residential	<p>Restricted Residential: The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Outbuilding, with 2.0 parking places for each. Both dwellings shall be under single ownership.</p>	<p>Limited Residential: The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced by the CRB.</p>	<p>Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced by the CRB.</p>
Retail	<p>Restricted Retail: The archetype must be residential in character. The building area available for Retail use is restricted to the first Story of buildings, and by the requirement of 3.0 assigned parking places per 1000 square feet of net</p> <p>Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.</p>	<p>Limited Retail: The archetype shall remain residential in character in the D3 District (Residential or Adaptive Commercial Archetypes only). The building area available for Retail use is limited to the first Story of buildings and by the requirement of 4.0 assigned parking places per 1000 square feet of net</p> <p>Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.</p>	<p>Open Retail: The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net Retail space.</p> <p>Retail spaces under 1500 square feet may be exempt from parking requirements provided they receive a Warrant.</p>



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

Priority Level: **MEDIUM**

Recommendation 8.6 Identify new and historically significant means of commerce such as agriculture and cottage industry, and foster their re-establishment.

Currently, the average plate of food in America travels 1494 miles from field to table. This includes so-called “fresh produce”. As a follow-up to the 2009 Beaufort County Comprehensive Plan’s recommendations on local sustainability Daufuskie Island is encouraged to produce as much of its own goods as possible.

8.6.1 The Planning Department should work with residents to reinstitute and foster cottage industry on the Island.

- Assist with applications for CDBG’s and other community based funding.
- Assist with the establishment of a DHEC certified (cooperative) kitchen, farmers market or trading post to create and sell goods.
- Assist in the establishment and promotion of local artists colonies.
- Use zoning to establish a “cottage cluster” or “cottage close” community type that is ideal for cooperative industry and commerce. *Cont.*



6 month old Greenwood Farm, a Community cooperative farm located mid-island on 12 donated acres.





Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
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8.6.2 The Planning Department and/or Clemson extension should work with the Island to reinstitute local and / or cooperative farming.

- Develop an Agricultural Plan for the Island that addresses agriculture opportunities at several scales.
 1. Regional/Island: government agencies can adopt policies and programs that promote this heritage industry, and dedicate funds to re-introduce agriculture into the community. One way to approach this is via a fee/lease scenario in which the County purchases a parcel and rents it back at a 90.00% subsidy so that an Island family or person can farm it.
 2. Master Planned Communities: Use zoning to establish a “farmstead” community that is ideal for working farms, large community gardens, and nurseries whether standard or cooperative in structure.
 3. Underused land features: Highlight drainage channels, street medians & parkways, and utility corridors that might be used for small or organic farms and gardens.
 4. Neighborhoods: Community gardens can be founded as part of required civic sites, and at schools using small farm plots for educational purposes.
 5. Lots: gardening can occur in side and back yards, in personal plots, in window boxes, and on rooftops.
- Agriculture can occur individually at any of the above scales.
- Farming can be organized as a CSA or Coop. In this case the farm is the nucleus of the CSA or Coop, but participation might extend to include individual “growers” at any or all of the above scales.





Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

NON SPECIFIC FUNDING

CDBG FUNDS

The South Carolina Department of Commerce oversees awards of Federal **Community Development Block Grants** (CDBG) funding to local governments for purposes ranging from commercial revitalization to community infrastructure to neighborhood revitalization. The purpose of the CDBG program is to provide decent housing, economic opportunities, a suitable living environment primarily for people with low to moderate incomes. Grants are awarded to local governments for projects that meet one of three objectives:

- Benefit low and moderate income persons
- Aid in the prevention or elimination of slums and blighted conditions
- Address community development needs; existing community conditions that pose an immediate threat to public health and welfare; or where other public financing is not available to meet these needs.

In the past Beaufort County has received CDBG funds for neighborhood revitalization and community infrastructure. The County should continue its efforts to secure such funding for neighborhoods and infrastructure.

GRANTS

Private **grants** from foundations are available through application by the County, community development corporations and other community oriented non-profit organizations. Finding available grants is a difficult task that sometimes requires a full time expert or "development specialist". This position researches grants and writes proposals.

Foundation grants are frequently available for greenspace preservation and parks development. Organizations such as the Trust for Public Lands with whom Beaufort County has had a longtime relationship, purchases land and transfers the ownership to the County so that it may remain as greenspace. It is suggested that planning staff and the DI Council work together to research and write grant applications as well as applications to private foundations.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

NON SPECIFIC FUNDING

TAX CREDITS

Tax credits can be very powerful funding incentives for private development. There are three basic credits available now that have application in redevelopment:

1. New Market Tax Credits
2. Federal Historic Rehabilitation tax credit
3. Low-Income Housing Tax credits

The rules for tax credit investment are laid out in the U.S. Internal Revenue Code. Tax credits allow a dollar for dollar reduction in tax (not income) and thus are of use to anyone with a need for tax reduction. Tax credits are often sold (securitized) to investors, allowing non-profits and project owners unable to use them to gain funding for construction and other allowable project costs. There should be a designated person on staff to manage grants and tax credit programs, and to educate the public on the variety of funding sources available for investing in the County.

NEW MARKET TAX CREDITS

New Market Tax Credits permit taxpayers to receive a credit against Federal income taxes for making qualified equity investments in designated Community Development Entities (CDEs). Additional information can be found at www.cdfifund.gov.

New market tax credits require the designation of eligible census tracts by the federal government. If deemed beneficial, the Island could pursue the designation of an eligible location for New Market Tax Credits.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

NON SPECIFIC FUNDING***Tax increment financing (TIF)***

Tax increment financing (TIF) allows cities and counties to create special districts and to make public improvements within those districts that will generate private-sector development. During the development period, the tax base is frozen at the predevelopment level. Property taxes continue to be paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development either go into a special fund created to retire bonds issued to originate the development, or leverage future growth in the district.

Procedure for Establishing Tax Increment Financing

1. Prepare a finding of necessity, and establish the boundaries of the district. This finding is normally a very detailed study that demonstrates that the district meets the criteria contained in the state's enabling legislation.
2. A redevelopment agency is created by resolution or ordinance. This agency may be the governing body of the municipality, or it may be a new agency appointed by the governing body.
3. A development plan is prepared and approved by the agency and the jurisdiction.
4. The base year is declared following adoption of the plan.
5. The redevelopment agency will solicit developers and enter into development agreements.
6. A Sunset provision (usually 20 years) is provided.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

NON SPECIFIC FUNDING

Business Alliance (BA)

A **Business Alliance (BA)** is an agreement between businesses, usually motivated by cost reduction, improved marketing, and improved service for the customer. Alliances are often bounded by an agreement with equitable risk and opportunity share for all parties involved. However, unlike a Business Improvement District, the Business Alliance is managed by a board comprised entirely of private sector participants. As a means to privately “jump start” business in the two portal areas, the College of Charleston School of Business recommended that the Island’s business community form a Business Alliance (BA), and agree to levy a \$1.00 surcharge (un-official tax) on all Island purchases by non-residents.

In this case the Business Improvement Tax is an agreement by every participating business to raise prices across the board by one dollar. It is not a formal tax requiring approval from a governing body or showing on any receipt. Those who show proof of residency at the time of purchase simply pay one dollar less per item. The \$1.00 surcharge would go into a Daufuskie Island Business Fund to support future actions on behalf of the Alliance.

Business Improvement District (BID)

A **Business Improvement District (BID)** is a public-private partnership in which businesses in a defined area pay an additional tax or fee in order to fund improvements to the quality of life and economic vitality of a downtown, village center, or main street. A BID is a special benefit assessment district, which allows for an assessment on property or business within a defined geographic area. Revenues from this assessment are directed back to the defined area to finance a myriad of enhanced services, including, economic development, marketing, tourism, promotion, parking, security, maintenance, and special events. BIDs are formed with the consent of and active participation from property and business owners. The services provided by BIDs are supplemental to those already provided by the jurisdiction.



Section Eight: ECONOMY

OBJECTIVE EIGHT

*Expand the Economy While
Promoting Additional Means
of Control and Oversight*

NON SPECIFIC FUNDING

Special Purpose Districts (SPD) / Public Service District (PSD)

South Carolina established legislation whereby **Special Purpose Districts (SPD)** were created to provide needed services to rural areas that were outside the general jurisdiction of local government. These services include sewer, water, fire protection, hospitals, airports and recreation.

The basic theory behind the creation of a Special Purpose District or **Public Service District (PSD)** is to provide a needed service by government at its grass roots level. The area to be served must be responsible for its operations and have the ability to provide service specifically needed for an area in the most economical manner.

Legal boundaries are established for the districts and the entity is formalized by the state through enabling legislation, charters and bylaws. Provisions are made for commissioners to be appointed to oversee the general welfare and operation of the District's business.

Those districts, formed prior to the Home Rule Act in 1973, are under state jurisdiction with the Commissioners recommended by the State Legislative Delegation and appointments made by the Governor. Those Districts created after Home Rule have their Commissioners appointed by County Council.

The Daufuskie Island Fire District is a Special Purpose District that was formed by the County via referendum. It is possible that the District's duties could be expanded to include additional quasi-governmental functions. Whether this expansion of duties would require the District to become a Public Service District (PSD) is a legal question that requires further investigation. Unlike the TIF, the SPD or PSD could also help with policing and enforcement issues.

PSD taxes could be levied for various services on the island including public safety, transit, parks and recreation, beach renourishment, garbage, etc..



Section Eight: ECONOMY

OBJECTIVE EIGHT

Expand the Economy While Promoting Additional Means of Control and Oversight

RECOMMENDATION SUMMARY**Rec. 8.1*****Island Representation***

Daufuskie Island should establish a quasi-government committee to serve as the Island's official voice on issues of policy, including implementation of the Daufuskie Island Plan.

Priority Level: HIGH**Rec. 8.2*****Consolidate Services***

Encourage the consolidation of infrastructure and services on Daufuskie Island.

Priority Level: HIGH**Rec. 8.3*****Smart Growth Funding***

Stay abreast of all funding opportunities that might aid in the construction and consolidation of infrastructure (Rec. 8.2), especially in the village at Cooper River landing, New River landing, Public Market District, and Public Beachfront District.

Priority Level: HIGH**Rec. 8.4*****Emergency Infrastructure Operational***

The Emergency Services Department shall ensure that all Emergency related infrastructure on Daufuskie Island is operational (including the 911 address system) and that the Island's **Hurricane Evacuation Plan** is up to date.

Priority Level: HIGH**Rec. 8.5*****Form Based Code—USE Regulations***

Implement zoning that are general and promote form and performance as well as function.

Priority Level: HIGH**Rec. 8.6*****Agriculture and Cottage Industry***

Identify new and historically significant means of commerce such as agriculture and cottage Industry, and foster their re-establishment.

