

MEMORANDUM

DATE: October 20, 2020

TO: Mayor Tecklenburg and Members of City Council

FROM: Chip McQueeney, Assistant Corporation Counsel

COPY: Susan Herdina; Rick Jerue; Jacob Lindsey; Christopher Morgan; Jack O'Toole

RE: Laurel Island PUD (REVISIONS)

On September 22, 2020, City Council gave first reading to the Laurel Island PUD. For ease of reference, an unrevised copy of the Laurel PUD is attached hereto as Exhibit 7. Since that time, City staff has worked with the applicant to make several revisions to the Laurel Island PUD to address comments or concerns raised by the public and/or councilmembers. A “redlined” version of the Laurel Island PUD, reflecting all of these changes, is attached as Exhibit 1.

The appendices to the Laurel Island PUD are *not* attached to Exhibit 1. Such appendices remain unchanged since September 22, 2020, except that a new Appendix A.4.1, defining the height districts applicable to the PUD, has been added. For ease of reference, this new Appendix A.4.1 is attached as Exhibit 2.

The PUD document attached to the ordinance in councilmembers’ packets includes the version of the Laurel Island PUD attached as Exhibit 1, without the redlines, together with all appendices, including new Appendix A.4.1. To the extent City Council desires to give second reading, third reading, and ratification to the Laurel Island PUD, I would recommend moving to give the ordinance included in your packets second reading, third reading, and ratification.

Nothing in the revised PUD document provides the applicant with additional development rights. Instead, the revisions clarify and/or limit the rights described in the Laurel Island PUD presented on September 22, 2020. The following describes the changes reflected in the revised Laurel Island PUD, shown in redline on Exhibit 2:

1. **Section 2.4 (Workforce Housing)**: Section 2.4 was revised to ensure that at least 10% of all dwelling units on the Laurel Island Site will be set aside as workforce housing *at all times* and that at least an additional 10% of completed dwelling units on the Laurel Island Site will be set aside as workforce housing for 10 years *from the lease date for such workforce housing units*.

2. **Section 3.2 (Development Rights)**: Section 3.2 has been revised to emphasize that the referenced table outlines the *maximum* permitted densities and intensities based on land use. The land use plan for the site is attached as Exhibit 3.

3. **Section 3.2 (Conversion)**: Section 3.2 has also been revised to clarify the procedure for converting the stated maximum densities and intensities from one land use to

another. First, a land use conversion matrix appended to the PUD allows conversion based on estimated maximum peak hour traffic impacts. For ease of reference, a copy of the land use conversion matrix is attached as Exhibit 4. Second, the applicant may convert from one land use to another upon showing that the conversion would result in no increased traffic impact, provided the City's Director of Traffic and Transportation approves the conversion based on an updated traffic impact analysis.

4. **Section 3.2 (Minimum Retail and Office)**: Section 3.2 now clarifies that the applicant must develop at least 220,000 square feet of new office space and at least 27,650 square feet of new retail/commercial space as part of the PUD.

5. **Section 3.2 (Maximum Dwelling Units)**: Section 3.2 now provides, in pertinent part: "Notwithstanding any other provision of this PUD, no more than 7,750 total dwelling units may be developed within the Laurel Island PUD."

6. **Section 3.3 (Public Infrastructure)**: As revised, Section 3.3 ensures that public infrastructure and facilities are made available concurrent with the impacts of the development. Section 3.3 now emphasizes that the City will *not* be required to fund, construct, or contribute to such public infrastructure improvements except upon prior approval by City Council. It is anticipated that a development agreement and/or public infrastructure improvements agreement will address these issues because some of the public infrastructure will likely require the use of TIF funds.

7. **Section 4.1 (Building Heights)**: Section 4.1 has been revised to incorporate a new exhibit addressing building heights, attached as Exhibit 2. The revisions and exhibit do not substantively change what was requested in the previous version of the Laurel Island PUD. The height district plan, showing the location of each height district, is attached as Exhibit 5. The previous version of the PUD permitted adjustment to the height district boundaries reflected on Exhibit 5. The revisions ensure that the boundaries may be changed only based upon the final location of the constructed rights-of-way, with any major expansion of a height district boundary requiring approval of City Council through an amendment to the PUD.

8. **Section 4.2 (Outdoor Venue)**: Any outdoor venue will be designed and constructed to direct amplified music *away from* the Peninsula.

9. **Section 4.3 (Parking Standards)**: As set forth in the appendices, on-street parallel parking will be provided unless prohibited with respect to certain right-of-way types.

10. **Section 5.1 (Open Space)**:

a. **PUD Requirements**: Sec. 54-256.e of the City's Zoning Ordinance requires that a PUD provide (1) at least 20% of the gross acreage of the site as open space; and (2) at least 25% of the open space (i.e., at least 5% of the gross acreage of the site) as "Usable Open Space." As a result, the applicant must provide at least 39.2 acres of open space and at least 9.8 acres of "Usable Open Space."

b. **Usable Open Space**: Section 5.1 has been revised to clarify that the definition of “usable open space” in the Zoning Ordinance applies. In this respect, Sec. 54-120 defines “usable open space” as “open space areas of high ground developed to provide for active recreational uses.”

c. **Laurel Island PUD Requirements**: Under Section 5.1, the applicant must develop and provide *at least 39.2 acres* of the site as “usable open space.” Section 5.1 has been revised to emphasize that *this minimum amount may not be reduced* except by an amendment to the PUD, which would require City Council approval. The previous version would not have required a PUD amendment to reduce the 39.2 acres of usable open space if there were an act of god or if a regulatory requirement justified the reduction. The revision to Section 5.1 eliminates this exception.

d. **Open Space Plan**: The Open Space Plan for the Laurel Island PUD is attached as Exhibit 6. Proposed amendments to a PUD master plan involving changes to the location of open space areas are considered “major amendments and shall only be approved by City Council” The detailed land use plan, attached as Exhibit 3, also shows the usable open space areas. A relocation of these areas would require a PUD amendment approved by City Council.

e. **City Maintenance**: It is anticipated that much of the usable open space will be developed utilizing TIF funds and that such usable open space would be dedicated to the City upon completion. The revised Section 5.1 emphasizes that City Council would need to approve such dedicated areas prior to acceptance. As a practical matter, the agreements addressing use of TIF funds will address this issue in more detail.

11. **Other Changes**: Section 7 (Tree Protection), Section 8 (Rights-of-Way), and Section 9.1 (Flood Zones) have been revised for clarity. Section 7 ensures that the tree protection standards apply, not just the tree planting requirements. Section 8 ensures that there will be compliance with the fire code. Section 9.1 ensures that building permit requirements applicable to flood zones will be those in effect at the time the permit is approved.

12. **Section 13.1 (LIBAR)**: From a legal perspective, Section 13.1 provides a good deal of discretion to the Laurel Island Board of Architectural Review (“LIBAR”). However, LIBAR’s discretion is limited by the requirement that the City’s BAR-L approve the Laurel Island Design Principles. Additionally, LIBAR’s discretion is further limited by the ability to appeal the decision of LIBAR to the City’s BAR-L. My reading is that Section 13.1 would create a more streamlined review process for less controversial decisions, with the potential for the BAR-L to review more controversial issues. I do not intend this synopsis of Section 13.1 to constitute a policy recommendation for or against the proposal.

EXHIBIT 1

Laurel Island Planned Unit Development Charleston, South Carolina

1. Relationship to Zoning Ordinance
2. Introduction and Background Information
 - 2.1. Background and Ownership
 - 2.2. Current Zoning
 - 2.3. Development Goals
 - 2.4. Workforce Housing
3. Land Use
 - 3.1. Area Breakdown
 - 3.2. Net Density and Calculations
 - 3.3. Adequate Public Facilities
4. Zoning Criteria
 - 4.1. Development Standards
 - 4.2. Permitted Uses; Hours
 - 4.2.1 Excluded Uses
 - 4.3. Parking Standards
5. Outdoor Space
 - 5.1. Outdoor Space Requirements
 - 5.2. Outdoor Space Types
6. Buffers
7. Tree Summary
8. Right-Of-Way
9. Drainage Basin Analysis
 - 9.1. Flood Zone
 - 9.2. Existing Topography and Drainage
 - 9.3. Wetlands Verification
 - 9.4. Preliminary Stormwater Techniques
10. Traffic Study
11. Cultural Resources Study
12. Letters of Coordination
13. Additional Information
 - 13.1. Design Review and Modifications
 - 13.2. Laurel Island Conceptual Master Plan

Appendix

A. Figures

1. Base Plan
2. Land Use Plan
3. Detailed Land Use Plan
4. Height District Plan
1. Height Districts
5. Open Space Plan
6. Pedestrian/Bicycle Circulation Plan
7. Street Types Plan
8. Street Type Sections

B. Traffic Models

1. Land Intensity Conversion Matrix
2. Traffic Study

C. Cultural Resources Study

D. Letters of Coordination

E. Survey

F. Additional Drawings

- Exhibit 1: Location Map
- Exhibit 2: Aerial
- Exhibit 3: Project Parcels
- Exhibit 4: Existing Conditions
- Exhibit 5: Wetland and Critical Lines
- Exhibit 6: Existing Drainage
- Exhibit 7: FEMA Flood Maps

G. LIBAR Rules and Regulations

Section 1: Relationship to Zoning Ordinance

The Development Guidelines and Land Use Plan for the Laurel Island Planned Unit Development (PUD), attached hereto and made a part hereof, are part of the PUD Master Plan application submitted in accordance with the Zoning Ordinance of the City of Charleston, Article 2, Part 7 Sections 54-250, et seq. The Zoning Ordinance of the City of Charleston is incorporated herein by reference, except as amended herein.

- a. Consistency with the City's Century V Plan, as the underlying property is designated Peninsula;
- b. Better achieving the goals of the Century V Plan and all adopted plans for the subject property than the current zoning, as the PUD tailors the uses and plans to better meet the community's input and serve its needs;
- c. Consistency with the City's adopted master road plan as modeled herein;
- d. Better protecting and preserving natural and cultural resources, if any, than the existing primarily Heavy Industrial zoning resulting in more green space and more compatible uses with neighboring properties;
- e. Compatibility with the density and maximum building height of adjacent developed neighborhoods, by adjusting the height from the maximum currently allowed and considering the height of the Ravenel Bridge and other nearby uses, heights, and densities;
- f. Creating connectivity with the existing network of public streets in adjacent neighborhoods and areas by including provisions for public and private connections;
- g. Providing for adequate parking for residents and users;
- h. Confirming accommodation by existing and planned public facilities including but not limited to, roads, sewer, water, schools, and parks as is evidenced by the included traffic study, coordination letters, and newly proposed usable open space;
- i. Providing for new public facilities, including open space and recreational amenities as well as locations for other governmental services;
- j. Adequately providing for the continued maintenance of common areas, open space, and other public facilities not dedicated to the City by making the foregoing an obligation of the current and any future property owner; and
- k. Providing for a mixture of residential, commercial, conservation, and other uses.

No person shall erect or alter any building, structure, or sign on any tract of land or use any tract of land within the Laurel Island PUD except in conformance with these guidelines and regulations. Unless modified herein, definitions of terms used in the Laurel Island PUD Development Guidelines shall follow definitions listed in the Zoning Ordinance of the City of Charleston, as amended from time to time. Administration and enforcement of the adopted Laurel Island PUD Master Plan shall follow Article 9 of the Zoning Ordinance of the City of Charleston.

The Laurel Island PUD Master Plan was approved by Charleston City Council on _____, Ordinance Number_____.

