

Daufuskie Island Code

SECTION 2.0 GENERAL TO ALL DEVELOPMENT

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2.1 REGULATING THE VISION

The Daufuskie Future Urbanization Plan, Daufuskie Regulating Plan, and Daufuskie Street Plan provide regulatory maps and standards which are intrinsically related and intended to be used concurrently in order to realize the vision of a coordinated public and private realm across Daufuskie Island.

2.1.1

The Daufuskie Future Urbanization Plan...

uses a regionally scaled rural to urban gradient to divide land into Sectors of varying intensity, allowing for the allocation of future infrastructure, services, transit, and common destinations across Daufuskie Island. Sectors intended for conservation and Sectors intended for growth are clearly depicted and distinguished; as are consolidated settlement patterns and community types deliberate to each.

Daufuskie Island is relatively small. As opposed to designating new rural crossroad communities across the Island the FUP calls for the preservation of large amounts of land, and directs future growth towards existing and planned ferry infrastructure. This is achieved by focusing neighborhood structured urbanism into two pre-determined Place Types: two centrally designated Villages and a number of pre-determined Hamlets of varying expectation. Three low-intensity rural Place Types have also been identified; however, the frequency upon which these are actually constructed, including their siting, will be market-based.

2.1.2

The Daufuskie Regulating Plan...

is structured upon the Village and Hamlet Place Types and is applied at the scale of the entire Island. The Island Regulating Map is the official zoning map and it is both definitive and Transect-based. The Transect addresses levels of urbanism (the character and intensity of buildings, landscaping, public spaces, and physical elements) across a rural-to-urban continuum. The Transect Zones (zoning districts) contain the standards necessary to transform hypothetical Place Types into actual places; resulting in the realization of the vision for Daufuskie Island.

In Summary

The Island Sectors contain...

Place Types that contain...

Transect Zones that contain...

Elements appropriate to them.

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Table 2.1

HOW THE CODE IS STRUCTURED

FUTURE URBANIZATION PLAN		Conservation Sectors			Urban Growth Sectors													
		1. Sector	Conservation Sectors			Urban Growth Sectors												
2. Sector Type																		
3. Level of Urbanization*	O1	O2	G1	G2	G3	G5												
4. TDRs	None	Low	Low	Medium	High	Medium (Existing)												
5. Place Type	Sold to G3	May Sell to G3	May sell to G3	May buy or sell in G2	May buy from O2		May opt into program											
6. Place Type (Rendered)	Conservation Easement	Parcel By Parcel Development	Conservation Community 1. Rural Cottage Close (D2) 2. Farmstead (D2) 3. Family Cluster (D2)	Hamlet (D3)	Hamlet (D3, D4)	Village (D3, D4)	Activity Node (D3)											
7. Zoning Districts																		
8. Streets	Conservation Street Types			Urban Street Types														
9. Abbrev/Type	RR	BC GW OA	RR	BC GW OA	RR	BC GW OA	BC GW OA	ND	MS	BC GW OA	ND	MS	BC GW OA	ND	MS	BC GW OA	ND	MS
10. Frontage	Conservation Frontage Types			Urban Frontage Types														
Thoroughfare																		
Road																		
Street & Scenic St.																		
Ave. & Scenic Ave.																		

*Level of Urbanization – refers to the allocation of infrastructure, services, transit, and common destinations (IST&CD) along a coarse-grained rural-to-urban spectrum. The rating reflects the intensity and spatial pattern with which IST&CD shall be distributed across the Island. The **DI Future Urbanization Plan** and **DI Regulating Plan** are oriented around existing or planned ferry infrastructure. The former ensures that new growth locates in an area that demonstrates a High Level of Urbanization, while the latter ensures that these areas are dense, walkable, mixed-use environments comprised of pleasant public spaces (Urbanism).

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2.2 DAFUSKIE FUTURE URBANIZATION PLAN

The Future Urbanization Plan (FUP) provides a checklist to ensure that infrastructure, services, transit, and community destinations are appropriated in a manner consistent with the Island’s vision and Regulating Plan (zoning ordinance).

Two types of Sectors are assigned to the Island, those representing land to be conserved, **Conservation Sectors**, and those representing future growth areas, **Urban Growth Sectors**. In the Conservation Sectors, infrastructure and services should be limited, enticing future growth and population to locate in the Urban Growth Sectors. The Conservation Community Growth Sector addresses the public’s desire to conserve land with the individual’s right to settle property by promoting rural communities that are clustered, convivial and sustainable; and limiting the need for regional infrastructure and services. In the Urban Growth Sectors future infrastructure and services should be upgraded and consolidated into sustainable settlements.

2.2.1 Conservation Sectors

There are three (3) Conservation Sectors assigned to Daufuskie Island, the (O1) *Preserve Open Space Sector*, the (O2) *Reserve Open Space Sector*, and the (G1) *Conservation Community Growth Sector*.

a.

Urbanization Level	LOW
O1 Preserve Open Space Sector	Includes areas under environmental protection by law or regulation (surface waterbodies, protected wetlands, protected habitat, riparian corridors); as well as land acquired for conservation through Purchase of Development Rights (PDRs), easement, or Transfer of Development Rights (TDRs).
	NATURAL
Primary Settlement Pattern	Land either preserved unoccupied, or occupied by scattered individual parties. Consists principally of cropland, pasture land, and woodland. Infrastructure and Services are not appropriate for community settlements.
Costs	Taxes and fees generally exceed the modest costs of services and utilities.
Fire / EMS	Professional service. Response times are lower than in the Growth Sectors. Less infrastructure investment (no fire hydrants).
Safety	County Sherriff. Response times are lower than in the Growth Sectors.
Health services	None.
Streets	Primary “cross-Island” Streets / Cartways should be paved, but the majority of streets shall remain unpaved (Rear Lane, Rural Road, Greenway, Oak Alley).
Water & Sewer	Potable, irrigation, and wastewater provided individually.
Electricity	Provided by a government-regulated utility.
Stormwater	Managed on-site and via roadside swales, culverts, and Light Imprint Infrastructure.
Schools	Primary and Secondary schools are located in a nearby Village or Hamlet center.

b.

Urbanization Level	LOW
O2 Reserve Open Space Sector	Includes land that is ideal for preservation, but is not yet protected from development. Land may be acquired for conservation through PDRs, easement, or by TDRs. The area includes flood plains to be acquired, space to be acquired, corridors to be acquired, buffers to be acquired, and viewsheds to be acquired.
	RURAL
Primary Settlement Pattern	Sector consists principally of cropland, pasture land, and woodland. Sparse development forces individual land owners to provide for their own convenience without certain services or utilities. Area may develop on a parcel by parcel basis using individual dwelling units or as one of three Conservation Community Types.
Costs	Taxes and fees generally exceed the modest costs of services and utilities.
Fire / EMS	Professional service. Response times are lower than in the Growth Sectors. There is less infrastructure investment (no fire hydrants).
Safety	County Sherriff. Response times are lower than in the Growth Sectors.
Health services	None.
Streets	Primary “Cross-Island” Streets / Cartways should be paved. The majority of streets shall remain unpaved (Rear Ln., Rural Rd., Greenway, Oak Alley), N. Drive 42 - Waiver
Stormwater	Managed on-site and via roadside swales, culverts, and Light Imprint Infrastructure.
Water & Sewer	Potable, irrigation, and wastewater provided individually.
Electricity	Provided by a government-regulated utility.
Communications	Wireless telephone service available. Cable and cable Internet service available.
Schools	Trade schools may locate here. Primary and Secondary schools are located in a Village or Hamlet center.



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c.

Urbanization Level	MILD
 G1 Conservation Community Growth Sector	Includes land that has value as Open Space, but nevertheless is subject to development because zoning has already been granted.
Primary Settlement Pattern	CONSERVATION COMMUNITY Sector consists principally of cropland, pasture land, and woodland that was originally designated (O2) Open Reserve Sector, but was later developed as a Conservation Community and re-assigned to the (G1) Conservation Community Growth Sector. The “communal” settlement pattern consists of tightly clustered buildings settled compactly enough to traverse by walking. This pattern allows for the sharing of resources and traditions; be it an extended family, affordable housing, arts colony, or farmstead. The community provides for their own convenience, and that of surrounding uses that lack urban services or utilities. The three (3) types of Conservation Community are Family Cluster, (FCC), Rural Cottage Close (RCC), and Farmstead Community (FC).
Costs	Taxes and fees generally exceed the modest costs of services and utilities.
Fire / EMS	Professional service. Response times are lower than in other Growth Sectors. There is less infrastructure investment (no fire hydrants).
Safety	County Sherriff. Response times are lower than in other Growth Sectors.
Health services	May have a Physician’s Office.
Streets	Primary “Cross-Island” Streets / Cartways should be paved. The majority of streets shall remain unpaved (Rear Lane, Rural Rd., Greenway, Oak Alley), N. Drive 42 by Waiver.
Stormwater	Managed among neighbors using retention, detention, and Light Imprint infrastructure.
Water & Sewer	Package wastewater systems and/or community wells may be used.
Electricity	Provided by a government-regulated utility.
Communications	Wireless telephone service is available. Cable and cable Internet service is available.
Schools	Trade schools. Primary and Secondary schools are located in a Village or Hamlet.



2.2.2 Urban Growth Sectors

There are three (3) Urban Growth Sectors assigned to Daufuskie Island, the (G2) *Controlled Growth Sector*, (G3) *Intended Growth Sector*, and the (G5) *Infill / Retrofit Growth Sector*. Each Sector represents future development that is increasingly urban and intense in character.

a.

Urbanization Level	MEDIUM
 G2 Controlled Growth Sector	Includes land that is intended to be walkable and within a neighborhood structure; however, the Sector is not oriented around existing or planned ferry service. Basic services, utilities, and amenities are developer driven, and similar to those found in residential neighborhoods of more urbanized Hamlets.
Primary Settlement Pattern	HAMLET The (G2) Sector contains a demarcated Hamlet (See below: Place Types). Neighborhoods within the Hamlet consist primarily of residential house types with a mix of uses clustered around one or two Common Destinations at a major intersection, civic site, or the waterfront. Island-wide infrastructure efforts such as street upgrades, bicycle and pedestrian pathways, parks, and Wayfinding signage are likely.
Costs	The costs of services and utilities are likely to outweigh the modest tax revenue from primarily residential land.
Fire / EMS	Professional service. Response times are slightly faster than those in the Conservation Sectors, but infrastructure such as fire hydrants is not likely.
Safety	County Sherriff. Response times are slightly faster than those in Conservation Sectors.
Health services	May have an on-site physician or health clinic.
Streets	“Cross-Island” and Primary Streets bordering or servicing a Hamlet should be paved (Rear Alley, Cartway, Greenway; Oak Alley; N. Drive 42, 40; and Main Street).
Stormwater	Managed among neighbors using retention, detention, and Light Imprint infrastructure.
Water & Sewer	Local water and sewer shall be provided.
Electricity	Provided by a government-regulated utility.
Communications	Wireless telephone service is available. Cable and cable Internet service is available.
Schools	Primary and Secondary schools are provided in a nearby Village or Hamlet center. Trade schools, colleges, and universities may be actively engaged in the Hamlet.

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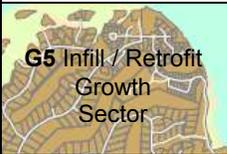
b.

Urbanization Level	HIGH
 G3 Intended Growth Sector	Includes land that is intended to be walkable and within a neighborhood structure. The Sector is oriented around existing or planned ferry infrastructure. Public sector investment in transit, services, and utilities is encouraged; as are Island-wide infrastructure efforts such as road improvements, bicycle and pedestrian pathways, parks, and Wayfinding signage.
Primary Settlement Pattern	<p style="text-align: center;">VILLAGE (MULTIPLE HAMLETS)</p> <p>Land assigned to the (G3) Sector shall contain multiple demarcated Hamlets or a demarcated Village (See below: Place Types). A (G3) Village provides the Island with a highly urbanized center for commerce and high-quality amenities. The Village contains commercial, business, residential, and institutional uses. These are competitive at the Island-wide scale, and offer economies of agglomeration and enhanced services.</p> <p>A (G3) Hamlet supports the needs of the modest concentrations of residential, business, retail, and institutional uses that surround it. A Hamlet is centered upon a Main Street or waterfront, both of which are designed to be public spaces. A Hamlet consists of a mix of uses, often clustered around a Common Destination such as a prominent intersection or Civic Site. Both Villages and Hamlets are compact enough to traverse on foot, allowing them to provide enhanced amenities and commercial space to adjacent and nearly adjacent neighborhoods throughout the Sector.</p>
Costs	Taxes, fees, and indirect benefits from businesses are likely to exceed the added costs of services and utilities which benefit the businesses.
Fire / EMS	Professional service. Response times are faster than those in other Sectors. Additional infrastructure investments such as fire hydrants are provided.
Safety	County Sherriff. Response times are faster than those in other Sectors.
Health services	Health Services – Physicians offices, hospitals, medical professional buildings, specialized clinics, small medical professional buildings, and "urgent care." facilities.
Streets	Cross-Island Streets / Cartways, primary Streets, and secondary Streets within a Village should be paved (Greenway; Oak Alley; Neighborhood Drive 42, 40; and Main Street). Rural Road shall be by Waiver. Rear Alleys may not be paved.
Stormwater	Stormwater is either piped and managed off-site or managed among neighbors using retention, detention, and Light Infrastructure infrastructure.
Water & Sewer	Local water and sewer are provided.
Electricity	Provided by a government-regulated utility.
Communications	Wireless telephone service is available. Cable and cable Internet service is available. Telephone with Digital Subscriber Line (DSL) service is available.
Schools	Primary and Secondary schools shall locate in a Village and / or Hamlet center at a spacing commensurate with the underlying school population. Magnet schools, trade schools, colleges, and universities may be established or actively engaged.