Priority Level: MEDIUM



Section Nine: SUSTAINABILITY

OBJECTIVE NINE *Establish Sustainable Benchmarks and Targets*

The Rationale For Request 9

The CP Committee charged the Planning team with creating a Plan that promotes sustainable practices across Daufuskie Island. Sustainability, or the citizen's willingness to *meet the needs of current residents, without compromising the ability of future generations* can take on many forms. Development patterns, timeless buildings, alternative energy, water management, food production, "buy local" campaigns, transportation, education, historic preservation, re-use and recycling, multi-generational storytelling, and social capital are all examples of sustainability.

Whenever possible the Daufuskie Island Plan promotes simple, low cost methods of sustainability while not discriminating against more sophisticated or technological approaches. In both cases, sustainable practices are outlined at the scale of the Island, Community, as well as Lot. An Island that exhibits a wide range of sustainable practices is likely to inspire residents and visitors to alter their behavior and seek out a more efficient lifestyle.



Section Nine: SUSTAINABILITY

OBJECTIVE NINE
*Establish Sustainable
 Benchmarks and Targets*

Priority Level: HIGH

Recommendation 9.1 Incentivize and encourage development to become LEED Certified or EarthCraft Certified.

The Committee believes that every development should attempt to gain certification by Earthcraft, LEED or qualified equivalent. Regardless of motivation for doing so this action is assured to save the Island's resources, continue a tradition of timeless buildings, promote the Island as a leader in sustainability, and provide long term financial savings for the applicant.

9.1.1 Forge relationships and partnerships with local "green" agencies and schools in order to promote sustainable development practices on the barrier Island.

- Investigate a partnership with the Technical College of the Lowcountry's (TCL's) Building and Construction School, whose entire program is LEED based.

9.1.2 As LEED requirements become more "code adaptive" consider adopting a regulation in the D4-D5 Zoning District that credits developers that establish "carpool" or "car-share" programs.

- These programs make sense once a certain level of density is established, especially since small non-combustion commercial vehicles might become available in the near future.

**car share refers to a program in which citizens pay a fee for access to a common vehicle. The term should not be viewed as an endorsement of the automobile.*

The GEM Car



The Green Taxi



The Zipcar





Section Nine: SUSTAINABILITY

OBJECTIVE NINE
*Establish Sustainable
 Benchmarks and Targets*

Priority Level: HIGH

Recommendation 9.2 Ensure that Island lighting standards are transect based.

Daufuskie Island has a beautiful night sky. In order to keep rural areas dark, but also allow for a thoroughfare such as River Street to have “high street” lighting, the Code will administer context sensitive lighting across the entire rural to urban transect...as opposed to one size fits all.

Priority Level: HIGH

Recommendation 9.3 Promote policies that will ultimately allow the Island to achieve the benchmarks established in the **Sustainability Tables** found in **Appendix II**.

- Building upon Recommendation 9.1 and Recommendation 9.2 Beaufort County and the DIC should encourage businesses to minimize water pollution, solid waste, energy consumption, water usage, landscaping chemicals, and nighttime lighting.
- In conjunction with Recommendation 4.2.4 Beaufort County, other agencies, and the private sector should market the Island and its Sustainable efforts in a way that attracts the large, environmentally sympathetic tourism market.
- Using the criteria established in Appendix II “Introduction” evaluate the Island in terms of these Sustainable Benchmarks.



Section Nine: SUSTAINABILITY

OBJECTIVE NINE
*Establish Sustainable
Benchmarks and Targets*

RECOMMENDATION SUMMARY

Priority Level: HIGH**Rec. 9.1*****LEED Certification***

Incentivize and encourage development to become LEED Certified or EarthCraft Certified.

Priority Level: HIGH**Rec. 9.2*****Lighting***

Ensure that Island lighting standards are transect based.

Priority Level: HIGH**Rec. 9.3*****Sustainable Tables***

Promote policies that will ultimately allow the Island to achieve the benchmarks established in the **Sustainability Tables** found in **Appendix II**.

**IMPLEMENTING
THE PLAN & CODE***Daufuskie Island Plan***INTRODUCTION**

Chapter Three addresses implementation. This section conveys the process put into place to successfully implement the Daufuskie Island Plan and Code.

It appears a majority of residents—from all areas of the Island—are beginning to realize that Daufuskie’s setting, transportation, economics, sense of governance, historic structures and development patterns are becoming more and more difficult to sustain. The CP Committee, major landowners, and involved citizens believe that the plan and ordinance contain the vision necessary to re-connect the island’s human ecology, expand the economy, protect the environment, and guide them in implementing and maintaining these documents.

The Plan

Daufuskie Island would benefit significantly from its own means of governance, or quasi-government. However, the Island currently lacks the desire or legal means to incorporate and establish such an entity. Until then, Beaufort County will continue in its role as the primary purveyor of government related services.

Standard means of correspondence (Newspaper, internet, bulletin boards) are lacking or unavailable to some residents of Daufuskie Island. Furthermore, the Island lacks an official voice or point of contact with Beaufort County. Communication between the County and Island is difficult, and at times strained (the result of misinformation or unsubstantiated rumors).

As a result, The Daufuskie Island Plan envisions the newly elected Daufuskie Island Council (DIC) as the official voice (point of contact) between the County and the Island. The DIC shall be recognized as such by Beaufort County, and empowered with the primary objective to implement the Daufuskie Island Plan.

The Island Council is comprised of representatives from the Island’s existing groups, including the Daufuskie Island Historic Foundation, Daufuskie Island Conservancy, POA’s, etc. It is anticipated that the DIC will delegate implementation responsibilities accordingly. The current network of committees will provide the DIC with the expertise, manpower, advocacy, and accountability necessary to implement the Plan. While the County is committed to ensuring the health, safety, and quality of life of Daufuskie Island’s residents, at no time does the Daufuskie Island Plan commit Beaufort County to a specific project or financial obligation. In fact, the fluctuating economy, desire for the County to interface with a single yet, representative voice, likelihood that certain *continued*

IMPLEMENTING THE PLAN & CODE

Daufuskie Island Plan

Recommendations will require further discussion and vetting, and the political reality that some policies are community driven (and start from the ground up), while others are politically driven (and come from the top down) convinced the Design Team that a set of unique circumstances embodied Daufuskie Island. Therefore, a new and different approach to Planning and Implementation was warranted.

This Plan sets out to do two things:

A. Provide a clear vision and framework for Daufuskie Island, one which allows the Daufuskie Island Council to further vet and prioritize each Recommendation, seek out potential funding sources, and plan for the initiation of future projects without depending upon the government for financial assistance. The Island has a history of addressing its own needs, including financing and constructing a firehouse, museum, library, community farm, etc. If need be, enough flexibility exists within the framework of the Daufuskie Island Plan to accomplish the majority of Recommendations with little or no funding from Beaufort County.

B. Address weaknesses in the current CP Planning process. The Plan and Code have taken several years to materialize. Other CP Communities have had similar experiences. When a planning effort continues for such a long time those citizens not immediately engaged in the decision-making process often feel disenfranchised and loose interest. To offset this phenomenon, the Daufuskie Island community hosted a design charrette, and the Planning Team decided to implement a form based approach to the community's visioning and zoning. Both the charrette and the form based plan and code are ideal for community scaled planning. The process is inclusive and comprehensive. The documents are highly graphic, predictable, and provide the community with a clear vision for the future.

County-wide, just one CP Committee continues to meet on a regular basis. Yet, the current system calls for the County Planning Department to gather original CP members together for a vote every time a rezoning or text amendment is proposed. Not only have members passed away, moved away, or simply lost contact; but the County's regional plans and policies have changed. Though they require a little more effort on the front end, a form based Plan and Code clearly spell out the vision and intent for the community. Therefore, the Planning Team believes that future CP Committees can, and should, disband upon completing their task. The current amendment process will continue to provide opportunities for citizen input.

IMPLEMENTING THE PLAN & CODE

Daufuskie Island Plan

Comprehensive plans of this type mustn't remain stagnate, but rather be reviewed for assessment and allowed to adjust with changing conditions. A “pull-out” section comprised entirely of Implementation Tables is found in Appendix II (*Implementation Tables*). This document summarizes each Recommendation, assigns a priority level, highlights potential implementation tools, and conveys some possible means of funding. It is the responsibility of the recognized parties (the Beaufort County Planning Department, other County Departments, public officials, the DIC, and the Island's organizations) to thoroughly vet each Recommendation in an efficient and timely manner.

Upon adoption of the Plan and Code by Beaufort County the Community Preservation Committee shall disband. It is strongly suggested that a three person “transition team” be formed with the sole purpose of working with the DIC to educate Council members about the document. This Council is empowered by the Plan, with the primary purpose to implement the document. The transition committee will ensure that this process gets off to a positive start.

The Code

The Form Based Code shall be implemented administratively, with additional review conducted by a committee of local citizens (the Sustainable Planning Team SPT) and design professionals (the Southern Corridor/Community Review Board CRB). Technical review shall be conducted by the Development Review Team (DRT). An effective Form Based Code contains a range of parameters (regulations), as well as “grey areas” in need of contextual interpretation. The review boards must administer the code, interpret the grey areas, and allow for the occasional “exception to the rule”. This process ensures a more authentic result, and organic Island.

Accuracy

It must be noted that the Island's physical and regulatory conditions were studied comprehensively and completely. However, at times the resources and amount of information available was limited or seemingly dated. As with any community plan or code it is important to confirm all physical and regulatory conditions cited in the planning and zoning documents. This includes the accuracy of rights of-way, property lines, existing building locations, easements, utility limitations, and covenants tied to individual properties. The authors are certain that as site-specific applications come forward some minor discrepancies may present themselves, and staff level updates to information and the documents may become necessary.

			APPENDIX I	
APPENDIX I			<i>Daufuskie Island Plan</i>	

INTRODUCTION

Appendix I of the Daufuskie Island Plan contains:

Contributors

Significant contributors to the Plan and Code are listed. However, numerous citizens and interested observers aided in the formation of both documents. Beaufort County, the CP Committee, and the Planning Team appreciate all those who offered their assistance during this tremendous undertaking.

Definitions

A very specific lexicon is associated with the traditional planning techniques posited by this Plan and Code. Therefore, it is extremely important that the segment address the terminology found in both documents, as well as general terms that might arise in everyday discussion.