Section 2: Introduction and Background Information

2.1 Background and Ownership

Laurel Island's PUD includes six (6) parcels totaling 196.1 acres and composed of 165.3 acres of highland (84%) and 30.8 acres of wetlands and marsh. Three of the parcels are contiguous (I, II, and VI), hereinafter, the Laurel Island Site, and described collectively. The remaining three parcels (III, IV, and V) are described individually, as further set forth in the table below.

The Laurel Island Site has a robust history, notably serving as the Rumney Distillery in the 1790's, leading to its main access point of "Rumney Street". It later served as the Armory for the State of South Carolina, containing gun powder magazines during the Civil War, before ultimately becoming the Romney and Holston Landfills in the 1970's. A history of Laurel Island is presented in **Figure 1**.

The landfills ceased operating in the 1980s and were purchased by Lubert Adler in 2003. Lubert Adler began working to create a full-service resort on the site, but was ultimately unsuccessful due to several factors, including the Great Recession of 2008 and the site's environmental conditions. In 2013, the Port of South Carolina began looking to use the site as a new port facility but has since decided to not build a new terminal facility. A summary of the planning related to Laurel Island is presented in **Figure 2**.



Figure 1: Laurel Island History

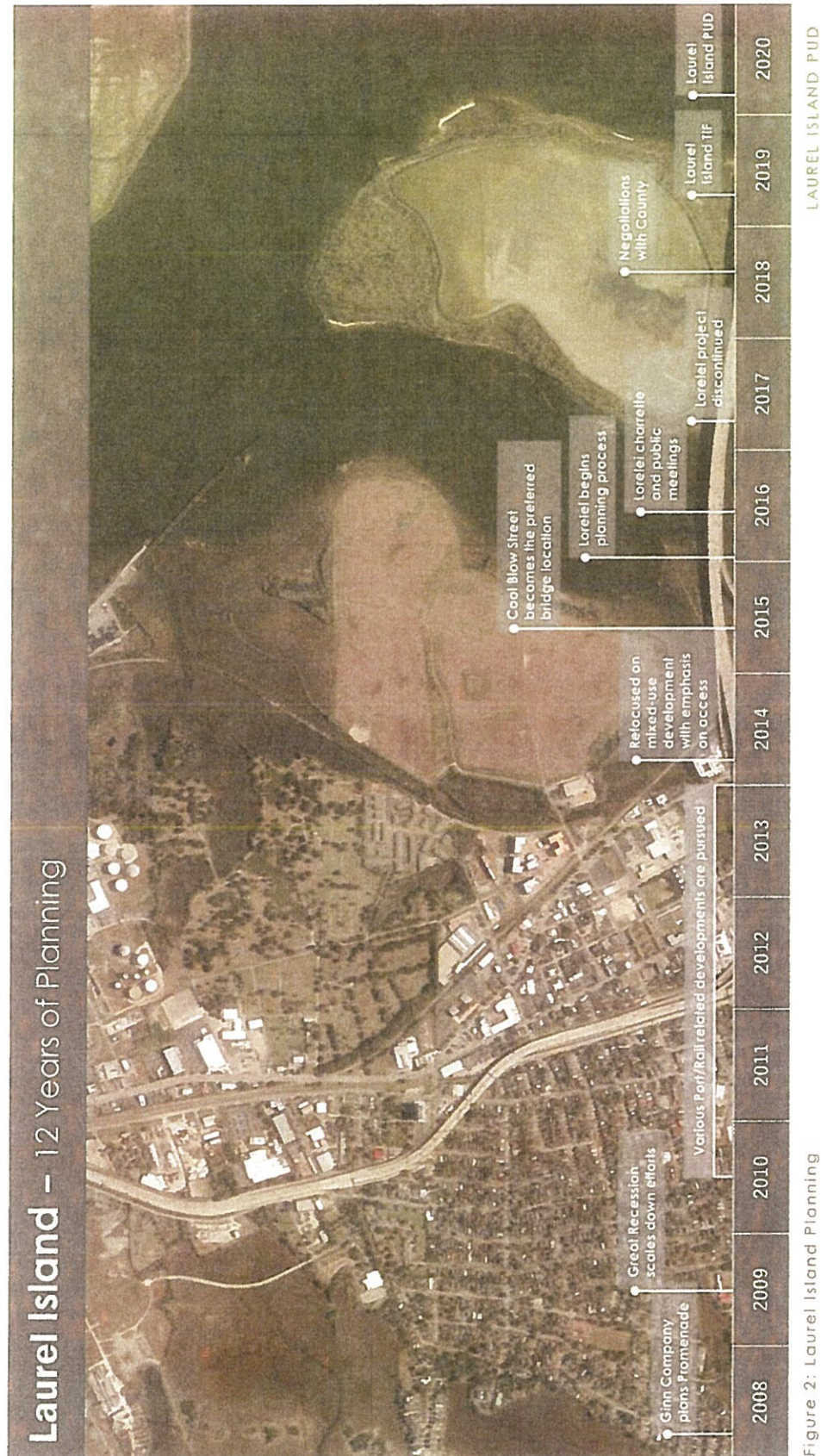


Figure 2: Laurel Island Planning

Given the significant increase in the cost of housing across Charleston, it is submitted that the best use of this site will be a mixed-use community, comprised with a heavy component of workforce housing. The current Heavy Industrial zoning on the majority of the site does not allow for this use, and as such, the property is proposed to be re-zoned as a Planned Unit Development.

Current ownership of the property is as follows:

Laurel Island PUD Project Parcels			
Parcel ID	TMS#	Owner	Acreage
I	4640000006	LRA Promenade North LLC	69.04
II	4640000002	LRA Promenade LLC	114.22
III	4590200013	LRA Promenade North LLC	1.42
IV	4640000038	LRA Promenade North LLC	0.40
V	4611303024	Charleston County (995 Morrison)	8.01
VI	4640000023	Charleston County (Recycling Center)	3.01
Total Acreage			196.1



2.2 Current Zoning

The current Zoning for the parcels is set forth below, and allows a broad range of residential, commercial, and industrial uses and activities.

Parcel ID	TMS Number	Current Zoning	Height Limits
I	4640000006	Heavy Industrial	W Height District
II	4640000002	Heavy Industrial	W Height District
III	4590200013	Upper Peninsula	4-12 Story Height District
IV	4640000038	Diverse Residential 3	50' / 3 stories
V	4611303024	General Business	85' (Tech Corridor Overlay)
VI	4640000023	Heavy Industrial	W Height District

The Laurel Island Site is bounded by roadways and railways on three sides of the site, with the fourth side being bounded by Town Creek and the Cooper River.

2.3 Development Goals

Development within the Laurel Island PUD shall follow these Guiding Principles:

Connection to the Environment

The unique nature of the site as an island should be celebrated. As such, the street grid will be oriented with the environment in mind where possible and will provide view corridors to the water at the ends of the majority of streets.

A network of public parks will be integral to the overall plan. A public pedestrian and bike path will encircle the majority of the island's edge, and other direct public accesses to the water will be provided via paths and docks.

Sustainable and Resilient Practices

As the project is a high-density development to be built on former landfill site within downtown Charleston, it provides an option to sprawl-like development further from the city center. In addition, an emphasis on connections to public transportation and the incorporation of bicycle and pedestrian routes will reduce energy consumption and should serve to limit the demands of further traffic entering from outside the peninsula.

Building designs will employ sustainable practices through their orientation, materials and architectural elements. Critical infrastructure will be designed with resiliency as a goal. Bridges, utilities and drainage pipes will be able to stand the test of time and remain high, dry and connected as the climate changes and natural disasters occur.

Social and Economic Diversity

The diverse social and economic community of Charleston will be reflected. Toward that end, a significant amount of affordable/workforce housing will be provided. The other land types will include an overlapping of commercial office, multi-family, retail, and entertainment uses, allowing for a mix of race, income and age, and creating a true community.

Quality of the Public Realm

Laurel Island will be organized around a public realm that supports a high quality pedestrian experience. Similar to Charleston, the streets will be arranged as primary and secondary streets, depending on their primary uses and orientations and will incorporate a mix of uses. Public parks, plazas and other open spaces will be woven into the street grid and overall plan, and the design of buildings will activate and engage the public realm.

Authenticity

It is important that a true, authentic “place” is created, and many of the elements in the other principles will contribute toward this goal. The organization of the street plan itself will be drawn from the constraints and character of the site rather than from a random pattern. The layout will be orderly but flexible, allowing for the development to grow and adapt organically, just as a true community does.

Laurel Island will be inspired from Charleston’s defining elements—but will also be guided by more recently-developed practices in site planning and building design. The existing historic sites will be preserved and celebrated, with some to be publicly accessible.

2.4 Workforce Housing

At all times from the enactment of the Laurel Island PUD, during the development of the Laurel Island Site, upon the completion of the development thereof, and at all times thereafter no less than ten (10%) percent of all residential dwelling units located on the Laurel Island Site shall be Workforce Housing (the “Permanent Workforce Housing”). ~~Furthermore, from the date of the issuance of a certificate of occupancy for any newly constructed residential dwelling unit and for a period of ten (10) years thereafter (the “Amortization Period”), a number of new or existing residential dwelling units equal to~~ Furthermore, an additional ten (10%) percent of such newly-constructed residential dwelling units located on the Laurel Island Site shall also be Workforce Housing (the “Amortized Workforce Housing”). ~~Upon permitting for the 1,278th residential dwelling units on the Laurel Island Site, the Laurel Island PUD shall have achieved the cumulative total of the twenty (20%) Workforce Housing Units as set forth above. Upon permitting for 2,556th residential dwelling units on the Laurel Island Site, the Laurel Island PUD shall have achieved the cumulative total of the twenty (20%) Workforce Housing Units as set forth above.”) for a period of ten (10) years commencing on the lease date for each such unit (the “Amortization Period”). The City’s Department of Housing and Community Development shall verify Workforce Housing on the Laurel Island Site according to its standard procedures. Additionally, the Zoning Administrator shall verify compliance with the Workforce Housing requirements set forth herein (1) when a building permit has been obtained for the 1,278th dwelling unit on the Laurel Island Site; and (2) when a building permit has been obtained for 2,556th dwelling unit on the Laurel Island Site.~~

Workforce Housing, whether Permanent Workforce Housing or Amortized Workforce Housing shall mean Rental Workforce Housing Units to Qualified Households for Affordable Rent, as such terms are defined below. Nothing herein shall prevent or prohibit the relocation, replacement, or reduction (of the overall percentage) of Workforce Housing within the Laurel Island Site from

time to time, provided the overall percentage of Permanent Workforce Housing shall not, ~~upon completion of the development of the Laurel Island Site,~~ be less than ten (10%) percent of all dwelling units located on the Laurel Island Site and the Amortized Workforce Housing shall not, during the applicable Amortization Period, be less than ten (10%) percent of the total of all of the non-Permanent Workforce Housing dwelling units located on the Laurel Island Site.

Rental Workforce Housing Unit: A dwelling unit, where occupants have, in the aggregate, household income less than or equal to eighty (80%) percent of the area median income (AMI) for rental units.

Qualified Household: Households where occupants have, in the aggregate, a household income less than or equal to eighty (80%) percent of the area median income (AMI) for rental workforce housing units.

Affordable Rent: An amount equal to thirty (30%) percent of eighty (80%) percent of the annual Income Limits as published by the City of Charleston Department of Housing and Community Development, or its successors, for the median household size. In the absence of such information, the annual rent charged by the owner shall not exceed thirty (30%) percent of the annual household income.

Household Income: All sources of financial support, both cash and in kind, of adult occupants of the housing unit, to include wages, salaries, tips, commissions, all forms of self-employment income, interest, dividends, net rental income, income from estates or trusts, Social Security benefits, railroad retirement benefits, Supplemental Security income, Aid to Families with Dependent Children or other public assistance welfare programs, other sources of income regularly received, including Veterans' (VA) payments, unemployment compensation and alimony, and awards, prizes, government or institutional or eleemosynary loans, grants or subsidies and contributions made by the household members' families for medical, personal or educational needs.

