

THE STATE OF SOUTH CAROLINA  
In The Supreme Court

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APPEAL FROM CHARLESTON COUNTY  
Court of Common Pleas

S.C Supreme Court

Hon Mikell R Scarborough, Master-in-Equity

Case No 2007-CP-10-4692

Historic Charleston Foundation and  
Preservation Society of Charleston,

Respondents,

v

The City of Charleston, The City of Charleston  
City Council and Library Associates, LLC,

Appellants

RECORD ON APPEAL  
VOLUME IV OF V

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PERGAD 200-531-8888

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## 404 King Street Economic Benefits

- The proposal for a “full service” hotel at 404 King Street provides an anticipated City revenue impact in the first year of **\$961,000**.
- Over the first three years, that could be as much as **\$2.46 million** in additional City revenue (taxes and fees).
- Over the next 20 years, the City could anticipate an economic benefit of over **\$15 million** in increased City revenues (taxes and fees)
- Redevelopment of 404 King into a full service hotel will provide an estimated one-time economic impact of **\$108 million** to the region, and an estimated ongoing annual economic impact of **\$20.2 million** to the region. There will also be financial benefits to the Gateway TIF District revenues.

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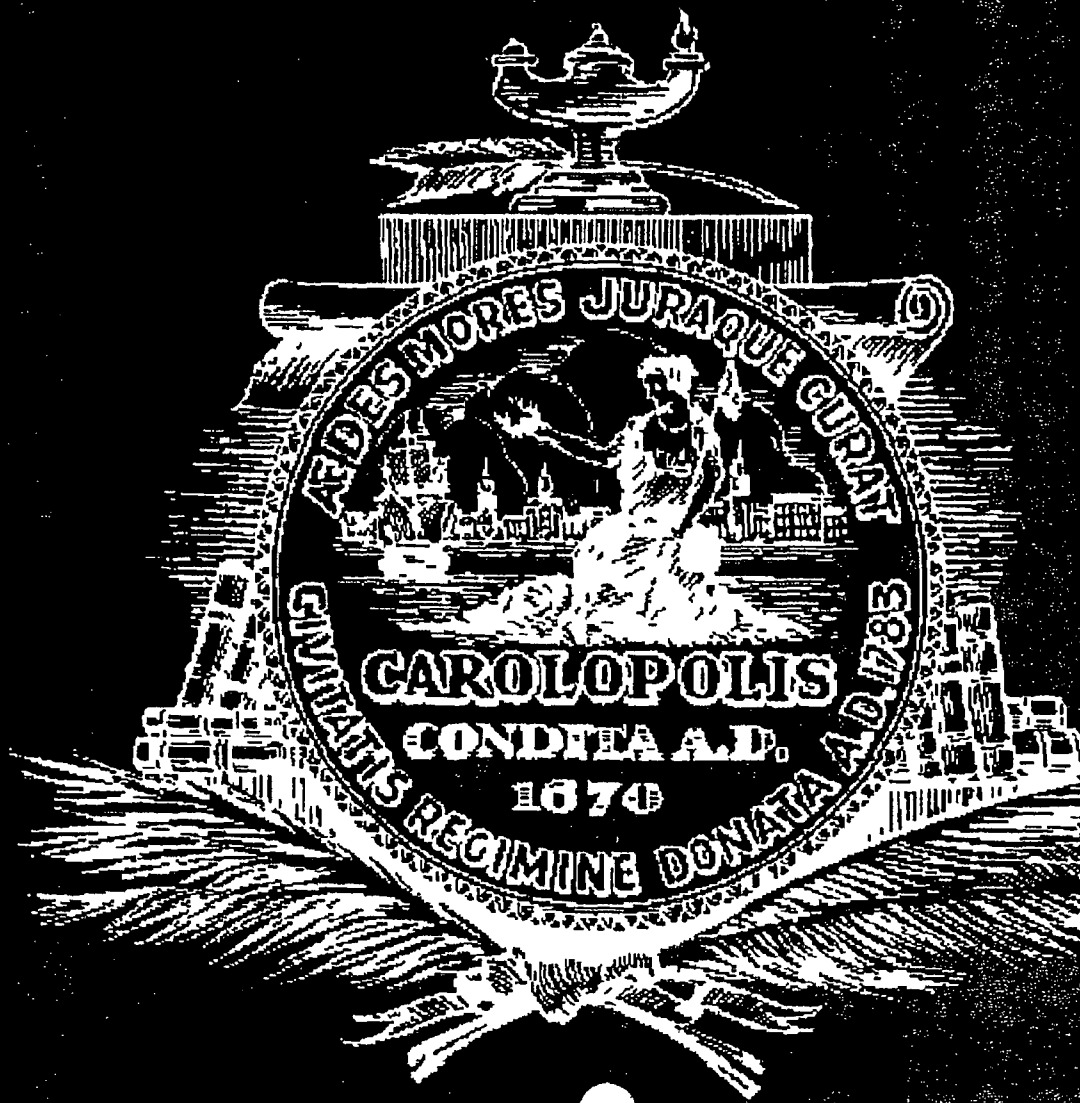


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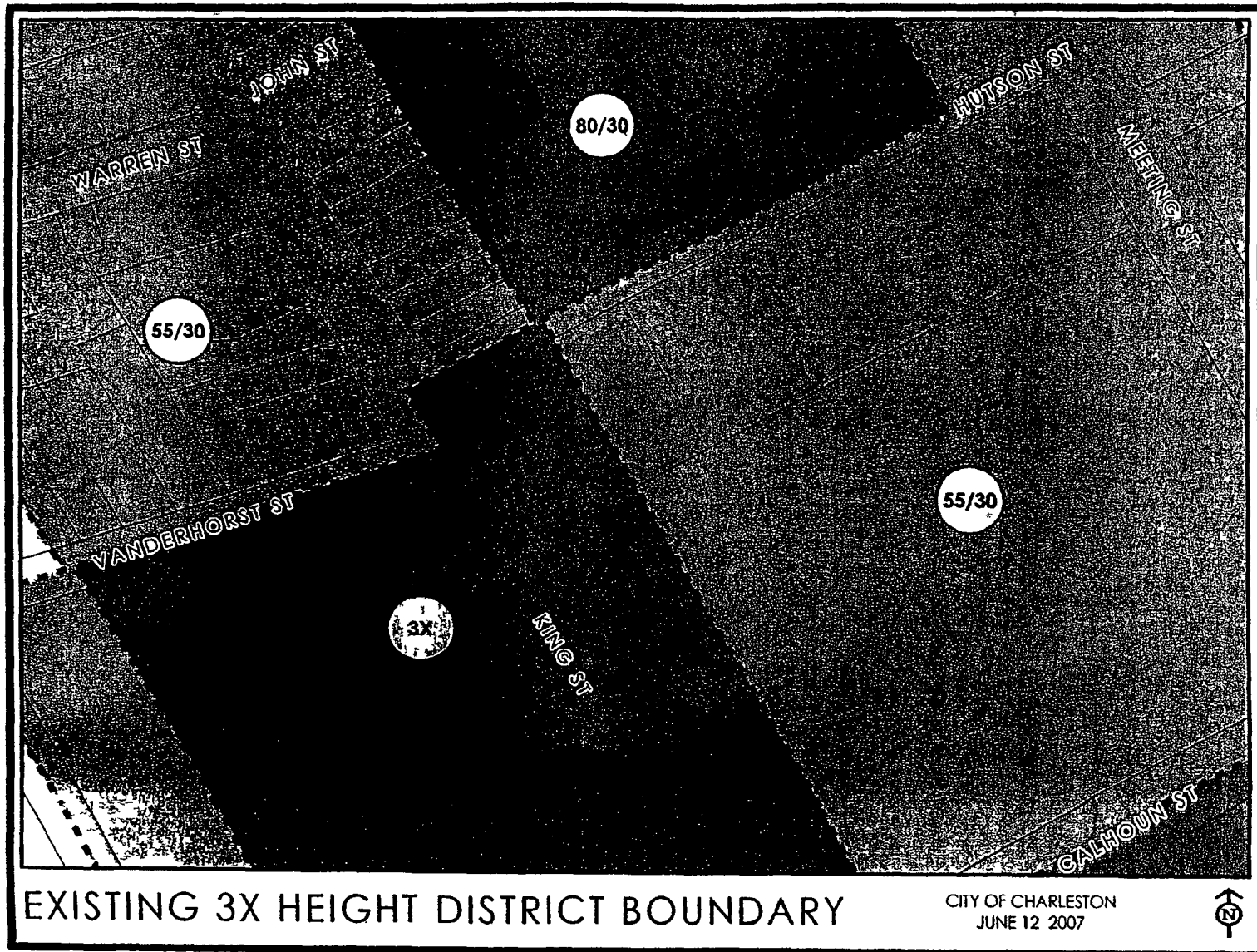
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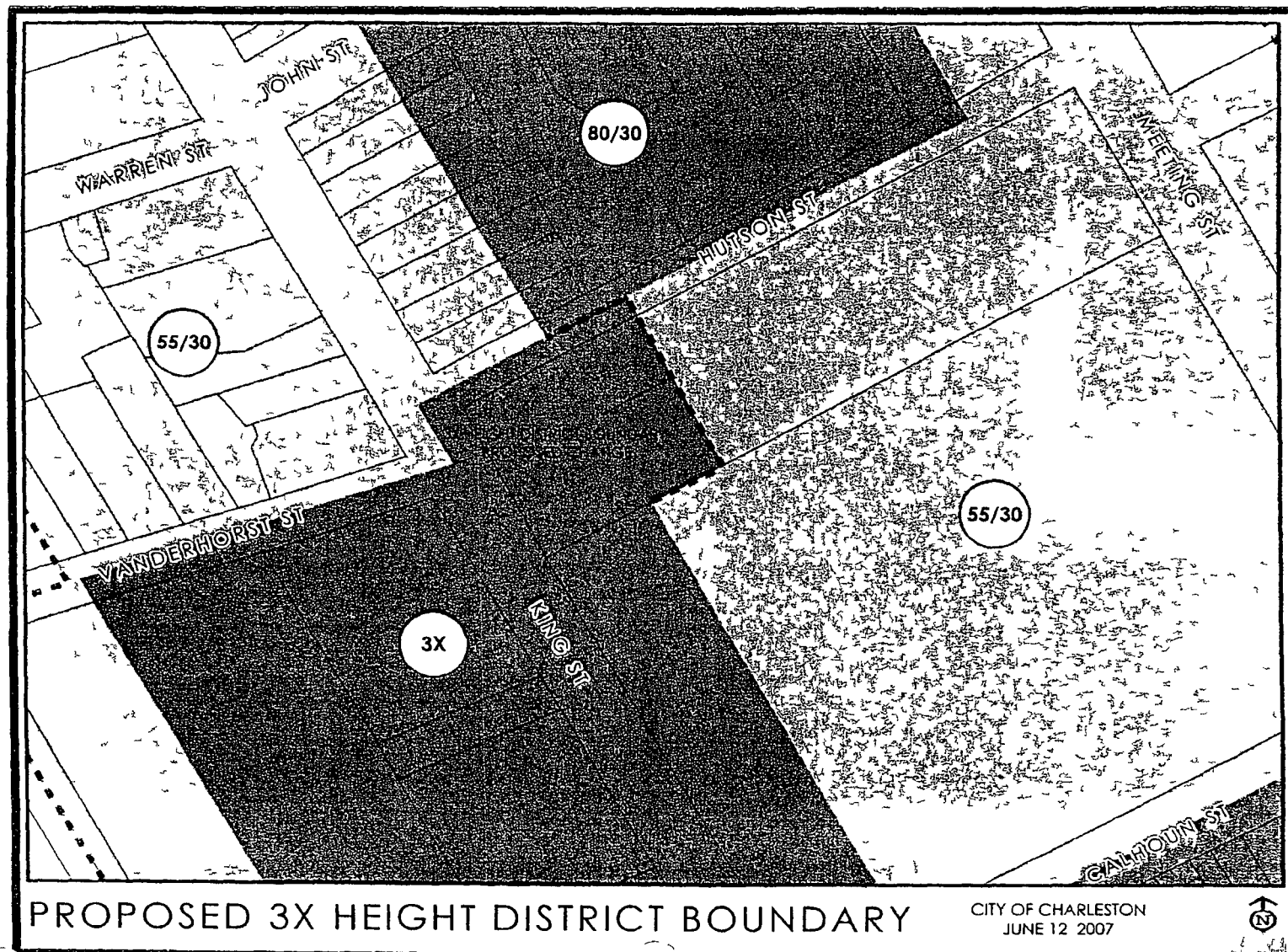


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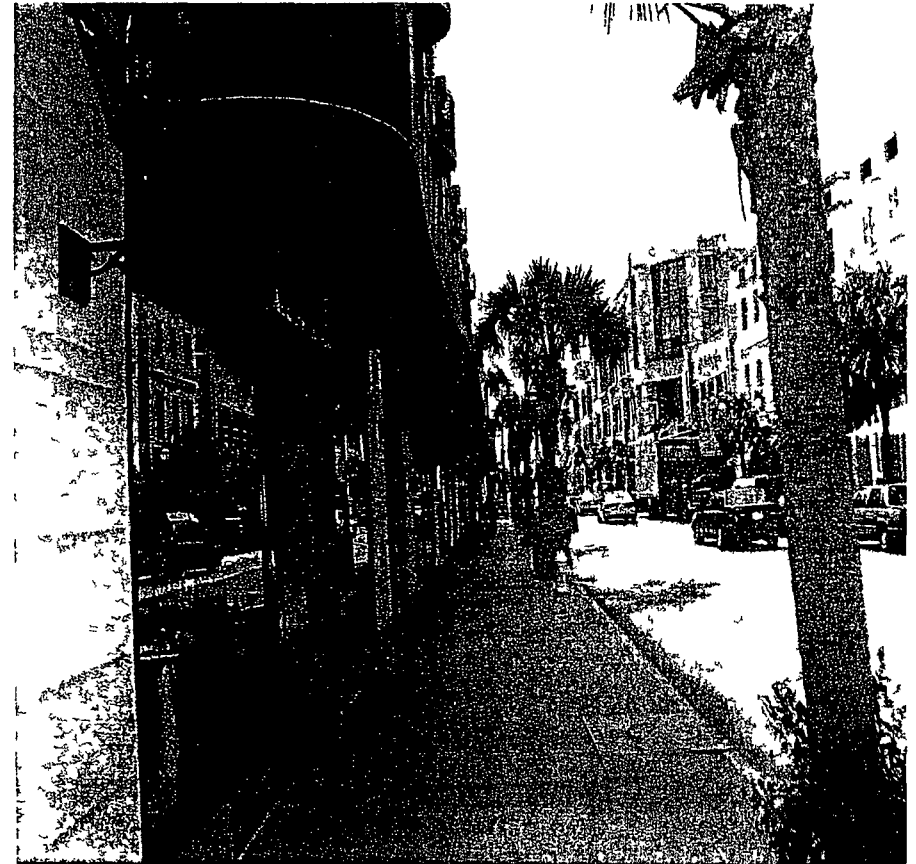


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## 404 King Street Height Overlay Boundary Amendment

- **The Charleston Place Effect** The economic transformation of King Street was unquestionably and remarkably effected by the Charleston Place redevelopment
- **Helping the Transformation of Upper King Street** While the completion of the streetscaping has visually transformed Upper King Street, the economic landscape is still mixed there are currently over 20 vacant buildings or parcels within three blocks of Marion Square Compare this number with the low number of vacancies in the same proximity of Charleston Place
- **Positive Economic Impact of a Full Service Hotel** A new hotel with a full service component will bring a significant economic benefit to the community and the immediate area It will also provide amenities useful to the community
- **Continuity with City's Comprehensive Plans** The proposal is consistent with established city planning, economic development and urban design documents
- **Board of Zoning Appeals and B A R Approvals** Previous findings and discussions by the appropriate citizen boards have supported the concept and height proposals for 404 King Street The unique character of the site warrants special consideration of the zoning parameters that govern the site

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## 404 King Street Economic Benefits

The proposed hotel at 404 King St will provide an anticipated increase in City revenues (taxes & fees) of \$961,000 in the first year, and over \$15 million in increased revenues over the next 20 years

- **Property Tax Revenues** The hotel will increase property tax revenues by \$247,000 per year
- **Accommodations Tax Revenues** A new full service hotel will generate Accommodations Tax revenue of almost \$260,000 per year
- **Hospitality Tax Revenues** An increase of approximately \$200,000 per year
- **Business License Revenues** Fees will total approximately \$38,500 per year
- **Building Permit Fees** As a \$70 million dollar project, a new full service hotel will generate \$211,000 in Building Permit and Review fees for the City
- **Jobs Provided** A new full service hotel will provide up to 155 new jobs
- **“Full Service Hotel” Benefits** The size of the hotel provides the feasibility for new community resources, including meeting spaces and a restaurant, as well as additional resources to attract business-oriented visitors to the city

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## 404 King Street Height Overlay Boundary Amendment

- **King Street Studies** Previous studies of King Street have consistently identified the old library site as a crucial redevelopment anchor of Marion Square and the entire Upper King district
- **Downtown Plan** Marion Square was identified as a "high-intensity mixed-use area" and the old library site was noted as a "significant development opportunity "
- **King Street Corridor Commercial Market Analysis** The study by the Gibbs Planning Group identified that a hotel-conference center in this location will "help link the Upper King and Middle King business areas " Furthermore, the study indicated that the redevelopment of the site "could create a sense of place and a sense of having arrived somewhere when shoppers venture north of Calhoun Street"
- **Marion Square Studies** Whether it be individual site studies around Marion Square, or the citizen-initiated Rally 'Round the Square, the old library site is consistently recognized to be one of the most important redevelopment opportunities on the square A new building here should make a significant architectural contribution to the definition of the and quality of the square



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## 404 King Street Height Overlay Boundary Amendment

- **Site gained zoning approval for a 185-room hotel in 2004** The site has already been identified and approved by the Board of Zoning Appeals for a 185-room hotel, affirming the appropriateness for this scale of hotel on this site
- **404 King Street has Unique Site Characteristics** The site is unique in that it has virtually full exposure on all four sides, with three sides facing public streets, and the fourth facing on a pedestrian passage
- **Current Zoning Forces a Less Desirable Solution** The split height zoning on the site forces greater mass towards King Street and the St Matthews Church steeple. The distribution of the mass can be improved through this change to the height overlay boundary, while still keeping the overall mass roughly equivalent to what is currently allowed on the site
- **Re-Zoning will Enable a Better Volumetric Solution** The shift of the height boundary allows a re-distribution of mass to better relate the building solution to the existing context of the Citadel building and St Matthews Church

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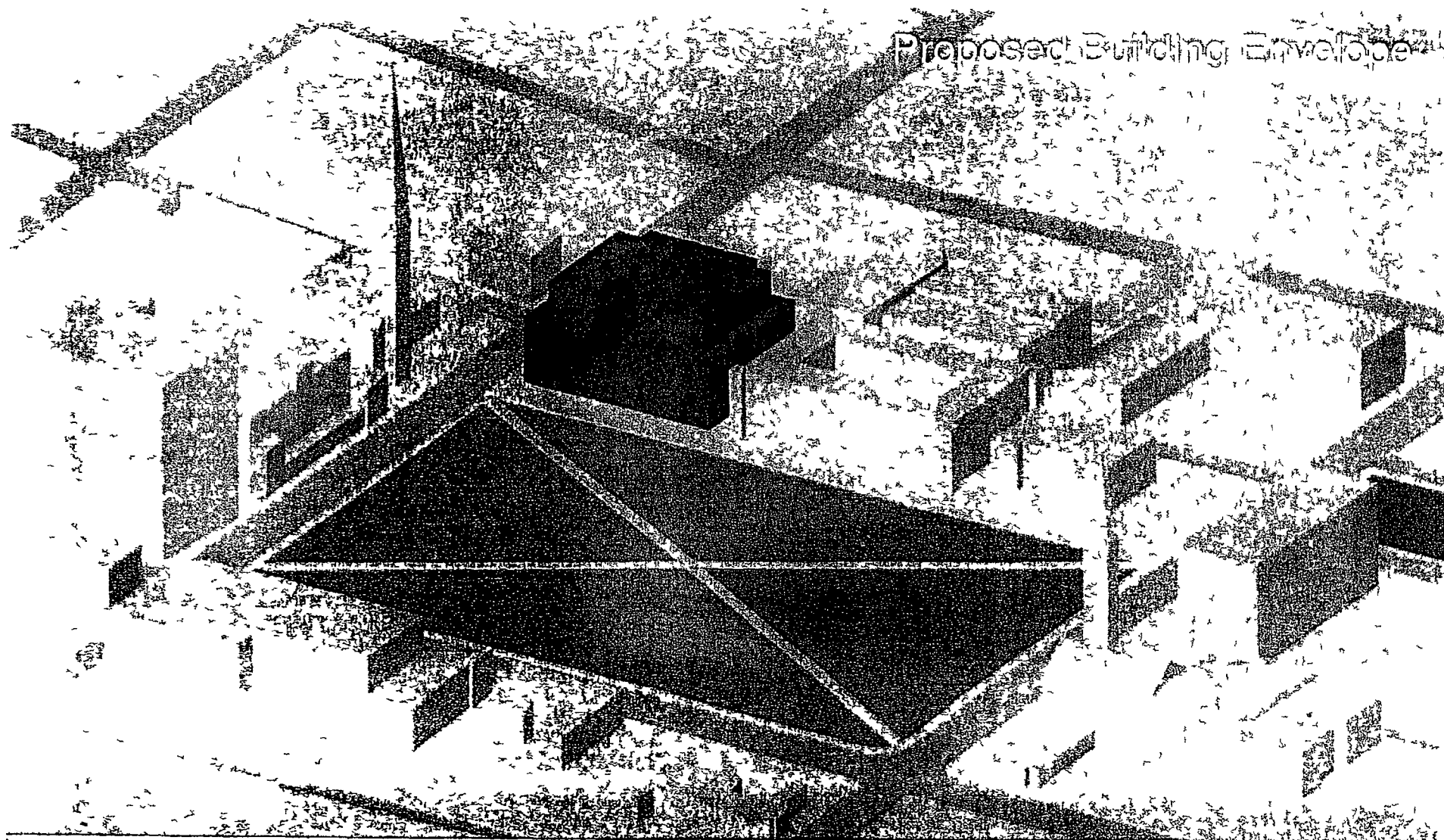
Urban Zoning Envelopes

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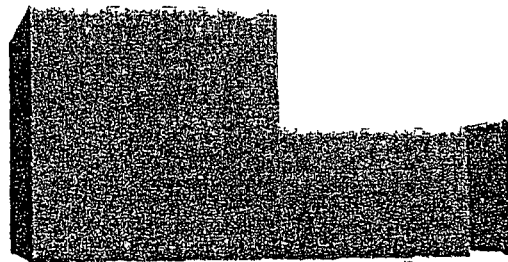
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Current Zoning Envelope



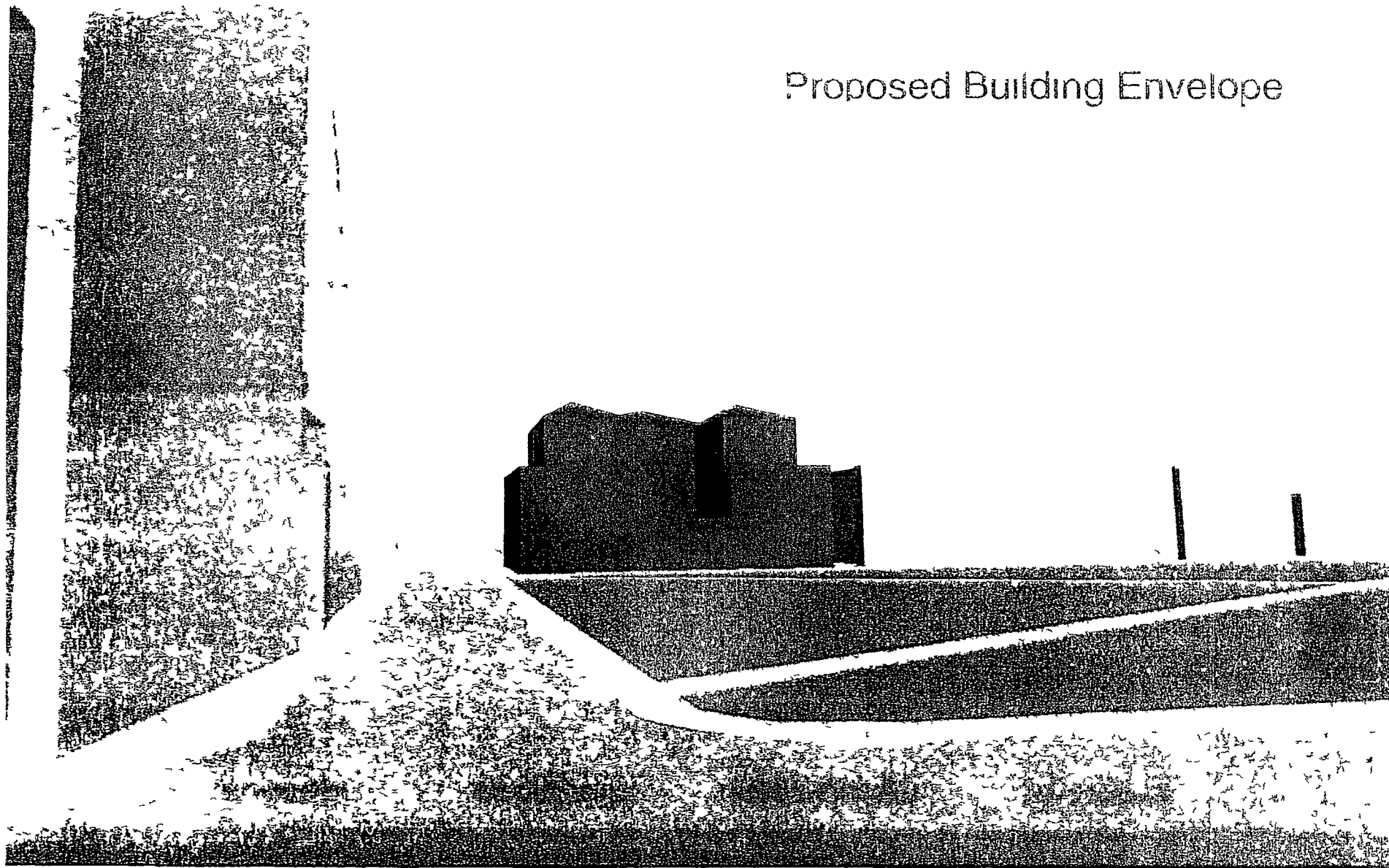
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## Proposed Building Envelope



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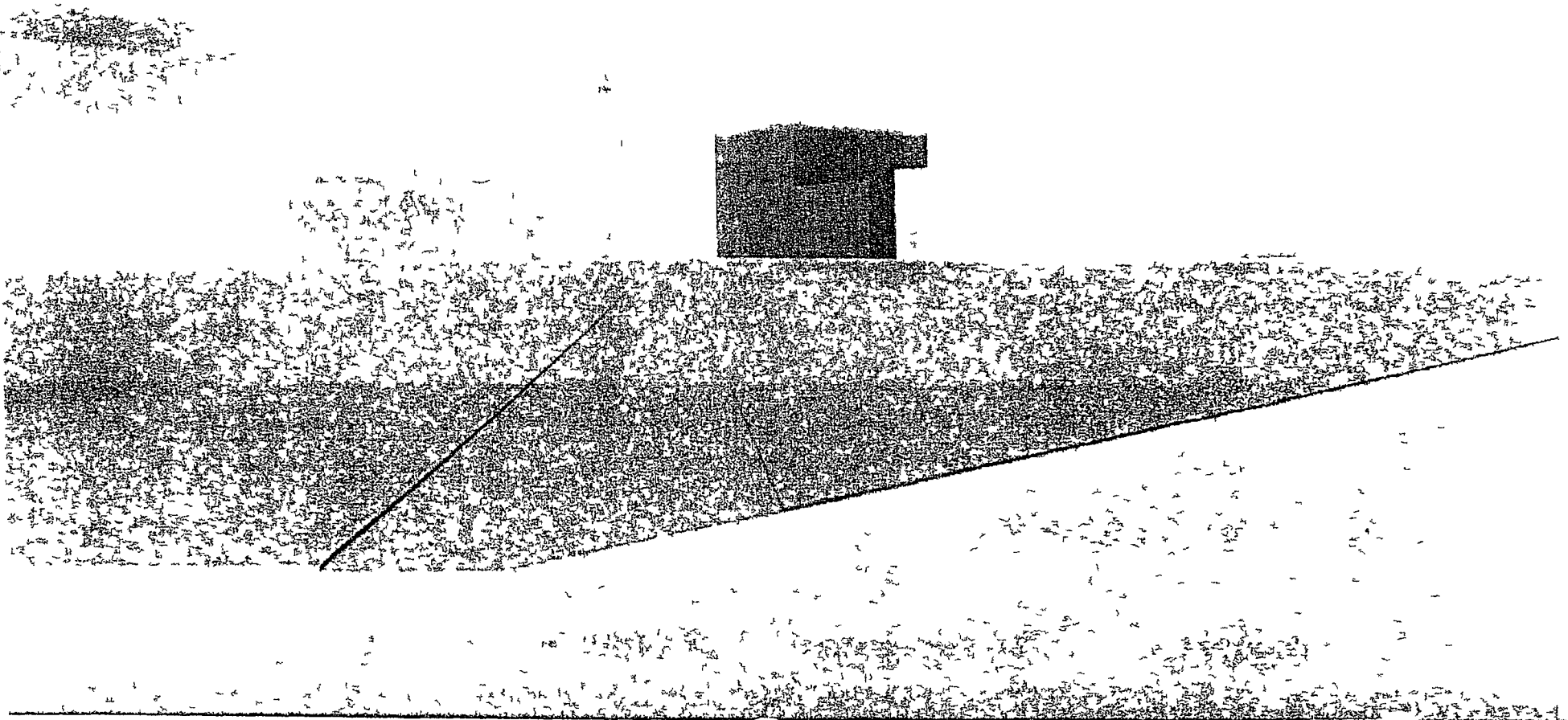
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Current Zoning Envelope

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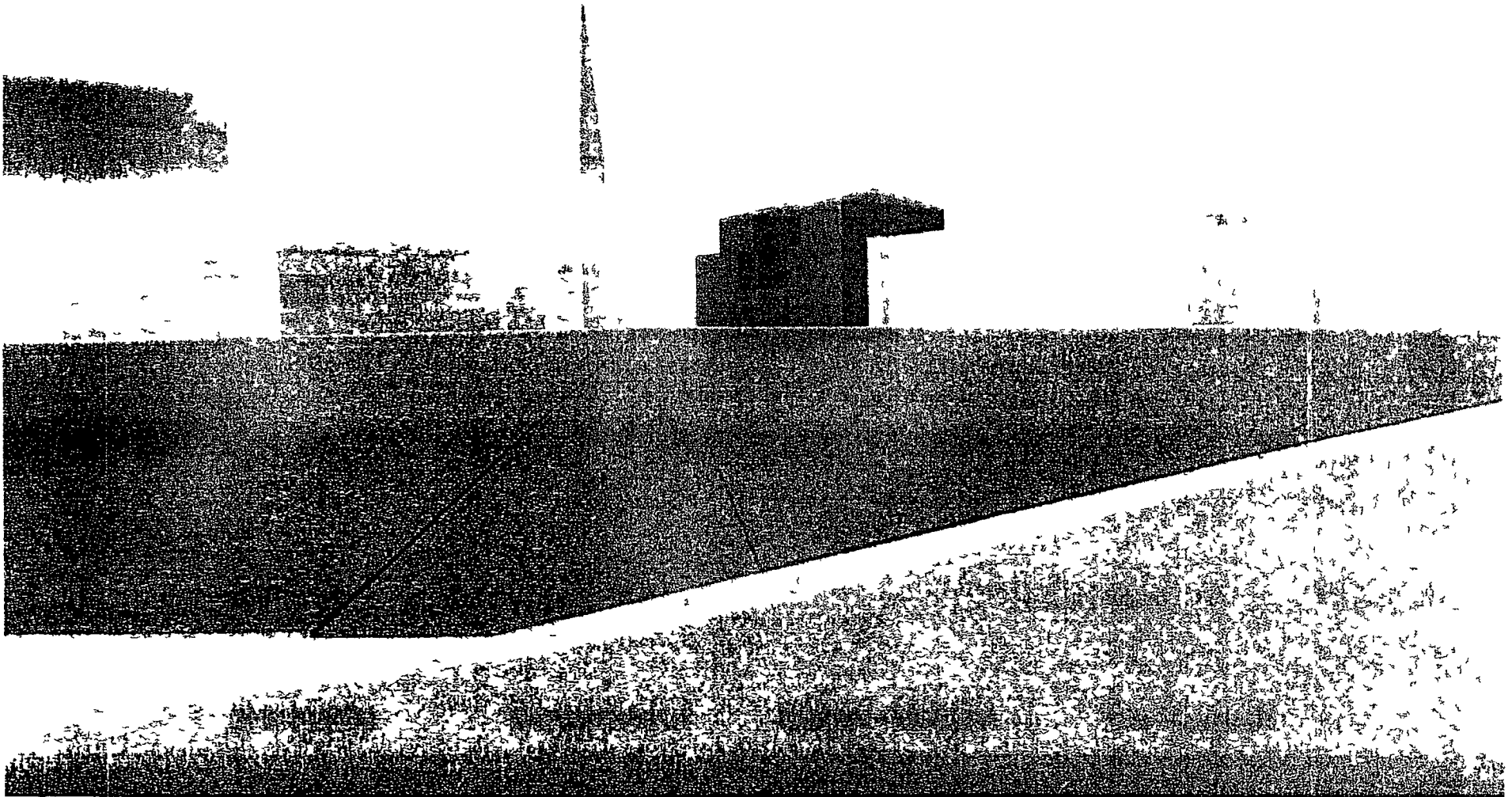
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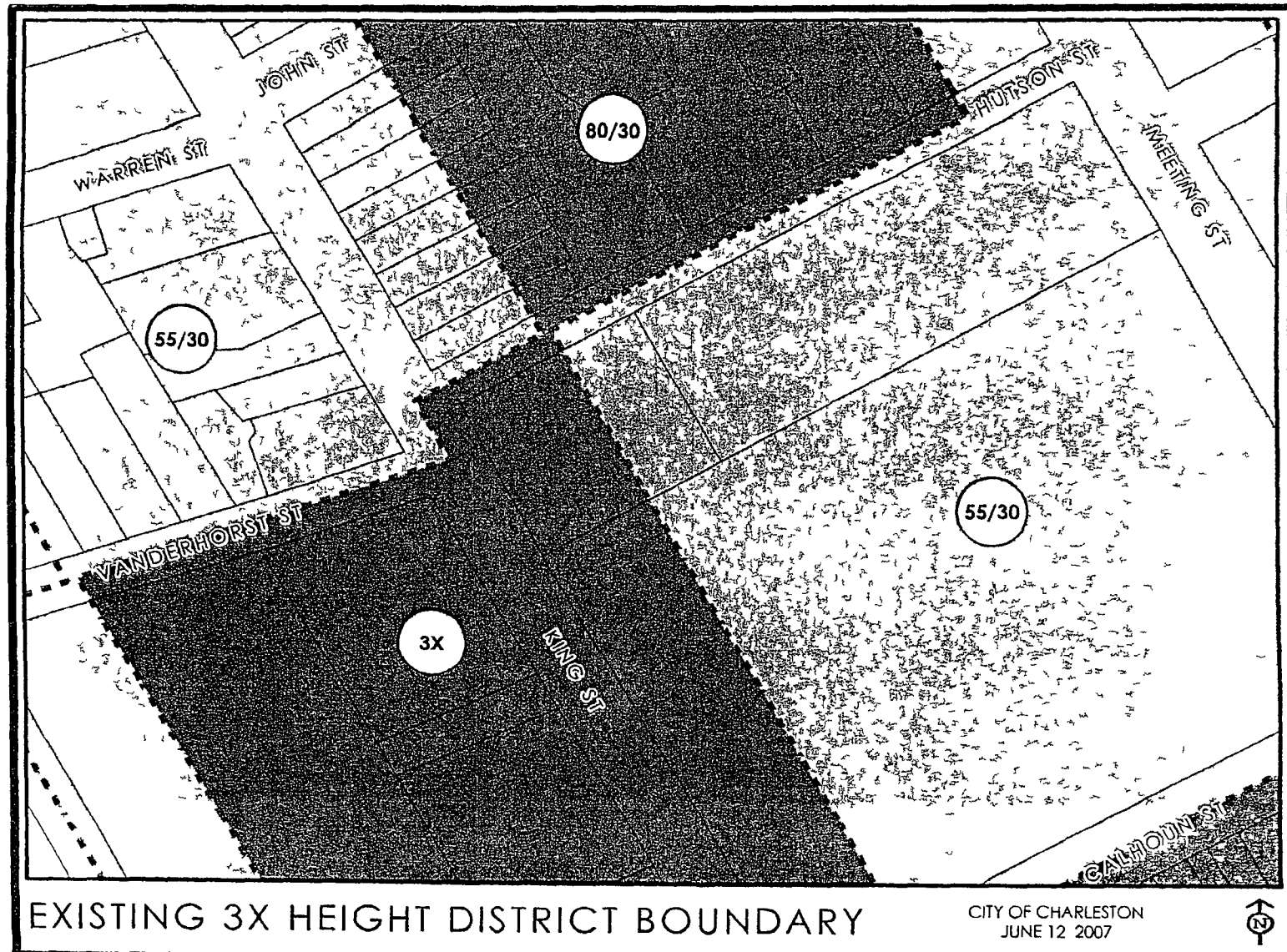


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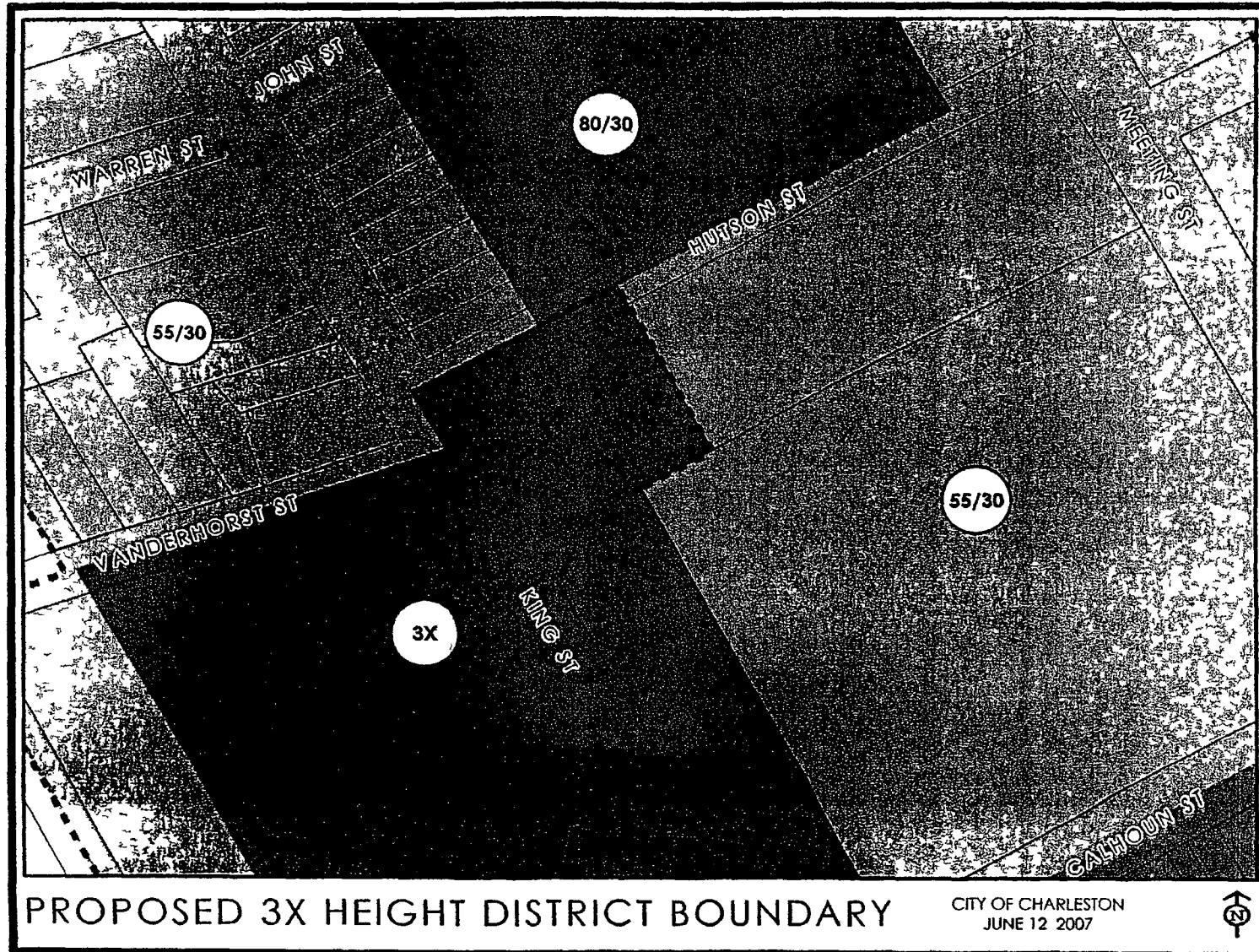


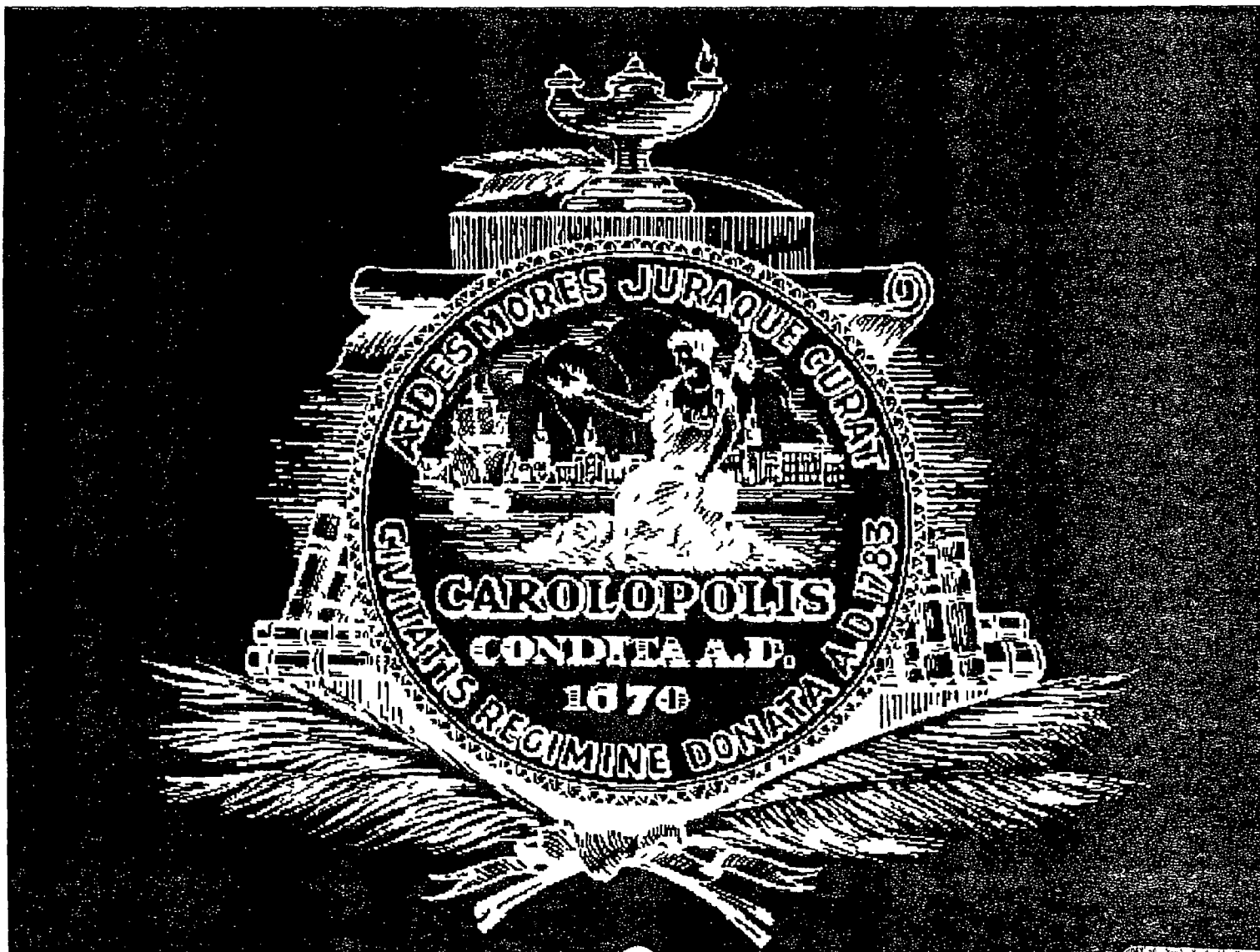
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PLAINTIFFS' EXHIBIT 27  
THE DOWNTOWN PLAN  
SAME AS DEFENDANTS' EXHIBIT 7

# Calhoun Street Corridor Study

*Charleston, South Carolina*



*Buckhurst Fish Hutton Katz Inc*

*Thomas & Means Associates*

*Final Report  
January 1989*



CALHOUN STREET CORRIDOR  
URBAN DESIGN PLAN

*Prepared for*  
City of Charleston SC

*with funding assistance from*  
South Carolina Department of Archives and History  
National Park Service  
United States Department of the Interior  
Historic Charleston Foundation  
Southern Bell

*Prepared by*  
Buckhurst Fish Hutton Katz Inc  
Thomas & Means Associates

Conceptually adopted by City Council on January 24, 1989

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*Special thanks is given to the Historic Charleston Foundation and the Preservation Society of Charleston for their help in researching the history of Calhoun Street.*

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## INTRODUCTION

*In October 1988 the City of Charleston with supplemental funding from the South Carolina Department of Archives and History the National Park Service the United States Department of the Interior Southern Bell and the Historic Charleston Foundation contracted with Buckhurst Fish Hutton Katz Inc and Thomas & Means Associates to prepare an urban design study for the Calhoun Street corridor an east west arterial through the peninsula also including portions of adjacent East Bay Street*

*The corridor which contains many historic buildings and abuts a number of historic neighborhoods has recently been the subject of a variety of approved and planned developments The new James Island Bridge new development at the medical complex new construction at the College of Charleston the new South Carolina Aquarium/ Fort Sumter tour boat facility and proposals for such uses as hotel office and gas station all prompted a concern that there should be a hiatus on new approvals until the cumulative impact of these planned or potential developments could be examined Correspondingly a zoning moratorium until early December 1988 was agreed upon so that the results of this study could help define issues and criteria for the future direction of the corridor*

*The scope of the work was therefore within a limited time frame to examine issues define problems and opportunities prepare a conceptual land use plan and streetscape plan for the corridor define more detailed urban design criteria with specific reference to designated potential development sites and to suggest a framework for implementation of the strategic approach*

*The work process included an intensive initial stage of fact finding and issue definition consisting of detailed on site surveys and analysis staff work sessions and key person interviews with representatives of relevant public, private,*

*neighborhood and civic organizations An interactive workshop session was held with many of these same participants to explore in more detail problems opportunities and implementation potential for corridor preservation and growth*

*The results of this study are presented in the following report We conclude that indeed the corridor has great potential as a prototype for achieving both preservation and appropriate growth The fact that most of the site falls within historic district boundaries gives a particular emphasis to the plan as renovation and new construction should all take place under detailed design guidelines careful consideration as to siting bulk, context and scale of new development is necessary If matched by an equally sensitive approach to complementary streetscape, and coordinated by a public private partnership of committed participants the resulting new urban boulevard will reflect not only Calhoun Street's past heritage and current function but also its future potential*



## EXECUTIVE SUMMARY

- 1 THE CALHOUN STREET CORRIDOR CAN BECOME A GRACIOUS URBAN BOULEVARD A CIVIC ASSET THAT IN 100 YEARS WILL ITSELF BE WORTH PRESERVING
- 

The strong urban design heritage of Charleston defining an intimate and human scaled architecture, can be combined with the historic evolution of Calhoun Street a primarily institutional and residential corridor intersected by commercial or industrial spines at Lockwood Boulevard Meeting and King Streets and East Bay Street The result of this combination can be an attractive street designed to accept the automobile but detailed to accommodate the pedestrian with thoughtfully planned uses, considerably sited buildings and carefully detailed landscaping

- 2 THE CALHOUN STREET CORRIDOR TODAY IS AN OPPORTUNITY ZONE FOR PRESERVATION AND GROWTH WITH A VARIETY OF LAND USES VISUAL CHARACTERISTICS, AND FUTURE DEVELOPMENT ISSUES
- 

At the western edge, the James Island Bridge is now under construction The Medical Complex is a rapidly growing area in need of central coordination filled with parking lots miscellaneous curb cuts and out of place pedestrians Adjacent neighborhoods separated by Calhoun Street traffic are in need of additional modestly scaled but convenient commercial services There is the need to deal with increased pedestrian traffic from the College of Charleston as it expands to the north from the new Visitor Reception and Transportation Center bound for downtown

and the historic core and around the new South Carolina Aquarium and Tour Boat Facility at the Cooper River

Visually the corridor is a mix of parking lots, historic houses large institutional buildings and underutilized open spaces Future development proposals range from additional medical and college growth to new commercial development at either riverfront and potential for new hotels both within and without the current city accommodations district.

The planning objective is therefore to find ways to simultaneously accommodate desired institutional growth control but encourage the city's crucial tourism base and preserve the neighborhood scale and historic ambiance of the Calhoun Street context

- 3 THIS OBJECTIVE CAN BEST BE ACHIEVED BY BUILDING ON CALHOUN STREET'S EXISTING STRENGTHS REINFORCING ITS NEIGHBORHOOD COMMERCIAL AND INSTITUTIONAL FABRIC WHILE IMPROVING ITS VISUAL AND PEDESTRIAN QUALITY
- 

A new emphasis on streetscape improvements is proposed to define Calhoun Street as one of Charleston's major identity spines on a par with Meeting Street, Broad Street East Bay Street or other important corridors At either end the street is defined as a formal boulevard an institutional front door for the Medical Complex in the west or an attractive entrance to the new Aquarium complex to the east In the center the landscaping becomes more informal reflecting the varied scale and setbacks of the adjacent buildings New buildings within these areas respond to the same concern uses relate to existing institutional residential or commercial uses, building height massing and siting respond to adjacent structures walls and fences help new and old buildings define the street edge

- 4 SUCH DEVELOPMENT CAN ONLY HAPPEN WITH A PARTNERSHIP APPROACH WITH THE CITY ACTING AS THE CATALYST AND THE PARTICIPATION OF OTHER PUBLIC, PRIVATE AND CIVIC ACTORS, THE RESULT CAN BE MORE THAN THE SUM OF ITS PARTS
- 

A range of actions can be taken to implement corridor development

- o the essentially neutral police power of zoning and design controls, administered by the public sector,
- o public infrastructure improvements streetscape, transportation or utility projects - which can provide incentive for development,
- o the private development response to these public actions, attractive and well planned projects that complement and take advantage of this new image
- o finally joint public private civic action in many areas of the corridor, the issues are so intertwined and the problems so intractable that they can be resolved only through positive partnership activity

- 5 THREE PRIORITY PROJECTS REQUIRE IMMEDIATE AND COOPERATIVE ACTION TO RESOLVE CONFLICTS AND ACHIEVE PLAN OBJECTIVES
- 

These priority projects each represent issues that need attention by public private, and civic participants they correspond to each of the three corridor districts west central, and east

- o Medical Complex

Coordination of what has heretofore been relatively independent development of five major hospitals (including Federal State and County sponsored institutions) is increasingly urgent now that the James Island Bridge traffic in this area may impact not only the institutions themselves but also adjacent neighborhoods because of the institutions With the City's leadership a new city entry can also resolve parking, transit, and access issues associated with the desired stability and continued growth of the Medical Complex

- o College of Charleston area

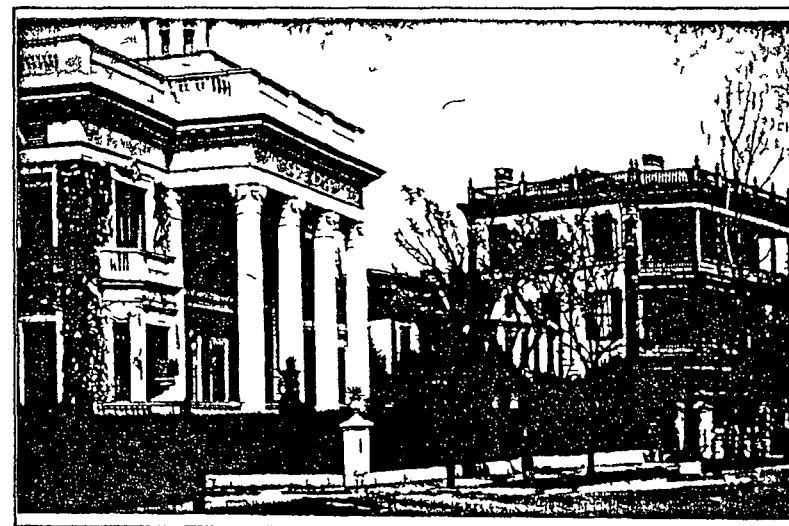
By involving in a joint planning process the College (and associated State agencies) adjacent neighborhoods and landowners, and the City a partnership effort could result in an enhanced image for the College resolution of student housing issues and mitigation of impacts on nearby residential areas

- o The South Carolina Aquarium Area

The development potential of this area is currently severely constrained by property boundaries access problems, or incompatible adjacent uses Coordinated development based on cooperation between the City and State (Aquarium) Federal government (Tour Boat Facility) other City agencies (parks public works) adjacent neighborhoods, and adjacent public and private landowners can increase the value of each property

- 6 THE APPROACH OUTLINED IN THIS REPORT HAS ONLY A LIMITED WINDOW OF OPPORTUNITY IF THE RIGHT COMBINATION OF PARTICIPANTS, INFRASTRUCTURE AND COMMITMENT TO IMPLEMENT SUCH STRATEGIES IS NOT FOUND, THIS OPPORTUNITY MAY VANISH
- 

If on the other hand the necessary civic will can be marshalled Charleston can take the first steps towards a revitalized Calhoun Street corridor that can achieve both preservation and growth reinforce existing neighborhoods and businesses accomodate new visitors and shoppers and become a gracious and functional urban boulevard a new entry to the city, a front door for major health care and educational institutions a seam between neighborhoods to the north and south and an attractive waterfront terminus for visitors and residents



*Charleston's landscape and architectural heritage is a basis for future quality development as well as a reminder of the past*

## 1 0 HISTORIC CHARLESTON AND CALHOUN STREET A CONTINUOUS HERITAGE

For over 200 years Charleston has evolved and maintained one of the strongest urban design characters of any city in North America. No other city retains such historic integrity and scale as a predominant characteristic. The importance of this legacy is measured by two very important indicators: the pride the people of Charleston have in their city and the attraction the city holds for tens of thousands of tourists every year.

An urban design study in a city with the rich heritage and distinctive physical character of Charleston requires that one first observe the patterns of the corridor's evolution, take the measure of its remaining landmarks and historic buildings, and listen to the signals they send about the relationship that should exist between its past, its present, and its potential future. Fortunately, the city and its relationship to Calhoun Street is well documented in early maps, paintings, photographs and historical records.

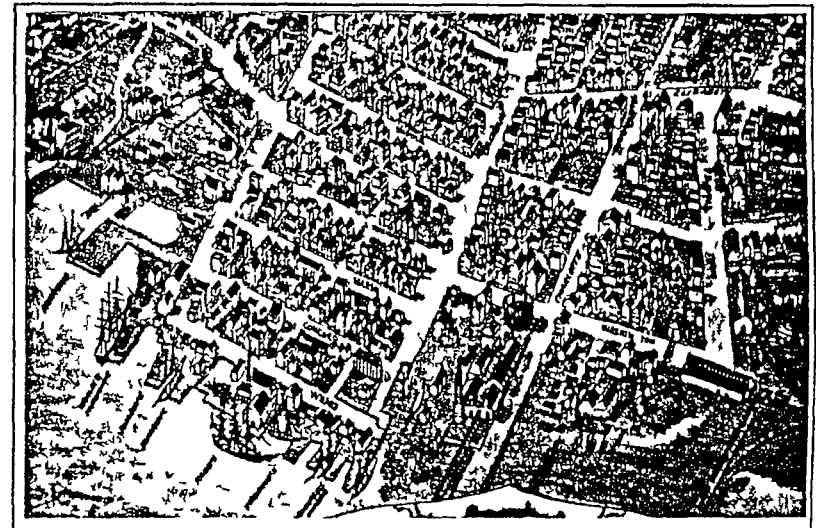
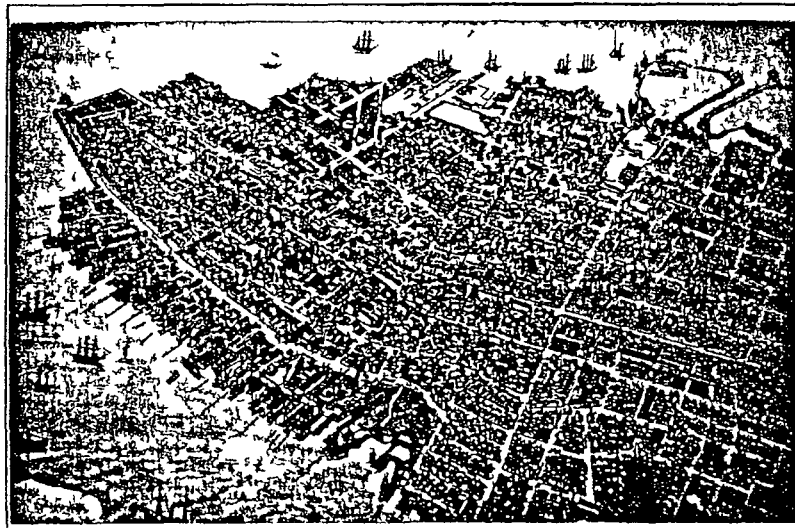
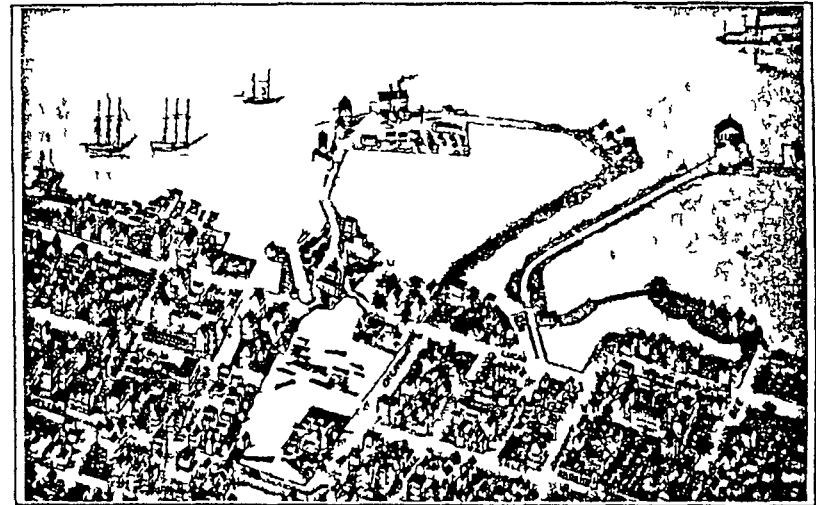
## 1 1 CALHOUN STREET: AN HISTORIC CORRIDOR

In the 18th century, what was to become Calhoun Street was laid out over the narrow, marshy fingers that penetrated the Charleston peninsula from the Ashley and Cooper Rivers. The street's nomenclature seems to reflect its image as a transitional area. The eastern portion was originally called Boundary Street, for it was, indeed, the city's northern limit. From King Street west, it was known as Manigault Street. In 1849, when the city's limits were extended northwards, the street was renamed Calhoun from river to river.

An 1846 painting and 1852 map show the large rice mill ponds at the western end where the Medical University of South Carolina, Roper Hospital and other health care institutions are now located. By the 1870s the central portion and eastern end of Calhoun had become rather densely developed between Ashley Avenue and Washington Street. There seems to have been considerable variety in lot and building sizes, as well as building setbacks, all along the street. Large brick and frame houses were oriented to the street in typical Charleston form. Occasionally a large house was set back in the center of a large lot. 286 Calhoun Street, the Jonathan Lucas House, owned by Roper Hospital, is an example. Smaller houses typically are found closer to the lot lines but even this varies slightly from block to block.

Other imposing structures included Emanuel African Methodist Episcopal Church between Meeting and Elizabeth Streets, which was burned during the controversy surrounding the alleged Denmark Vesey plot, but which was rebuilt, later to be damaged in the earthquake and replaced by the present Gothic Revival building in 1891.

At Calhoun and Meeting, Zion Presbyterian Church, seating 2,500, was at the time of its construction the largest brick



Once known as Boundary Street (on the far right of the upper left map) Calhoun Street soon became an integral part of the City's commercial and residential fabric. As shown in the 1852 axonometric maps, the Ashley River end was at that time rice mill ponds; the Cooper River end (site of the new aquarium) was a thriving port area.

church in the city. In 1880 Old Bethel Methodist Church, one of the city's oldest and most important church buildings at Calhoun between Smith and Pitt Streets, was given to Bethel's black members and the church moved across Calhoun Street when the present brick building of Bethel Methodist was built.

Significant open spaces along Calhoun Street were generally related to major institutions. The Charleston Orphan House built in 1792 was the nation's oldest municipal orphanage when it was demolished in 1951. It was an imposing building set well back in the middle of its lot with a walled yard in front. A tree-lined allee led from the Calhoun Street gates to the front door of the building.

Between King and Meeting Streets the Citadel Green served as the parade ground for the military college, which moved in 1922. Renamed Marion Square, this fine open urban park is still owned by the Washington Light Infantry Brigade and is still used as a military parade ground on occasion.

Until destroyed by fire soon after the Charleston Museum moved to new quarters, the old museum building was a landmark in Cannon Park, whose broad green lawns and plantings were inspired by an 1896 Olmstead plan. The fine Corinthian columns of the Museum remain as a sculptural presence in this important public space.

Early in the 20th century the automobile was already a major participant on Calhoun Street as were some of its accompanying structures. At the intersection of Meeting and Calhoun the Standard Oil Company built one of several neo-Georgian gasoline stations touted as designed to be in harmony with Charleston's special architectural character. It is no longer standing, having been replaced by the more modern but less contextual Gulf station.

In a 1973-75 architectural survey more than 50 buildings on Calhoun Street were found to have significance. Four are individually listed on the National Register of Historic Places: the West Point Rice Mill (at the Ashley River), the Jonathan Lucas House, Old Bethel Methodist Church, and the Arch Building, now the Tourist Information Center. There are also one National Register historic district and two local districts whose boundaries encompass portions of Calhoun Street.

Thus, upon careful observation, what perhaps appears today as a thoroughfare of random form and use possesses substantial historical significance and retains an impressive number of physical references to its earlier lives and inhabitants. Taking cues from the corridor's own environment and Charleston's rich vocabulary of architecture, the challenge today is to improve the overall quality of the Calhoun Street experience while rooting its future soundly in its long evolution.

## 1 2 THE CHARLESTON HERITAGE A RICH DESIGN VOCABULARY

The urban design challenge for Calhoun Street is to establish a set of standards and guides that when applied to its development and revitalization can achieve the appropriate image while maintaining the corridor's primary function.

The following categories describe the urban design components that can help create a street corridor like Calhoun. By and large the solutions for the design of a new Calhoun Street can be found in the historic Charleston tradition.

### 1) Building Form and Scale

Charleston has grown on limited land from its founding on a peninsula. Its blocks are filled with carefully considered uses with no thoughtless wasted space. The result is an intimate enclosed full city. At the same time the city has historically been built by many individuals for many purposes so that the full blocks are seldom constructed from a single design. Most blocks are a composite of several buildings and reflect a complex variety.

With respect to the built form that made up these blocks construction technology and unstable coastal soil conditions dictated low frame buildings of two, three and occasionally four stories. Higher structures were reserved for symbolic features like steeples, towers, or cupolas, placed at the end of strategic view corridors.

It is important that the traditional scale of Charleston be maintained along Calhoun Street. Carefully designed building massing, height, and location with respect to the

street can maintain the corridor's visible and traditional scale.