APPENDIX I*Daufuskie Island Plan***CONTRIBUTORS****Community Preservation Committee**

- | | |
|----------------------------------|--------------------|
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Source Materials Utilized in the Plan

1. DPZ Charlotte, Tom E. Low AIA, LEED AP, CNU—Light Imprint Handbook
2. Douglas Farr—Sustainable Urbanism: Urban Design with Nature
3. Stephen Mouzon—various writings
4. Sandy Sorlein—various writings
5. Linda Bridges—Port Royal Master Plan & Code (Dover Kohl & Partners)

APPENDIX I*Daufuskie Island Plan***THE PLANNING LEXICON**

One of the problems with conventional planning is the lack of a common language or lexicon. When this plan refers to a “traditional neighborhood” it means a neighborhood whose design includes a mix of uses, different housing types, connectivity via a modified grid, civic spaces and a scale that is more intense near the “center” and less intense on the edge.

However, it is not at all uncommon to hear planners refer to conventional, single use, single-family detached subdivisions with one way in and out as traditional neighborhoods. These are not traditional patterns, but rather conventional suburban patterns.

Fortunately, the New Urbanist movement addressed this problem early on in its history by defining a clear planning lexicon and sticking with it. Therefore, this Plan and Code will utilize the new urban lexicon. In fact, the term form based code and transect were introduced to the planning profession by the new urbanism, and added to the lexicon.

For the convenience of the reader, a concise lexicon of terms follows. Additional definitions can be found in the Daufuskie Island Code.

APPENDIX I*Daufuskie Island Plan***DEFINITIONS**

- Awning:** An architectural projection roofed with flexible material supported entirely from exterior wall of a building.
- Backbuilding:** A habitable structure that connects a Principle Building to an Outbuilding.
- Balcony:** A porch connected to a building on upper stories supported by either a cantilever or by columns on one side.
- Block:** the aggregate of private lots, passages, rear lanes and alleys, circumscribed by streets.
- Block Face:** the aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing architectural harmony.
- Boulevard (BV):** a thoroughfare designed for higher vehicle capacity and moderate speed. Boulevards are long-distance thoroughfares traversing urbanized areas. Boulevards are usually equipped with slip roads buffering sidewalks and buildings. Boulevards become arterials upon exiting urban areas.
- Building Coverage:** The horizontal area within the outer perimeter of the building walls, dividers, or columns at ground level including courts and exterior stairways, but excluding uncovered decks, porches, patios, terraces, and stairways.
- Building Disposition:** the placement of a building on its lot.
- Building Function:** the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use.
- Building Height:** the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks,

APPENDIX I*Daufuskie Island Plan*

Building Type: a structure category determined by function, disposition on the lot, and configuration, including frontage and height.

Civic Building: a building designed specifically for a civic function.

Civic Space: an outdoor area dedicated for public use. Civic Space types are transect based and are defined by the size, landscaping and enfronting buildings.

Colonnade or Arcade: A covered, open air walkway at standard sidewalk level attached to or integral with the building frontage; structure overhead is supported architecturally by columns or arches along the sidewalk.

Commercial: the term collectively defining workplace, office and retail functions.

Common Destination: An area of focused community activity defining the approximate center of a Pedestrian Shed. It may include one or more of the following: a Civic Space, a Civic Building, a Commercial center, a bus stop. A Common Destination may act as the social center of a Neighborhood.

Community Type: a category defining the physical form of a settlement. The basic Community Types addressed in this Code are Districts, Neighborhoods, Hamlets, Family Compound, Cottage Close, Farmstead. The choice of Community Type will depend upon the level of urban intensity desired, particulars of the site, and implementation.

Context: surroundings made up of the particular combination of elements that create specific habitat.

Corridor: a lineal geographic system incorporating transportation and/or greenway trajectories.

Cottage: A single-family dwelling, on a regular lot, often shared with an ancillary building in the rear-yard.

APPENDIX I*Daufuskie Island Plan*

Cottage Close: a series of 4-8 cottages (see above) whose disposition is such that they enclose a shared civic space. In D2, the cottage close is designed for a minimum lot size of one acre. The units and open space then become condominiums. In D3-D5 parcels are subdivided to form a close and one unit is positioned on each lot.

Curb: the edge of the vehicular pavement detailed as a raised feature or flush to a swale. The Curb usually incorporates the drainage system.

Daufuskie Sustainable Planning Team (D—SPT): An armature of the Planning Department, the SPT is staffed by the CP Planner and comprised of five voting members who are nominated by Planning Staff and approved by the Beaufort County Council. One member must own property on Daufuskie Island. One member of the team must reside on the island full time. One member of the team must be a professional urban designer or professional architect. The CP Planner will generate all staff reports, agendas, etc.

Design Speed: is the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed.

Dwelling Area: The total internal usable space on all floors of a structure, not including porches, balconies, terraces, stoops, patios or garages.

Elevation: an exterior wall of a building not necessarily along a Frontage Line.

Enfront: to place an element along a frontage line, as in “porches enfront the street.”

Entrance, Principal: the main point of access of pedestrians into a building.

Facade: the exterior wall of a building that is set along a Frontage Line (see **Frontage Line**).

Frontage Line: those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines.

Greenfield: a project planned for an undeveloped area outside the existing urban fabric.

Greyfield: an area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites.

APPENDIX I*Daufuskie Island Plan*

Growth Sector: one of the three Sectors where new development is permitted by right.

Infill: a project within existing urban fabric.

Inside Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn.

Long Pedestrian Shed: A Pedestrian Shed of 1/2 mile radius used for mapping community types when a transit stop (bus or rail) is present or proposed as the Common Destination. Studies show that people will walk ten minutes to transit.

Liner Building: a building specifically designed to mask a parking lot, garage, or other storage area from a frontage.

Lot Line: the boundary that legally and geometrically demarcates a lot (see Frontage Line). Such lines appear graphically on community and site plans. Codes reference lot lines as the baseline for measuring setbacks.

Lot Width: the length of the principal Frontage Line of a lot.

Marquee: A permanently roofed architectural projection, whose sides are vertical and are intended for the display of signs, which provides protection against the weather for the pedestrian, and which is supported entirely from an exterior wall of a building.

Neighborhood: an urbanized area at least 40 acres that is primarily Residential. A Neighborhood shall be based upon a partial or entire Standard Pedestrian Shed. The physical center of the Neighborhood should be located at an important civic feature or intersection.

Neighborhood Center: the mixed-use center of a community. A Neighborhood Center may consist of little more than a meeting hall, corner store, or main civic space; or the Neighborhood Center may incorporate a substantial commercial area, often anchored by transit.

Net Developable Area, Net Site Area: the developable areas of a site.

Open Sector: One of the two sectors where development is generally not permitted.

Outbuilding: an accessory building, usually located toward the rear of the same lot as a Principle Building. It is sometimes connected to the principle building by a Backbuilding.

APPENDIX I*Daufuskie Island Plan*

- Partial—Traditional Neighborhood Development (P-TND):** Tailored specifically to Daufuskie Island a P-TND is an incomplete settlement in the general form of an urban crossroads, hamlet, neighborhood or district. A PTN contains 4 or more acres and 40 or fewer acres. The P-TND may or may not be mixed use and sustainable on its own.
- Pedestrian Shed:** An area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along Thoroughfares. The Common Destination should have the present or future capacity to accommodate a T5 Transect Zone for TND. A Long Pedestrian Shed is 1/2 mile radius or 2640 feet, and is used for mapping when transit is present or proposed. (Sometimes called a “walkshed” or “walkable catchment.”).
- Planter Strip:** the element of the public streetscape which accommodates street trees. The Planter Strip may be continuous or individual.
- Primary-Secondary Grid:** thoroughfare designations appearing on the Master Plan. Buildings on the P-Grid are subject to all of the provisions of the Zoning Code. Buildings on the S-Grid are exempt from certain provisions if permitted by Warrant (i.e. open parking lots, drive-troughs and hermetic building fronts).
- Principal Building:** the main building on a lot, usually located toward the frontage.
- Private Frontage:** the privately held layer between the lot line and the principal building facade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and arcades.
- Public Frontage:** the area between the curb of the street and the lot line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight.

APPENDIX I*Daufuskie Island Plan*

Rear Alley or Lane: a vehicular driveway located to the rear of lots providing access to parking, outbuildings, service areas, and containing utility easements. Alleys (T4-T5) are surfaced from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges. Lanes (T2-T4) may be surfaced to driveway standards. Their streetscape consists of gravel or landscaped edges, no raised curb and are drained by percolation.

Road (RD): a local, rural and suburban thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and may contain a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species composed in naturalistic clusters as opposed to a formal alley. This road type is allocated to the more rural Transect Zones (T1-T3).

Sector: a neutral term for a geographic area. In the Plan there are seven (7) specific Sectors that establish the future intensity and boundaries for several kinds of development. Two Sectors represent unbuildable open space (Preserve and Reserve). Three are Urban Growth Sectors of varying intensity (Restricted, Controlled, and Intended Growth Sectors). Two additional Sectors address traditional infill and the retrofitting of suburbia. Sectors address the legal status of place at the Island-wide scale while Transect Zones address the physical character of communities. Daufuskie Island's Growth Sectors contain several Community Types including the Standard Traditional Neighborhood (STN) and Partial Traditional Neighborhood (PTN).

Shared Parking: Parking spaces that are available to more than one function.

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Special District (SD): Special District designations may be assigned to areas that, by their unique function, disposition, or configuration, cannot conform to one of the five Transect Zones or Community Types specified by the Zoning Code. Typical districts include civic districts, campuses, airports, etc.

Smart building codes: building and construction codes that encourage the alteration and reuse of existing buildings. Conventional building codes are generally written to apply to new construction. As a result, it is often much harder for developers to comply with building codes when rehabilitating existing buildings than when undertaking new construction. “Smart building codes” are being developed with increasing frequency in states and local jurisdictions across the country in order to encourage the rehabilitation and reuse of existing buildings. The New Jersey Rehabilitation Sub-code has reduced building rehabilitation costs by as much as 50 percent -- generating a dramatic rise in historic preservation and downtown revitalization projects. The U.S. Department of Housing and Urban Development (HUD) recently published a document entitled Nationally Applicable Recommended Rehabilitation Provisions (NAARP). The NAARP is a model for state and local jurisdictions that want to develop “smart building codes.” For more information, contact the Department of Housing and Urban Development Office of Policy Development Research at www.hud.gov.

Standard—Traditional Neighborhood (S-TND): a Community Type tailored specifically to Daufuskie Island containing more than 40 acres, but less than or equal to 125 acres. A S-TND is based upon a Pedestrian Shed, oriented toward a Common Destination, and consists of a mixed-use center or corridor. A large S-TND may be comprised of more than one Pedestrian Shed.

Story: a habitable level within a building measured from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.

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Street: a local urban thoroughfare of low speed and capacity. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. The landscaping consists of regularly placed street trees. This type is permitted within the more urban Transect Zones (D4-D5).