Area Median Income (AMI): Area median income (AMI) shall be as determined annually by the City of Charleston Department of Housing and Community Development, or its successors.

Section 3: Land Use

3.1 Area Breakdown

Below is a breakdown of the Laurel Island PUD's total project acreage, marsh/wetland/open water area, and remaining developable area.

Total Project Area	196.1 ac.	
Total Marsh/Wetland/Open Water Area	30.8 ac.	15.7% of Total Area
Total Developed <u>Developable</u> Area (Blocks, Parks, & R/W)	165.3 ac.	84.3% of Total Area
Sum =	196.1 ac.	100.0% of Total Area

The Laurel Island PUD proposes significantly more open space and usable open space than the required minimums. Further detail regarding open space allocations is provided in Section 5.1

3.2 Net Density and Calculations

The Laurel Island PUD is a mixed-use development incorporating flexibility to accommodate appropriate development over time. ~~The Pursuant to Sec. 54-256.b.1.(b) of the Zoning Ordinance, the Laurel Island PUD is based on the includes~~ Mixed-Use Zoning, ~~as~~ defined in Section 4.2. ~~See Appendix A, Detailed Land Use Plan for the Master Plan as per Zoning Ordinance requirements.~~ The table below summarizes the ~~overall net density~~ maximum densities and intensities, based on ~~each category of land use,~~ for the Laurel Island PUD*:

Zoning	Land Use	Area	Units
Mixed Use	Retail	276,500 sf	-
Mixed Use	Office	2,200,000 sf	-
Mixed Use	Park	39.2 acres	
Mixed Use	Hotel/ <u>Accommodation</u>	-	400 rooms <u>sleeping units</u>
Mixed Use	Residential	-	4,260 dwelling units
Mixed Use	Movie Theatre		8 screens

*These densities/intensities represent the anticipated square footages or unit counts anticipated in the Laurel Island PUD. ~~Should it be desired for one or more land use To enable flexibility over the duration of the development, the maximum densities or intensities to increase, and/or intensities of a specific Land Use may be converted to a different specific Land Use, using the procedures set forth herein and the Institute of Transportation Engineer's (ITE's) Traffic Engineering Handbook, 10th edition equivalence. Notwithstanding the stated maximums, the owner may increase the maximum allowed densities and intensities for each land use upon a corresponding reduction in densities or intensities for other land uses shall be required pursuant to based on (1) the Land Intensity Conversion Matrix provided in Appendix B; or, (2) at the option of the Laurel Island Architectural Review Board's (Board ("LIBAR)-option") and upon approval of the City by the City's Director of Traffic and Transportation, an updated traffic study addressing so much of the Laurel Island PUD deemed relevant by the traffic engineer to determine. AnAny updated traffic study shall be based on factors deemed relevant by such engineertraffic engineer to determine the amount of the required reduction in the maximum densities and/or intensities for other land uses to determine the amount permissible offset the proposed increase in densities and/or intensities for such land use densities or intensities increase and corresponding decrease, if any. In addition, to enable flexibility over the duration of development, the net densities or intensities of a specific Land Use may be converted to a different specific Land Use utilizing the Institute of Transportation Engineer's (ITE) Traffic Engineering Handbook, 10th edition equivalence. The City's Director of Traffic and Transportation shall base his or her approval on standard traffic engineering practices.~~

As an example of the flexibility of using the ITE equivalence, assume a use change is proposed from 10,000 sf of retail space to residential dwelling units. Based on the ITE equivalence, 87

residential dwelling units (DU) could be substituted in exchange for the reduction of 10,000 sf of retail space. The calculations based on the ITE Conversion Matrix are shown below:

$$10,000 \text{ sf} - 10,000 \text{ sf} = 10,000 \text{ ksf} \quad 10 \times 8.659 = 87 \text{ residential DU substitution for 10,000 sf of retail space}$$

As parcels are platted, the City shall be notified by the LIBAR of the specific land use density/intensity assigned ~~under to~~ each ~~parcel or~~ conveyance. Unless restricted in ~~such a plat or~~ conveyance, density/intensity may, by default, be converted using the ITE Conversion Matrix ~~by a licensed engineer, as set forth above.~~

Required Office and Retail Spaces

Prior to obtaining a building permit for the 2,130th dwelling unit to be located on Laurel Island Site, at least 220,000 square feet of new office space and 27,650 square feet of new retail/commercial space shall be constructed on the Laurel Island Site, provided that all necessary road connections are completed to facilitate such development.

Maximum Number of Dwelling Units

Notwithstanding any other provision of this PUD, no more than 7,750 total dwelling units may be developed within the Laurel Island PUD.

Access Points

To reach the ~~development density~~ maximum densities and intensities identified above, three roadway access points are required. In addition to an existing access point from Romney Street, construction of a bridge from Cool Blow Street, as well as an access from Brigade Street will occur. The following table summarizes the development threshold required for each access point.

Development Threshold by Access Point Provided Schedule*	
Access Point	Percentage of development before subsequent access point is required (%) ^{3,4}
1. Romney Street ¹	0 - 30 %
2. Cool Blow Street ²	30 - 60 %
3. Brigade Street	60 + %
¹ Analysis of development threshold for Romney Street access was based on point of unacceptable LOS E, per HCM 2010 methodology of the Morrison Drive & Romney Street intersection (with proposed improvements, per the traffic study).	
² Analysis of development threshold for Cool Blow Street access was based on point of unacceptable LOS E, per HCM 2010 methodology of the intersection of Meeting Street & Cool Blow Street (with proposed improvements, per the traffic study).	
³ Percentage of development corresponds to the percentage of development required to produce said percentage of PM peak hour trips, assuming a 1:1 ratio of development percentage to PM peak hour trip generation percentage. In other words, 30% of development is assumed to produce 30% of the total projected PM peak hour generated trips given the full buildout condition. PM peak hour trips were used in this analysis as the generation of trips is higher in the PM peak hour than the AM peak hour, generally causing worse delay throughout the study area.	
⁴ Percentage of development indicates the percentage at which the access point (and any previous access	

points) are acceptable. So, Romney Street as the sole access to the site is acceptable (according to the methodology described in footnotes 1 and 3 above) for up to 30% of the planned development on the site. Beyond 30% development, the intersection of Morrison Drive & Romney Street becomes over capacity, requiring the subsequent access point along Cool Blow Street to be available to patrons of the site. The Romney Street and Cool Blow Street access points to the site provide acceptable levels of delay at the entrance intersections until 60% development is reached, beyond which the third access point, along Brigade Street, is needed to mitigate delay at the other access point intersections.

* This table assumes that other improvements throughout the study area, as indicated in the traffic study, are completed as needed and warranted throughout the development of the site.

~~Provided that all road connections have been completed that necessary to allow for at least 220,000 square feet of office space and 27,650 square feet of retail/commercial space, such office and retail/commercial square footage shall have been constructed prior to the permitting of the 2,130th residential dwelling unit to be located on the Laurel Island Site.~~

Special event uses such as athletic and performance venues shall not be deemed to create and shall be excluded from any calculations of new, external trips and shall instead be subject to aan approved traffic management plan.

3.3 Adequate Public Facilities

No infrastructure is currently present on the Laurel Island Site. Coordination with public facility providers is provided in **Appendix D**. ~~New infrastructure shall be constructed in a timeframe such that adequate pubic facilities are provided for new development. Without limiting the authority of the City, the owner shall ensure that public infrastructure and facilities are made available concurrent with the impacts of the development. Nothing herein shall require the City to fund, construct, or contribute to public infrastructure improvements or facilities, including, without limitation, access points to the Laurel Island Site, it being understood that any commitment by the City to fund, construct, or contribute to public infrastructure improvements of facilities shall require prior approval by the City Council of Charleston.~~

Section 4. Zoning Criteria

The development of the Laurel Island Site and properties within the Laurel Island PUD must maintain flexibility to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions, and design parameters. As such, the exact locations of boundary lines between development tracts, the locations and sizes of land uses in the development areas and the preliminary planning concepts for the tracts and uses are not indicated on the Land Use Plan.

4.1 Development Standards

Below is a breakdown of development standards in the Laurel Island PUD. All amenity areas, facilities and public streets shall be subject to ADA requirements, as applicable. More details will be provided in the Laurel Island Design Principles as approved by the process outlined in Section 13:

Development Standards Summary

Lot Requirements	
Lot Size	No minimum
Accessory Building	NA: addressed in Design Principles
Loading Docks	NA: addressed in Design Principles
Minimum Setbacks*	
Setbacks and Frontage	Street Side: 0 feet Side Yard: 0 feet Rear Yard: 0 feet
Maximum Height**	
Building Height District	Entertainment Height District LI 2 (See Sec. 54-306. to be established) <u>Appendix A.4.1.a.)</u> Height District 2.5-3.5 (See Sec. 54-306.C) <u>Appendix A.4.1.b.)</u> Height District 8 (See Sec. 54-306.H) <u>Appendix A.4.1.c.)</u> Height District LI 12 (See Sec. 54-306. to be established) <u>Appendix A.4.1.d.)</u>

See Appendix A for the Height District Plan. Height district ~~locations~~boundaries may be adjusted to abut ~~future~~the final location of constructed rights-of-way as generally depicted in Appendix A, Street Types Plan, whether inward or outward so as to achieve the height district boundaries depicted in the Height District Plan and for no other purpose. Such district adjustments and any references in the height district text of the Zoning Ordinance to the BAR shall refer to and be approved by the LIBAR. Any major expansion of height district boundaries shall require approval of an amendment to the PUD. The Zoning Administrator shall determine what constitutes a major expansion of height district boundaries based on the intent of the Laurel Island PUD.

* Encroachments such as canopies, arcades, and awnings may project into the right-of-way but must be minimum of 2'-0" clear of any parking or travel lane, and must be 8'-0" minimum above grade to the underside of the encroachment. The Laurel Island Design Principles shall address front setbacks.

** Parcels in the Laurel Island PUD are outside the Old City Height District:

- Non-habitable structures are not subject to height limits;
- Usable ground floor to second floor height shall be in excess of 12 feet for non-residential structures;
- Architectural features and roof structures (screening elements, spires, cupolas, elevator penthouses, HVAC, etc.) are excluded from height limits. The Laurel Island Design Principles shall address individual story height based on use; and
- All future structures shall have a fire protection plan in accordance with the Charleston Fire Department, Fire Marshal site plan review standards.

4.2 Permitted Uses; Hours

Permitted uses in the Laurel Island PUD (hereinafter, "Mixed-Use Zoning"), shall be any and all permitted, conditional, and special exception uses provided for in the General Business and Upper Peninsula zoning classifications and any overlay districts thereon, as set forth in the City of Charleston Zoning Ordinance Article 2, Part 3, as amended through approval date of August 19,

2020, with the exception of the excluded uses listed below. Hours of Operation shall not be restricted by zoning and uses, but shall be determined by the Laurel Island Property Association (“LIPA”). Any outdoor concert venue on Laurel Island shall be permitted to play amplified music until 11:30 pm—; provided, however, such venue shall be designed and constructed to direct amplified music away from the Peninsula.

4.2.1 Excluded Uses

Excluded or prohibited uses in the Laurel Island PUD shall be any and all: Dairy farms, Mobile home dealers, Motor vehicle dealers (provided electric and alternative powered vehicles sales and repairs shall be permitted), Automotive repair shops, Fish hatcheries and preserves, Recreational and utility trailer dealers, Cemeteries, Stables, Sewage treatment systems, Crematories, Tattooing services, Mining/Quarrying of nonmetallic minerals, except fuels, Gas Production and Distribution, Petroleum and petroleum products wholesalers, Gasoline service stations, Shipping container storage, Indoor shooting range, Firearm sales, Adult Uses, as defined in the City of Charleston Zoning Ordinance, and Casinos, as defined in the City of Charleston Zoning ordinance.