Scale is also achieved by careful treatment of a building's architectural elements. Charleston's buildings gain richness from the emphasis given to architectural features such as doors, windows, roof lines, columns and piazzas and traditional embellishments and decorations. Moreover, since most blocks are composed of several buildings, these scale elements become extremely varied and complex. On the other hand, many blocks seem to have been developed in the same era for similar purposes and in similar styles, resulting in a certain consistency within the variety of design. East Broad Street in the lower peninsula is one such example.

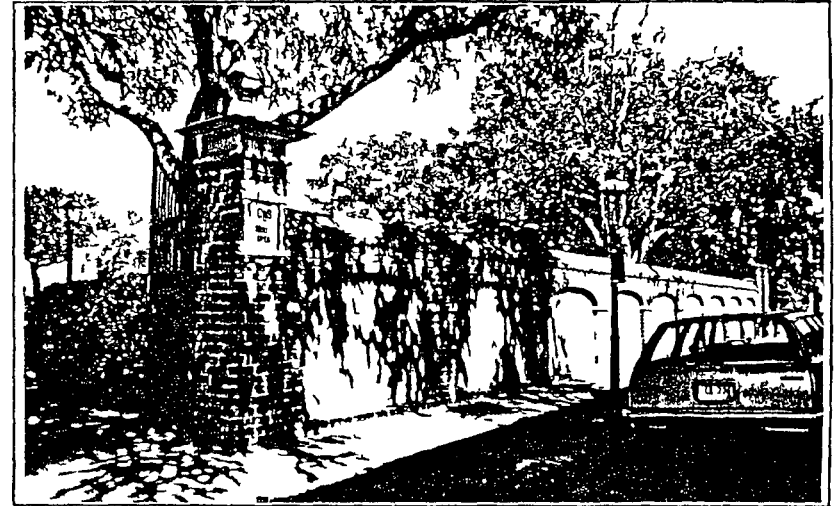
While there is a great variety of function, mass, scale and style within a Charleston block, the residential buildings are usually individual, free standing structures with a variety of yard, walkway or park areas creating spatial separation of buildings. Calhoun Street especially is a mix of residential and commercial buildings with a variety of setbacks and densities.

### 2) Established Street Edges & Forms

The street can be defined as an outdoor public hallway for people and their vehicles. We often call streets corridors as we have in this plan for the Calhoun Street area.

A well designed corridor not only is wide enough for its traffic, it must also help people to get where they want to go in safety, comfort and style appropriate to their mode of travel. A corridor must also fit with its surroundings, even enhancing its setting.

Charleston's street corridors have several consistent attributes that should be considered for Calhoun Street.



*Opaque and transparent walls and fences define public and private realms at the street's edge*

- o Charleston's streets are for the most part well defined by continuous curb constructions right along the sidewalk,
- o Charleston's streets do not visually "leak," as urban designers describe streets with adjacent unspecified and random open space,
- o the streets of Charleston end clearly near the edge of the sidewalk where there is almost always a building wall or some form of structure like a fence

With the variety in Charleston's building forms, the city's street edges are also created with a lot of variety

- o There are a variety of high and low forms as fences connect buildings the continuous edge is pierced by gateways leading to gardens doorways leading to piazzas parks glimpsed through fences, narrow side yard walkways between buildings Many of these visual interruptions are not noticeable to the passerby in a vehicle however the pedestrian's eye is continuously discovering a new sight beyond the wall of the street edge
- o Lower King Street from Calhoun to Broad and portions of Broad and Meeting Streets are exceptions to this pattern For instance King Street is a uniform solid building line for nearly seven long blocks It achieves its distinct characteristic from the scale created by the narrowness of the street in relations to three stories of richly designed architecture and the interest of stores and shop windows

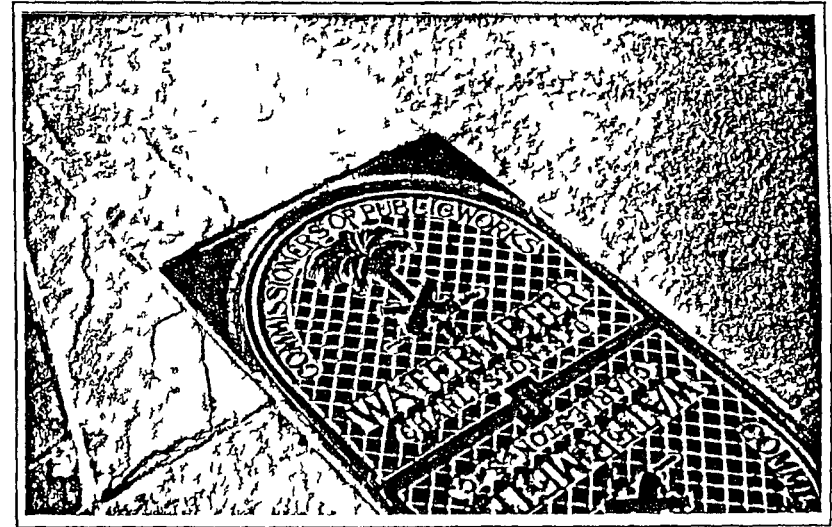
- o A unique Charleston street edge design is the extension of a building into the perceived right of-way An example is the colonnade that hangs over the sidewalk as typified by the portico of St Michael's church at Meeting and Broad These interruptions to the street facade announce important public buildings often the result of a historical accident in which the street right of way has widened to the edge of an older preexisting building

Much of the success of Charleston's streets comes from clearly defining and enclosing the street edge but doing it in such a way that it is not a boring stretch of long uninterrupted blank walls Charleston's streets always provide something new to discover and look at for driver and walker alike

### 3) Private vs Public Screens & Fences

Charleston has a wealth of tradition in the ways it separates its public streets from private property But again there are some recurring characteristics that can be evaluated for possible application to Calhoun Street

- o First of all Charleston's fences are large six feet and over The city has not used the knee high hedges or low picket fences common in other towns and cities Charleston has serious walls and fences they are tall they are strong and they are well designed They are an integral part of Charleston's architecture, not simply decorative elements of its landscape design
- o Nevertheless, Charleston's fences and walls are not foreboding or inhospitable -completely hiding private property from public view as do the impenetrable walls of many European towns Charleston's fences



*Charleston's landmarks, streetscape elements, and special places hold a lesson for how to create a successful urban pedestrian ambiance*

are constantly inviting a glimpse of gardens and yards beyond the sidewalk and street

- o There are generally two basic fence forms commonly used in Charleston: solid and transparent. The materials for the solid opaque fences are masonry, either brick or stucco over masonry. A combination typified by the stuccoed panel with inset brick arch panels is used frequently. The transparent fences are constructed of either elaborate black cast iron and wrought iron, or simply with white wood spindles anchored by solid square corner posts. An infinite number of combinations and variations of solid and opaque walls can be found throughout the city.
- o The false screens on the street sides of the traditional Charleston piazza are another example of functional privacy: the wall and door keep out the unwelcome visitor, but the open side piazza allows visual connection to the street.

#### 4) Places, Landmarks & Symbols

Another set of elements that give a street its distinct character can be described as places that provide respites from the business of street traffic and noise; landmarks that mark significant points along a street; and symbols that denote important historical, cultural, and artistic characteristics about the street.

Places are destinations to go to, to find pause and rest along the street. Washington Square, St. Michael's Churchyard, and the Charleston College quadrangle (the college yard) are all examples of such places. On Calhoun Street, Cannon Park and Marion Square are important special places in Charleston; all of these areas are park settings within a

densely built city designed around the demands of the local climate that outdoor places provide a shaded retreat, as opposed to an open, paved plaza.

Often in Charleston landmarks like the steeple of St. Michaels are closely related to special places. Such physical events emphasize the city's low skyline with church steeples and domes and towers punctuating the skyline. The exchange house at the end of Broad Street is a classic example of a strong landmark indicating the end of an important street. The view corridor at the end of Calhoun Street might be accentuated by a tall sculptural element recalling the ship masts that historically culminated this vista.

A landmark is not only a physical but a symbolic marker. Hence a built landmark gains importance if it also imparts historical or civic significance. For instance, an important physical and symbolic landmark presides over Calhoun Street in the Calhoun monument in Marion Park. Accentuating its physical presence will also underscore its historic importance.

Recognizing and commemorating symbols are an important part of the life and vitality of an important street like Calhoun.

#### 5) Street Furniture Paving, Pedestrian Amenities and Signs

Like furnishing a house or other interior space, street furniture includes those elements that make the street a pleasant amenity, project the desired image, and generally help it work better. Remnants of old Charleston street furniture can still be seen in the carriage stepping stones found in the historic area. Such features become important symbols as they become functionally obsolete. Their discovery and symbolic reinstatement are valuable.

The City of Charleston is evolving a coordinated set of street furniture - curbs paving tree planting and lighting standards. The reasonable approach for the delicate environment of the lower peninsula historic area has been to have a minimum intrusion of these new elements. However, the changes in vehicular traffic growth of institutional facilities and increase in pedestrian movement facing Calhoun Street require that an appropriate and complementary use of streetscape elements be developed for the corridor. While similar the scale and style of elements at certain locations may need to be more bold and visible than what is appropriate to the smaller residential scale within the established historic district.

- o Paving materials and pattern are important modulators of traffic and pedestrians along a street. The direct contact of people with sidewalks indicates that attention to materials design and quality are worthwhile for sidewalks. Such sidewalks convey an important sense of permanence and quality. Charleston's sidewalks derive a strong character from the large slate flagstone and granite curb and gutters used to great advantage throughout the historic district.
- o Paving can also indicate pedestrian street crossings and define important intersections such as the use of brick paving at King Street Square or Charleston Place. The occasional use of rougher cobbled or other paving (such as on Chalmers Street to use an extreme example) can alert the motorist that he is in a pedestrian active zone.
- o Trees should be a major design consideration for Calhoun Street both as an element for the whole corridor and as a way to create precincts within areas

of the corridor. Trees create a strong image for a street that is softening to the hard activity of traffic and inviting to people. In the historic lower peninsula recent city plantings have emphasized palmetto trees on east west streets where constant sun is not available. Large pleasant open space areas in Charleston cemeteries parks and sideyards-- have traditionally featured a combination of live oaks and other evergreen plantings.

- o Lighting elements can help define the nature of the corridor after dark. The use of the historic pedestrian lights that are part of the city vocabulary can give a continuity to the street as a whole, the use of taller street lights to wash intersections or other areas are important for drivers.

### 1.3 URBAN DESIGN FOR CONTINUITY AND CHANGE

Calhoun Street separates the north city from the south it connects east to west it has changed dramatically over the last hundred years and it has equally dramatic changes facing it now. The scale and traffic demands on Calhoun are unlike any other street within historic Charleston. The challenge is to design and develop a corridor that while satisfying new functions still exhibits an appropriate fit in both design and quality. Many cities have successfully developed new grand boulevards within historic settings. Monument Boulevard in Richmond Va. Pennsylvania Avenue in Washington, D.C. and many smaller boulevards throughout European cities. In summary, precedents can be found for the design of urban corridors most of the specific solutions can be found within the traditions of Charleston itself.

## 2.0 THE CORRIDOR TODAY A VARIED STREETScape

Charleston's Calhoun Street Corridor extending from the Ashley River on the west to the Cooper River on the east is a linear district which bisects the historic old city peninsula forming a seam between the historic city core, business district and residential areas to the south and the upper peninsula neighborhoods to the north. Calhoun Street itself includes a variety of buildings and uses on either side of the street, the corridor also includes a section of East Bay Street extending three blocks north and one block south. Buildings in the corridor include many historic residential structures as well as modern institutional buildings. Secondary areas on either side of the corridor include abutting neighborhoods and large medical and educational complexes. Issues facing the corridor include potential additional traffic from the new James Island Bridge, the need for safe and convenient pedestrian circulation, and how to mitigate conflicts and take advantage of positive impacts associated with new development.

This section of the report describes the existing uses and proposed projects in the corridor area, defines the potential for change, and identifies issues and opportunities for future public and private development.

## 2.1 EXISTING LAND USE/ CURRENT AND PROPOSED PROJECTS

The new James Island Bridge now under construction, will link the western and southern suburban areas to the peninsula and beyond. Traffic coming across the Ashley River will face three choices: to go south on Lockwood Drive to the business core; to go north to link into the crosstown highway; or to continue to the east along Calhoun Street. Entering the peninsula over the bridge, one passes over a waterfront area containing a hotel complex, offices in the proposed rice mill renovation, and two marinas— one public, one private— on the western side of Lockwood Drive. Each of these sites has plans to upgrade their facilities as access from adjacent roads is changed; the city is investigating ways of linking these sites to other adjacent areas via open space development near the water's edge.

The multi-institutional medical complex is the first major land use area as one moves from west to east along the corridor. Made up of five separate and independent institutions, the complex stretches from Lockwood Drive to Rutledge Avenue along Calhoun Street and four blocks to the north. Little cooperative planning or development has been undertaken among any of the institutions, although most have expansion plans for parking or new health care facilities. Most of the northern side of Calhoun Street in this area consists of larger institutional buildings (however, the scale does break down near Ashley Avenue where several historic residences have been renovated for medical related uses). On the south side of the street, office and clinic uses alternate with surface parking, spreading into edges of the adjacent Harleston Village neighborhood. The Alberta Long Lake, a tidal pond further to the south, is scheduled by the city for landscape and community facility improvements.

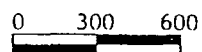
From Rutledge Avenue east to Meeting Street, the nature of the corridor changes to that of a more pedestrian zone. Uses along this portion of the street consist of smaller residential and commercial structures (many of historic significance) which form a point of linkage between the adjacent neighborhoods, Radcliffeborough to the north and Harleston Village to the south. Between Coming and St. Philip Streets, College of Charleston buildings abut the street. As the historic focus of the College is inward, the impression created by the uses along Calhoun (a utility building and the sides of larger institutional facilities) is that of a back door facade to the street. However, there may be an opportunity to correct this image as new facilities are built— properties such as the dormitory now under construction at St. Philip Street and the eventual reuse of the former motel site at Coming Street.

Marion Square represents the intersection of Calhoun Street with the King Meeting Street spine, the development corridor which links the new Visitor Reception and Transportation Center (now under construction) with the downtown business core and historic area. Adjacent to this center, new hotels are desired as part of the area revitalization. The Square itself, owned by the Washington Light Infantry Brigade and maintained by the City, is used both as an active interior parade ground and events space and as a passive street related park. Adjacent commercial uses are beginning a slow upgrade— the Radisson Hotel will undergo a renovation and a new garage may be built to its north. Unfortunately, opportunities to take advantage of the entry potential of the Meeting/Calhoun intersection are limited due to the modern auto-oriented uses (a drive-in bank, motel, and gas station) found at its three other corners.

From Meeting Street east to Alexander, the nature of the street becomes much more fragmented. Commercial uses alternate with residential along the north, while the Gaillard Auditorium, with its large parking lot, dominates the southern edge. Development proposals along the north



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### Land Use

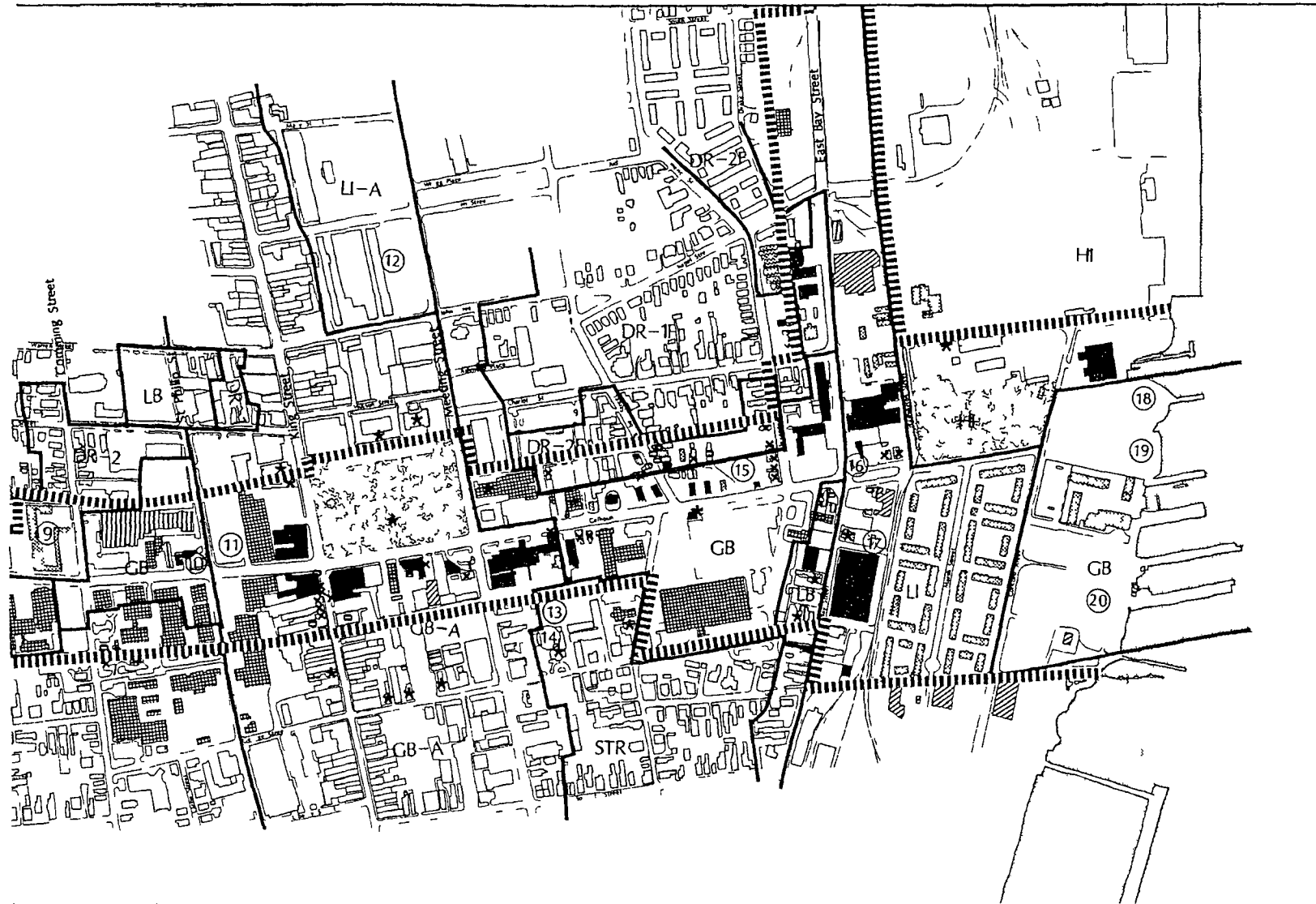
- |                                                                                       |                   |                                                                                       |                 |
|---------------------------------------------------------------------------------------|-------------------|---------------------------------------------------------------------------------------|-----------------|
|  | Residential       |  | Industrial/Auto |
|  | Commercial/Retail |  | Open Space      |
|  | Institutional     |  | Office          |

### Historic Evaluation

- ☒ Exceptional
- ☐ Excellent
- ☐ Significant
- ☐ Contributing

Zoning

-  Boundary  
 Category  
 Study Area



### Proposed Projects

- |                                             |                                              |                                         |                                      |
|---------------------------------------------|----------------------------------------------|-----------------------------------------|--------------------------------------|
| 1 James Island Bridge                       | 6 MUSC Cancer Research Center                | 11 College of Charleston                | 15 Hotel                             |
| 2 Ashley Marina                             | 7 MUSC Parking Garage                        | Dormitory                               | 16 Gasoline Station                  |
| 3 Alberta Long Park                         | 8 Physician's Office Building                | 12 Visitor's Reception & Transit Center | 17 Redevelopment Retail              |
| 4 MUSC Wellness Center                      | 9 College of Charleston surface parking      | 13 Townhouses                           | 18 SC Aquarium                       |
| 5 Rope Hospital Physician's Office Building | 10 Office Building w/ retail on ground floor | 14 Arts Center City of Charleston       | 19 Tour Boat Facility/Restaurant     |
|                                             |                                              |                                         | 20 City of Charleston Detention Site |

### Existing Land Use/ Current Proposed Projects

face the proposed joint bus terminal west of Elizabeth Street and the proposed hotel across from the Auditorium must be carefully examined in terms of their traffic and use impacts as well as their potential to strengthen the quality of development in this area

At the East Bay intersection a variety of existing and proposed uses occur. The area now has a light industrial/highway commercial nature, due to the steel fabricating shop to the south, the TV station and associated businesses with assorted ground level satellite dishes, and the fast food chicken shop at the northeast corner. Proposed uses include a continuation and expansion of the communications complex and replacement of the food shop with a service station. At present the adjacent landscaped median is the only indication of this area as a future key entry to the new Marine Science Museum and associated waterfront development. Along this route to the Cooper River's edge the rail tracks at Washington Street are still active on an intermittent daily basis, linking the South Carolina Port Authority's sites north and south of the project area. To the east the street is flanked by Ansonborough Homes, an older but active public housing neighborhood, and by a city playing field, scheduled and used by many athletic leagues. Finally, at the river, the new South Carolina Aquarium, Fort Sumter Tour Boat Facility, and restaurant complex is proposed on a large site which will also contain 300 parking spaces and a raised boardwalk at the water's edge. An existing high-rise condominium complex and adjacent vacant city owned parcel are located to the south of the aquarium site, with an older dockside industrial loft building and Port yards to the north.

Finally, at East Bay Street south of Calhoun, the Service Merchandise store will be renovated by its new owners, the surrounding block is made up of mixed commercial, historic, and parking uses (some controlled by Service Merchandise). To the north on East Bay, mixed commercial and industrial uses predominate on the water side, dominated

by the Port Authority docks and storage area. On the western side of the street, a variety of structures, many of excellent historic quality, form the edge of the Mazyck-Wraggborough neighborhood.

The preceding map illustrates the uses described above along the corridor. For purposes of comparison, it is overlaid with zoning district boundaries, graphically demonstrating relationships between existing uses and those allowed or encouraged by existing public policy and city code.

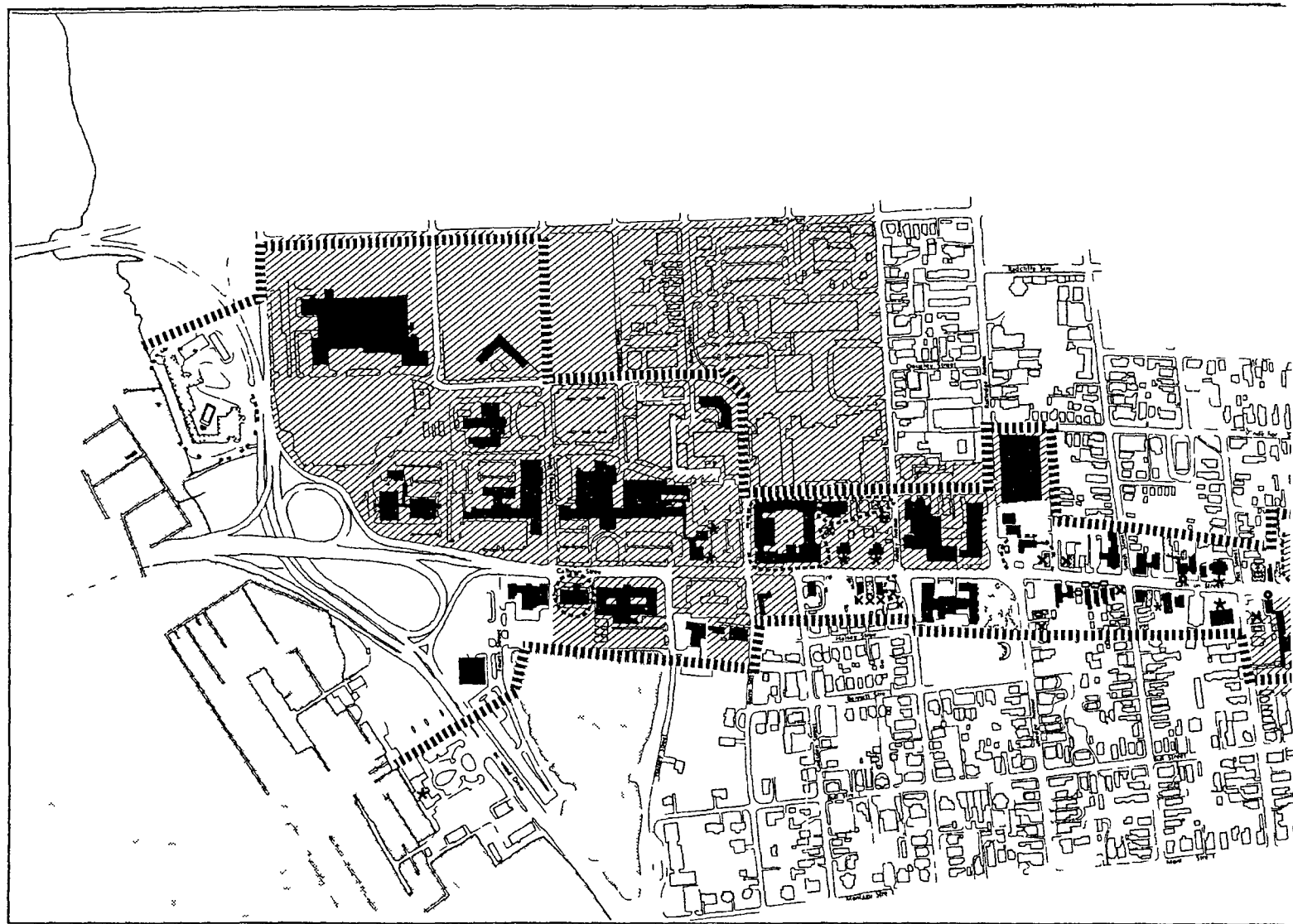
By and large, zoning categories provide for the existing underlying uses. The main anomalies occur where areas with similar character, such as adjacent sections of the street between Rutledge and Pitt, fall into different zoning categories. Height districts along the corridor generally restrict development to three stories, with the exception of areas near Marion Square or in the Medical Complex. In certain cases, for instance where a height accent is desired for urban design reasons, these restrictions might be relaxed. Height guidelines should also be reviewed with respect to flood insurance regulations to minimize as much as possible the number of variances required.

## 2.2 SUSCEPTIBILITY TO CHANGE

An analysis of the study area with respect to its potential for change involves the following

- o an understanding of those sites which are relatively hard historic structures, buildings of excellent to good condition or buildings that contain important or stable land uses these represent structures or buildings that should remain and be reinforced for the medium to long term,
- o the corresponding delineation of 'soft' sites buildings of poor quality, potential or existing assemblies, or undesirable or conflicting land uses, these represent potential development sites

Within the Calhoun Street corridor, these areas have been illustrated on the following map. Those areas darkest in tone represent the more stable sites, those with the lightest tones less stable. Also shown are boundaries of the city accommodations zone, the delineation of a north-south corridor along the King/Meeting Street axis within which the city has concentrated new hotel development.



## Calhoun Street Corridor

### Charleston, SC

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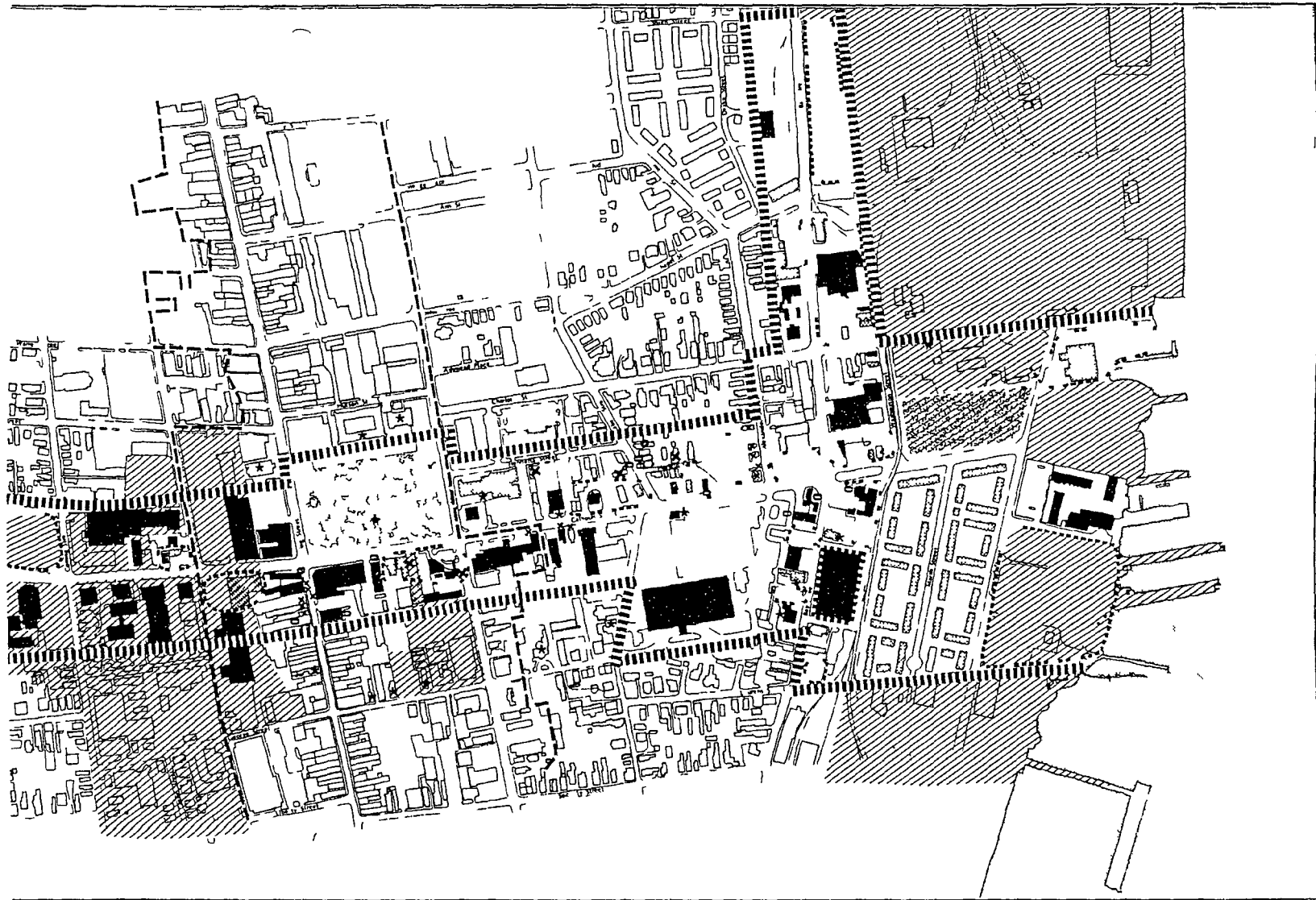
0 300' 600'



#### Building Condition

-  Good
-  Fair
-  Poor

-  Accommodation Zone
-  Large Institutional/Public Ownership
-  'Soft Sites Potential Future Development



### Historic Evaluation

|   |             |   |              |
|---|-------------|---|--------------|
| ★ | Exceptional | ○ | Significant  |
| ● | Excellent   | × | Contributing |

### Susceptibility to Change

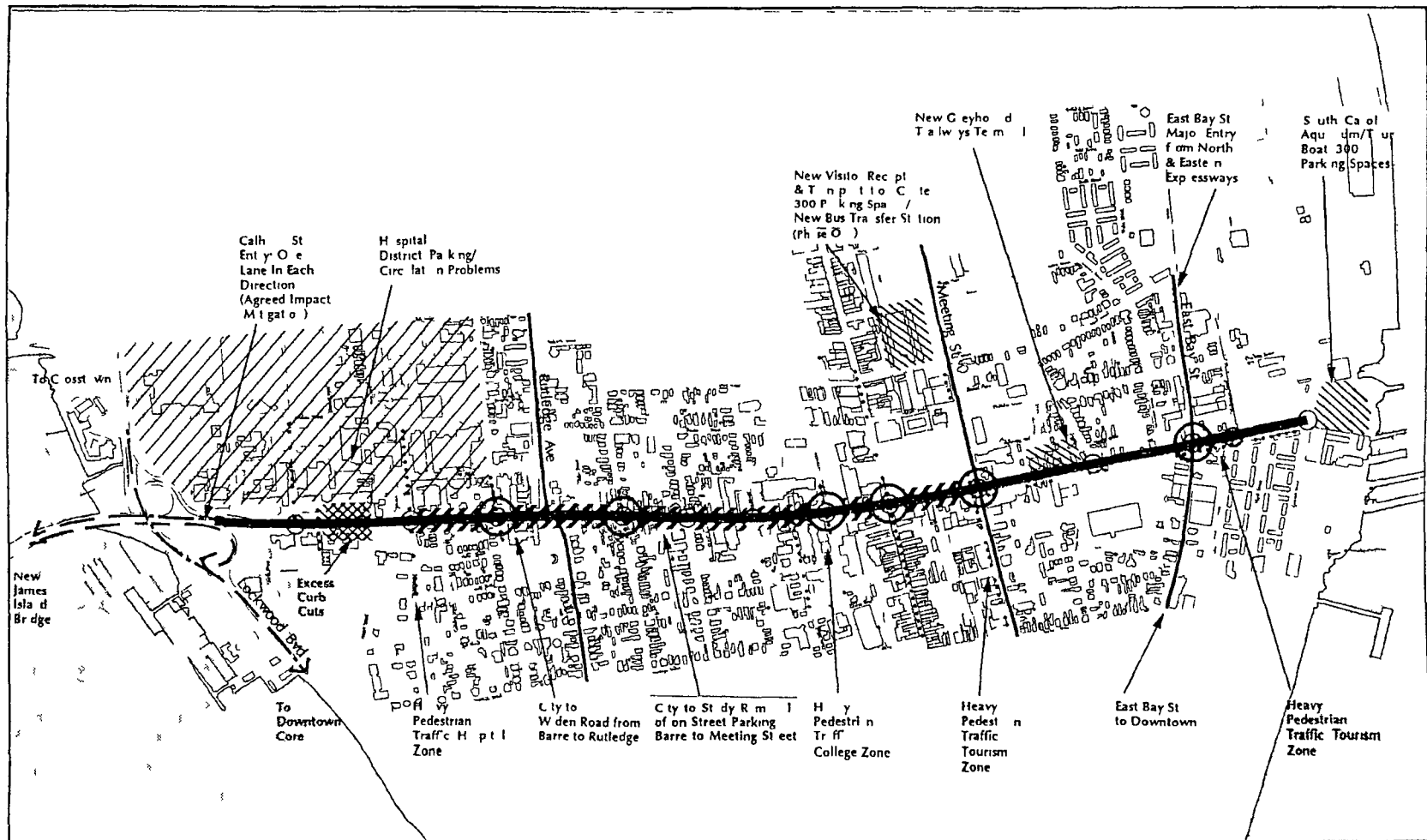
## 2.3 TRANSPORTATION ISSUES

As described earlier, there are already a number of traffic issues relative to existing land uses in the Calhoun Street corridor.

- o In the Medical Complex area, uncoordinated planning and development of buildings and parking garages has led to a number of serious problems with intersection capacity, mid-block curb cuts, poor signage and circulation patterns, and insufficient spaces for both short-term (outpatient/visitor/physician) and long-term (employee/inpatient) parking. This has an impact both on the street system and on the adjacent neighborhoods. Buses, which link long-term parking to the complex (DASH hospital shuttles or normal city buses) are considered by many to be unreliable or inconvenient.
- o Pedestrian circulation in and around the Medical Complex is equally problematic. Crossing Calhoun Street between parking or physicians' offices and the hospital buildings, as well as walking around within what is essentially an automobile-dominated domain, can be a pedestrian nightmare.
- o The same problems with crossing Calhoun Street hold true for circulation between residential areas or to the commercial facilities on the street, especially in the central and eastern parts of the corridor.
- o The number of commuting students at the College of Charleston, which has increased dramatically, also has an impact on parking demand and the desire for an efficient shuttle bus link to garage sites.
- o Bus traffic to Bishop England and the Buist Academy School causes additional traffic problems.

With the introduction of the proposed new projects on and adjacent to Calhoun Street, these problems, unless faced, will grow worse.

- o The new James Island Bridge will bring vastly increased numbers of commuters into Charleston via new routes. While many will spin off to the south or north, others may continue straight, either to the Medical Complex (a major magnet) or to other destinations on the peninsula. Unless mitigated, this increased traffic (projected to expand in the hospital zone from 18,190 to 31,300 vehicles per day) will worsen conflicts with circulation and pedestrian traffic within the Medical Complex and further east on Calhoun Street.
- o Now with 5,000 students, the College of Charleston, as it increases the number of its facilities on either side of Calhoun Street, must be concerned about the need for a coordinated strategy of controlled pedestrian crossings for students, as well as for additional parking facilities or bus service. The adjacent Bishop England High School will have the same concerns as they utilize their annex on the opposite side of Calhoun Street.
- o As the VRTC (Visitor Reception and Transportation Center) and associated hotel/retail development is completed, more walking tours and random tourist traffic (no doubt including carriages) will be crossing Calhoun at King or Meeting Streets.
- o And finally, the opening of the Marine Science Museum and associated National Park Service tour boat/restaurant facilities will cause an increase in both vehicular traffic as well as pedestrian circulation along Calhoun between Meeting Street and the riverfront. Satisfying the need for adequate parking and coordinated bus access will be extremely critical.



## Calhoun Street Corridor Charleston, SC

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Thomas & Means Associates

0' 550' 1100'



- |  |                       |  |                           |
|--|-----------------------|--|---------------------------|
|  | Curb Cuts             |  | Major Pedestrian Crossing |
|  | Hospital District     |  | Minor Pedestrian Crossing |
|  | Other New Development |  | Heavy Pedestrian Routes   |

## Transportation

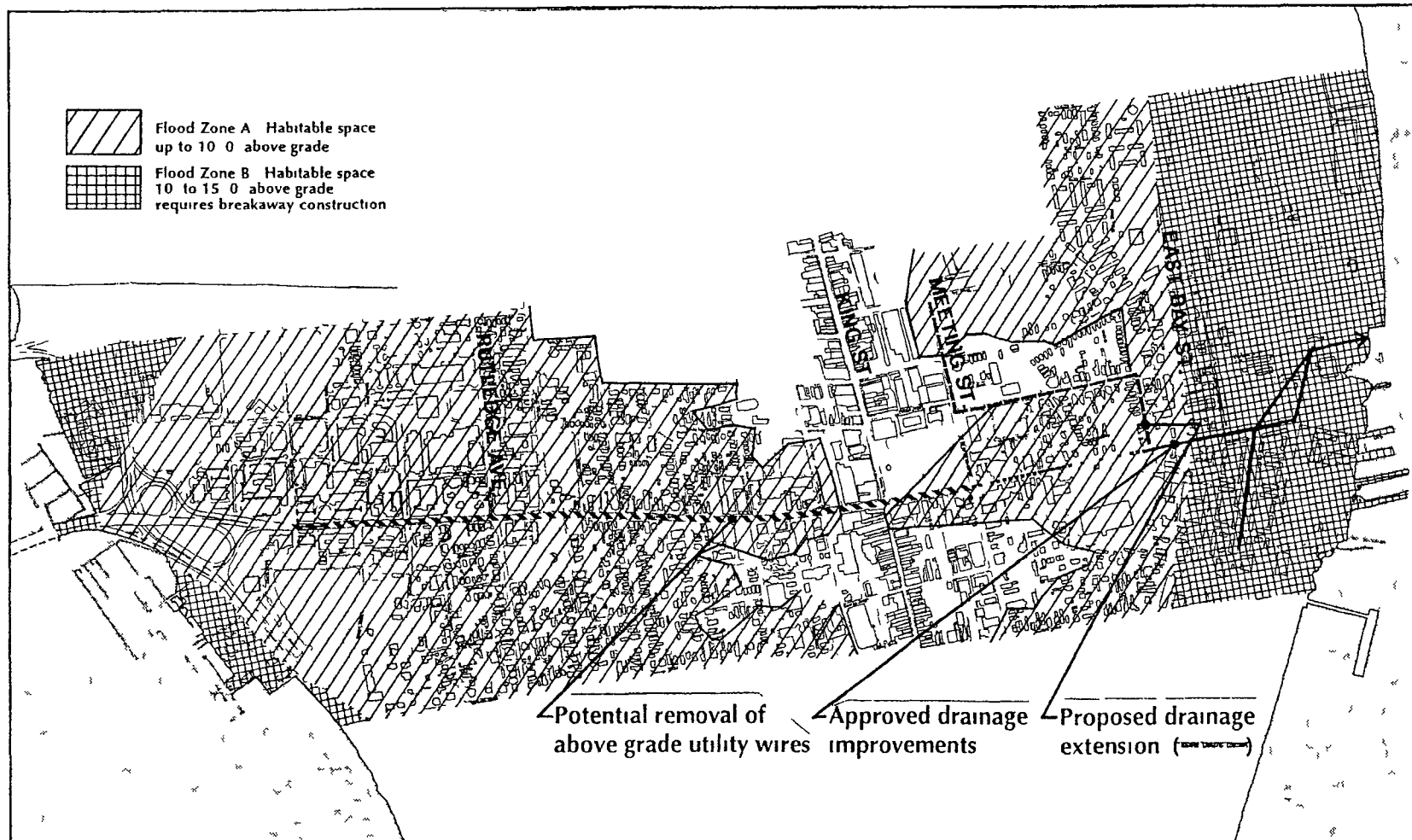
The following planning has begun to deal with these issues

- o According to the 1975 James Island Bridge Memorandum of Agreement between the City State and other interested parties, every effort will be made through bridge design as well as signage to attract motorists north or south rather than straight onto Calhoun To this end it was agreed that the Bridge will be built with only one moving lane in each direction onto and off Calhoun Street (There is some difference of opinion as to whether this will worsen or lessen the impact of traffic- especially Medical Complex-bound traffic, unless other mitigating measures are taken with respect to overall Medical Complex circulation and parking)
- o Plans are being examined to remove all on street parking on Calhoun from Barre to Meeting Streets where appropriate This will effectively add another lane to Calhoun Street in this area. In addition there is also a proposal to increase the width of Calhoun Street by four feet in this narrow area to better match adjacent street sections
- o At the VRTC an ambitious program of long term parking and shuttle bus circulation is planned to cope with tourist traffic encouraging visitors to park and walk or take bus transportation to major tourist sites Surface parking for phase one is limited however, a garage is planned for phase two
- o A large surface parking lot of 300 spaces is planned for the South Carolina Aquarium site Concerns still exist, however, that most visitors will arrive by car without stopping at the VRTC to switch to a bus If this is the case, more nearby parking may be needed The Gaillard Auditorium lot is planned as an overflow facility
- o Planned improvements to the DASH shuttle bus service will expand routes and improve headways Continued coordination of these routes with parking areas and employment or other destinations will be important

## 2.4 OTHER PROBLEMS AND OPPORTUNITIES

Among other issues which will also affect the approach taken are the following

- o One of the major issues facing development in the city is the fact that much of the peninsula (and most of the study area) is within the critical 100 year flood limits established by the Federal Emergency Management Agency (FEMA). Their regulations driven by Federal flood insurance guidelines, restrict severely the nature and amount of building that is allowed in key risk zones to the extent that through more than half of the study area new construction will require that all habitable space be a minimum of 5' 0" and often up to 10' 0" or more above ground level. This will obviously have an effect on the amount and nature of retail or other street-related space (possibly making infeasible certain types of development) and will greatly impact the quality of street life and pedestrian amenity. Renovated buildings do not have to comply with this requirement. This will also have an impact on the need for variances from height district restrictions, these regulations should be made more flexible.
- o The drainage situation in the Calhoun Street area is closely tied to the flood issue, although solving drainage problems will not mitigate flood problems which are a function of relative elevation. According to historic maps, the area was originally a network of creeks and inlets, and was filled to provide building land (many areas, such as near the Medical Complex, still suffer subsidence problems). The City now has a prioritized but not totally funded plan for resolving some of the worst drainage problems along the corridor, the first phase will start at the east end near the Aquarium, also including the VRTC and associated areas. As some concern has been expressed about the level of treatment proposed for this storm runoff, oil and grease separators will be installed at the point of outfall as a requirement of the South Carolina Coastal Council. A new box culvert will be installed necessitating a complete tear up of the street itself - and thereby making possible extensive landscaping as the street is rebuilt.
- o Another issue, which may also become an opportunity is the potential for removing overhead wires and utility poles from the streetscape. South Carolina Electric & Gas (SCE&G) has indicated that it is interested in adding Calhoun Street to the list of priority streets for such action. (Previous streets treated are located in the lower peninsula and include Broad, Meeting and King). And as with the drainage rebuilding, such street work may make possible additional landscaping.
- o Finally, the recent passage of the new landscaping ordinance makes possible the requirement as a part of new development or other work that tree planting and other landscaping be provided. Having detailed plans in place to give specific structure to these generic regulations will be extremely important.



## Calhoun Street Corridor Charleston, SC

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## Other Problems and Opportunities

### 3 0 THE CORRIDOR TOMORROW AN URBAN BOULEVARD

The Calhoun Street corridor of today has the potential to become an attractive urban boulevard over the next ten years. Although the right of way is not wide enough to support a parkway like median, differing landscape and design treatments in different areas can create a gracious public domain, responding to varying conditions of traffic, adjacent use and urban character.

The analysis of such factors as use, susceptibility to change and transportation and other issues described in the previous chapter was supplemented by key person interviews, an evening workshop and a series of staff work sessions. The result has been the delineation of an approach for the corridor which will help to set priorities for the definition of detailed development recommendations.

The planning process closely examined the corridor in terms of the characteristics of each area. It was apparent that the corridor could be viewed as three distinct areas, and that even within these areas different influences resulted in very different conditions.

- o The western sector, the new entry into Charleston from the James Island Bridge now under construction, is a hospital zone characterized first by tall institutional buildings set well back from the road and surrounded by surface parking, but then becoming more intimate in scale, featuring office and hospital use of older structures punctuated by taller buildings built up to the street line.
- o The central sector is a more neighborhood scaled zone in which the need to relate areas on either side of the street is a key concern: the adjacent neighborhoods of Radcliffeborough and Harleston Village, the various campus buildings of the College

of Charleston, and Marion Square, linking the new Visitor Reception and Transportation Center to the downtown business and historic core.

- o Finally, the eastern sector is an area containing a mix of residential, commercial, institutional and industrial uses, which must increasingly define its identity in terms of the balance between neighborhood scale and public institutions such as the Gaillard Auditorium and the new South Carolina Aquarium complex on the banks of the Cooper River.

The objective is to establish a framework for development which takes into consideration the historic and neighborhood context of the corridor as well as the need for continuing growth, change, and community revitalization.

The overall approach is to recognize these varied qualities and to find a way to knit together an integrated approach to sensitive preservation and appropriate development. This can be accomplished through the balanced application of a variety of tools, including use of development controls, publicly-financed street improvements, complementary private development and joint public-private partnership initiatives. In order to define such applications, however, an overall physical development concept must be established.

This chapter of the report presents a framework for such physical development, defined in terms of three factors: an urban design approach for the corridor as a whole which sets broad objectives for the adjacent built form that shapes the corridor's urban space, a streetscape concept which reinforces this approach with attractive trees, paving and other amenities for both resident and visitor, and a conceptual land use plan which defines appropriate and compatible public and private development.

### 3.1 A CONCEPTUAL LAND USE PLAN

In conjunction with the urban design/ streetscape plan a conceptual land use plan has been defined as a means of recommending appropriate functions for new development and renovation

What is being proposed is not at this stage a new zoning plan although it is intended to be the basis for such later legislation. Rather it represents recommendations for a comprehensive plan for the corridor area as an elaboration and refinement of the current larger City comprehensive plan

Diagrammed in the adjacent graphic and elaborated upon in more detail in the final section of this report this conceptual plan proposes the following broad principles

- o Calhoun Street is an opportunity zone in which coordinated development can take advantage of the corridor's positive market potential. Such coordinated development can also help mitigate the negative impacts possible from increased traffic continuing institutional growth or random development of commercial or tourism related projects
- o Coordinated development does not imply controlled development in which complete reliance is placed on development regulations in order to achieve desired public goals. Rather it represents the potential for partnership activities in which city investments in streetscape open space land and public facility improvements can leverage corresponding commitments by private or not-for profit participants. This approach is described in more detail later in this report

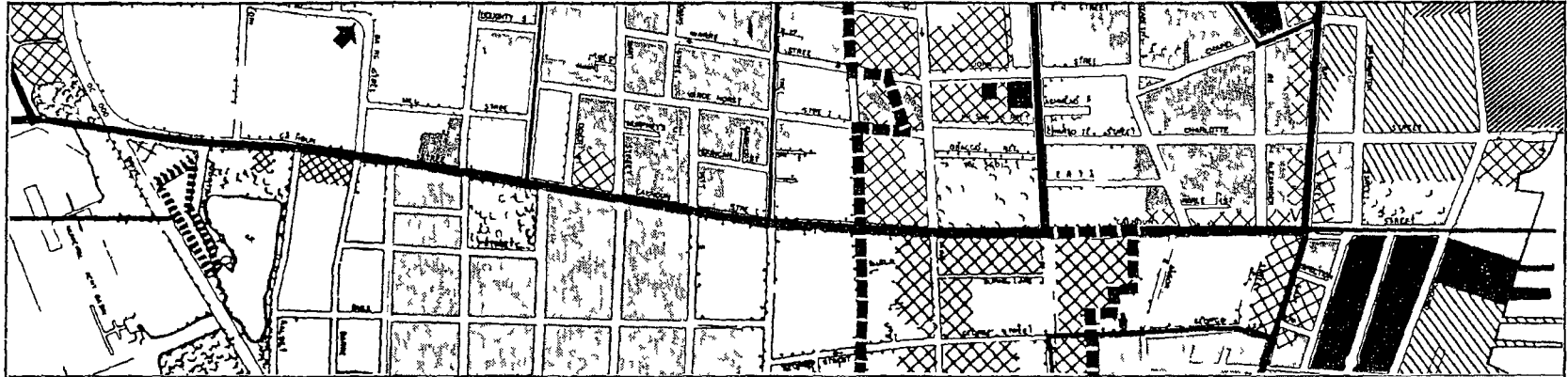
The conceptual land use plan proposes continuation of most existing uses along Calhoun Street

- o Continuation of public/institutional and related office/commercial uses in the hospital area and in the College of Charleston area
- o Continuation of existing residential uses in adjacent neighborhoods and where they now exist along Calhoun Street
- o Continuation of commercial or public/institutional uses around Marion Square and on various sites south of Calhoun to the east of Meeting Street and north of Calhoun between Rutledge and Smith Streets

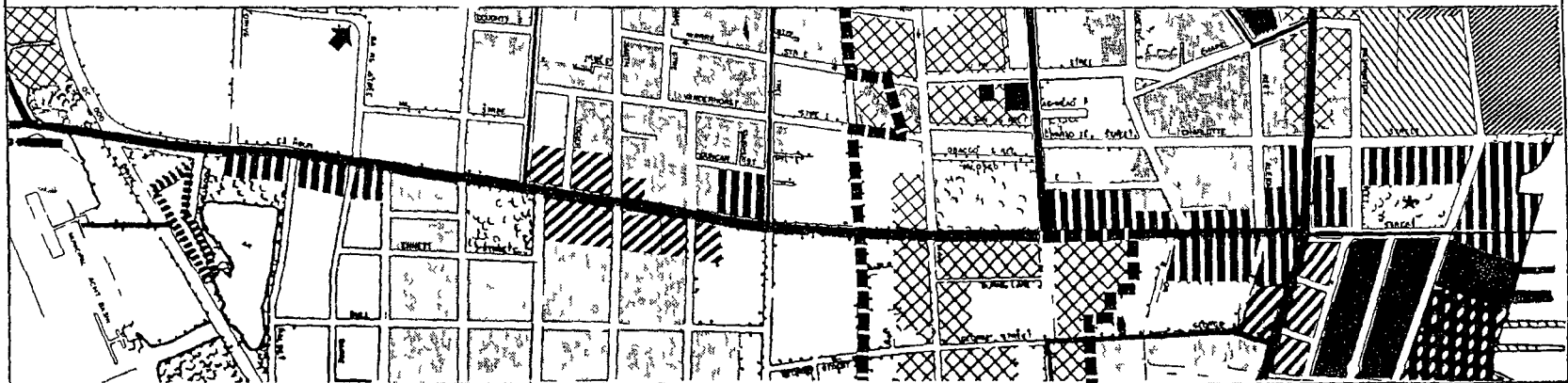
The plan allows and encourages in some areas mixed-use development land uses which mutually support each other and complement the site's urban context. The intent is to allow for areas along Calhoun Street in which development, on the same or adjacent sites can consist of combinations of office and retail with either institutional or residential uses. For instance proposed changes or refinements in use include the following

- o Allowing in the plan (as now exists in fact) neighborhood oriented commercial or office development as well as residential uses along Calhoun Street between Rutledge and Coming, with recommended provisions in future zoning for a special neighborhood commercial category to allow development under special design and use guidelines of small convenience shopping nodes at specific locations
- o Allowing commercial or office development as well as (or in conjunction with) public/ institutional development in certain areas such as sites for

Existing



Proposed



# Calhoun Street Corridor Charleston, SC

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- |                            |                    |
|----------------------------|--------------------|
| Low Density Residential    | Office             |
| Med um Density Res dential | Inst tutional      |
| High Density Residential   | Park               |
| Commercial                 | Accommodation Zone |

- |                        |
|------------------------|
| Light Industrial       |
| Heavy Industrial       |
| Vacant                 |
| Planning Area Boundary |

## Proposed Changes

- |                                                |
|------------------------------------------------|
| Commercial/Office/Res dential/M xed Use Area   |
| Commercial/Office/Institut onal/M xed Use Area |
| Can be replaced but not eliminated             |

## Conceptual Land Use Plan

potential College of Charleston expansion or sites north of Calhoun between Meeting and Washington Streets as well as public sites such as the Gaillard Auditorium area the South Carolina Aquarium site, and the city owned parcels nearby

- o Phasing out light industrial uses as possible along East Bay and Washington Streets in favor of community service related commercial development and restricting further drive through auto oriented commercial use in this area of East Bay Street north of Calhoun including fast food, banks, or gas stations

A special provision is recommended which allows for a change in use of the existing playing field/ open space north of Calhoun and East of Washington Street This is allowable only if there is replacement with equivalent facilities in an equivalent or better location equally accessible to current users of the park The recommended replacement use is a further extension of the above-described new commercial/ office/ institutional mixed-use zone possibly combined with the long term reuse of the electrical substation site to the north allowing additional parking and other publicly controlled activities related to the Marine Science Museum site

In a related issue, the land use plan recommends no extension at this time of the Hotel Accommodations District Boundary in the study area The reasons for this recommendation include the following

- o The original district was defined with respect to well-reasoned planning principles which included the need to concentrate and contain tourism activities, not only to minimize impacts but also so as to gain maximum leverage and potential development spinoff from such important activity generators as hotels

- o There are current proposals for several new or renovated hotels in the Marion Square/VRTC area It would be a concern as long as there are other acceptable sites available to undercut the market potential for these new hotels which would limit their ability to reinforce the City's public investment Locating hotels in this area will also help maximize use of the proposed transit system and to the degree possible help discourage auto usage
- o Other issues include potential impacts such as noise or auto and pedestrian traffic on adjacent neighborhoods the concern of setting precedents for other district extensions and the inclusion of additional sites along Calhoun which would come with any stretching of the boundaries
- o Of course as with any planning decision as conditions change such development policies should be reviewed on a regular basis Other considerations may become more important as land use and zoning determinants

Finally, a major recommendation which encompasses all of the above land use proposals is that implementation should occur using special urban design guidelines and approval controls to help establish the priority coordinated corridor development described above to be administered by the Board of Architectural Review as part of their continuing mandate for historic district/ old city development approvals Other proposed implementation techniques should be examined in the longer term including the potential for more precise land use and development regulations using a special district approach

### 3.2 URBAN DESIGN APPROACH AND STREETSCAPE CONCEPT

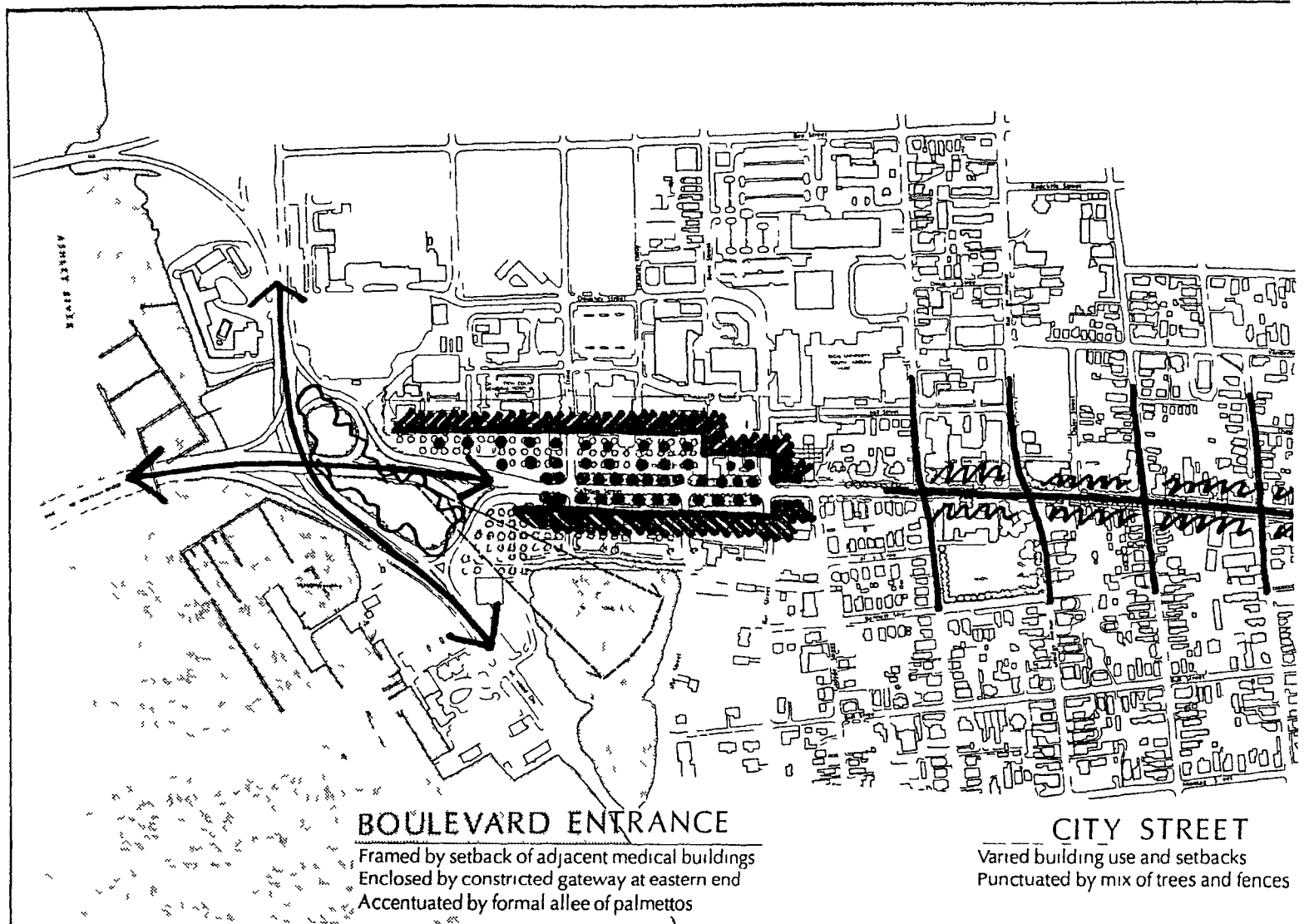
The overall urban design concept for the Calhoun Street Corridor combines an analysis of the spatial configuration of the street and its abutting buildings with a definition of suitable built form, a general approach to setback, bulk, and building character (which will be refined in the following chapter with respect to specific subareas and critical building sites). The adjacent plan diagrammatically describes this urban design concept.

- o A dramatic entry from the west, carefully created by an attractive view corridor from the inbound bridge across Alberta Long Lake into downtown, a boulevard treatment of trees flanking the street as one enters the city, and reinforcement of the edges and interior quality of two spatial sequences: the initial large urban "room" defined by the wide setback of the existing hospital facades to the north and closer street wall of buildings to the south, and the adjacent smaller room incorporating hospital-owned historic structures terminated by the St. Francis tower.
- o The use of neighborhood-scaled new development to reinforce the intermittent, varied, and attractive existing fabric of the central area, emphasizing pedestrian nodes and definition of open space focal points, neighborhood commercial service centers at pedestrian crossings such as Rutledge or Pitt, or a new focus for the College of Charleston, a plaza and associated commercial development at St. Philip Street adjacent to the new dormitory.
- o The insertion of appropriately sized buildings into a newly landscaped corridor extending to a riverfront terminus at the new aquarium site, incorporating existing public sites such as the Auditorium; this corridor would be flanked by carefully scaled new

building improvements to adjacent East Bay or waterfront blocks.

In support of this urban design approach, a conceptual streetscape plan has been developed. As shown on the adjacent graphic, this plan elaborates on the planting, paving, and open space elements needed to transform Calhoun Street into a major urban boulevard.

- o That Calhoun Street will be an integral part of the City's network of landscaped streets, and will link Meeting and King Streets northward from the business core and southward from the new Visitor Reception and Transportation Center. Signage to orient residents and visitors to this framework is very important.
- o That Calhoun Street landscaping details for paving, curbs, and plantings will be based on the attractive and carefully-devised City standards already in place in areas such as Meeting Street near Charleston Place: granite curbs, bluestone pavers, wrought iron tree grates, pedestrian lights, and mercury vapor street lights, (brighter sodium lights are acceptable only in the James Island Bridge/ Medical Complex area).
- o That new utility construction for drainage or underground cable represents an opportunity for major modifications to the carriageway, including new curbs, paving, tree planting, and even right-of-way realignment.
- o That the street throughout should be given a pedestrian bias, with intersection-related crosswalks created at proper intervals, characterized by paving which alerts drivers to the need to maintain lower speeds and by well-defined zones for pedestrian crossing featuring appropriate signage and lighting.