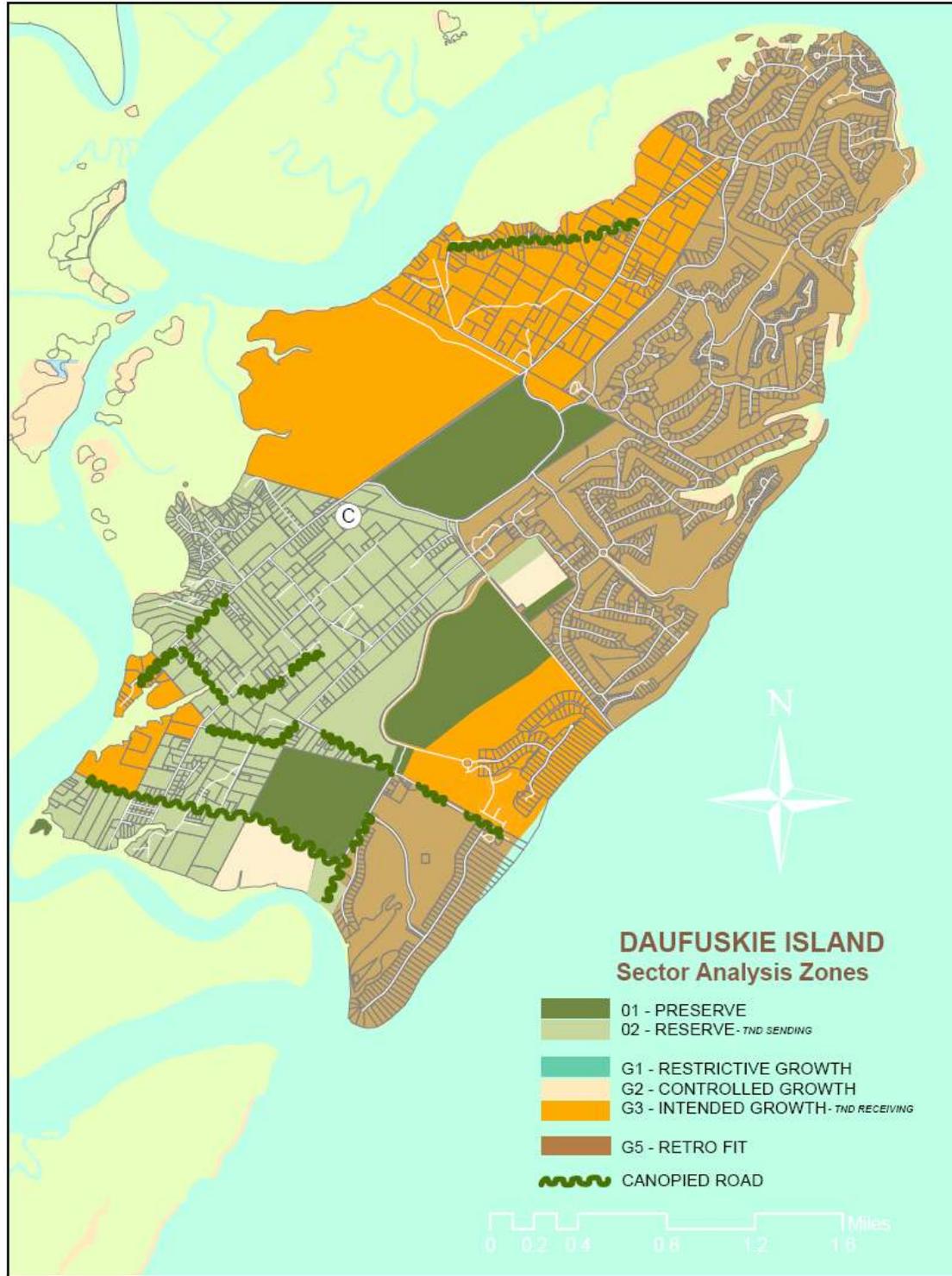
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c.

Urbanization Level	HIGH
 G5 Infill / Retrofit Growth Sector	The (G5) Sector is assigned to residential subdivisions, private gated communities, or isolated apartments / condominiums that exhibit single-use, disconnected conventional development patterns, but have the potential to be completed or redeveloped into a balanced, mixed-use, walkable place that accommodates a diversity of income levels, building types, modes of transportation, and civic spaces.
Primary Settlement Pattern	ACTIVITY AREA The level of urbanization is already high; however, the intensity and form of the corresponding urbanism is suburban. New Transect-based zoning may be assigned to the demarcated Activity Area, allowing the site to evolve into a Hamlet. The provision of public ferry infrastructure shall determine whether the future space is in keeping with a (G2) Hamlet or (G3) a Hamlet. The site may also be designated as a Special District and assigned special standards. In specific circumstances down-zoning and reprogramming of the existing pattern may occur (i.e. to establish an Agricultural Community Type). Conservation Transect Zones shall also be permitted.
Costs	Taxes, fees, and indirect benefits from businesses are likely to exceed the added costs of services and utilities which benefit the businesses.
Fire / EMS	Professional service. Response times are faster than those in other Sectors. Additional infrastructure investments such as fire hydrants are provided.
Safety	County Sherriff. Response times are faster than those in other Sectors.
Health services	Health Services – Physicians offices, specialized clinics, and "urgent care." facilities.
Streets	Primary Streets and secondary Streets shall be paved. Rear Alleys may not be paved. New Streets as well as upgrades to existing Streets shall take their form from one of the Street Types listed in Section 2.5.7 (Pg. 36) and correlate to the appropriate frontage and zoning. Such Streets shall function as public space.
Stormwater	Stormwater is either piped and managed off-site or managed among neighbors using retention, detention, and Light Imprint infrastructure.
Water & Sewer	Local water and sewer are provided.
Electricity	Provided by a government-regulated utility.
Communications	Wireless telephone service is available. Cable and cable Internet service is available. Telephone with Digital Subscriber Line (DSL) service is available.
Schools	Primary and Secondary schools are provided in a nearby Village or Hamlet center.

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Table 2.2 *Island Future Urbanization Map*



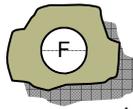
Sector Analysis Zones

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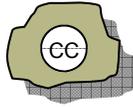
2.3 DAUFUSKIE PLACE TYPES PLAN

A framework of traditional Places Types has been identified within each Growth Sector. These include:

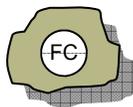
2.3.1 Place Types (G1 Conservation Community Growth Sector):



a. **Farmstead Community (FC)** – a Farmstead Community encourages the clustering of residential and light industrial or agricultural buildings into a settlement pattern that resembles a working farm and allows for agricultural and dairy farming, as well as service based businesses that require vehicles, machinery, shop space, etc.

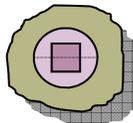


b. **Rural Cottage Close (RCC)** – a settlement pattern that allows for the close clustering of at least four, but not more than eight, Principal Buildings around one or more shared Gathering Places on a one acre parcel. This space may remain natural or be developed for shared use and gathering. The RCC presents an affordable housing alternative to those seeking the benefits of detached community living, including, but not limited to one extended family. The shared community Gathering Place shall be usable for low intensity recreation, and other passive outdoor living purposes (gardening, oyster roasts, bar-b-ques, etc.), or for preserving or accentuating the natural features of the site (water, trees, creek, wetlands, etc).



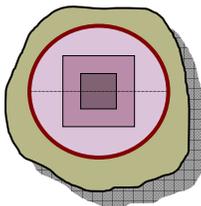
c. **Family Cluster Community (FCC)** – a private residential settlement pattern that permits multiple generations of the same family to occupy three or more buildings on the same parcel without subdivision.

2.3.2 Place Types (G2 Controlled Growth Sector / G3 Intended Growth Sector):



a. **Hamlet** – an area of focused urbanism, usually comprised of one or more neighborhoods (defined using a ¼ mile radius Pedestrian Shed) with a main street and surrounding residential. Proximity to the waterfront, transit, or a primary roadway is critical to determining a main street's ability to support mixed use. The urban areas of a Hamlet are defined using a ¼ mile radius Standard Pedestrian Shed or Linear Pedestrian Shed – as depicted in Table 2.3 *Island Place Types Map*. Over time, one or more Hamlets may evolve (morphologically and functionally) into a Village. The three Hamlets at Cooper River and two Hamlets at New River are shown as part of a larger Village. The following Hamlets are demarcated using a ¼ mile radius Standard Pedestrian Shed on Table 2.3 *Island Place Types Map*.

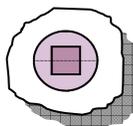
- | | |
|-----------------------------------|----------------------------------|
| 1. Hamlet at Cooper River Landing | 6. Hamlet at Eichelberger Tract |
| 2. Hamlet at Melrose Landing | 7. Hamlet at Center Isle |
| 3. Hamlet at Webb Tract | 8. Hamlet at Oakridge (N. Beach) |
| 4. Hamlet at Jolly Shores | 9. Hamlet at McDavid Tract |
| 5. Hamlet at New River Landing | |



b. **Village** – an area of focused urbanism, usually comprised of two or more Hamlets and multiple neighborhoods. A Village supports substantial Mixed Use by virtue of its proximity to existing and planned regional ferry service, as well as a planned roadway network. The urban areas of a Village are defined using a ½ mile radius Long Pedestrian Shed on Table 2.3 *Island Place Types Map*. The following Villages are demarcated on Table 2.3 *Island Place Types Map*.

1. Village at Cooper River
2. Village at New River

2.3.3 Place Types (G5 Infill / Retrofit Sector):



a. **Activity Node** – an area of focused urbanism, usually comprised of one or more neighborhoods (defined using a ¼ mile radius Pedestrian Shed) centered upon or connected at a main intersection, and surrounded by residential. Activity nodes are found in existing PUDs. They contain infrastructure, services, transit, and a common destination that may evolve into a future Hamlet. The following Activity Nodes are demarcated using a ¼ mile radius Standard Pedestrian Shed on Table 2.3 *Island Place Types Map*.

1. Haig Point Landing Activity Node
2. Melrose Central Activity Node

Graphic 2.1
Place Type Visioning

Traditional Hamlet

Description:

Located on the waterfront or center isle, a Hamlet has a small mixed-use main street with one (1) or more surrounding neighborhoods. Main street and the surrounding residential transition quickly into natural or agricultural land. However, as neighborhoods evolve and grow, the Hamlet will become increasingly self-sustaining; and the line between Hamlet and Village will blur.

Typical Size: 48 – 120 ac.

Locations:

1. G3 Sector at Cooper River Landing (HE), Webb (HE), and Center Isle (HE).
2. G3 Sector at New River Landing (HE) and Jolly Shores (HE).
3. G3 Sector at Oakridge N. Beach and S. Beach.
4. G2 Sector at Eichelberger.
5. G2 Sector at McDavid.

(HE) = Hamlet likely to Evolve.



Traditional Village

Description:

Located on the waterfront near one or more ferry landings, a Traditional Village is comprised of two (2) or more evolving Hamlets clusters of neighborhoods that support a larger mixed-use environment. The mixed-use environment may be located along the water, the intersection of multiple neighborhoods, or along a corridor between multiple neighborhoods. A Village should be self-sustaining.

Typical Size: 96 – 320 ac.