4.3 Parking Standards

In implementing the Laurel Island development goals, specifically sustainable and resilient practices, there shall be no minimum or maximum parking standards for the properties included in the Laurel Island PUD. These sustainable and resilient practices place an emphasis on the use of bicycles, busing, bus rapid transit, water ferries and taxis, and other alternatives to the automobile, each of which is anticipated to negatively impact (reduce the need for) traditional use-based minimum parking space requirements. As Laurel Island is more fully developed, it is anticipated that the mix of uses, sustainable and resilient practices, alternative means of transportation, and other influences will further reduce the need for automobiles and automobile parking. As depicted in Appendix A, Street Types Sections, on-street parallel parking shall be provided where not otherwise prohibited (for example, loading zones, fire hydrants, vision triangles, etc.). Design of outdoor parking areas shall be addressed in the Laurel Island Design Principles (see Section 13) and overseen by the LIBAR.

Section 5. Outdoor Space and Buffers

5.1 Outdoor Space Requirements

The Laurel Island PUD envisions a significant area of public open space throughout the site. The majority of this acreage will be found on the waterfront, creating a continuous park that stretches into the marsh around the development.

As per the Open Space plan presented in **Appendix A**, the Laurel Island PUD will provide significantly more open space and usable open space than the required minimums. The development of the Total Open Space Area and Total Usable Open Space Area may occur over the course of many years and in many phases and in differing proportions than the final developed proportions set forth in the Area Breakdown below, ~~but never falling below the minimum requirements set forth.~~

Total Open Space Area:

Laurel Island PUD fully developed expected Open Space Area	70.0 ac	36% of Total Area
---	----------------	--------------------------

<i>Minimum <u>Zoning</u> Ordinance required Open Space Area Open Space Area (Parks, Marsh, River, Creeks, etc.)</i>	<i>39.2 ac</i>	<i>20% of Total Area</i>
---	----------------	--------------------------

Total Usable Open Space Area:

Laurel Island PUD fully developed expected Usable Open Space Area	39.2 ac	56% of Total Open Space 20% of Total Area
--	----------------	--

<i>Minimum <u>Zoning</u> Ordinance required Usable-Open Open Space Area (Parks, Paths, and Trails, Including all Walking and Cycling Trails, Public Piers and Docks)</i>	<i>9.8 ac</i>	<i>25% of Total Open Space</i>
--	---------------	--------------------------------

Note: References to minimum zoning ordinance requirements, above, are for information only.

Neighborhood/pocket parks will be provided and are included in the usable open space area calculation, above.

Any increase in the fully developed expected acreage of the Laurel Island PUD Open Space or Usable Open Space shall not require a PUD amendment; any reduction in the fully developed expected acreage of the Laurel Island PUD Open Space or Usable Open Space shall require a PUD amendment pursuant to Section 54-260.a. of the Zoning Ordinance, ~~unless due to acts of god or federal or state regulatory changes or restrictions.~~

Ownership and Maintenance: Open spaces that are, in whole or in part, improved and/or maintained with Tax Increment Finance revenue, may be owned by and dedicated to the City of Charleston ~~(as approved by the City);~~ provided, however, any areas to be dedicated to the City must be accepted by resolution of City Council. Open spaces not dedicated to the City of Charleston will be owned by LIPA and shall be open to the public. Nothing herein shall prohibit LIPA or the City of Charleston from establishing regular park/open space hours of operation.

5.2 Outdoor Space Types

As stated in the Laurel Island Guiding Principles, the open space will be unique to Charleston, will include a public pedestrian and bike path that will encircle the majority of the island's edge, and will provide other direct public accesses to the water via paths and docks. A pier that will allow for ferry service as well as a separate crabbing pier is planned. The history of the site will be recalled through the Robert Mills Interpretive Trail and paths providing views of the Standard Oil Building Ruins.

Additional open space types at Laurel Island may be designed using the following City definitions as stipulated in Section 54-284 of the Zoning Ordinance:

Neighborhood Greens—Open green spaces intended to serve as the social center of the community and provide a location for civic activities and outdoor community functions. Neighborhood greens shall:

- Be predominantly planted areas, but may have some paved surfaces; and
- Be centrally located within the gathering place.

Plazas/Squares—Enclosed spaces that are urban in nature and designed to serve as meeting places for area residents and workers. Plazas and squares shall:

- Be predominantly paved surfaces, but may have some planted areas;
- Include pedestrian lighting and pedestrian-level details, such as variations in paving types;
- Be landscaped and incorporate amenities such as benches, fountains, monuments, and formal or informal gardens;
- Be located within denser, more urban areas of the gathering place, either at the intersection of streets or within a developed block; and
- Be mostly enclosed by building frontages;

Neighborhood Parks—Large open areas designed to provide recreational facilities and spaces for the entire gathering place, or smaller green spaces designed to serve smaller areas within the gathering place. These parks may be designed as part of a Neighborhood Green, and shall:

- Contain grassy fields, playground equipment, designated sports facilities, or picnic areas;
- Be landscaped throughout;
- Be designed for active and passive recreational purposes; and
- Be directly connected to any bicycle and pedestrian network

Section 6. Buffers

Buffers are not required internal to the Laurel Island PUD between land uses. There shall be a 40' buffer from the critical line and 10' additional building setback. Section 54-347 of the City of Charleston Zoning Ordinance shall govern the landscape buffer adjacent to the OCRM critical line. Pedestrian amenities may be located within buffers and setbacks. Refer to **Appendix F, Exhibit 5**. Notwithstanding critical line buffers and setbacks, the existing dikes shall be preserved, maintained, and improved as may be reasonable or necessary, or both.

Section 7. Tree Summary

There is minimal tree cover on the Laurel Island Site – refer to **Appendix F, Exhibit 2: Aerial**. Existing trees are primarily located in the critical line buffer zone. Tree protection shall be in compliance with the City of Charleston Zoning Ordinance. Due to the nature of Laurel Island previously being a landfill, the planting of trees on Laurel Island shall be determined by the LIBAR and shall not follow or be bound by the requirements of the Zoning Ordinance. Within City owned and maintained property, plantings shall be approved by the City of Charleston Parks Department. Parcels not on the Laurel Island Site (Parcels III, IV, and V) shall be subject to City tree-planting requirements~~the City's Zoning Ordinance regarding tree protection~~.

Section 8. Right-Of-Way

Within the Laurel Island Site there are plans to establish a new roadway network with typical street types (see **Appendix A**). Roadways constructed to City standards shall be dedicated public streets unless it is in the best interest of the developer to privately maintain. Any roadways not dedicated as a public street shall be permitted to utilize gravel, dirt, or boardwalk surfaces, but only to the extent permitted by the applicable fire code. East-West streets shall have view corridors extending to Town Creek. No dedicated public streets in the Laurel Island PUD shall be limited by gates (nothing herein shall prohibit gates on private property such as for a parking lot or garage, subject to the applicable fire code).

As stated in Section 4.1, ADA compliance shall be provided, by providing, at a minimum, accessible routes between right-of-way, parking, public transportation, amenities, and entrances. Vehicles, public transportation, bicycles, and pedestrians will be accommodated by the new roadway infrastructure. Public facilities such as new sidewalks on Romney Street (5-feet wide on the north and 10-feet wide on the south side) are proposed as a part of the project. Transit infrastructure will be required and shall be approved as part of site plan review based on requirements set forth in the Zoning Code. Sight distance visibility at all exits and/or intersections will be maintained in accordance with SCDOT's Access and Roadside Management Standards Manual.

Section 9. Drainage Basin Analysis

9.1 Flood Zone

A copy of the 2004 FEMA flood maps as well as the 2016 Preliminary Maps can be found in **Appendix F**. The 2004 FIRM (Flood Insurance Rate Map) identifies the Laurel Island Site within Flood Zones X, AE-13, and AE-14 (NGVD-29). The existing elevation of the Laurel Island Site upland of the existing dike to remain ranges from 8 to 22 NAVD 88 (see **Appendix F, Exhibit 4**). While the outer edges of the Laurel Island Site within or near the critical line will be subject to the base flood elevation, the developable highland of the site is above the surrounding base flood elevation. The existing dike, which was built to contain dredge spoil and municipal solid waste, ranges in elevation from 8 to 15 NAVD 88, with the highest elevations on the east side of the Laurel Island site adjacent to Town Creek. Parcels III, IV, and V are in Zone AE-13 (NGVD-29) per the 2004 FIRM. All construction will comply with the ~~current~~ City of Charleston Building Code in force at the time a building permit is issued.

9.2 Existing Topography and Drainage

The Laurel Island Site currently is a pervious landform with existing drainage conveyed by overland flow and swales to its release to adjacent marshland of Town and Newmarket Creeks as illustrated on **Appendix F, Exhibit 6**. Parcel V (995 Morrison / County parcel) is primarily impervious with existing ground at approximately elevation 6 with runoff collected by existing stormwater infrastructure maintained by the City or the SCDOT. Parcel III (railroad parcel) is

primarily impervious with ground elevations of approximately 7 and drained by overland flow by an adjacent drainage ditch contributory to Newmarket Creek. The Brigade Street access parcel (parcel IV) is currently a compacted gravel roadway. Runoff is currently drained by a swale that runs through the property.

9.3 Wetlands Verification

The existing wetlands, critical line, and required buffers are identified on **Appendix F, Exhibit 5**. The Ocean Coastal Resource Management (ORCM) critical line and wetlands have been delineated by a professional natural resources consultant, identified on a plat by a licensed surveyor, and approved by the appropriate regulatory agencies (see **Appendix E**).

9.4 Preliminary Stormwater Techniques

The proposed stormwater management system on the Laurel Island Site will be developed in consultation with the City of Charleston MS4. Drainage infrastructure on parcels I, II, and VI, as identified above, will include new conveyance piping, quality treatment practices, and outfalls to Town Creek/Cooper River. For stormwater quantity peak rates and volumes, proposed development will retain natural drainage features where possible and deploy lower-impact techniques to control and promote reductions to a practical extent; however, stormwater detention ponds will not be part of the management plan.

Should rates and or volumes exceed pre-development conditions, variance to this requirement within the City Design Manual will be proposed on the grounds that 1) excavation for detention ponds into the landfill cap and underlying municipal solid waste or within any part of the perimeter containment dike is not authorized by DHEC's Bureau of Land and Waste Management and 2) the downstream receiving waterbody is Town Creek and Charleston Harbor which does not present a flooding risk or create adverse conditions to adjacent properties.

Coordination with the City shall be required to determine design requirements in relation to the City of Charleston's Stormwater Design Standards Manual. Primary water quality treatment will be accomplished with engineered devices that do not rely on infiltration and will minimize leaching into the existing underlying municipal solid waste layer. Green infrastructure practices that can retain, treat, and release stormwater without coming in contact with the underlying layer shall be implemented to provide water quality treatment. Proposed road rights-of-way will include trees and streetscape planted within filtration enclosures that are connected to the main conveyance system. Additionally, to maintain compliance with the City's Flooding & Sea Level Rise Strategy, which suggests designing for sea level rise of 2 to 3 feet in the next 50 years, outfalls shall be located at an elevation such that they are not tidally influenced and allow for energy dissipation and additional quality treatment through vegetation prior to release from the Site.

Stormwater management on the other three properties included in this PUD (Parcels, III, IV, and V) shall be subject to the stormwater requirements of the City that are current at the time of project submission, absent a separate agreement between the Property Owner and City specifying the required improvements for development of the Property.