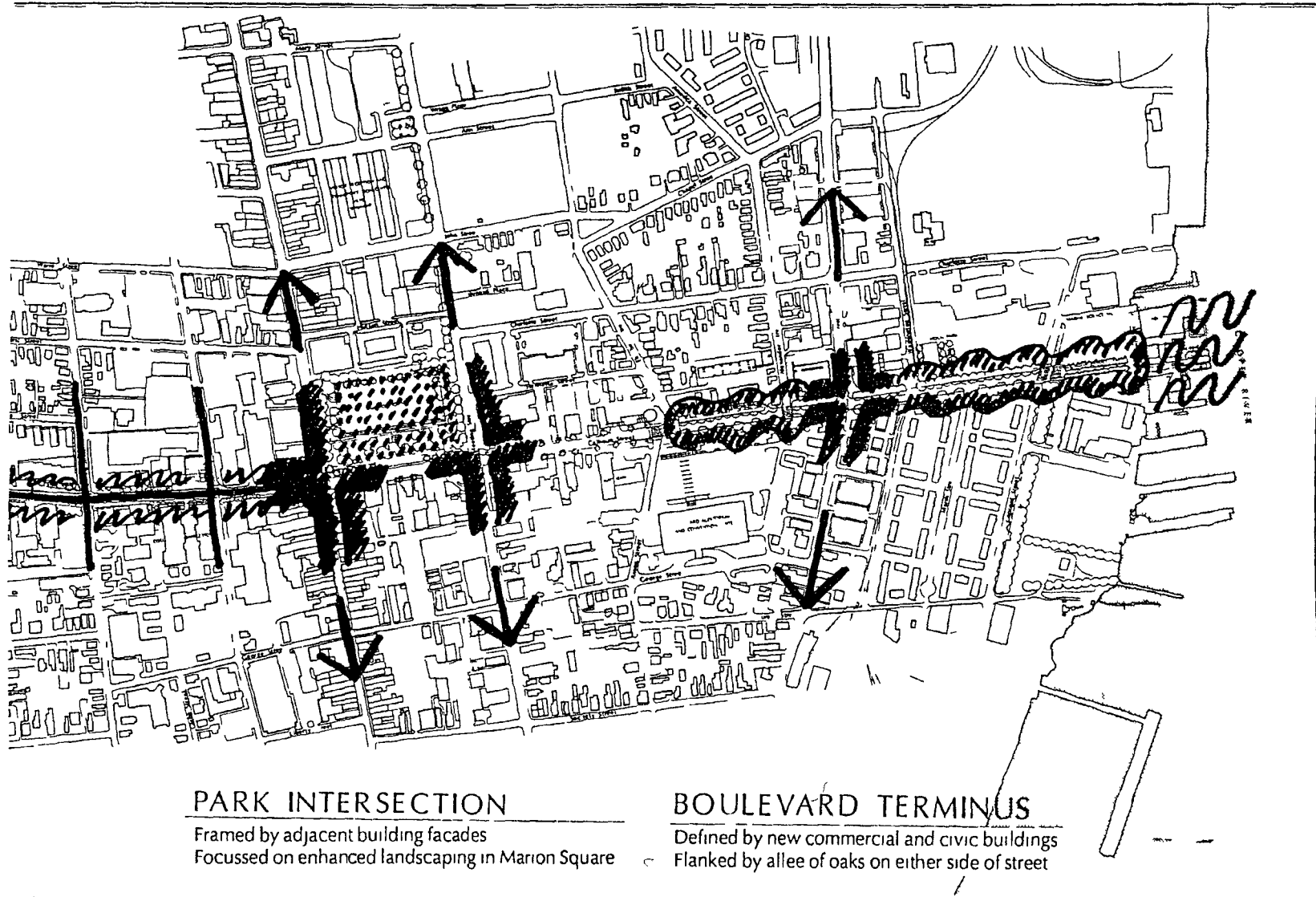
## Calhoun Street Corridor

Charleston, SC

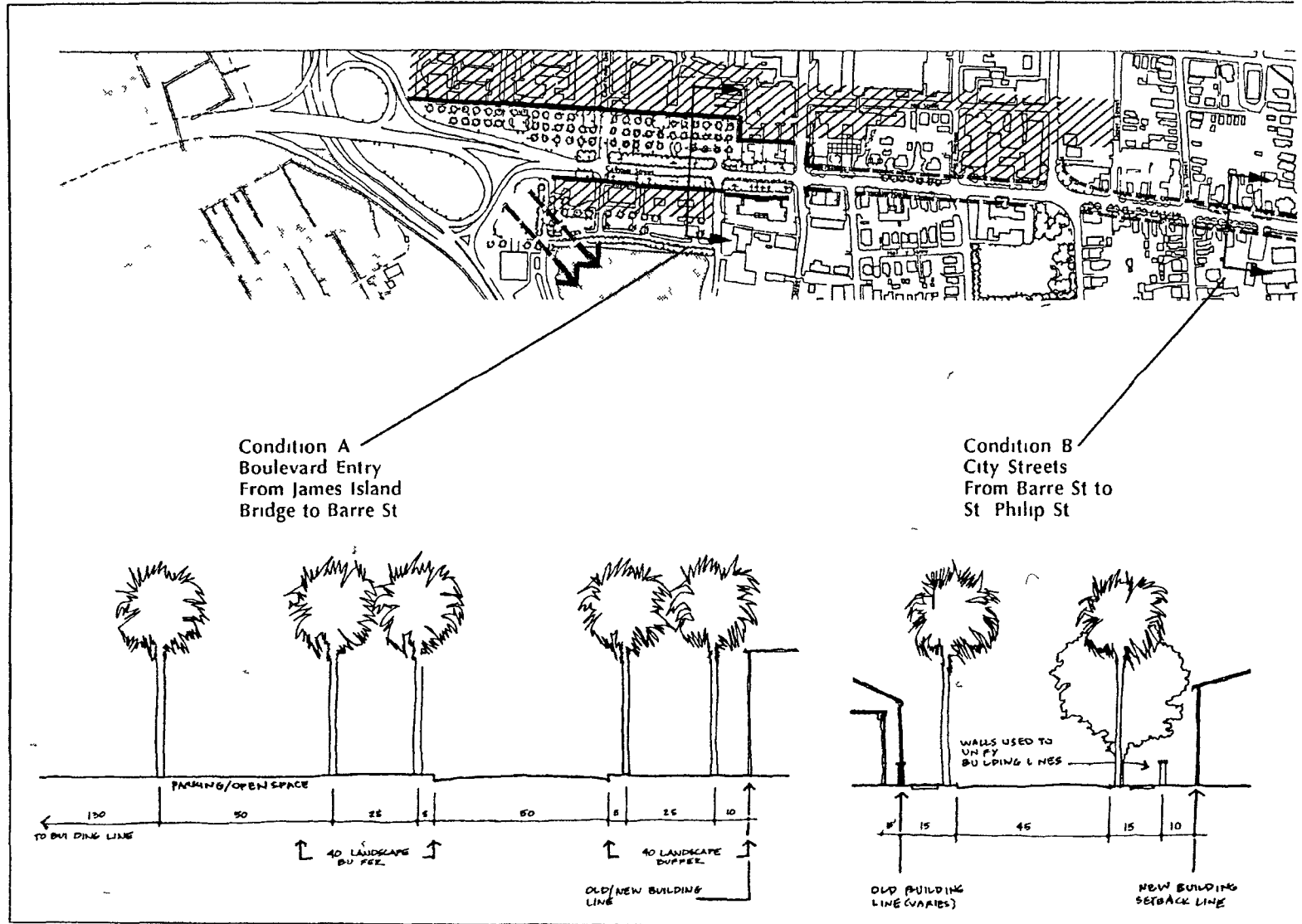
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 Thomas & Means Associates

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Design Concept



## Calhoun Street Corridor Charleston, SC

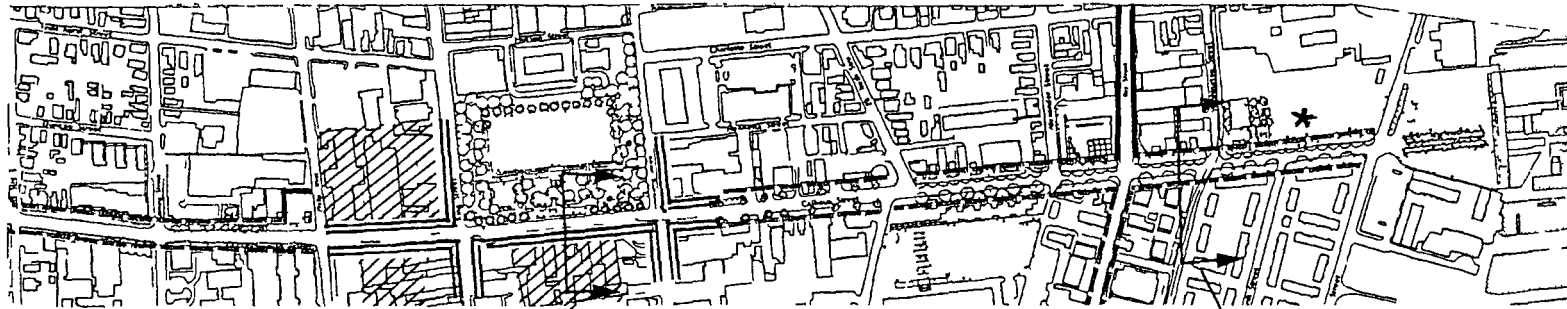
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Thomas & Means Associates

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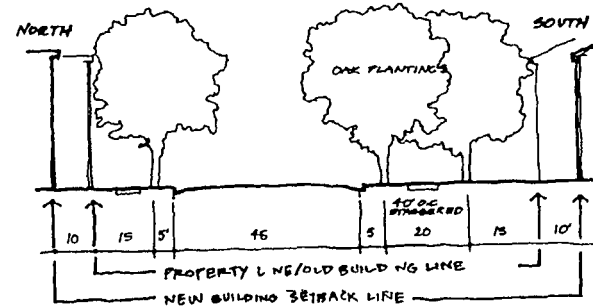
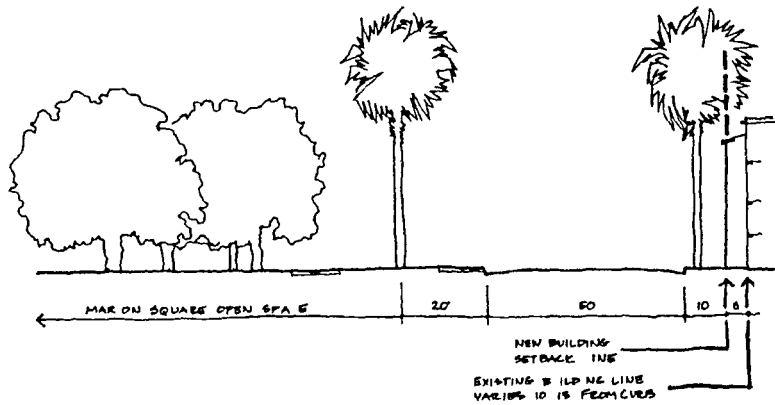
### Building Setbacks for Future Development

- Fixed Setback/Discontinuous Facade
- Variable Setback/Discontinuous Facade
- Build to Line = Continuous Facade



Condition C  
Marion Square Area  
From St Philip St to  
east of Meeting St

Condition D  
Boulevard Terminus  
From Meeting St  
to Concord St



### Building Height (more if allowed by underlying zoning)

-  Medium Rise Areas, 70' or 6 story maximum at setback line
-  Low Rise Areas, 50' maximum (can vary with flood requirements)

### Landscaping

-  Open space or Landscaped Parking
-  Maintain view corridor
-  Can be replaced but not eliminated

### General Planning Criteria

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#### 4 CALHOUN CORRIDOR ZONES PRESERVATION AND DEVELOPMENT OPPORTUNITIES

In order to investigate more closely the potential for detailed landscape and urban design improvements for corridor preservation and development a more detailed investigation was undertaken of various subareas of the corridor

Based on the previously described breakdown between the broad west central and east areas of the corridor, for purposes of this investigation it was found to be useful to further subdivide these areas into smaller functional districts

##### WEST CALHOUN STREET

The Ashley River to Barre Street

A New Entry to Downtown

Calhoun Street North

A New Concept for the Medical District

Barre Street to Rutledge Avenue

A Hospital Service Zone

##### CENTRAL CALHOUN STREET

Rutledge Avenue to Pitt Street

Linking Adjacent Neighborhoods

Pitt Street to St Philip Street

A New Focus for the College

St Philip Street to Meeting Street

Marion Square and the Downtown Entry Corridor

##### EAST CALHOUN STREET

Meeting Street to the Gaillard Auditorium

Neighborhood Scaled Development

East Bay Street

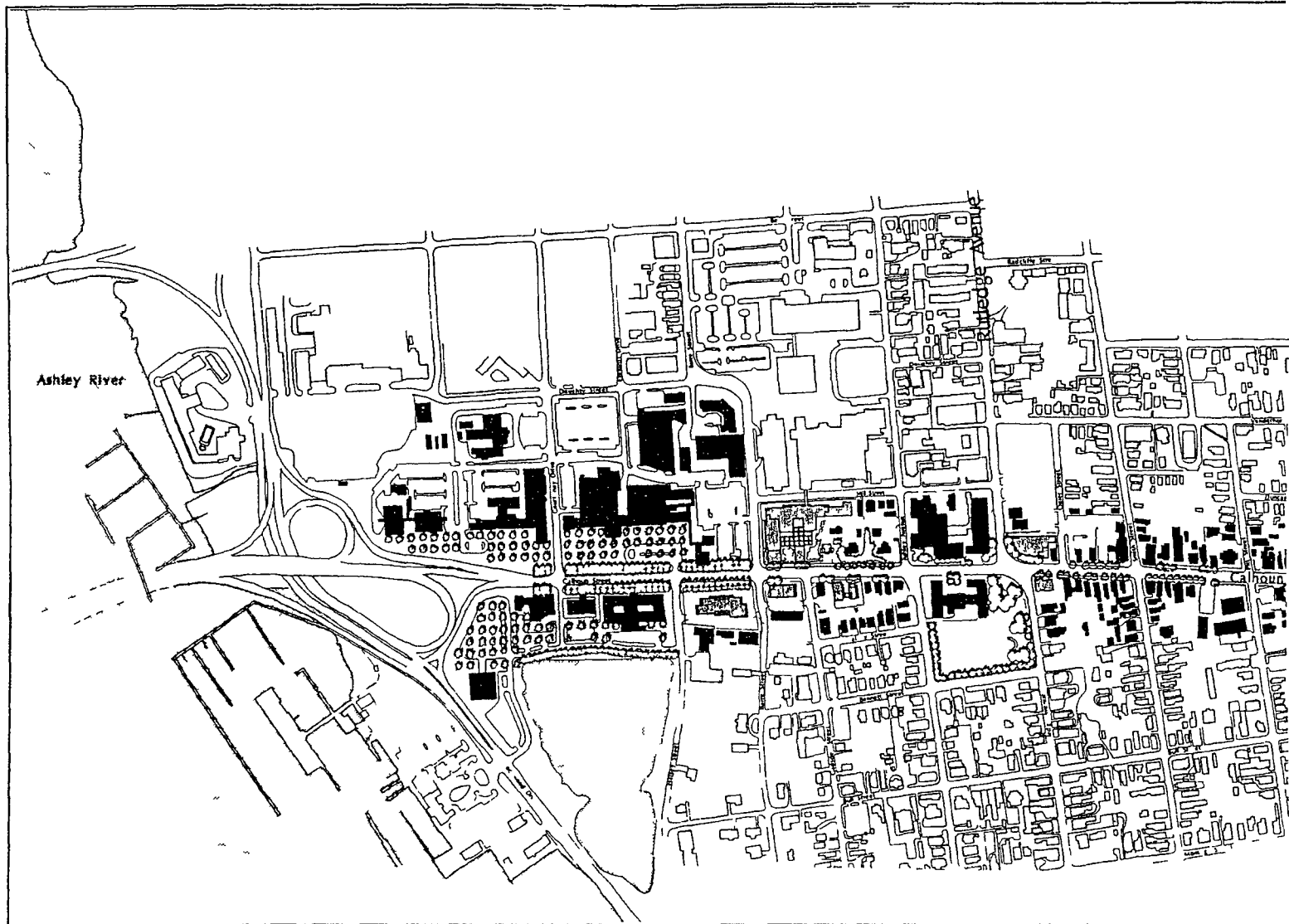
A Community Service Zone

Alexander Street to the Cooper River

The South Carolina Aquarium Activity Area

As part of this work an illustrative plan of potential corridor development was prepared. Representing a vision for the future of Calhoun Street and adjacent areas this plan assumes the application of the implementation approaches mentioned earlier and described in more detail in Chapter 5 following. These approaches range from new zoning and development controls to pro-active partnership activities on certain key sites assembling or trading property so as to make possible more complementary development than currently feasible given existing ownership patterns or development proposals.

As part of this plan more detailed design criteria such as landscape details setbacks or building bulk controls are identified and potential illustrative implications on designated key sites are demonstrated.



# Calhoun Street Corridor Charleston, SC

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- Existing Buildings
- Proposed Building Site



Illustrative Urban Design/  
Streetscape Plan

#### 4.1 WEST CALHOUN STREET

##### 1) The Ashley River to Barre Street A New Entry to Charleston

The new James Island Bridge as has been previously discussed will bring suburban traffic into and out of the peninsula in a different pattern than now exists. This has the potential to increase traffic near the bridge, anticipating this impact, the 1977 Memorandum of Agreement specified the approach of directing business traffic south on Lockwood to downtown and through traffic north on Lockwood to the expressway. This leaves the eastern ramps into Calhoun Street the primary function of a new formal entry to the central peninsula and its major institutions - the Medical Center, the new Visitor Reception and Transportation Center or the new South Carolina Aquarium/Tour Boat complex.

The illustrative plan demonstrates the potential for creating such an entry within and adjacent to the Calhoun Street right-of-way as it passes through the medical complex.

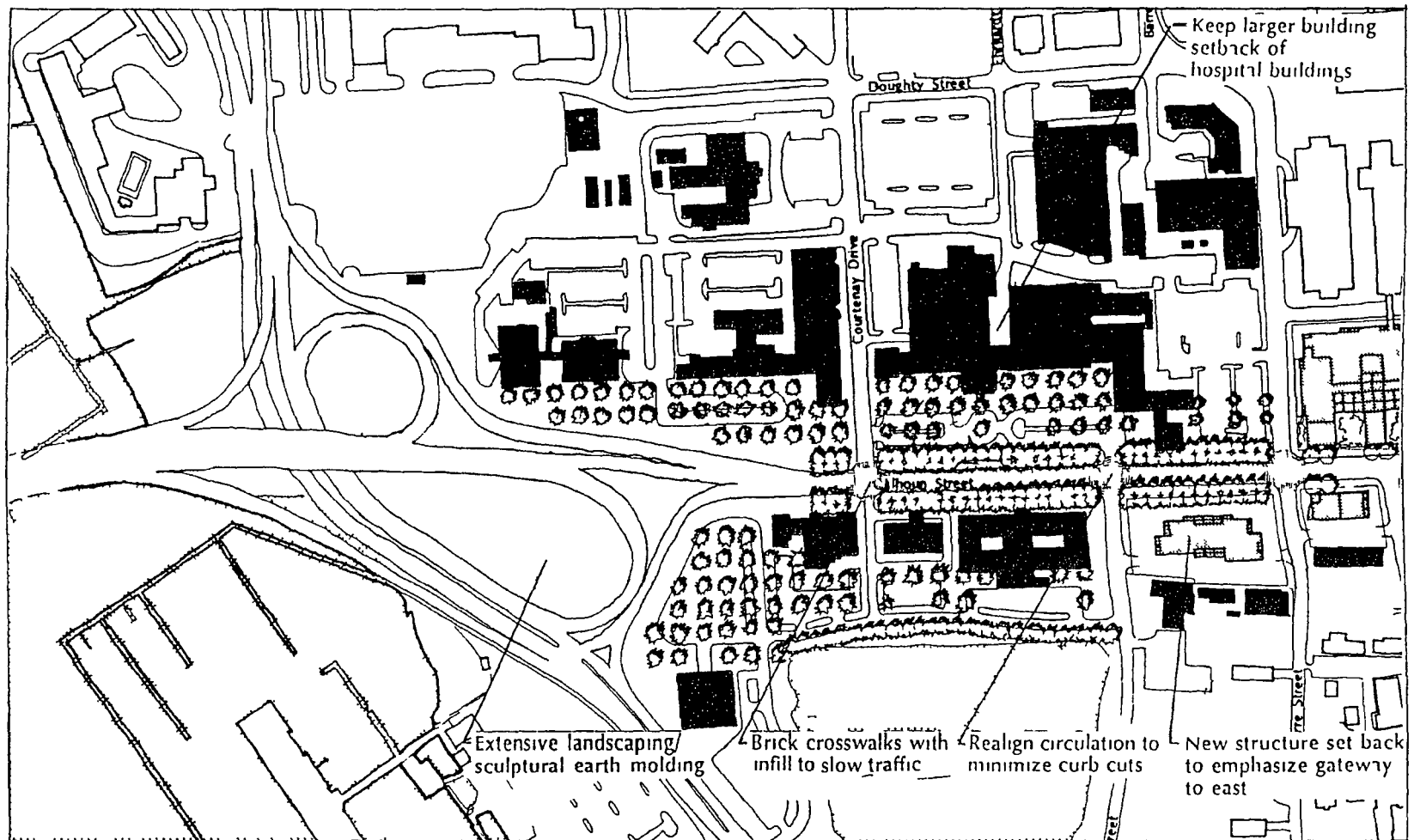
- o consistent with safety and highway standards attractive low level landscaping in the large and potentially vacant spaces within the circular ramps (an opportunity for involvement of environmental artists),
- o maintenance of the future dramatic view of the peninsula for eastbound motorists as they descend from the bridge through careful alignment of trees on adjacent lots to the south or by performance standards for potential new buildings
- o treating this area as a bright entryway to the peninsula lit by sodium vapor street lights (the existing standard in Medical Complex parking lots and the State standard for the new James Island

bridge). In the more residentially scale environment to the east of Barre Street this would change to the lower intensity less yellow mercury vapor lights currently in use throughout the historic peninsula.

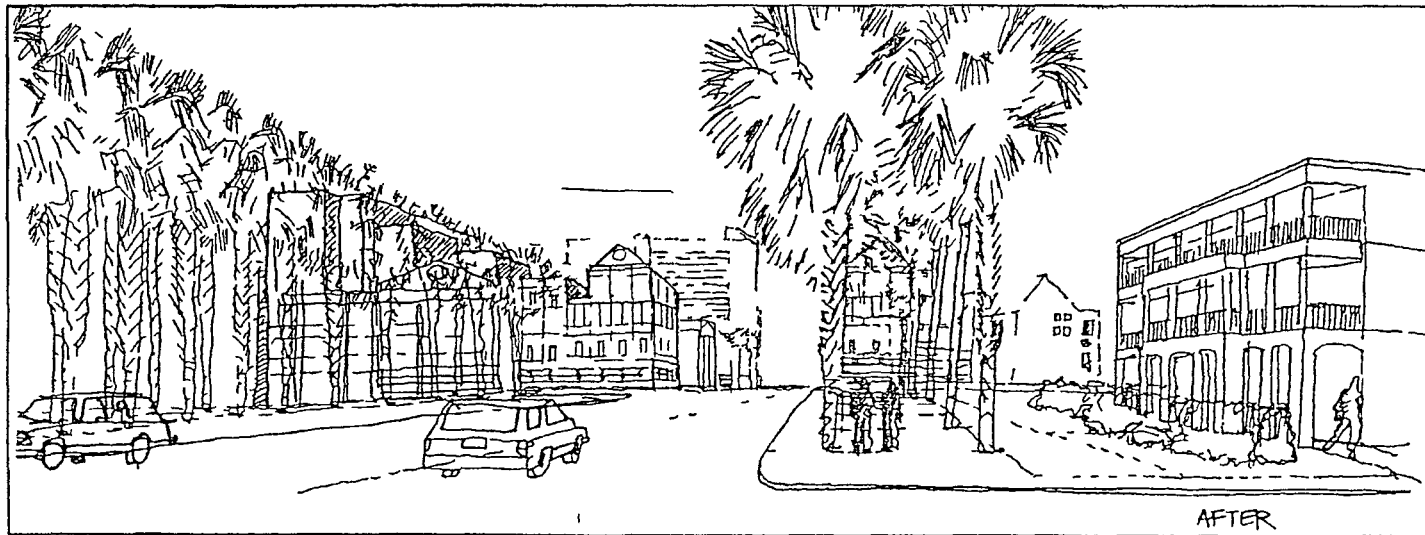
- o creation of a dramatic double row of large palmettos along either side of Calhoun Street, a formal allee designating not only the entry into the central peninsula, but also the adjacent hospital service zone,
- o coordination of landscaping in the forecourts of the major health buildings to the north (consistent with resolution of adjacent visitor and staff parking), creating new pedestrian entry precincts and defining an attractive new front door for the Medical Complex as a whole.

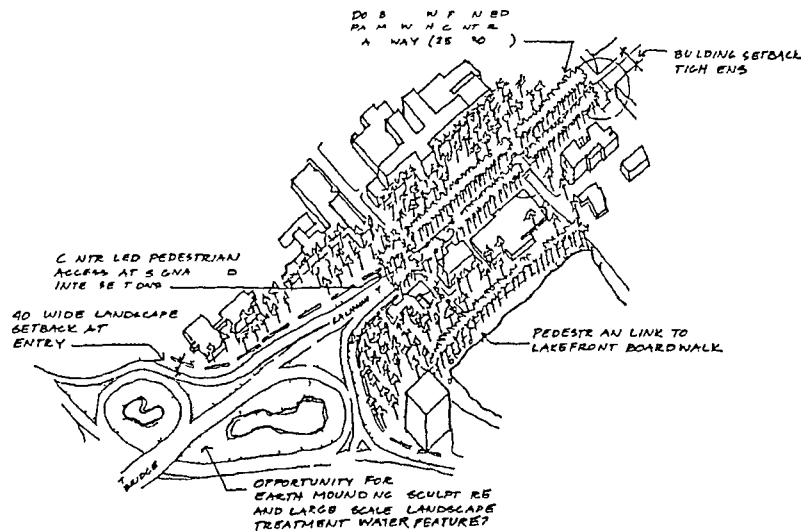
Concerns still persist that insufficient planning (by bridge city and institutional planners and engineers) will result in major traffic problems unless mitigated by both local circulation improvements and larger scale longer term solutions for parking and transit. Shown in the plan are conceptual proposals for restricting access and turning movements to the main entry intersections eliminating excess curb cuts from Calhoun Street in favor of access from adjacent side streets.

Also shown are proposed guidelines for new construction in the area maintaining the large urban room formed by the wide and consistent setbacks of the buildings to the north with a closer and lower wall of intermittent buildings to the south stepping down to the more constricted gateway of adjacent buildings on either side of Calhoun at Barre Street that signifies an entrance into the next section of the corridor.



The Ashley River to Barre Street  
A New Entry to Downtown





## 2) Calhoun Street North A New Concept for the Medical District

Discussions with a variety of institutions city officials and adjacent neighborhood leaders point out major and emerging issues faced by the hospitals which make up the Medical Complex - the Medical University of South Carolina, Veteran's Administration Charleston Memorial Roper, and St Francis Traffic parking and pedestrian/ auto circulation are seen as important and unresolved problems how to create an attractive but functional long term plan which includes a way to achieve the long term objectives of minimizing curb cuts on Calhoun giving an attractive front door to the complex and setting up a rational parking and circulation plan as a framework for individual institutional growth

One proposal suggested by some participants is that of encouraging a major pool of off site parking structures or lots to the north of the expressway Some form of well scheduled frequent and quick rapid transit - jitney buses people-mover monorail, etc - could ferry people back and forth in a convenient and efficient way Another approach would be to add additional parking closer to existing hospital facilities possibly on the Veteran's Administration Hospital grounds Each suggestion will have traffic and transit impacts and will require detailed further study

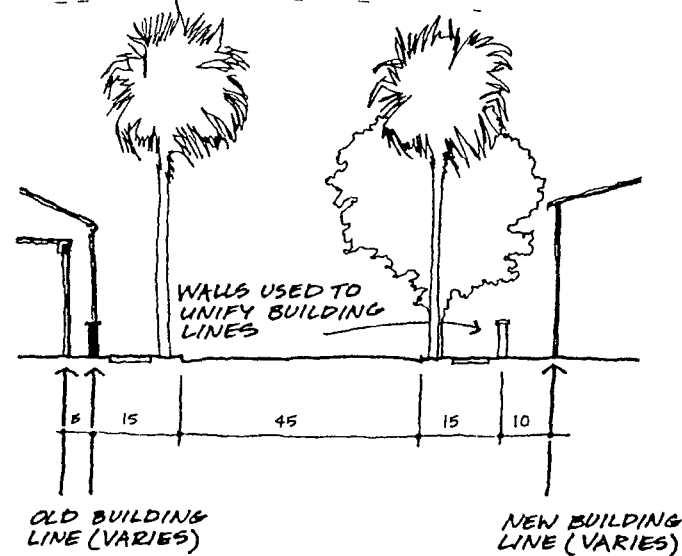
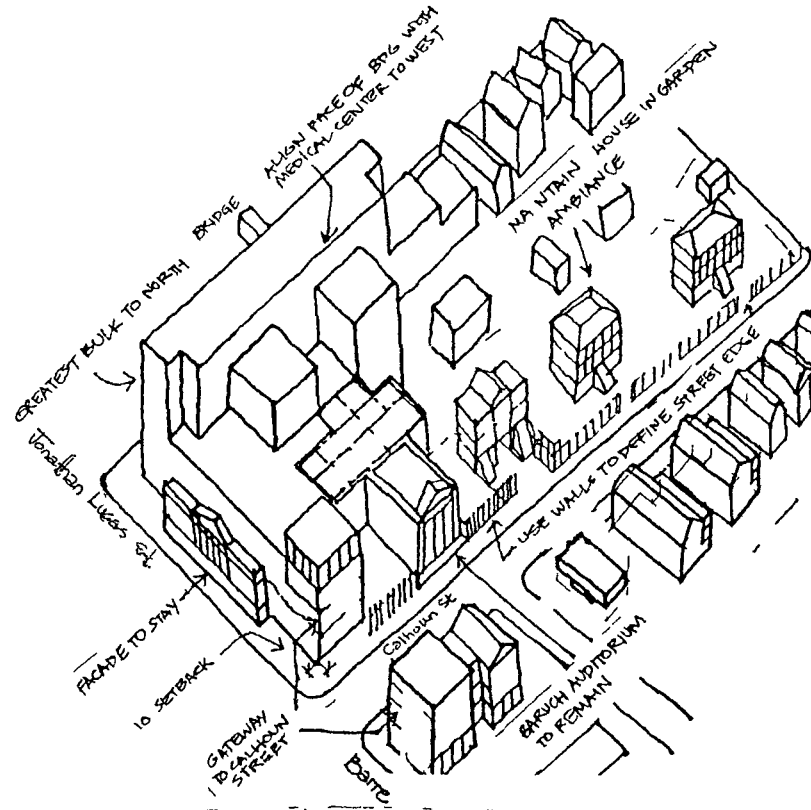
Such a plan can only be put in place as the result of a planning process in which the major participants are the major stakeholders representatives of the five hospitals as well as governmental jurisdictions adjacent neighborhoods, and state and city transportation officials and consultants In order to get such a process underway, of course, a catalyst is required we suggest the intervention of the Mayor with backup from other local civic/ neighborhood groups

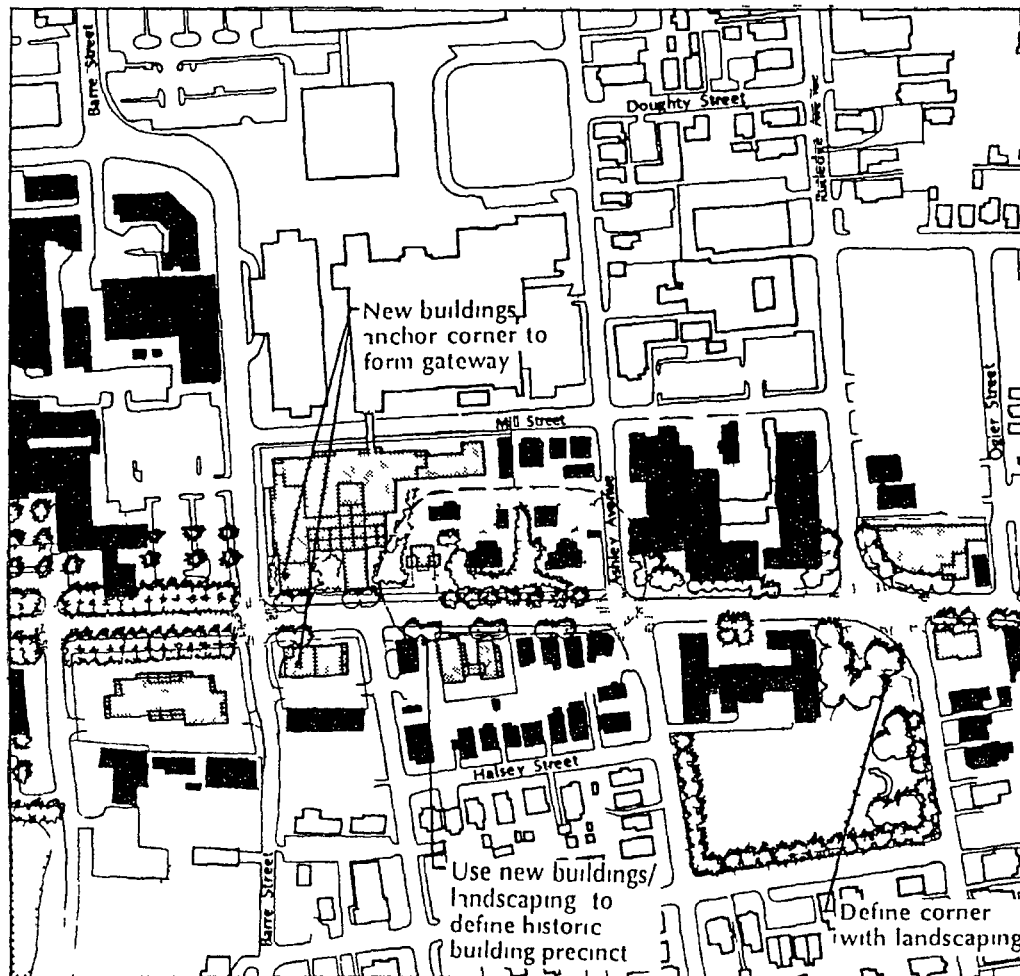
3) Barre Street to Rutledge Avenue  
A Hospital Service Zone

From Barre to Rutledge Street the corridor becomes much more intimate in scale. On the north side of the street framed by the mass of the Medical University's proposed new cancer research center on the west and the St. Francis Hospital tower on the right, hospital-occupied historic houses are sited in a park-like setting. The same neighborhood scaled texture is apparent on the south although the framing elements are not as strong.

Urban design guidelines focus on a strengthening of the entry corner framing elements, requiring buildings tight to the street line with building height at an urban neighborhood scale of four stories, with the MUSC building to the north set back to taller towers in the rear.

Once past the corner buildings, the streetscape should reflect the more intimate scale of the internal blocks. Rather than the formal boulevard treatment of the James Island Bridge entry, what is sought are smaller palmettos along the street and additional specimen trees (live oaks, etc.) distributed more randomly in yard-like settings. In this area, parking will be removed and the street widened by 40'. As this is one of the first opportunities to introduce the concept of pedestrian bias for cars coming from the west, crosswalks should be well marked and signed with cobbled reminder strips for autos to reinforce the idea of the pedestrian domain. Signage should direct hospital-bound motorists to off-street parking.





Barre Street to Rutledge Avenue  
A Hospital Service Zone

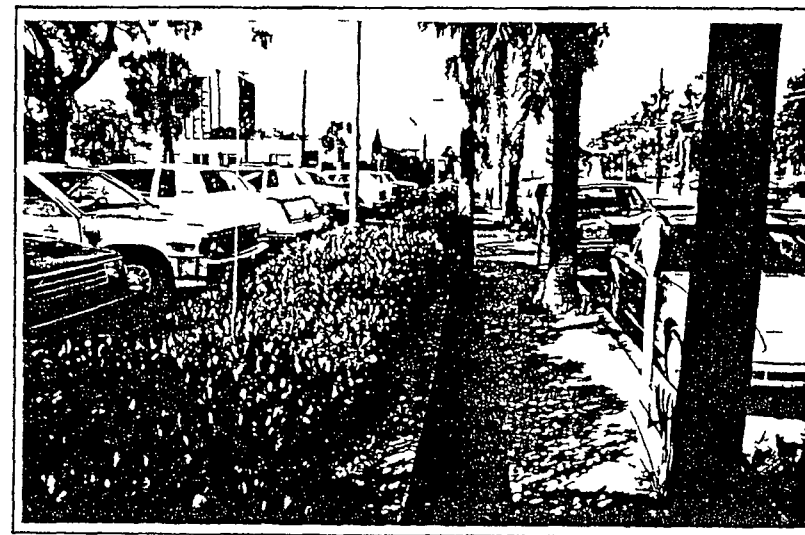
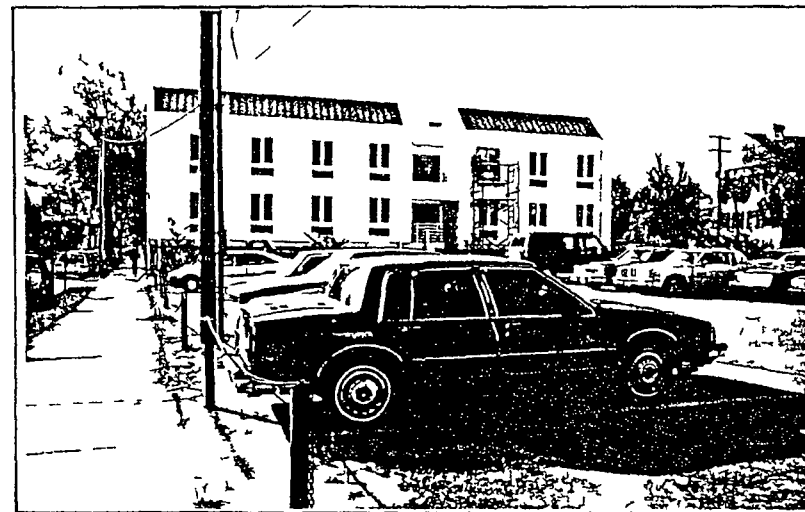
## 4 2 CENTRAL CALHOUN AVENUE

### 1) Rutledge Avenue to Pitt Street Linking Adjacent Neighborhoods

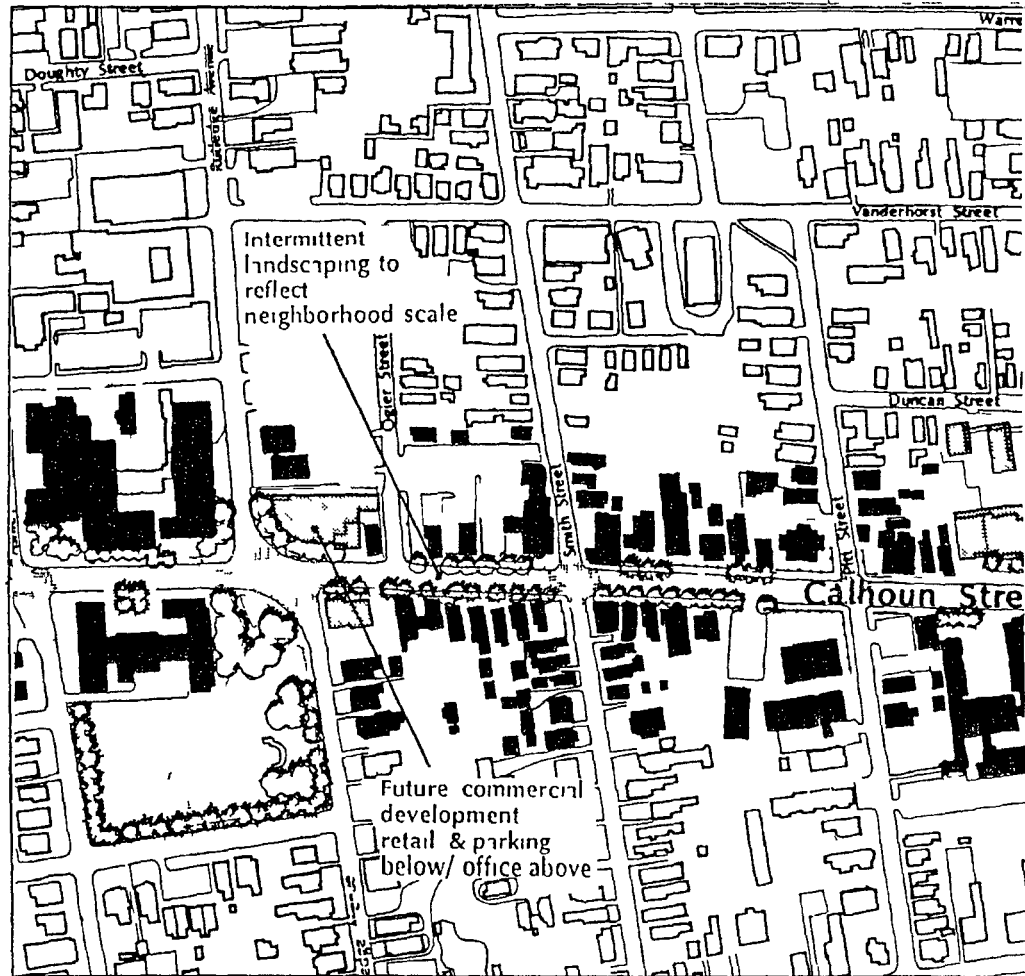
This section of the central area contains the same sort of varied residential scale as the more residential hospital zone between Barre and Rutledge. The character of this section of the central area is structured by the two abutting neighborhoods Radcliffeborough and Harleston Village. Their need for small convenience retail stores - corner store, grocery, drug store, etc. - is only partially served. Based on interviews, one feels that there is still the potential demand for more such services, especially if attractive and scaled to the local pedestrian.

The urban design framework for such development is suggested: small low-scale retail buildings (possibly with office above) that reinforce the street line or corner, with parking behind, entered from a side street. Landscaping should continue the sort of planting described earlier: palmettos at the street, other trees on the interior. Well designed and signed pedestrian crossings at retail nodes are especially important. Where parking lots abut the street, the use of screen walls at the building line will help establish a well organized streetscape facade.

The plan shows a suggested design for a new 2 to 3 story commercial building at the corner of Rutledge Avenue. Should that site be redeveloped in the future. Design principles illustrated include a facade which follows the curved street line at this corner, balancing the open space opposite, parking to the rear beneath upper level office space, and curb cuts off Rutledge rather than Calhoun.



*Throughout the Calhoun Street corridor fencing or landscaping can help mitigate the impact of parking lots adjacent to pedestrian sidewalks as shown by these examples*

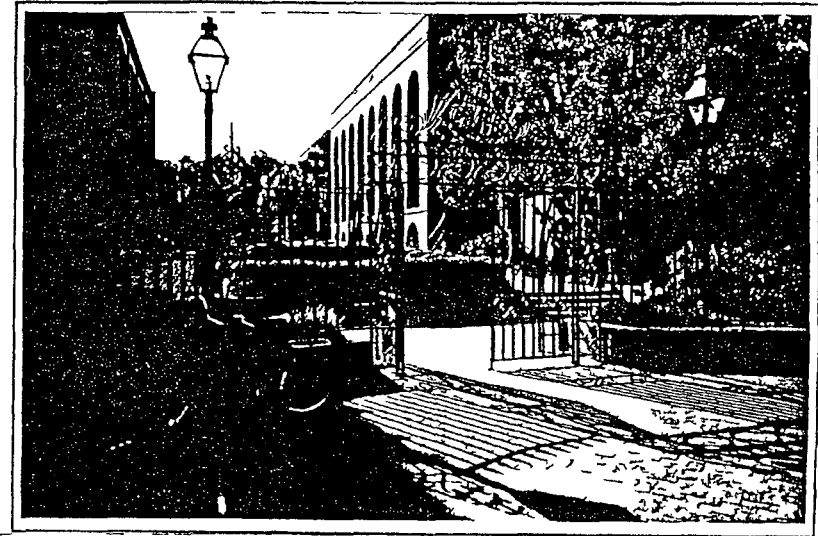
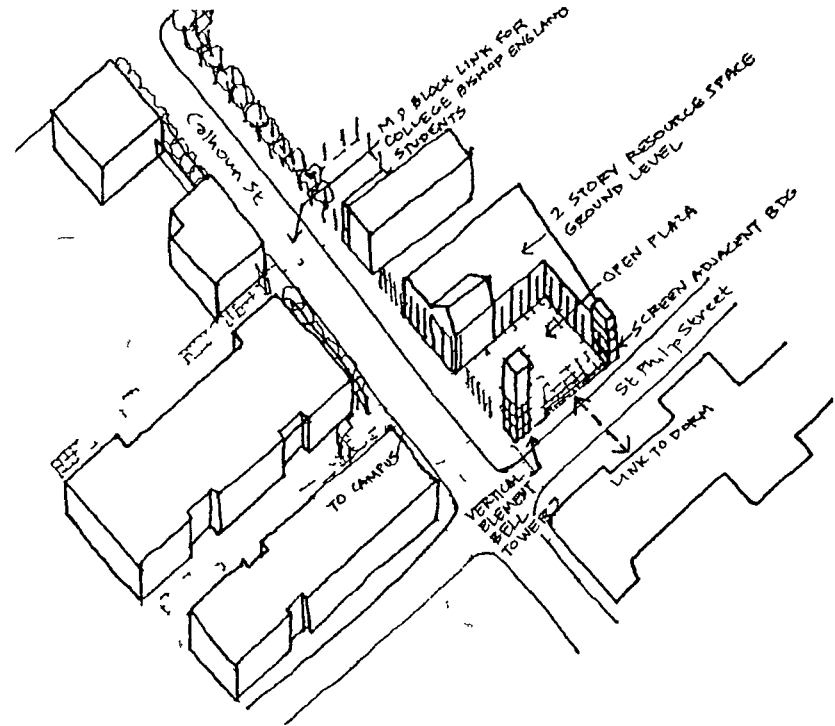


Rutledge Avenue to Pitt Street  
Linking Adjacent Neighborhoods

2) Pitt Street to St Philip Street  
A New Focus for the College

The College of Charleston's interior-focussed campus had its beginnings before the College's dramatic change into a 5000 student rather than a 500 student institution. It is now developing properties north of Calhoun increasing student pedestrian traffic back and forth across the Street. From the urban design point of view the campus has an opportunity to reorient a portion of its identity to Calhoun creating a new open space/ symbolic entry area adjacent to St Philip Street (resolving a convergence of two major pedestrian routes to the south). This small plaza surrounded by student-oriented retail/ food shops, should feature a tall vertical element (perhaps a bell tower or clock tower) as a Calhoun Street landmark for the College. Shown are expanded sidewalk crossings, serving both the College at St Philip Street and the mid-block Bishop England High School link to its annex across Calhoun Street.

As the College develops the motel site to the west (the current dormitory on Coming Street), it should use the project to emphasize the continuity of the street wall leading up to the new plaza in the short term as a screen wall shielding surface parking, in the long term a taller structure at the street line with low neighborhood-scaled units in the rear. On the opposite corner, a similar walled treatment of the Bishop England athletic field (now surrounded by a mundane chain link fence) should provide the same function of defining the street. And as longer-term redevelopment proceeds on the College's other major Calhoun Street property-- the ex-motel/ dormitory south of its new building similar guidelines as for the Coming Street site should pertain.



*The proposed plaza at St Philip Street and Calhoun could extend the attractive pedestrian precincts which characterize the College of Charleston campus to the south*



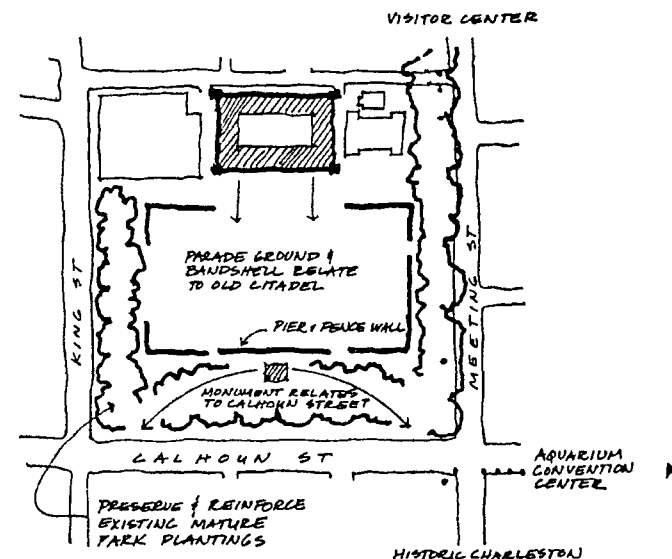
Pitt Street to St Philip Street  
A New Focus for the College

3) St Philip Street to Meeting Street  
Marion Square and the Downtown Entry Corridor

Marion Square is an urban open space at the nexus of Calhoun Street and the King/ Meeting tourism and business corridor. It serves a variety of functions: parade ground for the Washington Light Infantry Brigade (trustees of the square), passive park, active event area, symbolic historic landmark. Its surroundings have potential for change: the Radisson Hotel to the west is soon to be renovated, the city is proposing a new parking garage to its north, and many of the buildings to the south of the square can be renovated or replaced as market demand increases.

Improvements to the square itself can help accelerate this evolution. Suggested in the adjacent sketches is one potential approach for such improvements: maintaining the traditional parade ground on the interior, but defining it with a transparent wrought iron fence-- a square within a square. On the perimeter, additional landscaping can also better define the surrounding passive zone of large specimen trees which actually forms a park-like horizontal extension of the street on three sides. Such a design is dependant on finding other better locations for large events, such as near the new Aquarium (see later sections of this report).

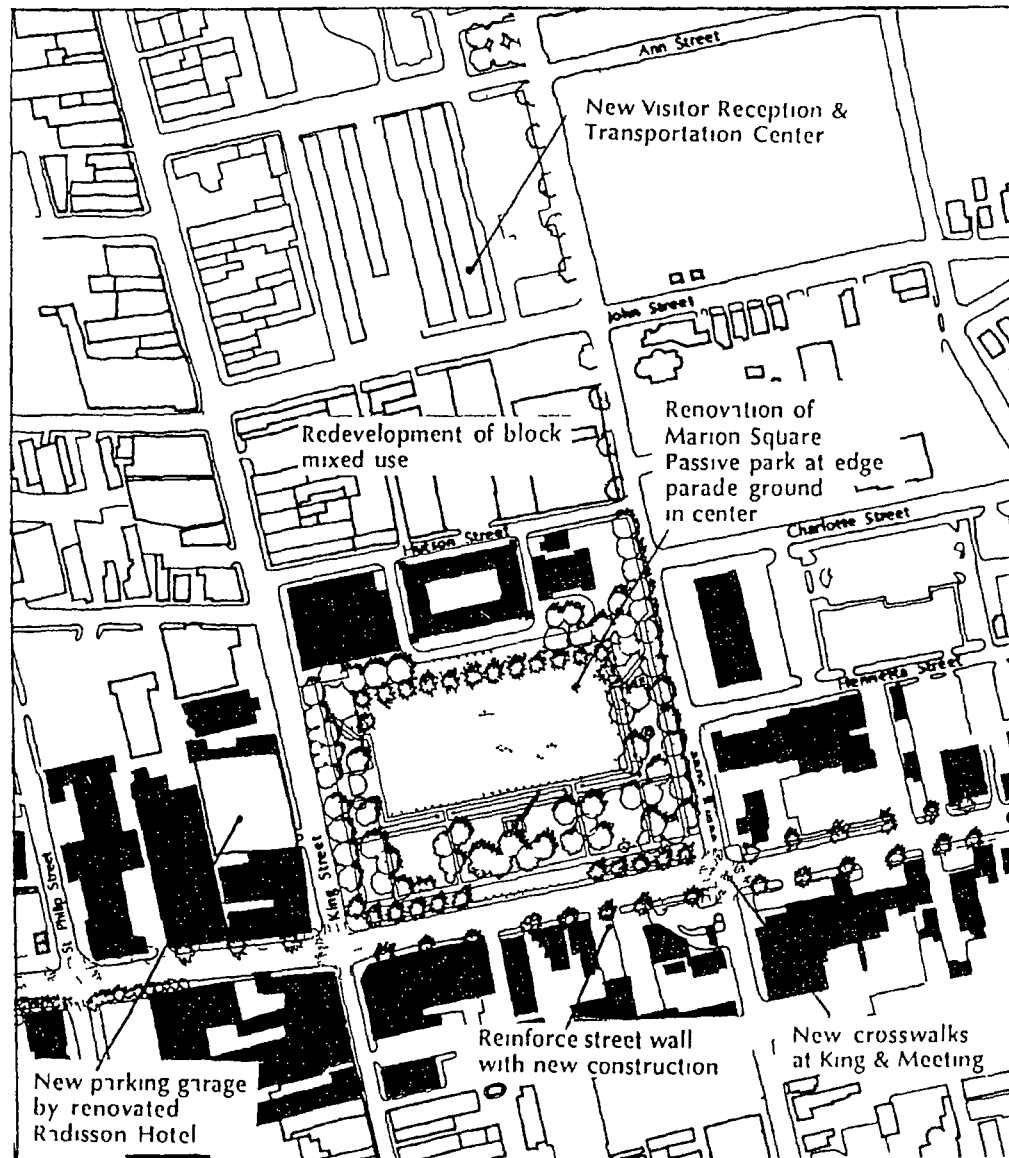
Street walls of the surrounding block fronts should be reinforced wherever possible, especially the south frontage of Calhoun Street as redevelopment occurs. It is unfortunate that the three corners of the Meeting/ Calhoun intersection each contain setbacks that allow the defined space to 'leak away'. Signage can be used to help anchor this important corner, channelling visitor traffic along Calhoun or Meeting Streets, rather than through neighborhoods, either to the Visitor Center to the north, to downtown to the south, or to the new Aquarium area to the east.



MARION SQUARE DESIGN CONCEPT  
'SQUARE WITHIN A SQUARE'



Marion Square open space expands the pedestrian edge of King and Meeting Streets. Renovation of the Radisson Hotel and construction of a new garage to the north can help reinforce the adjacent street wall.



St Philip Street to Meeting Street  
 Marion Square and the Downtown Entry Corridor

#### 4.3 EAST CALHOUN STREET

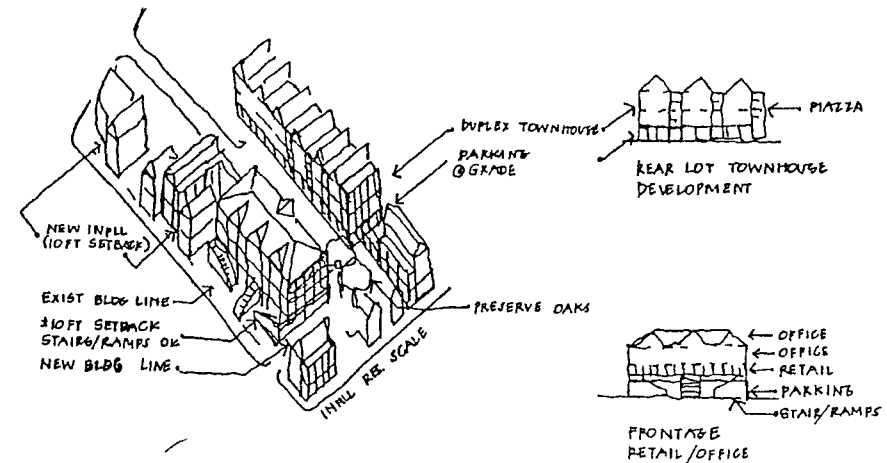
##### 1) Meeting Street to the Gaillard Auditorium Neighborhood Scaled Development

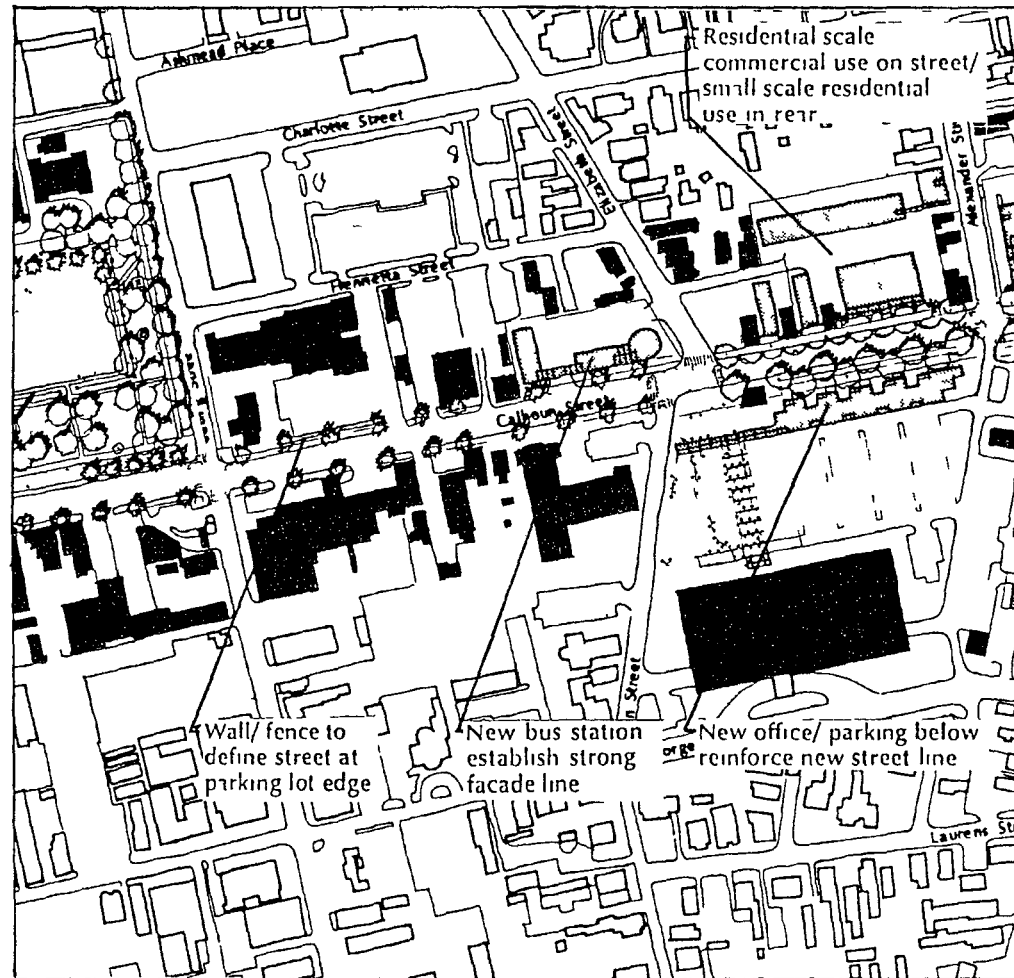
Although the area between Meeting and the Gaillard Auditorium is similar to other portions of the central Calhoun corridor, it also fulfills another function that of a gateway from the Marion Square area to the new South Carolina Aquarium to the east. The main difference between this area and the central area is that the space along either side of the street is less well defined-- leaking away into parking lots adjacent to the historic churches, the bus station site or the Gaillard Auditorium.

Adjacent to the Citadel Square Baptist Church the use of well proportioned screen walls can help define the street, on development sites such as the bus garage conceptual plans are shown which use massing of the building itself to achieve this end. On the Gaillard site there is an opportunity to actually develop the Calhoun edge of the parking lot with a new commuter oriented office structure with parking on the first floor to respond to FEMA regulations a building with a rhythmic facade of alternating bays and insets could define the street line shield the parking and maintain the scale of nearby smaller buildings. The Auditorium entry adjacent to Anson Street to the west would be maintained and enhanced. Across from the Gaillard potential development of the mid block site now approved as a hotel (if that development does not move forward) could proceed in a number of ways. Illustrated is one such approach an office building with parking and retail on lower floors as permitted by flood regulations, with a small linear cluster of townhouse units to the rear on the interior of the block. A basic approach here, as could be applied on other large infill lots is to treat the street facade in terms of its scale and bulk as a larger version of a double house with front facing portico and a 10 foot front yard setback to allow stairs or ramps to above grade entry floors

as well as relate to the varying setbacks of adjacent structures along the street.

Landscaping at the Gaillard block should begin to pick up the formal planting motif which will carry through to the South Carolina Aquarium site at the end of the street a single row of regularly-spaced trees to the north, balanced by a more generous staggered double row of trees within a broad 40' 0" setback to the south (individual pre-existing structures, such as the historic Arch Building in front of the Gaillard can extend into this setback, much the same as St. Michael's Church or other special downtown buildings insert themselves into the right-of-way as symbolic landmarks). Live oaks are proposed to give a gracious, tree-shaded boulevard effect leading to the Cooper River.





Meeting Street to the Gaillard Auditorium  
Neighborhood Scaled Development

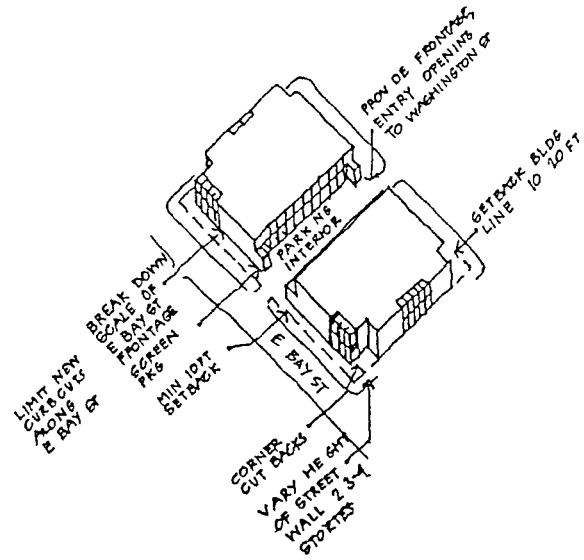
2) East Bay Street  
A Community Service Zone

Finally between Alexander and Washington Streets the central East Bay Street corridor connects south to the edge of the business district and the new waterfront park, and north to the expressway system. Throughout its length a major use is that of community service oriented commercial activities eating establishments retail stores, the peninsula's major grocery store. As part of the study design guidelines were requested for portions of East Bay Street immediately to the north and south of Calhoun Street.

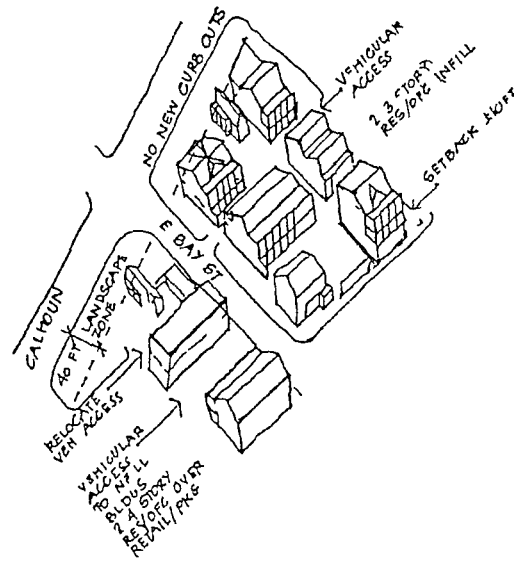
On the blocks of East Bay Street immediately to the south, the disaggregated Service Merchandise land assembly consists of a large warehouse type commercial building and assorted smaller parking lots. To the extent possible, development on these sites should encourage adjacent neighborhood use. Drive through uses should not be allowed on these sites, due to the narrow and congested nature of this section of East Bay Street. Building on currently proposed plans design guidelines for the reuse of this site should stress not only the through block circulation from East Bay to Washington, but also corner setbacks (created by removing one bay) thus opening views of the adjacent historic buildings to the north and south as well as breaking up the objectionable bulk of the existing building, out of scale with the remainder of the street. In the short term the use of screen walls can shield parking on the nearby smaller lots creating an attractive street out of what is now a series of disjointed buildings. Shown on the illustrative plan is a possible long term development on these blocks smaller buildings possibly with side entry stairs and ramps as part of a modified piazza design. Of course, it should again be emphasized the difficulty of designing and feasibly developing new commercial architecture given FEMA flood insurance design constraints.

To the north on East Bay Street once off the critical Calhoun Street frontage a number of other sites lend themselves to similar community oriented retail or commercial development restaurants and additional service uses such as hardware drugstore etc. Because of its accessibility to regional highways, its wide lane widths, and its location adjacent to the relatively unsightly Port Authority storage area the northern section of the East Bay corridor is an ideal growth area for these sorts of auto related but community based uses carefully designed development here could dramatically and positively change the image of this secondary but important regional entry road. Concentrated development of this controlled sort can actually reduce the impact of noise and traffic on the adjacent neighborhood.