Locations:

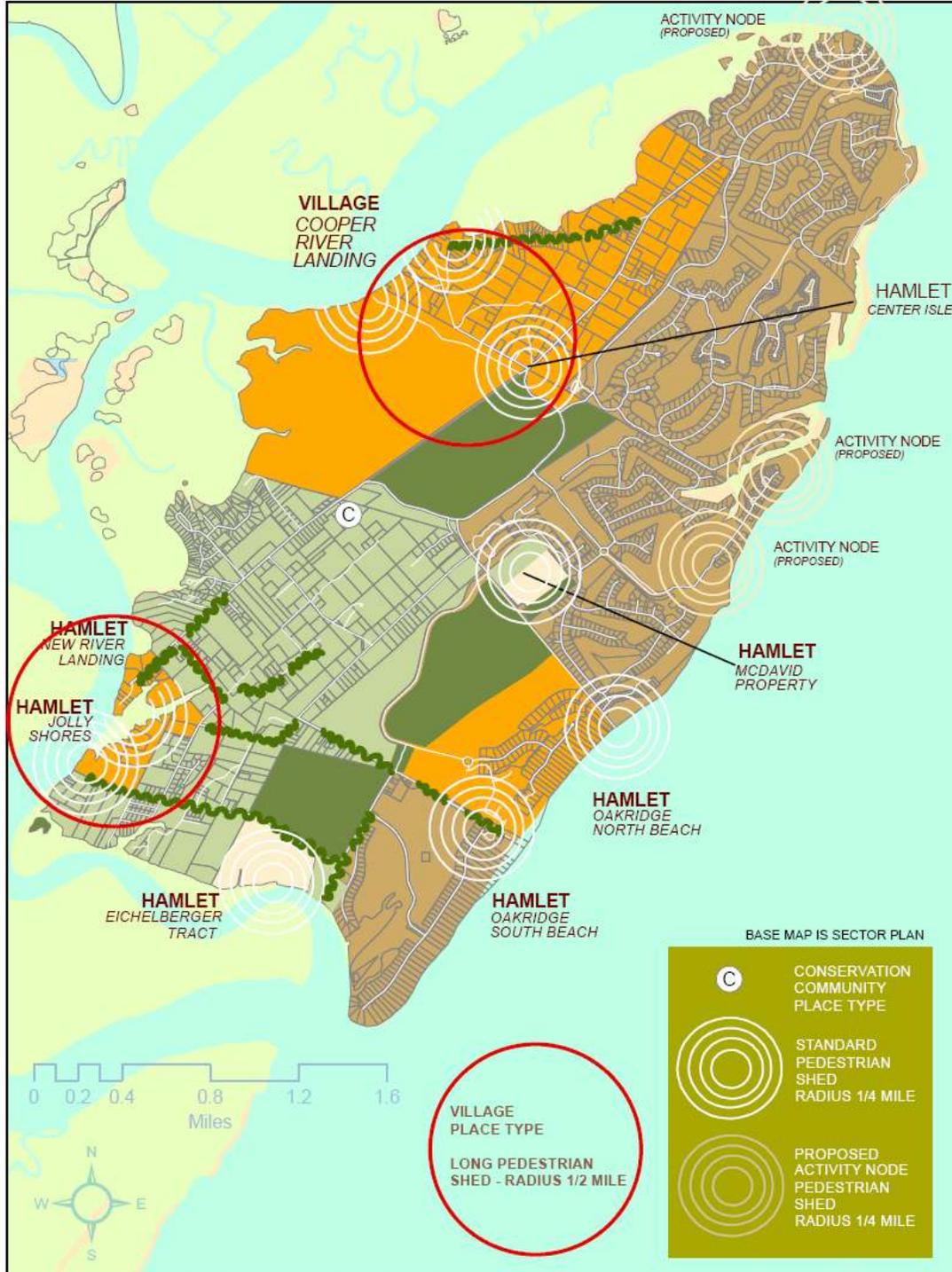
1. G3 Sector at Cooper River Landing (VE), Webb (VE), and Center Isle.
2. G3 Sector at New River Landing (VE), and Jolly Shores (VE).

(VE) = Village likely to Evolve.



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Table 2.3 *Island Place Types Map*



Daufuskie Island Place Types

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2.3.4 Place Type Standards

- a. The center of each Pedestrian Shed represents a significant crossroads, potential development opportunity, neighboring development, or prominent natural feature.
- b. Development within a Place Type should be based upon a neighborhood structure (using the ¼ mile pedestrian shed) and assured an appropriate balance by the underlying Transect Zoning.
- c. Pedestrian Sheds may be used to define the center, middle, and edge of new neighborhood development within a Village or Hamlet.
- d. Prior to developing a lot within a Village or Hamlet, the developer shall:
 1. Consider the location of the parcel in relation to the Transect.
 2. Consider the location of the parcel in relation to an existing or proposed neighborhood Pedestrian Shed.
 3. Consider the location of the parcel in relation to the center, middle, and edge of the larger Hamlet or Village (Standard or Long Pedestrian Shed).
- e. In some cases Pedestrian Sheds might overlap. If a development crosses-over into one or more pedestrian sheds, the form of development should account for the parcel's location within the neighborhood Pedestrian Shed, the Place Type Pedestrian Shed, and along the Transect.
- f. Land that falls between or outside of a designated pedestrian shed shall adhere to the underlying zoning and reflect the parcel's location along the Transect.

2.3.5 Transfer of Development Rights (TDR) Program

- a. A Transfer of Development Rights (TDR) program applicable solely to land on Daufuskie Island is built into this Appendix. The TDR program:
 1. Provides an incentive-based alternative to Island-wide development by permitting untouched lands to remain in their natural state while allowing development rights to be transferred to areas where future growth is desired.
 2. Provides a means for addressing those lands on Daufuskie Island that are currently zoned for development, yet warrant protection in their current natural condition.
 3. Provides a means for achieving a more sustainable economy by incentivizing intense development in areas with existing facilities and services.
 4. Provides a fair and predictable mechanism for creating, transferring, and redeeming development rights while restricting growth in areas where development rights have been severed.
- b. TDR credits may not be derived from land with the following characteristics:
 1. Land owned by a governmental agency;
 2. Land encumbered by an existing conservation easement or similar restriction that precludes residential, lodging, retail, office, and/or civic development;
 3. Land encumbered by an existing development agreement that converts residential density rights to commercial, industrial, or other land uses;
 4. Land zoned D1 on the Daufuskie Island Regulating Plan.
- c. Land designated on the Future Urbanization Plan as a Controlled Growth Sector shall only be permitted to buy and sell TDR's with other lots located in the Controlled Growth Sector.
- d. TDR credits are created when a landowner holding fee title to property within a designated TDR sending area executes a conservation or agricultural easement that encumbers the land in a manner consistent with this Section and this Appendix.
- e. TDR credits may be redeemed for additional development rights in TDR receiving areas, as conveyed in the Base Residential Density Table (By TDR) for each Transect Zone.
- f. The creation and redemption of TDR credits will take place solely on a voluntary basis between consenting parties. Landowners are not required to create or convey TDR credits. However, TDR credits must be created, conveyed, or redeemed in accord with this Appendix to be recognized by Beaufort County.
- g. Reserved.

2.4 DAUFUSKIE REGULATING PLAN

The Daufuskie Regulating Plan appropriates Transect-based zoning to the Island. For purposes of this Code a transect is a cut or cross-section of Daufuskie that exposes the range and variety of habitats located across the Island (see: Daufuskie Island Plan).

Diverse habitats are used to establish zoning districts that range from (and reflect) the most natural environment to the most urban environment. To systemize the analysis and coding of traditional development, a prototypical rural-to-urban transect was divided into five (5) Transect Zones and one Special District. These were then calibrated locally for application as the Island Regulating Plan (Table 2.4, Pg. 35).

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2.4.1 Daufuskie Transect

Transect Zones on Daufuskie Island are known as D-zones. Transect Zones or D Zones vary by the ratio and level of intensity of their natural, built, and social components. Even within an individual D zone there exists a range in these components, often resulting in diverse environments within the same Transect Zone.

While the zoning or Regulating Plan is employed at the Island scale, Transect Zones are most effective when applied within a neighborhood structure, or in this case the Island's predetermined Place Types (Hamlet and Village). Ideally, the urbanism within an Island Place Type will be of such a fine grain that a pedestrian may still experience a range of habitats (main street shops, agrarian civic space, cottage close housing) despite being limited to just one Transect Zone.

a. Conservation Transect Zones

The following zoning districts are classified as such because they comprise the Conservation Sectors in Table 2.2 *Island Future Urbanization Map*:

1.  Natural Transect Zone
2.  Rural Transect Zone

b. Urban Transect Zones

The following zoning districts are classified as such because they comprise the Urban Growth Sectors on Table 2.2 *Island Future Urbanization Map*:

1.  Sub-urban Zone
2.  General Urban Zone
3.  Urban Center Zone
4.  Public District Zone
5.  Planned Unit Development

2.4.2 Regulating Plan Standards

- a. The Daufuskie Island Regulating Plan (zoning map) and associated Development Standards shall apply to all land located on Daufuskie Island that is not zoned PUD.
- b. Table 2.4 *Island Regulating Plan* (Pg. 35) shall govern the allocation of Transect Zones (zoning districts) on Daufuskie Island.
- c. The Regulating Plan establishes Standards for design and materials that are genuine to the Island and the Lowcountry region. These Standards embrace local tradition and history by requiring Lowcountry patterns, form, and architectural typologies. These are not intended to spur historical replication, but rather ensure an authentic sense of order and appearance from which local creativity will flourish.

Graphic 2.2

The Daufuskie Island Transect

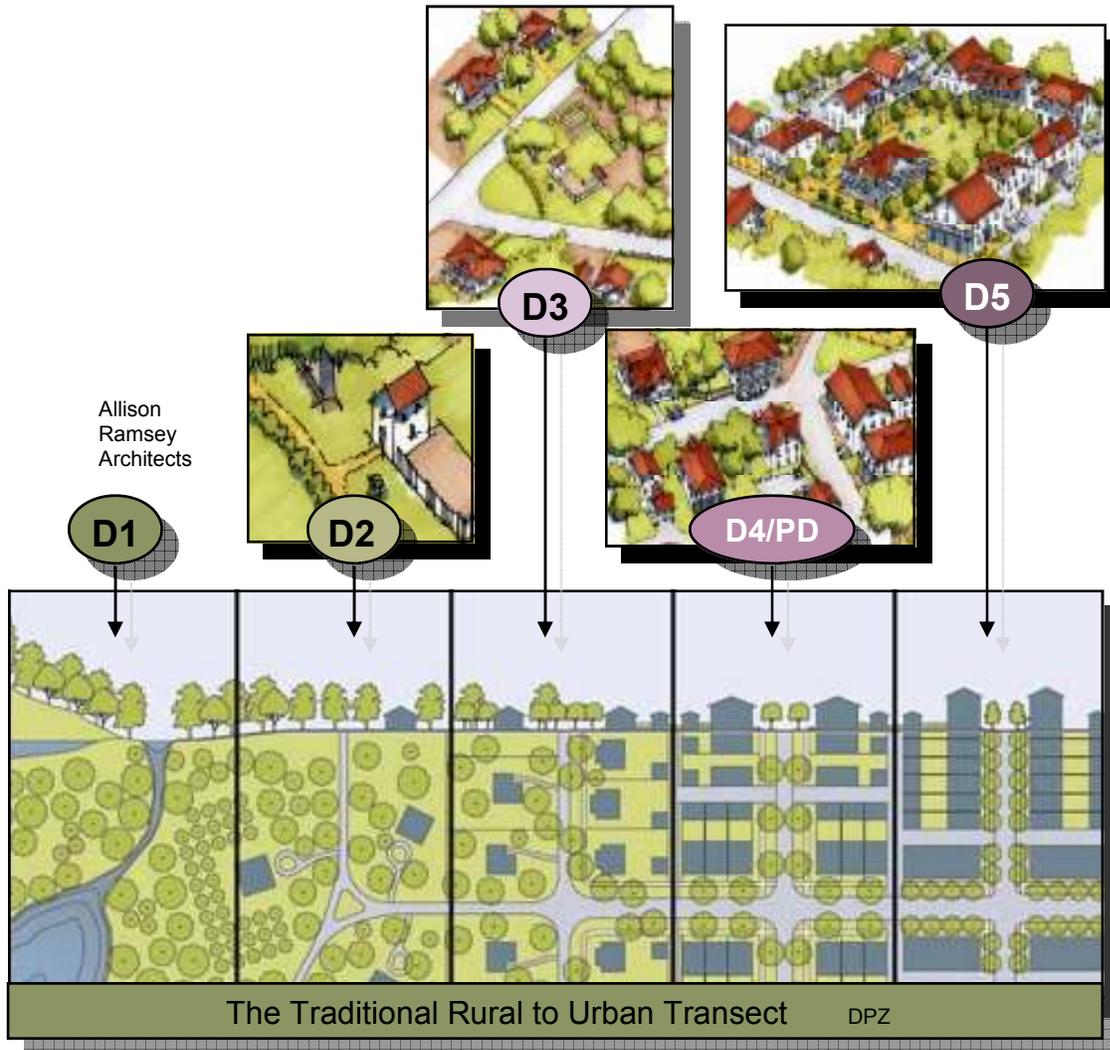
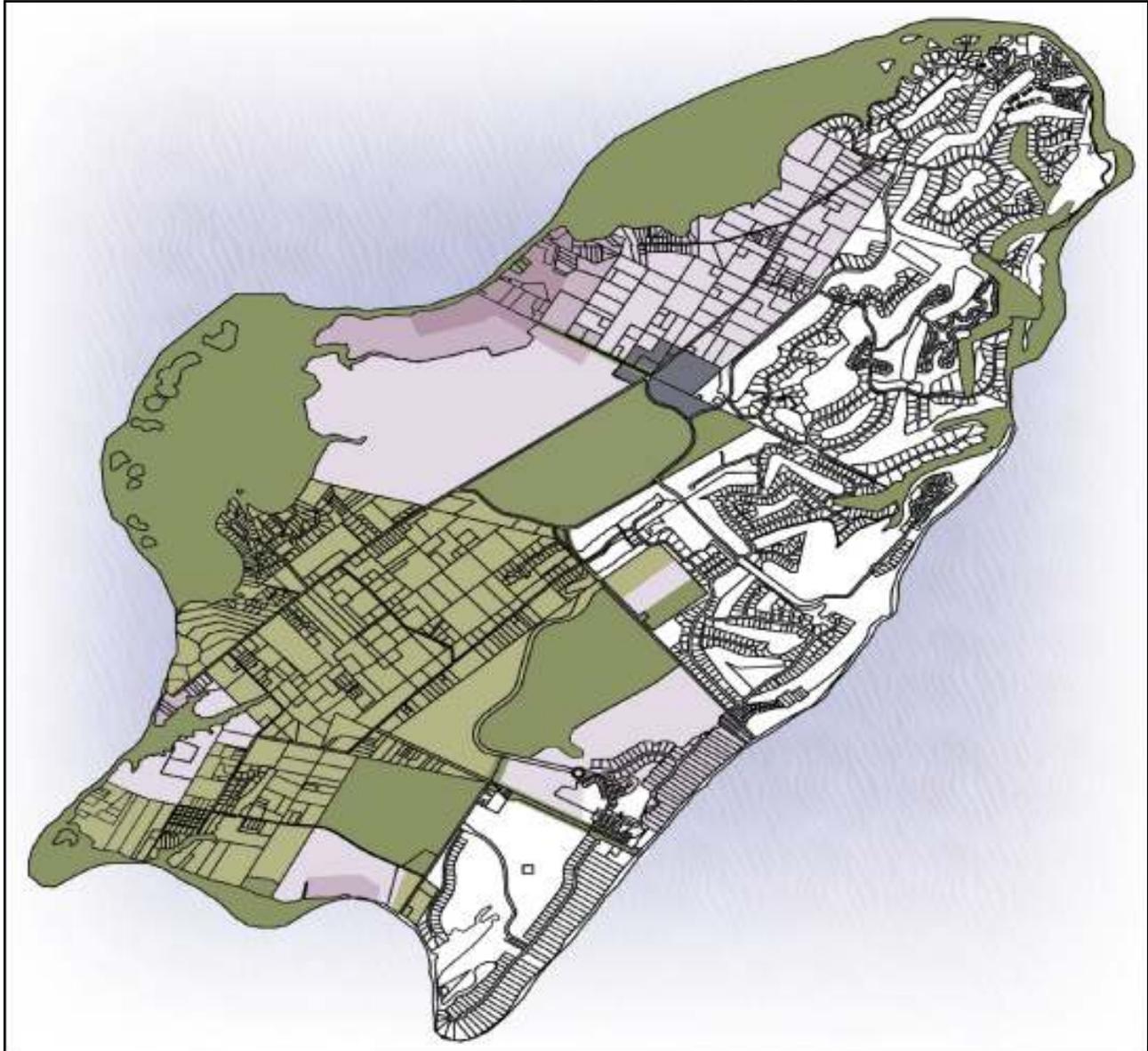
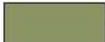
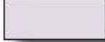
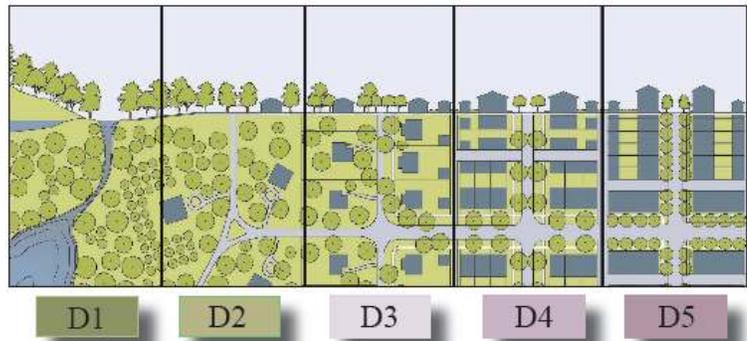