Per Section 54-822(c) of the Zoning Code, easements, when required for drainage or sewage for the area to be subdivided, shall be of such width as necessary to permit proper construction of

drainage facilities based on the drainage system of the area. No subdivision shall block or obstruct the natural drainage of an adjoining area. Existing natural drainage shall be maintained or replaced where possible or feasible.

Storm drainage during construction shall be designed to meet or exceed local, state and federal regulations involving stormwater flows, siltation, erosion control, and water quality which are prevailing at the time. Appropriate best management practices (BMPs) shall be installed and maintained to preserve water quality of adjacent water bodies as a part of the Stormwater Pollution Prevention Plan.

Section 10. Traffic Study

A traffic impact analysis was conducted for the Laurel Island project in accordance with SCDOT and The City of Charleston guidelines. Access to the development is provided through one existing intersection along Morrison Drive via Romney Street, one proposed entry/exit via Brigade Street (upon completion of a proposed bridge over the existing parallel rail tracks), and one proposed entry/exit via Cool Blow Street (upon completion of a proposed Cool Blow Bridge over Morrison Drive and the existing parallel rail tracks).

The results of the intersection analyses indicate that thirteen of the study intersections currently experience or are projected to experience undesirable delay during the peak periods with or without the Laurel Island project. Therefore, improvements were evaluated. Recommended improvements can be found in **Appendix B**.

Section 11. Cultural Resources Study

A cultural resources reconnaissance survey of Laurel Island has been conducted. The Historic Resources Impact Assessment includes a visual impact analysis to identify potential adverse effects of the proposed development. The analysis examined potential impacts to the William Enston Home, Magnolia Cemetery, the Immigration Center, and the Charleston City Railway Car House. Please refer to **Appendix C** for the full report.

Section 12. Letters of Coordination

Letters of coordination from the North Charleston Sewer District, Charleston Water System, Dominion, AT&T, and Charleston County School District are included as **Appendix D**.

Section 13. Additional Information

13.1 Design Review and Modifications

The Laurel Island Design Principles shall be established by the developer and administered by the POA in the form of an internal architectural review board (the "LIBAR"), which shall be established prior to the commencement of development in the Laurel Island PUD. The LIBAR Rules and Regulations are included as **Appendix G**. LIBAR approvals and enforcement shall continue during construction, future maintenance, and alterations of all development within the Laurel Island PUD.

The Laurel Island Design Principles shall be approved by the City of Charleston Board of Architectural Review (BAR-L) and these guidelines shall be used for evaluation of individual projects and signage by the LIBAR and City staff. City staff shall review and approve all projects for design principle compliance prior to a project receiving final TRC (Technical Review Committee) approval. Any appeal by an individual property owner of any decision of the LIBAR shall be appealed to the BAR-L, pursuant to the LIBAR Rules and Regulations. Any further appeal from the BAR-L shall be as provided by the Zoning Ordinance and the South Carolina Code of Laws. The Laurel Island Design Principles shall cover the following elements: Architectural Design; Impact on Cultural Resources; Site and Exterior Building Lighting; Exterior Signage; Landscape Design; and Parking Standards. The Laurel Island Design Principles shall be in accordance with this Planned Unit Development.

Laurel Island Design Review Process

Design Principles/Architectural Guidelines Approval Process

Development of Laurel Island Design Principles



Laurel Island Design Principles Approval
(City of Charleston Board of Architectural Review Large (BAR-L))

Project Approval Process

Project Conception



Laurel Island Board of Architectural Review (LIBAR)



Board of Architectural Review (BAR-L) (in the event of appeal)



City TRC Approval



PERMIT

13.2 Laurel Island Conceptual Master Plan

See **Appendix A** for Laurel Island Detailed Land Use Plan.

EXHIBIT 2

Appendix A.4.1 - Height Districts

a. Height District LI 2.

Maximum building height shall not exceed two stories.

Seating levels within amphitheaters and similar structures shall not be deemed a story.

Additional height for ornamental appurtenances that exceed the maximum allowable height may be permitted by the Laurel Island Board of Architectural Review, based on architectural merit and context.

Utilitarian appurtenances related to mechanical equipment or structural systems (such as elevator and stair towers, exhaust fans, HVAC equipment) may exceed the maximum height.

b. Height District 2.5 - 3.5.

On rights-of-way less than 35 feet the building height shall be limited to a maximum of 2.5 stories.

On rights-of-way between 35 feet and 50 feet, the building height shall be limited to a maximum of 3.5 stories, and shall also be limited by the ROW width of the street at a maximum 1:1 ratio. In no event, shall maximum building height exceed 45 feet. (i.e.: if a ROW is 40 feet, the building shall not be taller than 40 feet).

On rights-of way greater than 50 feet, the building height shall be limited to a maximum of 4 stories.

Any nonresidential ground floor shall not be less than 12 feet in height and no more than 16 feet in height, unless a waiver is granted for additional height of the floor by the Laurel Island Board of Architectural Review.

c. Height District 8.

Maximum building height shall not exceed eight stories.

Any nonresidential ground floor shall not be less than 12 feet in height and no more than 16 feet in height, unless a waiver is granted for additional height of the floor by the Laurel Island Board of Architectural Review.

Additional height for ornamental appurtenances that exceed the maximum allowable height may be permitted by the Laurel Island Board of Architectural Review, based on architectural merit and context.

Utilitarian appurtenances related to mechanical equipment or structural systems (such as elevator and stair towers, exhaust fans, HVAC equipment) may exceed the maximum height, based on the following standards:

Appurtenances shall not exceed nine feet in height.

d. Height District LI 12.

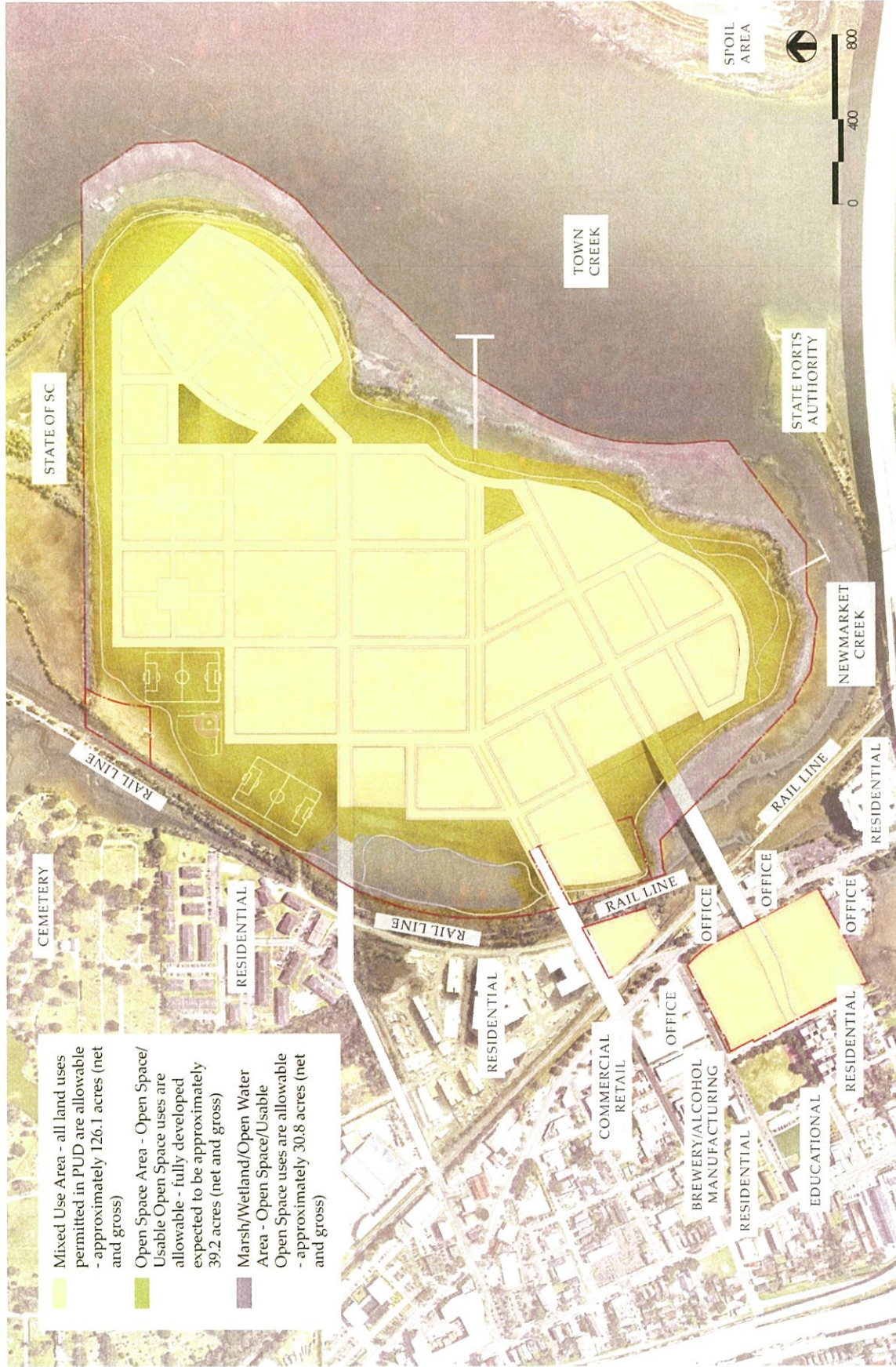
Maximum building height shall not exceed twelve stories.

Any nonresidential ground floor shall not be less than 12 feet in height and no more than 16 feet in height, unless a waiver is granted for additional height of the floor by the Laurel Island Board of Architectural Review.

Additional height for ornamental appurtenances that exceed the maximum allowable height may be permitted by the Laurel Island Board of Architectural Review, based on architectural merit and context.

Utilitarian appurtenances related to mechanical equipment or structural systems (such as elevator and stair towers, exhaust fans, HVAC equipment) may exceed the maximum height, based on the following standards:

Appurtenances shall not exceed nine feet in height.



ITE 10th Edition Conversion Matrix
(By PM Peak Hour Average Rate)

EXHIBIT 4

				Converting To					
Converting From	LUC	Description	Unit	221	310	411	444	710	820
				Multifamily Housing (Mid-Rise)	Hotel	Public Park	Movie Theater	General Office Building	Shopping Center
				DU	Rooms	Acres	Screens	ksf	ksf
			PM Peak Hour Trip Rate	0.44	0.60	0.11	6.17	1.15	3.81
	221	Multifamily Housing (Mid-Rise)	1 DU	0.44	1.000	0.733	4.000	0.071	0.383
	310	Hotel	1 Room	0.60	1.364	1.000	5.455	0.097	0.522
	411	Public Park	1 Acre	0.11	0.250	0.183	1.000	0.018	0.096
	444	Movie Theater	1 Screen	6.17	14.023	10.283	56.091	1.000	5.365
	710	General Office Building	1 ksf	1.15	2.614	1.917	10.455	0.186	1.000
	820	Shopping Center	1 ksf	3.81	8.659	6.350	34.636	0.618	3.313



- 2 Story Entertainment District
- 2.5 - 3.5 Story Height District
- 8 Story District
- 12 Story District
- Open Space