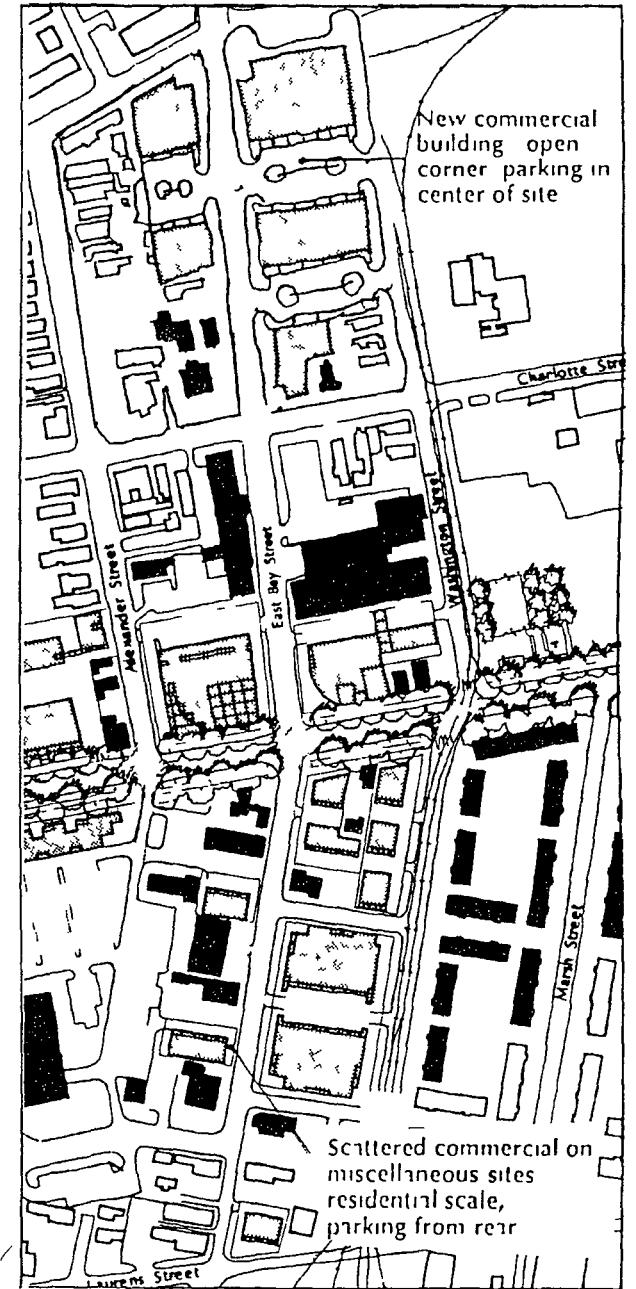
# East Bay Street A Community Service Zone



North Portion  
East Bay Street



South Portion  
East Bay Street



3) Alexander Street to the Cooper River  
The South Carolina Aquarium Activity Area

The last major segment of Calhoun Street consists of those blocks leading from the intersection with the East Bay Street corridor leading west to the terminus of the street at the South Carolina Aquarium and adjacent properties

Calhoun Street itself through this area should continue the landscaped boulevard treatment proposed in the previous discussion of the Gaillard Auditorium area widening the sidewalk to the south as part of an expanded right of way allowing for a single row of trees on the north and a staggered double row on the south This will necessitate a reconfiguration of the existing roadway at East Bay and Calhoun, where a one-block median now exists While existing street widths and ownership patterns do not permit a literal replication of the median on other blocks, the concept plan proposes a way to extend the impact of that boulevard planting idea to the east and west

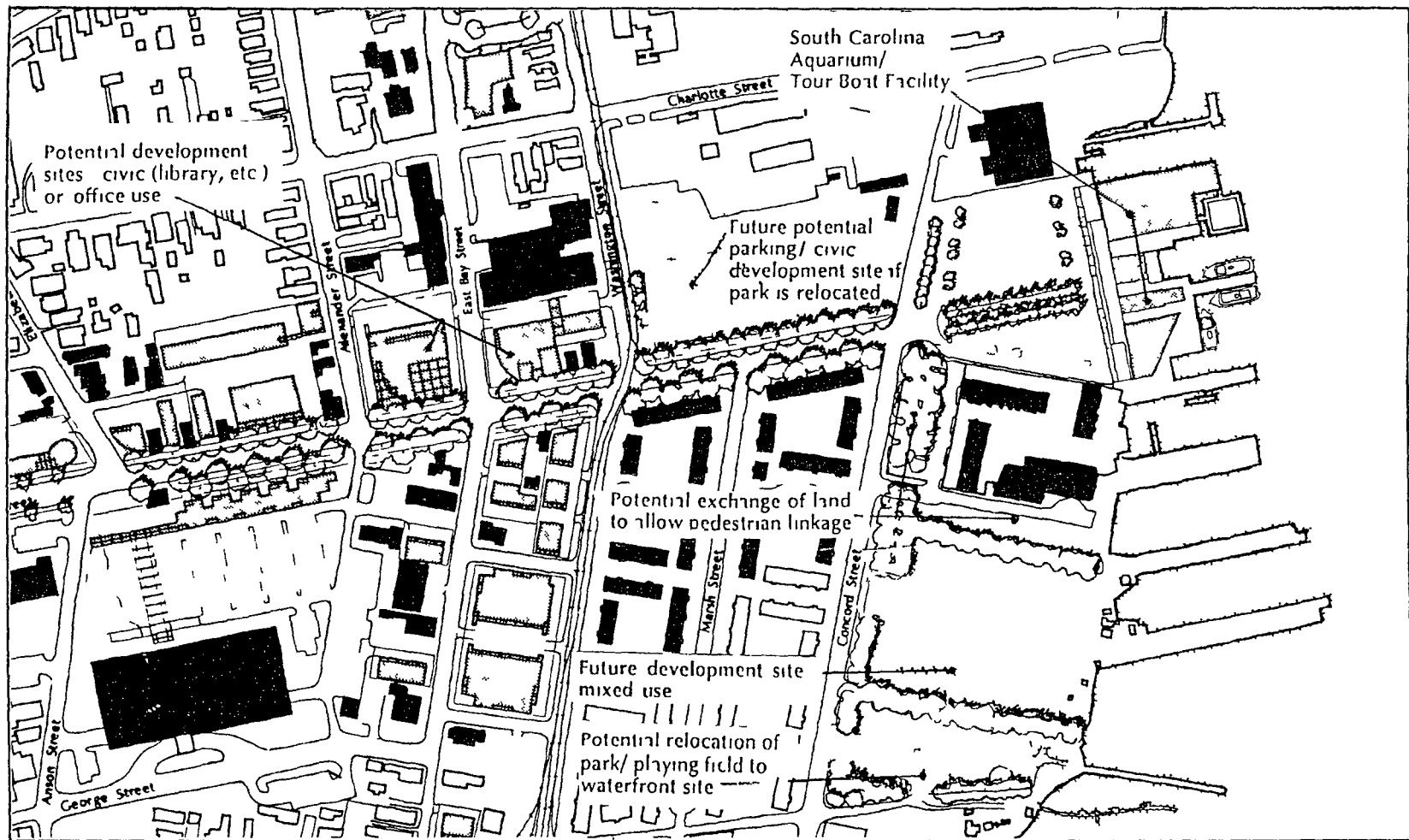
The two sites on either side of East Bay Street north of Calhoun Street now proposed for a gas station and for future office use because of their location at a major intersection at the entrance to the South Carolina Aquarium area are actually two of the most significant key sites in the entire Calhoun Street corridor similar but even more important than the sites at the Calhoun/ Meeting Street intersection now given over to auto-oriented commercial use Should the now proposed service station not proceed because of conflicts with FEMA regulations or other issues, the illustrated uses shown on the adjacent map represent the potential for assembly and use of this symbolically important site as a public institution or other public amenity possibly the idea for a new branch library discussed in the workshop or for a corner park at this important intersection The larger adjacent site to the west could also be developed as a library as well as for carefully planned private office use Each site's development should be sited to maintain the

Calhoun Street building line and designed to maintain the scale and bulk of other nearby structures

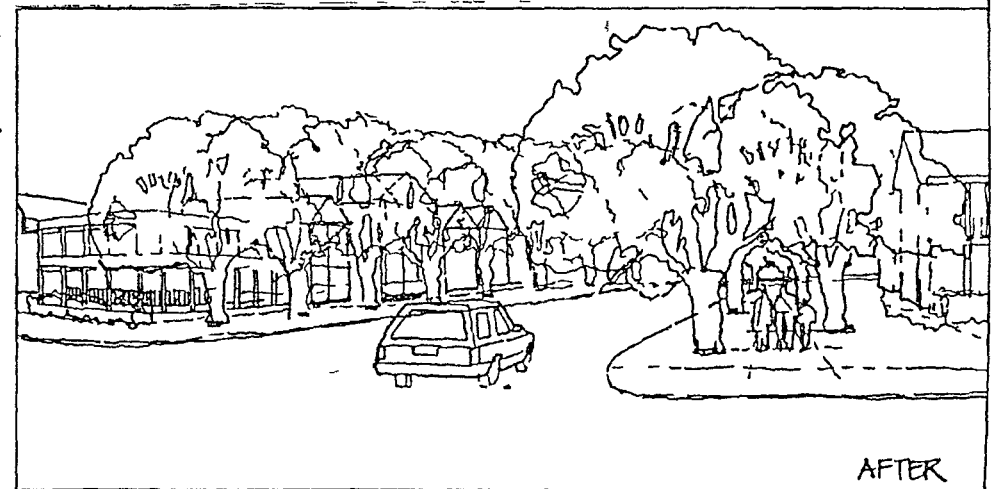
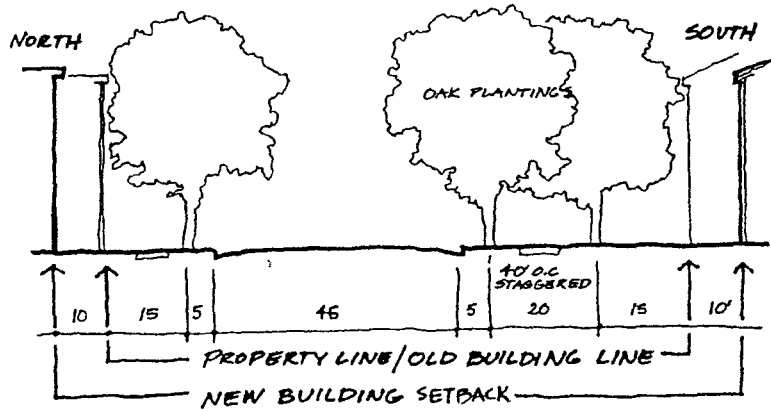
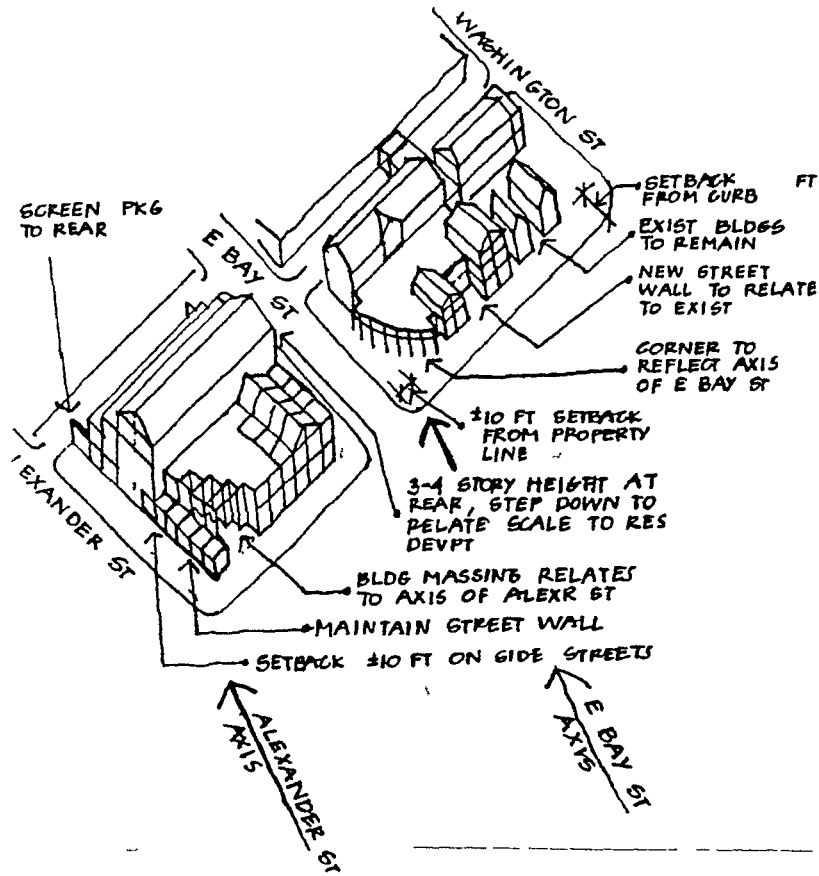
The proposed boulevard treatment of Calhoun 40' 0 of landscaped frontage on the south and 15' 0 on the north, extending from the Auditorium to the Aquarium site and connecting with the landscaped median leading through the parking lot will create an attractive public entry to an important new institution However this study has identified a number of unresolved planning and development issues for the area as a whole

- o the amount of on site parking provided and the potential need in order to avoid impact on the adjacent community of providing additional nearby parking
- o the future use of adjacent private sites the Ludens warehouse site to the north the electrical substation south of Charlotte Street even the long term use of South Carolina Port Authority property north of Charlotte as well as south of Laurens Street below Ansonborough Homes
- o finally the long term potential of publicly controlled sites the city owned Detyen's parcel east of Concord Street south of the high rise condominiums or even the playing field north of Calhoun Street adjacent to the Aquarium site As described earlier it was proposed that consideration be given to moving this field now used both by the adjacent Ansonborough Homes neighborhood and by other city athletic leagues to an equivalent site in an equally accessible location

The adjacent site plan proposes a potential solution to these concerns, given the varied interests and property control in the area of course such an approach could only be put in place as the result of a series of negotiations with involved



Alexander Street to the Cooper River  
The South Carolina Aquarium Activity Area



participants. This approach features a series of land acquisitions, swaps or joint agreements which could result in the following development scenario:

- o Relocation and rebuilding of the Calhoun Street playing fields as an attractive new public waterfront park situated on the southern edge of the city-owned 'Detyens Site' adjacent to the Mosquito Fleet dock. Equally accessible as the existing site to both neighborhood and city users, the park could feature active playing fields as well as pleasant waterfront picnic areas and possibly an improved outdoor market area for fresh seafood adjacent to the fleet pier. This would require the cooperation of the existing towing facility.
- o Negotiating another purchase or swap of land with the adjacent condominiums to allow widened public pedestrian access along Concord Street between the aquarium site and the property to the south (now rendered impossible by the lack of sidewalk right of way adjacent to the tall and forbidding wall shielding adjacent parking from the street) as well as the possibility of public access along the water's edge. One approach might be to trade an equivalent section of city-owned land paralleling the southern flank of the condominium project, allowing replacement of parking and additional riverfront access.
- o Using the remaining city-owned Detyens property for either public purposes or for residential use. If residential, the property could include mid-rise housing to the north, with lower scale units to the south adjacent to the proposed park. Another suggestion, made in an earlier city workshop by civic participants, should also be considered: development of the site as a 'festival theatre', a large performing arts complex containing both indoor and outdoor space, for use by a variety of civic institutions and

events, from a new home for the Symphony to waterfront sites for Spoleto and Moja Festival concerts and other year-round events.

- o Once the playing fields are moved, reuse of the site north of Calhoun in the short term for additional landscaped parking as needed for the South Carolina Aquarium/Tour Boat Complex. In the long term, development of this site could include, for instance, another potential location for a performing arts center (in some ways a better, more accessible site than the waterfront property), as well as the ability to expand, within careful design guidelines, the available restaurant activity. Such new concentrated activity could have the effect of both reinforcing the market potential for the aquarium while actually minimizing the impact on adjacent neighborhoods, reducing traffic impact, as facilities could share parking, given their complementary hours of operation, and reducing neighborhood intrusion, as visitors will tend to stay on site for longer within a defined tourist zone.

In summary, the Cooper River waterfront has great potential to serve as an attractive and functional terminus for the Calhoun Street corridor. Its potential, however, is limited by the existing site constraints. If not resolved, even existing planned development may have impacts requiring mitigation. However, the next section describes a scenario to resolve this situation: proactive involvement, possibly involving a partnership effort between city, civic/preservation, and private participants, which could provide the impetus for the potential described above.



## 5 HOW TO MAKE IT HAPPEN IMPLEMENTATION APPROACH

The definition of an agreed upon implementation approach for preservation and development in the Calhoun Street corridor is an important part of the corridor urban design plan. There are four key areas to this approach:

- o Implementation techniques: examining incrementally increasing levels of intervention and participation in the development process, from control oriented zoning standards and design criteria to pro-active development actions,
- o A development vehicle, identifying or establishing an organization or coalition which can take responsibility for realizing agreed-upon objectives and which can take an aggressive role in the implementation of selected projects
- o Preservation and development tasks, outlining those interrelated steps which must be undertaken to implement various proposals - from strategic planning to project construction,
- o Funding and resources: discussing potential techniques for project financing or possible sources of funding that may flow from different combinations of participants

### 5.1 IMPLEMENTATION TECHNIQUES

As described in the previous section, the Calhoun Street corridor represents a variety of opportunities for preservation and development. There are four different levels of actions

that can be used to ensure that such development fulfills the objectives of neighborhood stability and balanced city growth:

- o The first is the essentially neutral police power of zoning and development controls. These set a base line of criteria which, when applied by the Board of Architectural Review or the Planning Commission to various sites in the corridor, will result in certain basic public amenities: appropriate bulk and height reinforcement of street lines, general maintenance of neighborhood and historic character. These criteria can be established in the context of a special design guideline area. Such a provision can establish an area with specific boundaries and objectives within which not only special design criteria, earmarked for special corridor conditions, can be applied, but also where special implementational tools, such as conditional use permits under certain desired circumstances, can set the stage for fruitful public-private negotiations.

Even with such provisions, of course, these controls cannot by themselves guarantee good architecture or provide actual street amenities.

- o The second level therefore consists of those pre-development actions which can be taken by the public sector to improve overall neighborhood or urban quality. These actions may actually be seen as investments in the area's future-- improvements to street landscaping, utilities, or other public amenities which can also serve as an inducement to quality private development.

The street trees and right of way improvements suggested in previous chapters, for instance, especially when coordinated with such other infrastructure projects as the proposed drainage or utility reconstructions, can make a big difference in

the image and function of adjacent preservation or development sites increasing the value of these properties and therefore the potential for quality development

- o The third tier is then a positive private sector response to public actions. If public objectives are logically conceived, clearly articulated and reinforced by direct infrastructure improvements, then private developers and landowners can see that it is to their own self interest to respond with attractive and well-planned projects. It is not just that approvals are easier and conflicts averted, but also that the market itself will respond: good design sells.

Many of the specific uses suggested in the previous chapter, especially along East Calhoun Street, are interdependent with the provision of adjacent landscaping and improvements. It is difficult to imagine without the new image proposed for the public right-of-way of the corridor in this area that private developers will provide anything else but auto and tourism related construction.

- o The final level is joint public-private civic action. It is the most difficult to organize, but with respect to the opportunities (and constraints) identified in the Calhoun Street corridor, it may be the only way to realize many of the objectives described above. To resolve complex issues such as complementary land development around the new South Carolina Aquarium or integrated health facilities development in the Medical Complex, it will be necessary to involve a partnership effort.

### The Calhoun Corridor Partnership

One way to create the potential for such joint effort is to create a new vehicle to serve as a focus for partnership activity: the Calhoun Corridor Partnership. This would not be a new institution with offices and staff, but rather a formalized coalition of stakeholders in the future of Calhoun Street. The organization would be made up of public sector officials and staff (including State representation), private sector landowners, developers, and design professionals, civic leaders and preservation officials, and neighborhood representatives. It would be charged by the Mayor with coordinating the future of the Corridor, overseeing enforcement of zoning regulations, lobbying for proposed public improvements, negotiating quality private development, and providing the impetus for coordinated planning and development efforts in key areas of the corridor.

To take an active and aggressive role in the corridor's future, however, implies that this organization either itself or within its membership have the capability of acting in a development-oriented mode. For instance, there are key sites within the corridor which if controlled, either through option or purchase, could be developed with a use and design approach which meets the objectives outlined in this report. If this opportunity is lost (and the window of opportunity is very limited), these key sites may end up with inappropriate development that will remain for the indefinite future, compromising the positive impact of other development and lessening the value of the public and private investment which has made them possible.

The participation of civic or preservation groups as well as the public sector could be extremely valuable here, helping identify sites which mesh with their own capital improvement plans for renovation or new construction (for housing, cultural facilities, or other use), then helping acquire, market, or develop these properties for uses and

programs that correspond to agreed planning and development objectives

The identification of a non-profit vehicle that can act as well as coordinate is therefore an important task. The powers of existing civic or public groups who might participate in the Partnership could be called into play- such as the City's Local Development Corporation (LDC) or the Partnership might consider establishing a subsidiary development corporation- a 501c(3)-type organization which could hold land, accept public and private grants or revenues, or engage in for profit activities, using the returns for corridor development efforts

## 5.2 DEVELOPMENT TASKS

Regardless of how the Partnership is structured, a variety of interrelated tasks must be coordinated over the next five to seven years. These tasks may be grouped under four main subheadings

### o Strategic Planning/Administration

These are tasks that involve organization of further steps, feasibility analyses and decision making, or coordination of implementation participants, roles and schedules. They include City adoption of the land use plan and general corridor approach, formation of Partnership agreements and structure, negotiation of agreements between participants, and continuing, more detailed strategic planning and design.

### o Infrastructure improvements

As part of the process of making sites attractive for development or as part of negotiations for project implementation, various improvements should be carried out, ranging from open space or streetscape improvements to utility relocations.

### o Land Control

Control of potential development sites is an important potential step. If taken, it represents commitment to more active involvement, a basic precondition to project implementation. Some of the sites that might be considered are under City control, some under State or private control, but all require agreement in order to make them available as part of the development approach.

### o Project Implementation

The actual construction of public, private, or joint projects can take place on a phased basis as sites are available, participants ready, or other preconditions met. The coordination of these implementation activities, minimizing negative impacts but ensuring continuing momentum, is an important component of this task.

## 5.3 FUNDING AND RESOURCES

Although a variety of capital improvements are called for, a variety of sources are already available for their implementation. What is needed is the coordination of these existing and potential projects from the perspective of Calhoun Street.

These potential sources include

### o Existing city budgets for infrastructure improvements such as the drainage program, the priority project for which is at the eastern end of Calhoun Street

### o Expansion of other parks budget lines to cover sidewalk and streetscape improvements to Calhoun

as part of the program of improvements to other peninsula arterials such as Meeting Broad, and King

- o Coordination with streetscape proposals to link the new Visitor Reception and Transportation Center into the lower peninsula business district/ historic area. Similarly leverage of Federal or State funds allocated for the Marine Science Museum/ Fort Sumter Tour Boat facility
- o SCE&G budgets for above to below ground utility relocation which can also entail landscape improvements in conjunction with construction, based on the city's new landscaping and tree ordinance
- o Coordination of the use of this ordinance for all required improvements within the Corridor arising from other public or private projects
- o Linkage with civic sector preservation projects such as the Historic Charleston Foundation's continuing acquisition/ renovation program in Mazyck Wraggborough or the Preservation Society's continuing neighborhood assistance efforts. Their assistance could also help control the future of vacant or underutilized sites key to general neighborhood or corridor preservation
- o Examination of potential linkage with other incipient civic or public projects such as the idea for a performing arts center as a potential use for the city owned site east of Concord Street
- o Coordination of use of City, County, State and private funds for hospital expansion in the Health Complex

- o Coordination of funds available for landscaping of the James Island Bridge and associated approach
- o Creation of a corridor wide 'special improvement district' which could raise money for specific projects
- o Finally, consideration given to earmarking (either formally or conceptually) a portion of the anticipated City revenue from the new South Carolina Aquarium to some of the needed improvements and impact mitigations in that area, or possibly to help facilitate development of new public facilities

The operative words are coordination and "leverage". The Corridor has a variety of planned or proposed projects, sponsored by a variety of public, private, and civic participants. The purpose of a plan is to show how the whole may be more than the sum of the parts—that by getting a contingent commitment from party A based on a similar commitment from party B, a negotiated partnership can emerge, in which investments by all parties can be seen to contribute to larger long-term returns than otherwise possible. It would seem that in the Calhoun Street Corridor, such a process can easily be set in motion if the right participants are assembled and engaged.

## 6 0 NEXT STEPS AND PRIORITY ACTIONS SETTING THE PLAN IN MOTION

Over the next six to twelve months there are a series of immediate items which should be undertaken in order to accelerate the basic momentum now established

### 6 1 ENGAGE POTENTIAL PARTICIPANTS

More detailed project definition, in conjunction with potential participants, is an important and immediate next step. Achieving commitments to proceed from public and civic sector partners can establish agreed upon approaches for more detailed planning and design. At the same time communicating the plan's goals and objectives to a broader public can broaden the base of support required both for public sector approvals and for investments in the corridor area.

#### o Commitment by current participants

In order to establish the process firmly on the agenda of the various necessary participants affirmative adoption of the objectives and approach is required. Commitment by the public sector is necessary the mayor as the key actor, and with his support, adoption by the City Planning and Zoning Commission and City Council, with review as necessary by the Board of Architectural Review or the Board of Adjustment. Formal resolutions of support by participating civic actors is equally important the boards of the Historic Charleston Foundation and Preservation Society.

What is being approved is the conceptual land use plan as an updated part of the City's comprehensive plan the approach to landscape and design guidelines (understanding that final guidelines, along with zoning revision proposals, will be the subject of

a separate and later action) and the underlying implementation strategy committing various participants to engage in next stage conversations to lead to more a formal agenda for action.

#### o Broadening the base of participants

At the same time presentations to those who were involved or who should become involved in the project can help engage them in the ongoing planning process the College of Charleston the various medical institutions, including the Medical University, the County St Francis Roper and the Veterans Administration, neighborhood groups, the Port Authority, local cultural institutions including Spoleto and the Symphony.

## 6 2 FOCUS ON PRIORITY PROJECTS

There are three major priority areas in which next stage planning activity should focus. These each represent issues in which a proactive partnership effort should be undertaken and they correspond to each of the three project areas west, central, and east.

### 1) Medical Complex

A major objective of the corridor development strategy is to lay the groundwork for more coordinated planning of what has been relatively uncoordinated development between five major hospitals (including County State and Federal government sponsored institutions) the State Highway Department, the City, various private landowners and tenants, and two abutting neighborhoods. It would seem that even contemplating a process that would include such a list of participants would be so daunting as to be foolish on the other hand it must be done.

The potential is a means to achieve the civic vision of an attractive new city entry together with a process for establishing clear parking transit and access guidelines for future development the alternative is increasingly insoluble traffic and auto/ pedestrian conflicts and continuing problems with uncoordinated growth

2) College of Charleston area

The short-term opportunity for a new focus for the campus and the long term need for coordinating development between the city, College (and associated State agencies) and abutting neighborhoods may be less urgent than the Medical Complex issues but it is equally important

The creation of a process by which tradeoffs of resources can be negotiated between major actors could be very beneficial to all concerned the College could more easily chart a course for its future, based on resolution of some of its pressing housing or other problems the City could resolve traffic and urban design issues in the area, neighborhoods and nearby landowners could define mitigations for existing or unavoidable impacts

3) The South Carolina Aquarium Area

The area adjacent to the new public aquarium/ tour boat complex is an opportunity area which must be comprehensively examined as soon as possible As described in the previous section there is immense potential in this area, but only if a strategy can be defined for negotiating land swaps and tradeoffs of resources

Stakeholders in this area include the City and State

(South Carolina Aquarium) the Federal government (National Park Service/ Fort Sumter Tour Boat) adjacent neighborhoods various other City agencies (parks public works etc ) the Port Authority, other adjacent public and private landowners and potential new users such as the Symphony or other Performing Arts Center advocates The opportunity here is coordinated growth that increases the value of each property otherwise isolated and disconnected property development will simply make the best of a difficult set of constraints

Additional thanks for participation in project workshops and meetings

Susan Kidd National Trust for Historic Preservation  
 Karen King Charleston Trident Chamber of Commerce  
 Jerry Sifford Ansonborough Society  
 Margaret Donaldson Mazyck Wraggborough Neighborhood Association  
 Bernie Mazyck Charleston Trident Chamber of Commerce  
 Howard Blackburn Atlantic Brokerage Company  
 Nickolas Theos Bishop England High School  
 Jean Murray Buist Academy  
 Bob Thames Charleston County School District  
 G A Moluf Moluf Supply  
 Charles Long Service Merchandise  
 Lee Batchelder City of Charleston  
 Yvonne Evans Planning and Zoning Commission  
 Frances R Edmunds Board of Architectural Review  
 Patti McGee Tourism Commission  
 Peter McGee Historic Charleston Foundation  
 Susan Legare Planning and Zoning Commission  
 Gloria Finley Ansonborough Residents Association  
 Vivian Hawer Ansonborough Residents Association  
 Rose Mary Watson Ansonborough Residents Association  
 Christina Mims Ansonborough Residents Association  
 J P Zervos property owner  
 Emory D Haselden Charleston County School District  
 Charles Wyrick Board of Architectural Review  
 Bill Williams Goodie House  
 Abe Schwartz Exxon  
 Theresa Price Board of Adjustment  
 Norman Hanf Norm's Pizza  
 Christina Simon Service Merchandise  
 Frank Hagood property owner  
 Lynn Griffin property owner  
 Ruth Keever property owner  
 Thomas Evans First Coastal

*The consultant agrees that he will comply with the Title VI of the Civil Rights Act of 1964 (P.L. 88 352) and all requirement imposed by or pursuant to the Department of the Interior Regulations (43 CFR 17) issued by or pursuant to that title to the end that in accordance with Title VI of the Act and the Regulation no person in the United States shall on the ground of race color or national origin be excluded from participation in be denied the benefits of or be otherwise subjected to discrimination under any program or activity for which financial assistance has been granted from the Department of the Interior National Park Service and that he will immediately take any measures to effectuate this agreement*

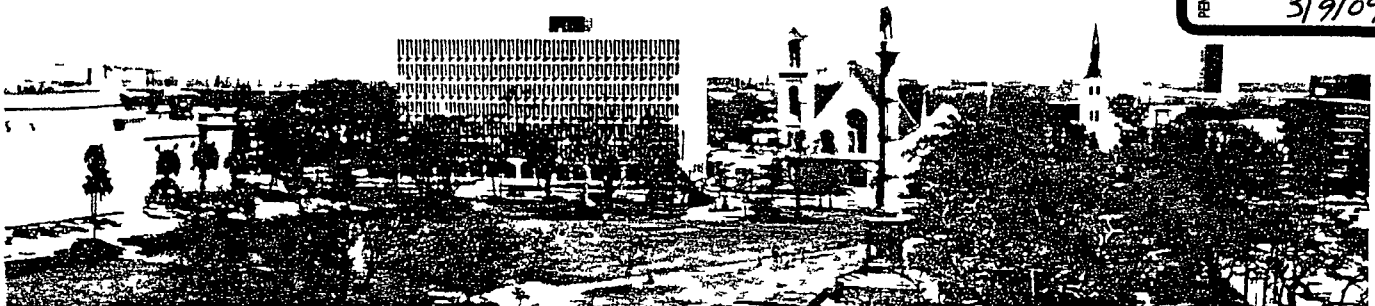
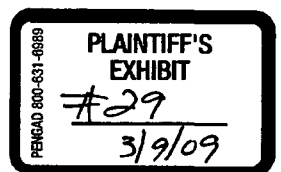
*In addition to the above the consultant agrees to comply with the Age Discrimination Act of 1975, 42 U S C 6101 Et. Seq. which prohibits discrimination in hiring on the basis of age*

# *Uptown District*

**Urban Design Study**  
*Charleston, South Carolina*

*prepared by*  
**HLW/Planning Partnership**

*to the*  
**Zoning Division**  
**Department of Planning and Urban Development**  
**City of Charleston South Carolina**



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*June 1982*

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**City of Charleston South Carolina**

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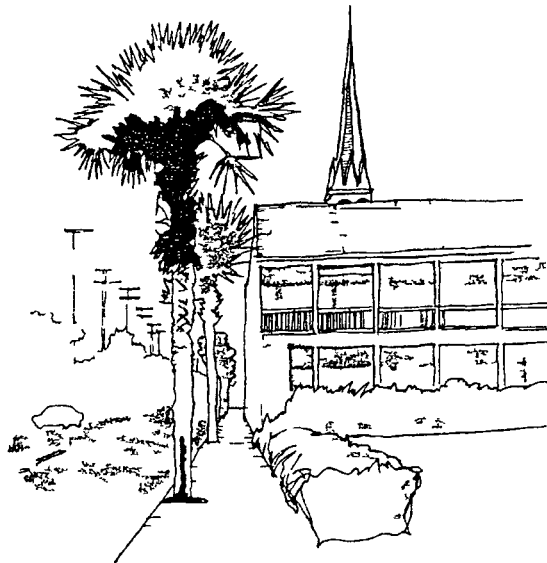
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## 1 *Introduction*

---



## *Introduction*

Charleston's Uptown District, the subject of this urban design study and plan, is the main entry corridor to the City's Central Business District and historic Lower Peninsula

The central purpose of the urban design plan is to establish an appropriate image and design character for this strategic entry corridor. Meeting Street lacks the coherent, positive image befitting its role as principal entry street. It is important that this condition be changed. The scale and character of King and St. Philip Streets are more representative of old Charleston, and the plan is designed to ensure that this character will be preserved in the face of growing development pressure.

The plan is proposed to be implemented in large part by development guidelines to be incorporated in the zoning ordinance. In addition, since many of the recommendations concern improvements in public rights-of-way and open spaces, the detailed design and construction of these improvements

would be a direct City responsibility

The Uptown District is generally a mixed use area bounded on its east and west sides by residential neighborhoods (Figure 1.1). The plan is concerned among other things with the protection of these adjacent residential areas from land use and traffic impacts. Residential uses are also well represented within the District itself along St Philip Street. A great variety of conditions are found within the Uptown District and along its boundaries, and these conditions are broadly representative of conditions elsewhere in the lower Peninsula -- its residential and commercial streets, its developed open spaces and its Central Business District. It is therefore anticipated that many facets of the Uptown District Plan will have application elsewhere in the Peninsula.

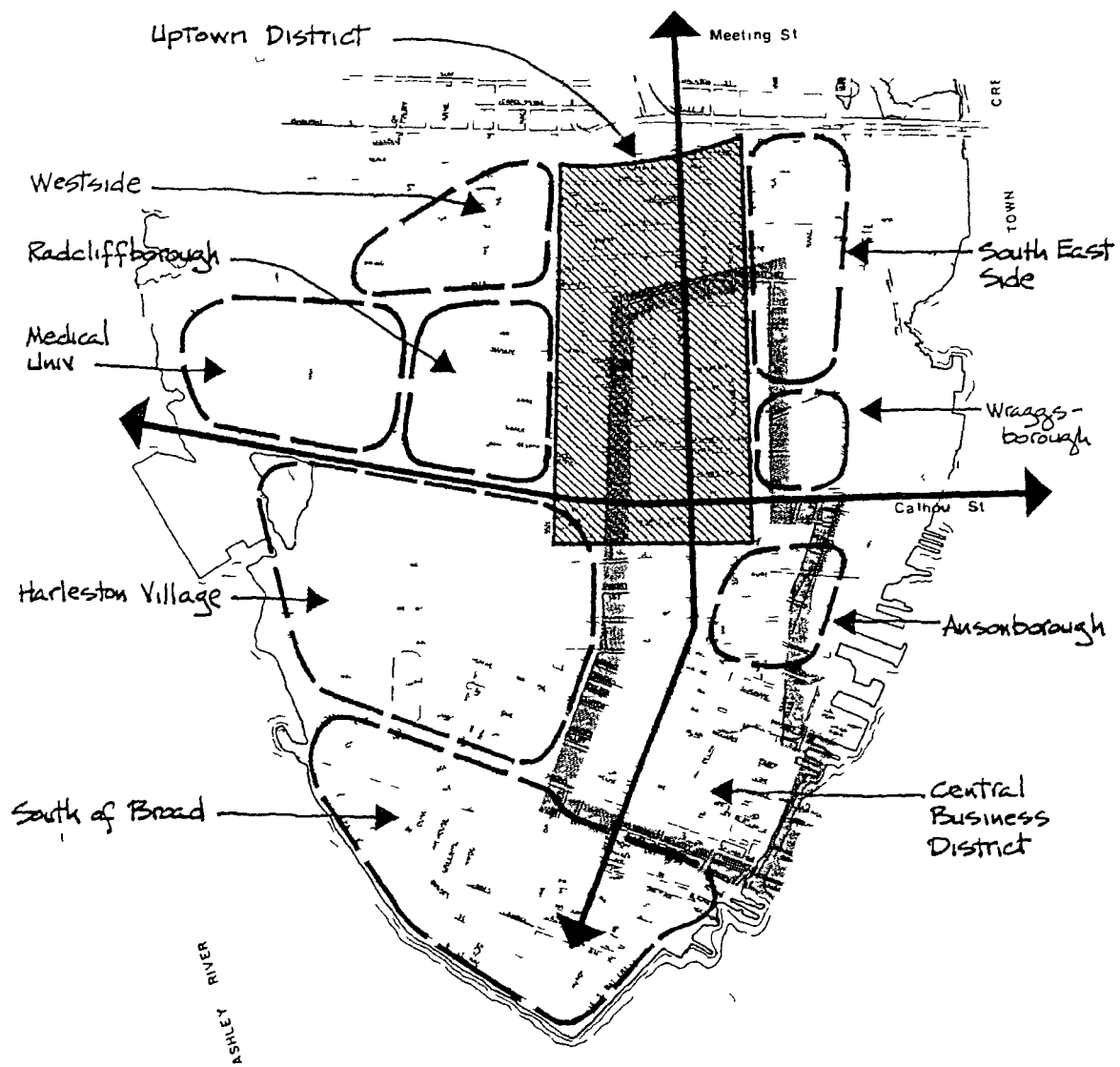
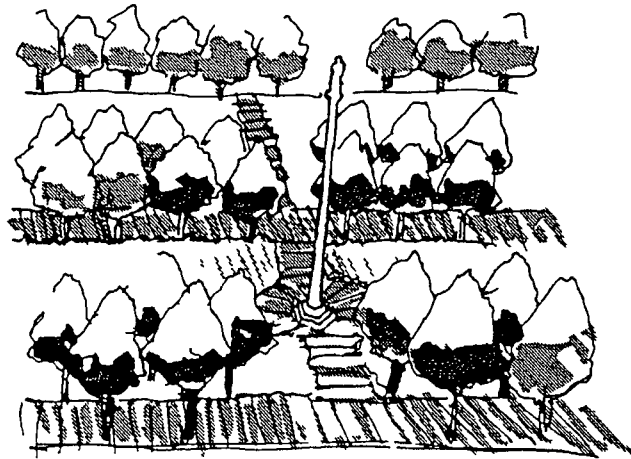


**Fig 11 Context Plan**

## 2 Summary and Recommendations



**Planning and Design  
Framework**

## *Summary and Recommendations*

The design role of the Uptown District should be to provide an appropriate introduction to the Central Business District, the Old and Historic District and the harbor

A large part of the Uptown Area is presently vacant or sparsely developed. However, the land use pressures of institutional expansion from the south and west along with pressures to satisfy a strong housing demand will be affecting this area in the coming years, first at its southern end, then on its western edge and ultimately in the northeast portion (Figure 2.1)

In line with the goal of creating a core for the Central Business District, this report recommends that early growth and intense uses be encouraged to concentrate around Marion Square. Taller buildings surrounding Marion Square will help to create an urban park and focus for this section of the City. Development along streets leading to Marion Square will be carefully planned to link uptown and downtown.

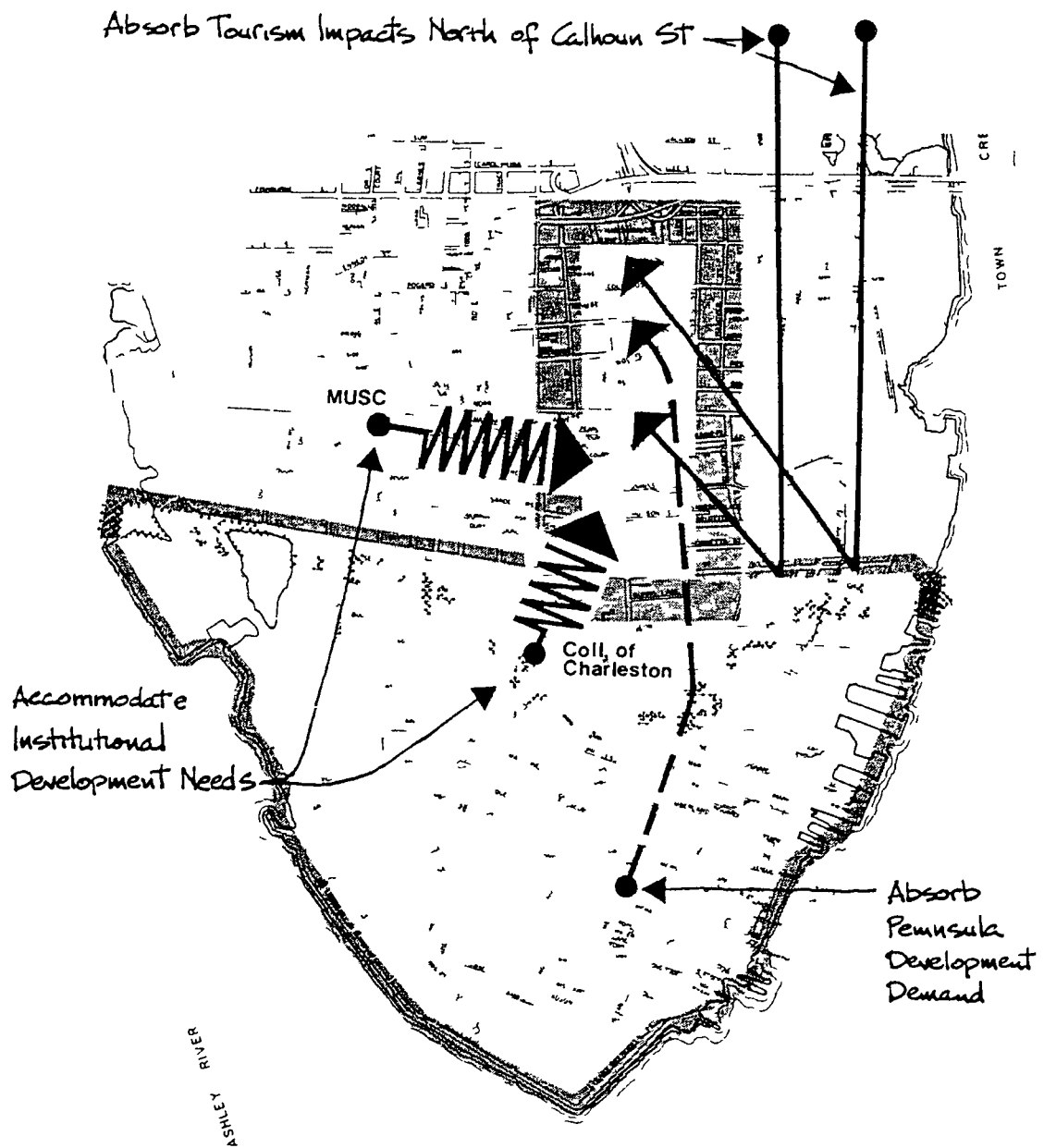


**Fig 21 Peninsula Land Use Pressures**

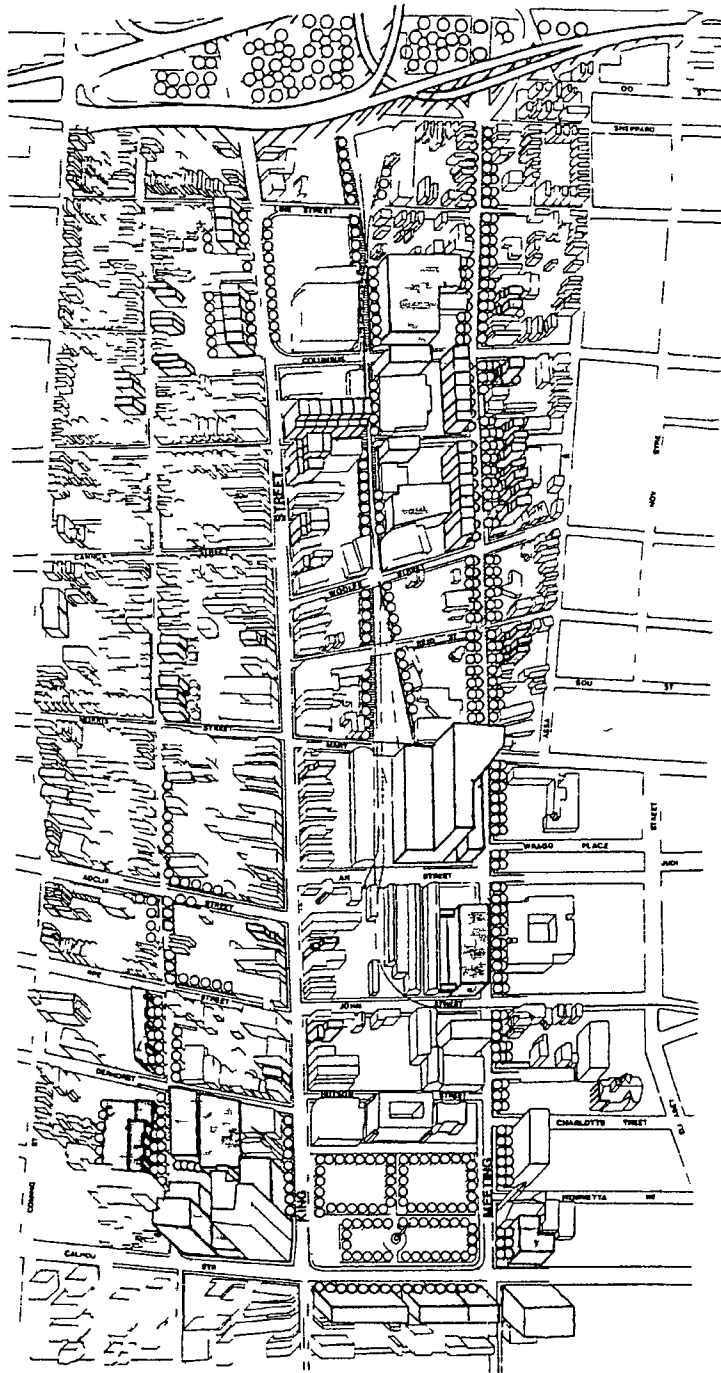


**Fig 2 2 Uptown District with Selected Development**

The Uptown District's principal streets give it a north-south linear structure. Essentially, the overall design concept is to reinforce street design characteristics which are strong -- King Street as a hard edged commercial corridor, St Philip as a soft edged primarily residential street -- and to provide new definition where character is weak or lacking as on upper Meeting Street (Figure 2.3). In specific locations, special design roles are to be emphasized, such as the role of Meeting Street between Calhoun and Mary as a portal to the downtown area and the role of Marion Square as a focus and junction between the uptown and downtown areas.

As stated earlier, the plan is proposed to be implemented in large part by development guidelines to be incorporated in the zoning ordinance. Some elements of the plan consist of improvements in public rights-of-way or open spaces, which can best be implemented by City action. The recommendations of the plan are summarized in the following discussion.

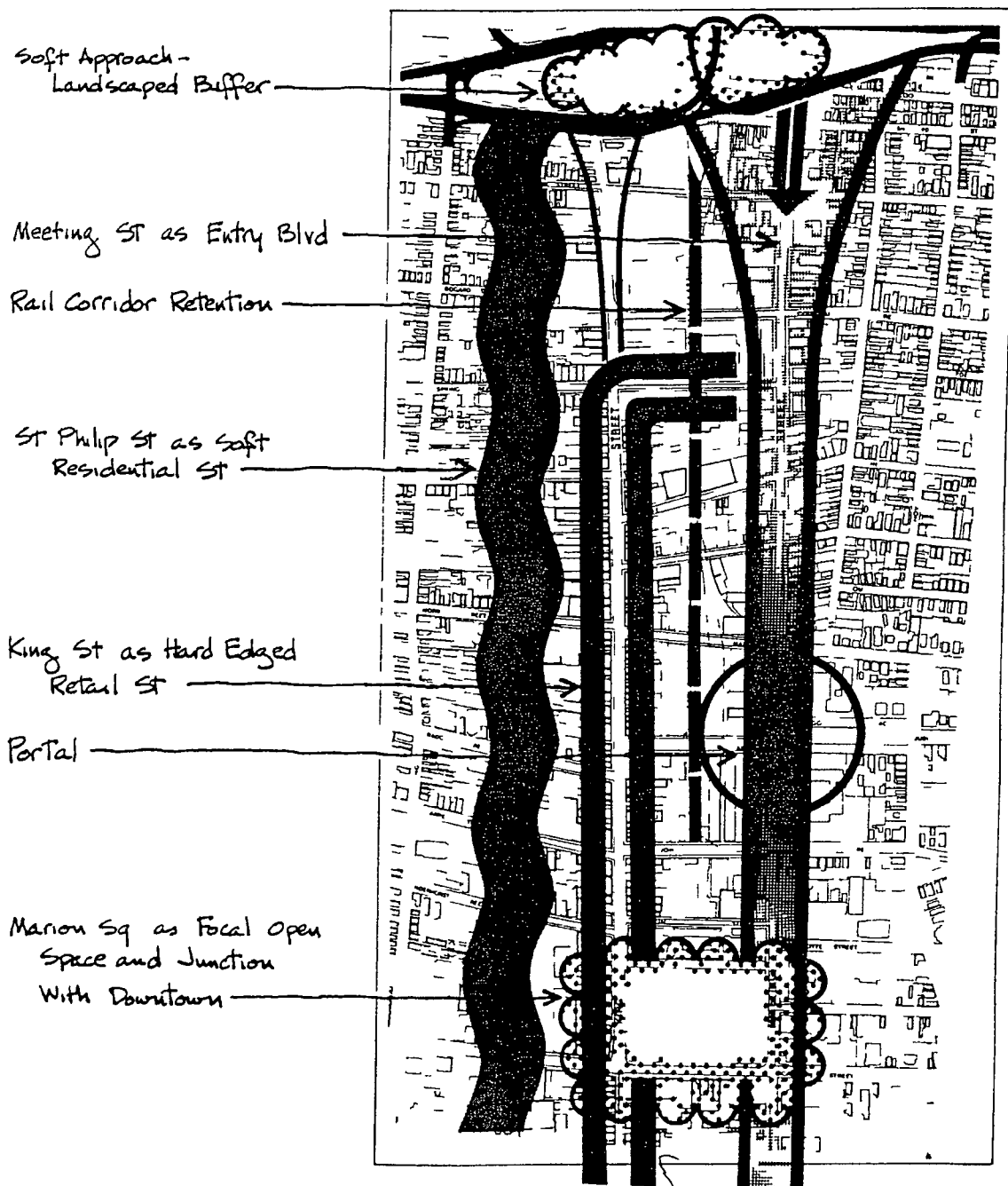


**Fig 2 3 Uptown Design Concept**

## Street Character

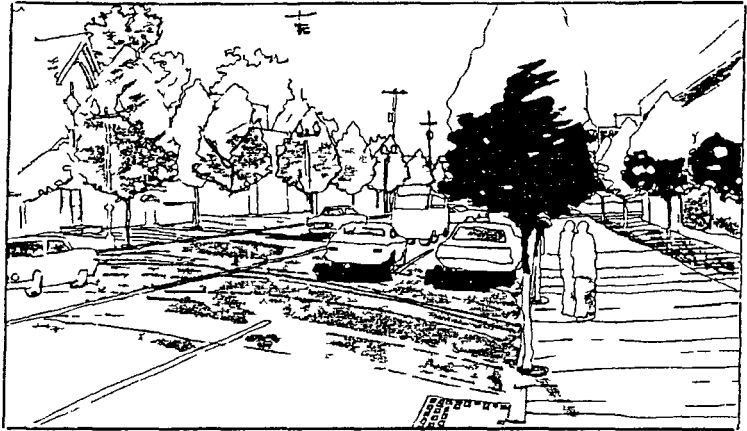
### King Street



*Proposed King Street Infill Housing*

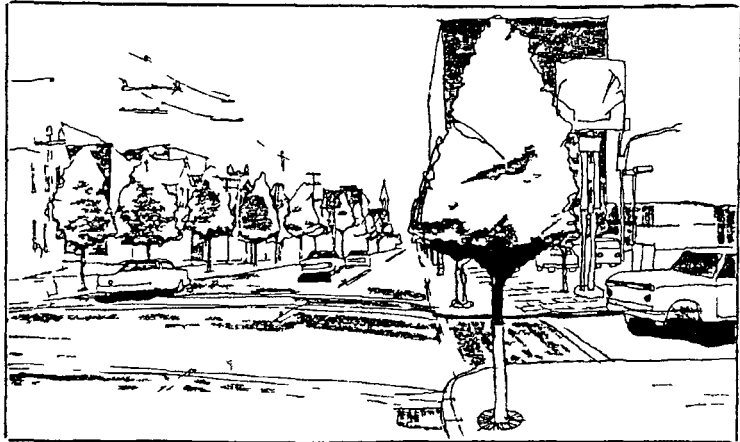
The continuous street walls along King Street will be maintained by a requirement that all development be built to the street line. Minimum height at the street line would be two stories or 30 feet and the maximum three stories or 55 feet. An additional two stories would be permitted if set back 12 or more feet, the purpose being to encourage upper floor residential uses. The same development guidelines would be continued along Spring Street east of King to provide a link with the retail uses on Meeting Street.

## Meeting Street



*Proposed Upper Meeting Street*

The design for the upper part of Meeting Street calls for a boulevard treatment, with 15 foot landscaped setbacks on both sides of the street. A double row of trees should be provided, one at curbside and the other in the setback. The intent is to establish as the major entry characteristic a uniform, continuous streetscape which will soften and screen adjacent development.

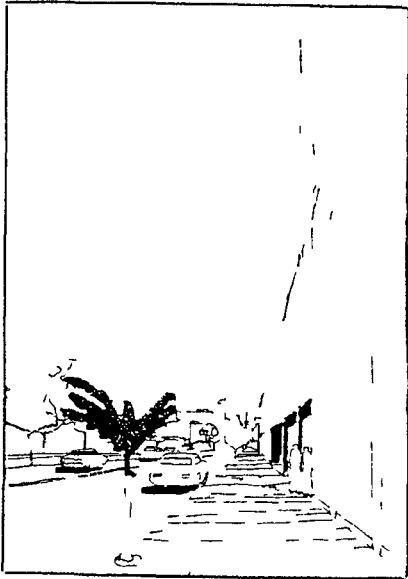


*Proposed Mid Meeting Street*

Beyond the 15 foot setback, street walls would be a maximum of four stories or 50 feet and a minimum of two stories or 30 feet. Special provisions would apply to residential infill development to assure consistency with the character of Peninsula residential development.

Low walls, planting, or a combination thereof would be required to screen parking areas from the street.

#### Meeting Street Portal Area

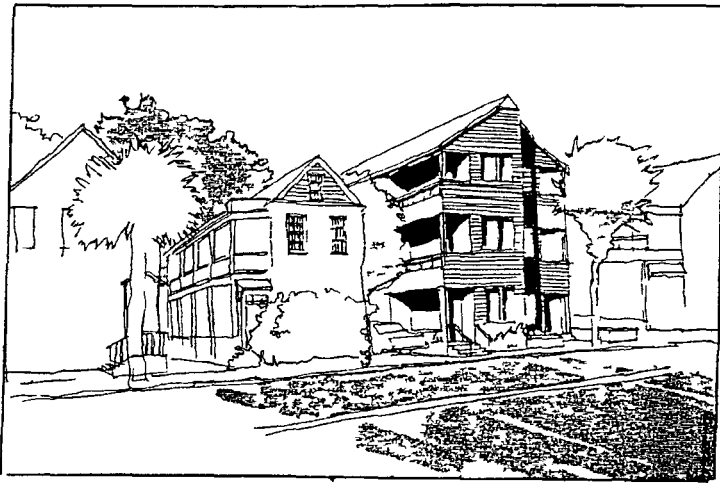


*Meeting Street Portal*

Along the west side of Meeting Street south of Mary Street, developments would be required to be built to the street line focussing down to a hard edged street vista at the portal to the Central Business District. With appropriate setbacks of upper floors, buildings would be permitted to go 12 stories (140 feet) in height. Parking exposed to Meeting Street would be prohibited with the exception of a limited amount at the Visitor's Reception Center site. Guidelines are proposed for specific sites.

On the east side of Meeting Street south of Charlotte Street, development would be subject to the guidelines for buildings around Marion Square.

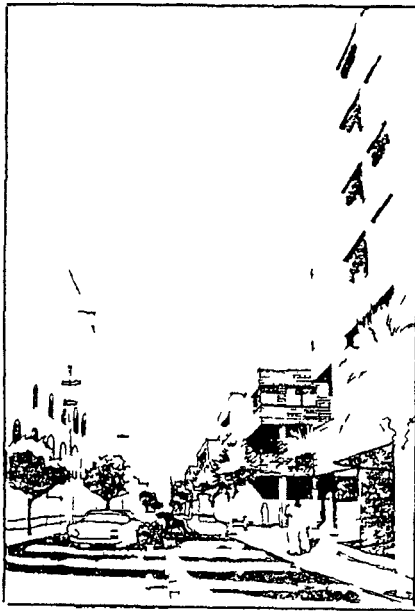
## St Philip Street



*Proposed St Philip Street Infill Housing*

St Philip Street's loose but contained residential development pattern would be maintained throughout most of its length by infill development, variable front yards and street landscaping. Specially targeted guidelines will control development on the more intensively developed non-residential sites at the street's southern end.

The variable front yards for residential infill development would be limited to a maximum depth of ten feet. To reflect the prevailing facade rhythm, segmentation would be required at least every 35 feet by variations in setback. Curb cuts are restricted to one per 60 feet of frontage. The planting of palmetto trees at curbside would be required where they do not already exist. Parking lots such as those serving King Street stores would be required to be screened from



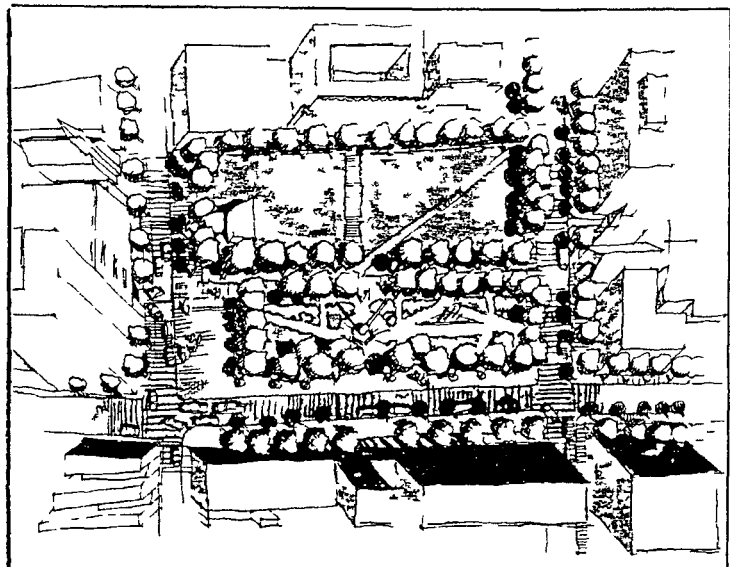
*Lower St Philip Street*

the street by a wall and a row of trees

For the southern end of St Philip Street, the guidelines provide for a transition of building heights from four stories maximum at Vanderhorst to as much as 9 stories at Calhoun Street. The location of parking facilities and curb cuts is regulated, and a major part of development on each site must be devoted to institutional, office or commercial use. St Philip Street's facade rhythm would be reflected in development at the south end the same as for the residential frontage to the north. As on Meeting Street, guidelines are proposed for specific sites at the south end of the street.

### **Major Open Spaces**

#### **Marion Square**



*Proposed Marion Square Redevelopment*

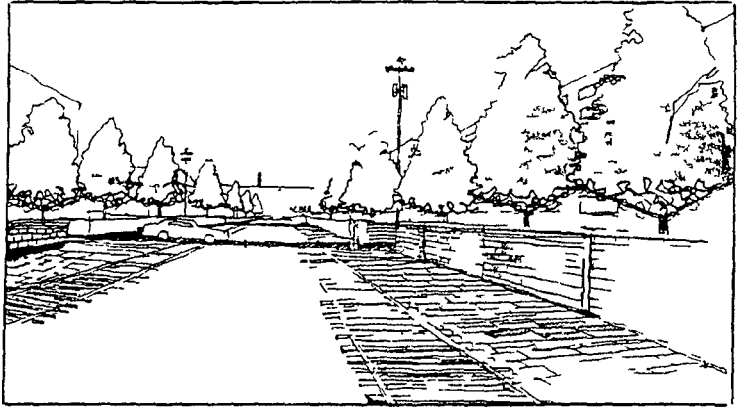
As a developed open space, Marion Square should become a major urban focus and junction between the uptown and downtown portions of the Lower Peninsula

To achieve these objectives it is proposed to extend the Park "mat" by employing distinctive and sympathetic paving patterns throughout the square, the bounding streets and the opposite sidewalks

The Square should be contained by building walls of suitable height on the south side of Calhoun Street, the east side of Meeting and the west side of King. It is proposed to establish a maximum of six and a minimum of four stories for these building walls and to require them to be located at the street line, except for the east side of Meeting Street, where a 15 foot setback would be required

Design recommendations for the Square itself include an east-west esplanade on axis with the Citadel Square Baptist Church, a formal setting for the John C. Calhoun monument, an area for performing arts on the King Street side, an urban plaza at the southwest corner and a softening of the edges of the Square by looser, more widely spaced, and more visually permeable tree planting

## The Rail Corridor



*Proposed Rail Corridor Definition*

The Rail Corridor, which extends from north of U S 17 to John Street, is a unique spatial reserve and asset. The Corridor should be defined by flanking development or landscaping and low walls. A 20 foot clearance is proposed between tracks and adjacent development, and ground surface in the clearance area should be treated with uniform paving materials.

## U S 17 Buffer

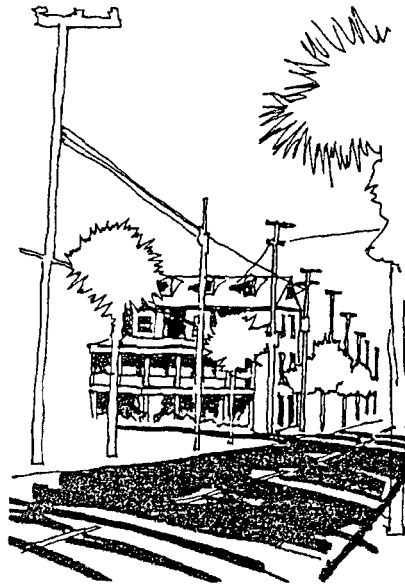


*U S 17 Buffer*

The interchange between U S 17 and I-26 should serve as a buffer and signal the entry to the Lower Peninsula. A stand of large trees should be established in the well formed by the weave of approach and exit ramps, so as to be not only visible but impressive as seen from the elevated highway.

### 3 *Land Use Assumptions*

---



## *Land Use Assumptions*

### **Existing Land Use Pattern**

The Uptown District is a mixed use district flanked on both sides by residential neighborhoods (Figures 3.1 and 3.2). Almost all the development fronts on the three north-south streets, Meeting, King and St. Philip Streets.