Streetscape: the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades, elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Streetscreen: sometimes called streetwall. A freestanding wall built along the lot line, or coplanar with the facade, often for the purpose of masking a parking lot from the street. The Streetscreen may be a hedge or fence. Street screens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all Streetscreens over 4 feet high should be 30% permeable or articulated to avoid blank walls.

Setback: the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) and which are permitted to encroach into the Setback.

Substantial Modification: alterations to a building that are valued at more than 50% of the replacement cost of the entire building, if new.

TDR - Transfer of Development Rights: a method of relocating existing zoning rights from areas to be preserved as open space to areas to be more densely urbanized.

APPENDIX I*Daufuskie Island Plan*

TDR Receiving Area: an area intended for development that may be made more dense by the purchase of development rights from TDR Sending Areas.

TDR Sending Area: an area previously zoned for development within the designated Reserved Open Sector (O2). The development rights assigned to this land may be purchased for TDR Receiving Areas. The sending areas, voided of their development rights, are re-allocated to the Preserved Open Sector (O1).

Terminated Vista: a location at the axial conclusion of a thoroughfare. The SPT is authorized to consider buildings, structures, or water views that aid in establishing or preserving a strong Terminated Vista at the axis.

Gathering Place: a third place (not home, not work) that includes a space that is conducive to unstructured social gathering. A Gathering Place can be public or privately owned.

Thoroughfare: a vehicular way incorporating moving lanes and parking lanes within a right-of-way.

TOD: Transit-Oriented Development. TOD is development in which transit is available or proposed. This Community Type is permitted by right within the G-3 Intended Growth Sector.

Transect: a system of ordering human habitats in a range from the most natural to the most urban. The DI Code is based upon five Transect zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

Transect Zone (T-Zone): Transect Zones are administratively similar to the landuse zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the enfronting public streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center.

			APPENDIX I	
APPENDIX I			<i>Daufuskie Island Plan</i>	

Transition Line: a horizontal line spanning the full width of a facade, expressed by a material change or by a continuous horizontal articulation such as a cornice, frieze, band, or a balcony.

Type: a category determined by function, disposition, and configuration, including size or extent. There are community types, street types, civic space types, etc.

Variance: a ruling that would permit a practice that is not consistent with either a provision or the Intent of this Code. Variances are granted by the DART in a public hearing.

Village: A Village is usually comprised of multiple traditional neighborhoods. A Village contains a strong and identifiable commercial center, often in close proximity to transit and a significant transportation corridor.

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of this Code, but is justified by its Intent. Warrants are usually granted administratively by the SPT.

APPENDIX II

Daufuskie Island Plan

INTRODUCTION

Appendix II of the Daufuskie Island Plan contains:

Sustainable Benchmarks and Targets

The benchmarks are to be achieved on Daufuskie Island by the year 2020. They are presented in table format. They are conservative and are not binding. They provide Islanders with an additional means of measuring progress as the Plan evolves. As benchmarks are achieved, and new settlement patterns emerge, the Island will have the opportunity to become a model for smart growth and energy efficiency.

Implementation Tables

The Tables address both the recommended order of Implementation as well as the responsible party for each Recommendation. It is the responsibility of the recognized organization, the Beaufort County Planning Department (in conjunction with other County Departments), public officials, and the Daufuskie Island Council (DIC) to work together and ensure the continued implementation of the Daufuskie Island Plan.

Appendix II

2020 Sustainable Benchmarks and Targets

1. WATER USE
2. GREEN CONSTRUCTION
3. AFFORDABLE HOUSING

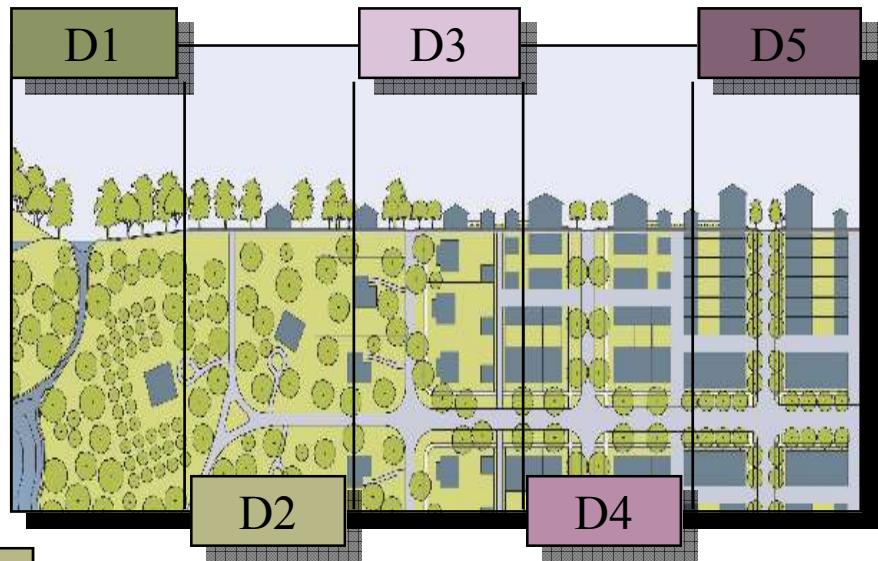


2020 Water Use.					
Reduce overall H2O use	<20%	<20%	<20%	<20%	<20%
Reduce potable water use	<20%	<20%	<20%	<20%	<20%
Maximize use of non-potable water	N/A	>20%	>20%	>20%	>20%
Increase use of greywater.	N/A	>30%	>50%	>75%	>75%
Install sewer and eliminate septic in new construction	N/A	50%	75%	100%	100%
2020 Green Construction					
% of State & County structures > 500 sq ft. that must be 3rd party certified (i.e. LEED, Earth craft)	100%	100%	100%	100%	100%
% of all structures > 3000 sq ft. constructed since 2015 that must be 3rd party certified (LEED, Earthcraft)	N/A	100%	100%	100%	100%
All Structures >500 sq ft. & <3000 sq ft. constructed since 2015 that must be 3rd party certified (LEED, Earthcraft)	N/A	50%	50%	75%	75%
2020 Affordable Housing					
% of structures constructed since 2015 that contain a "for rent" Outbuilding on the site	N/A	20%	30%	40%	50%
% of "for sale" residential dwelling units constructed since 2015 and classified as "affordable" housing by Beaufort County	N/A	10%	20%	20%	20%

Appendix II

2020 Sustainable Benchmarks and Targets

1. Diversity of Uses
2. Building diversity

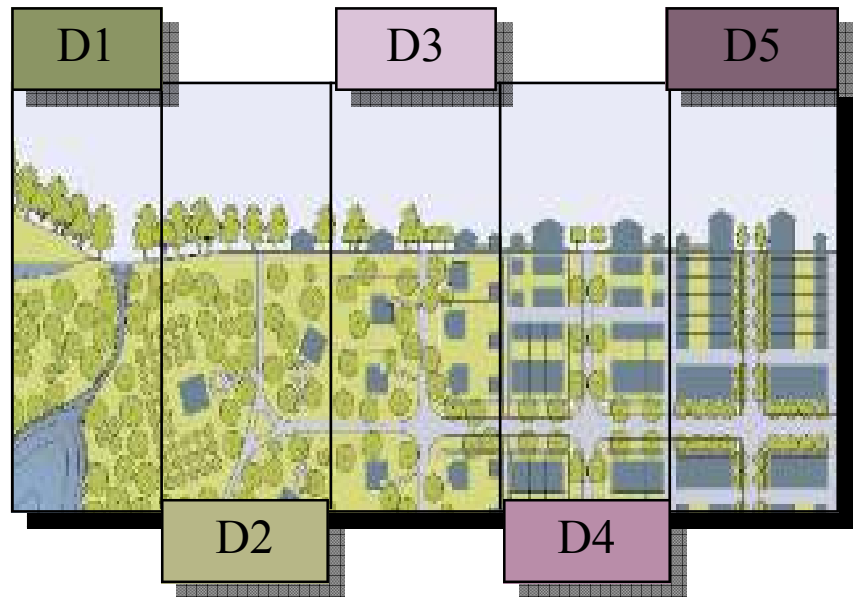


2020 Diversity of Uses					
# of destinations (as defined by LEED ND) within the Cooper River Landing Long Pedestrian Shed	N/A	N/A	1-5	5-10	10-15
# of destinations (as defined by LEED ND) within the New River Landing Standard Pedestrian Shed	N/A	N/A	1-5	5-10	N/A
# of destinations (as defined by LEED ND) within the Public District Standard Pedestrian Shed	N/A	N/A	1-5	5-10 Includes civic uses	N/A
2020 Building Diversity—ideal % or range for each typology constructed since 2015					
Lofts or apartments over commercial	N/A	N/A	0-25%	25-50%	50-100%
Stand alone apartments or condos	N/A	N/A	0-25%	25-50%	50-100%
Affordable cottage close	N/A	0-25%	0-25%	N/A	N/A
Single family houses <1500	N/A	25-50%	25-50%	25-50%	N/A
Medium to large single family houses >1500	N/A	25-75%	25-50%	50-75%	N/A
Farmsteads	N/A	0-25%	N/A	N/A	N/A
Family compounds	N/A	0-25%	N/A	N/A	N/A
Accessory dwelling units	N/A	permitted	permitted	permitted	permitted