EXHIBIT 5

BELLO GARRIS
ARCHITECTS

MASTER PLAN
for
MAUI ISLAND



Open Water / Marsh / Wetland

Usable Open Space



MASTER PLAN
for
LAUREL ISLAND

EXHIBIT 6

BELLO GARRIS
ARCHITECTS

EXHIBIT 7

Laurel Island Planned Unit Development Charleston, South Carolina

1. Relationship to Zoning Ordinance
2. Introduction and Background Information
 - 2.1. Background and Ownership
 - 2.2. Current Zoning
 - 2.3. Development Goals
 - 2.4. Workforce Housing
3. Land Use
 - 3.1. Area Breakdown
 - 3.2. Net Density and Calculations
 - 3.3. Adequate Public Facilities
4. Zoning Criteria
 - 4.1. Development Standards
 - 4.2. Permitted Uses; Hours
 - 4.2.1 Excluded Uses
 - 4.3. Parking Standards
5. Outdoor Space
 - 5.1. Outdoor Space Requirements
 - 5.2. Outdoor Space Types
6. Buffers
7. Tree Summary
8. Right-Of-Way
9. Drainage Basin Analysis
 - 9.1. Flood Zone
 - 9.2. Existing Topography and Drainage
 - 9.3. Wetlands Verification
 - 9.4. Preliminary Stormwater Techniques
10. Traffic Study
11. Cultural Resources Study
12. Letters of Coordination
13. Additional Information
 - 13.1. Design Review and Modifications
 - 13.2. Laurel Island Conceptual Master Plan

Appendix

A. Figures

1. Base Plan
2. Land Use Plan
3. Detailed Land Use Plan
4. Height District Plan
5. Open Space Plan
6. Pedestrian/Bicycle Circulation Plan
7. Street Types Plan
8. Street Type Sections

B. Traffic Models

1. Land Intensity Conversion Matrix
2. Traffic Study

C. Cultural Resources Study

D. Letters of Coordination

E. Survey

F. Additional Drawings

- Exhibit 1: Location Map
- Exhibit 2: Aerial
- Exhibit 3: Project Parcels
- Exhibit 4: Existing Conditions
- Exhibit 5: Wetland and Critical Lines
- Exhibit 6: Existing Drainage
- Exhibit 7: FEMA Flood Maps

G. LIBAR Rules and Regulations

Section 1: Relationship to Zoning Ordinance

The Development Guidelines and Land Use Plan for the Laurel Island Planned Unit Development (PUD), attached hereto and made a part hereof, are part of the PUD Master Plan application submitted in accordance with the Zoning Ordinance of the City of Charleston, Article 2, Part 7 Sections 54-250, et seq. The Zoning Ordinance of the City of Charleston is incorporated herein by reference, except as amended herein.

- a. Consistency with the City's Century V Plan, as the underlying property is designated Peninsula;
- b. Better achieving the goals of the Century V Plan and all adopted plans for the subject property than the current zoning, as the PUD tailors the uses and plans to better meet the community's input and serve its needs;
- c. Consistency with the City's adopted master road plan as modeled herein;
- d. Better protecting and preserving natural and cultural resources, if any, than the existing primarily Heavy Industrial zoning resulting in more green space and more compatible uses with neighboring properties;
- e. Compatibility with the density and maximum building height of adjacent developed neighborhoods, by adjusting the height from the maximum currently allowed and considering the height of the Ravenel Bridge and other nearby uses, heights, and densities;
- f. Creating connectivity with the existing network of public streets in adjacent neighborhoods and areas by including provisions for public and private connections;
- g. Providing for adequate parking for residents and users;
- h. Confirming accommodation by existing and planned public facilities including but not limited to, roads, sewer, water, schools, and parks as is evidenced by the included traffic study, coordination letters, and newly proposed usable open space;
- i. Providing for new public facilities, including open space and recreational amenities as well as locations for other governmental services;
- j. Adequately providing for the continued maintenance of common areas, open space, and other public facilities not dedicated to the City by making the foregoing an obligation of the current and any future property owner; and
- k. Providing for a mixture of residential, commercial, conservation, and other uses.

No person shall erect or alter any building, structure, or sign on any tract of land or use any tract of land within the Laurel Island PUD except in conformance with these guidelines and regulations. Unless modified herein, definitions of terms used in the Laurel Island PUD Development Guidelines shall follow definitions listed in the Zoning Ordinance of the City of Charleston, as amended from time to time. Administration and enforcement of the adopted Laurel Island PUD Master Plan shall follow Article 9 of the Zoning Ordinance of the City of Charleston.

The Laurel Island PUD Master Plan was approved by Charleston City Council on _____, Ordinance Number _____.

Section 2: Introduction and Background Information

2.1 Background and Ownership

Laurel Island's PUD includes six (6) parcels totaling 196.1 acres and composed of 165.3 acres of highland (84%) and 30.8 acres of wetlands and marsh. Three of the parcels are contiguous (I, II, and VI), hereinafter, the Laurel Island Site, and described collectively. The remaining three parcels (III, IV, and V) are described individually, as further set forth in the table below.

The Laurel Island Site has a robust history, notably serving as the Rumney Distillery in the 1790's, leading to its main access point of "Rumney Street". It later served as the Armory for the State of South Carolina, containing gun powder magazines during the Civil War, before ultimately becoming the Romney and Holston Landfills in the 1970's. A history of Laurel Island is presented in **Figure 1**.

The landfills ceased operating in the 1980s and were purchased by Lubert Adler in 2003. Lubert Adler began working to create a full-service resort on the site, but was ultimately unsuccessful due to several factors, including the Great Recession of 2008 and the site's environmental conditions. In 2013, the Port of South Carolina began looking to use the site as a new port facility but has since decided to not build a new terminal facility. A summary of the planning related to Laurel Island is presented in **Figure 2**.



Figure 1: Laurel Island History

LAUREL ISLAND PUD



Figure 2: Laurel Island Planning

Given the significant increase in the cost of housing across Charleston, it is submitted that the best use of this site will be a mixed-use community, comprised with a heavy component of workforce housing. The current Heavy Industrial zoning on the majority of the site does not allow for this use, and as such, the property is proposed to be re-zoned as a Planned Unit Development.

Current ownership of the property is as follows:

Laurel Island PUD Project Parcels			
Parcel ID	TMS#	Owner	Acreage
I	4640000006	LRA Promenade North LLC	69.04
II	4640000002	LRA Promenade LLC	114.22
III	4590200013	LRA Promenade North LLC	1.42
IV	4640000038	LRA Promenade North LLC	0.40
V	4611303024	Charleston County (995 Morrison)	8.01
VI	4640000023	Charleston County (Recycling Center)	3.01
Total Acreage			196.1

2.2 Current Zoning



The current Zoning for the parcels is set forth below, and allows a broad range of residential, commercial, and industrial uses and activities.

Parcel ID	TMS Number	Current Zoning	Height Limits
I	4640000006	Heavy Industrial	W Height District
II	4640000002	Heavy Industrial	W Height District
III	4590200013	Upper Peninsula	4-12 Story Height District
IV	4640000038	Diverse Residential 3	50' / 3 stories
V	4611303024	General Business	85' (Tech Corridor Overlay)
VI	4640000023	Heavy Industrial	W Height District

The Laurel Island Site is bounded by roadways and railways on three sides of the site, with the fourth side being bounded by Town Creek and the Cooper River.

2.3 Development Goals

Development within the Laurel Island PUD shall follow these Guiding Principles:

Connection to the Environment

The unique nature of the site as an island should be celebrated. As such, the street grid will be oriented with the environment in mind where possible and will provide view corridors to the water at the ends of the majority of streets.

A network of public parks will be integral to the overall plan. A public pedestrian and bike path will encircle the majority of the island's edge, and other direct public accesses to the water will be provided via paths and docks.

Sustainable and Resilient Practices

As the project is a high-density development to be built on former landfill site within downtown Charleston, it provides an option to sprawl-like development further from the city center. In addition, an emphasis on connections to public transportation and the incorporation of bicycle and pedestrian routes will reduce energy consumption and should serve to limit the demands of further traffic entering from outside the peninsula.

Building designs will employ sustainable practices through their orientation, materials and architectural elements. Critical infrastructure will be designed with resiliency as a goal. Bridges, utilities and drainage pipes will be able to stand the test of time and remain high, dry and connected as the climate changes and natural disasters occur.

Social and Economic Diversity

The diverse social and economic community of Charleston will be reflected. Toward that end, a significant amount of affordable/workforce housing will be provided. The other land types will include an overlapping of commercial office, multi-family, retail, and entertainment uses, allowing for a mix of race, income and age, and creating a true community.

Quality of the Public Realm

Laurel Island will be organized around a public realm that supports a high quality pedestrian experience. Similar to Charleston, the streets will be arranged as primary and secondary streets, depending on their primary uses and orientations and will incorporate a mix of uses. Public parks, plazas and other open spaces will be woven into the street grid and overall plan, and the design of buildings will activate and engage the public realm.

Authenticity

It is important that a true, authentic “place” is created, and many of the elements in the other principles will contribute toward this goal. The organization of the street plan itself will be drawn from the constraints and character of the site rather than from a random pattern. The layout will be orderly but flexible, allowing for the development to grow and adapt organically, just as a true community does.

Laurel Island will be inspired from Charleston’s defining elements—but will also be guided by more recently-developed practices in site planning and building design. The existing historic sites will be preserved and celebrated, with some to be publicly accessible.

2.4 Workforce Housing

At all times from the enactment of the Laurel Island PUD, during the development of the Laurel Island Site, upon the completion of the development thereof, and at all times thereafter no less than ten (10%) percent of all residential dwelling units located on the Laurel Island Site shall be Workforce Housing (the “Permanent Workforce Housing”). Furthermore, from the date of the issuance of a certificate of occupancy for any newly-constructed residential dwelling unit and for a period of ten (10) years thereafter (the “Amortization Period”), a number of new or existing residential dwelling units equal to an additional ten (10%) percent of such newly-constructed residential dwelling units located on the Laurel Island Site shall also be Workforce Housing (the “Amortized Workforce Housing”). Upon permitting for the 1,278th residential dwelling units on the Laurel Island Site, the Laurel Island PUD shall have achieved the cumulative total of the twenty (20%) Workforce Housing Units as set forth above. Upon permitting for 2,556th residential dwelling units on the Laurel Island Site, the Laurel Island PUD shall have achieved the cumulative total of the twenty (20%) Workforce Housing Units as set forth above.

Workforce Housing, whether Permanent Workforce Housing or Amortized Workforce Housing shall mean Rental Workforce Housing Units to Qualified Households for Affordable Rent, as such terms are defined below. Nothing herein shall prevent or prohibit the relocation, replacement, or reduction (of the overall percentage) of Workforce Housing within the Laurel Island Site from time to time, provided the overall percentage of Permanent Workforce Housing shall not, upon completion of the development of the Laurel Island Site, be less than ten (10%) percent of all dwelling units located on the Laurel Island Site and the Amortized Workforce Housing shall not, during the applicable Amortization Period, be less than ten (10%) percent of the total of all of the non-Permanent Workforce Housing dwelling units located on the Laurel Island Site.

Rental Workforce Housing Unit: A dwelling unit, where occupants have, in the aggregate, household income less than or equal to eighty (80%) percent of the area median income (AMI) for rental units.

Qualified Household: Households where occupants have, in the aggregate a household income less than or equal to eighty (80%) percent of the area median income (AMI) for rental workforce housing units.

Affordable Rent: An amount equal to thirty (30%) percent of eighty (80%) percent of the annual Income Limits as published by the City of Charleston Department of Housing and Community Development, or its successors, for the median household size. In the absence of such information, the annual rent charged by the owner shall not exceed thirty (30%) percent of the annual household income.

Household Income: All sources of financial support, both cash and in kind, of adult occupants of the housing unit, to include wages, salaries, tips, commissions, all forms of self-employment income, interest, dividends, net rental income, income from estates or trusts, Social Security benefits, railroad retirement benefits, Supplemental Security income, Aid to Families with Dependent Children or other public assistance welfare programs, other sources of income regularly received, including Veterans' (VA) payments, unemployment compensation and alimony, and awards, prizes, government or institutional or eleemosynary loans, grants or subsidies and contributions made by the household members' families for medical, personal or educational needs.