Table 2.4

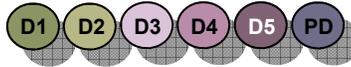
Island Regulating Plan (Zoning Map)



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



Daufuskie Island Code



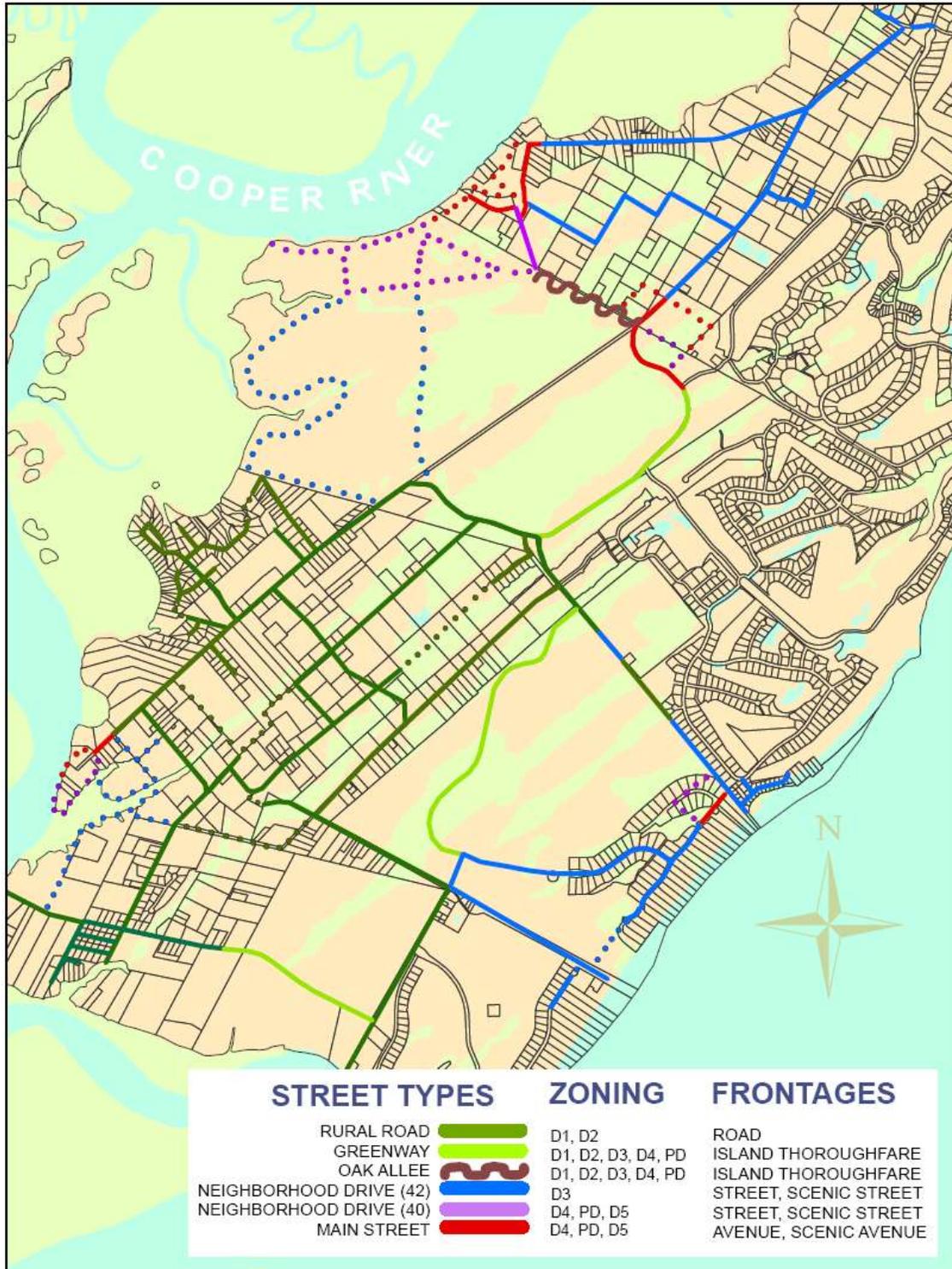
2.5 DAUFUSKIE ISLAND STREET PLAN

Street Development Process

- 2.5.1** Both Public and Private Streets are considered to be part of the Public Realm. They shall be treated similarly in terms of typology, design, standards, and review process.
- 2.5.2** Given the context of the Island, proposed street types are based on the existing network of streets and similar Lowcountry dimensions and designs as opposed to the “level of service”, “number of trips”, and the ability to “manage access”.
- 2.5.3** Streets shall generally consist of, and account for, both the Street Assembly (the width and speed of travel lanes, availability and dimensions of parking lanes, turning radius, etc.) and the Public Frontage Assembly (the area between the private lot line and the edge of the vehicular lane, including the type of walkway, planter, curb, and landscaping).
- 2.5.4** Efforts to construct or upgrade a public or private Street (including ROW’s or prescriptive easements) by either a public or private entity shall require the submittal of an application to the Planning Department. Per Sections 3.10 *Landscape and Stormwater* and 4.10 *Landscape and Stormwater*, the Applicant shall submit Landscape Plans for existing and proposed landscape elements in conjunction with the design, development, and construction documents for a Street (Thoroughfare). The application shall be reviewed just like any other application under the purview of this Code.
- 2.5.5** Infrastructure or utility work performed within the right of way of a public or private Street (including prescriptive easements) by either a public or private entity that is not related to any effort to construct or upgrade a Street shall require the submittal of an application to the Planning Department. Per Sections 3.10 and 4.10, the Applicant shall submit Landscape Plans for existing and proposed landscape elements in conjunction with Design, Development, and Construction documents for a Street (Thoroughfare). The application shall be reviewed just like any other application under the purview of this Code.
- 2.5.6** Table 2.5 *Island Street Map*, Table 2.6 *Public Frontages*, Table 2.7 *Public Frontage Assemblies*, Table 2.8 *Street Assembly Summary*, Graphic 2.13 *Utility Placement*, and Graphic 2.14 *Public Lighting*; as well as standards for Landscaping, Parking, Signage, etc. located throughout Section 3.0 and Section 4.0 shall determine the metrics by which existing Streets are designed and upgraded, or new Streets are designed and constructed.
- 2.5.7** If an existing Street is designed and upgraded, or a new Street is designed and constructed, Table 2.5 *Island Street Map* and / or the underlying D zone shall determine:
- ...where and which of the following Street Types are appropriate:
 - Two Way Cartway /Bikeway* (see Graphic 2.3)
 - Rural Road* (see Graphic 2.4)
 - Greenway* (see Graphic 2.5)
 - Oak Allee (see Graphic 2.6)
 - D3 Neighborhood Drive – 42’ ROW – Rural Context – Automobile Design* (see Graphic 2.7a)
 - D3 Neighborhood Drive – 42’ ROW – Rural Context – Cart Design* (see Graphic 2.7b)
 - D3 Neighborhood Drive – 42’ ROW – Urban Context – Automobile Design* (see Graphic 2.8a)
 - D3 Neighborhood Drive – 42’ ROW – Urban Context – Cart Design* (see Graphic 2.8b)
 - Rear Lane / Alley* (see Graphic 2.9)
 - D4, D5 Neighborhood Drive – 40’ ROW – Automobile Design* (see Graphic 2.10a)
 - D4, D5 Neighborhood Drive – 40’ ROW – Cart Design* (see Graphic 2.10a)
 - D4, D5 Main Street – Automobile Design* (see Graphic 2.11a)
 - D4, D5 Main Street – Cart Design* (see Graphic 2.11a)
 - Based on the Street Type selected in 2.5.7a. Table 2.6 *Public Frontages* and Table 2.7 *Public Frontage Assemblies* shall assist in determining the appropriate public frontage requirements.
 - Table 2.8 *Street Assembly Summary* provides an overview of the street and frontage standards required for the given Street Type. The Applicant shall adhere to these standards.
 - Graphic 2.13 *Utility Placement* demonstrates the manner in which water, sewer, electricity, gas, and communications infrastructure should be installed by Transect Zone.
 - Graphic 2.14 *Public Lighting* demonstrates the desired form for public lighting by Transect Zone.

Daufuskie Island Code

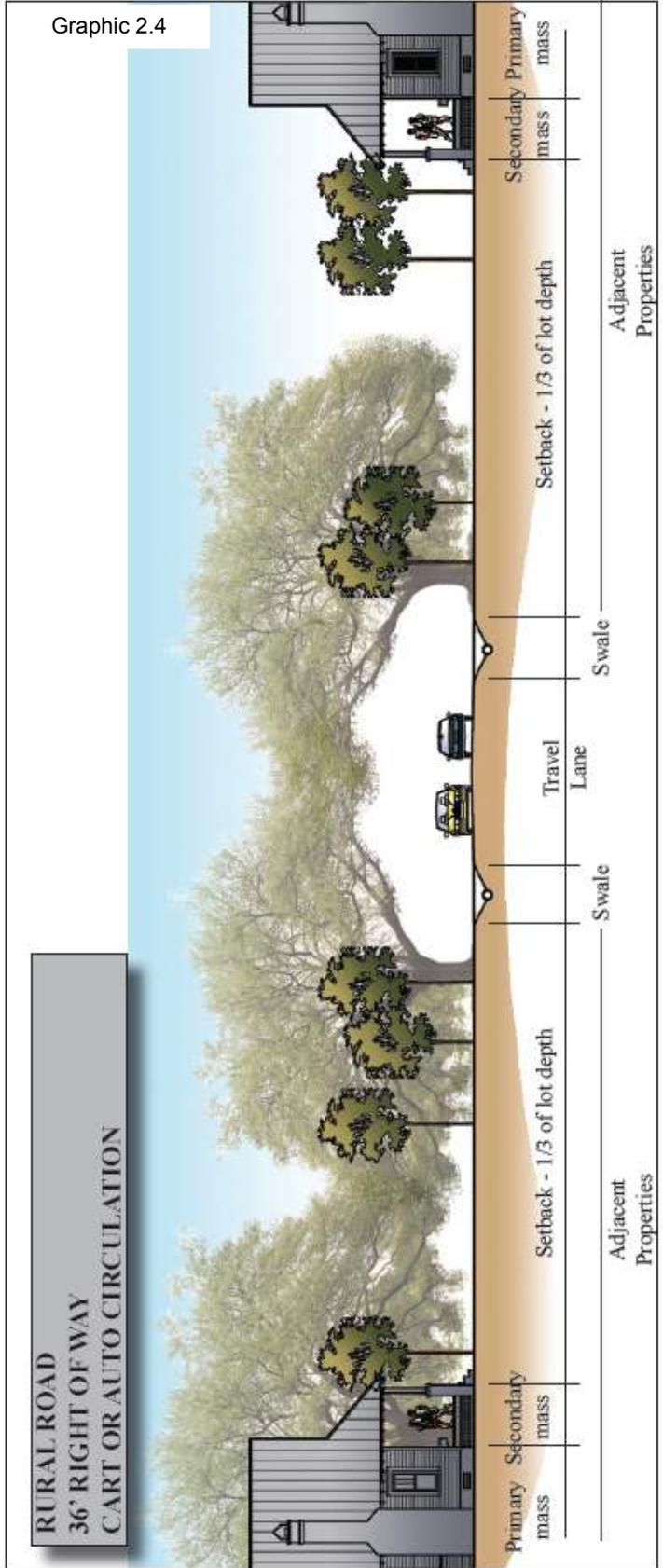
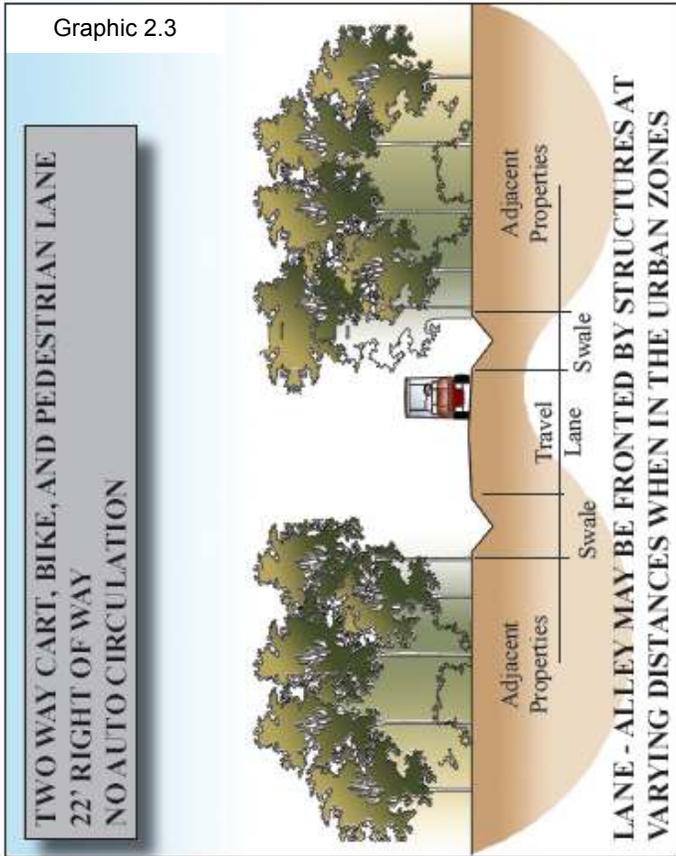
Table 2.5 *Island Street Map*