Appendix II

2020 Sustainable Benchmarks and Targets

1. TRANSIT SUPPORTIVE DENSITY
2. WALKABLE NEIGHBORHOODS
3. BIKEABLE NEIGHBORHOODS

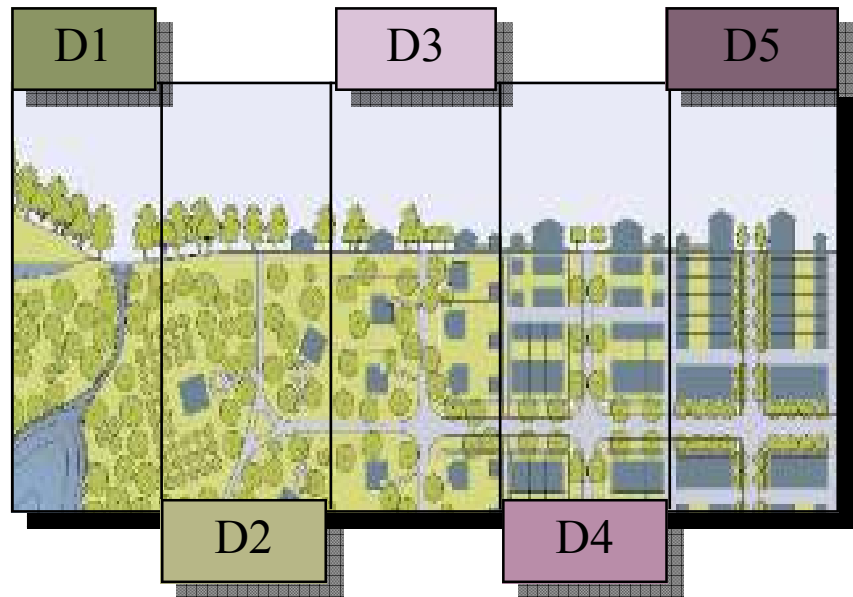


2020 Transit Supportive Densities					
	N/A	1 DU/AC	3 DU/AC	6 DU/AC	8 DU/AC
2020 Walkable Neighborhoods					
Block Perimeter (see table ?) In DI FBC		N/A	3000 ft.	2400 ft.	2000 ft.
# of daily uses within a demarcated 1/4 Mile Standard Pedestrian Shed			1-5	5-10	10+
# of destinations (as defined by LEED ND) within the Cooper River Landing Long Ped Shed	N/A	N/A	1-5	5-10	10+
# of destinations (as defined by LEED ND) within the New River Landing Standard Ped Shed	N/A	N/A	1-5	5-10	N/A
# of destinations (as defined by LEED ND) within the Public District Standard Pedestrian Shed	N/A	N/A	1-5	5-10 Includes civic uses	N/A
2020 Bikeable Neighborhood					
Bicycle Trail Network			x	x	x
Bicycle Amenities (showers)				x	x
Bicycle Parking			X	x	x
Bike Rental / Bike Share				x	x

Appendix II

2020 Sustainable Benchmarks and Targets

1. TRANSIT SUPPORTIVE DENSITY
2. WALKABLE NEIGHBORHOODS
3. BIKEABLE NEIGHBORHOODS







2020 alternative transportation plan (Island scale)	The most appropriate means for promoting the Island for alternative powered vehicles:				
Ferry passes and bus transfers	N/A			x	x
Bus service		x	x	x	x
Car-share (per Hr. car rental)	N/A	x	x	x	x
Taxi Service	N/A	x	x	x	x
Bicycle	N/A	x	x	x	x
Smart Vehicle	N/A	x	x	x	x
Rideshare	N/A	x	x	x	x
Permit Home Occupations	N/A	x	x	x	x
Telework / Telelearning	N/A	x	x	x	x
2020 increase walking and manage and reduce parking. Reduce auto-dependency, carbon emissions, energy consumption, and increase					
Car-free Housing	N/A			x	x
Unbundle Parking From Rent	N/A	x	x	x	x
Shared Parking Among Users	N/A			x	x
Count On-Street Parking	N/A		x	x	x

Appendix II

2020 Sustainable Benchmarks and Targets.

WIND ENERGY: This table shows placement opportunities for wind-powered devices within the rural to urban Transect.

<p>Wind Farm</p> 	D1	<p>The horizontal axis wind turbine is suited for the more rural T-zones because it generally requires a large (20 foot) radius for the rotating blades. In addition, the head must rotate in order to receive wind from any direction.</p>
<p>Horizontal Axis</p> 	D1	<p>Wind turbines must be placed where there is wind. The best locations in general include shorelines and the edges of open plains. In the urban Transect Zones, T3-4-5, this usually means they must be placed quite high above the buildings. Care should be taken installing wind turbines near inhabited areas, as they tend to generate a steady white noise.</p>
D2		
D3		
<p>Vertical Axis</p> 	D3	
D4		
D5		
<p>Public Furniture</p> 	D3	<p>The vertical axis wind turbine is suited for the more urban T-zones because it is significantly smaller than the horizontal axis type, sometimes only 4-5 feet in diameter, and less noisy. These are designed to operate with non-directional wind current, which makes them easier to accommodate, and more attractive in urban areas when in proximity to buildings.</p>
D4		
D5		

Appendix II

2020 Sustainable Benchmarks and Targets.

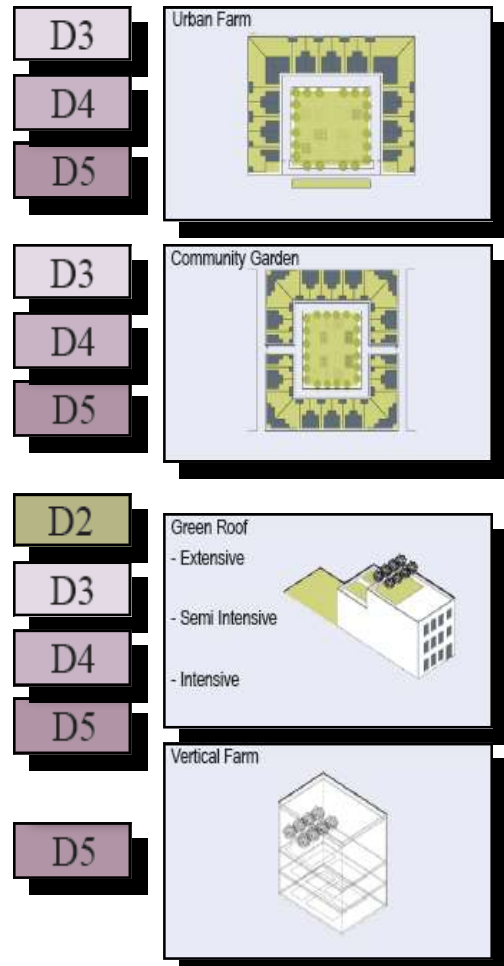
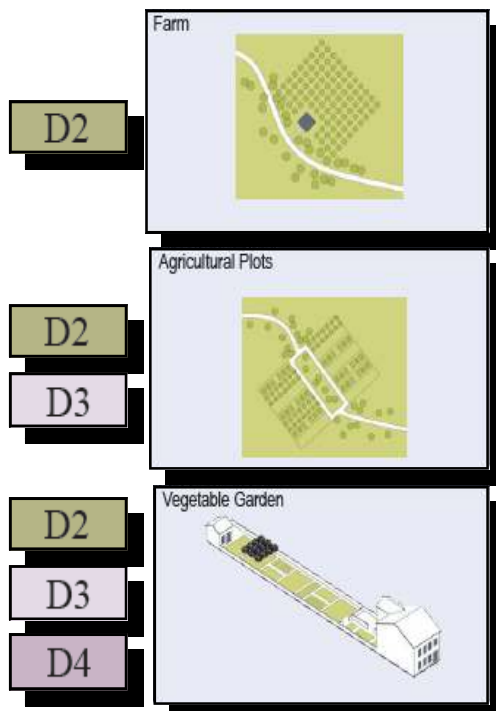
FOOD PRODUCTION: Ways of incorporating food production along the Transect.

Islander's should consider a return to agriculture and even the raising of animals for household or community use. This activity would greatly lower the cost of obtaining food supplies and reduce energy consumption used for food transport. The code requires developers to establish gathering places and civic sites as part of their project. One possibility is to utilize open space—or even purchase vacant lots—and to make them available as community gardens for residents. A community garden or allotment garden functions as a gathering spot in that it provides recreation and social interaction in a manner that is rare in a private yard. Allotment gardens are also ideal for apartment-dwellers who enjoy gardening.

Community gardens need not be small. In fact, they can be large enough to hold habitable outbuildings that even serve as affordable surrogates to rural weekend cottages. Allotment plots are not sold, but rented under county or private administration.

Green roofs provide opportunities for food production, while at the same time mitigating carbon emissions and reducing storm water runoff. They may be incentivized by giving developers credits or bonuses for installing them.

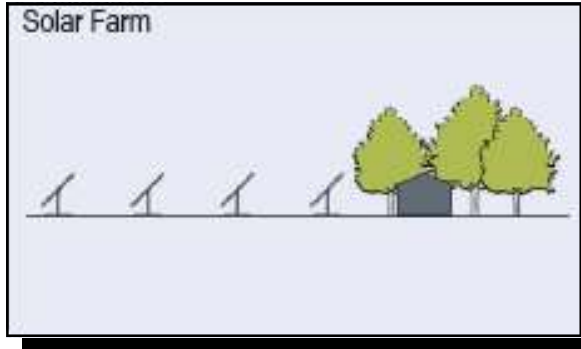
Tree preservation and planting regulations should focus on native species, and introduce trees that actually produce an annual harvest.



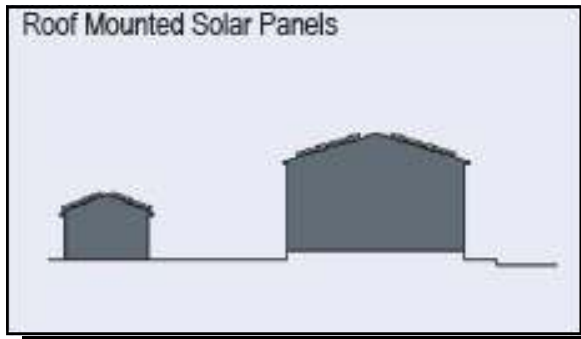
Appendix II

2020 Sustainable Benchmarks and Targets.

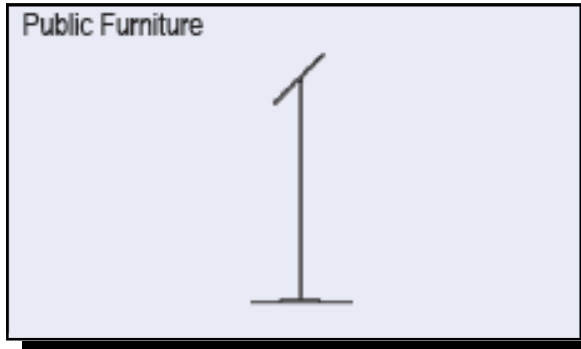
SOLAR ENERGY: This table shows opportunities for the placement of solar-powered devices along the rural to urban transect.



- D1
- D2



- D1
- D2
- D3



- D3
- D4
- D5

Solar access should be protected in the D2 and D3 zones; with panels placed on the back (or least visible) slope of the roof.

Solar orientation should be considered when planning all community types so that each lot receives optimum exposure. Since this may not be conducive to good urbanism in all cases, the code shall require that 40% percent of lots, clustered as part of a hamlet, close, homestead, or compound in the D2 and D3 zones shall be oriented for solar energy.

Solar farms should be permitted by Warrant in D2 zones and by Variance in D1.