Area Median Income (AMI): Area median income (AMI) shall be as determined annually by the City of Charleston Department of Housing and Community Development, or its successors.

Section 3: Land Use

3.1 Area Breakdown

Below is a breakdown of the Laurel Island PUD's total project acreage, marsh/wetland/open water area, and remaining developable area.

Total Project Area	196.1 ac.	
Total Marsh/Wetland/Open Water Area	30.8 ac.	15.7% of Total Area
Total Developed Area (Blocks, Parks, & R/W)	165.3 ac.	84.3% of Total Area
Sum =	196.1 ac.	100.0% of Total Area

The Laurel Island PUD proposes significantly more open space and usable open space than the required minimums. Further detail regarding open space allocations is provided in Section 5.1

3.2 Net Density and Calculations

The Laurel Island PUD is a mixed-use development incorporating flexibility to accommodate appropriate development over time. The Laurel Island PUD is based on the Mixed-Use Zoning

defined in Section 4.2. The table below summarizes the overall net density for the Laurel Island PUD*:

Zoning	Land Use	Area	Units
Mixed Use	Retail	276,500 sf	-
Mixed Use	Office	2,200,000 sf	-
Mixed Use	Park	39.2 acres	
Mixed Use	Hotel	-	400 rooms
Mixed Use	Residential	-	4,260 dwelling units
Mixed Use	Movie Theatre		8 screens

* These densities/intensities represent the anticipated square footages or unit counts anticipated in the Laurel Island PUD. Should it be desired for one or more land use densities or intensities to increase, a corresponding reduction in densities or intensities for other uses shall be required pursuant to the Land Intensity Conversion Matrix provided in **Appendix B**, or, at the Laurel Island Architectural Review Board's (LIBAR) option and upon approval of the City, an updated traffic study addressing so much of Laurel Island deemed relevant by the traffic engineer to determine. An updated traffic study shall be based on factors deemed relevant by such engineer to determine the amount permissible for such land use densities or intensities increase and corresponding decrease, if any. In addition, to enable flexibility over the duration of development, the net densities or intensities of a specific Land Use may be converted to a different specific Land Use utilizing the Institute of Transportation Engineer's (ITE) Traffic Engineering Handbook, 10th edition equivalence.

As an example of the flexibility of using the ITE equivalence, assume a use change is proposed from 10,000 sf of retail space to residential dwelling units. Based on the ITE equivalence, 87 residential dwelling units (DU) could be substituted in exchange for the reduction of 10,000 sf of retail space. The calculations based on the ITE Conversion Matrix are shown below:

$$10,000 \text{ sf} / 1,000 \text{ sf} = 10 \quad 10 * 8.659 = 87 \text{ residential DU substitution for 10,000 sf of retail space}$$

As parcels are platted, the City shall be notified by the LIBAR of the specific land use density/intensity assigned under each conveyance. Unless restricted in such conveyance, density/intensity may, by default, be converted using the ITE Conversion Matrix by a licensed engineer.

To reach the development density identified above, three roadway access points are required. In addition to an existing access point from Romney Street, construction of a bridge from Cool Blow Street as well as an access from Brigade Street will occur. The following table summarizes the development threshold required for each access point.

Development Threshold by Access Point Provided Schedule*	
Access Point	Percentage of development before subsequent access point is required (%)^{3,4}
1. Romney Street ¹	0 - 30 %

2. Cool Blow Street ²	30 - 60 %
3. Brigade Street	60 + %
¹ Analysis of development threshold for Romney Street access was based on point of unacceptable LOS E, per HCM 2010 methodology of the Morrison Drive & Romney Street intersection (with proposed improvements, per the traffic study). ² Analysis of development threshold for Cool Blow Street access was based on point of unacceptable LOS E, per HCM 2010 methodology of the intersection of Meeting Street & Cool Blow Street (with proposed improvements, per the traffic study). ³ Percentage of development corresponds to the percentage of development required to produce said percentage of PM peak hour trips, assuming a 1:1 ratio of development percentage to PM peak hour trip generation percentage. In other words, 30% of development is assumed to produce 30% of the total projected PM peak hour generated trips given the full buildout condition. PM peak hour trips were used in this analysis as the generation of trips is higher in the PM peak hour than the AM peak hour, generally causing worse delay throughout the study area. ⁴ Percentage of development indicates the percentage at which the access point (and any previous access points) are acceptable. So, Romney Street as the sole access to the site is acceptable (according to the methodology described in footnotes 1 and 3 above) for up to 30% of the planned development on the site. Beyond 30% development, the intersection of Morrison Drive & Romney Street becomes over capacity, requiring the subsequent access point along Cool Blow Street to be available to patrons of the site. The Romney Street and Cool Blow Street access points to the site provide acceptable levels of delay at the entrance intersections until 60% development is reached, beyond which the third access point, along Brigade Street, is needed to mitigate delay at the other access point intersections. * This table assumes that other improvements throughout the study area, as indicated in the traffic study, are completed as needed and warranted throughout the development of the site.	

Provided that all road connections have been completed that necessary to allow for at least 220,000 square feet of office space and 27,650 square feet of retail/commercial space, such office and retail/commercial square footage shall have been constructed prior to the permitting of the 2,130th residential dwelling unit to be located on the Laurel Island Site.

Special event uses such as athletic and performance venues shall not be deemed to create and shall be excluded from any calculations of new, external trips and shall instead be subject to a traffic management plan.

3.3 Adequate Public Facilities

No infrastructure is currently present on the Laurel Island Site. Coordination with public facility providers is provided in **Appendix D**. New infrastructure shall be constructed in a timeframe such that adequate public facilities are provided for new development.

Section 4. Zoning Criteria

The development of the Laurel Island Site and properties within the Laurel Island PUD must maintain flexibility to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions, and design parameters. As such, the exact locations of boundary lines between development tracts, the locations and sizes of land uses in the development areas and the preliminary planning concepts for the tracts and uses are not indicated on the Land Use Plan.

4.1 Development Standards

Below is a breakdown of development standards in the Laurel Island PUD. All amenity areas, facilities and public streets shall be subject to ADA requirements, as applicable. More details will be provided in the Laurel Island Design Principles as approved by the process outlined in Section 13:

Development Standards Summary	
Lot Requirements	
Lot Size	No minimum
Accessory Building	NA: addressed in Design Principles
Loading Docks	NA: addressed in Design Principles
Minimum Setbacks*	
Setbacks and Frontage	Street Side: 0 feet Side Yard: 0 feet Rear Yard: 0 feet
Maximum Height**	
Building Height District	Entertainment Height District LI 2 (See Sec. 54-306. _ to be established) Height District 2.5-3.5 (See Sec. 54-306.C.) Height District 8 (See Sec. 54-306.H.) Height District LI 12 (See Sec. 54-306. _ to be established)

See **Appendix A** for the Height District Plan. Height district locations may be adjusted to abut future rights-of-way, whether inward or outward. Such district adjustments and any references in the height district text of the Zoning Ordinance to the BAR shall refer to and be approved by the LIBAR.

* Encroachments such as canopies, arcades, and awnings may project into the right-of-way but must be minimum of 2'-0" clear of any parking or travel lane, and must be 8'-0" minimum above grade to the underside of the encroachment. The Laurel Island Design Principles shall address front setbacks.

** Parcels in the Laurel Island PUD are outside the Old City Height District:

- Non-habitable structures are not subject to height limits;
- Usable ground floor to second floor height shall be in excess of 12 feet for non-residential structures;
- Architectural features and roof structures (screening elements, spires, cupolas, elevator penthouses, HVAC, etc.) are excluded from height limits. The Laurel Island Design Principles shall address individual story height based on use; and
- All future structures shall have a fire protection plan in accordance with the Charleston Fire Department, Fire Marshal site plan review standards.

4.2 Permitted Uses; Hours

Permitted uses in the Laurel Island PUD (hereinafter, "Mixed-Use Zoning"), shall be any and all permitted, conditional, and special exception uses provided for in the General Business and Upper Peninsula zoning classifications and any overlay districts thereon, set forth in the City of

Charleston Zoning Ordinance Article 2, Part 3 as amended through approval date of August 19, 2020, with the exception of the excluded uses listed below. Hours of Operation shall not be restricted by zoning and uses, but shall be determined by the Laurel Island Property Association ("LIPA"). Any outdoor concert venue on Laurel Island shall be permitted to play amplified music until 11:30 pm.

4.2.1 Excluded Uses

Excluded or prohibited uses in the Laurel Island PUD shall be any and all: Dairy farms, Mobile home dealers, Motor vehicle dealers (provided electric and alternative powered vehicles sales and repairs shall be permitted), Automotive repair shops, Fish hatcheries and preserves, Recreational and utility trailer dealers, Cemeteries, Stables, Sewage treatment systems, Crematories, Tattooing services, Mining/Quarrying of nonmetallic minerals, except fuels, Gas Production and Distribution, Petroleum and petroleum products wholesalers, Gasoline service stations, Shipping container storage, Indoor shooting range, Firearm sales, Adult Uses, as defined in the City of Charleston Zoning ordinance, Casinos, as defined in the City of Charleston Zoning ordinance.

4.3 Parking Standards

In implementing the Laurel Island development goals, specifically sustainable and resilient practices, there shall be no minimum or maximum parking standards for the properties included in the Laurel Island PUD. These sustainable and resilient practices place an emphasis on the use of bicycles, busing, bus rapid transit, water ferries and taxis, and other alternatives to the automobile, each of which is anticipated to negatively impact (reduce the need for) traditional use-based minimum parking space requirements. As Laurel Island is more fully developed, it is anticipated that the mix of uses, sustainable and resilient practices, alternative means of transportation, and other influences will further reduce the need for automobiles and automobile parking. Design of outdoor parking areas shall be addressed in the Laurel Island Design Principles (see Section 13) and overseen by the LIBAR.

Section 5. Outdoor Space and Buffers

5.1 Outdoor Space Requirements

The Laurel Island PUD envisions a significant area of public open space throughout the site. The majority of this acreage will be found on the waterfront, creating a continuous park that stretches into the marsh around the development.

As per the Open Space plan presented in **Appendix A**, the Laurel Island PUD will provide significantly more open space and usable open space than the required minimums. The development of the Total Open Space Area and Total Usable Open Space Area may occur over the course of many years and in many phases and in differing proportions than the final developed proportions set forth in the Area Breakdown below, but never falling below the minimum requirements set forth.

Total Open Space Area:

Laurel Island PUD fully developed expected Open Space Area	70.0 ac	36% of Total Area
---	----------------	--------------------------

<i>Minimum Ordinance required Open Space Area (Parks, Marsh, River, Creeks, etc.)</i>	<i>39.2 ac</i>	<i>20% of Total Area</i>
---	----------------	--------------------------

Total Usable Open Space Area:

Laurel Island PUD fully developed expected Usable Open Space Area	39.2 ac	56% of Total Open Space 20% of Total Area
--	----------------	--

<i>Minimum Ordinance required Usable Open Space Area (Parks, Paths, and Trails, Including all Walking and Cycling Trails, Public Piers and Docks)</i>	<i>9.8 ac</i>	<i>25% of Total Open Space</i>
---	---------------	--------------------------------

Neighborhood/pocket parks will be provided and are included in the usable open space area calculation, above.

Any increase in the fully developed expected acreage of the Laurel Island PUD Open Space or Usable Open Space shall not require a PUD amendment; any reduction in the fully developed expected acreage of the Laurel Island PUD Open Space or Usable Open Space shall require a PUD amendment pursuant to Section 54-260.a. of the Zoning Ordinance, unless due to acts of god or federal or state regulatory changes or restrictions.