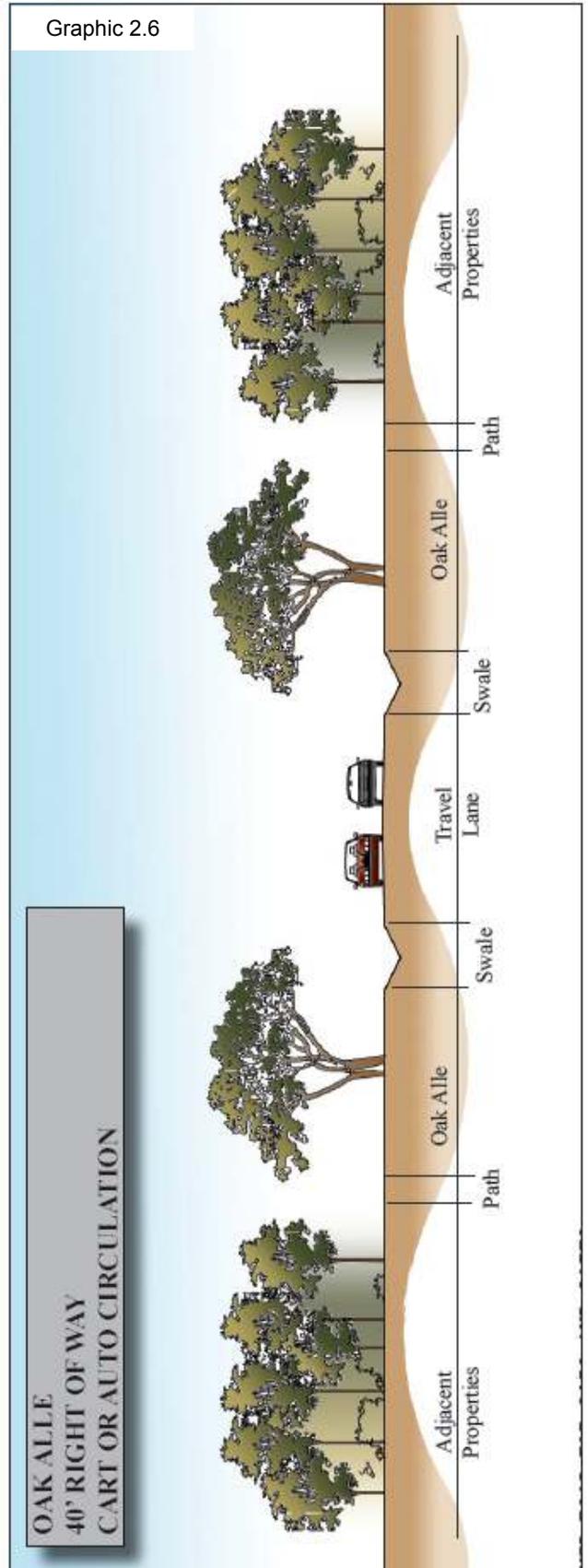
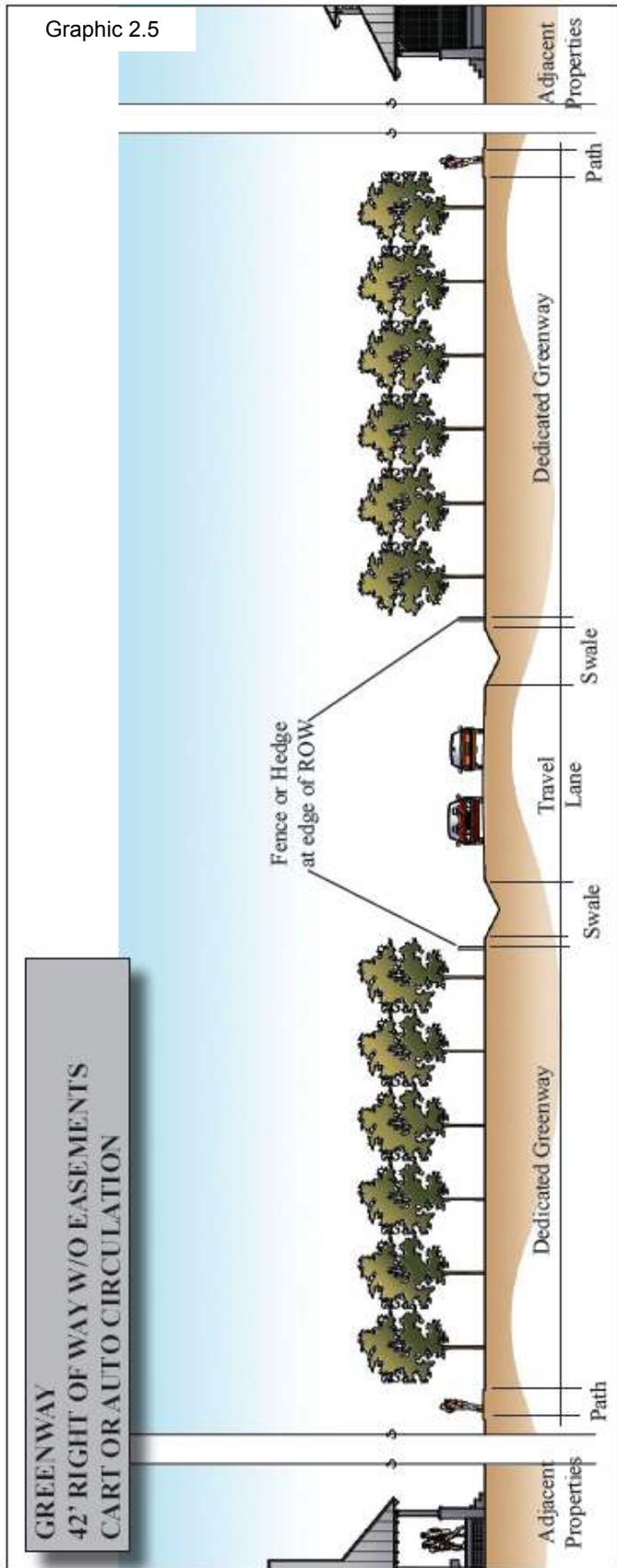