Appendix II

2020 Sustainable Benchmarks and Targets.

TRANSPORTATION QUALITY OF LIFE

Opportunities for improving the Island's Transportation network

- A. Modal Split—Number of trips by type, Island-wide should reflect a clear upward trend in the use of sustainable modes of transportation (electric vehicle, bike, shuttle bus).
- B. Average Island worker—By 2020 25% of employees will use sustainable modes of transportation (see B above) to get to and from work.
- C. Reduced Automobile Dependence—By 2015 phasing plan in place to eliminate full size combustion engine automobiles from the island (with the exception of maintenance, service, recreation, and emergency vehicles) and replace with smaller scaled alternatives utilizing new technologies. Phasing through 2020.
- D. Trail Network—By 2020 there will be a formal plan in place to connect Cooper River Landing, the Public District, Public Beach, and New River Landing via a network of walking trails; and at least 75% of the necessary ROWs or easements will have been obtained, and 50% of the overall net work constructed and operational.
- E. Transit Facilities—By 2020 Plans and funding for a sophisticated, multimodal transit facility (Ferry and Bus) on either Hilton Head, or Pinckney Island will exist. The regulatory and permitting process will have commenced or be completed.
- F. A sophisticated and streamlined ferry system will provide service from Hilton Head to Daufuskie Island, and on to the Savannah Riverfront (possibly Hutchinson Island) in Chatham County.
- G. Bus service will extend from the existing (or new) ferry landing near (or on) Hilton Head Island to Bluffton, and Okatie.

Opportunities for improving the Island's Transportation network

- A. Public Access to Waterfront—By 2020 20% of the waterfront access plan designed to keep the majority of the riverfront accessible to the public while also connecting Haig Point Plantation to Bloody Point Plantation around the western side of the Island will be established.
- B. Active Public Spaces—By 2020 the Island will have over 50 non-waterfront "Gathering Places" and 10 non-waterfront Civic Spaces registered as part of their plans.
- C. Open Communities—By 2020 the Oakridge Tract, McDavid Tract, and Melrose Tract will have a seamless road running north south through all three with no gates. The "old road" on the Webb tract will be re-opened and accessible to bicyclists and walkers.

Appendix II

2020 Sustainable Benchmarks and Targets.

ECONOMY

COMPOSTING & RECYCLING

Opportunities for improving the Island's Economy

- A. Housing and Jobs Proximity—By 2020 50% of Growth Area businesses will employ workers who live on Daufuskie Island full time...either renting or owning a home.
- B. Jobs-Housing Balance—By 2020 the ratio of the number of jobs in the CP District to the # of homes in the CP District will approach .5.
- C. Housing—By 2020 75% of the Island's residential units constructed in the previous five years will be located in one of the Island's Growth Areas.
- D. Economy—By 2020 80% of Island's retail, lodging, and business constructed in the previous five years will be located in one of the Island's Growth Areas.
- E. Food Production—By 2020 Community Supported Agriculture (CSA) will have existed on the island for 5 years. It will supply Islanders and visitors with produce and seafood.
- F. Food Production—By 2020 the market shed will exist, and host a weekly farmers market.
- G. Local Food Supply—By 2020 5% of all food consumed on the Island will be grown or caught locally.

Opportunities for improving the Island's Composting and Recycling

- A. By 2020 new development should not contribute to any waste and pollution but rather be designed for reuse, recycling, and composting.
- B. By 2020 neighborhoods will be consolidated for the sake of assigning a "Resource Recovery Park". Such parks will exist or be planned and used as a resource for all development on the Island.

Daufuskie Island Plan

Appendix II



IMPLEMENTATION TABLES






Beaufort County Planning Department

Section One
DEVELOPMENT PATTERNS

Daufuskie Island Plan


OBJECTIVE ONE: *Preserve land and promote traditional development patterns*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 1.1 Sector Plan Utilize the Sector Plan to identify conservation and growth areas, outline pedestrian sheds, designate appropriate community types, and ultimately serve as the organizational tool to establish the Island's Regulating Plan or zoning map.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. Stakeholders 4. Residents 	<ol style="list-style-type: none"> 1. DI Plan 2. Dev. Review Process 	<ol style="list-style-type: none"> 1. Planning Dept. Budget
<p>Rec. 1.2 Form Based Code (FBC) Develop a form based code (FBC) that is transect based including the Function (Use) table.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. Stakeholders 4. Residents 	<ol style="list-style-type: none"> 1. DI Plan 2. Sector Plan 3. Dev. Review Process 	<ol style="list-style-type: none"> 1. Planning Dept. Budget
<p>Rec. 1.3 Critical Mass Promote dense development around the Cooper River and New River ferry landings.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. BC Govt. 3. Pvt Investment 	<ol style="list-style-type: none"> 1. Sector Plan 2. FBC 3. TDR Program 4. Consolidation of Infrastructure and Services 5. TIF 6. PSD / SPD 7. Public-Private Partnerships 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 1. BC General Fund 2. BC CIP 3. TIF (See: Sect. Two) 4. PSD / SPD (See: Sect. Two) 5. Grants (See: Sect. Eight) 6. Tax Credits (See: Sect. 5,8) 7. Revolving loan funds (See: Sect. Eight) 8. Private Investment

Section One
DEVELOPMENT PATTERNS

Daufuskie Island Plan




OBJECTIVE ONE: *Preserve land and promote traditional development patterns*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 1.4 TDR Program Establish a Transfer of Development Rights (TDR) Program for Daufuskie Island allowing for untouched lands to be preserved and development and services to be consolidated around the ferry landings.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. Design, Comm. & Environment Planning 4. Stakeholders 5. Residents 	<ol style="list-style-type: none"> 1. DI Plan 2. Sector Plan 3. FBC 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. Beaufort County Gov. 3. Rural & Critical Lands Prgm. 4. Private Financing Partnership

Section Two
FERRY SERVICE

Daufuskie Island Plan


OBJECTIVE TWO: Establish intense development around ferry embarkation sites & improve service

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 2.1 TOD Development Encourage highly activated Transit Oriented Development (TOD) around designated ferry landings on the Cooper River.</p>	<p style="text-align: center;"></p>	<p>1. Planning Dept. 2. BC Govt. 3. Prvt Investment</p>	<p>1. DI Plan 2. Sector Plan 3. FBC 4. TDR Program 5. Consolidation Infrastructure and Services 6. TIF 7. PSD / SPD 8. Public-Private Partnerships</p>	<p>1. Planning Dept. Budget 1. BC General Fund 2. BC CIP 3. TIF (See: Sect. Two) 4. PSD / SPD (See: Sect. Two) 5. Grants (See: Sect. Eight) 6. Tax Credits (See: Sect. Eight) 7. Revolving loan funds (See: Sect. Eight) 8. Private Investment</p>
<p>Rec. 2.2 Working Waterfront Ensure that Daufuskie residents have access to a barge landing and ferry landing.</p>	<p style="text-align: center;"></p>	<p>1. Planning Dept. 2. BC Govt.I 3. Prvt Investment 4. Palmetto Breeze 5. DI Council</p>	<p>1. DI Plan 2. FBC 3. TIF 4. PSD / SPD 5. Public-Private Partnerships</p>	<p>1. BC General Fund 2. BC CIP 3. TIF (See: Sect. Two) 4. PSD / SPD (See: Sect. Two) 5. Grants (See: Sect. Eight) 6. Tax Credits (See: Sect. Eight) 7. Revolving loan funds (Sect. 8) 8. Private Investment</p>
<p>Rec. 2.3 Ferry Service Consolidation As a short term solution to issues with ferry service to Daufuskie Island encourage the consolidation of existing ferry service to the Island.</p>	<p style="text-align: center;"></p>	<p>1. Planning Dept. 2. BC Govt. 3. Prvt Investment 4. Palmetto Breeze 5. DI Council</p>	<p>1. DI Plan 2. TIF 3. PSD / SPD 4. Public-Private Partnerships</p>	<p>1. BC General Fund 2. BC CIP 3. TIF (See: Sect. Two) 4. PSD / SPD (See: Sect. Two) 5. Grants (See: Sect. Eight) 6. Revolving loan funds (Sect. 8) 7. Private Investment</p>

Section Two
FERRY SERVICE

Daufuskie Island Plan




OBJECTIVE TWO: *Establish intense development around ferry embarkation sites & improve service*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 2.4 Ferry Operating Plan Investigate reg. transportation by compiling a Ferry Operating Plan that provides for the full development of intermodal mass transit on DI; examining factors such as regional participation, consolidation of public & private services (including the School Dist.), parking, sustainable practices, and tools capable of funding necessary capital and operating expenses.</p>	<p style="text-align: center;"></p>	<ol style="list-style-type: none"> 1. Planning Dept. 2. BC Eng/Transp 3. BC Council 4. Palmetto Breeze 5. BC School Dist. 6. LCOG 7. Local jurisdictions 8. DI Council 	<ol style="list-style-type: none"> 1. Professional Consultant 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. Beaufort County Gov. 3. Palmetto Breeze 4. BC School Dist. 5. LCOG 6. Grants (See: Sect. Eight) 7. Local jurisdictions

Section Three
ISLAND TRANSPORTATION

Daufuskie Island Plan





OBJECTIVE THREE: *Improve transportation infrastructure in a contextual manner*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 3.1 Unclaimed, Non-deeded Roads Address the issue of un-claimed, non-deeded roadways across the island.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Eng/Transp 3. BC Public Wks 4. BC Council 5. DI Council 	<ol style="list-style-type: none"> 1. Professional Consultant 2. Eminent Domain 3. Zoning / FBC 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. BC General Fund 3. BC CIP 4. TIF (See: Sect. Two) 5. PSD / SPD (See: Sect. Two) 6. Grants (See: Sect. Eight)
<p>Rec. 3.2 Form Based Code Adopt a Form Based Code that promotes contextual street and parking standards within the portal areas and throughout the network.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Eng/Transp 3. CP Committee 4. Stakeholders 5. Residents 	<ol style="list-style-type: none"> 1. DI Plan 2. New Inst. of Transportation Engineers (ITE) manual 	<ol style="list-style-type: none"> 1. Planning Dept. Budget
<p>Rec. 3.3 Gateway Street Transform the street linking Cooper River landing and the center-Island Public District into a “gateway” corridor.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Council 3. LCOG 4. Pvt Investment 5. DI Council 6. Stakeholders 	<ol style="list-style-type: none"> 7. DI Plan 8. FBC 9. TIF 10. PSD / SPD 11. Public-Private Partnerships 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. BC General Fund 3. BC CIP 4. TIF (See: Sect. Two) 5. PSD / SPD (See: Sect. Two) 6. Grants (i.e. CDBG-See Sec 8) 7. Private Investment

Section Three
ISLAND TRANSPORTATION

Daufuskie Island Plan



OBJECTIVE THREE: *Improve transportation infrastructure in a contextual manner*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 3.4 Government Flexibility Ensure that governmental agencies understand the transect. Request that they diversify their models to account for the FBC's context sensitive street standards.</p>		<ol style="list-style-type: none"> 1. BC Planning Department 	<ol style="list-style-type: none"> 1. DI Plan 2. FBC 2. New Inst. of Transportation Engineers (ITE) manual 	<ol style="list-style-type: none"> 1. N/A Planning Dept. Staff
<p>Rec. 3.5 Light Imprint New Urbanism Utilize the Light Imprint New Urbanism manual to determine the appropriate range of road surfaces & means of addressing stormwater in various transects or (D) Zones.</p>		<ol style="list-style-type: none"> 1. Development Review Process 	<ol style="list-style-type: none"> 1. DI Plan 2. Sector Plan 3. FBC 4. Light Imprint New Urbanism manual 	<ol style="list-style-type: none"> 1. N/A Staff
<p>Rec. 3.6 Road Impact Fees Examine the manner in which road impact fees are imposed and allocated on Daufuskie Island.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Eng/Transp 3. BC Council 4. DI Council 	Examine redistricting fees or directing fees to alt. transit such as ferry.	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. Engineering Dept Budget 3. BC General Fund
<p>Rec. 3.7 Re-Open Haig Point Road Negotiate with the owners of the Webb Tract to re-open the closed portion of Haig Point Road as either a new roadway, cartway, or trail.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. Private Investment 3. DI Council 	<ol style="list-style-type: none"> 1. DI Plan 2. FBC-PD Zone 3. Public-Private Partnership 	<ol style="list-style-type: none"> 1. Private financing 2. Public / Private financing 3. Grants (i.e. Rec. Trails Prgm.) 4. Funds (i.e. Park & Rec. Dev. Fund; LWCF Fund; Rec. Land Trust Fund) See: Recommendations 7.7 & 8.3.