Ownership and Maintenance: Open spaces that are, in whole or in part, improved and/or maintained with Tax Increment Finance revenue, may be owned by and dedicated to the City of Charleston (as approved by the City). Open spaces not dedicated to the City of Charleston will be owned by LIPA and shall be open to the public. Nothing herein shall prohibit LIPA or the City of Charleston from establishing regular park/open space hours of operation.

5.2 Outdoor Space Types

As stated in the Laurel Island Guiding Principles, the open space will be unique to Charleston, will include a public pedestrian and bike path that will encircle the majority of the island's edge, and will provide other direct public accesses to the water via paths and docks. A pier that will allow for ferry service as well as a separate crabbing pier is planned. The history of the site will be recalled through the Robert Mills Interpretive Trail and paths providing views of the Standard Oil Building Ruins.

Additional open space types at Laurel Island may be designed using the following City definitions as stipulated in Section 54-284 of the Zoning Ordinance:

Neighborhood Greens—Open green spaces intended to serve as the social center of the community and provide a location for civic activities and outdoor community functions. Neighborhood greens shall:

- Be predominantly planted areas, but may have some paved surfaces; and
- Be centrally located within the gathering place.

Plazas/Squares—Enclosed spaces that are urban in nature and designed to serve as meeting places for area residents and workers. Plazas and squares shall:

- Be predominantly paved surfaces, but may have some planted areas;
- Include pedestrian lighting and pedestrian-level details, such as variations in paving types;
- Be landscaped and incorporate amenities such as benches, fountains, monuments, and formal or informal gardens;
- Be located within denser, more urban areas of the gathering place, either at the intersection of streets or within a developed block; and
- Be mostly enclosed by building frontages;

Neighborhood Parks—Large open areas designed to provide recreational facilities and spaces for the entire gathering place, or smaller green spaces designed to serve smaller areas within the gathering place. These parks may be designed as part of a Neighborhood Green, and shall:

- Contain grassy fields, playground equipment, designated sports facilities, or picnic areas;
- Be landscaped throughout;
- Be designed for active and passive recreational purposes; and
- Be directly connected to any bicycle and pedestrian network

Section 6. Buffers

Buffers are not required internal to the Laurel Island PUD between land uses. There shall be a 40' buffer from the critical line and 10' additional building setback. Section 54-347 of the City of Charleston Zoning ordinance shall govern the landscape buffer adjacent to the OCRM critical line. Pedestrian amenities may be located within buffers and setbacks. Refer to **Appendix F, Exhibit 5**. Notwithstanding critical line buffers and setbacks, the existing dikes shall be preserved, maintained, and improved as may be reasonable or necessary, or both.

Section 7. Tree Summary

There is minimal tree cover on the Laurel Island Site – refer to **Appendix F, Exhibit 2: Aerial**. Existing trees are primarily located in the critical line buffer zone. Tree protection shall be in compliance with the City of Charleston Zoning Ordinance. Due to the nature of Laurel Island previously being a landfill, the planting of trees on Laurel Island shall be determined by the LIBAR and shall not follow or be bound by the requirements of the Ordinance. Within City owned and maintained property, plantings shall be approved by the City of Charleston Parks Department. Parcels not on the Laurel Island Site (Parcels III, IV, and V) shall be subject to City tree planting requirements.

Section 8. Right-Of-Way

Within the Laurel Island Site there are plans to establish a new roadway network with typical street types (see **Appendix A**). Roadways constructed to City standards shall be dedicated public streets

unless it is in the best interest of the developer to privately maintain. Any roadways not dedicated as a public street shall be permitted to utilize gravel, dirt, or boardwalk surfaces. East-West streets shall have view corridors extending to Town Creek. No dedicated public streets in the Laurel Island PUD shall be limited by gates (nothing herein shall prohibit gates on private property such as for a parking lot or garage).

As stated in Section 4.1, ADA compliance shall be provided, by providing, at a minimum, accessible routes between right-of-way, parking, public transportation, amenities, and entrances. Vehicles, public transportation, bicycles, and pedestrians will be accommodated by the new roadway infrastructure. Public facilities such as new sidewalks on Romney Street (5-feet wide on the north and 10-feet wide on the south side) are proposed as a part of the project. Transit infrastructure will be required and shall be approved as part of site plan review based on requirements set forth in the Zoning Code. Sight distance visibility at all exits and/or intersections will be maintained in accordance with SCDOT's Access and Roadside Management Standards Manual.

Section 9. Drainage Basin Analysis

9.1 Flood Zone

A copy of the 2004 FEMA flood maps as well as the 2016 Preliminary Maps can be found in **Appendix F**. The 2004 FIRM (Flood Insurance Rate Map) identifies the Laurel Island Site within Flood Zones X, AE-13, and AE-14 (NGVD-29). The existing elevation of the Laurel Island Site upland of the existing dike to remain ranges from 8 to 22 NAVD 88 (see **Appendix F, Exhibit 4**). While the outer edges of the Laurel Island Site within or near the critical line will be subject to the base flood elevation, the developable highland of the site is above the surrounding base flood elevation. The existing dike, which was built to contain dredge spoil and municipal solid waste, ranges in elevation from 8 to 15 NAVD 88, with the highest elevations on the east side of the Laurel Island site adjacent to Town Creek. Parcels III, IV, and V are in Zone AE-13 (NGVD-29) per the 2004 FIRM. All construction will comply with the current City of Charleston Building Code.

9.2 Existing Topography and Drainage

The Laurel Island Site currently is a pervious landform with existing drainage conveyed by overland flow and swales to its release to adjacent marshland of Town and Newmarket Creeks as illustrated on **Appendix F, Exhibit 6**. Parcel V (995 Morrison / County parcel) is primarily impervious with existing ground at approximately elevation 6 with runoff collected by existing stormwater infrastructure maintained by the City or the SCDOT. Parcel III (railroad parcel) is primarily impervious with ground elevations of approximately 7 and drained by overland flow by an adjacent drainage ditch contributory to Newmarket Creek. The Brigade Street access parcel (parcel IV) is currently a compacted gravel roadway. Runoff is currently drained by a swale that runs through the property.

9.3 Wetlands Verification

The existing wetlands, critical line, and required buffers are identified on **Appendix F, Exhibit 5**. The Ocean Coastal Resource Management (ORCM) critical line and wetlands have been delineated by a professional natural resources consultant, identified on a plat by a licensed surveyor, and approved by the appropriate regulatory agencies (see **Appendix E**).

9.4 Preliminary Stormwater Techniques

The proposed stormwater management system on the Laurel Island Site will be developed in consultation with the City of Charleston MS4. Drainage infrastructure on parcels I, II, and VI, as identified above, will include new conveyance piping, quality treatment practices, and outfalls to Town Creek/Cooper River. For stormwater quantity peak rates and volumes, proposed development will retain natural drainage features where possible and deploy lower-impact techniques to control and promote reductions to a practical extent; however, stormwater detention ponds will not be part of the management plan.

Should rates and or volumes exceed pre-development conditions, variance to this requirement within the City Design Manual will be proposed on the grounds that 1) excavation for detention ponds into the landfill cap and underlying municipal solid waste or within any part of the perimeter containment dike is not authorized by DHEC's Bureau of Land and Waste Management and 2) the downstream receiving waterbody is Town Creek and Charleston Harbor which does not present a flooding risk or create adverse conditions to adjacent properties.

Coordination with the City shall be required to determine design requirements in relation to the City of Charleston's Stormwater Design Standards Manual. Primary water quality treatment will be accomplished with engineered devices that do not rely on infiltration and will minimize leaching into the existing underlying municipal solid waste layer. Green infrastructure practices that can retain, treat, and release stormwater without coming in contact with the underlying layer shall be implemented to provide water quality treatment. Proposed road rights-of-way will include trees and streetscape planted within filtration enclosures that are connected to the main conveyance system. Additionally, to maintain compliance with the City's Flooding & Sea Level Rise Strategy, which suggests designing for sea level rise of 2 to 3 feet in the next 50 years, outfalls shall be located at an elevation such that they are not tidally influenced and allow for energy dissipation and additional quality treatment through vegetation prior to release from the Site.

Stormwater management on the other three properties included in this PUD (Parcels, III, IV, and V) shall be subject to the stormwater requirements of the City that are current at the time of project submission, absent a separate agreement between the Property Owner and City specifying the required improvements for development of the Property.

Per Section 54-822(c) of the Zoning Code, easements, when required for drainage or sewage for the area to be subdivided, shall be of such width as necessary to permit proper construction of drainage facilities based on the drainage system of the area. No subdivision shall block or obstruct the natural drainage of an adjoining area. Existing natural drainage shall be maintained or replaced where possible or feasible.

Storm drainage during construction shall be designed to meet or exceed local, state and federal regulations involving stormwater flows, siltation, erosion control, and water quality which are prevailing at the time. Appropriate best management practices (BMPs) shall be installed and

maintained to preserve water quality of adjacent water bodies as a part of the Stormwater Pollution Prevention Plan.

Section 10. Traffic Study

A traffic impact analysis was conducted for the Laurel Island project in accordance with SCDOT and The City of Charleston guidelines. Access to the development is provided through one existing intersection along Morrison Drive via Romney Street, one proposed entry/exit via Brigade Street (upon completion of a proposed bridge over the existing parallel rail tracks), and one proposed entry/exit via Cool Blow Street (upon completion of a proposed Cool Blow Bridge over Morrison Drive and the existing parallel rail tracks).

The results of the intersection analyses indicate that thirteen of the study intersections currently experience or are projected to experience undesirable delay during the peak periods with or without the Laurel Island project. Therefore, improvements were evaluated. Recommended improvements can be found in **Appendix B**.

Section 11. Cultural Resources Study

A cultural resources reconnaissance survey of Laurel Island has been conducted. The Historic Resources Impact Assessment includes a visual impact analysis to identify potential adverse effects of the proposed development. The analysis examined potential impacts to the William Enston Home, Magnolia Cemetery, the Immigration Center, and the Charleston City Railway Car House. Please refer to **Appendix C** for the full report.

Section 12. Letters of Coordination

Letters of coordination from the North Charleston Sewer District, Charleston Water System, Dominion, AT&T, and Charleston County School District are included as **Appendix D**.

Section 13. Additional Information

13.1 Design Review and Modifications

The Laurel Island Design Principles shall be established by the developer and administered by the POA in the form of an internal architectural review board (the "LIBAR"), which shall be established prior to the commencement of development in the Laurel Island PUD. The LIBAR Rules and Regulations are included as **Appendix G**. LIBAR approvals and enforcement shall continue during construction, future maintenance, and alterations of all development within the Laurel Island PUD.

The Laurel Island Design Principles shall be approved by the City of Charleston Board of Architectural Review (BAR-L) and these guidelines shall be used for evaluation of individual projects and signage by the LIBAR and City staff. City staff shall review and approve all projects for design principle compliance prior to a project receiving final TRC (Technical Review Committee) approval. Any appeal by an individual property owner of any decision of the LIBAR

shall be appealed to the BAR-L, pursuant to the LIBAR Rules and Regulations. Any further appeal from the BAR-L shall be as provided by the Zoning Ordinance and the South Carolina Code of Laws. The Laurel Island Design Principles shall cover the following elements: Architectural Design; Impact on Cultural Resources; Site and Exterior Building Lighting; Exterior Signage; Landscape Design; and Parking Standards.

Laurel Island Design Review Process

Design Principles/Architectural Guidelines Approval Process

Development of Laurel Island Design Principles



Laurel Island Design Principles Approval
(City of Charleston Board of Architectural Review Large (BAR-L))

Project Approval Process

Project Conception



Laurel Island Board of Architectural Review (LIBAR)



Board of Architectural Review (BAR-L) (in the event of appeal)



City TRC Approval



PERMIT

13.2 Laurel Island Conceptual Master Plan

See **Appendix A** for Laurel Island Detailed Land Use Plan.