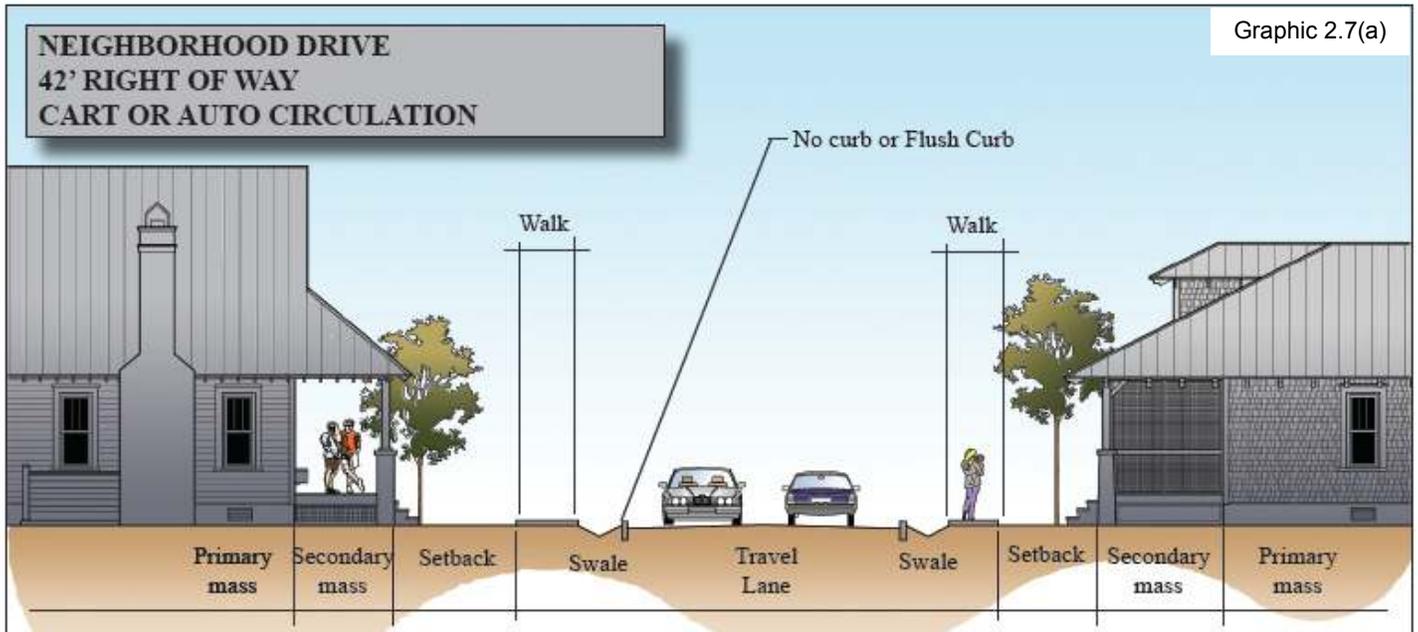
Daufuskie Island Street Types

Daufuskie Island Code

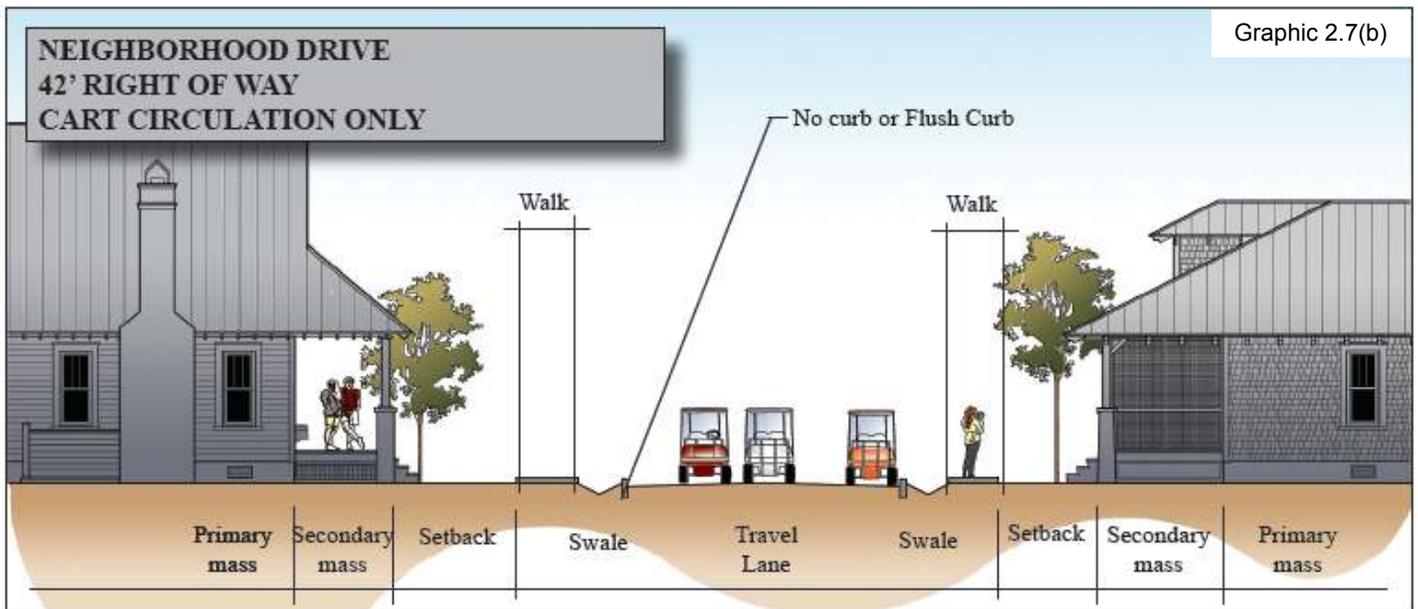
- 2.6 DAUFUSKIE ISLAND STREET PLAN**
- General Street Standards**
- 2.6.1** Streets are intended for use by vehicular and pedestrian traffic, and to provide access to parcels, lots, civic amenities, and open space.
- 2.6.2** For purposes of this Appendix, “Vehicular” refers to all “non-pedestrian” means of transportation that are legally permitted and equipped to share the street on Daufuskie Island, including: conventional automobiles, service vehicles, fire and safety vehicles, bicycles, SmartCars, Gem Cars, golf carts, recreational vehicles, and scooters.
- 2.6.3** All Island Streets shall be designed for smaller scale vehicles in order to account for the high volume of bicycles, SmartCars, Gem Cars, and golf carts predicted in the future; as well as recreational vehicles, service vehicles, and fire trucks.
- 2.6.4** Island Streets shall respond to the future (or planned) context of their surroundings, including the intensity and character of both the natural and built environment.
- 2.6.5** Streets shall not exceed two moving lanes. Unless approved using the process for an Administrative Form Waiver, on-street parking shall not be permitted in the Conservation Zoning Districts (D1, D2).
- 2.6.6** The standards for vehicular lanes shall be as described in Table 2.8 *Street Assembly* and be approved by the local fire chief.
- 2.6.7** Vehicular Lanes and Public Frontages of streets that pass from one Transect Zone to another shall be adjusted accordingly using the process for an Administrative Form Waiver.
- 2.6.8** In the Conservation Zoning Districts (D1, D2) pedestrian comfort shall be a secondary consideration of the Street. Design conflict between vehicular and pedestrian traffic generally shall be decided in favor of the vehicle. Within the Urban Zoning Districts (D3, D4, PD, D5) pedestrian comfort shall be a primary consideration of the Street. Design conflict between vehicular and pedestrian movement shall be decided in favor of the pedestrian.
- 2.6.9** The Street network shall be designed to define complete Blocks as follows:
- a. D1 – No minimum nor maximum perimeter block size.
 - b. D2 – No minimum nor maximum perimeter block size.
 - c. D3 – Block size shall not exceed 3000 feet in perimeter.
 - d. D4 – Block size shall not exceed 2400 feet in perimeter.
 - e. PD – Block size shall not exceed 2400 feet in perimeter.
 - f. D5 – Block size shall not exceed 2000 feet in perimeter.
- Block perimeter shall be measured as the sum of Lot Frontage Lines. Block perimeter at the edge of the development parcel shall be subject to approval by Administrative Form Waiver.
- 2.6.10** All Streets shall terminate at other Streets, forming a network. Internal Streets shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval by Administrative Form Waiver to accommodate specific site conditions only. Public Art installations may be used to address very specific Cul-de-sac scenarios in a Transect Zone if approved by the Planning Director.
- 2.6.11** Prominent streets shall be terminated by natural or manmade vistas. Buildings, statues, ornamentation, or natural features that are used to articulate a terminus shall respond visually to the character of the location.
- 2.6.12** Each Lot shall front the ROW or Easement for a vehicular street, pedestrian passage, two way cartway / bikeway, or a pedestrian path.
- 2.6.13** If a parcel abuts a Natural Resource or Civic Site then the nearest adjacent ROW or Easement (Street, Pedestrian Passage, except Lane / Alley) shall be located between the parcel and the Natural Resource or Civic Site.
- 2.6.14** With the exception of the Scenic Drive and the Scenic Main Street the Street Assembly on one side of the Street shall reflect the Street Assembly on the opposing side of the Street. Significant deviations shall require an Administrative Form Waiver.
- 2.6.15** Pedestrian Sidewalks or Pathways shall be required on both sides of the street in Traditional Communities and with every Street Type except the Greenway, Oak Alley, and Rural Road. If required, Pathways on these three (3) Types should only locate to one side of the Street. Neither Sidewalks nor Pathways shall run adjacent to Lanes / Alleys.
- 2.6.16** A network of 2 way Bikeways and Cartways (a pathway running independently of an Island Street) should be provided throughout the Island and connected to existing vehicular networks wherever possible.



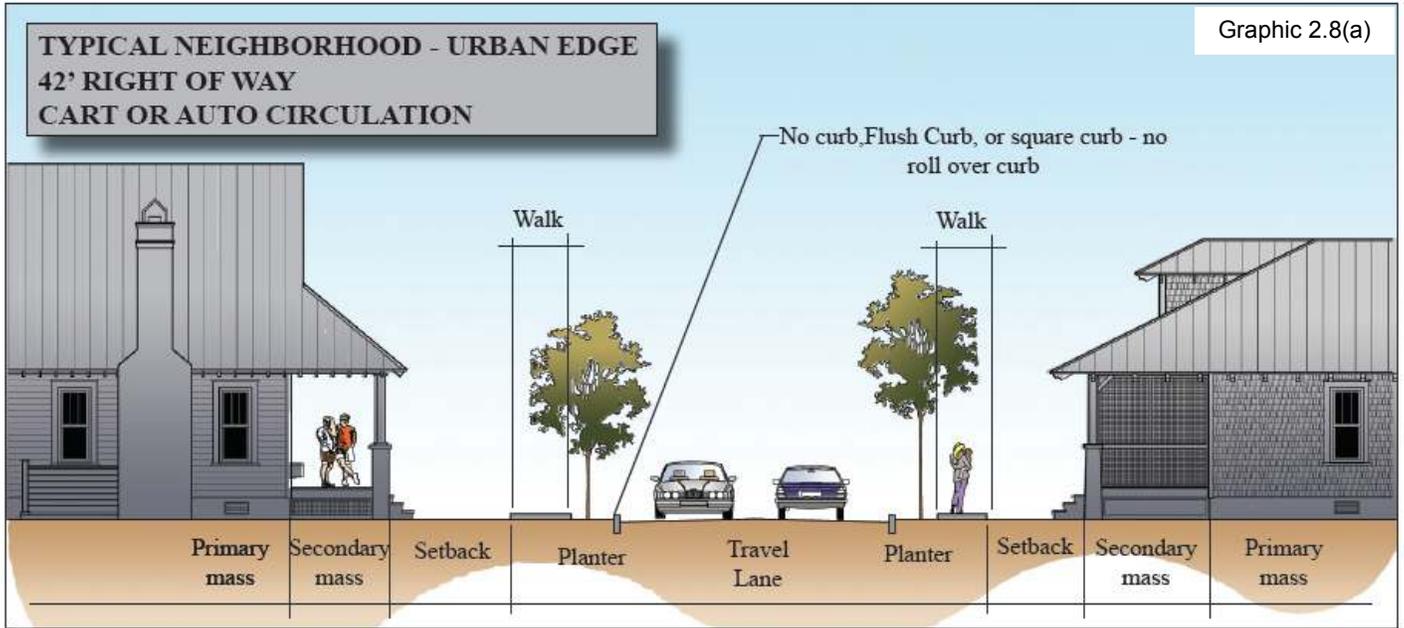




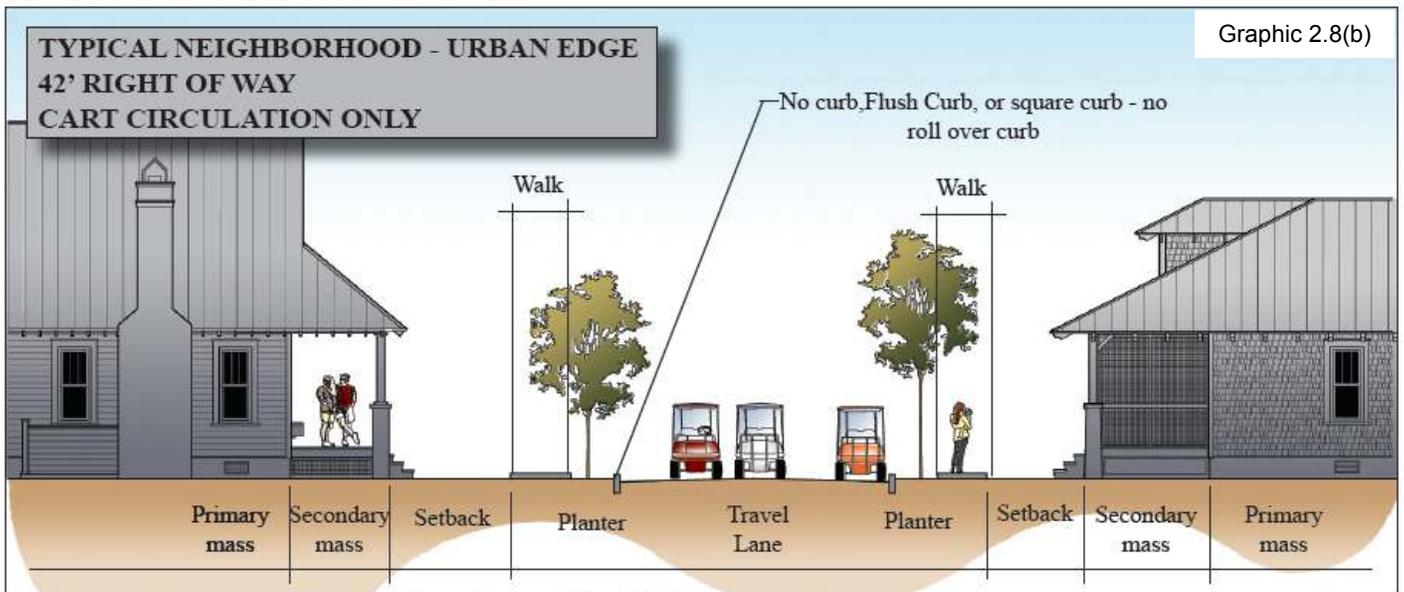
This diagram shows a two way automobile travel lane



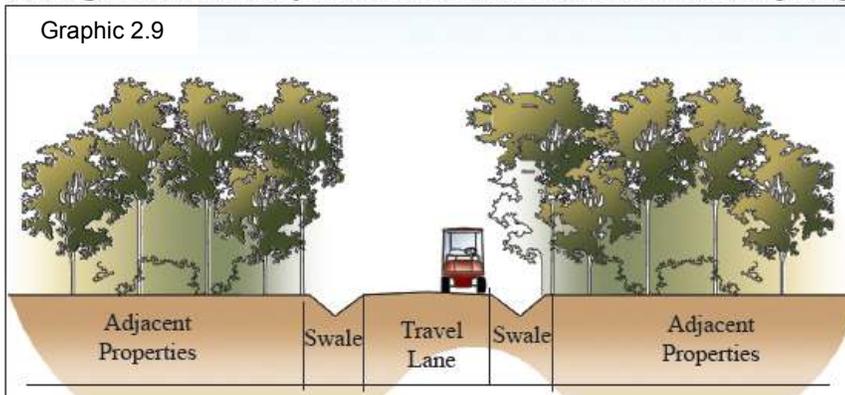
This diagram shows a two way cart travel lane with an additional aisle of street parking



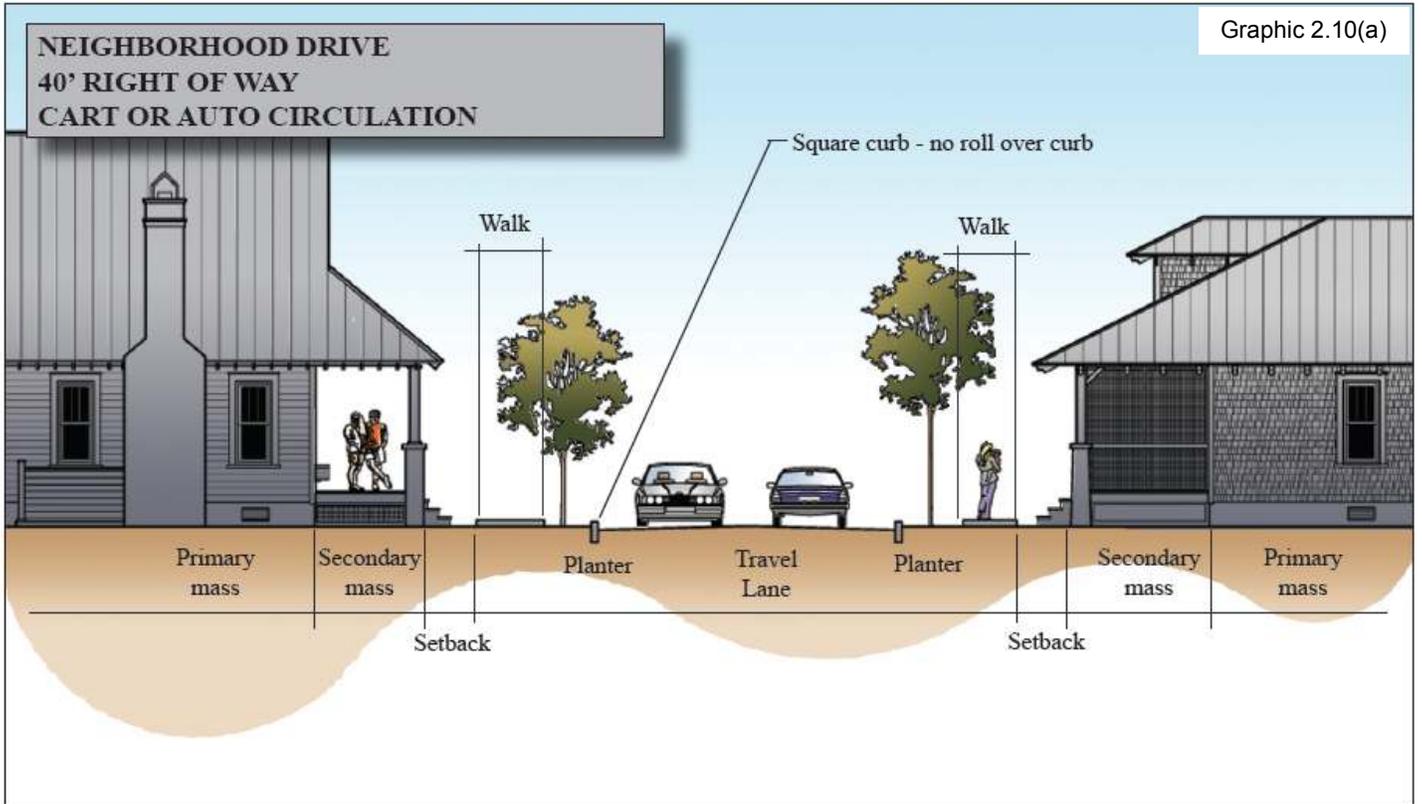
This diagram shows a two way automobile travel lane