Section Four
TOURISM & WAYFINDING

Daufuskie Island Plan



OBJECTIVE FOUR: Cross-promote tourism interests & improve Wayfinding infrastructure

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 4.1 Improve Wayfinding Improve Wayfinding on Daufuskie Island using tools that build on the Island's unique identity.</p>	<p style="text-align: center;"></p>	<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. DI Council 4. Stakeholders 5. Residents 	<ol style="list-style-type: none"> 1. FBC (Signage) 2. Wayfinding Charrette 3. Website 4. Welcome Center 5. TIF 6. SPD/PSD 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. BC General Fund 3. BC CIP 4. Grants (See Sect. Five, Seven, Eight) 5. TIF (See Sect. Two) 6. SPD/PSD (See Sect. Two)
<p>Rec. 4.2 Island Branding and Promotion Work with the Hilton Head Island / Bluffton Chamber of Commerce and other public and private agencies to improve branding and promotion of the Island.</p>	<p style="text-align: center;"></p>	<ol style="list-style-type: none"> 1. BC Planning (4.2.1; 4.2.2; 4.2.3; 4.2.4) 2. Professional Consultant / Univ. (4.2.1) 3. LCOG (4.2.1) 4. HHB Chamber (4.2.2; 4.2.3; 4.2.4) 5. Palmetto Breeze (4.2.2; 4.2.3; 4.2.4) 6. DI Council (4.2.2; 4.2.3; 4.2.4) 	<p>See Rec. 4.2</p> <p>Also: The DI Council or a future Business Improvement District / Business Alliance could aid in coordinating these four sub-recommendations.</p>	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. BC General Fund 3. LCOG 4. HHB Chamber 5. Palmetto Breeze 6. Grants (Likely local, Also See Sect. Eight) 7. Private Investment

Section Five
HISTORIC RESOURCES

Daufuskie Island Plan


OBJECTIVE FIVE: Heighten historic preservation and land conservation efforts

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 5.1 Certified Local Government (CLG) Become a Certified Local Government (CLG); thereby, increasing opportunities for federal, state, and local preservation funding.</p>		<p>1. BC Planning</p>	<p>This state designation will allow BC to apply for a significant amount of federal grant funding.</p>	<p>1. N/A Planning Staff</p>
<p>Rec. 5.2 Comp Study of Historic Structures Perform a comprehensive study of historic structures on Daufuskie Island and include the results as an appendix to this document.</p>		<p>1. BC Planning (5.2.1; 5.2.2; 5.2.3) 2. Pres. Consultant (5.2.1; 5.2.2) 3. Center for Heir's Property Pres. (5.2.3) 4. LCOG (5.2.1; 5.2.2; 5.2.3) 5. DI Council (5.2.1; 5.2.2; 5.2.3)</p>	<p>See Recommendation 5.4.</p>	<p>1. Planning Dept. Budget 2. BC General Fund 3. BC CIP 4. Grants for Preservation Survey / Study (See Sect. Five, Six, Eight) 5. Grants for Heir's Property (See Sect. Five, Six, Eight)</p>

Section Five
HISTORIC RESOURCES

Daufuskie Island Plan





OBJECTIVE FIVE: Heighten historic preservation and land conservation efforts

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 5.3 Contextual Dev Near Historic Structures Establish a Form Based Code, allowing for contextually appropriate infill to be interspersed amongst the Island's historic structures.</p>	<p style="text-align: center;"></p>	<p>1. BC Planning 2. CP Committee 3. Stakeholders 4. Residents</p>	<p>1. DI Plan 2. Sector Plan 3. Dev. Review Process</p>	<p>1. Planning Dept. Budget</p>

Section Five
HISTORIC RESOURCES

Daufuskie Island Plan



OBJECTIVE FIVE: Heighten historic preservation and land conservation efforts

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 5.4 Local Historic Preservation Incentives Consider implementation of a local property tax abatement program for the rehabilitation of historic structures in addition to those offered by the state and federal government . The entire Island is a National Historic District.</p>	<p style="text-align: center;"></p>	<p>1. BC Planning 2. BC Council 3. DI Council</p>	<p>See Recommendation 5.4</p>	<p>1. Beaufort County Gov.</p>
<p>Rec. 5.5 Comp Historic Preservation Funding Use the following funding tools to assist in local Historic Preservation efforts on Daufuskie Island.</p>	<p style="text-align: center;"></p>	<p>1. Government at all three levels (federal, state, local) 2. Beaufort County</p>	<p>1. Federal, state and local preservation tools 2. Historic Preservation Board</p>	<p>3. Incentives have federal, state and local financial impacts.</p>
<p>Rec. 5.6 Gullah-Geechee Heritage Corridor Work with the Gullah Geechee Heritage Corridor Committee to identify opportunities for Daufuskie Island to be included and celebrated as part of the Corridor.</p>	<p style="text-align: center;"></p>	<p>1. BC Planning (HP Planner, CP Planner) 2. DI Council 3. HHB Chamber</p>	<p>TBD</p>	<p>1. Gullah Geechee Heritage Corridor Committee</p>
<p>Rec. 5.7 Historic Preservation Regulations Update or re-write the current Historic Preservation Regulations in the ZDSO in order to better protect the Daufuskie Island National Historic District.</p>	<p style="text-align: center;"></p>	<p>1. BC Planning Department 2. Preservation Consultant 3. Daufuskie Island Council 4. Stakeholders</p>		<p>1. Planning Dept. Budget</p>

Section Five
HISTORIC RESOURCES

Daufuskie Island Plan



OBJECTIVE FIVE: Heighten historic preservation and land conservation efforts

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 5.8 Moving of Historic Structures Establish standards that require all other opportunities for on-site preservation to be exhausted prior to re-locating a historic structure.</p>		<ol style="list-style-type: none"> 1. BC Planning Development 2. Review Process 	<ol style="list-style-type: none"> 1. DI Plan 2. FBC 	<ol style="list-style-type: none"> 1. Planning Dept. Budget
<p>Rec. 5.9 Non-profit Housing Trust for Hist Presv. Ensure that a future Non-profit Housing Trust (Affordable) is structured in a manner that also allows historic structures on Daufuskie Island to be restored (possibly re-located—see Rec. 5.9) and used as affordable housing.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Council 3. DI Council 	<ol style="list-style-type: none"> 1. Non-profit housing trust that allows historic structures to be saved and sometimes re-located. 	<ol style="list-style-type: none"> 1. BC General Fund 2. Affordable Housing Program 3. Preservation and Housing Grants (See Sect. five, six, eight) 4. Non-profit housing organizations

Section Six
HOUSING

Daufuskie Island Plan


OBJECTIVE SIX: Increase opportunities for obtainable housing

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 6.1 Form Based Code and Affordability Adopt a Form Based Code that promotes Obtainable Housing using all of the following:</p> <ol style="list-style-type: none"> 1. Traditional neighborhood development TND. 2. Transit Oriented Development TOD. 3. Affordable single lot community types. 4. Diverse housing types and sizes. 5. Incentives to encourage developers to unbundle parking costs. 		<ol style="list-style-type: none"> 1. BC Planning 2. CP Committee 3. Stakeholders 4. Residents 	<ol style="list-style-type: none"> 5. DI Plan 6. Sector Plan 7. FBC 8. Development Review Process 	<ol style="list-style-type: none"> 1. Planning Dept. Budget
<p>Rec. 6.2 Apply 09 Comp Plan Housing Policies Encourage the County-wide housing programs / policies from the 2009 Beaufort County Comprehensive Plan for Daufuskie Island. The Island has significant and very unique affordable housing needs. It is imperative that each of these programs / policies is considered, tailored to the needs of the Island, and if deemed to be beneficial, enacted.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Council Policy 3. Beaufort Housing Authority 4. Non-profits (i.e. Habitat for Humanity) 5. Center for Heir's Property Preservation 6. DI Council 	<p>See Recommendation for Tools.</p>	<ol style="list-style-type: none"> 1. BC General Fund 2. BC Government 3. Affordable Housing Program 4. Federal and state government tax credits 5. Non-profits (i.e. Habitat for Humanity) 6. Grants (See Sect. Five, Eight) 7. LCOG 8. FHA loans 9. Donations

Section Six
HOUSING

Daufuskie Island Plan




OBJECTIVE SIX: *Increase opportunities for obtainable housing*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 6.3 Modular Housing / Katrina Cottage Research Manufactured and Modular Housing that meets the aesthetic standards of the FBC.</p>	<p style="text-align: center;"></p>	<p>1. BC Planning Department 2. CP Planner 3. Local Private Sector manufacturers</p>	<p>1. Katrina Cottage 2. Learning Cottage (DPZ) 3. FBC</p>	<p>1. Planning Dept. Budget</p>