The District's mixed land use characteristics derive from its strategic position as an entry corridor on high ground. In early days, King and Meeting Streets provided a continuous route on high ground through the Neck and down to the Lower Peninsula. As a principal entry street, King Street attracted early commercial development. The rail spur line was also attracted to the corridor of high ground. Centrally located between King and Meeting Streets, the rail line was instrumental in the development of industrial and distribution related uses along the west side of Meeting Street, while the east side remained primarily residential. The rail line also supported the intensive commercial development on King Street. St. Philip is primarily a residential street, marking the eastern edge of

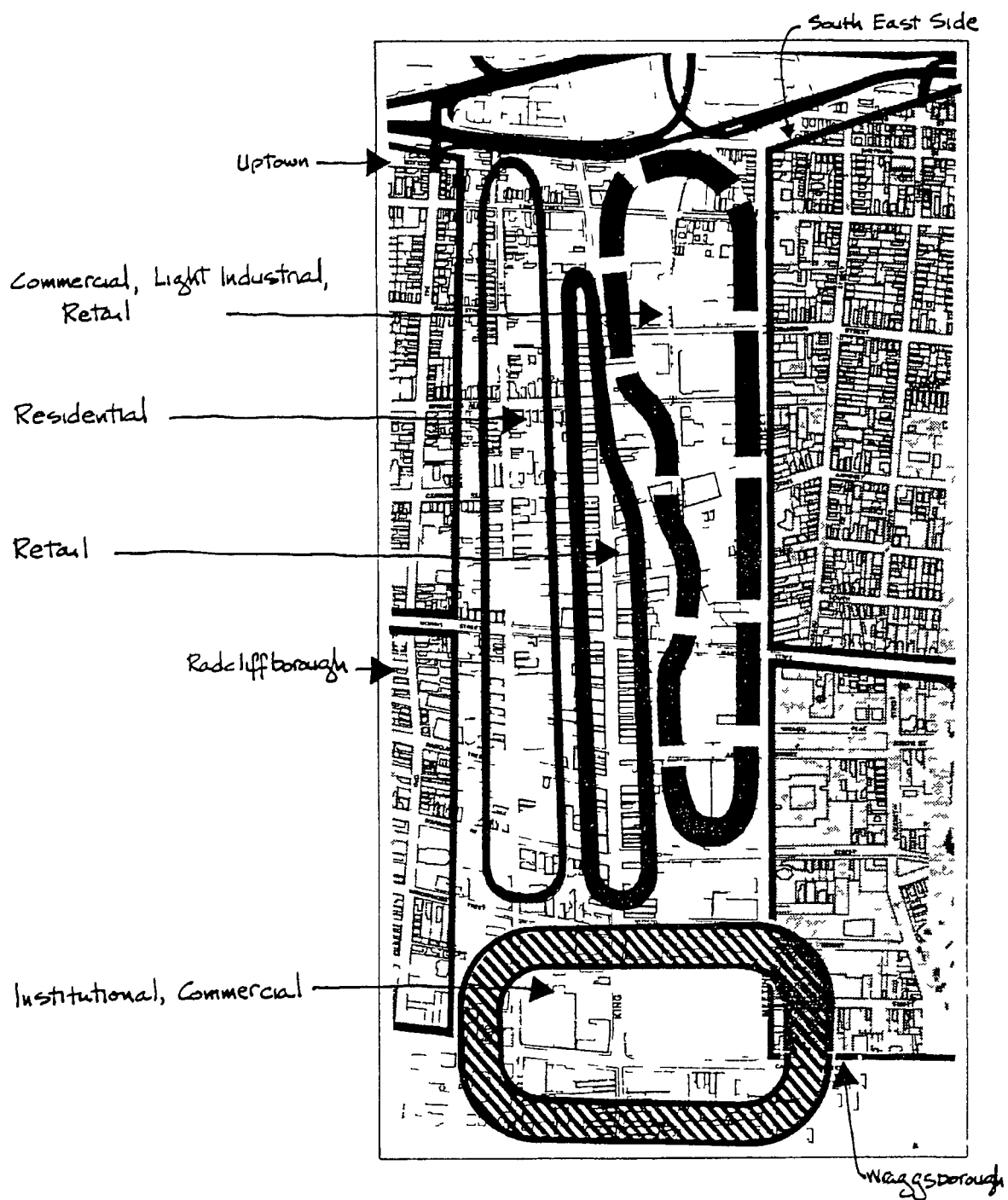


Fig 31 Existing Land Use

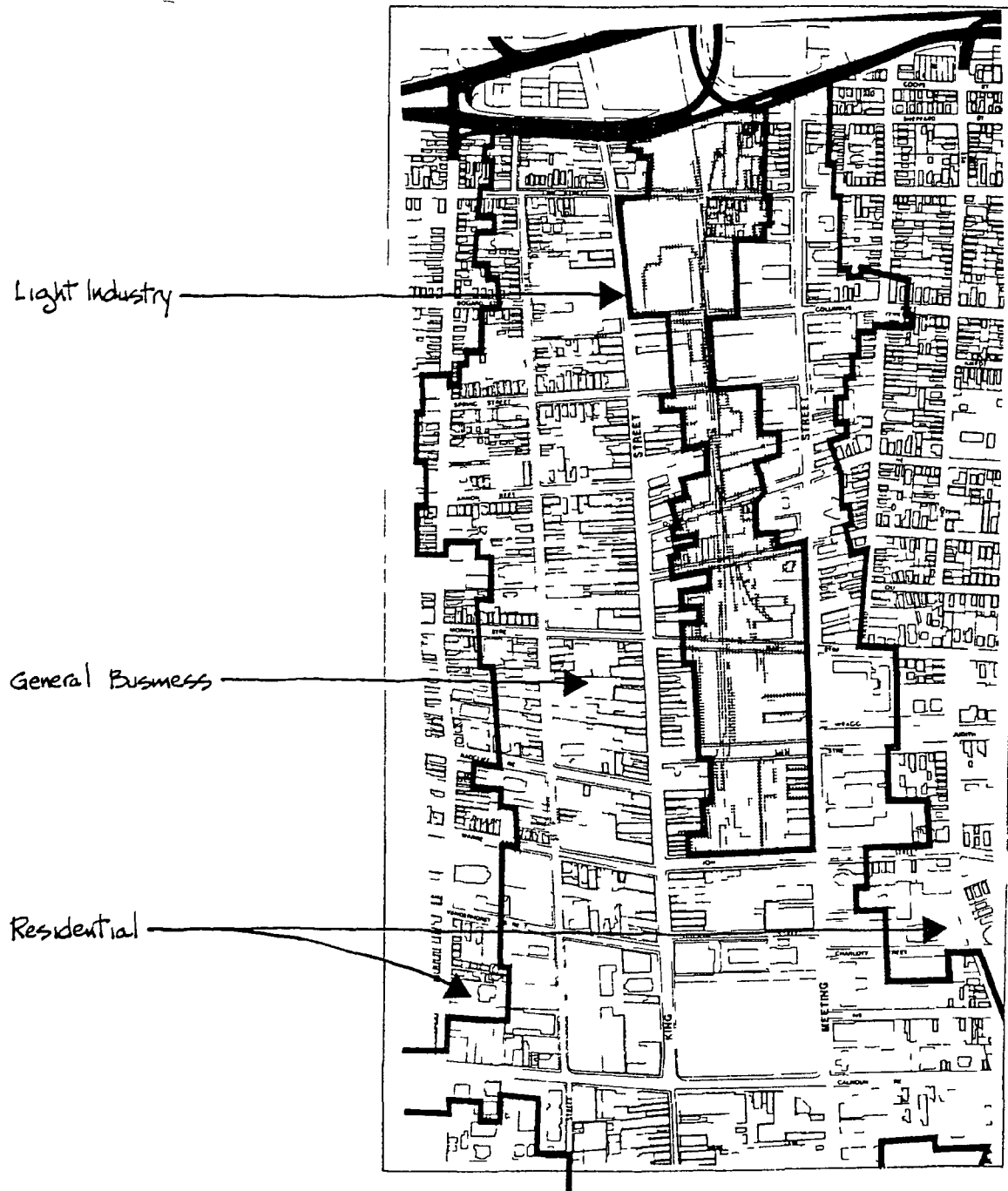


**Fig 3 2 Existing Zoning**

Radcliffeborough, but also providing access to parking for some of the stores fronting on King Street

The land use characteristics of Meeting, King and St Philip Streets are thus extremely different. Activity and development along all three of the streets intensifies near Calhoun Street and Marion Square at the south end of the District and the approach to Downtown. The Federal Office Building on Meeting Street, the Francis Marion Hotel on King, and the Sears store on St Philip exemplify this intensification. Marion Square is an historic and pivotal focal point: an early fortification line, home of the Citadel and parade ground, and now a major urban open space.

#### **Development Assumptions**

Approximately 35 percent of the City's population lives on the Lower Peninsula (south of Route 17). The Central Business District and the Medical Complex provide major employment, shopping and business opportunities for this population. There are also many primary economic attractions located to the north and west of the Peninsula, notably the Navy Yard, the Neck Industrial Area and several major outlying shopping centers (Figure 3-3). Substantial numbers of Peninsula residents leave the Downtown Area and adjacent inlying neighborhoods to work and shop in the outskirts. Many of these trips are through the Uptown District, which presents both development problems and opportunities.

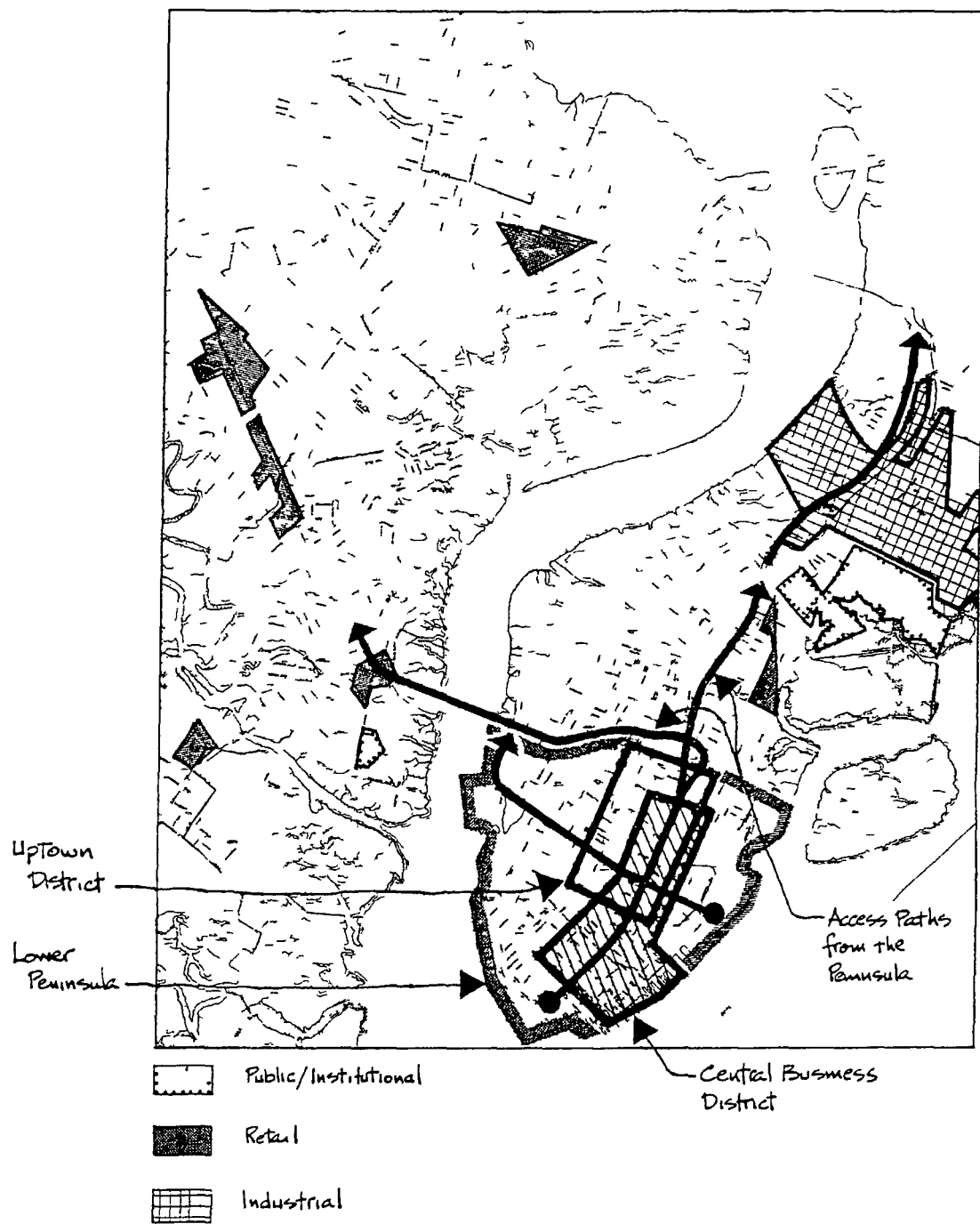


**Fig 3 3 Citywide Activity Generators**

The reverse flow is more notable in the case of shopping trips than journey to work. By far the heavier volume of peak hour traffic is into the Central Business District in the morning and out of it in the evening. But the major shopping centers in North Charleston and west of the Ashley River provide shopping opportunities that cannot easily be matched in the Lower Peninsula, where the trading area is limited on three sides by water. A full fledged community or regional shopping center in the Uptown District could not be supported by the Peninsula population. However, some expansion of retail and service uses in the Lower Peninsula can be expected to result from growth of the area's working population and business visitors, a modest housing growth, and tourism. Meanwhile, the inhibiting effects of high gasoline prices on suburban shopping trips may be expected to check or limit the exodus of retail activity to suburban malls. In the Uptown area, the growth of business activity should fill vacant King Street stores and in addition absorb some vacant or under-utilized land.

Other land use pressures will be caused by development needs within the Peninsula itself (Figure 3.4). The Uptown constitutes a major reserve of developable land which will undoubtedly be tapped to meet such pressures.

- Institutional expansion

The Medical Complex and the College of Charleston

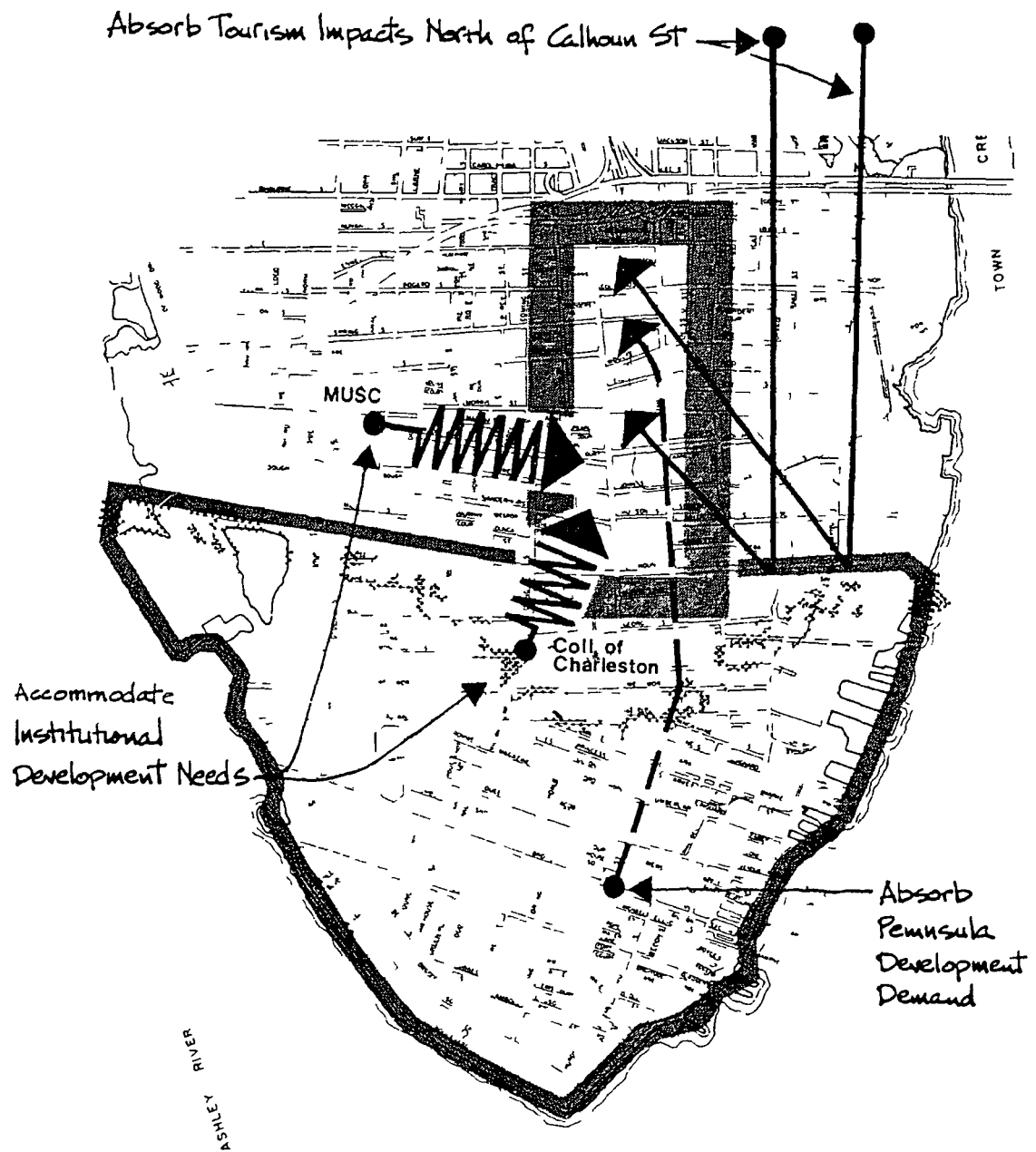


Fig 3 4 Peninsula Land Use Pressures

have growth requirements which to some extent should be met in the Uptown Area to take pressure off existing residential areas. The specific needs to be satisfied in the Uptown Area would be for housing, dormitories, classroom facilities and parking. The College of Charleston should be encouraged to leap northward across Calhoun Street rather than spreading eastward toward Ansonborough or south and west into Harleston Village.

- Tourism impacts

It is the policy of the City to absorb major tourist impacts related to traffic, parking, visitor orientation and hotel accommodations north of Calhoun Street to mitigate their impact on the delicate physical fabric downtown.

- General Peninsula Needs

There is a strong demand for additional housing in the Peninsula aside from that related to expansion of the institutions. Multi-family housing is in particularly short supply. In addition some neighborhood and community retail and service uses are undersupplied. For example, there is not a single functioning movie house on the Peninsula. Some of the retail shopping needs have recently been met by the Piggly Wiggly and Family Dollar stores on upper Meeting Street.

## **Projected Land Use**

The developing land use pattern in the Uptown Area

should strengthen and reinforce the uses that currently exist (Figure 3 5)

- Retail development along King Street with upper floor office and residential uses
- Residential development along St Philip Street
- Commercial, institutional and tourist related uses near the District's south end and extending north along Meeting Street

The existing land use pattern at the upper end of King Street and especially along both sides of upper Meeting Street is a loose admixture of commercial, industrial, retail and residential uses. Much of the area is under-utilized. The projected land use for this area cannot be determined with confidence until market potentials are clarified.

#### Anticipated Development Timetables

The general order in which different parts of the Uptown District may be expected to develop is indicated partly by the location of imminent projects and partly by the nature and origin of the land use pressures as described above (Figure 3 6)

- Short range

The south end of the Uptown District has several early development sites (e.g. Visitors' Reception

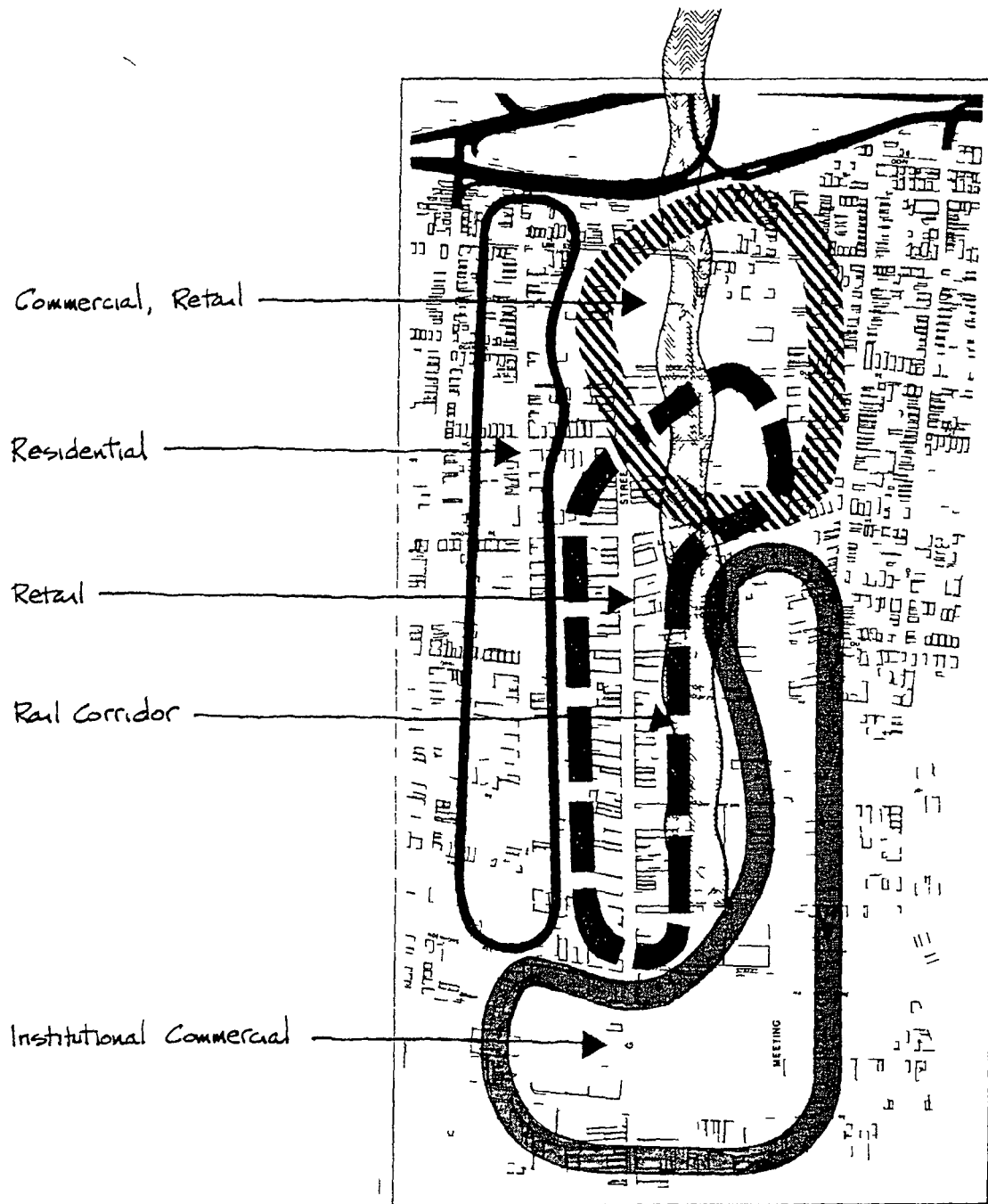


**Fig 3 5 Projected Land Use**

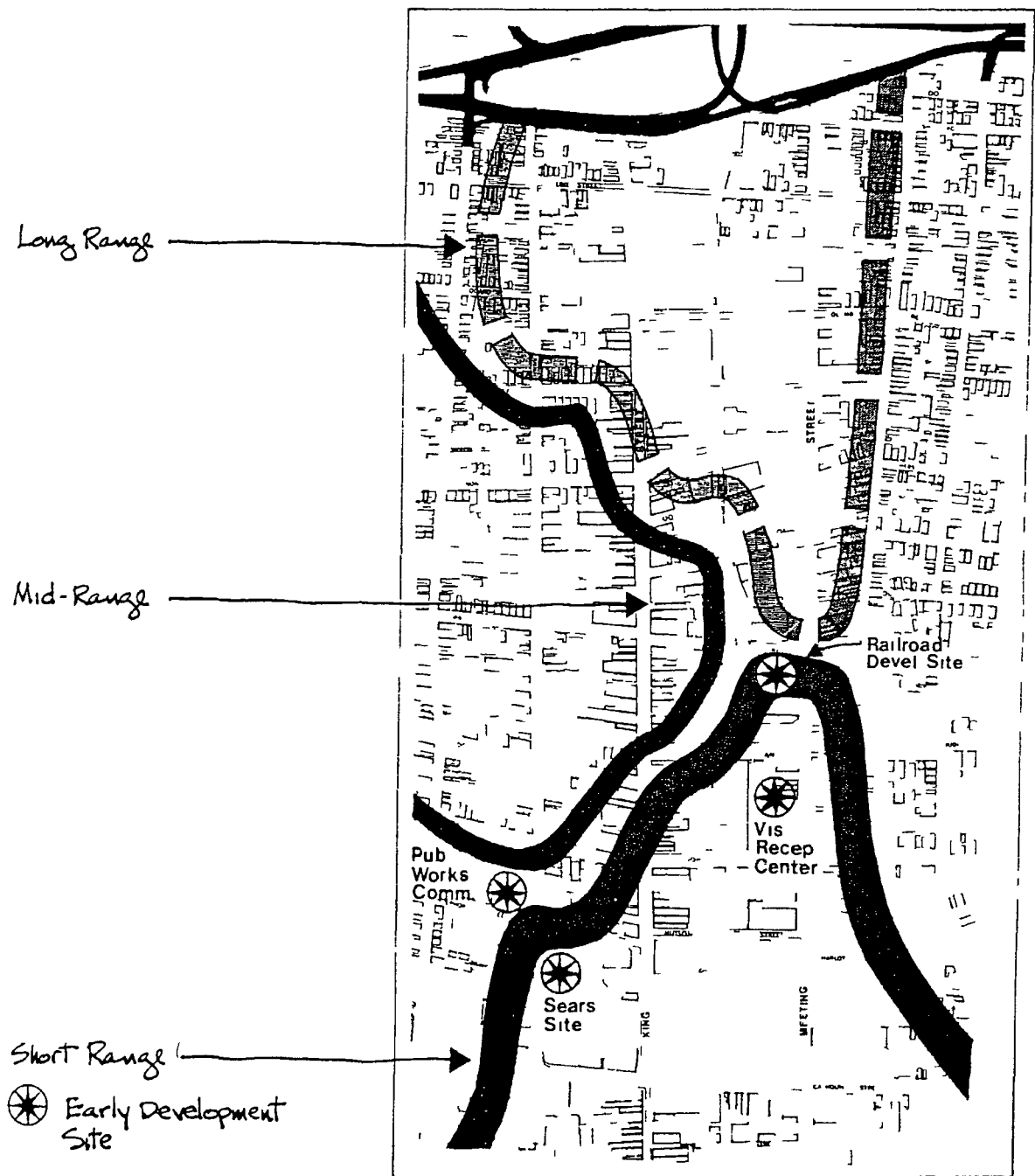


**Fig 3 6 Anticipated Development Timetable**

Center site) and is expected to absorb some of the College of Charleston's expansion

- Mid range

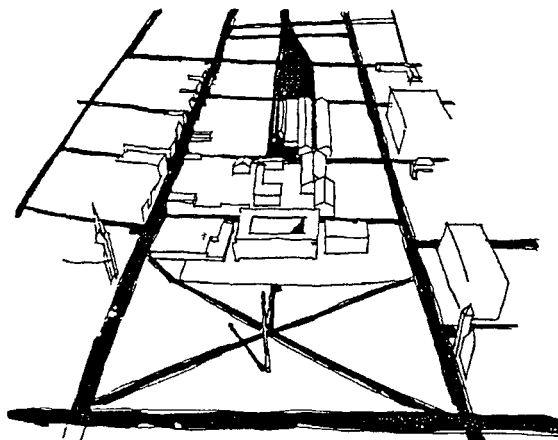
The west side of the District can be expected to absorb the predictable pressure for additional housing in response to the College and Medical Complex expansions. This will be accompanied by a strengthening of the King Street retail development.

- Long range

The north end of the District should become ripe for development as space for growth further south becomes less plentiful.

#### 4 *Uptown District Organization and Elements*

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## *Uptown District Organization and Elements*

### **District Organization**

The Uptown District is composed of primary north-south streets, which have attracted the majority of development and give the District its strong north-south orientation (Figures 4 1 and 4 2) East-west streets are generally short, minor, and discontinuous The central development spine formed by King and Meeting Streets, which dominates the District, also serves as the major organizing element for the Lower Peninsula The District is bounded at its northern end by the elevated junction of U S 17 and I-26 and is terminated on the south by Marion Square and Calhoun Street Calhoun Street, a major east-west crosstown street, bisects the Peninsula and separates uptown from downtown Marion Square is a large, formal, but minimally developed parade ground and greensward, which reflects both its historic origins (original home of the Citadel) and its topography (high ground el + 15 MSL)

The central spine between King and Meeting Streets tends to separate neighborhoods on the east from those on the west There is no significant east-



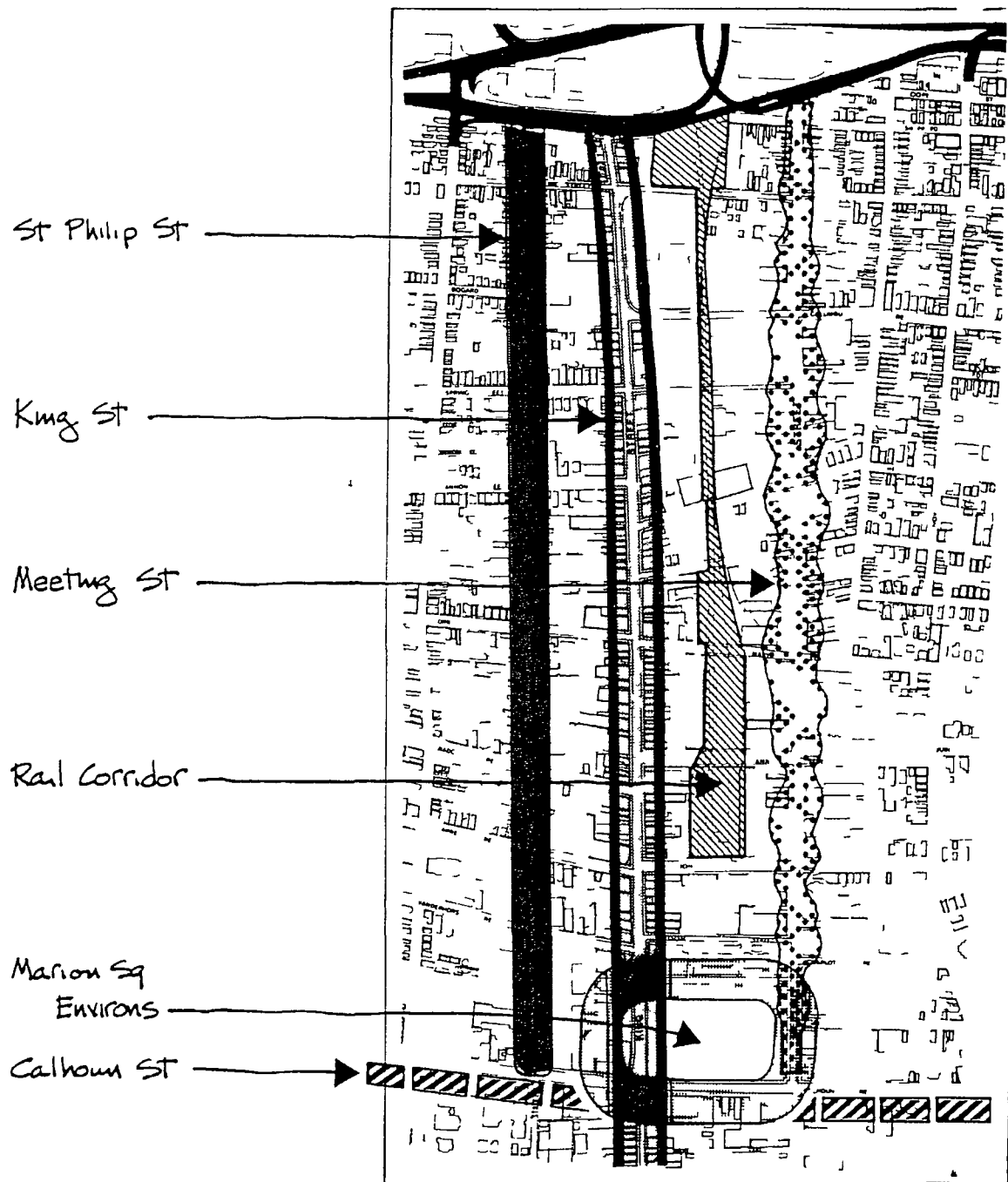


**Fig 4 2 District Organization**

west movement through the District except along Spring and Line Streets

## Elements

### King Street

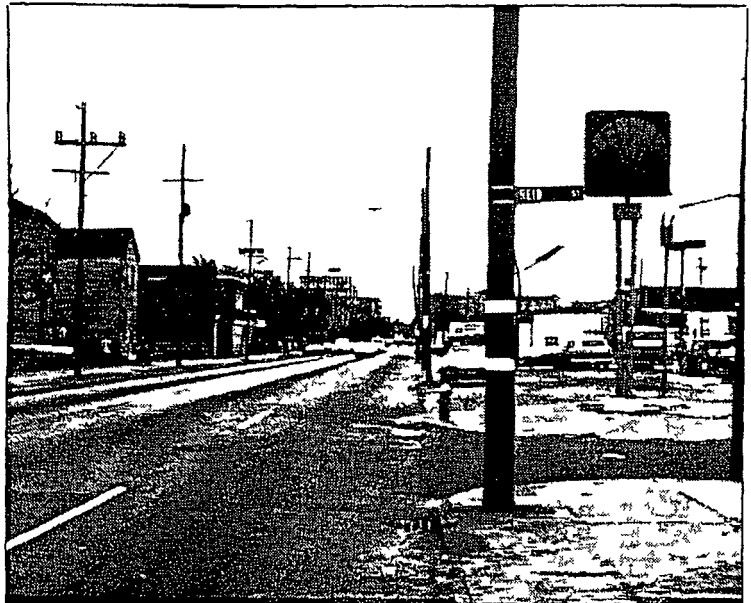
King Street is an architecturally strong, active local retail street composed of two and three story 19th century Victorian buildings all built to the street line. While facade treatments and building heights vary, the alignment of adjacent facades into continuous unbroken wall planes provides cohesiveness and spatial containment, King Street's dominant characteristics. Unlike other streets in the District, this cohesiveness continues south of Calhoun Street into downtown, imparting a design continuity which enables King Street to bridge Calhoun.

### Meeting Street

Meeting Street is the major entry path into and exit path from the Lower Peninsula and Old and Historic Charleston. While there are some pockets of activity (Piggly-Wiggly store, Federal Building) and architectural strength (Manigault House, some prominent but derelict single houses), Meeting Street is generally characterized by scattered and diffuse development, relatively low intensity land uses, and large amounts of undeveloped open space. The approach to Marion Square and the downtown CBD lacks the formal development and sequence appropriate to a major



*King Street*



*Meeting Street*

entry street and traffic carrier. There is no strong design character other than the street's breadth and north-south orientation.

#### St. Philip Street

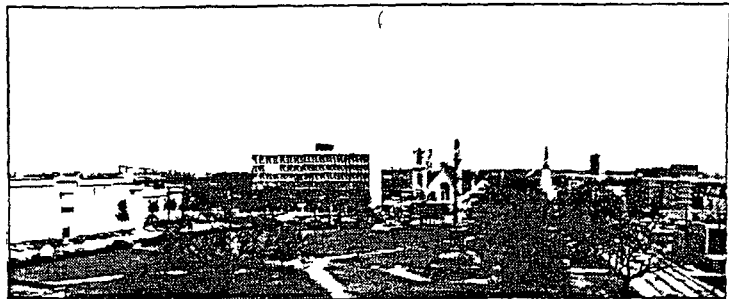
St. Philip Street contains a mix of residential, institutional and commercial uses but is primarily residential in character. Generally, the street is lined with individual two and three story buildings on separate parcels built at or slightly back from the property line. These buildings, together with a cushion of front yard vegetation, an occasional low wall or gate at the street line, and a procession of palmettos at the curb line along both sides of the street, create a sense of containment, softness, and unity which defines the street space.

#### Marion Square

Marion Square is located at the southern end of the District and is bounded by Calhoun, Meeting, and King Streets. In addition to its historic pre-eminence, Marion Square possesses all the geographical attributes of a central focal urban space. It occupies the high ground, it is bounded by major streets and is located at the junction of two distinct districts. Furthermore, it is the site of the John C. Calhoun Monument, a major



*St Philip Street*



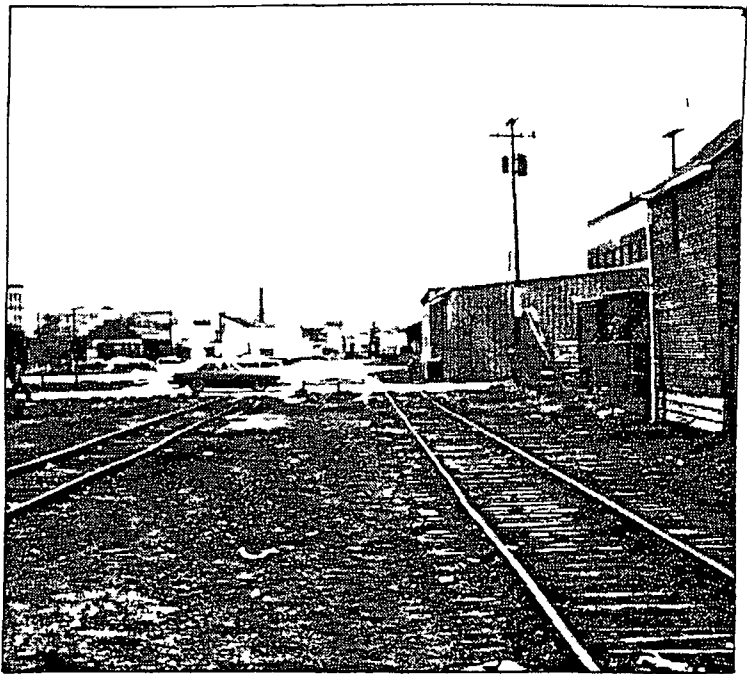
*Marion Square*

visual landmark. Although there are some strong uses bordering the square, they are not accompanied by sufficient building volume to provide adequate containment. Marion Square is a space contained by its bordering trees, rather than one which contains and incorporates its surroundings.

#### Railroad Corridor

The Rail Corridor, within which runs a spur line extending into the Peninsula, occupies the center of the blocks between King and Meeting Streets as far south as John Street. The South Carolina and Georgia Railroad tracks are used by Southern Railroad to provide freight service to a dwindling number of clients on properties adjacent to the Corridor. Prior to freight containerization at the port, freight service was provided by these rail lines making the Corridor site active.

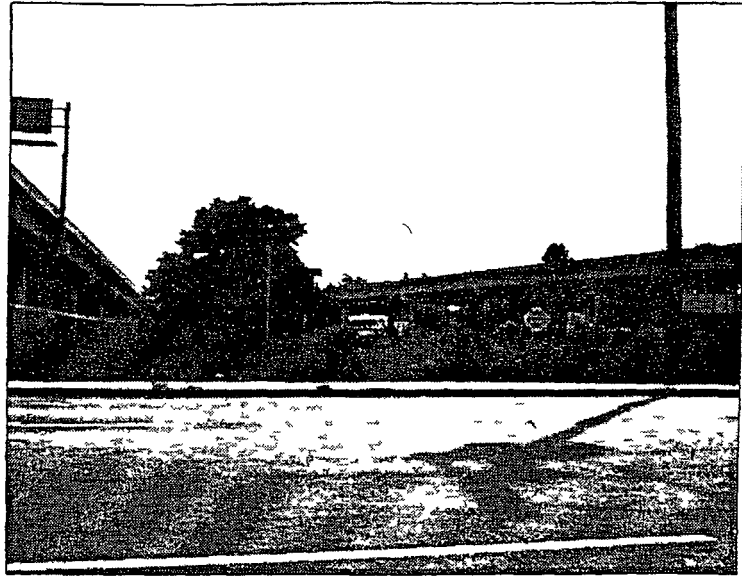
The Rail Corridor is the backbone of the District, off which development has historically grown. Its presence as a central mid-block open-space corridor is a significant asset and opportunity for the area.



*Rail Corridor*

## U S 17

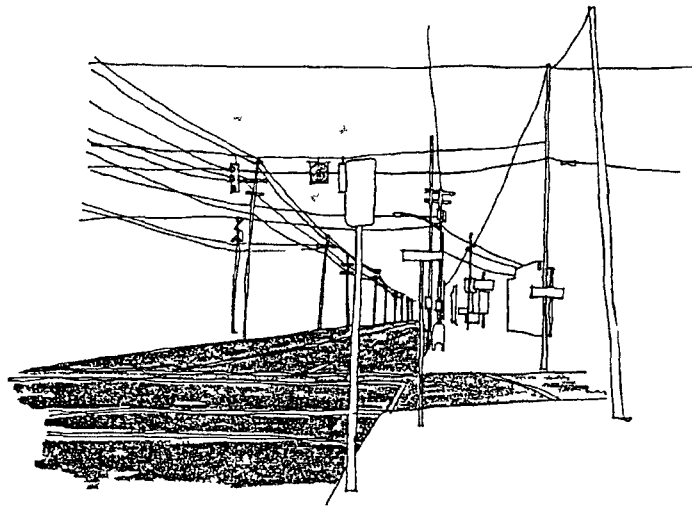
The elevated intersection of U S 17 and I-26 is a formidable boundary which marks the northern edge of the Uptown District. It announces the entry into the Uptown District and the entire historic Lower Peninsula. The intersection generates both the first impression and the last memory of a trip to or from the peninsular portion of Charleston. These signals are shaped by the uses within the weave of access ramps, approaches, and elevated roadways -- low intensity commercial uses (paint sales, auto repair), billboards, and vacant properties. While the location of the U S 17 -- I-26 intersection is inherently strategic, the conditions it imposes on development are negative.



*U S 17 Buffer*

## 5 *Design Issues*

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## *Design Issues*

### **Design Issues and Goals**

The discussion of design issues is the goal-setting process for the urban design plan. The attempt is to discern the Uptown design problems, hence targets for intervention, while identifying those design opportunities which might serve as the basis for solutions. It is a matter of changing that which is weak while building on existing strengths. As a set of goals, these problems and opportunities form an agenda which addresses the following concerns:

- Reinforcement of Uptown District's north-south linear structure and organization
- Maintenance and enhancement of those elements -- King Street, St. Philip Street, and Marion Square -- which establish District-wide design character and lend both design strength and continuity
- Given the Uptown's strategic position, improve the District's design impact on the Lower Peninsula as image setting entry corridor

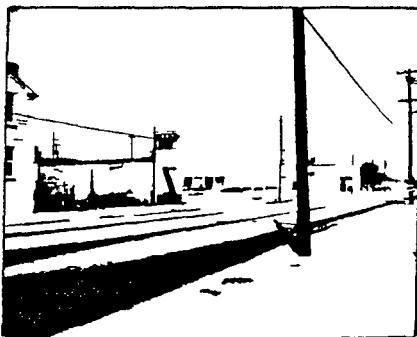
(particularly along Meeting Street) and as junction between uptown and downtown portions of the Peninsula

- Protect historic buildings within the District (particularly those concentrations along St Philip Street, King Street, and the Rail Corridor) while protecting the residential character of flanking residential neighborhoods
- As the major land reserve on the Peninsula, the Uptown District must ultimately accommodate the demands for new development while harmonizing with existing development patterns

### Visual Design Issues

The visual design issues relate to the reinforcement and enhancement of the District's design character (Figure 5 1) The following discussions identify the design problems and opportunities that will be influential in evolving a District-wide design concept

#### Open Space Containment



Open space throughout the District generally is neither developed nor marshalled into coherent sequences Developed open space is limited to a few select historic gardens (Aiken and Manigault Houses), the graveyard of St Andrews Church on St Philip Street, Wragg Park, and Marion Square The primary open space use, developed or otherwise, is surface parking (Figure 5 2)

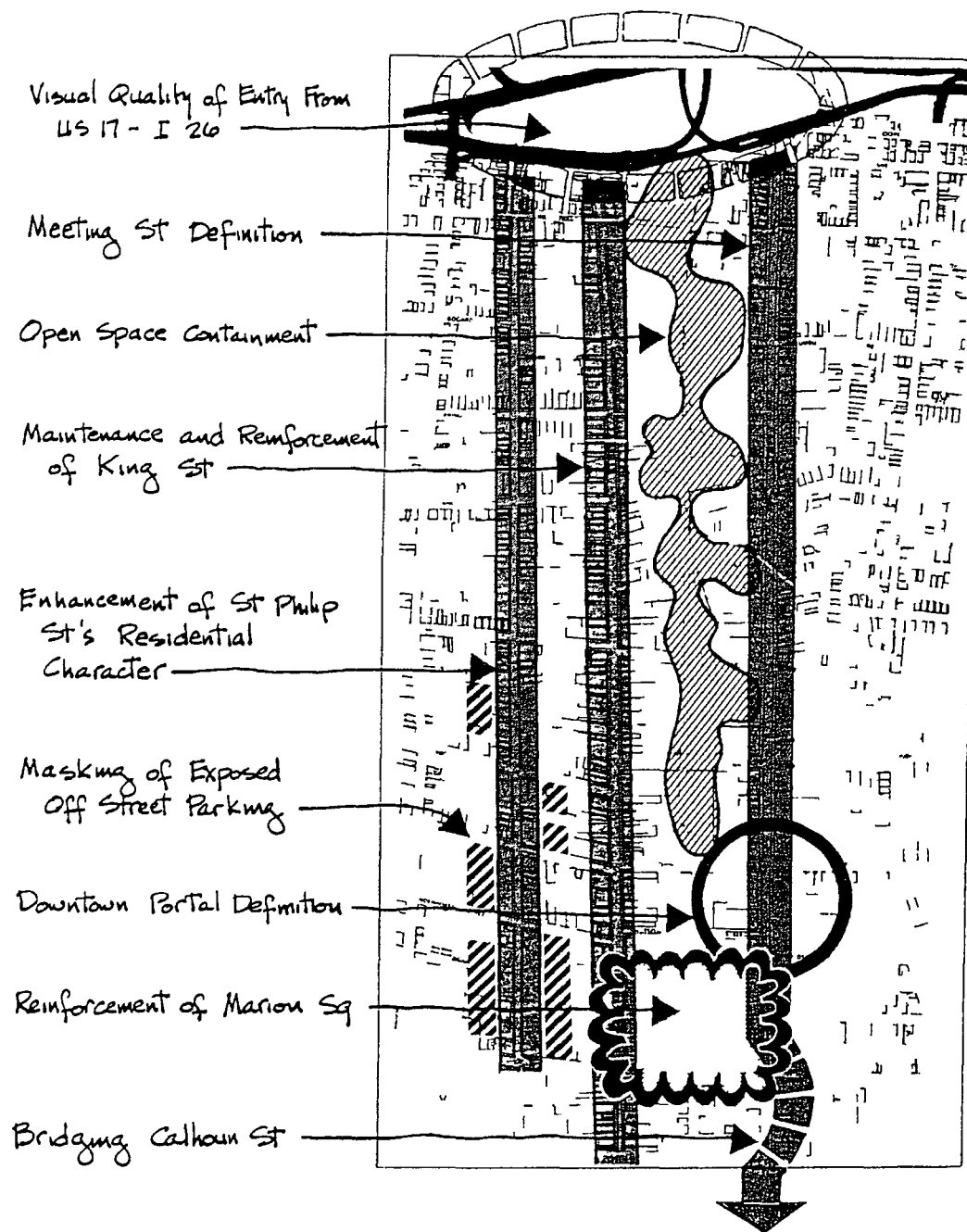


**Fig 51 Visual Design Issues**

-  Developed Open Space
-  Open Space Used for Parking
-  Undeveloped Open Space

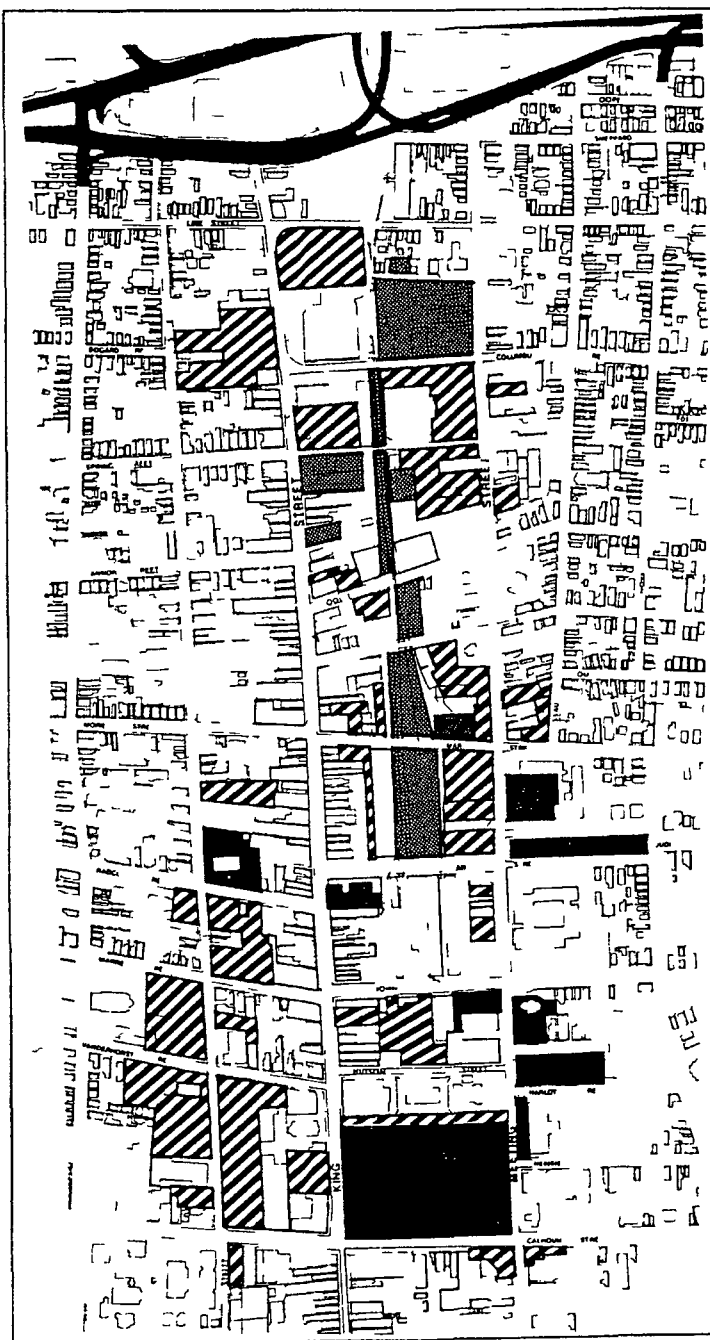
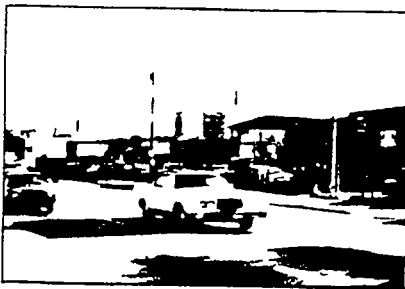


**Fig 5 2 Open Space Development**

The sense of spatial containment establishes the design cohesiveness and character of the District's streets (Figure 5 3) On King Street, with the exception of the northern portion where industrial uses have spilled over, open space is contained in a corridor rigidly defined by continuous street walls The street resembles a tube of space Development on St Philip Street is somewhat looser but the combination of buildings and landscape elements is sufficiently organized to contain the open space and define a street corridor Development on Meeting Street is erratic and extremely diffuse The street wall is porous, often non-existent Space hemorrhages and the street line is ill-defined Large sections of Meeting Street are barren

#### Meeting Street Definition



The definition of Meeting Street as a coherent and appropriate entry boulevard to the Lower Peninsula is one of the paramount urban design issues facing the Uptown District As the preceding discussion emphasizes, Meeting Street's fundamental deficiency is the lack of spatial containment Investing Meeting Street with a sense of spatial sequence and the design characteristics of an entry boulevard will require the orchestration of numerous design elements -- landscaped yards, the placement of building bulks, and the disposition of bulk around Marion Square But the fundamental defining quality will be spatial containment

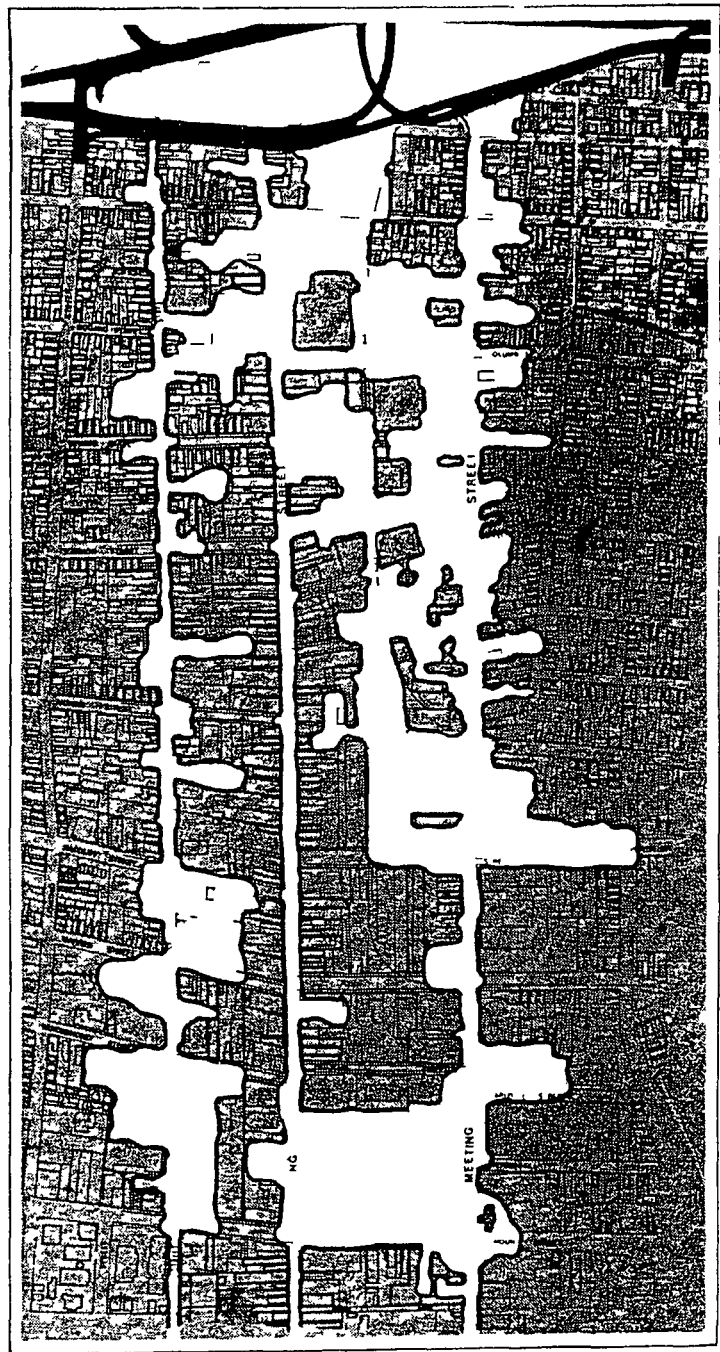


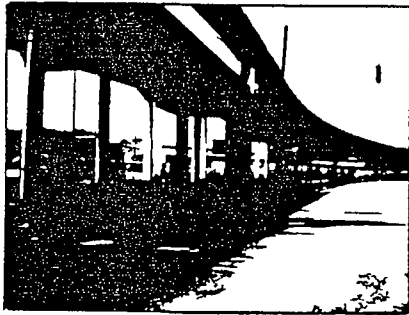
**Fig 5 3 Open Space Containment**

### Downtown Portal Definition



As part of a Meeting Street entry sequence, the placement of new higher intensity high bulk uses should be clustered to signal arrival at Marion Square, the major urban space and ante room to downtown. This cluster should take advantage of strong adjacent developments (e.g. new Charleston Museum, Manigault House)

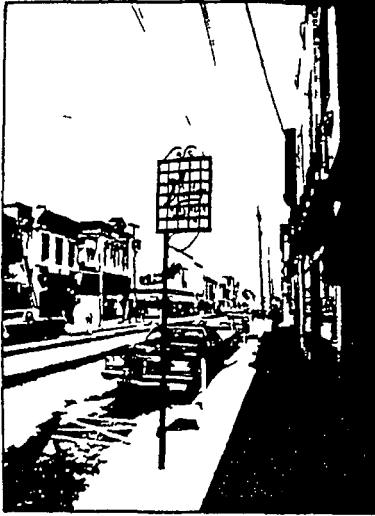
### U.S. 17 Entry Point



The elevated intersection of U.S. 17 and I-26 is a formidable boundary.

As the strategically located entry point to the Lower Peninsula, the intersection has a strong and, in this case, negative influence on the character of surrounding development. The space in the "well" formed by the elevated intersection is occupied by a series of uses which are visually unappealing (e.g. billboards, auto repair, warehouses) but can tolerate being surrounded by interstate highways and are well served by the good access and outstanding visibility. Such conditions guarantee the continuation of visually unappealing and symbolically inappropriate uses. The boundary must be softened, the intersection must more appropriately signal the Uptown District, and the "well" must be developed with a more benign set of uses.

### Maintenance and Reinforcement of King Street



King Street, the active local retail street, is lined with the facades of two and three story buildings built to the street line and forming a strong defining street wall. These containing wall planes are neither smooth nor uniform; roof lines vary erratically and facades contain both projecting and receding elements. But the prevailing impression is of continuous unbroken street walls composed of relatively narrow facade segments in scale with one another. This continuity visually carries the street walls from block to block and continues downtown, south of Calhoun Street. It is this design continuity which must be maintained and reinforced for King Street to retain its compactness and commercial vitality. Openings in the street wall must be controlled and plugged, curb cuts must be restricted, building height must be in scale with surrounding development, and a signage strategy is needed.

### Enhancement of St. Philip Street's Residential Character



St. Philip Street is primarily residential in character although it is a transitional zone between the Radcliffeborough and Uptown neighborhoods on the west and the active business and local retail uses on King Street to the east. The intrusion of commercial and institutional uses, particularly surface parking lots which front on the street, has weakened the residential

character. These intrusions have created extensive, bare, unvegetated stretches which disrupt both the sense of street space containment, the continuous rows of palmetto street trees and the soft and loose rhythm of small building volumes, low walls, and vegetation between (Figure 5.4). At the southern end of the street, near Calhoun, St. Philip is flanked by intense commercial uses, which is appropriate for this location. But north of Vanderhorst Street the intrusion is insensitive and harshly disruptive. The soft residential street quality coupled with the array of historic houses which flank the street establish the prevailing characteristics of the area, which should be enhanced and should dominate. The street's role as a transition zone, the extent of its mixed uses and its possible conversion to a two-way thoroughfare are secondary design issues. Visually new development should be governed by the design qualities of the residential street.

#### Masking Exposed Off-Street Parking



As an element of St. Philip Street enhancement, exposed surface parking lots should be visually screened and softened with vegetation to harmonize with existing residential developments. The future location of off-street parking lots should be controlled to limit exposure to St. Philip Street.

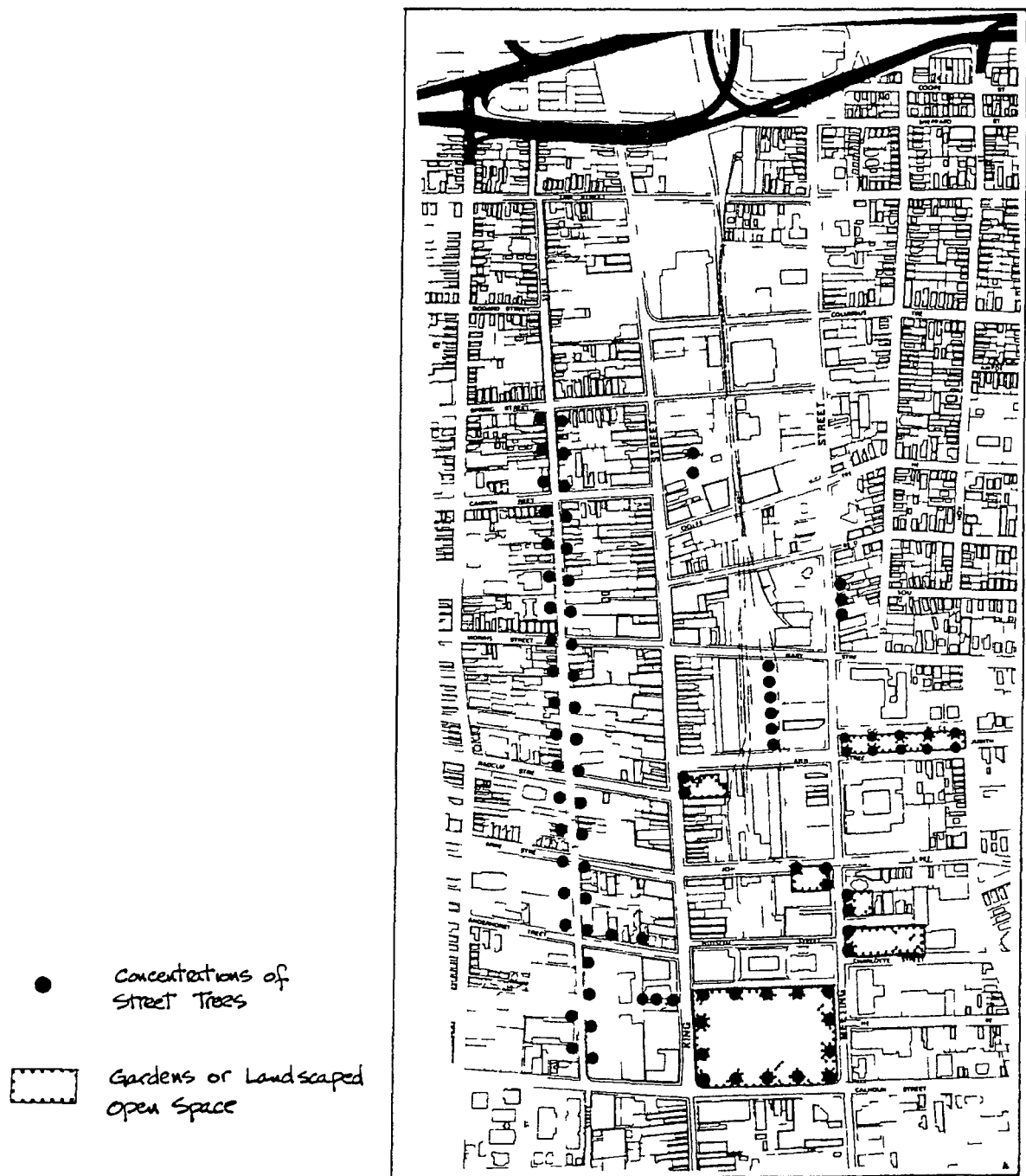


**Fig 5 4 Landscape Elements**

## Street Rhythm



The pattern of existing development has established a rhythm of facades and frontages that is integral to the character of the Uptown District (Figure 5 5) On King and St Philip Streets, where substantial development remains, the rhythms are most apparent The prevailing frontage rhythm on St Philip Street is 40 - 60 feet On King Street there is a mix of 25 - 40 feet frontages with 40 - 60 feet frontage rhythms The few remaining groups of residential buildings on the east side of Meeting Street tend to have 40 - 60 feet frontages

## Reinforcing Marion Square and Bridging Calhoun Street



Marion Square has all of the attributes of a major urban park strategic position, topography, historic basis and landmarks (Figure 5 6) Despite this, Marion Square lacks the strong surrounding uses which would make the Square a major urban focus Currently, the Square is an outdoor room bordered by trees and flanked by major streets, separate and apart from the surrounding uses and building bulks which contain it Nevertheless, Marion Square's position and the prominence of its flanking streets suggest a series of major design roles (1) as a junction between uptown and downtown, (2) as a space which

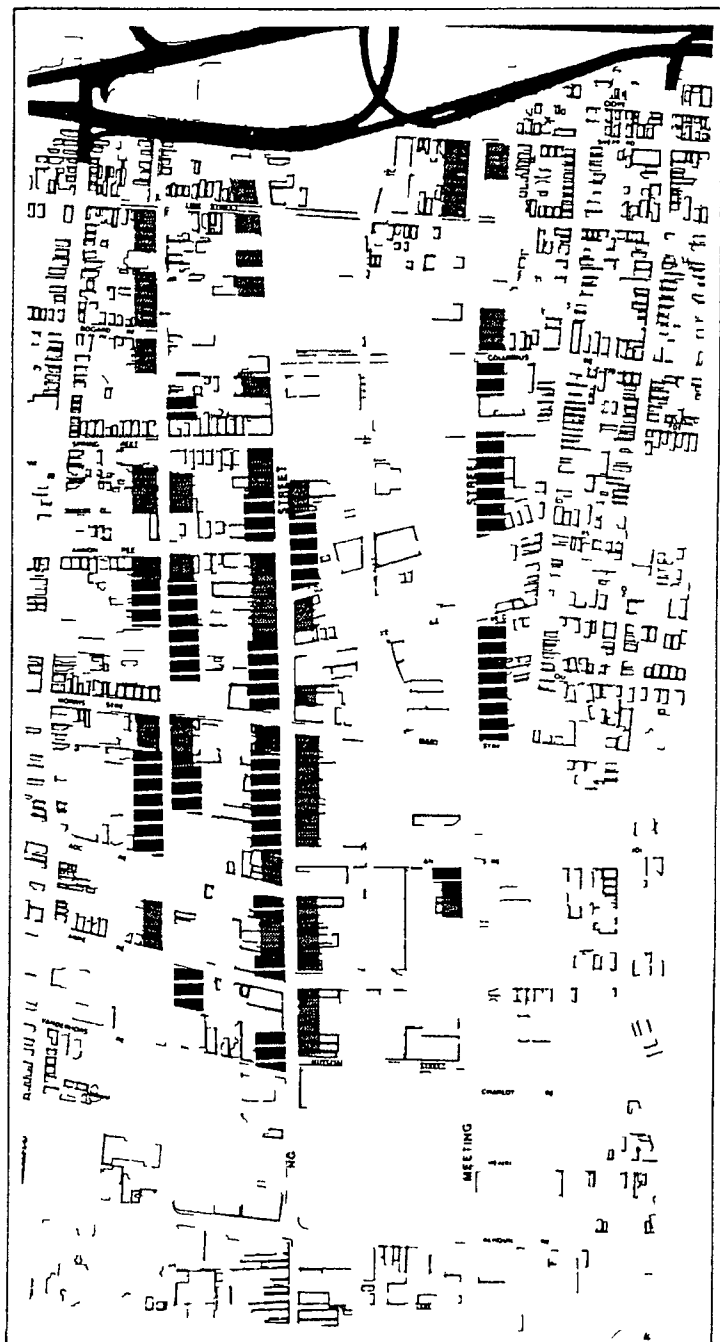
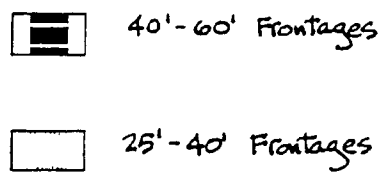


**Fig 5 5 Street Rhythm**

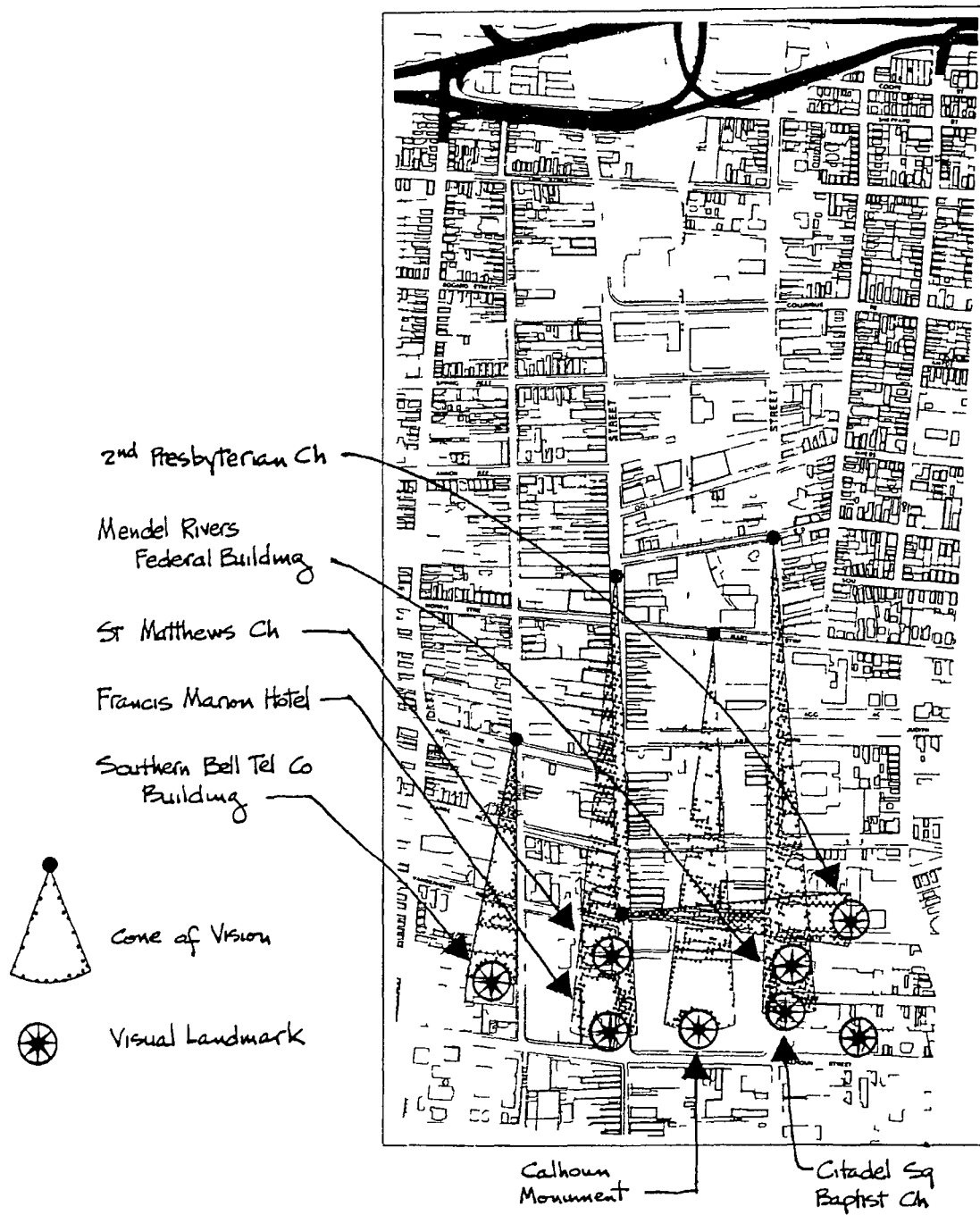
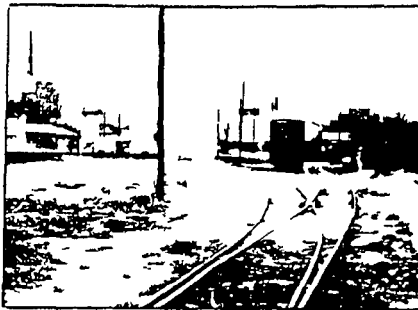


**Fig 5 6 Visual Landmarks**

can incorporate and embrace its surroundings and hence re-invigorate them, and (3) as the medium to carry Meeting Street across Calhoun Street to the downtown CBD

#### Rail Corridor Open Space



The Rail Corridor is the major reserve of developable open space in the Uptown District and should be maintained. Visually, the Rail Corridor often lacks definition and containment. Occasionally it vanishes into the barren expanses of upper Meeting Street. The design qualities of the Corridor which reinforce its containment, its strong north-south orientation and its life as an independent entity should be respected and emphasized. Although rail activity is dwindling, the Corridor is an important reminder of the importance rail service had to Charleston's development as a port city.