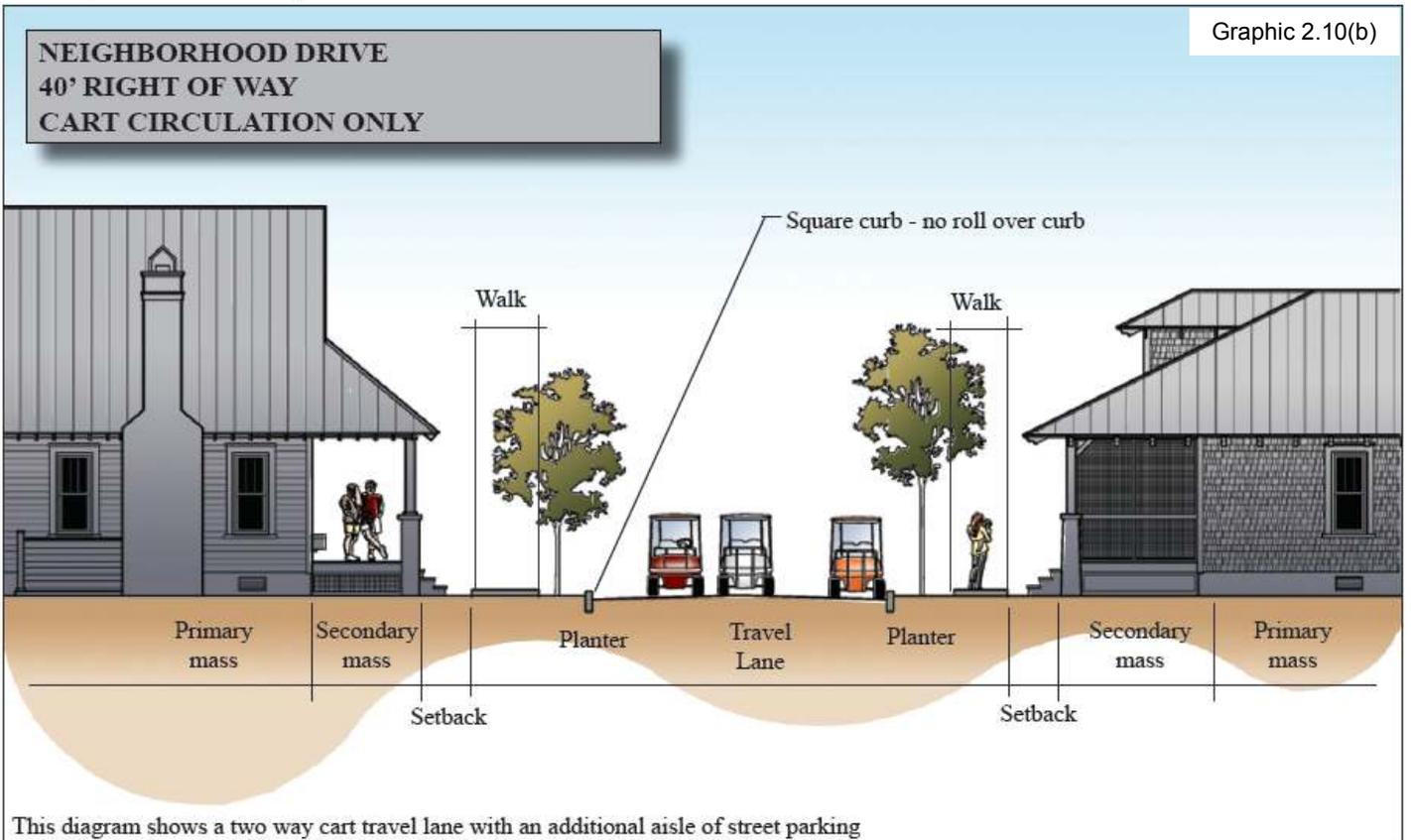
This diagram shows a two way cart travel lane with an additional aisle of street parking



NEIGHBORHOOD REAR LANE
22' RIGHT OF WAY
CART OR AUTO CIRCULATION



This diagram shows a two way automobile travel lane



This diagram shows a two way cart travel lane with an additional aisle of street parking

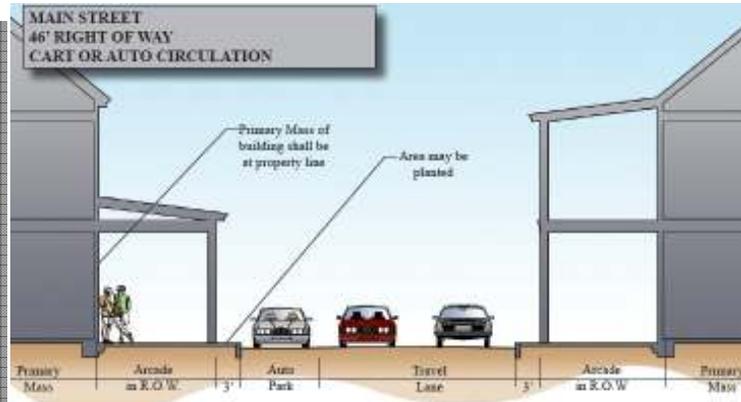
Daufuskie Island Code

The Main Street typology establishes two unique forms of public realm, one with vegetated canopy, and one without. In both instances the goal to slow traffic down while encouraging pedestrianism. The end result should be the feeling that one is walking, biking, or driving in an outdoor room.

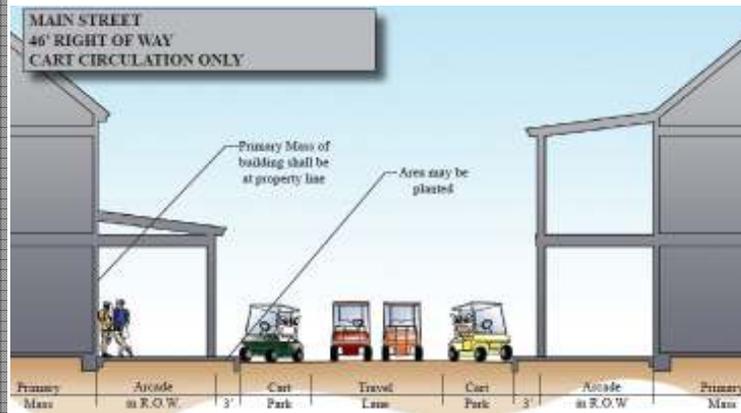
The block depicted in Graphic 2.11 (a,b) has the feel of a narrow passage with strong vertical edges. This result is achieved by allowing the buildings secondary frontage to extend into the right of way. Not every building will elect to do so, and not every building will use the same form of frontage. Buildings with arcades and galleries are most effective, and are therefore encouraged.

The block depicted in Graphic 2.12 (a,b) also has a strong sense of enclosure. Only this time it is the canopied trees, in combination with the buildings, that provides the street with a vertical edge. In this case the setback must respond to the plantings.

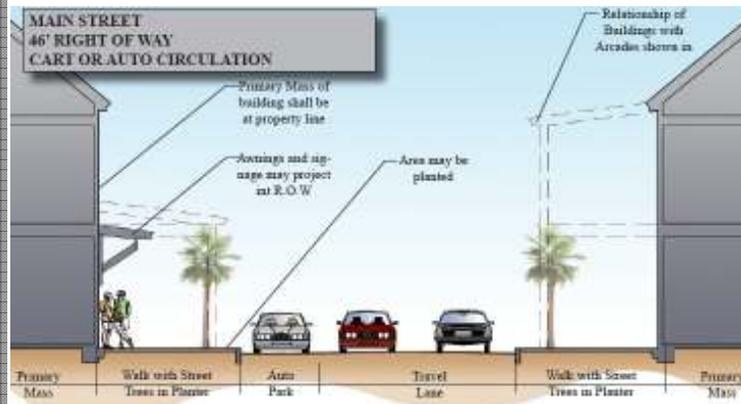
Both scenarios are amenable to D5 and D4 conditions using either the Avenue or Scenic Avenue Frontage.



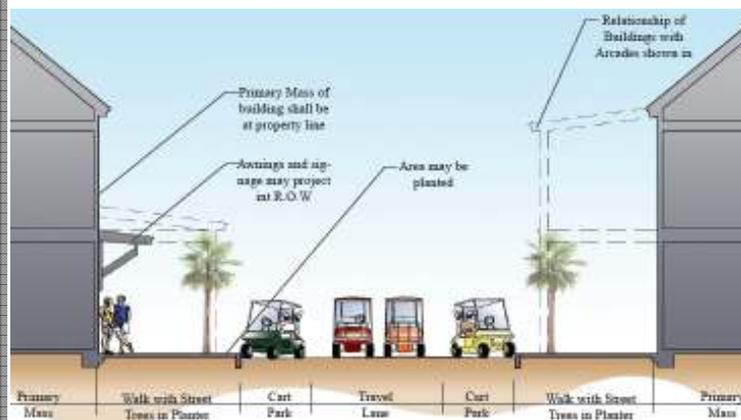
Graphic 2.11(a)



Graphic 2.11(b)

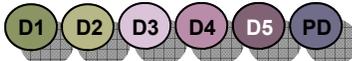


Graphic 2.12(a)



Graphic 2.12(b)

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2.7 PUBLIC FRONTAGE

- 2.7.1** The Public Frontage is the area between the private lot line and the edge of the vehicular lane. The Public Frontage contributes to the character of the street and public realm. The Public Frontage generally consists of:
- Planter (trees and landscape)
 - Stormwater Treatment (curb and gutter, swale)
 - Walkway (sidewalks, pathways)
 - Amenities (lighting, furniture, bicycle facilities, signage, etc.)
 - Infrastructure (utilities)
- 2.7.2** The Public frontage shall be designed and allocated as specified in Table 2.6 *Public Frontages*, Table 2.7 *Public Frontage Assemblies*, and Table 2.8 *Street Assembly Summary*.
- 2.7.3** Storm water management, including paving, filtration, and channeling shall be designed and allocated as specified in Table 2.7 *Public Frontage Assemblies*, Table 2.8 *Street Assembly Summary*, Tables 3.10 and 4.10 *Light Imprint Tools* (and accompanying Design Manual).
- 2.7.4** The area between the Lot Line and the building frontage shall be surfaced or paved to match the surfacing or pavement of the Public Frontage, unless specified otherwise by the Planning Director. Plantings are permitted.
- 2.7.5** Sidewalk activity, such as outdoor dining or the displaying goods is permitted in the Public Frontage so long as 4 feet of clearance remains for the passerby.
- 2.7.6** Street trees shall be arranged in the Planter as specified in Table 2.6 *Public Frontages*, Table 2.7 *Public Frontage Assemblies*, and Table 2.8 *Street Assembly Summary*. Existing trees may count towards the street tree requirement. Proposed Street Tree height and type shall be appropriate for the Frontage conditions, with canopy branching height adhering to the following clearance requirements (Measurements shall be taken at the bottom of the main canopy):
- Trees with existing or potential canopy covering Sidewalks, Driveways, Paths, Plazas, Alleys, Lanes, Parking Spaces or Street Surfaces shall be of a type that, at maturity or with minor pruning at installation, provide a clear height of 8 feet for Sidewalks and Paths, 12 feet for Driveways, Parking Spaces and Streets, and 15 feet for Loading Areas, exclusive of Tree grates or planting areas with gravel mulch. Trees covering more than one element shall default to the higher number.
 - Evergreen trees shall have 18 – 24” minimum clearance of any sidewalk or pavement edge at the Lot line.
- 2.7.7** Public utilities (water, sewer, electric, gas, cable) shall be buried. Utility lines should be planned and constructed to use the right of way or easement associated with the Street, Rear Lane, or Rear Alley as depicted in Graphic 2.13 *Utility Placement*.
- 2.7.8 Specific to D1, D2, D3:**
- The Public Frontage shall include trees of various species, naturalistically clustered, as well as understory. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization, and maintenance.
 - Public Lighting shall be controlled and placed as needed for safety. Design shall be as allocated in Graphic 2.14 *Public Lighting*. Street Lights shall not exceed 25 feet in height. On pedestrian scaled Street Lights fixtures shall be located between twelve (12) feet and sixteen (16) feet above the sidewalk with a maximum average spacing (per block face) of 90 feet on center in D3. Pedestrian street lights shall be placed a minimum of two (2) feet from the back of the curb (street surface if no curb), adjacent to all two-way cartways / bikeways, sidewalks, or pathways. Street lighting and street trees should not conflict.
 - Lots with Lanes / alleys shall have lighting fixtures within 5 feet of the alley's edge of pavement (surface). When a structure in the lot is within 5 feet of the alley's edge, the lighting fixture shall be attached to the structure and not to a light pole.
 - Cobra Head fixtures shall not be permitted.
 - The lighting level measured at the building Frontage Line shall not exceed 1.0 fc.
 - The sound level measured at the building Frontage Line shall not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.
- 2.7.9 Specific to D4, PD, D5:**
- The Public Frontage shall include trees planted in a regularly-spaced Allee pattern of single or alternated species. At Retail Frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts. Streets with a Right-of-Way width of 40 feet or less shall be exempt from the tree requirement.
 - The introduced landscape shall consist primarily of durable species tolerant of soil compaction.