Section Seven
CIVIC SITES

Daufuskie Island Plan



OBJECTIVE SEVEN: *Create small gathering places and significant civic spaces across the Island*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 7.1 Civic Sites and Gathering Places Adopt a FBC that requires contextually appropriate and properly designed civic sites (spaces and buildings); as well as informal gathering places and public art installations in new communities.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. DI Council 4. Stakeholders 5. Residents 	<ol style="list-style-type: none"> 6. DI Plan 7. Sector Plan 8. FBC 9. Development Review Process 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. Private Sector Investment
<p>Rec. 7.2 Public and Accessible Waterfront The waterfront shall remain public and accessible.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. DI Council 7. BC Govt. 8. Rural Crit Lands/ Open Land Trust 	<ol style="list-style-type: none"> 3. DI Plan 4. FBC 5. PDR/TDR 6. Development Review Process 7. TIF 8. PSD/SPD 	<ol style="list-style-type: none"> 1. Primarily zoning Beaufort County Gov. 2. PDR Purchase / TDR Bank (Rural Critical Lands Prog / Open Land Trust) 3. Grants (See Sect. 8 and Recommendation 7.7) 4. TIF 5. PSD/SPD 6.
<p>Rec. 7.3 Civic Structures Identify and “cost out” new civic related buildings and Infrastructure for the Island.</p>		<ol style="list-style-type: none"> 1. BC Plan Dept. 2. BC Eng Dept. 3. Pub Wks Dept. 4. BC Govt. 5. Prvt. Investment 6. DI Council 	<ol style="list-style-type: none"> 1. FBC-Pub Dist. 2. Private Traditionally influenced architect and engineer with New Urban understanding including LINU 	<p style="text-align: center;"><u>STUDY</u></p> <ol style="list-style-type: none"> 1. BC Planning Dept. Budget 2. BC Engineer Dept. Budget 3. BC Pub. Works Dept. Budget 4. BC General Fund <p style="text-align: center;"><u>CONSTRUCTION</u></p> <ol style="list-style-type: none"> 4. BC CIP 5. Public-Private Partnership 6. Private Investment 7. TIF, PSD, SPD

Section Seven
CIVIC SITES



Daufuskie Island Plan

OBJECTIVE SEVEN: *Create small gathering places and significant civic spaces across the Island*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 7.4 25 Year Parks & Trails Plan Develop a 25 year Parks and Trails Plan.</p>		<p><u>STUDY</u></p> <ol style="list-style-type: none"> 1. BC Planning 2. BC Parks and Leisure Services Dept. 3. BC Govt. 4. DI Council 5. Stakeholders <p><u>ACQUISITION</u></p> <ol style="list-style-type: none"> 1. BC Parks and Leisure Services Dept. 2. BC Govt. 3. Rural Crit Lands / Open Land Trust 4. Privt. Investment 	<p><u>STUDY</u></p> <ol style="list-style-type: none"> 1. DI Plan 2. Sector Plan 3. FBC 4. Historic Survey 5. GIS 6. Grants <p><u>ACQUISITION</u></p> <ol style="list-style-type: none"> 1. Land Purchase 2. Grants 3. Public-Private Partnership 3. PDR 4. TDR 5. PSD/SPD 	<p><u>IDENTIFICATION STUDY</u></p> <ol style="list-style-type: none"> 1. Planning Dept. Budget 2. PALS Budget 3. BC General Fund 4. Grants (See Sect 5, 8 and Sect. 7.7) <p><u>ACQUISITION</u></p> <ol style="list-style-type: none"> 1. BC CIP 2. PALS Budget 3. PDR Purchase / TDR Bank (Rural Critical Lands Prog / Open Land Trust) 4. Grants (See Sect 5, 6, 8 and Recommendation 7.7) 5. PSD/SPD
<p>Rec. 7.5 Island Destinations Work with government agencies (the U.S. Post Office, School District, Parks & Recreation Department) and private developers to create destinations in new and established communities.</p>		<p>BC Planning with:</p> <ul style="list-style-type: none"> - BC PALS - Postal Service - BC School Dist. <ol style="list-style-type: none"> 2. BC Govt. 3. DI Council 3. Private Investment 	<ol style="list-style-type: none"> 1. DI Plan 2. Sector Plan 3. FBC (incl PD) 4. Development Rev. Process 5. Public-Private Partnerships 6. Grants 7. TIF 	<ol style="list-style-type: none"> 1. Planning Dept. Budget 2. BC CIP 3. Public-Private Partnerships 4. Grants (See Sect. 5, 6, 8, and Recommendation 7.7) 5. TIF

Section Seven
CIVIC SITES




Daufuskie Island Plan

OBJECTIVE SEVEN: <i>Create small gathering places and significant civic spaces across the Island</i>				
Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 7.6 Library Upgrade Work with the Library Department to incorporate and upgrade the existing Daufuskie Island Library into the County Library system and establish a 10 year local master plan.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC Libraries 3. Daufuskie Island Council 	<ol style="list-style-type: none"> 1. Mixed use and technology 2. BC Television 3. Wi-Fi Hotspot 4. Laptop rentals 5. Kindles/ I-Pads (electronic book rentals) 	<ol style="list-style-type: none"> 1. BC Library Dept. Budget 2. BC General Fund 3. BC CIP 4. Grants (See Sect. Five, Six, Eight, Recommendation 7.7, and other Library specific grants)
<p>Rec. 7.7 Parks, Recreation, Tourism, Funding Consider the following funding sources when proposing the construction of new civic sites, trails and recreation facilities for the Island.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC PALS 3. BC Govt. 4. DI Council 5. LCOG 6. Private Investors 	<p>See Recommendation</p>	<ol style="list-style-type: none"> 1. See funding in Recommendation

Section Eight
ECONOMY

Daufuskie Island Plan




OBJECTIVE EIGHT: *Expand the economy while promoting additional means of control and oversight*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 8.1 Island Representation Daufuskie Island shall elect a quasi-government committee as the Island's official voice on issues of policy, including implementation of the Daufuskie Island Plan.</p>		<ol style="list-style-type: none"> 1. Daufuskie Island Council 	<ol style="list-style-type: none"> 1. Daufuskie Island Council 2. DI Plan 	<ol style="list-style-type: none"> 1. N / A
<p>Rec. 8.2 Consolidate Services Encourage the consolidation of infrastructure and services on Daufuskie Island.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. Palmetto Breeze 3. BC Public Works Dept. 4. BC Engineering 5. BC Solid Waste Dept. 6. BC Govt. 7. DI Council 	<ol style="list-style-type: none"> 1. Grants 2. PSD/SPD 3. TIF 	<ol style="list-style-type: none"> 1. BC General Fund 2. BC CIP 3. Palmetto Breeze 4. Grants (See Sect. five, six, seven, eight) 5. TIF 6. PSD/SPD
<p>Rec. 8.3 Smart Growth Funding Stay abreast of all funding opportunities that might aid in the construction and consolidation of infrastructure (Rec 8.2), especially in the village at Cooper River landing, New River landing, Public District.</p>		<ol style="list-style-type: none"> 1. BC Planning Department 2. Daufuskie Island Council 	<ol style="list-style-type: none"> 1. DI Plan 2. 2009 BC Comp Plan 3. Federal, State and local web-sites 	<ol style="list-style-type: none"> 1. See Recommendation.

Section Eight
ECONOMY

Daufuskie Island Plan




OBJECTIVE EIGHT: *Expand the economy while promoting additional means of control and oversight*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 8.4 Emergency Infrastructure Ensure that all Emergency related infrastructure is operational (including the 911 address system) and that the Island's Hurricane Evacuation Plan is up to date.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. BC EMS Dept. 3. BC Govt. 4. DI Council 	<ol style="list-style-type: none"> 1. DI Plan 2. Evacuation Plan 3. Internal Audit 	<ol style="list-style-type: none"> 1. EMS Dept. Budget 2. BC General Fund 3. BC CIP
<p>Rec. 8.5 Form Based Code—Use Regulations Implement USE regulations that are general and promote form as well as function.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 	<ol style="list-style-type: none"> 1. DI Plan 2. FBC 3. Development Review Process 	<ol style="list-style-type: none"> 1. Planning Dept. Budget
<p>Rec. 8.6 Agriculture and Cottage Industry Identify new and historically significant means of commerce such as agriculture and cottage Industry, and foster their re-establishment.</p>		<p><u>COTTAGE IND.</u></p> <ol style="list-style-type: none"> 1. BC Planning 2. LCOG 3. DHEC 4. DI Council 5. Prvt. Investment <p><u>AGRICULTURE</u></p> <ol style="list-style-type: none"> 1. BC Planning 2. Clemson Extension & related agencies / experts 3. BC Govt. 4. DI Council 5. Prvt. Investment 	<p><u>COTTAGE IND.</u></p> <ol style="list-style-type: none"> 1. Grants 2. FBC <p><u>AGRICULTURE</u></p> <ol style="list-style-type: none"> 1. Federal and state agriculture tax incentives 2. Local subsidies 3. Public-Private Partnership 4. Grants 5. FBC 	<p><u>COTTAGE IND.</u></p> <ol style="list-style-type: none"> 1. Grants (See Sect. Five, Six, Seven, and Eight) 2. FBC <p><u>AGRICULTURE</u></p> <ol style="list-style-type: none"> 1. Federal and state agriculture tax incentives and subsidies 2. Local agriculture subsidies 3. Public-Private Partnership 4. Grants (See Sect. Five, Six, Seven, Eight, and) 5. FBC

Section Nine
SUSTAINABILITY

Daufuskie Island Plan

OBJECTIVE NINE: *Establish sustainable benchmarks and targets*

Recommendation	Priority	Potential Agency	Potential Tools	All Potential Funding Sources
<p>Rec. 9.1 LEED Certification Incentivize and encourage development to become LEED Certified or EarthCraft Certified.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. DI Council 	<ol style="list-style-type: none"> 1. FBC—Zoning Incentives and bonuses 2. TDR/Density incentives 1. LEED / Earthcraft Certification 	<ol style="list-style-type: none"> 1. Regulatory
<p>Rec. 9.2 Lighting Ensure that Island lighting standards are transect based.</p>		<ol style="list-style-type: none"> 1. Planning Dept. 2. CP Committee 3. DI Council 4. Stakeholders 5. Residents 	<ol style="list-style-type: none"> 1. FBC 2. Development Review Process 	<ol style="list-style-type: none"> 1. BC Planning Dept. Budget
<p>Rec. 9.3 Sustainable Tables Promote policies that will ultimately allow the Island to achieve the benchmarks established in the Sustainability Tables found in Appendix II.</p>		<ol style="list-style-type: none"> 1. BC Planning 2. 2009 BC Comp Plan Energy & Sustainability Committee 3. DI Council 4. Prvt. Investment 	<ol style="list-style-type: none"> 1. FBC—Zoning incentives and bonuses 2. TDR/Density incentives 3. LEED / Earthcraft Certification 4. Public-Private Partnership 5. BID / BA 6. Education 	<ol style="list-style-type: none"> 1. EPA and other Energy Grants 2. BC Govt. 2. Public-Private Partnership 4. Private Investment