#### **Neighborhood Conservation**

New development in the Uptown District must respect both the historic nature of the buildings in the District and the residential quality of surrounding neighborhoods (Figure 5.7)

#### Protect Flanking Neighborhoods

Development throughout the Uptown District will exert pressure on the adjacent residential neighborhoods to the east and

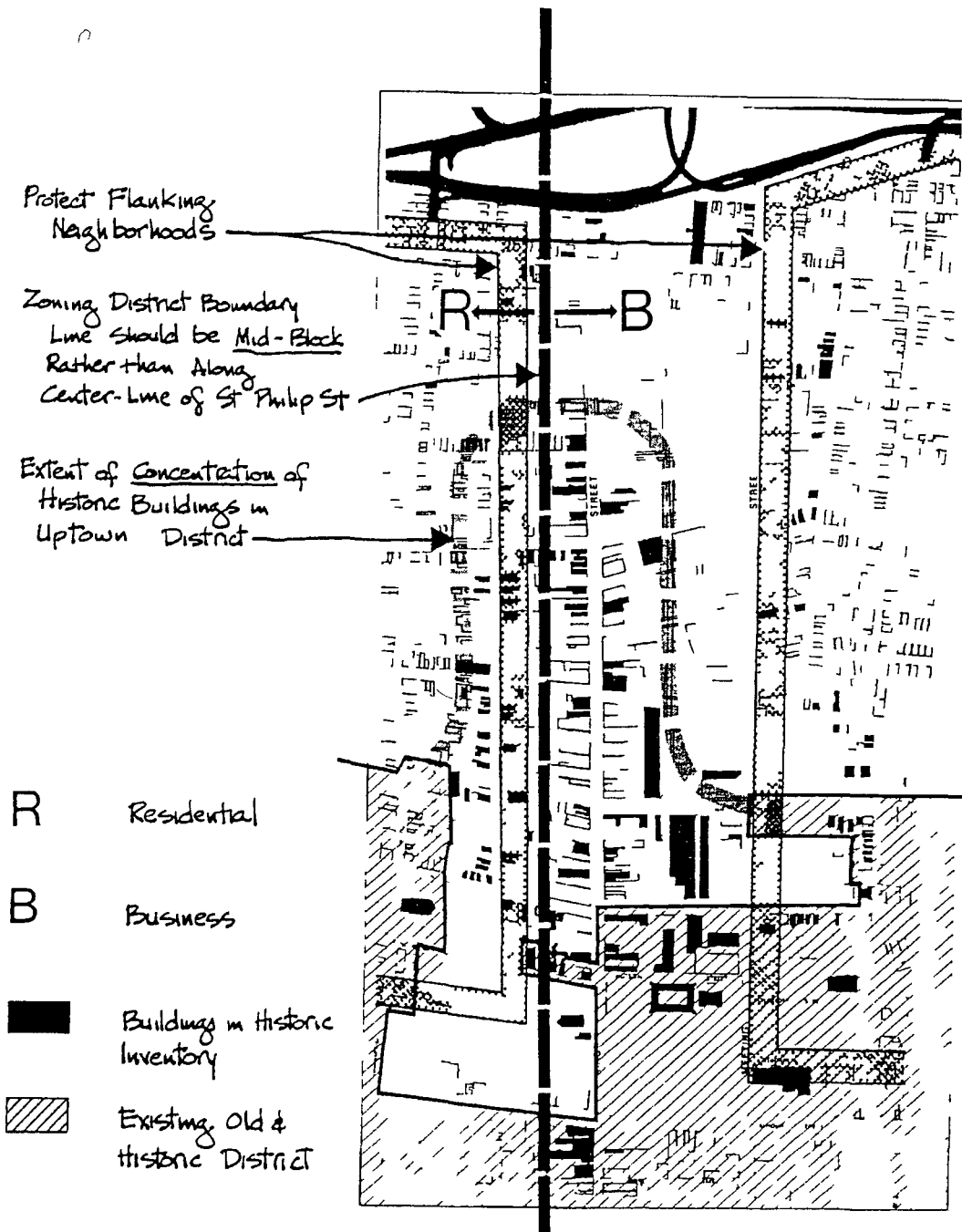


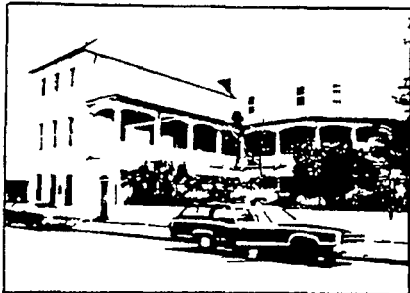
Fig 57 Neighborhood Conservation Issues

west Existing ownership and occupancy patterns should be supported Building bulks should harmonize with the characteristics of height, yards, street rhythm and vegetation which define the flanking neighborhood development

#### St Philip Street/King Street Transition

The transition from the commercial uses on King Street to the residential areas along and beyond St Philip Street is occasionally jarring and harsh In order to help soften and unite this transition, the dividing line between business-related and residential uses should be in the middle of the King Street/St Philip Street blocks rather than along the centerline of St Philip Street

#### Protect and Maintain Historic Buildings



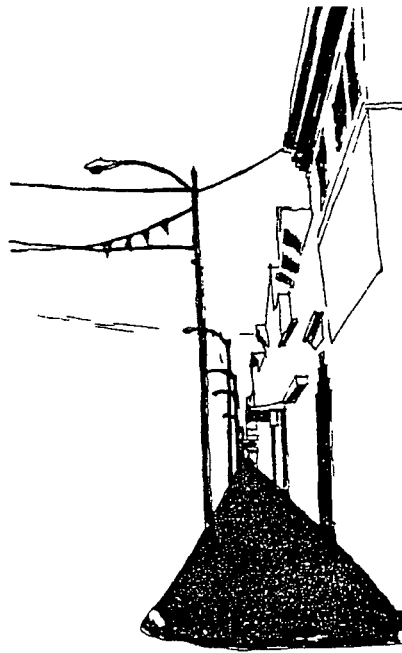
The Uptown District has a substantial inventory of historically notable buildings and developments Rated historic buildings are found clustered around Marion Square, adjacent to or within the Rail Corridor (up to Mary Street), and scattered along St Philip Street But the predominant concentration is the large collection of Victorian commercial buildings, and other structures (e g the Aiken House), which flank King Street Meeting Street is now mostly devoid of historically designated buildings, although some concentrations of historically notable

developments (some designated, some not) do exist - e g the group of frame structures near the Crosstown, the single houses south of Reid Street, Wragg Park and the Manigault House

The present boundaries of the Old and Historic District are gerrymandered in a way that excludes the majority of the Uptown District. Whether the Old and Historic District should be extended is a political rather than a design issue. The governing design issue is to guarantee that the remaining inventory of historic buildings be preserved and that tendencies toward neglect and decay be reversed. The issue of decline can be addressed either through special design controls and the designation of individual buildings, or the extension of the Historic District.

## 6 *Design Concepts*

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**District Wide Design  
Concept**

## *Design Concepts*

The design approach has been to identify those strong defining elements which give both the Uptown and Charleston its character. These in turn become the basis for overcoming the District's design weaknesses.

The Uptown District must perform two design roles. Through an enrichment of its structuring elements, the Uptown must achieve a design coherence befitting its strategic position. And, as the main approach to downtown and the Lower Peninsula, the Uptown must appropriately introduce the core of Charleston -- the downtown CBD, the Old and Historic District, and the harbor.

The design concept is organized around the following set of requirements (Figures 6.1 and 6.2)

1. Emphasis of the north-south linear nature of the Uptown District's organizing streets
2. Reinforcement of street design characteristics where they are strong -- King Street as a hard-

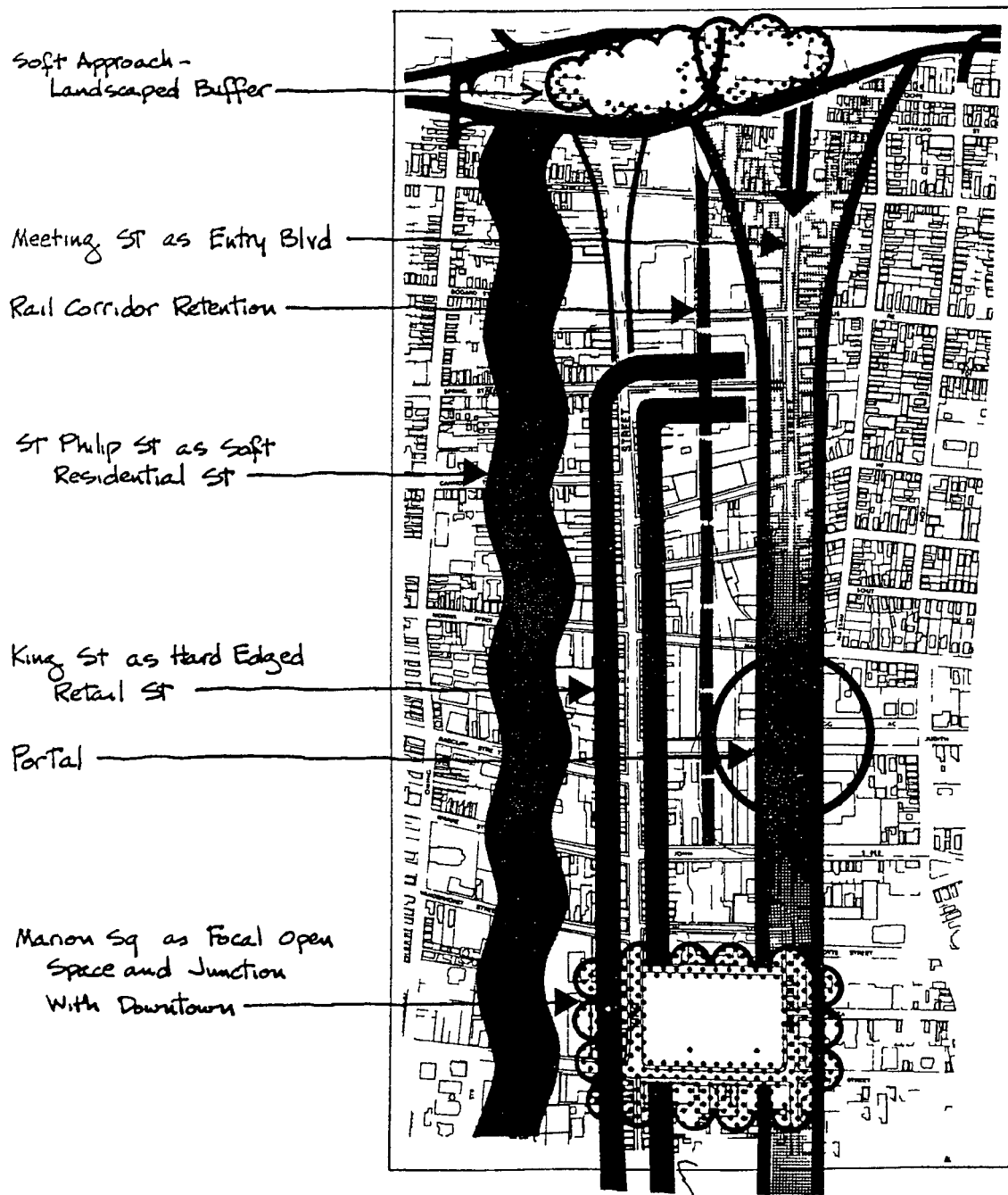


Fig 61 Uptown Design Concept

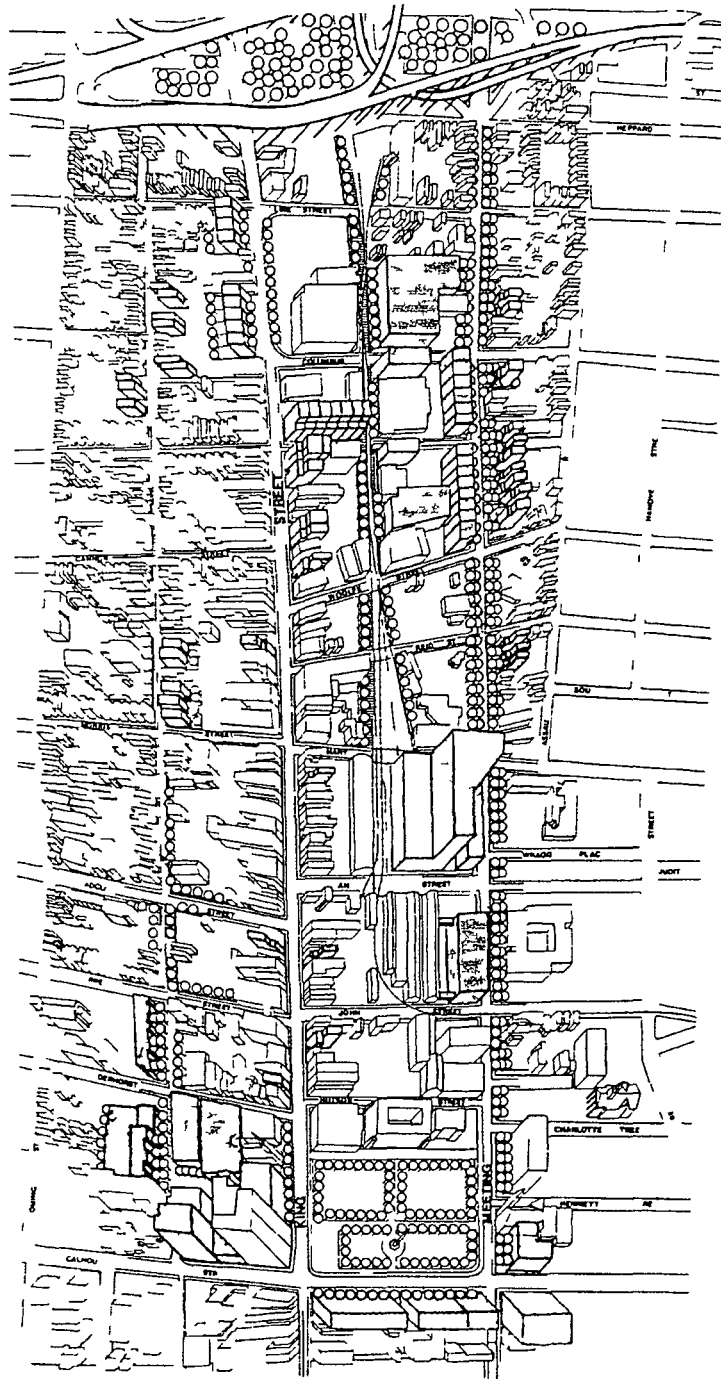


**Fig 6 2 Uptown District with Selected Development**

edged commercial corridor, St Philip Street as a soft-edged primarily residential street -- and redefinition where character is weak or lacking such as Meeting Street

3 The transformation of Meeting Street into a boulevard providing a coherent entry sequence to the Lower Peninsula

4 Location of appropriate infill development to support existing street character

5 Location of higher intensity development for maximum strategic effect on Meeting Street to create a portal entry and sense of containment, around Marion Square for containment and a sense of union with downtown, and on lower St Philip Street, adjacent to the College of Charleston, to accommodate supporting development at the edge of the CBD Higher intensity development must harmonize with existing development

6 Redevelopment of Marion Square as a focal urban space and as junction between uptown and downtown

7 Retention of the Rail Corridor as a land development reserve for select uses while preserving and reinforcing its character as a corridor

The District design is targeted at select areas (Figure 6 3) They are either broadly representative settings for development throughout large portions

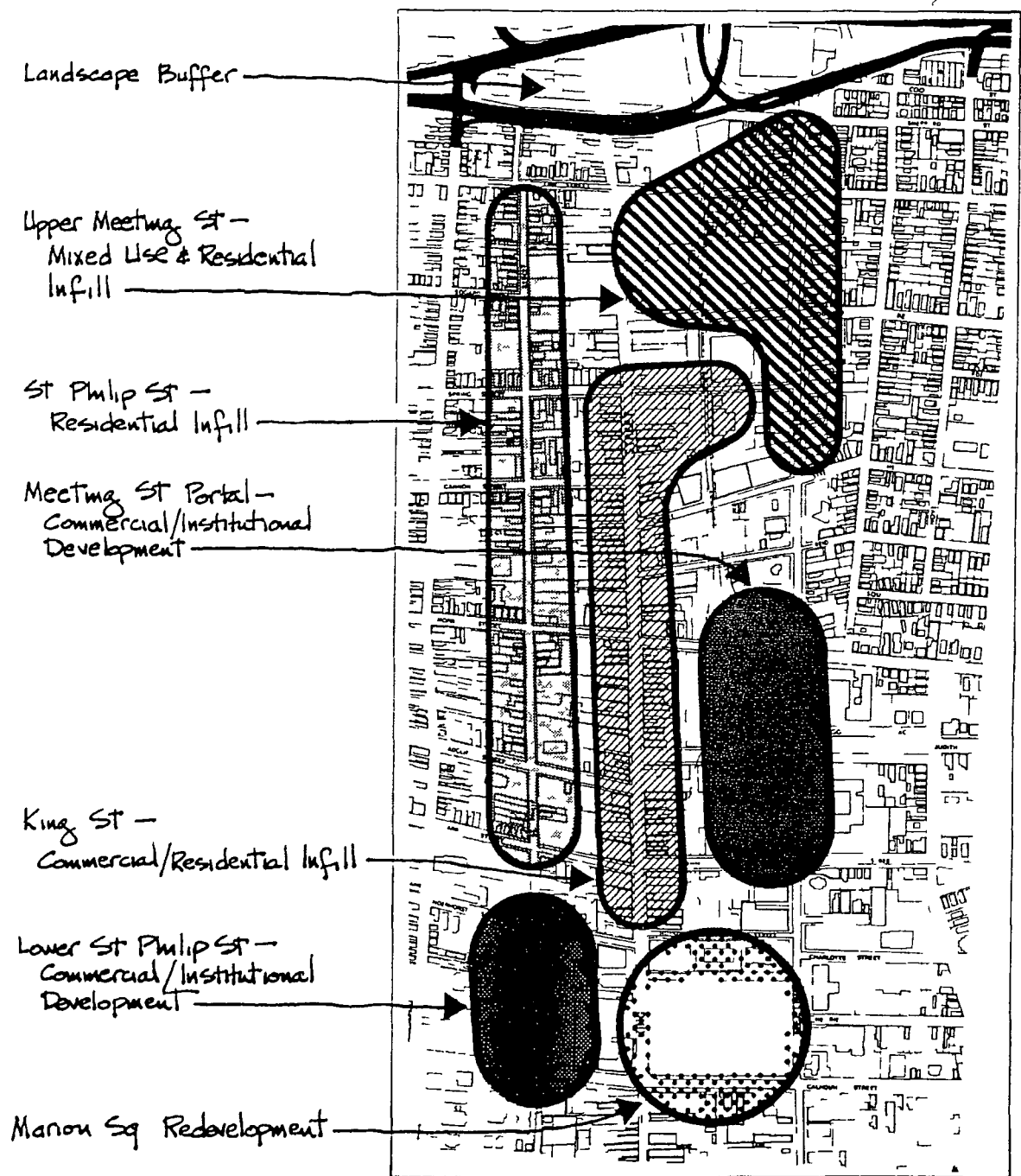


**Fig 6 3 Design Targets**

of the area (e g King Street, St Philip Street), or they are atypical, singular locations which have special design characteristics to be emphasized or design roles to be performed (e g Meeting Street portal, Marion Square, lower St Philip Street)

## **Governing Concepts**

### **Meeting Street as an Entry Boulevard**

Meeting Street should have an evocative identity. The street should be developed to reflect its role as the formal entry path to the historic Lower Peninsula, and the downtown CBD (Figures 6 4). Meeting Street should be organized into the following spatial sequence of anticipation, compression, and release.

1 Soft approach - The vegetated open space reserve which would parallel the U S 17 exit ramp to Meeting Street would signal the entrance to Uptown and soften the harshness of the elevated intersection.

2 Entry - Development along upper Meeting Street will be set back from the street and masked by rows of trees (Figures 6 5, 6 6 and 6 7). The trees, coupled with the setback, will soften and mask visually inappropriate existing development (e g surface parking). This visual screen will be controlled and uniform, independent of the buildings behind or the rate at which they are developed. The combination of trees and yard will soften development, establish a formal

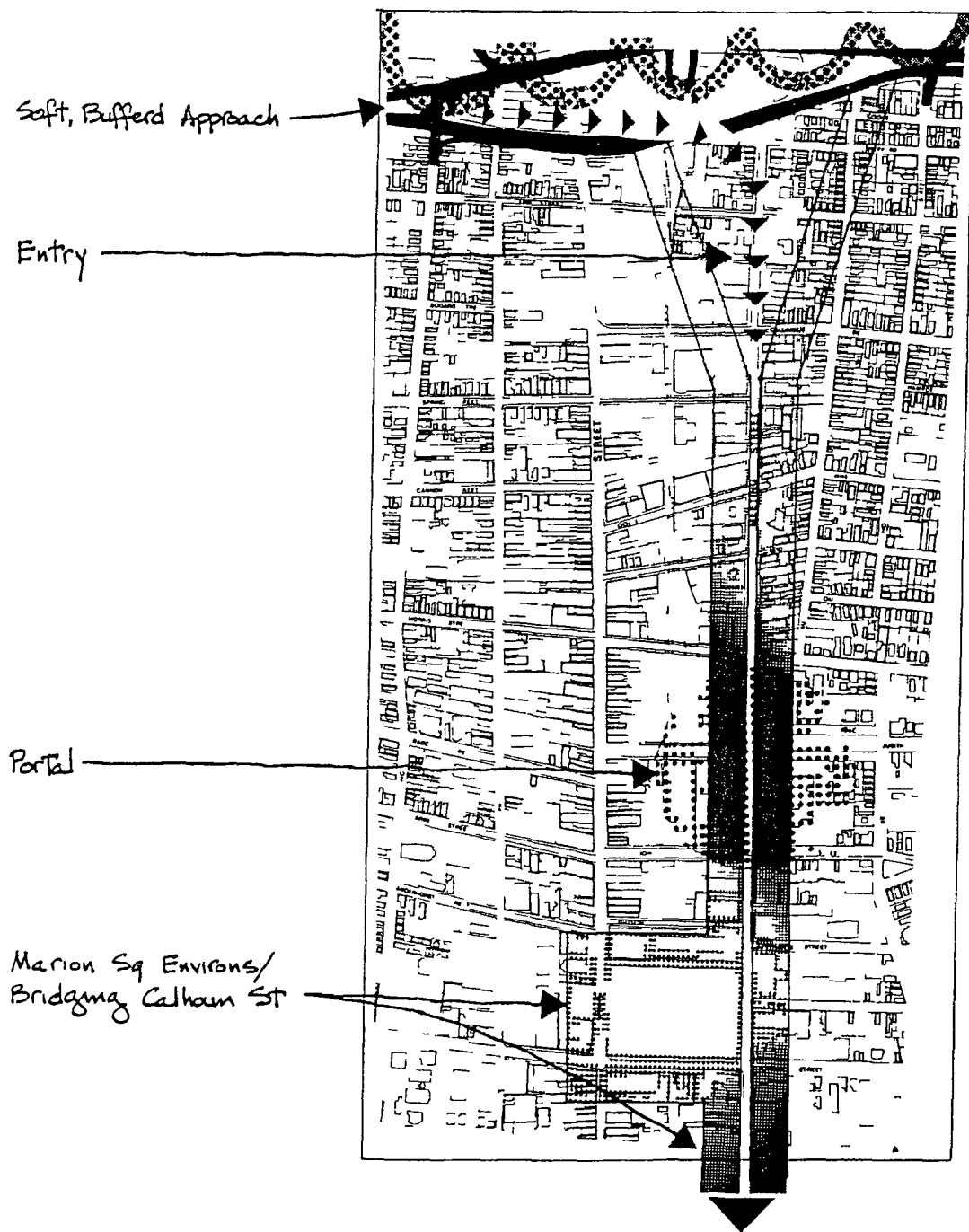


**Fig 6 4 Meeting Street Design Concept**

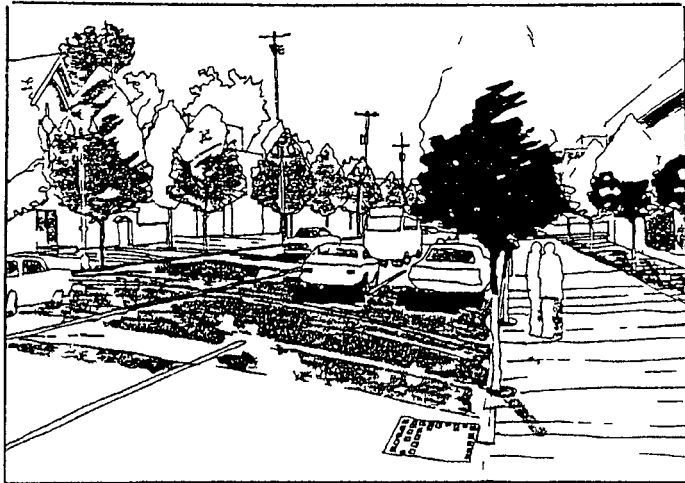


*Fig 6 5 Entry—Upper Meeting Street*

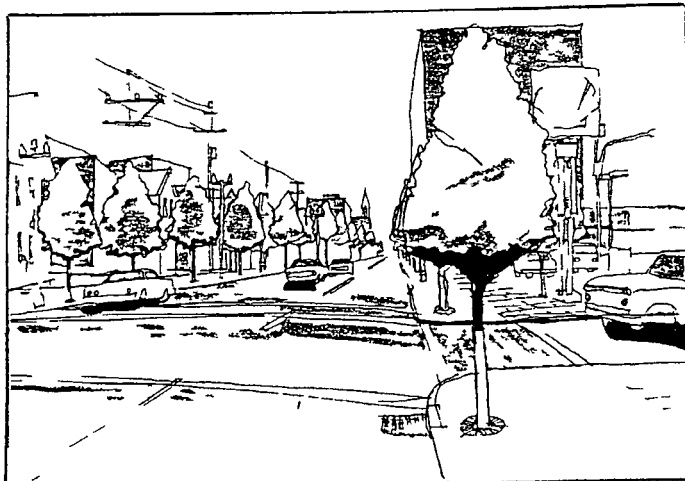


*Fig 6 6 Mid Meeting Street*

processional rhythm, and provide some spatial containment in lieu of buildings. In upper Meeting Street this landscaping will be embracing and funnel-like, focussing down to harder edged more intense development beginning at Mary Street

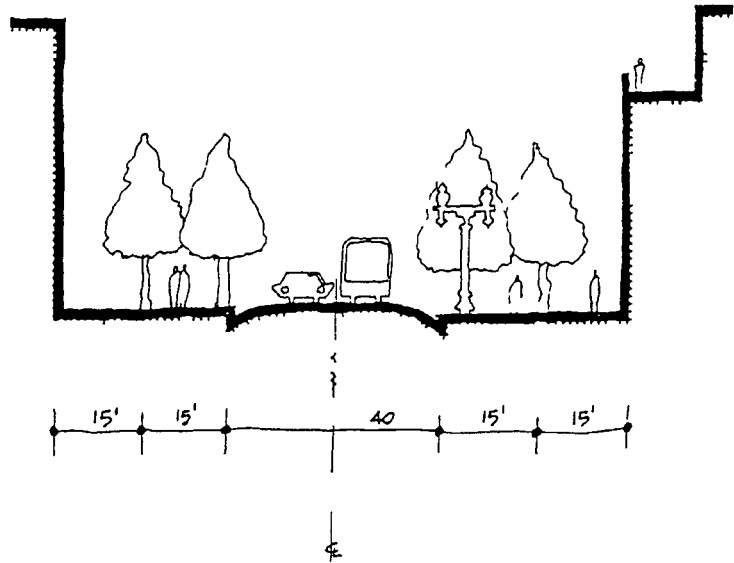


**Fig 6 7 Street Section—Upper Meeting Street**

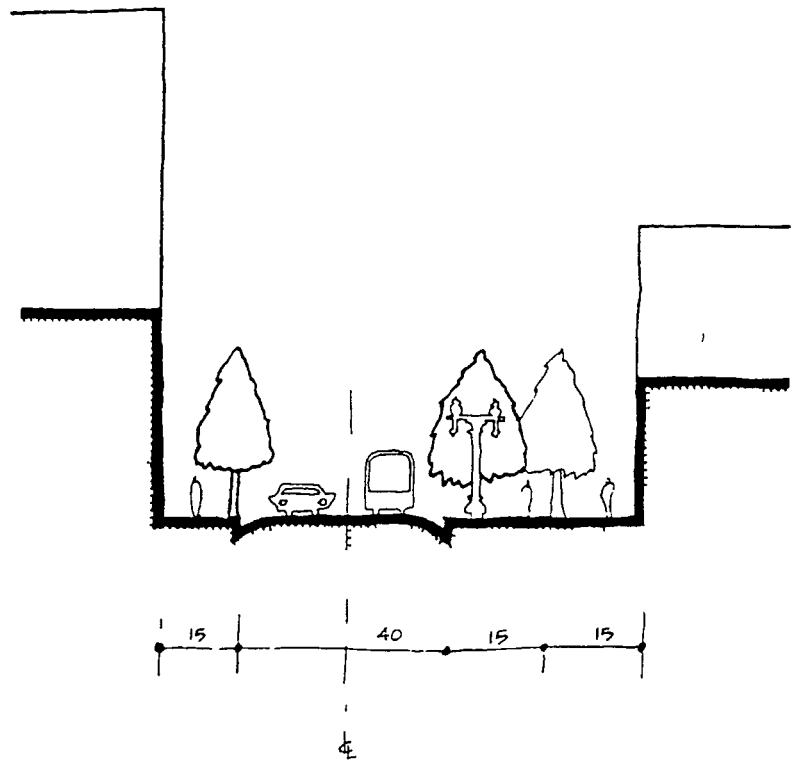


**Fig 6 8 Street Section—Meeting Street Portal**

The setback along the eastside of the street will extend to Calhoun Street, continuing the feeling of breadth appropriate to Meeting Street's entry boulevard character. Commercial and retail development from 2 to 4 stories in height would be permitted on both sides of the street. The eastside of the street, which borders the South East Side and Wraggsborough neighborhoods, would also be targeted to receive infill residential or commercial development, 2-4 stories in height (Figure 6 9)

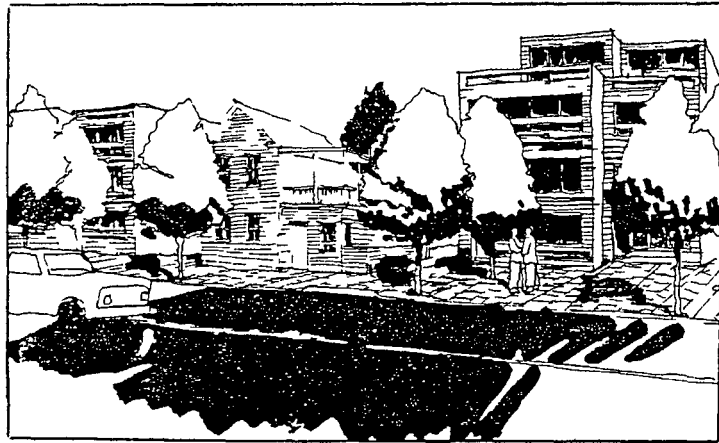


*Fig 6 9 Meeting Street Infill Housing*

The group of single houses south of Reid Street which stand at an angle to Meeting Street are among the few historic buildings on upper Meeting Street suggesting a residential character. These should be retained as an indication of Charleston's historic character (Figure 6 11). Surface parking exposed to Meeting Street would generally be prohibited.

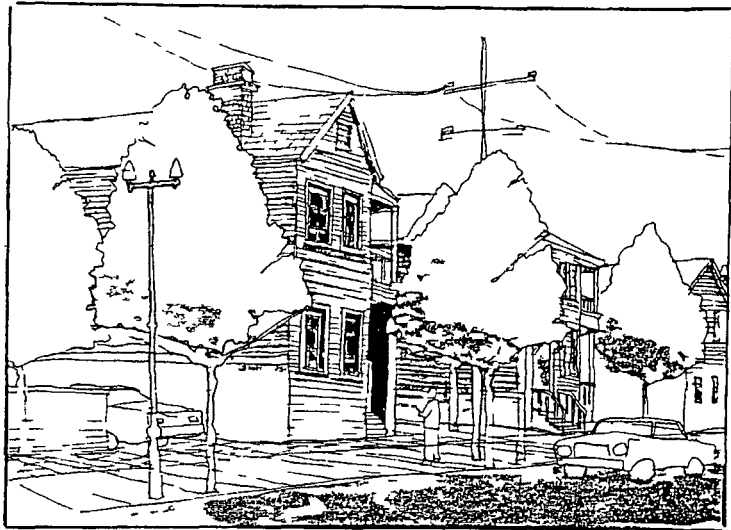


*Fig 6 11 Historic Residential Character*



*Fig 6 10  
Meeting Street Portal*

3 Portal - The high intensity development on Meeting Street, particularly the proposed Visitor's Reception Center and adjacent development along the Rail Corridor, will be concentrated to provide a sense of compression and to signal the approach to downtown (Figures 6 10 and 6 8) This location is across Meeting Street from the new Charleston Museum and the Manigault House and just prior to the development fronting on Marion Square - the Federal Building, the Citadel, and the Citadel Square Baptist Church Building bulk would be built to the street line to frame vistas downtown, and greater building heights, with setbacks, would be permitted Select views of the historic rail sheds would be highlighted, and all development adjacent to or across the street from a historic building would be subject to a special design review process to assure siting compatible with appreciation of the historic building and avoid disruptive clashes of scale, style or color Surface

parking exposed to Meeting Street would be prohibited

4 Marion Square - Bridging Calhoun Street -  
Entering the precinct of Marion Square, Meeting Street's identity will merge with that of an expansive and embracing urban space which is the ante room to downtown (Figure 6 12) Meeting Street will bridge Calhoun Street and penetrate downtown not through its own design continuity as much as through the design embrace of Marion Square



*Fig 6 12 Meeting Street at Marion Square*

#### King Street as a Historic Commercial Street

King Street's character as a hard-edged, continuously walled, but intimately scaled commercial street should be maintained and strengthened through infill mixed use commercial

and residential development which would harmonize with the street's inventory of historic buildings and facades (Figure 6 14)

The infill would be built to the street line, would occupy the full frontage, and would be segmented in the plane of the facade to reflect the rhythm of 25 foot to 40 foot frontages (Figures 6 13 and 6 15) Building height at the



*Fig 6 13 King Street Infill Housing*

street line would be 2 stories minimum to 3 stories (55 feet) maximum Above 3 stories there must be a minimum 12 foot setback to achieve the maximum building height of 5 stories (60 feet) The additional two stories are intended to encourage upper floor residential development and absorb some of the demand for new housing units on the Peninsula

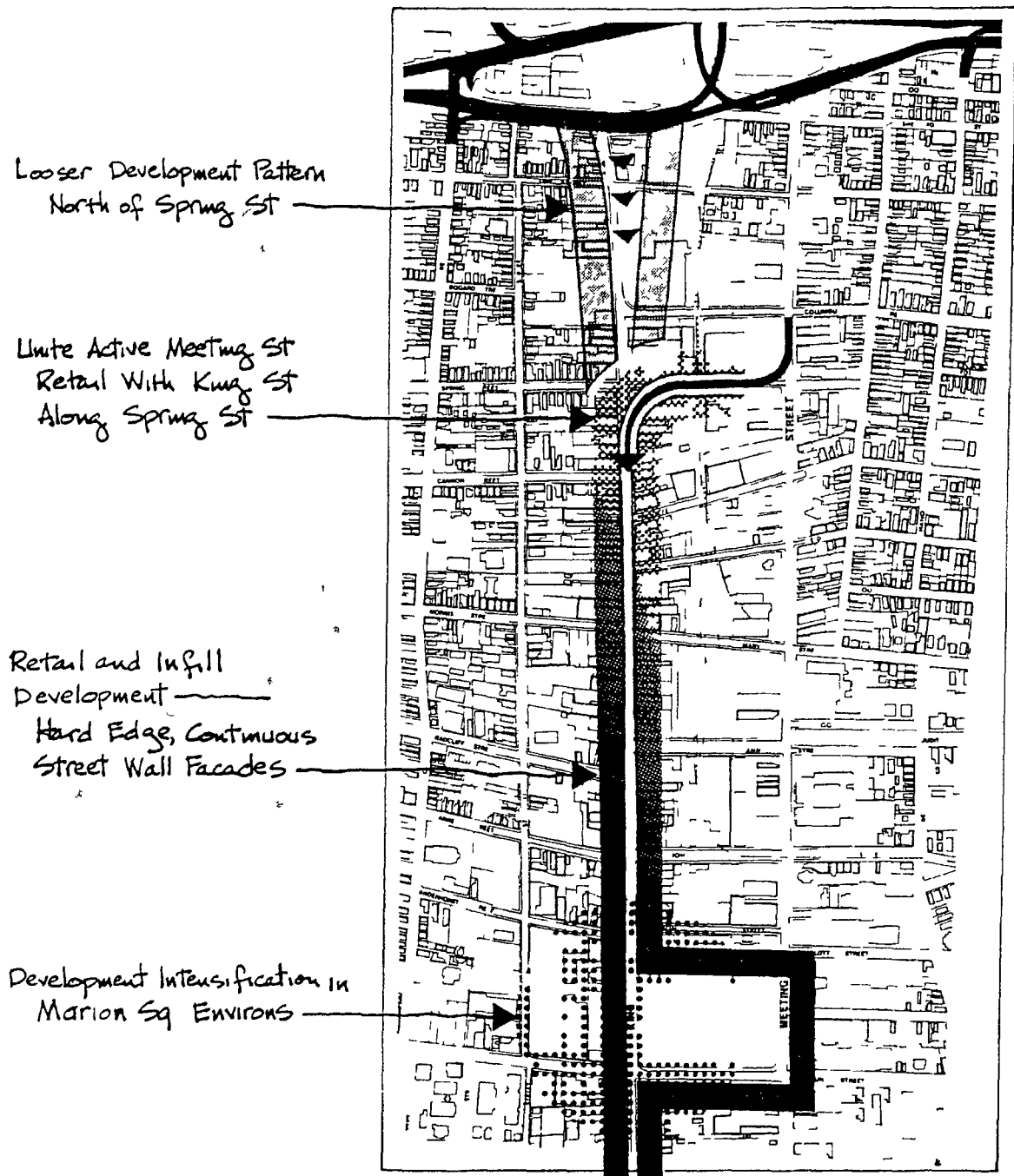


**Fig 6 14 King Street Design Concept**

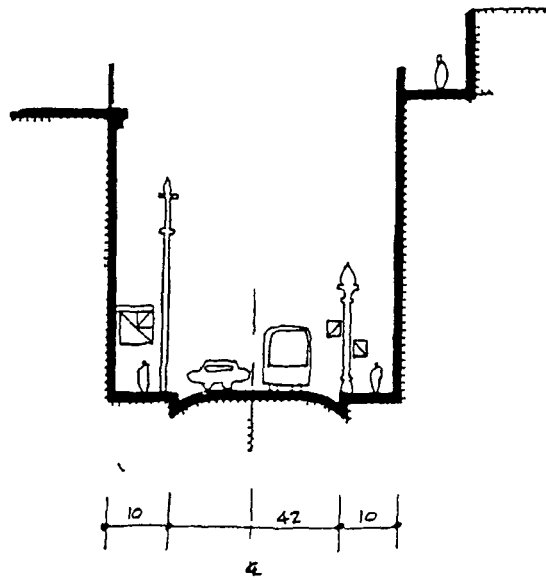


Fig 6 15 Street Section—King Street

Although maintaining the integrity of the street wall is a major design goal, the provision of requisite access to on-site parking spaces for residential uses may require the penetration of the street wall. When neither side street access to rear yard parking nor group parking facilities are available, the street wall may be penetrated in a non-disruptive way to provide access to parking. Access must be via a south facing yard, 10 feet wide maximum. Only one curb cut, 12 feet in width, would be permitted. Vegetation visible from the street would be required in the yard as a counter foil to the hard edge quality of development. The plane of the street wall may be continued by extending a fascia panel or building mass over the parking access. Alternatively, side yard landscaping should include a tree whose branches hang out over the sidewalk. Given the shortage of sidewalk space

for street furniture or planting, these landscaped alleys should have a positive effect. A design review process may be established for individual cases.

King Street's continuous street wall would bend along Spring Street to unite with the shopping center developments on Meeting Street. Active economic anchors so close as King Street and this portion of upper Meeting Street should be joined.

Above Spring Street, King Street's character changes abruptly. There is more vacant land, the street wall and the spatial containment it provided disappear, and the facade rhythm evident elsewhere vanishes into the large unbroken facades or open spaces associated with the Post and Courier publishing plant and the U-Haul lot and garage. Recognizing these differences, new development on upper King Street would not be as rigidly patterned as the rest of the street. Structures would not have to be built to the street line nor form a continuous street wall, and a generally looser development pattern would be permitted by the design controls.

At the opposite end of King Street, adjacent to Marion Square, development will be more intense in character. Building heights would be permitted up to 6 stories (80 feet maximum) and structures would be built to the street line occupying the full frontage to provide the Square with spatial containment. King Street easily bridges into the downtown area because of the street's design continuity south of Calhoun Street.

## St Philip Street as a Residential Street

St Philip Street's prevailing character as a soft-edged residential street should be reinforced through residential infill development (Figure 6 17) The loose but contained development pattern would be maintained by two and three story infill development with variable front yards, mandatory front yard landscaping, and a continuation of the 40 foot - 60 foot facade rhythm (Figure 6 16) The softening rhythm of



*Fig 6 16 St Philip Street Infill Housing*

palmettos at curbside would also be continued Off-street parking would be shielded from St Philip Street and curb cuts would be limited Existing surface parking lots would be shielded by a combination of landscaping and low walls, which must also respect the prevailing facade rhythm (Figure 6 21) These qualities of residential scale, rhythm, and streetscape would also be adapted to commercial and institutional

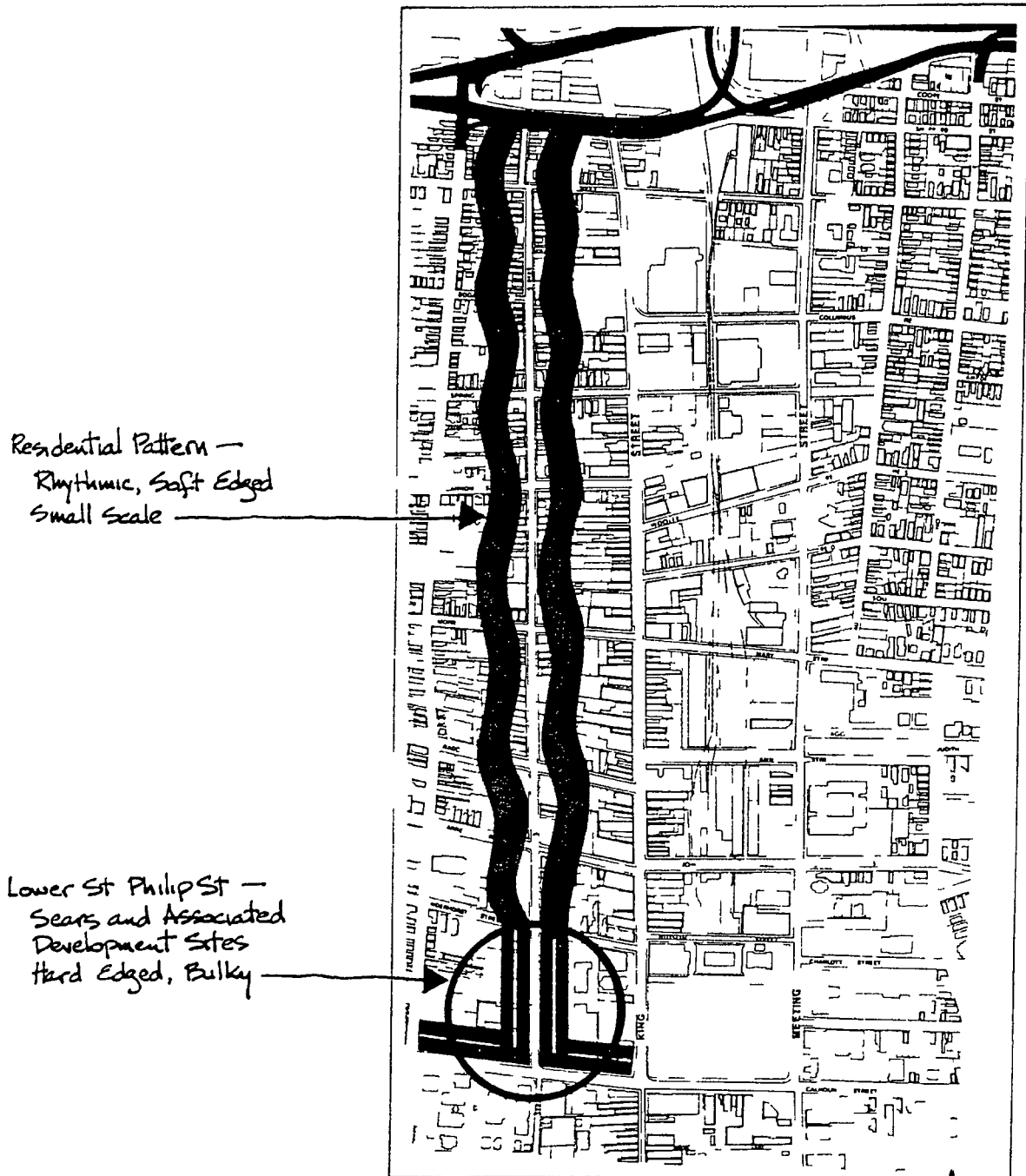


Fig 6 17 St Philip Street Design Concept

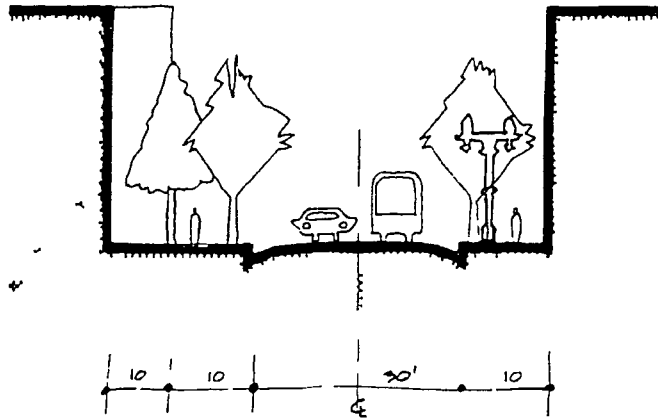


**Fig 6 18 Street Section—Upper St Philip Street**

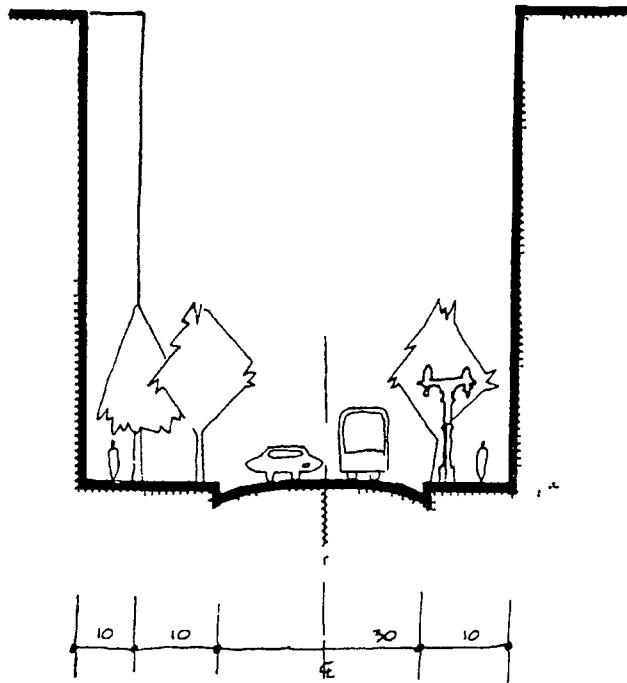


**Fig 6 19 Street Section—Lower St Philip Street**

development to maintain the street's prevailing character

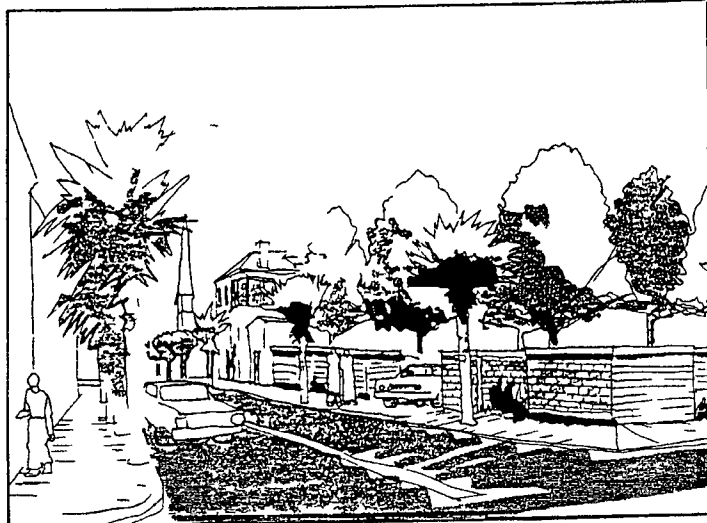


*Fig 6 21 St Philip Street Parking Lot Masking*

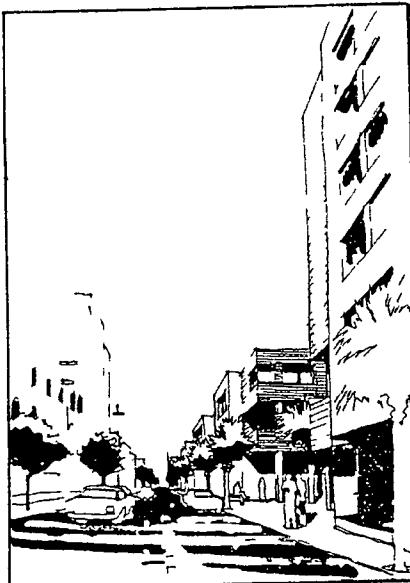


*Fig 6 20  
Lower St Philip Street*

The dramatic change in character to high intensity uses at St Philip Street's southern end between Vanderhorst and Calhoun Streets will be continued as an essential element of St Philip Street reinforcement (Figure 6 20) These locations are particularly appropriate to absorb some of the College of Charleston's demands for space and facilities Development sites could not be used exclusively for parking Off-street parking would be set back and shielded from St Philip Street by other facilities Parking access would be restricted to Calhoun and St Philip Streets to protect residential side streets from heavy traffic flows

The buildings would be built to the street line Building heights would increase from 4 stories

(60 feet maximum) at Vanderhorst Street to 9 stories (110 feet maximum) at Calhoun Street. Facades would be segmented to reflect prevailing street rhythms, and street frontage would be landscaped to continue the softening effect of vegetation. If the Sears building were to be re-used in a redevelopment scheme for that site, a portion of the site fronting on St. Philip Street would be developed and landscaped as open space.

Unlike King and Meeting Streets, St. Philip Street's development potential terminates at Calhoun Street. South of Calhoun, the street might be restudied as an entrance to the College of Charleston.

#### Marion Square as a Focus and a Junction

As a developed open space, Marion Square should become a major urban focus and junction between the uptown and downtown portions of the Lower Peninsula. Rather than being bordered and contained by bounding streets, Marion Square must extend to embrace its surroundings and its containing walls through the following program of design responses (Figures 6-22, 6-23 and 6-24).

1. Extension of Park "Mat" - Distinctive paving patterns should be employed throughout the Square, its bounding streets, and the opposite sidewalks, providing a uniform ground plane. Clear demarcation of roadbeds and traffic channelization would be maintained, but King, Meeting and Calhoun Streets would no longer be perceived as bordering

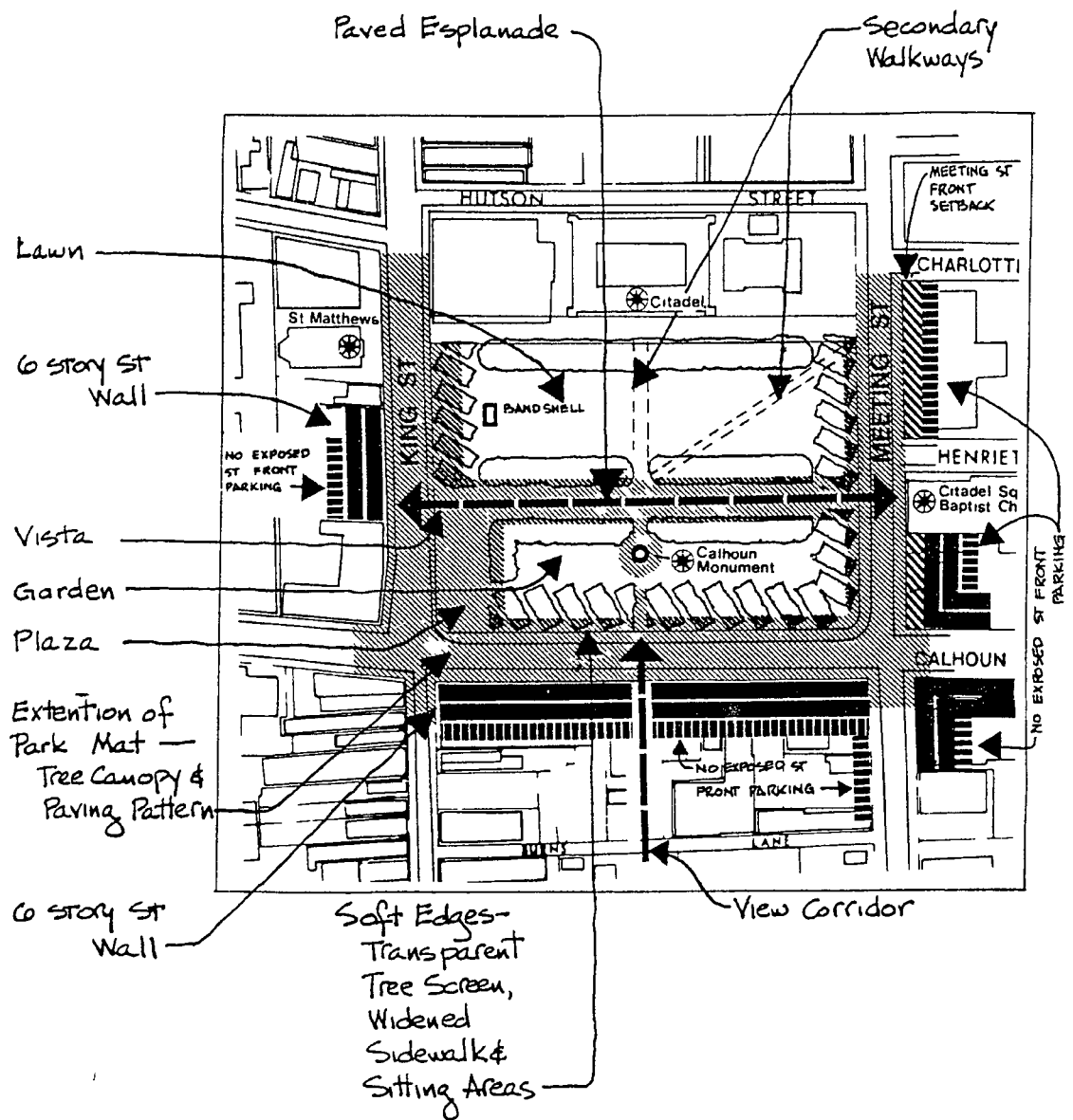
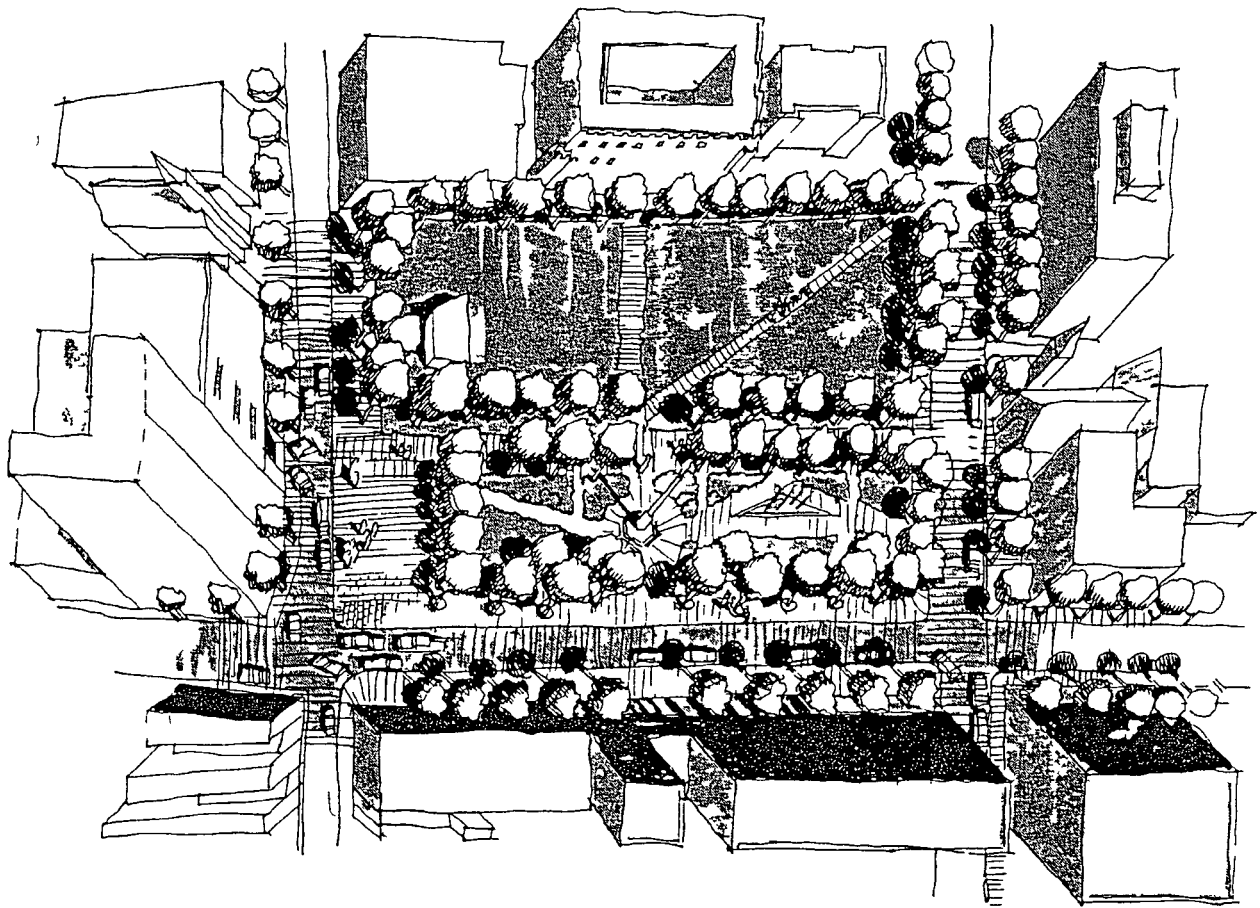
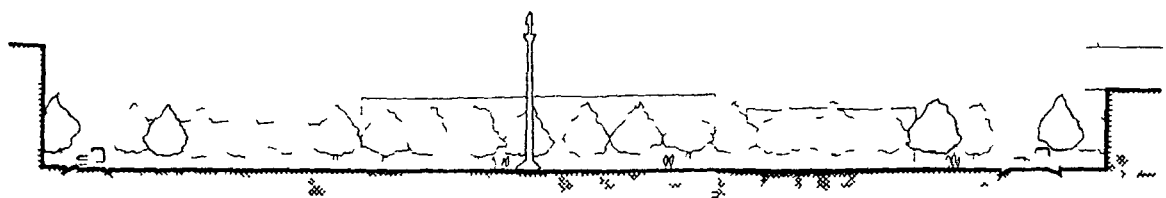


**Fig 6 22 Marion Square Design Concept**



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**Fig 6 23 Marion Square Redevelopment**



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**Fig 6 24 Street Section**  
**Marion Square Redevelopment**

the Square but rather passing through and becoming part of it. The precinct would be widened by extending the park-like treatment of the paving

2. Containment - The permitted building height of the development surrounding the Square, specifically next to the Francis Marion Hotel, on the southside of Calhoun Street, and at the northeast corner of Meeting and Calhoun, should be increased to 6 stories to provide spatial containment in scale with the Square. Buildings this height would not cast shadows on the Square. Exposed parking fronting on the Square would be prohibited.