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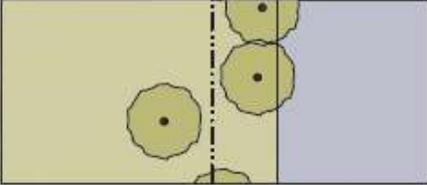
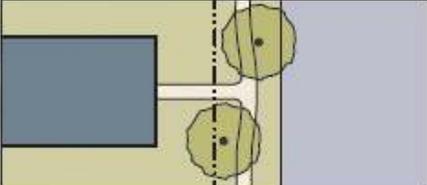
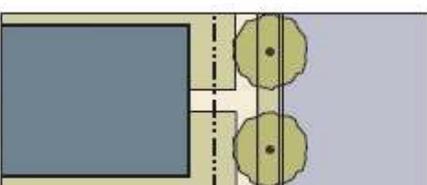
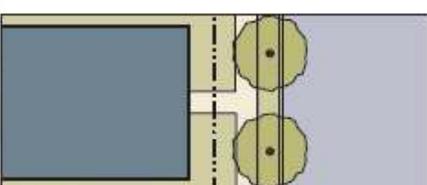
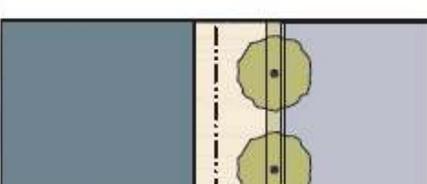
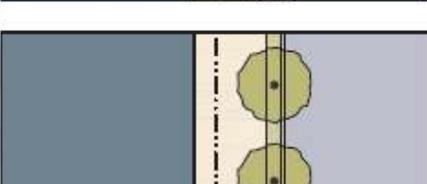
- c. Public lighting shall be as necessary for safety and commercial appeal. Design shall be as allocated in Graphic 2.14 *Public Lighting*. All fixtures shall be located between twelve (12) feet and sixteen (16) feet above the sidewalk with a maximum average spacing (per block face) of 60 feet on center. Pedestrian street lights shall be placed two (2) feet from the back of the curb (street surface if no curb), adjacent to all two-way cartways / bikeways, sidewalks, or pathways. Street lighting and street trees should not conflict.
- d. Two-way cartways / bikeways, or pathways that do not parallel a Street shall be lighted as necessary for safety with fixtures located between twelve (12) feet and sixteen (16) feet above the path.
- e. Light fixtures should include an optional bracket (either single or double sided) to attach banners and other temporary graphic elements to.
- f. Lots with alleys shall have lighting fixtures within 5 feet of the alley's edge of pavement (surface). When a structure in the lot is within 5 feet of the alley's edge, the lighting fixture shall be attached to the structure and not to a light pole.
- g. No lighting level measured at the building Frontage shall exceed 1.0 fc.
- h. Sound levels measured at the building Frontage Line shall not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.
- i. In D4 / PD the awning on the Principal Building may encroach the lot line and sidewalk (ROW or Prescriptive Easement) to within 2 feet of the Curb but must clear the sidewalk vertically by at least 8 feet.

2.7.10 Specific to D5:

- a. No lighting level measured at the building Frontage shall exceed 2.0 fc.
- b. Sound levels measured at the building Frontage Line shall not exceed 70 decibels from sunrise to midnight and 60 decibels from midnight to sunrise.
- c. Porch steps, Stoops, Balconies, and Bay Windows on the Principal Building may encroach upon the lot line and sidewalk (ROW/Prescriptive Easement) up to 4 feet, so long as 4 feet of clearance remains.
- d. Awnings, Arcades, and Galleries on the Principal Building may encroach upon the Sidewalk (ROW or Prescriptive Easement) to within 2 feet of the Curb. Awnings, Arcades, and Galleries shall clear the Sidewalk vertically by at least 8 feet.

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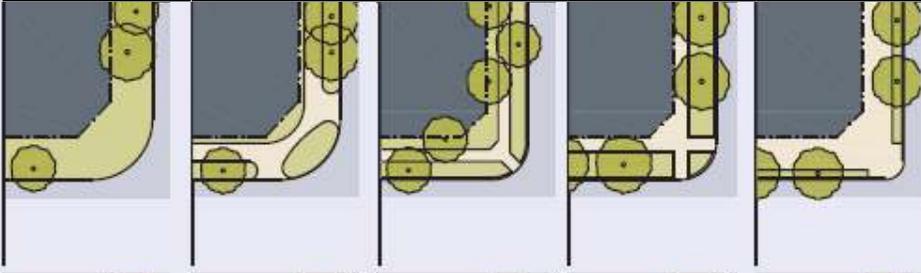
Table 2.6 **Public Frontages**

PUBLIC FRONTAGES - The Public Frontage is the area between the private lot line and the edge of the vehicular lanes.		<div style="display: flex; justify-content: space-around; font-size: small;"> LOT ▶ ◀ R.O.W. </div> <div style="display: flex; justify-content: space-around; font-size: x-small;"> PRIVATE FRONTAGE ▶ ◀ PUBLIC FRONTAGE </div>
ISLAND THOROUGHFARE: This Frontage has open Swales drained by percolation, Bicycle Trails are recommended and no parking is provided. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or foliage.	<div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D1</div> <div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D2</div> <div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D3</div>	
ROAD: This Frontage has open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides. Yield parking is permitted. The landscaping consists of multiple species arrayed in naturalistic clusters.	<div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D2</div> <div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D3</div>	
STREET: This Frontage has Sidewalks or paths separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee, with the exception that Streets with a right-of-way (R.O.W.) width of 20 feet or less are exempt from tree requirements.	<div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D3</div> <div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D4</div> <div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">PD</div>	
SCENIC STREET: This Frontage has principle structures on only one side with a Sidewalk or paved Path related to a Greenway or waterfront. Sidewalks or paths are separated from the street by Continuous Planters, with parking on one or both sides. The landscaping consists of trees of a single or alternating species regularly spaced, with the exception that Streets with a right-of-way width of 20 feet or less are exempt from tree requirements.	<div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D3</div> <div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D4</div> <div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">PD</div>	
AVENUE: This Frontage has raised or flush Curbs and a wide Sidewalk or paved Path separated from the vehicular lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Allee.	<div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D4</div> <div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D5</div> <div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">PD</div>	
SCENIC AVENUE: This Frontage has principle structures on only one side with raised or flush Curbs and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.	<div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D4</div> <div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">D5</div> <div style="background-color: #d9ead3; padding: 2px; margin-bottom: 2px;">PD</div>	

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Table 2.7

Public Frontage Assemblies

TRANSECT ZONE Public Frontage Type	D1	D2	D3	D1	D2	D3	D3	D4	PD	D4	D5	PD	D4	D5	PD
	Island Thoroughfare Road			Island Thoroughfare, Road Street, Scenic Street			Street, Scenic Street			Street, Scenic Street			Avenue, Scenic Avenue		
<p>a. Assembly: The principal variables are the type and dimension of curbs, walkways, planters and landscape.</p> 															
<p>b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.</p> <p style="text-align: right;">Type _____ Radius _____</p>															
<p style="text-align: right;">Type _____ Radius _____</p>	Open Swale 10-30 feet			Open Swale 10-30 feet			Raised Curb 5-20 feet			Raised Curb 5-20 feet			Raised Curb 5-20 feet		
<p>c. Walkway: The pavement dedicated exclusively to pedestrian activity.</p> <p style="text-align: right;">Type _____</p>															
<p style="text-align: right;">Type _____</p>	Path Optional			Path			Sidewalk			Sidewalk			Sidewalk		
<p>d. Planter: The layer which accommodates street trees and other landscape.</p> <p style="text-align: right;">Arrangement _____ Species _____ Planter Type _____</p>															
<p style="text-align: right;">Arrangement _____ Species _____ Planter Type _____</p>	Clustered Multiple Continuous Swale			Clustered Multiple Continuous Swale			Regular Alternating Continuous Planter			Regular Single Continuous Planter			Regular Single Continuous Planter		

Graphic 2.13 **Utility Placement**



<p>Graphic 2.14 Public Lighting</p>	<p>Pipe</p> 	<p>Post</p> 	<p>Column</p> 	<p>Double Column</p> 
	<p>D1 D2 D3</p>	<p>D2 D3 D4 PD</p>	<p>D3 D4 D5 PD</p>	<p>D5</p>

Daufuskie Island Code

Table 2.8 Street Assembly Summary

Abbreviation	B/C	RL / RA	RR	GW	OA	ND - 42	ND - 40	MS
Street Type	Bikeway / Cartway	Rear Lane Rear Alley	Rural Road	Greenway	Oak Alley	Neighborhood Drive	Neighborhood Drive	Main Street
Frontage Type	Island Thoroughfare	N/A	Road	Island Thoroughfare	Island Thoroughfare	Street, Scenic Street	Street, Scenic Street	Avenue, Scenic Avenue
Transect Zone	D1, D2, D3, D4, PD, D5	D1, D2, D3, D4, PD, D5	D1, D2,	D1, D2, D3, D4, PD	D1, D2, D3, D4, PD	D3	D4, PD, D5	D4, PD, D5
ROW Width	22 ft.	22 ft.	36 ft.	42 ft. plus min. 68 ft. of dedicated greenway per side.	42 ft. plus min. 65 ft. of buffer for Oaks per side.	42 ft.	40 ft.	46 ft.
Pavement Width	12 ft.	12 ft.	18 ft.	22 ft.	22 ft.	22 ft.	22 ft.	28 ft.
Surfacing	LINU and Asphalt	LINU	LINU and Asphalt	LINU and Asphalt	LINU	LINU	LINU	LINU
Movement	Yield	Yield	Slow	Slow	Slow	Slow	Slow	Slow
Design Speed	10 mph.	10 mph.	20 mph.	20 mph.	20 mph.	20 mph.	20 mph.	20 mph.
Pedestrian Crossing Time	3.5 sec.	3.5 sec.	5.1 sec.	6.0 sec.	6.0 sec.	6.0 sec.	6.0 sec.	8.0 sec.
Traffic Lanes	N/A	N/A	2 lanes	2 lanes	2 lanes	2 lanes	2 lanes	2 lanes
Car Parking Lanes	None	None	None	None	None	None	None	Car-one side @ 8 ft. marked
Cart Parking Lanes	None	None	None	None	None	Cart-one side @ 7 ft. marked.	Cart-one side @ 7 ft. marked.	Both sides angled at 8 ft. marked.
Curb Radius	N/A	Taper	10-30 ft.	10-30 ft.	10-30 ft.	5-20 ft.	5-20 ft.	5-20 ft.
Walkway Type	N/A	None	Path (No Path – By Waiver)	Path (No Path – By Waiver)	Path (No Path – By Waiver)	Min. 5 foot Sidewalk or Path	Min. 5 foot Sidewalk	Min 5 foot Sidewalk Max 9 foot Sidewalk
Planter Type	N/A	None	Continuous Swale	Continuous Swale	Continuous Swale	4 foot Continuous Swale or Planter	4 foot Continuous Planter	3 foot Continuous Planter
Curb Type	LINU	Inverted crown	Swale	Swale	Swale	Raised Curb or Swale	Raised Curb	Raised Curb
Landscape Type	Clustered	None	Clustered	Clustered	Regular at 30' on center avg.	Regular at 30' on center avg.	Regular at 30' on center avg.	Regular at 30' on center avg.
Canopy*	Full	Minimal	Partial to Enclosed	Partial to Full	Enclosed	Partial to Full (one side)	Partial to Full (one side)	Minimal to Partial (one side)



***Canopy**

A **Minimal** canopy consists of planted trees that when in bloom provide a street edge with varying degrees of shade.
 A **Partial** canopy consists of planted trees that when in bloom provide a street edge with occasional overhang, and significant shade.
 A **Full** canopy consists of planted and / or organic trees that when in bloom provide a street edge, with significant overhang and shade.
 An **Enclosed** canopy consists of planted or organic trees that when in bloom provide a street edge with complete enclosure and shade. The Street feels like a room with walls and ceiling.