3. Open Space Program - The space within Marion Square should be differentiated into smaller useable areas of greater variety, which would respond to the Square's various design roles:

- The Square would be divided along its east-west axis by a paved esplanade connecting Meeting with King Streets. The esplanade would be on axis with the historic Citadel Square Baptist Church and a portion of the development adjacent to the Francis Marion Hotel (Figure 6.25). It would be visually contained by ranks of trees.
- The southern portions, fronting on Calhoun Street and flanking the John C. Calhoun Monument, would be developed as a formally landscaped area for strolling or sitting.



*Fig 6 25 Marion Square—View along Esplanade*

- The northern portion would be retained as a lawn and playing field. The bandshell on the King Street side should be redeveloped to serve as a performing area which would permit the lawn to double as an amphitheater. Trees and landscaping along the lawn's northern perimeter would screen surface parking associated with County offices in the Citadel. Two secondary walkways would traverse the lawn. One would run north-south on axis with the monument and the Citadel. The other would run diagonally from the northeast corner of the Square to its center and would serve as a pedestrian path which, given the new Museum and the proposed Visitor's Reception Center, will probably be used frequently.

- The edges of the Square should be softened and made more inviting with looser, more widely spaced, and more visually permeable tree planting. In addition, sidewalks should be widened and sitting areas should be provided, particularly

along the Calhoun Street edge which has a southern exposure (Figure 6 26)

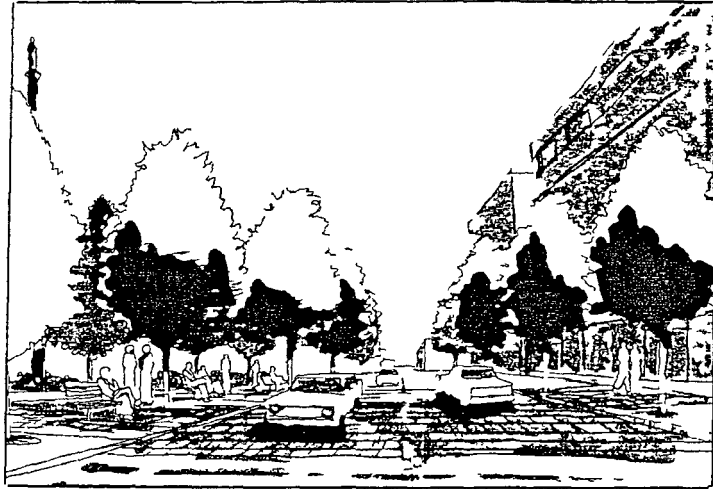


*Fig 6 26 Marion Square—View along Calhoun Street*

- The southwest corner of the Square should be developed as an urban plaza to serve both as a specially defined place and to accommodate some intense, if transient, outdoor uses (e g concessions, orators, exhibitions) This corner, opposite both the Francis Marion Hotel and the lower King Street shopping district, has great activity potential

4 Landmarks and Historic Facades - The visual alignments around Marion Square will relate to the surrounding historic buildings The Calhoun Monument and the Citadel establish the north-south axis The Citadel Square Baptist Church establishes the east-west axis St Matthew's Lutheran Church, although not on axis, is a prominent landmark facing the Square And a

view corridor from Burns Lane south of the Square, which permits a vista framing a view of the Monument, should be retained

#### The Buffer Space as an Entry Keynote

The tangle of ramps, elevated roadways and unattractive uses that signals the entrance to the Lower Peninsula from U S 17 and I-26 should be softened by an open space reserve formally planted with large trees on an east-west axis. No set of uses which would locate in this open well would be sufficiently impressive to mark the entry into the heart of the City. Only a planted open space reserve and buffer, both benign and softening, could achieve the transition to the Lower Peninsula and blend with landscape treatment along upper Meeting Street. The City should slowly accumulate these properties, and, while it is doing so, begin a planting program (Figure 6 27)

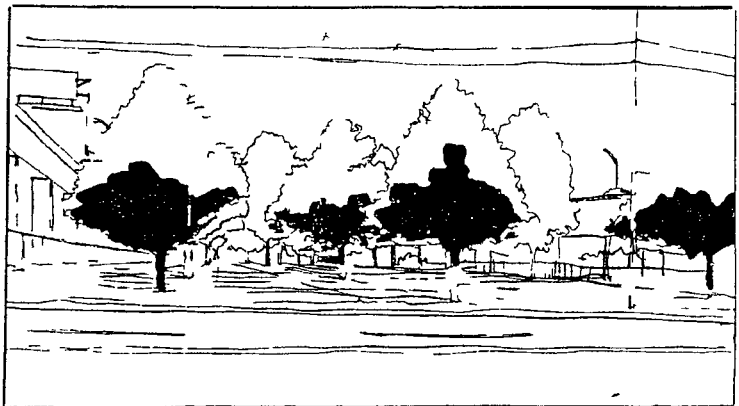


*Fig 6 27 Entry Buffer Space*

## Rail Corridor

The Rail Corridor, which extends from north of U S 17 to John Street, is a unique spatial reserve and asset. It is linear, continuous, under single ownership, and flanked by the two major north-south streets in the Lower Peninsula. Over time, the dwindling number of clients served by its active tracks will disappear and with it the Corridor's sustaining economic forces.

The Rail Corridor should be retained and its channel-like characteristics should be reinforced as development patterns emerge (Figure 6 28). Certain specific land use possibilities seem obvious: long term parking facilities near the proposed Visitor's Reception Center and rear lot parking access serving King Street properties.

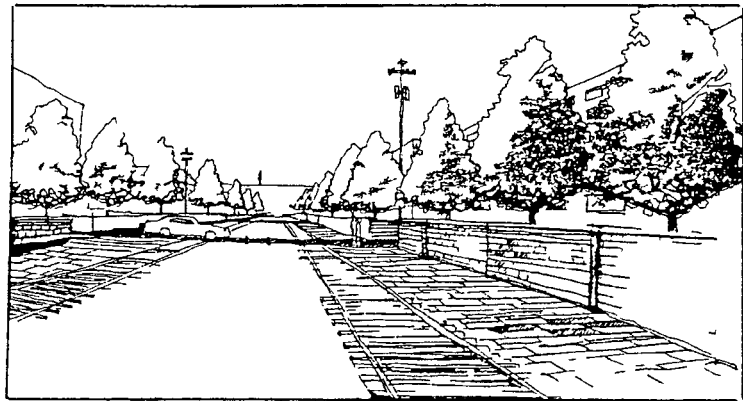


*Fig 6 28 Rail Corridor*

The Rail Corridor should be defined by flanking development, landscaping, and low walls. The corridor should be paved to achieve a uniform

visual look while maintaining the trackage in useable condition. Some space within the Corridor, particularly near the southern end, should be developed for group parking facilities, to serve King Street retail and the Meeting Street Portal developments (e.g. Visitors Reception Center, Charleston Museum). Development along the Rail Corridor should maintain a 20 foot clearance from the main tracks.

#### Parking District

A proposal has been submitted as part of the draft zoning ordinance revision for a CBD Parking Facility Improvement Program in which the City and developers would jointly participate. Parking requirements of the zoning ordinance could be satisfied either by the developer's construction of facilities on or off site (the usual practice elsewhere) or by his contributions of cash or land to the City's Parking Facility Improvement Program. It is recommended that the Charleston CBD be divided into a series of parking districts, in each of which parking would be provided in accordance with a plan to meet generated demands in the district. A possible set of districts has been suggested, one of which is Parking District 5 covering the upper King Street shopping area and the high intensity sites in the Meeting Street Portal Area (Figure 6-29). The proposed system is outlined as follows:

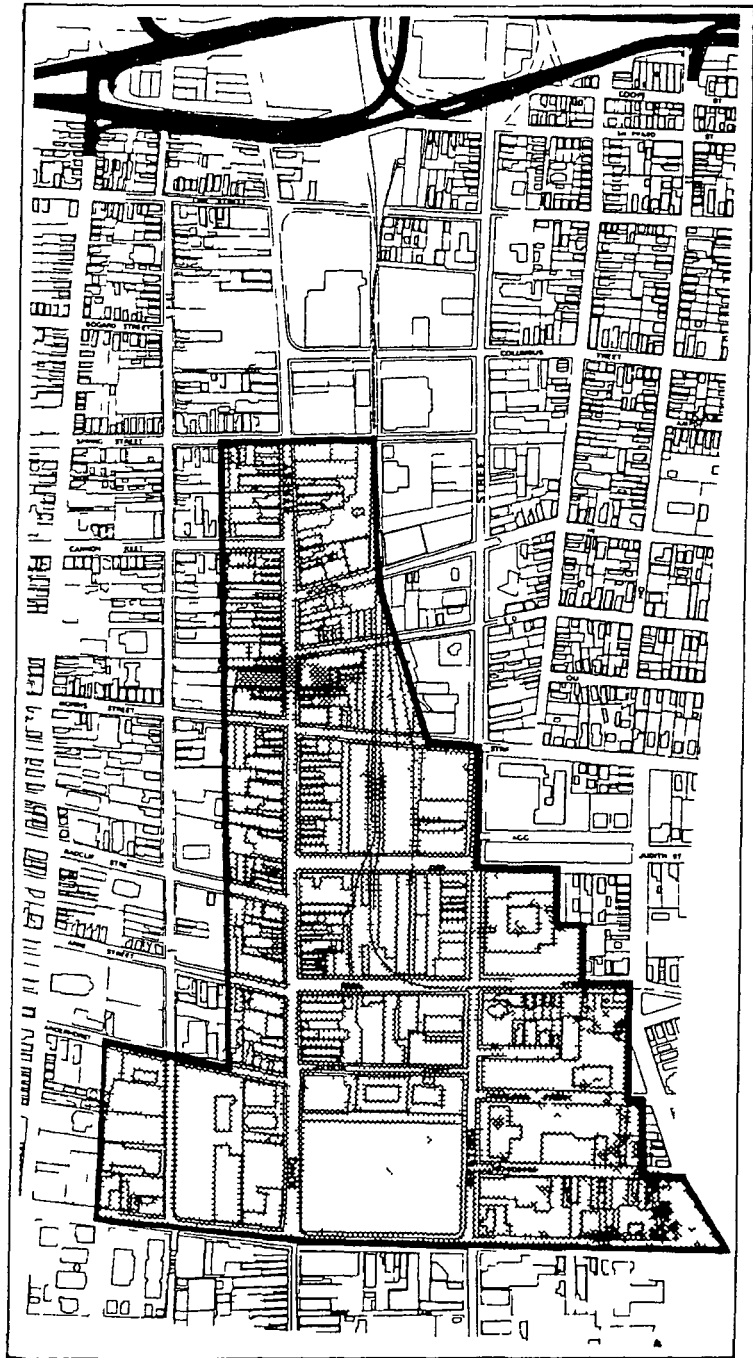


**Fig 6 29 Parking District No 5**

1 Primacy of the Plan - Parking facilities provided by no matter whom would be restricted to areas designated on a Plan. Thus a developer having a building site where parking is not permitted could have no on site parking and would have to explore other options for meeting parking requirements

2 Developer's options in meeting zoning ordinance parking requirements

- If a developer wants to provide required parking on his site, or on other nearby property he acquires for the purpose, he can do so, provided that parking is permitted in the desired location under the Plan and he can comply with any restrictions on access, etc
- Developer can provide more than the number of spaces required for his own development and get reimbursed eventually for the spaces in excess of his own requirement by cash-in-lieu payments from other developers in the area
- Developer in an area where site limitations make provision of parking infeasible can dedicate land acceptable to the City as a site or part of a site on which to build a parking facility (Parking requirements would be partially or wholly satisfied depending on size of site dedicated )
- Developer in an area where parking is prohibited or is not feasible on account of site limitations can make a cash payment to the City

in lieu of providing his own parking, the amount of the contribution being determined by a pre-set ratio of dollars per parking space. The money would be placed in a fund and used by the City to provide parking facilities in the sub-area related to the developer's project, as would be shown on the Plan.

3 Use of funds - Money in the escrow fund could be used in different ways to assist with the implementation of the Parking Program, such as

- Acquisition of land for a parking facility site, which might be retained by the City for construction of the parking facility, or turned over to the developer or a third party for construction of the facility
- Construction of the parking facility on a site owned by the City or owned and leased by the City to the developer or a third party
- Construction of parking facility on a site owned by a developer or third party, which might be large enough to serve a number of buildings in its sub-area

4 Cash-in-lieu contribution rate - The level of the cash-in-lieu contribution per parking space required by zoning would be set in the zoning regulations and would depend on the amount of subsidy the City wants to provide. Recently it has been City policy to absorb a very large share of the cost of providing parking facilities, as

in the case of the Liberty Bank Building and Charleston Center. The level of the cash-in-lieu contribution could change over time in response to changes in land values and construction costs as well as evolving City policies on subsidizing development in the CBD.

5 Sub-areas - The Plan should address the distribution of needed parking facilities by CBD sub-area. In other words, the Plan would make provision for how developments in each of several defined CBD sub-areas would be served by parking facilities. Ideally a development in one sub-area would be served by a parking facility in the same sub-area. For practical reasons the Plan would also have to establish the conditions under which developments in one sub-area (e.g. near a sub-area boundary) might be served by parking facilities in the adjacent sub-area.

6 Monitoring - Needs should be continuously monitored on the basis of information about parking demand, new projects in the planning stage, and changes in the inventory of parking facilities.

### **Design Attitudes and Supporting Elements**

The urban-design guidelines which follow in the next section establish the basic design standards governing building bulk, height, yards, position with respect to the street, and occasionally relative proportions. They increase the certainty of maintaining Charleston's unique characteristics.

by mandating that existing patterns are followed  
The chances of maintaining design continuity will  
be greatest if new development does not compete  
with the existing delicate physical fabric

But the necessary sense of the appropriate, tact,  
and deftness of touch required of designers cannot  
be legislated or codified These qualities are  
represented not just by building size but also by  
color, material texture, ornament and a supporting  
cast of streetscape elements Together they form  
a design vocabulary which conveys a respect for  
Charleston's qualities of a varied but intimate  
residential scale, semi-tropic lushness, and of  
fortuitous, happenstance settings, nooks and  
crannies that grow over time The following  
discussion is directed toward identifying some of  
the design attitudes through which these qualities  
are expressed

#### Color

Color tends to be a unifying urban element  
Whether it is a response to geography and climate  
or a function of history palettes become  
ingrained and cities take on conditioning colors -  
brick red Philadelphia, somber grey granite New  
York pastel stucco Rome

Charleston should adopt a color scheme and palette  
that corresponds to the city's strong sunlight  
and semi-tropic atmosphere - either white, beige,

pastel or a combination. Within a general palette there should be specific ranges for roofs, building planes, trim and ornament within the Old and Historic District, and within the central King Street/Meeting Street spine.

#### Material

Charleston is a city of wood, brick, stucco, and occasionally stone. Generally, there are unit materials which reflect the intimate residential scale of the city. This range of materials should be continued.

Horizontal wood siding and its board-formed concrete counterpart

- Brick in a light red or buff brick range that is local
- Stucco or its pre-cast concrete counterpart in a local light, pastel, or earth-toned color range

The hard edge modernist language of steel or concrete frame, chrome and reflective glass that has become the symbol of urban vitality should be discouraged because it is so obviously inappropriate to Charleston's delicately woven fabric. Given talented designers, the conflict between these coldest, slickest effects of modernism and Charleston's 18th-19th Century

historic character might be resolved. But in a city of mutually supportive "background" buildings such tour-de-forces can only be imposed at the expense of the general fabric.

#### Landscape

Befitting its semi-tropical environment, Charleston is verdant and often lushly landscaped. Landscape elements give Charleston its soft texture and provide a sense of visual continuity throughout the Lower Peninsula. A set of landscape materials should be adopted which will maintain this continuity as well as emphasize identity streets and areas of special character.

Within the Uptown District, landscape design should define the character of organizing streets. Along Meeting Street uniform ranks of street trees should be organized into allees and visual screens which will mask development and unify the street. These landscaping elements are formal, ordered, and large scale. Intimate landscape elements such as the front yard gardens which occur along St. Philip Street would be inappropriate for this setting.

The occasional landscaping elements along King Street should serve to soften and surprise - hanging planting, trees peeking beyond the building line from the alternate parking access side yards, or as in the case of the Aiken House,

trees behind a wall. However, landscaping as a means of prettification, eye-level planting boxes for example, would be totally inappropriate to King Street.

The use of specific landscape elements to establish design unity along St. Philip Street and around Marion Square has been discussed previously. Other areas where specific landscape approaches should be established are the King Street/Meeting Street spine in the Downtown CBD, Market Street, the College of Charleston area, and within the area formed by the intersection of U.S. 17 and I-26. The City should establish a selection of appropriate planting materials.

#### Residential Scale

Buildings in Charleston are essentially residential in scale. They inevitably refer back to the sizes, shapes, and architectural elements of Charlestonian houses - the piazza with its front door, the low wall with narrow garden behind.

Charleston is composed of an even distribution of small scale buildings with primarily red tin and slate roofs. Generally this uniformity is maintained throughout the lower peninsula except where prominent buildings and church spires rise above the treetops. The height ordinance adopted in 1978 sought to preserve this character by restricting the areas where taller buildings may be built.

Since the City's historic small scale character has generally been maintained, individual buildings are viewed through a frame of trees, lightposts, fences, and other streetscape elements, which in turn relate the buildings to the scale of the street. In Charleston it is the street rather than the building which is the city scale element. Therefore, it is important to continue and extend the vocabulary of these intermediate scale giving elements - piazzas and porches with their front doors and raised entrances at the street, the low wall or fence with a narrow but lush side yard garden behind. The elements give Charleston its small scale intimate texture.

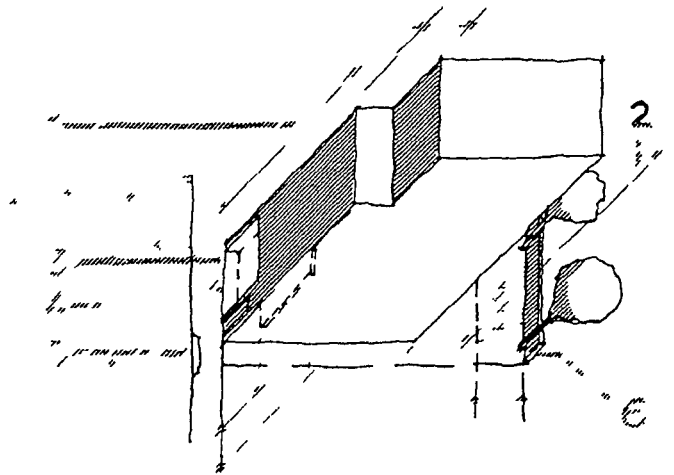
#### Streetscape Elements

- **Streetlighting** - The lighting standards should provide an element of continuity, identity and rhythm along King and Meeting Streets. Historically appropriate single and double lamp standards for King and Meeting Streets respectively are currently under discussion. Along Meeting Street two standards should be employed - one for street lighting, the other for design continuity. Since electric and telephone utility lines are overhead and probably will remain so, draped lighting and street signage would also conserve sidewalk space for pedestrian usage, an important consideration along King Street.

- Street Furniture - The other elements which occupy public easements - benches mailboxes, streetsigns, fire hydrants, tree and sidewalk gratings, utility van and manhole covers, curbs - should reflect the City's historic character. Wherever possible old items should be reused. The buildings will recede as this frame and floorscape of older elements move into the foreground.

## 7 Development Guidelines

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## *Development Guidelines, Part One The Guidelines in General*

### **District Wide Overview**

The proposed development guidelines are the translation of the design concepts into enforceable rules which could be applied to control development situations in the District. The design guidelines establish the performance standards for a sympathetic architecture which will perpetuate Charleston's unique qualities. Guidelines use existing models in the surrounding area as the basis for design standards (e.g. build-to-lines, tree planting requirements, height requirements). Where a site possesses special characteristics (King Street infill) or has a unique design role (e.g. Meeting Street Portal, lower St. Philip Street) specific design responses are mandated. These guidelines represent the most direct method of meeting the performance standards but they do not preclude other appropriate design responses which may achieve the same objective. For example, perpetuation of the street rhythm established by lot sizes emerged as a major design criterion. Facade segmentation has been indicated as the most direct design response but other approaches such as facade and height variation,

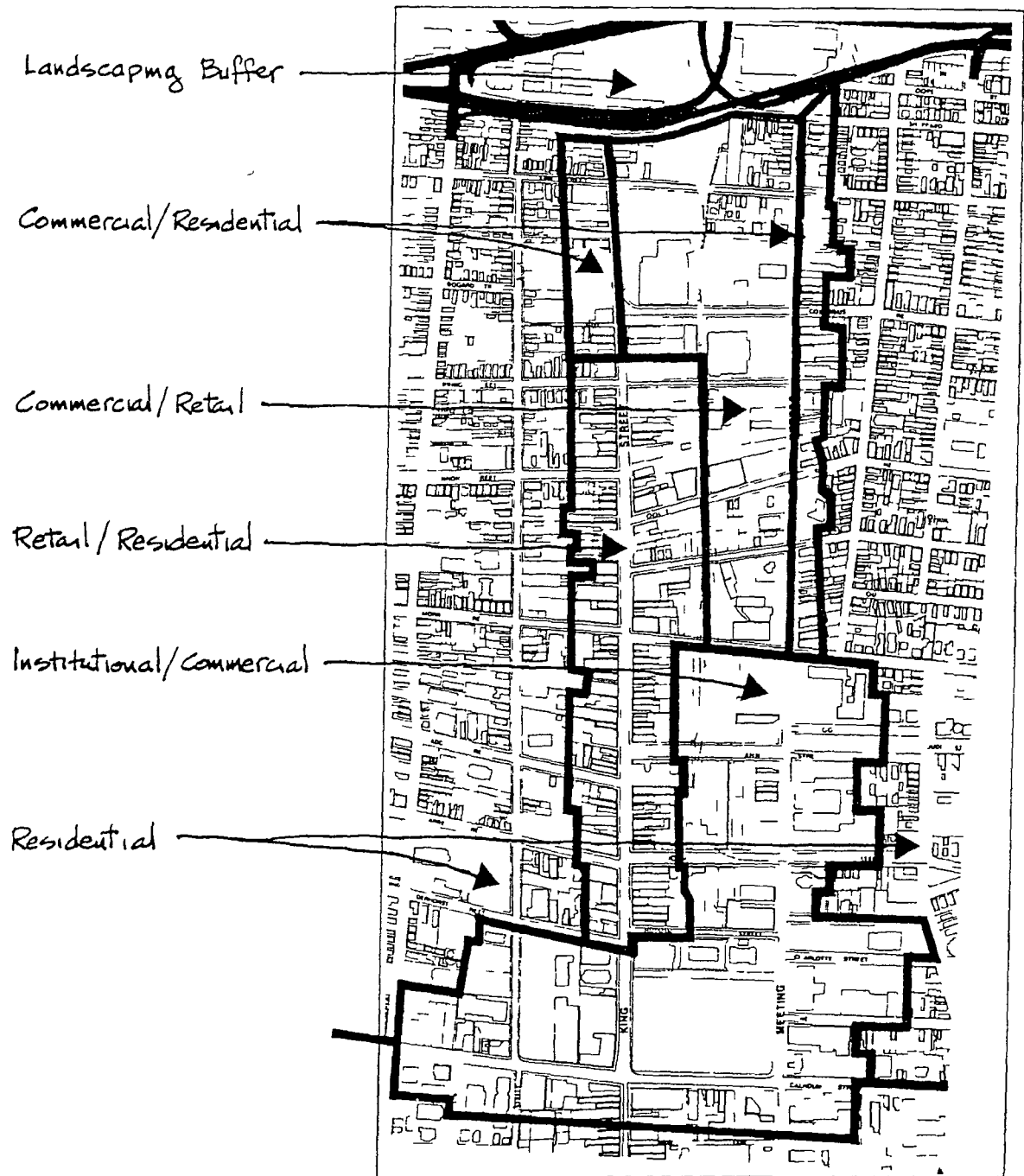


**Fig 71 Proposed Use Guidelines**

or change in building materials might also have merit

The development of a wider vocabulary will emerge through the recurring tests of real design solutions. Appropriate and effective design approaches will be incorporated into the guidelines while unnecessary restrictions are eliminated. In those solutions where design guidelines are evolving and require interpretation, their application should be subject to design review by the Department of Planning and Urban Development.

General and district-wide guidelines are discussed in this part (Part One). Site specific guidelines are presented in Part Two.

#### Protection of Historic Buildings

Special consideration should be given to historic buildings. Accordingly, any building or enlargement on a lot adjacent to or across the street from a historic structure and within 100 feet thereof would be subject to design review. The review should be concerned with preserving or enhancing the setting of a historic building, so that it can be appreciated as seen from the street or other public place. Any new building or enlargement which exceeds 50 feet in height or exceeds the height of the historic building (whichever is more) would require special design justification, especially in how it is sited in relationship to the historic building. It should not be permitted to dominate the historic building.

by its height, proximity and orientation. If the project is within the Old and Historic District, the design review would be by the Board of Architectural Review. If not, the Department of Planning and Urban Development would conduct the design review after referring the application to the B A R for it to establish the criteria by which the particular project should be judged.

#### Use

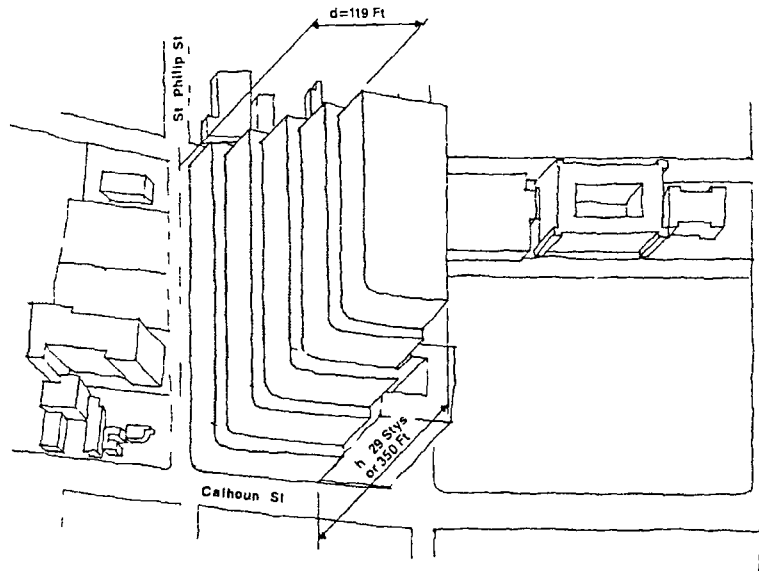
Reflecting projected land use (see page 61), the use regulations will acknowledge existing patterns of development (Figure 7.1). With the exception of the flanking residential neighborhoods, each sub-area within the District is a mixed use zone. The most intense use areas are along the southern ends of King, Meeting and St. Philip Streets, and around Marion Square. The least intense uses would be within the confines of the US 17 -- I-26 intersection.

#### Height

Height is the basic building bulk control. The existing pattern of heights would generally be maintained, 3 to 4 stories throughout the majority of the District, with increased heights along the southern ends of King, Meeting and St. Philip Streets and around Marion Square to accommodate the more intense uses projected for these areas (Figure 7.2).



**3x Rule**  
 Maximum Building Height(h) = 3 x distance from the center line of the street(d)



**Exception to 3x Rule**  
 In a General Business District Maximum Building Height(h) may be greater than 3x the distance from the center line of the street when  
 Site Area x 3xd is greater than the Volume of the Building at height(h)

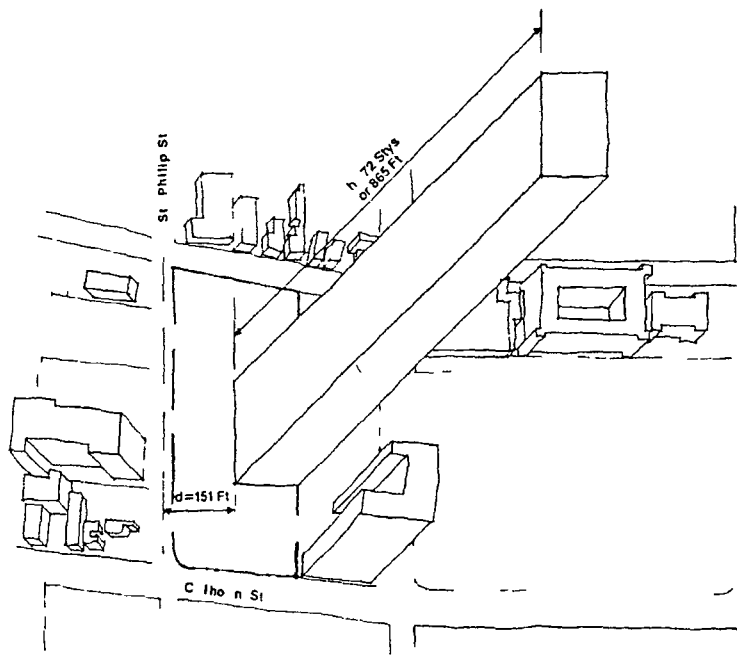


**Fig 73 Lower St Philip Street Development Permitted Under "3X" Rule**

Until more intensive development has taken place throughout the southern end of the Uptown District and along Meeting Street south of Calhoun, the 140 foot height district should not be extended north of Mary Street. Without this control, premature sporadic development toward the north end of the district would be likely to defeat the objective of an orderly upgrading of the south end. When the high-rise district is extended north, the frontage close to Meeting Street should remain restricted to four-story building heights.

It is recommended that height be regulated by the establishment of appropriate height limits which would take account of neighboring development rather than the currently employed "3 times" method (building height = 3 times the distance between the building's street wall and the center line of the street which it faces), under which height is determined solely by street width and the amount of a building's setback. Two examples, using the Sears site and adjacent properties on lower St. Philip Street, are included to demonstrate the inappropriateness and ineffectiveness of the current height control (Figure 7.3).

#### Yards and Setbacks

Yard and setback guidelines (Figure 7.4) will mould street form to reflect the street character and spatial sequences described in the Design Concept discussion (see page 57). For Meeting Street the sequence of expansive boulevard and compressive portal will be achieved with 15 foot setbacks along the upper portion and a prohibition

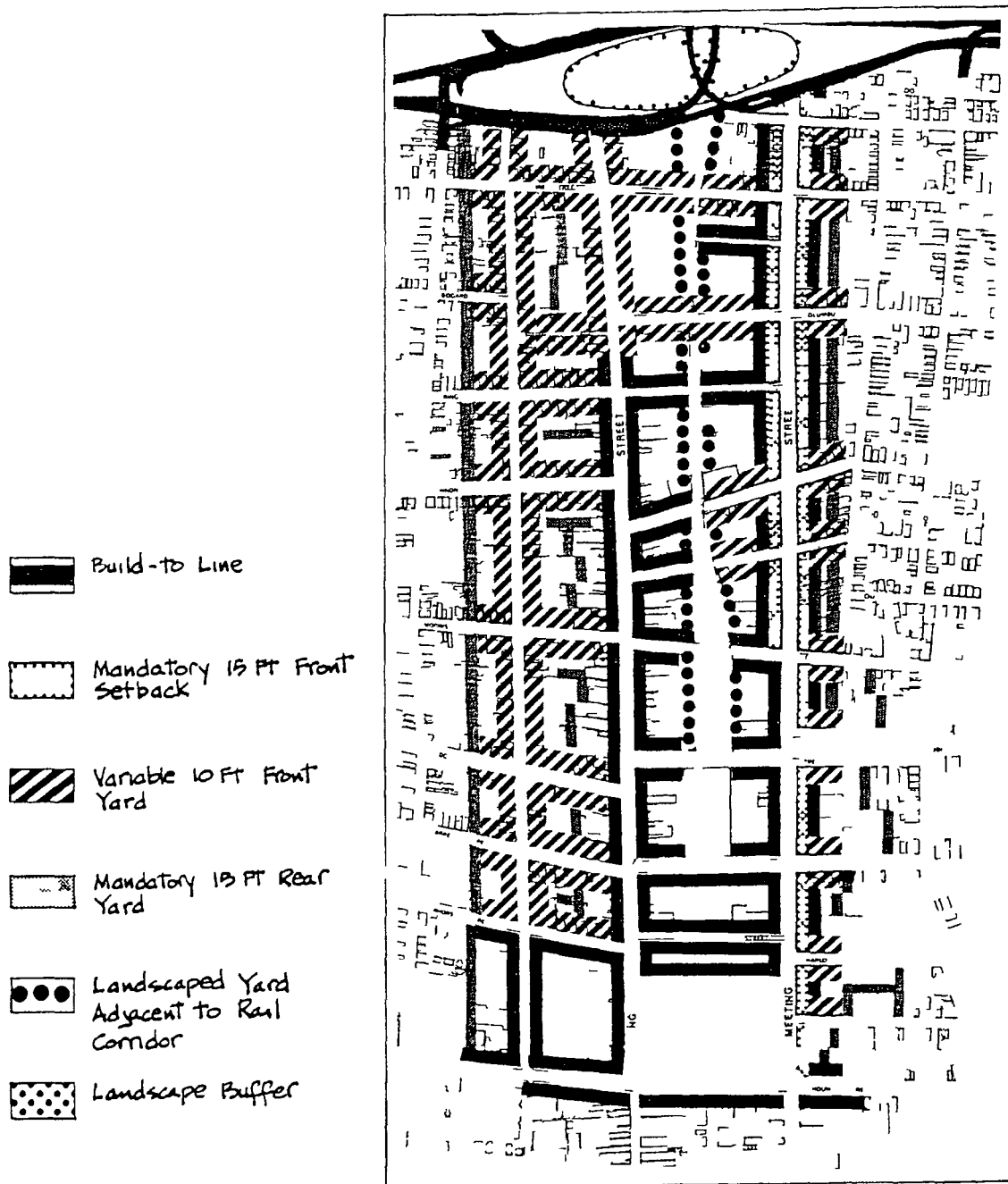


**Fig 74 Yard and Setback Guidelines**

of setbacks along the lower portion on the west side of the street. The hard edged, continuously walled character of King Street would be reinforced (as would its turning along Spring Street) by continuous development built to the street line. The soft, rhythmic character of St Philip Street would be maintained with the help of optional front-yards of variable depth (up to 10 feet maximum). The more intense development, on lower St Philip Street and around Marion Square, would be built to the street line. The Rail Corridor would be screened and defined by flanking landscaping strips. Properties backing on residential areas would be required to have a 15 foot rear yard.

The guidelines affecting side streets will generally be governed by the rules established for the flanking north-south streets. The uses between King and St Philip Streets are primarily residential, so the variable front yard employed along St Philip will govern. Between King and Meeting Streets the frontage available for development is limited by the Rail Road Corridor and the rear lot lines of King and Meeting Street properties. The street wall built to the street line, prevailing along King Street will govern along side streets between King and the Rail Corridor. The same requirement will apply to side streets between Meeting and the Rail Corridor from Mary Street to Marion Square. North of Mary Street the variable front yard will generally govern on side streets between Meeting and the Rail Corridor. Along Spring Street, the street wall built to the street line will govern between King and Meeting Streets in order to promote a

connection between King Street and Meeting Street retail areas

Although these recommended guidelines are mapped, establishing the form of their final application - changes to the underlying zoning of the District, or the creation of an overlay special design district - will be a zoning revision task. They are mapped here so they can be discussed as considerations which will influence the future form of the Uptown District.

### **King Street Design Guidelines**

King Street's uniform, continuously walled and contained street space will be maintained by a requirement that all development be built to the street line (Figure 7.5). This type of development would also continue along Spring Street to the Rail Corridor, where it would link with the retail activities on upper Meeting Street.

The basic consistent element of King Street development will be infill retail - residential structures 3 to 5 stories in height. The additional 2 stories of height, with compensating setbacks, would be permitted to encourage upper floor residential development. Retail use would be required on the ground floor of all new infill development, with exceptions provided only in cases of practical difficulty.

North of Spring Street, the guidelines are less restrictive, with optional front yards of variable depth (10 feet maximum) and an optional side yard. Parking would be prohibited in these front yards and, where provided elsewhere on the lot, would

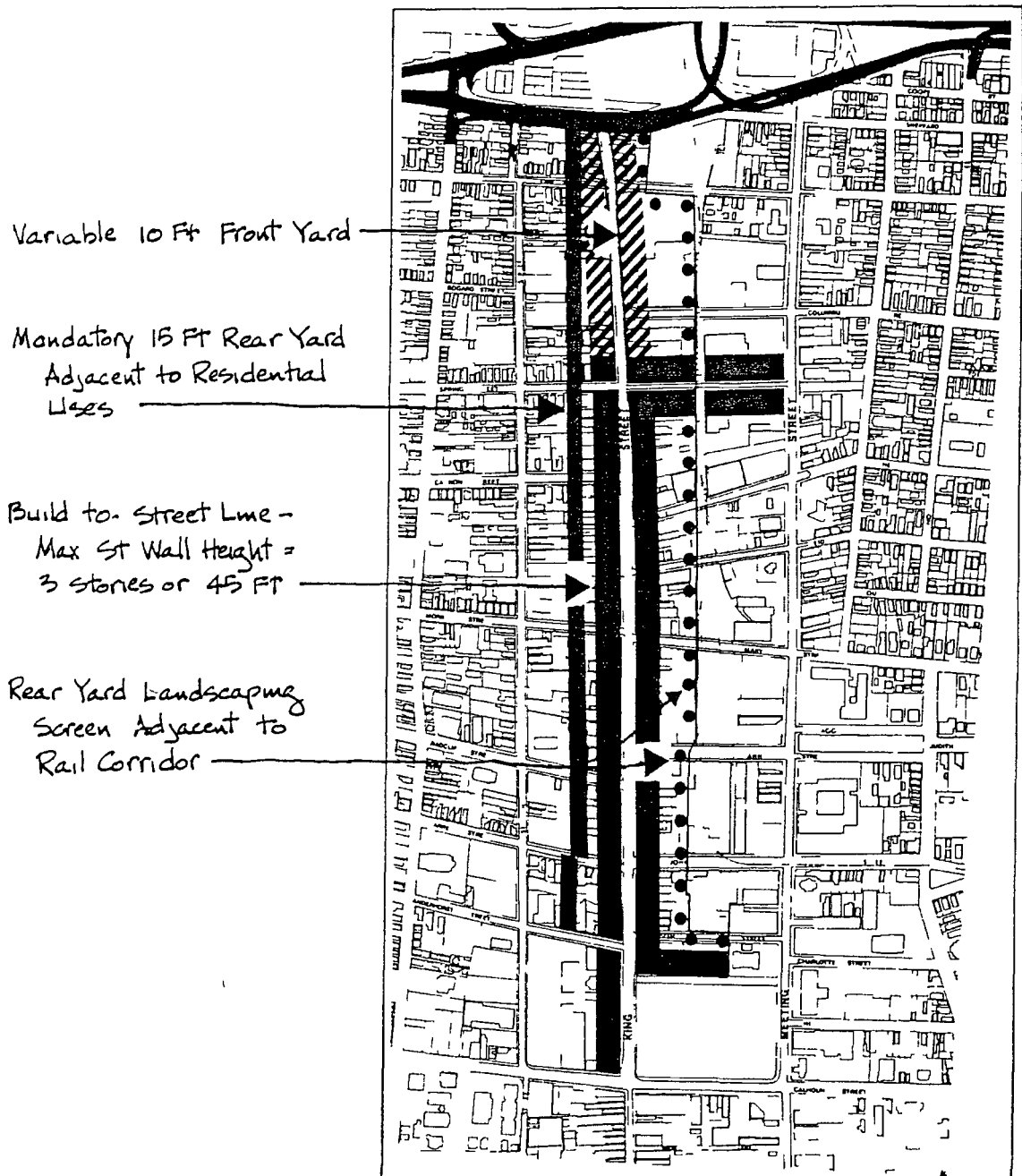


**Fig 75 King Street Design Guidelines**

have to be visually screened from the street  
Front yard landscaping would be required  
Building height would be limited to 4 stories or  
50 feet maximum

### **Meeting Street Design Guidelines**

Meeting Street's character as an entry street will require that design guidelines orchestrate numerous design elements, particularly the governing elements of yards and setbacks (Figure 7-6). Meeting Street will be lined on both sides by required 15 foot setbacks which must be landscaped with screening trees and free of development, no signs, no surface parking. The intent is to establish as the major entry characteristic a uniform continuous streetscape element which will soften and screen adjacent development. The development behind would be perceived, but generally would not dominate. Except for the Portal Area south of Mary Street, the maximum height for all development fronting on Meeting Street would be 4 stories (50 feet).

Beginning south of Mary Street, development on the west side of the street must be built to the street line. With appropriate setbacks of upper floors, buildings would be permitted to 12 stories (140 feet) in height. Parking exposed to Meeting Street would be prohibited with the exception of a limited amount at the Visitor's Reception Center site to signal its presence to the motoring tourist.

South of Charlotte Street on the east side of Meeting Street, development would be subject to the guidelines for Marion Square.

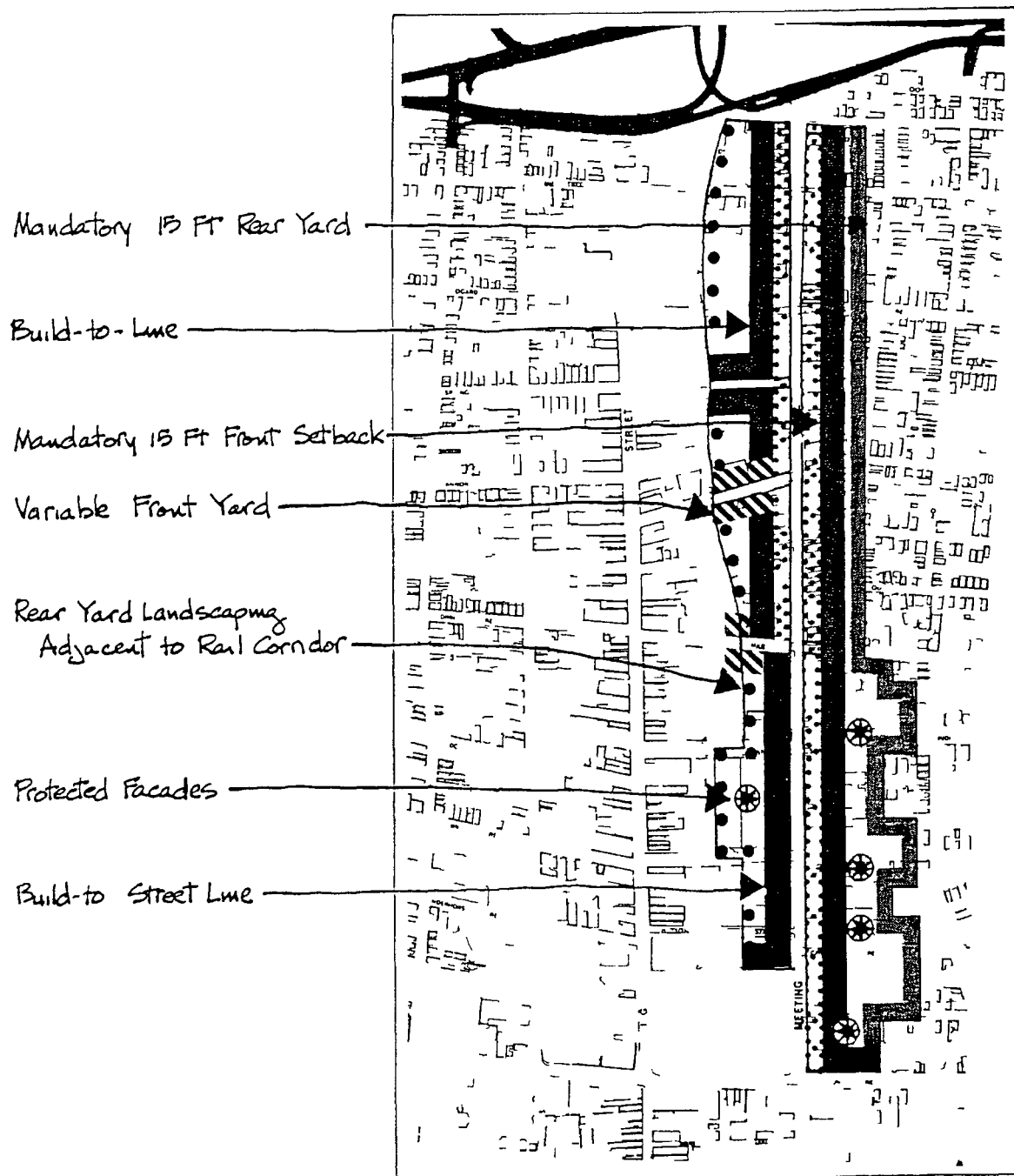


**Fig 76 Meeting Street Design Guidelines**

The basic development elements of Meeting Street will be the front setbacks for development along upper Meeting Street, residential infill, and the high intensity development sites in the Portal Area '

**St Philip Street  
Guidelines**

St Philip Street's loose but contained residential development pattern would be maintained throughout most of its length by infill development, variable front yards and street landscaping. Specially targeted guidelines will control development on the more intensively developed non-residential sites at the street's southern end.

**Marion Square Design  
Guidelines**

Unifying Marion Square with its surroundings poses a variety of design problems. Some of these can only be addressed through a focussed site design program. Nevertheless, there are some design responses which are not dependent on any particular design. These are discussed in Part Two.

**Rail Corridor**

The purpose of development guidelines for the Rail Corridor is to maintain and reinforce its channel-like characteristics and retain its trackage as development patterns emerge.

**U S 17 Buffer**

The general design qualities of the interchange between U S 17 and I-26 as an open space reserve which will act as a buffer and signal the entry to the Lower Peninsula have been discussed. What is required now is a specific landscape design plan rather than prescriptive rules. The City should

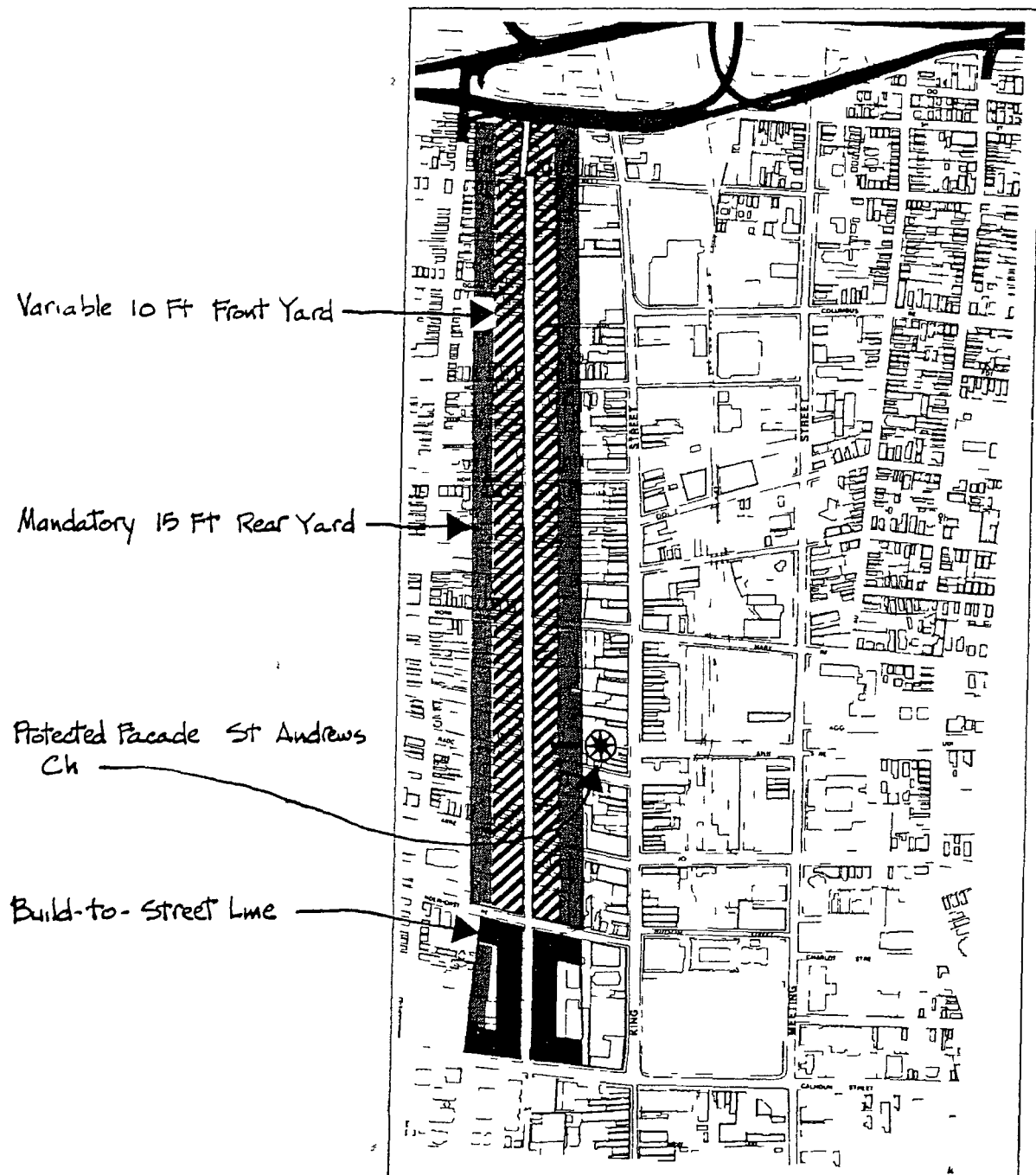


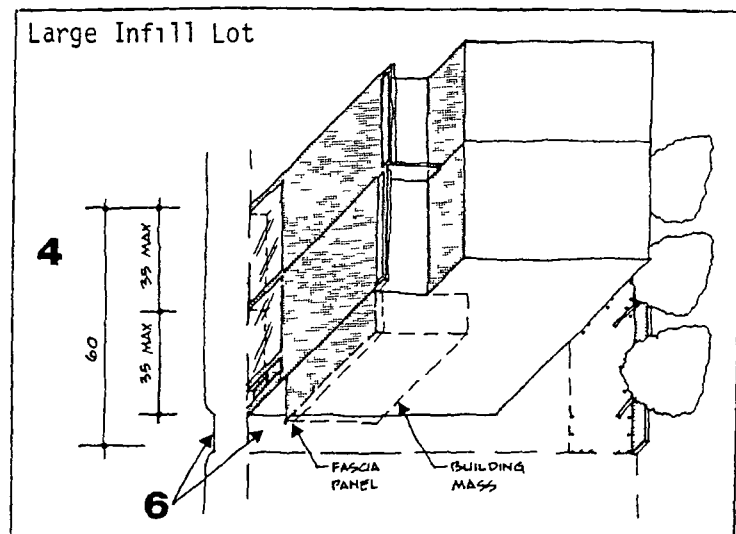
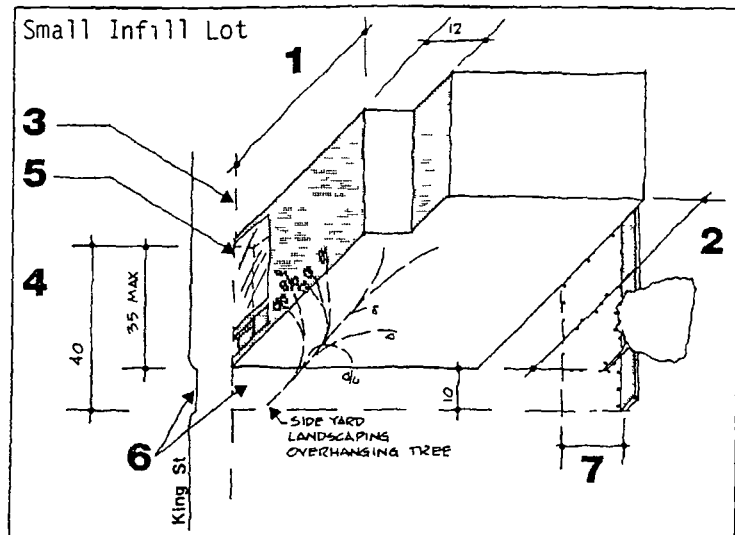
**Fig 77 St Philip Street Design Guidelines**

a) investigate a mechanism which would permit the timely acquisition of these properties and

b) coordinate a landscape master plan with that acquisition schedule

## *Development Guidelines, Part Two Guidelines for Selected Sites*

The following pages present specific development guidelines for selected sites throughout the Uptown District. These represent both typical development situations and sites which offer special development opportunities.



1 Street Wall Height - Maximum height of the street wall is 3 stories or 55 feet. Minimum street wall height is 2 stories or 35 feet. Above 3 stories or 55 feet there must be a minimum setback of 12 feet.

2 Building Height - Maximum building height is 5 stories or 60 feet.

3 Build-to-line - New construction must be built to the street line and must occupy the full frontage except as follows:

- Ground floor retail store fronts may be recessed 5 feet from street line to provide sheltered sidewalk area
- Street wall penetration to provide off-street parking access (see #6)

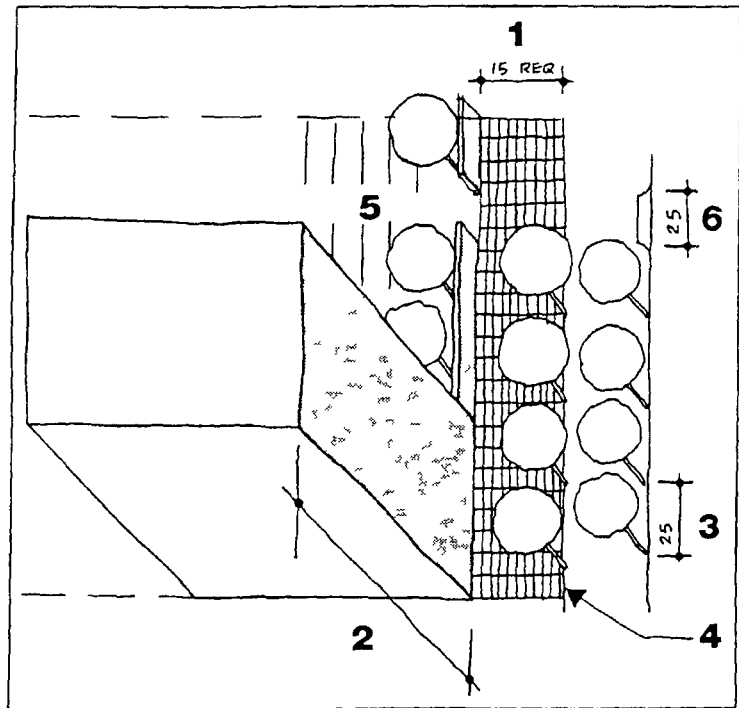
4 Facade Rhythm - Facades will be segmented within the plane of the street wall to reflect the prevailing 25-40 foot and 40-60 foot lot width rhythms. The scale of nearby development will determine the appropriate width of segments, which in no event shall exceed 35 feet. Segmentation may be in the form of varying parapet heights, party wall expression or facade variation. Segmentation formats should be subject to a design review by the Department of Planning and Urban Development.

5 Glass Exposure, Retail Use - Ground story frontage will be devoted to retail uses and have 70 percent glass exposure.

6 Alternate Parking Access - Where it is determined upon design review that it is impossible to provide side street access to required rear yard parking to serve residential uses, and group parking facilities are not available, the street wall may be penetrated to provide off-street parking. Access shall be via south facing side yard, a maximum of 10 feet wide. Landscape elements will be permitted in this side yard. The plane of the street wall may be continued by extending a fascia panel or building mass over the parking access. Alternatively, side yard landscaping shall include a tree whose branches hang out over the sidewalk. Alternate parking access is restricted to serving upper floor residential uses or the residential portions of mixed use development. It may not be employed to provide commercial or retail off-street parking or off-street loading areas. Design review is required.

7 Rear Yard - A 15 foot rear yard landscaped with trees and bounded by a low wall must be provided.

See Figure 6.13, page 69 for an illustration of the King Street Infill Development Guidelines.



These guidelines apply on the west side of Meeting Street north of Mary Street and along the entire east side of Meeting

1 Front Setback and Build-to-Line - Development must be set back 15 feet from the street line. The 15 foot setback also establishes the required build-to-line for at least 50% of the frontage. No parking is permitted within the setback. Street furniture (e.g., benches, lamp-posts) is permitted. No signs other than necessary directional signs (e.g., exit, entrance) are permitted in the setback.

2 Street Wall Height - The maximum height of a building's street wall is 4 stories or 50 feet. The minimum height is 2 stories or 30 feet.

3 Landscaping - Development must be screened by a double row of trees, one row within the setback, the other at curbside. Trees at curbside, which will maintain the continuous and uniform screen, and along the interior tree line in the setback area must be planted no more than 25 feet apart on center. The spacing along the interior tree line may be off-set from the curbside trees, and their

placement within the yard may be adjusted to suit particular design purposes. Plant materials must be approved by the City.

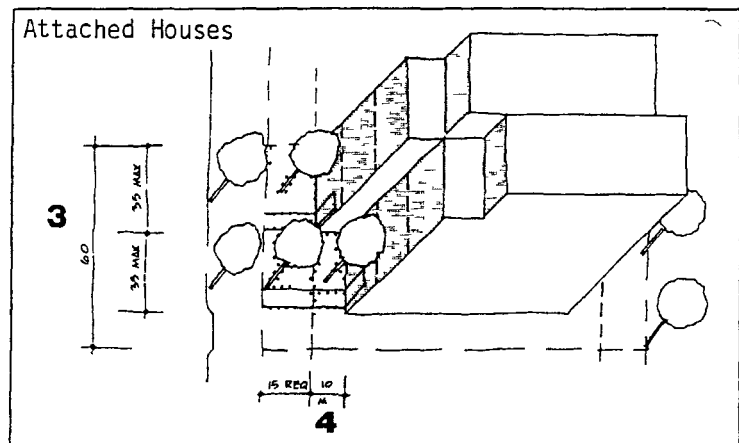
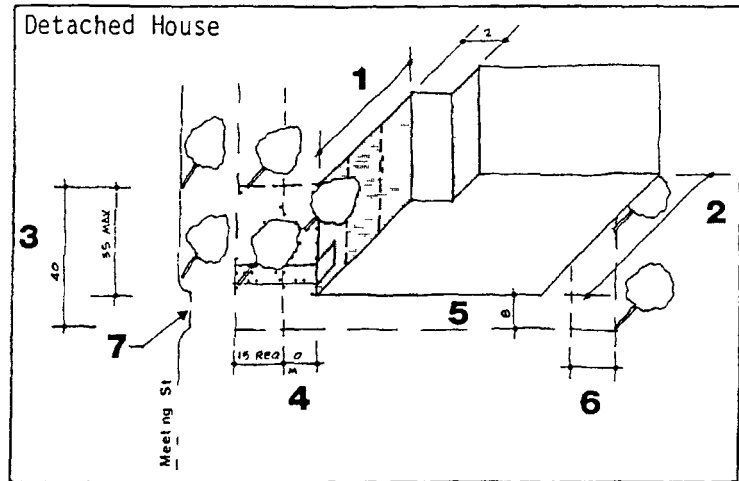
4 Ground Plane - The desired look for the ground plane is one of softness. Ground cover materials either alone or combined with unit paving materials are preferred. The ground plane should appear to be uniform throughout the length of Meeting Street. A determination of compatible paving and ground cover materials should be made by the Department of Planning and Urban Development. Concrete, gravel, or macadam paving is prohibited.

5 Parking - Parking must be shielded from Meeting Street by low walls (4 feet - 6 feet high), hedge or shrubbery, stands of trees, berms, or any combinations.

6 Curb Cuts - One 25 foot curb cut maximum per 100 feet of frontage, serving commercial or retail uses. One 10 foot curb cut maximum per 60 feet of frontage, serving residential uses. Minimum distance between curb cuts and between curb cuts and corners is 50 feet from face of curb to face of curb.

See Figure 6.5 or 6.9 on pages 64 and 66 for an illustration of these guidelines.

## Residential/Commercial Infill Guidelines



These guidelines apply on the west side of Meeting Street north of Mary Street and along the entire east side of Meeting Street

1 Street Wall - The maximum height of the street wall at or within 10 feet of the building setback line is 3 stories or 40 feet. Minimum height is 2 stories or 30 feet. Above 3 stories or 40 feet there must be a 12 foot minimum additional setback.

2 Building Height - Maximum building height is 4 stories or 50'.

3 Facade Rhythm - Facades will be segmented by variations of setback to reflect the prevailing 40 feet - 60 feet rhythm of residential lot widths. The scale of nearby development will determine the

appropriate width of segments, which in no event shall exceed 35 feet. Alternative forms of segmentation should be subject to design review by the Department of Planning and Urban Development.

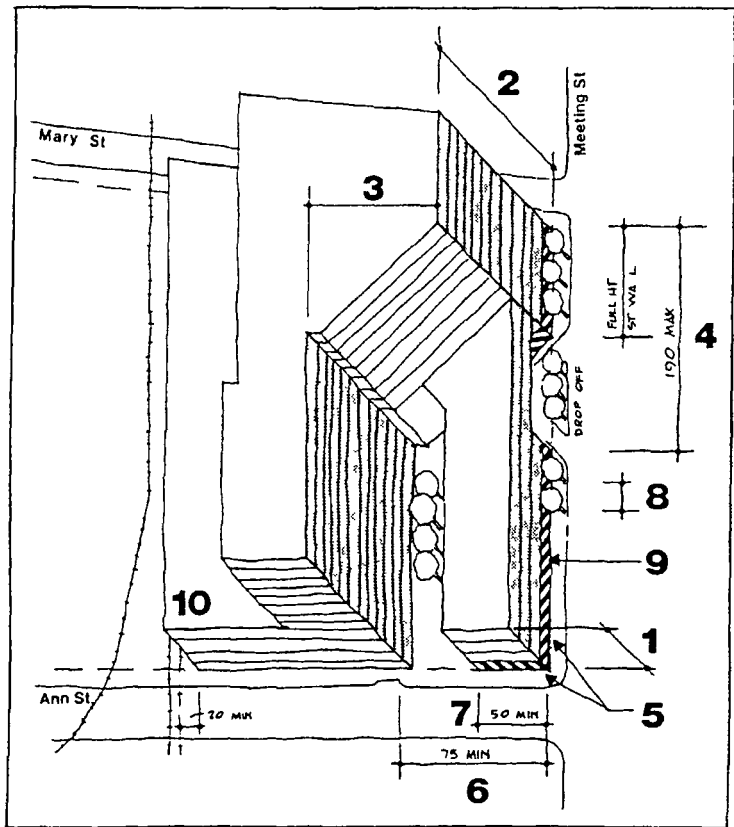
4 Front Setbacks - Required front setbacks are governed by the Meeting Street Front Setback Guidelines. If additional front setback is provided, the maximum additional depth is 10 feet, and the entire setback area must be landscaped. Front setbacks may not be used for accessory off-street parking.

5 Side Yards - An 8 foot minimum side yard must be provided on the south side of a detached structure or group of attached structures. The yard may be used for accessory off-street parking provided that vehicles are visually screened from the street.

6 Rear Yard - A rear yard at least 15 feet in depth is required.

7 Curb Cuts - Not more than one 10 foot curb cut per 60 feet of frontage.

See Figure 6.9, page 66, for an illustration of this guideline.



1 Street Wall - Maximum street wall height is 4 stories or 50 feet except as noted in #4 Minimum street wall height is 2 stories

2 Tower Height - Maximum building height for any portion excluding mechanical shafts or elevator towers is 12 stories or 140 feet (tower height)

3 Tower Setback - The minimum tower setback is 75 feet from the street line of Meeting Street except as noted in #4

4 Full Height Street Wall - Not more than 75% of the area within 190 feet of Mary Street and 75 feet of Meeting Street may be occupied by a full height tower. A tower may be built to the street-line along not more than 50% of Meeting Street within this area. This full height facade will signal the approach to Marion Square and will frame the vista downtown.

5 Build-to-Line - The building must be built to street lines on the Mary and Meeting Street frontages except for requisite drop-offs, which may not exceed 25% of the frontage. Along Ann Street, the building must be built to the street line within at least 50 feet of Meeting Street. Any open space along Ann Street must be landscaped.

6 Curb Cuts - No curb cuts are permitted within 50 feet of street corners. Along Ann Street, adjacent to the Visitor's Reception Center site, no curb cuts are permitted within 75 feet of Meeting Street. No garage entrances are permitted on Meeting Street.

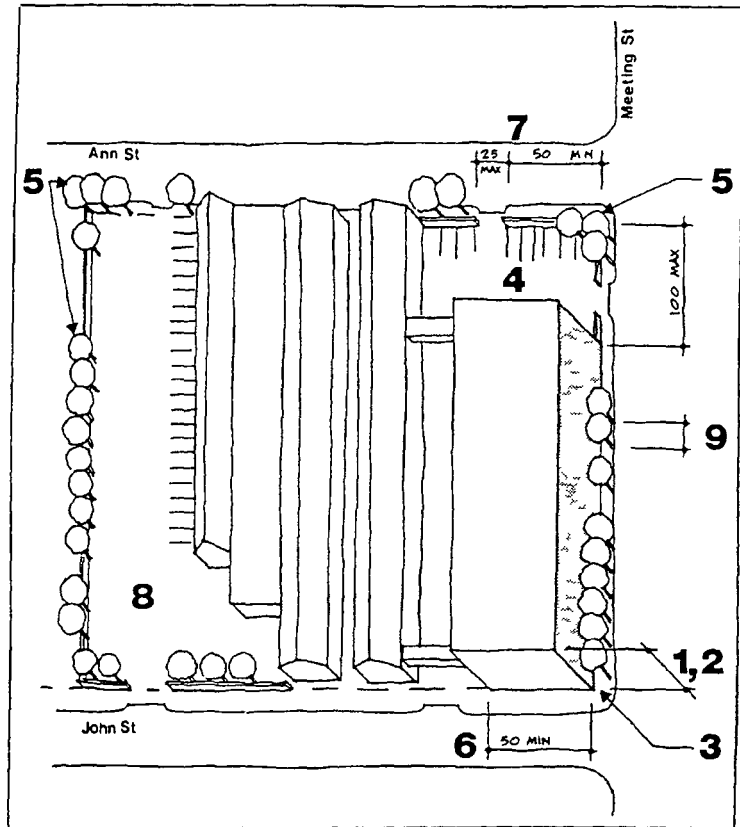
7 Parking Garage Frontage - No off-street parking is permitted within 50 feet of Meeting Street.

8 Street Landscaping - The rank of curbside trees begun on upper Meeting Street must continue at one tree per 25 feet maximum spacing.

9 At least 70% of the first story of the street wall facing Meeting Street shall be glazed. At least one public use portion of the ground floor area must visually relate to the Visitors Reception Center site at Ann Street.

10 Railroad Corridor Development - The Rail Corridor would be developed to accommodate the off-street parking requirements of the Railroad Development Site, the new Charleston Museum, and the Visitor's Reception Center (long term plus some short term parking). A 20 foot clearance must be maintained between development and tracks. This margin should be paved in a unit paving material and should be landscaped (maximum distance between trees is 25 feet). The development may incorporate the adjacent railroad shed by bridging the tracks with a circulation element. Height clearance is 18 feet and the maximum width of the element would be 20 feet.

# Visitors Reception Center Site Development Guidelines



1 Street Wall Height - The maximum street wall height is 4 stories or 50 feet. Minimum street wall height is 2 stories or 30 feet.

2 Maximum building height 4 stories or 50 feet.

3 Build-to-Line - Development must be built to the street line along Meeting Street.

4 Exposed Surface Parking - The nature of the Visitors Reception Center functions requires some exposed parking to attract and orient the visitor arriving by car. This exposure will not violate the design goal of a strongly defined street wall edge, if its location and frontage are carefully controlled. The exposed surface lot should be located at the northeast corner of the site, adjacent to the Railroad Development site and

immediately visible to in-bound traffic. The exposed Meeting Street frontage should not exceed 100 feet or 25% of the total frontage.

5 Parking Screening - Exposed parking and loading facilities must be screened by low walls (4 feet minimum height) and heavily planted tree screens. Maximum tree spacing is 25 feet on center. If any surface parking is extended along the Meeting Street frontage more than 100 feet south of Ann Street, it must be screened by dense hedgerow planting.

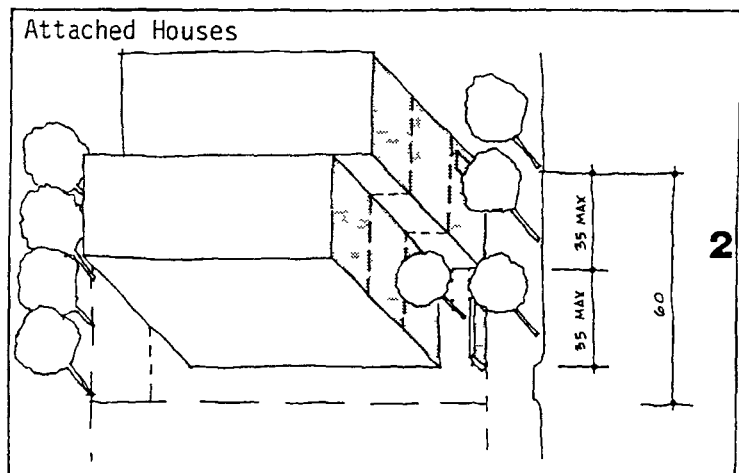
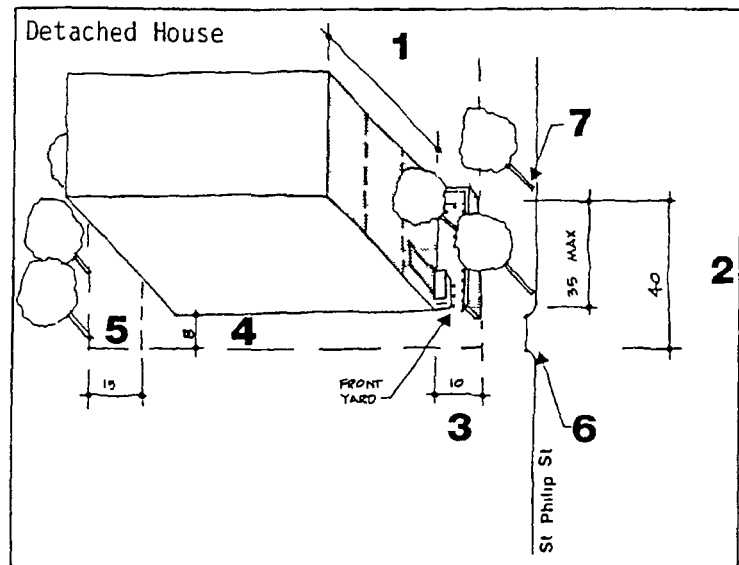
6 Surface Parking - The majority of on-site parking must be located at least 50 feet from Meeting Street and must be shielded from the street by development.

7 Curb Cuts - No curb cuts are permitted within 50 feet of a corner. Maximum curb cut width is 25 feet and there must be a minimum spacing between curb cuts of 50 feet from face of curb to face of curb.

8 Tour Bus Facility - The tour bus facilities should be shielded from Meeting Street and located at the western edge of the site.

9 Street Landscaping - Along Meeting Street the rank of curbside trees shall be maintained at one tree per 25 feet maximum spacing.

/



1 Building Height - Maximum building height is 3 stories or 40 feet, minimum height is 2 stories or 30 feet

2 Facade Rhythm - Facades will be segmented by setbacks to reflect the prevailing 40 - 60 foot rhythm of lot widths. The scale of nearby development will determine the appropriate width of segments, which in no event shall exceed 35 feet

3 Variable Front Yards - Front yards are optional. If front yards are provided, the maximum depth is 10 feet. The yard must be

landscaped and the street line must be held by landscaping or a low wall or fence (4 feet - 6 feet high) Front yards may not be used for accessory off-street parking

4 Side Yards - An 8 foot side yard must be provided on the south side of a detached dwelling or group of attached dwellings The side yard may be used for accessory off-street parking provided that vehicles are screened from the street

5 Rear Yard - A 15 foot minimum rear yard is required

6 Curb Cut - Not more than one 10 foot curb cut per 60 feet of frontage

7 Street Landscaping - A curbside row of palmettos must be planted, if they do not yet exist, at the rate of one per 25 feet

See Figure 6 16, page 73, for an illustration of this guideline

#### Surface Parking Lot Masking Guidelines

1 Screening Wall - Surface parking must be screened by an opaque wall 4 feet - 6 feet high

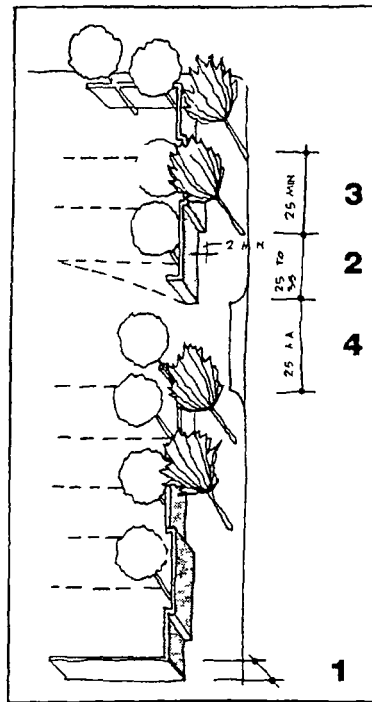
2 Wall Rhythm - The wall must be segmented by pilasters or variations in setbacks to reflect the prevailing 40 - 60 foot lot rhythm Pilasters must be 25 feet apart Wall segments must be 25 - 35 feet in width The minimum variation in wall setback is 2 feet

3 Landscaped Screen - Trees must be planted along the line of the wall which will screen surface parking Maximum tree spacing is 25 feet on center A row of curbside palmettos must also be planted

4 Curb Cut - Maximum curb cut for parking lot entrance or exit is 25 feet per 100 feet of frontage The minimum spacing between curb cuts is 50 feet from face of curb to face of curb

See Figure 6 21, page 76 for an illustration of this guideline

## Surface Parking Lot Masking Guidelines

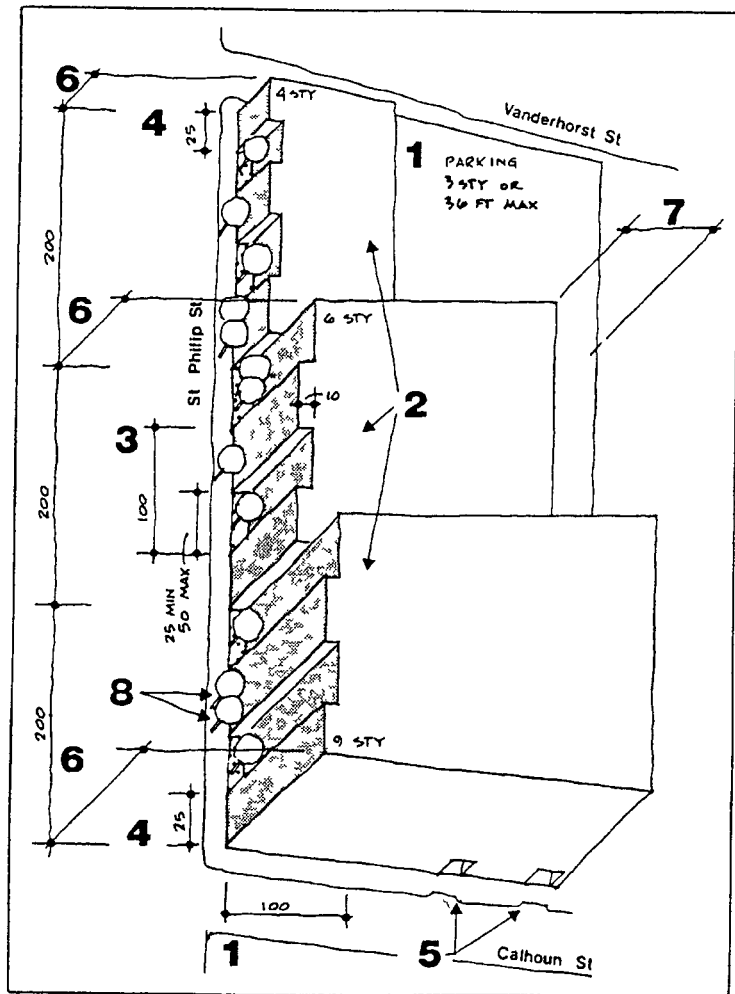


1 Screening Wall - Surface parking must be screened by an opaque wall 4 feet - 6 feet high

2 Wall Rhythm - The wall must be segmented by pilasters or variations in setbacks to reflect the prevailing 40 - 60 foot lot rhythm. Pilasters must be 25 feet apart. Wall segments must be 25 - 35 feet in width. The minimum variation in wall setback is 2 feet.

3 Landscaped Screen - Trees must be planted along the line of the wall which will screen surface parking. Maximum tree spacing is 25 feet on center. A row of curbside palmettos must also be planted.

4 Curb Cut - Maximum curb cut for parking lot entrance or exit is 25 feet per 100 feet of frontage. The minimum spacing between curb cuts is 50 feet from face of curb to face of curb.



1 Parking - No off-street parking is permitted within 100 feet of St Philip Street. Maximum height of parking structure is 36 feet. Maximum capacity is 900 cars. Roof parking adjacent to residential uses or zoning districts must be screened. Arbors, decorative parapets, screens, landscaping or other means subject to the approval of the Department of Planning and Urban Development may be employed. Flood-lit roof parking is prohibited.

2 Mixed Use - The remainder of the site must be used for other facilities -- commercial, institutional, retail -- which must be built to

the street line except for setbacks required in item 3. Parking cannot be the exclusive use of the site.

3 Facade Rhythm - To reflect the prevailing rhythm of lot widths, one setback of 10 feet (continuing the setback depth of St. Philip Street front yards) must be provided for each 100 foot width of facade. The setback must have a minimum width of 25 feet, a maximum of 50 feet, and must be landscaped.

4 Solid Corners - Development shall be built to the street line at corners. No setbacks are permitted on St. Philip Street within 25 feet of either Calhoun Street or Vanderhorst Street.

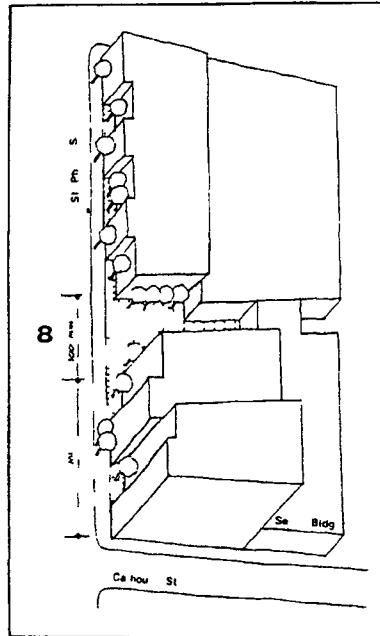
5 Curb Cuts - No curb cuts are permitted on Vanderhorst Street or within 100 feet of corners. Maximum curb cut: 20 feet per 50 feet of facade. There must be a minimum distance of 50 feet between curb cuts from face of curb to face of curb.

6 Building Height - The maximum permitted building height will be 9 stories or 110 feet within 200 feet of Calhoun Street, 6 stories or 80 feet on that portion of the site more than 200 feet from both Calhoun Street and Vanderhorst Street, 4 stories or 60 feet within 200 feet of Vanderhorst Street.

7 Rear Lot Line Setback - Portions of the structure greater than 3 stories and located between 200 feet and 400 feet from either Calhoun Street or Vanderhorst Street must be set back at least 60 feet from the rear lot line.

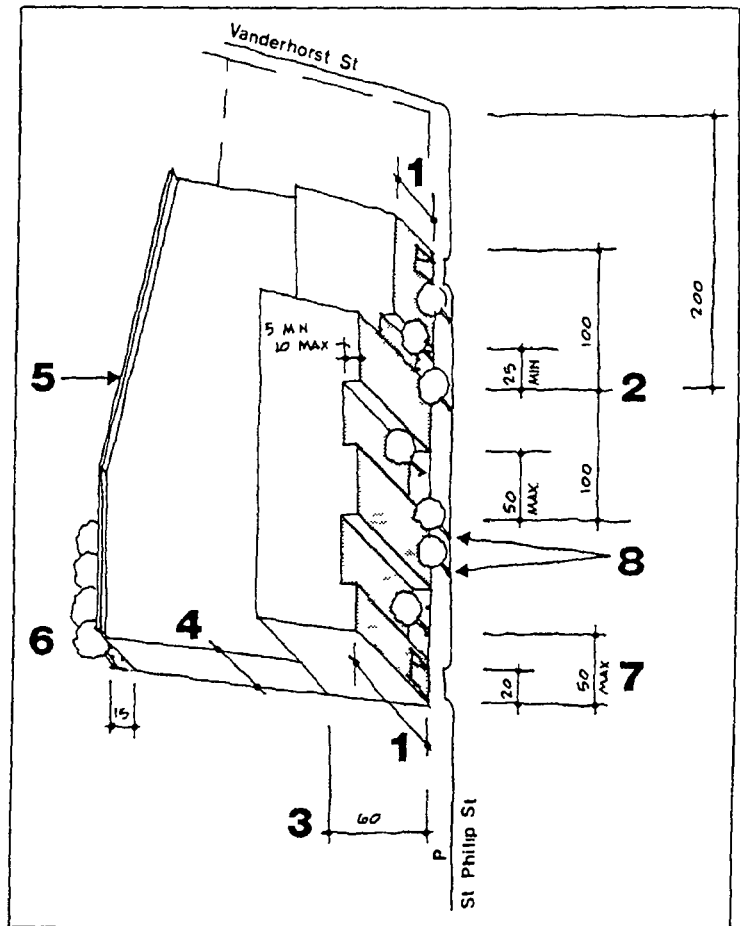
8 Alternate Site Development - If the Sears Building is reused, the development pattern should be altered to permit the provision of some landscaped open space fronting on St. Philip Street and uniting the site development elements. This frontage should be a minimum of 100 feet wide, not to exceed 25% of the total St. Philip Street frontage. It shall not be located within 100 feet of corners.

9 Street Landscaping - A curbside row of palmettos must be planted along St Philip Street, if they do not yet exist, at the rate of one per 25 feet



Alternate Site Development

## Sears Parking Lot Site Development Guidelines



1 Building Height - maximum height is 4 stories or 60 feet within 200 feet of Vanderhorst Street. The remainder of the site can be built to 6 stories or 80 feet.

2 Facade Rhythm - To reflect prevailing lot width rhythm, provide one setback for each 100 foot width of facade. Each setback must be 25 feet minimum to 50 feet maximum width and 5 feet minimum to 10 feet maximum depth. The 10 foot depth reflects the setback used in existing St Philip Street development. Setbacks must be landscaped.

3 Parking Location and Mixed Use - No off-street parking is permitted within 60 feet of St Philip street. This portion of the site must be reserved for other uses.

4 Parking Structure - The maximum height of a parking structure is 4 levels or 36 feet

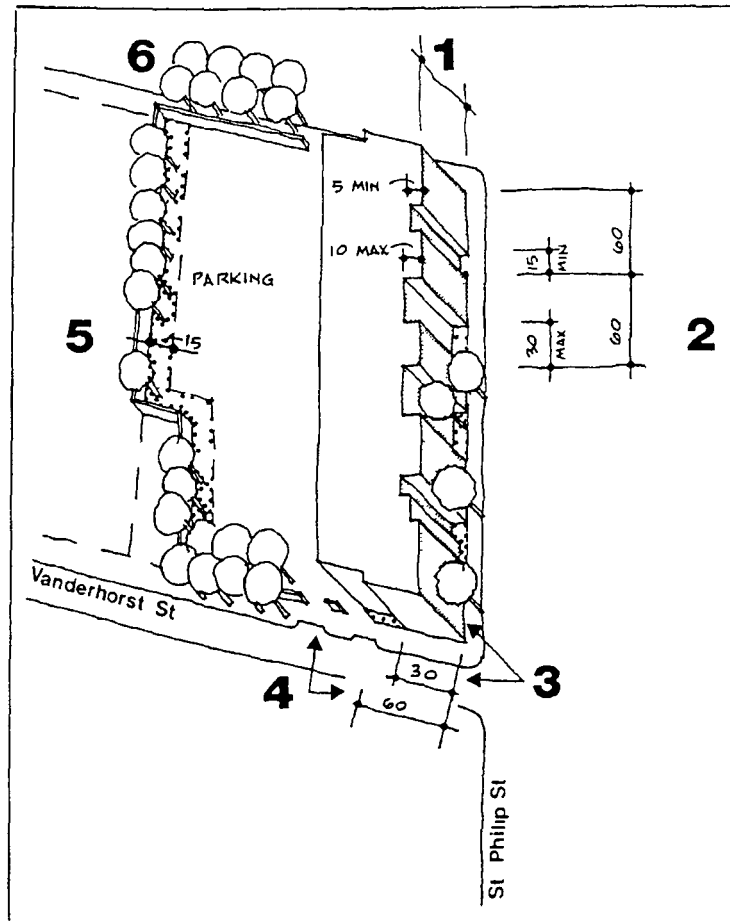
5 Parking Screening - Roof parking adjacent to residential uses or zoning districts must be screened Arbors, decorative parapets, screens, landscaping or other means subject to the approval of the Department of Planning and Urban Development may be employed Flood-lit roof parking is prohibited

6 Rear Yard - A 15 foot rear yard is required adjacent to residential uses

7 Curb Cuts - Not more than one curb cut (20 feet maximum width) per 50 feet of frontage There must be a minimum distance of 50 feet between curb cuts from face of curb to face of curb Curb cuts shall be located only on St Philip Street and must be located within 50 feet of interior side lot line

8 Street Landscaping - A curbside row of palmettos must be planted along St Philip Street, if they do not yet exist, at the rate of one per 25 feet

Public Works Commission Site Development  
Guidelines



1 Building Height - Maximum height is 4 stories or 60 feet, minimum height is 2 stories or 30 feet

2 Facade Rhythm - To reflect the prevailing lot width rhythm, provide one setback per 60 foot width of facade. Setbacks may range from a minimum of 15 feet wide and 5 feet deep to a maximum of 30 feet wide and 10 feet deep. Setbacks must be landscaped.

3 Solid Corners - Development shall be built to the street line within 30 feet of corners.

4 Parking and Curb Cuts - No on-site parking is permitted within 60 feet of St Philip Street. No curb cuts are permitted within 60 feet of the rear.

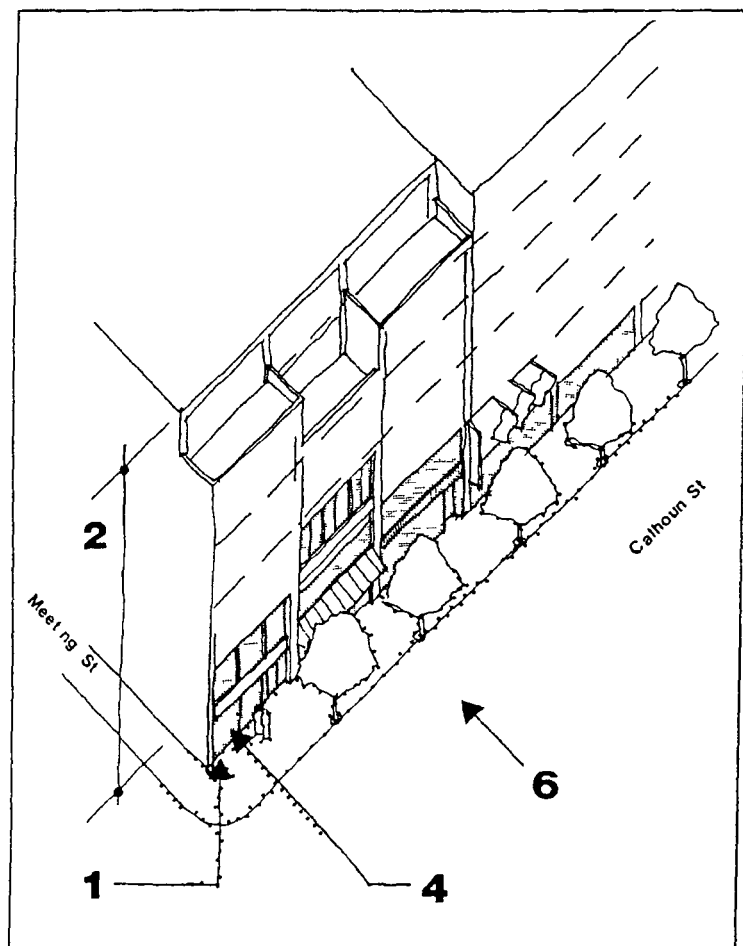
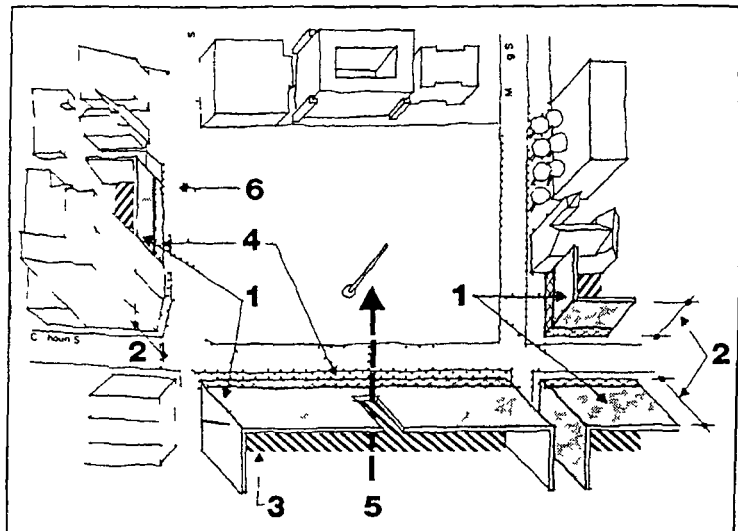
lot line or 50 feet of corners. On side street frontages, the maximum permitted curb cut will be one 12 foot curb cut per 30 feet of frontage. On St. Philip Street the maximum permitted curb cut will be one 20 foot curb cut per 60 feet.

5 Rear Yard - Mandatory minimum 15 foot rear yard landscaped with screening trees and a 6 foot high screening wall.

6 Surface Parking Screening - Side-street surface parking must be screened with a 6 foot high street wall, curbside trees and trees within the property line planted at 25 feet on center, maximum.

## Marion Square

## Marion Square Development Guidelines



1 Street Wall Containment - All development around the Square must be built to the street line with the exception of the Meeting Street frontage, where development must be built to the 15 foot setback line

2 Building Height - New development around the Square may be built to a maximum height of 6 stories or 80 feet Minimum height is 4 stories or 50 feet

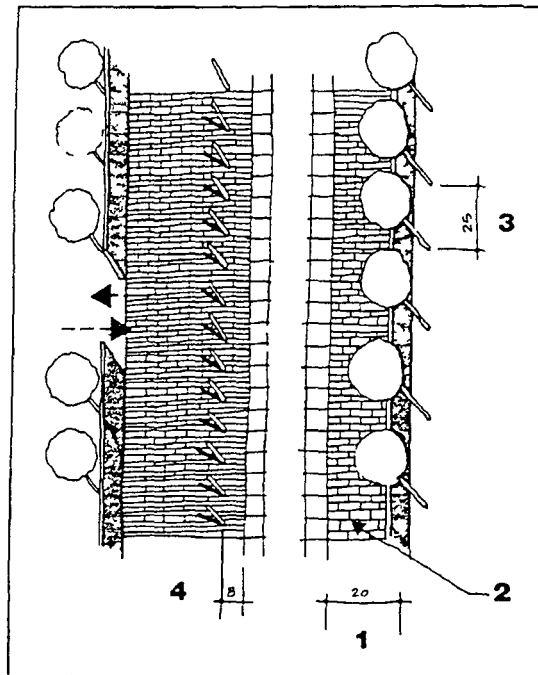
3 Parking - Surface off-street parking areas exposed to the Square are prohibited

4 Glass Exposure - New development surrounding the Square which is of a retail character should have 70% glass exposure at street level

5 View Corridor - The existing view corridor which penetrates Calhoun Street from the south must be maintained At this point, on axis with the Calhoun Monument, the street wall is limited to 2 stories in height

6 Street Landscaping - Street landscape requirements - trees, paving, street furniture - must be coordinated with the City

See Figures 6 23 and 6 26, pages 79 and 83 for an illustration of these guidelines



1 Track Clearance - A 20 foot clearance between active tracks and adjacent development must be maintained

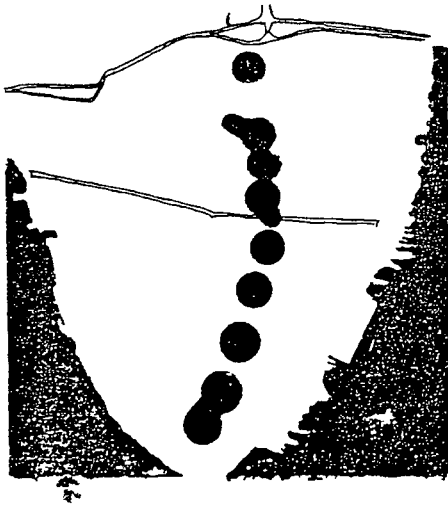
2 Ground Plane - Ground surface between tracks and adjacent development must be treated with unit paving material

3 Corridor Definition - In the absence of adjacent development built to the Corridor line, low walls (4 feet minimum - 6 feet maximum height) plus a row of screening trees must demarcate the Corridor. Trees must be planted no more than 25 feet apart on center

4 Access Lane Definition - When the clearance zone is used to provide access to parking facilities, an 8 foot clearance must be maintained between the tracks and the access lane. This must be demarcated three-dimensionally: bollards, raised curbs, or a depressed access lane. The access lane must be paved in unit paving materials

See Figure 6 28, page 85 for an illustration of these guidelines

## 8 Lower Peninsula Plan Implementation



## *Lower Peninsula Plan Implementation*

### **Uptown District Zoning**

The design guidelines set forth in the preceding part can be incorporated in the zoning ordinance by establishing a Special Uptown Development District as an overlay district. The regulations of the underlying zoning districts would apply except as modified by the special district.

### **Underlying Districts**

For the Uptown four or five underlying districts would presumably be mapped: CBD-1A (High Bulk General Central Commercial) for Lower St. Philip, Calhoun and the Portal Area of Meeting Street, CBD-3A (Central Retail) for King Street, M-R (Mixed Industrial/Commercial/Residential) for upper Meeting Street and the Railroad Corridor, PRM-1.8 or PRM-2.2 (Peninsula Multi-Family) for most of St. Philip Street and M-R or PC-2 (Commercial Service) for King Street north of Spring Street.

The findings of this urban design study will affect the regulations of the underlying districts to the extent that the design guidelines could appropriately be applied generally throughout those districts, that is, outside as well as inside the Uptown District. For example, the regulation of building heights proposed in the design guidelines for King Street could well become a part of the bulk regulations for the CBD-3A Central Retail District, since they would seem to be equally appropriate for King Street south of Calhoun Street.

#### Special District Plan and Design Regulations

However, most of the design guidelines would not have general application since they are concerned with some very specific objectives for a unique area. These objectives can best be achieved by a special urban design plan, which would be implemented by design controls and guidelines and which can become a part of the revised Zoning Ordinance.

The Special Uptown Development District could be one of several special purpose districts which have been provided for in the structured outline of the revised Zoning Ordinance as Articles X-1, X-2, etc. Article X-1 is for the Old and Historic Charleston District and Old City District. Article X-2 in the ordinance outline presents a general format for special design districts, such as the Uptown District.

## Administration of Design Controls

The dimensional requirements of the design guidelines can be readily translated into self administering special district zoning regulations. However, some of the guidelines involve more than just simple measurement. They frequently involve choice of materials, colors and the manner in which various elements are organized into a design. For example, the effectiveness of a guideline which requires the ground surface of a setback to be treated with unit paving or landscaping depends very much on the designer's response to the purposes of the guideline.

In matters of this kind a design check by trained professional staff of the City is essential in order to achieve reasonably high standards of quality.

## **Implementation of Other Peninsula Plans**

Some of the other projects now being planned for the Peninsula are likewise expressing important design concepts. Building heights, street wall continuity and facade rhythm are being stressed in plans for the areas adjacent to the proposed Cooper River Park. The framing of certain street vistas is also highly important. These and other design concepts can be implemented with the help of special district zoning regulations.

## 1 Cooper River Special District Plan

The report of Sasaki Associates on the proposed Cooper River Park includes a recommendation for a special purpose zoning district to guide development on the Park's perimeter. Among the major design concerns of this special district plan the report mentions

- The structural (land use and transportation) relationship of the area to the City as a whole,
- the development potential and density of the area itself,
- land use relationships, both existing and future, within the area,
- pedestrian and vehicular circulation systems within and around the area, including parking,
- the character and scale of the area's existing and proposed architecture and open space systems,
- public sentiment

## 2 CBD Parking Plan and Program

The draft revision of the Charleston Zoning Ordinance being prepared by HLW/Planning Partnership sets up a framework in Article XI for a proposed CBD Parking Plan and Program to be implemented through collaboration of the City and

private developers. Part 6 of this Report discusses the proposed program at greater length. A special zoning district would be the appropriate vehicle, and the plan would establish parking sub-districts. Figure 8.1 shows a possible division of the CBD into parking sub-districts and how these sub-districts would relate to anticipated development intensification. Ideally a development in one sub-district would be served by a parking facility in the same sub-district. The design controls would be concerned with the capacities of streets for accommodating generated traffic, with important streetscapes, such as, along Broad, King, Meeting and Church Streets, with the character and scale of nearby development, with retail continuity where applicable and with pedestrian access. These factors would be reflected in the provisions of the Parking Plan governing the location of parking lots and garages, their access and egress arrangements and their screening and landscaping.

#### **Zoning Ordinance Revisions**

The proposed zoning revisions for the Lower Peninsula are being guided by the City's Land Use and Housing Plan, its transit and traffic planning and the commercial revitalization program as well as the special urban design studies for the Uptown and Cooper River Park Districts.

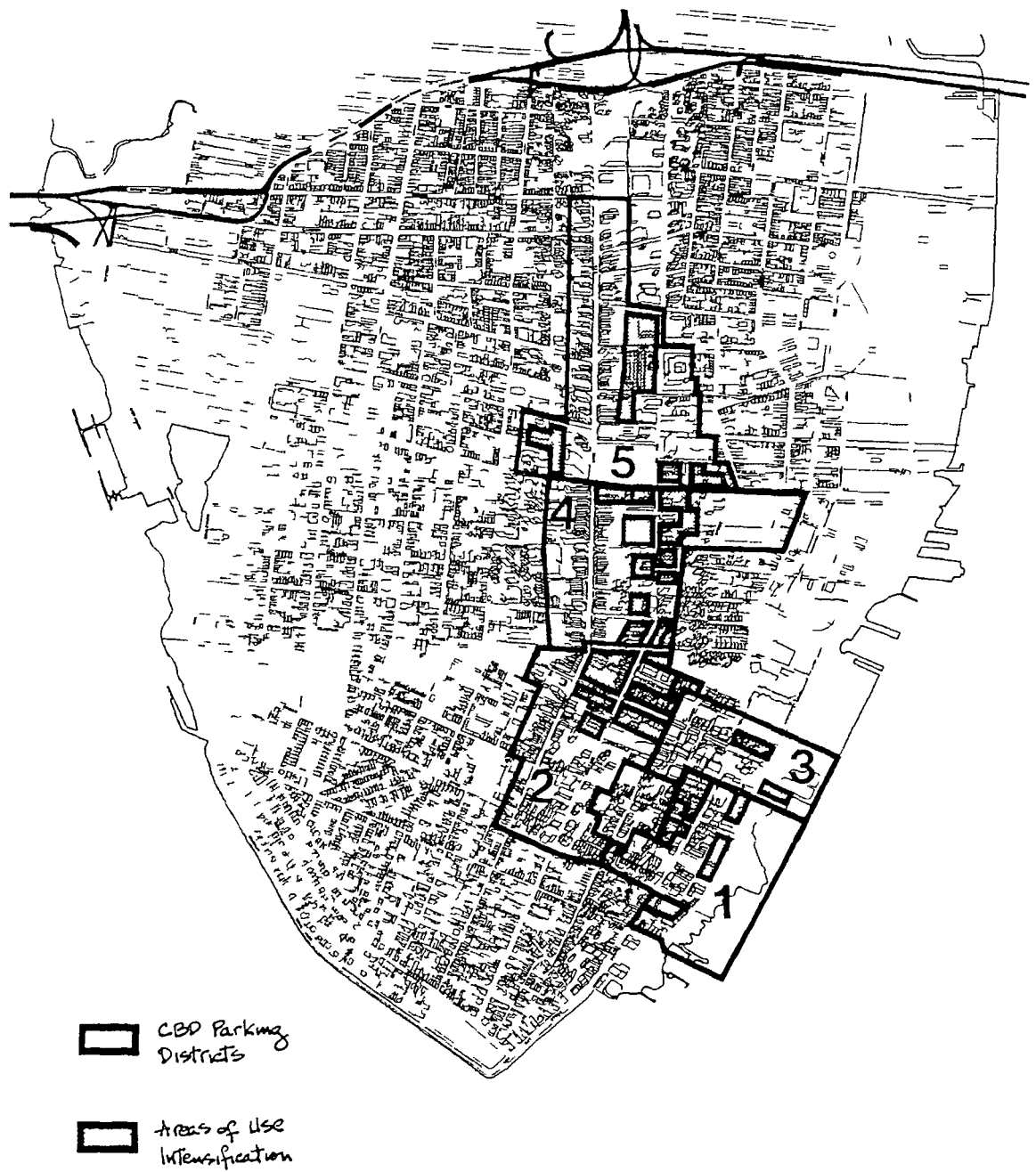


**Fig 81 CBD Parking and Use Intensification**

## 1 Building Heights (see Figure 8 2)

The regulation of building heights is of great importance to the Lower Peninsula, as clearly recognized in the 1978 height district amendment of the zoning ordinance. Most of the Lower Peninsula is now protected in a consistent manner from the intrusion of excessively high buildings. The proposed zoning revision generally retains these height controls with minor modifications in the mapping of the districts and in such matters as setbacks in the HS district (replacing the M height district). The Uptown District's development guidelines would cut back on high building allowances for upper King Street and for the present confine high rise development along Meeting Street to the area south of Mary. This is in line with earlier zoning recommendations to encourage intensification of development on Lower Meeting Street for the next ten years, as discussed in the Phase II Zoning Report. A small part of the Cooper River waterfront north and south of Calhoun Street extension is presently in a General Business District and a W Height District. Building height allowances of the W District are liberal but subject to unnecessarily stringent setback requirements. This and some of the adjacent upland area have good long-run potential for high rise residential development, and as the areas become marketable for housing the proposed PRH district can be applied to permit this kind of development.

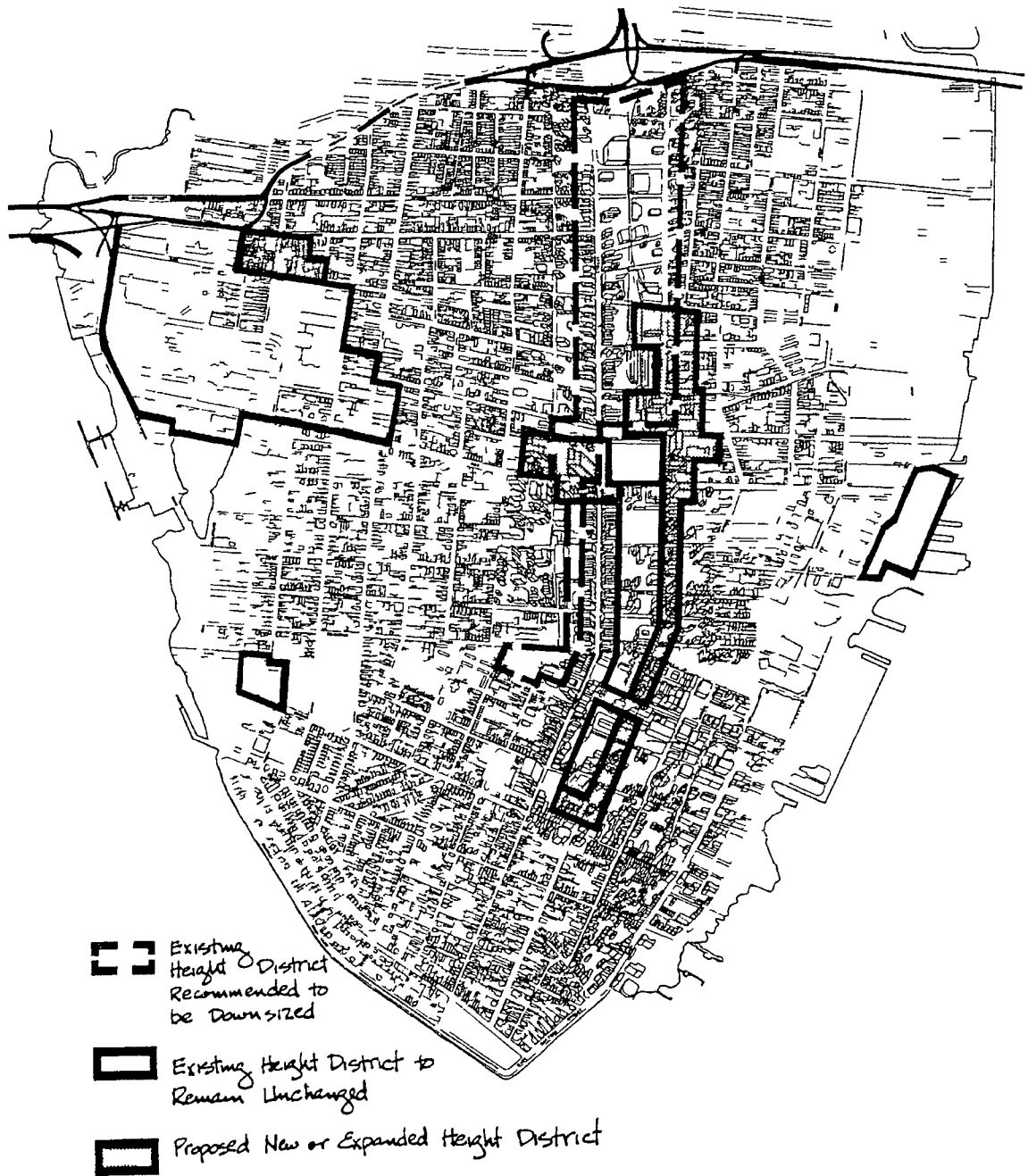


**Fig 8 2 Proposed Height Districts**

## 2 Street Facade Alignment

The proposed zoning regulations for the Central Business District designate a number of streets on which new or enlarged buildings would be required to be built to the street line (Figure 8.3)

These are identity streets such as Broad, King and Meeting Streets, where it is important to maintain street line definition. Other streets with build to line requirements are specified in this report for the Uptown District, and similar provisions are proposed in the Cooper River Park District. The other major entry streets, East Bay Street and Lockwood Drive, should be considered for special design controls suited to their own special characters.

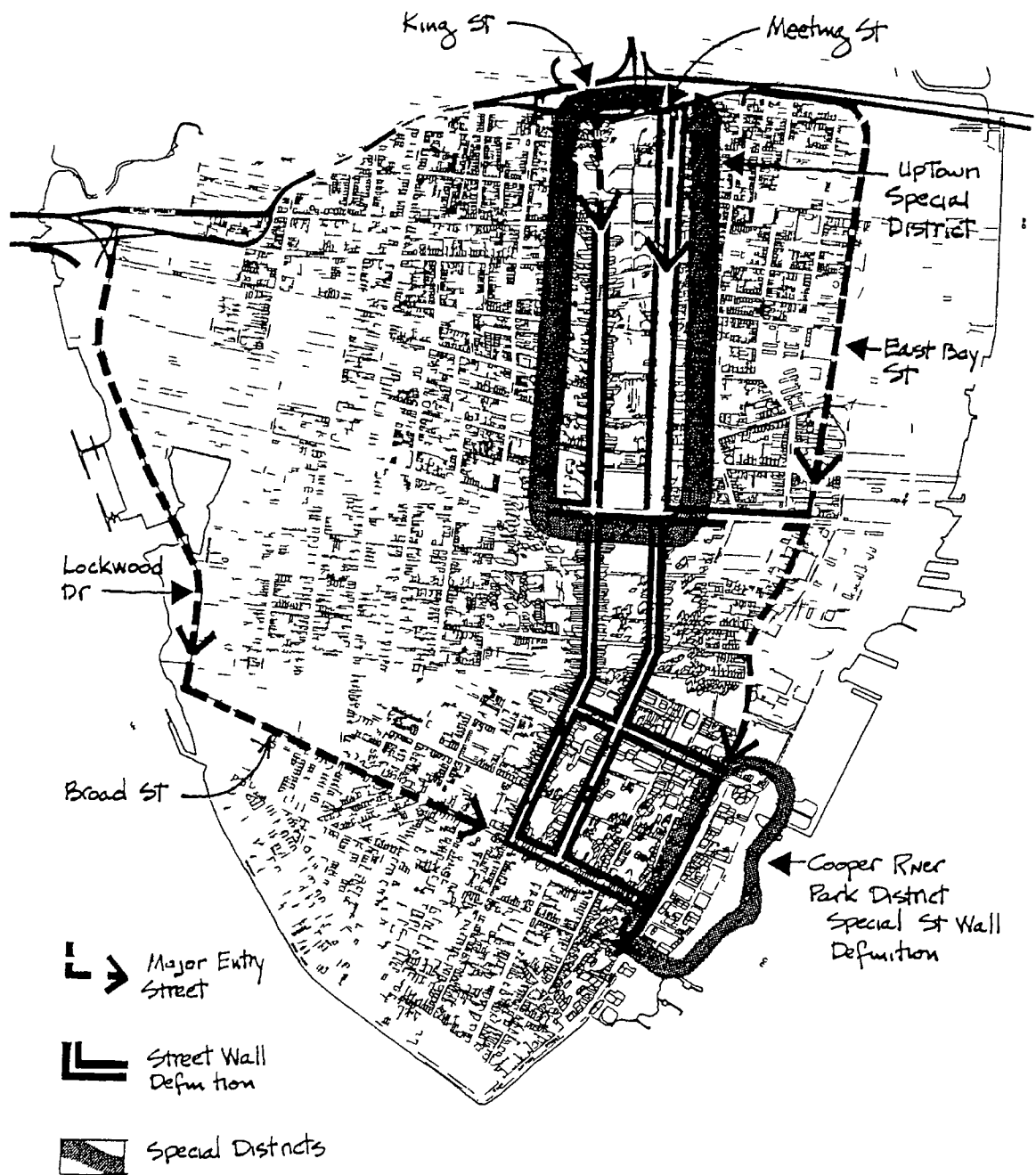
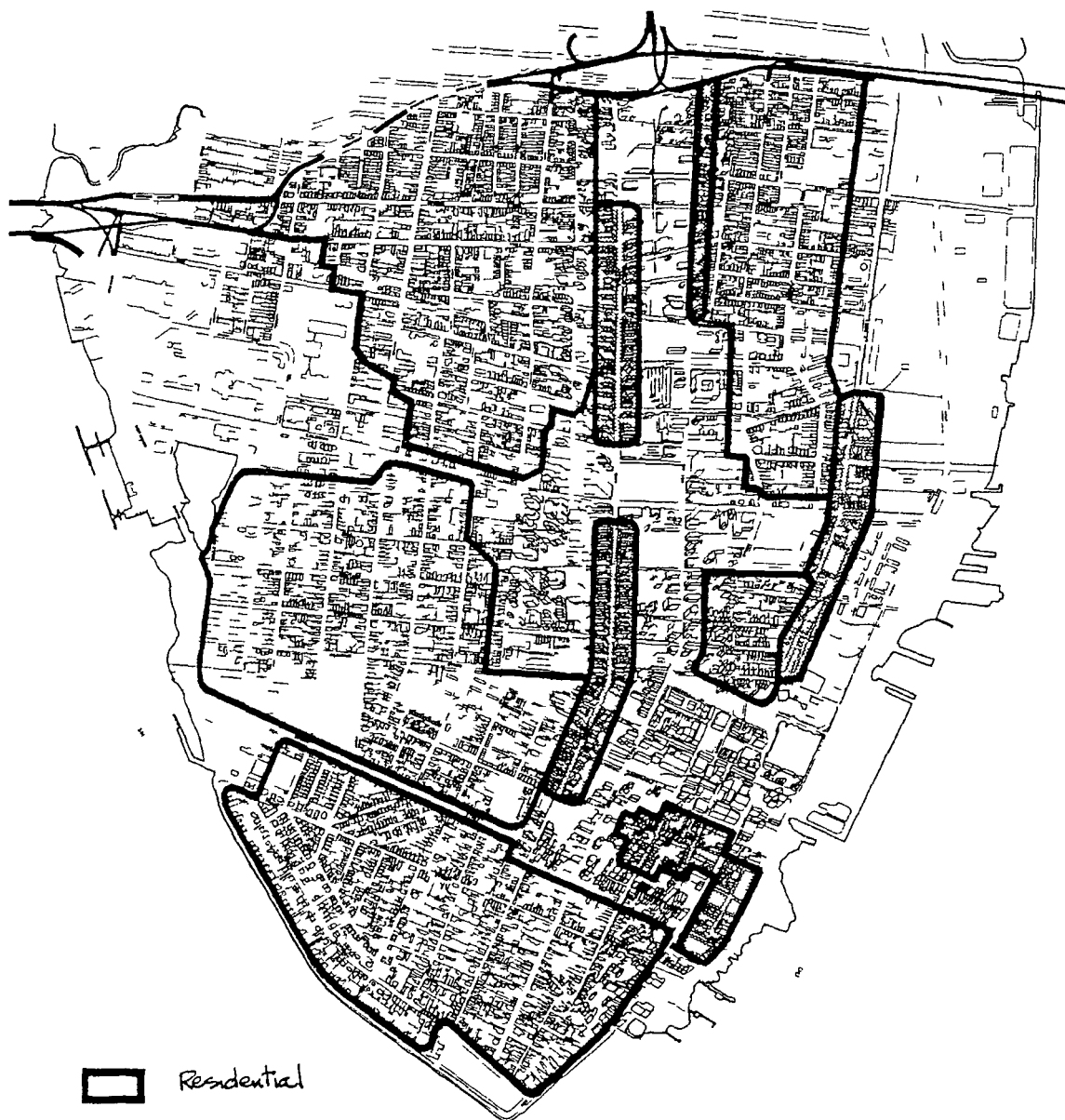


**Fig 8 3 Identity Streets and Street Facade Alignment**

### 3 Residential and Mixed Developments

Some of the demand for new housing is being satisfied by the provision of upper floor apartments over King Street stores. Elsewhere adaptive use projects are converting old commercial buildings to residential or mixed uses. The mixture of residential and non-residential uses in and near central commercial area is becoming more widely appreciated in U.S. cities. In the case of Charleston its benefits are obvious: preservation of old and historic buildings, support of central commercial development, shopping and entertainment opportunities for residents, and reduced dependence on automobiles. The proposed zoning regulations in contrast to the existing regulations recognize and favor mixed developments as appropriate, especially in and near the Central Business District. Figure 8.4 shows some locations where mixed developments exist or might be encouraged. Most of these are along streets that are now at least partially developed for business uses.



-  Residential
-  Mixed Residential/  
Non-Residential

**Fig 8 4 Residential and Mixed Development  
Districts**

#### 4 Adaptive Use

The large number of rehabilitation and restoration projects and proposals in the Peninsula District, such as the Lodge Alley Market and Residence, the Ohlant warehouse restaurant and apartments, and the numerous renovations for office use testify to the need for district regulations which take account of the architecture of Charleston's old buildings and afford a wide scope for adaptive use. In furtherance of this objective, most of the bulk regulations of the proposed Peninsula districts would not apply to a change of use in an existing building.

#### 5 Special Design Review

The design of new infill developments as well as the land uses they represent are also a concern of zoning. The residential infill development of the Historic Charleston Foundation in Mazyck-Wraggsborough addresses some important design issues in relationship to the surrounding historic area -- the very kinds of issues the City will need to consider in its administration of the new (proposed) planned unit development regulations for infill projects. Development plans for the site of the Moskins Building on King Street pose design issues similar to those discussed for King Street north of Vanderhorst in earlier parts of this report. Other types of development requiring special design review under the proposed Peninsula zoning regulations are townhouse developments,

high-rise residential developments in PRH Districts, and community facility developments such as colleges, medical schools or hospitals (Figure 8 5)

## 6 Areas for future application of Special Districts

Much of the Peninsula is already covered by special purpose districts -- the Old and Historic District and the Old City District. With the support of new zoning controls on building heights and yards, the Old and Historic District is an excellent instrument for preserving historic buildings and areas. The additional guidance of special district plans may also be useful in some areas of the Peninsula either within or outside of the Old and Historic District, especially where there is major potential for change. In the Downtown Area south of Calhoun Street, the Market Street Area and Meeting Street are such areas. In the western part of the Peninsula, the area at the eastern terminus of the Ashley River Bridge is an important entry point and could benefit from the design controls of a special district plan.

## 7 What Next?

A district development plan for the Crosstown Area should be considered a high priority and begin as soon as possible. Running between the Ashley River to the Cooper River bridges, this area is of great significance to the Peninsula as a gateway from both river crossings and as a major access route to the Port, the Central Business District and the Medical Complex. However, principal crosstown access points are plagued with traffic

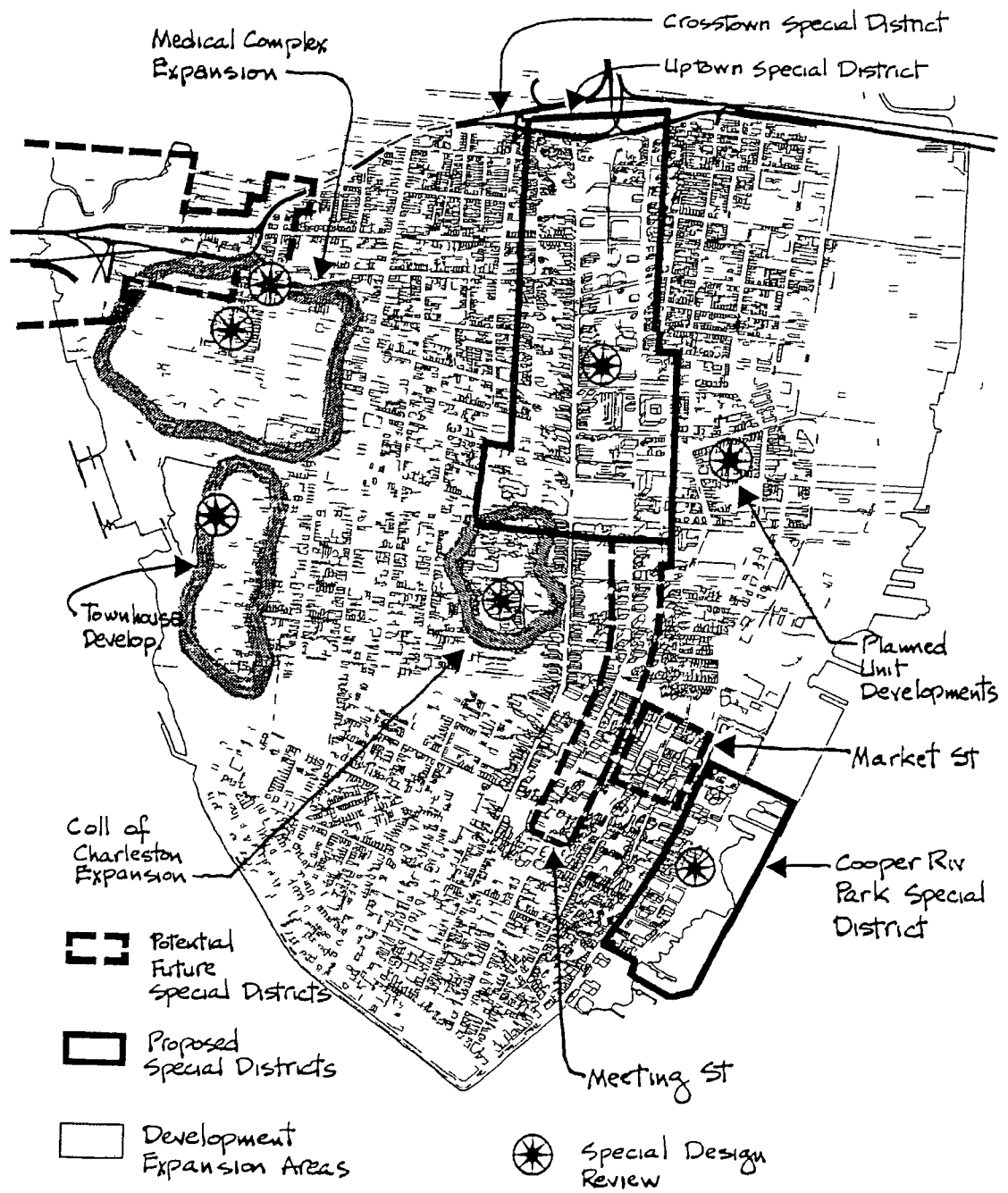


Fig 8 5 Design Districts

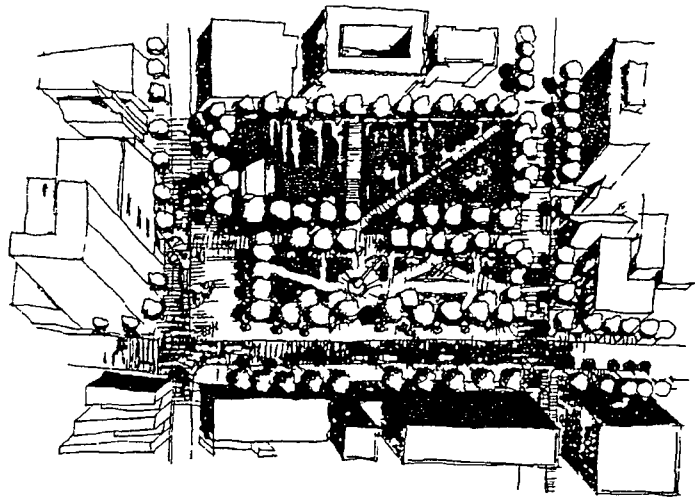
problems. Moreover, much of the land bordering the Expressway is vacant or underutilized and some of it lies in the path of likely business and institutional expansion. Special land use controls will be needed to avoid headlong intensification of development without provision for traffic improvements that are already needed or soon will be.

Because of the Expressway's diagonal path across the gridiron pattern of local streets, especially where it comes to grade, many fragmented blocks remain blighted and underutilized, detracting from their neighborhood. This condition bears detailed study to determine what corrective measures can be taken.

A variety of implementation tasks are probably needed to bring about the improvements along the Crosstown Corridor. A special zoning district along at least part of the Corridor would probably be one of them. With close coordination of public and private initiatives in this important area, some accomplishments should be possible.

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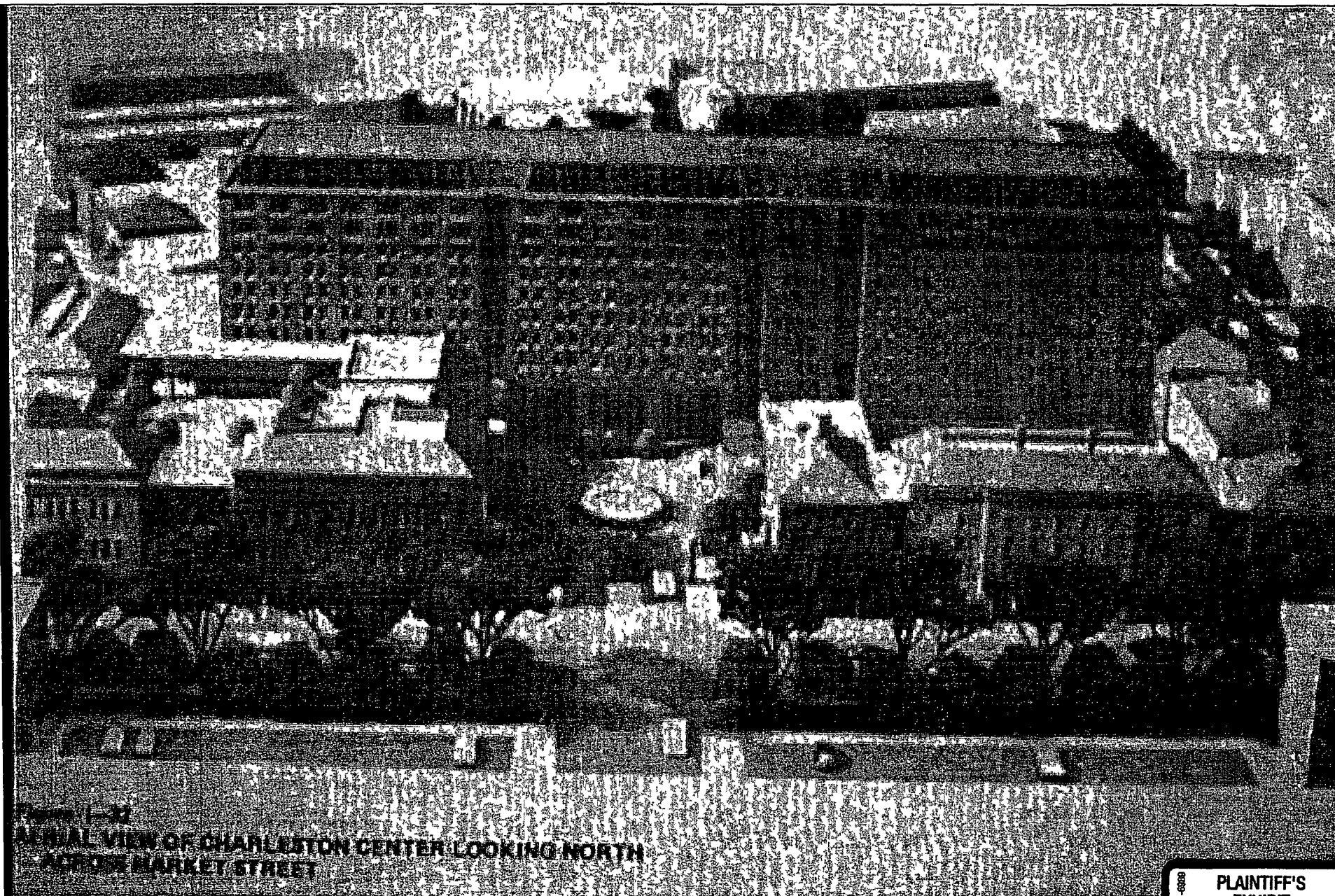


Figure 1-32  
AERIAL VIEW OF CHARLESTON CENTER LOOKING NORTH  
FROM MARKET STREET

PLAINTIFF'S  
EXHIBIT  
# 30  
3/9/09