



Land Use 8

Bluffton’s existing development patterns and its vision for future land use are described in this chapter. The future land use plan is an important tool used to assist government officials, developers, property and business owners and citizens in making key decisions about the proper use of land. It will also help guide development and will serve as a foundation on which amendments to the zoning ordinance and map must be based. It will further help determine appropriate zoning designations for future annexed areas, new districts, development standards and other implementation tools.

History

Bluffton began as a summer retreat for local plantation owners and, therefore, it was not laid out in a traditional manner with a courthouse square and a formally delineated downtown. Residences were established along the May River and its three deep coves: the

Vision

We will plan for a balance of land uses that ensure a high quality of life, business opportunity, environmentally protected areas and proper placement of residential uses.

Verdier, Huger and Heyward. Commercial activity grew along Calhoun Street and industry **was located at the water's edge on Calhoun and Wharf Streets** in the form of oyster and shellfish harvesting operations. While land use patterns have changed over time, some commercial activity is still located on Calhoun Street and one shellfishing establishment remains on Wharf Street.

Water features can geographically **define a community's** growth boundaries and can also result in environmental constraints that affect land uses. The Bluffton area is generally framed by the Colleton River to the North, the New River to the South and West and the Intercoastal Waterway to the East. The May River actually divides Bluffton into two parts. **Much has changed since Bluffton's original settlement** and a significant amount of that change has occurred in recent years. Since adopting the original Comprehensive Plan in May of 1999, Bluffton has annexed over 19 square miles. These major annexations have expanded its geography and have resulted in major population increases (see Chapter 2)

Recent Observations

In recent years, intense development has altered the landscape of southern Beaufort County and Bluffton and has shaped the following land use patterns and development trends:

1. Large, amenity-based, low-density master planned communities dominate the developed landscape of southern Beaufort County. This phenomenon has been possible because large historic plantations and lands consolidated by timber companies have been sold for development.
2. These communities have been primarily planned by the private sector with great care given to internal road networks, the delivery of services, and private covenants that ensure quality development standards.
3. Planned unit development (PUD) has been the preferred zoning tool because it provides greater flexibility in site design.
4. Outside master planned communities, local government has been challenged with providing roads, infrastructure, and land use

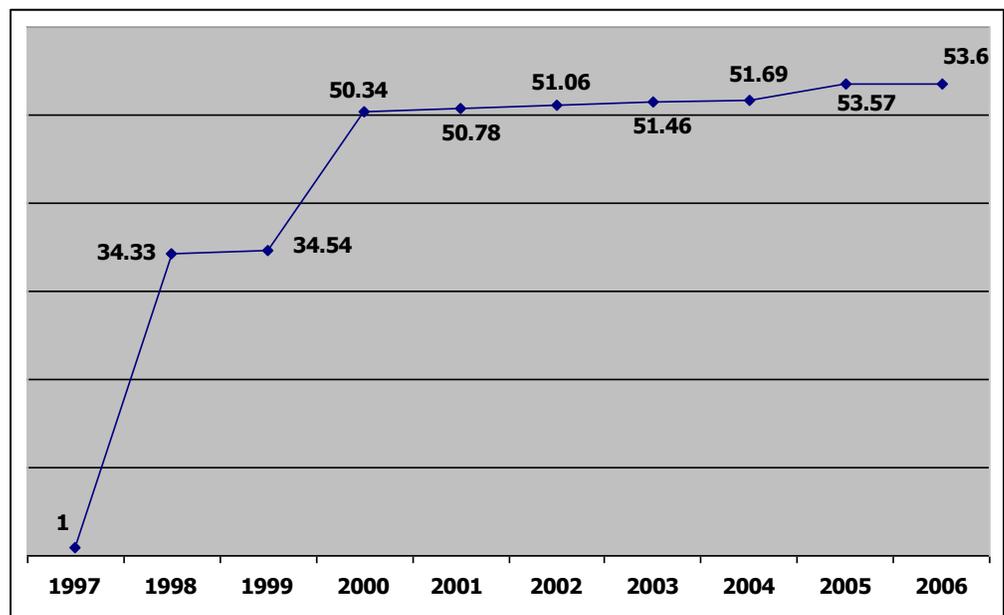
regulations that will result in connecting these areas with the rest of Bluffton.

5. **Many of the region's current transportation** problems result from poor road connections between master planned communities and insufficient land for an adequate community-wide road network.
6. Development is spreading west. Modern development began on Hilton Head Island, spread to the greater Bluffton Area (Bluffton and unincorporated county lands in the region), and is now moving toward Jasper County and the City of Hardeeville.

8.1 Town Limits and Annexation

Beaufort County is 579 square miles in area and Bluffton accounts for 9.3%, or approximately 53.6 square miles. In 1990, Bluffton was just one square mile and was characterized by very low density development. Conditions have changed since then, and Bluffton has annexed over 50 square miles. The result in 2007 is a 53.6 square mile community with, approximately 90% zoned PUD. A complete list of annexed lands can be found in Appendix A.

Figure 8.1
Town of Bluffton Annexations 1997-2006



Source: Town of Bluffton

Bluffton has been targeted by numerous annexation requests, from large and small landowners, as well as existing subdivisions. While there is a history of large-tract annexation, much less advertised are annexations of a number of smaller tracts. Since many area residents consider themselves part of Bluffton they wish to annex as town limits continue to expand. Creating a planned and scheduled program to annex small, developed properties will allow Bluffton to define a more cohesive and less fragmented boundary that should result in the delivery of more cost-effective community services. However, any annexation requests should be guided by the Future Land Use Map, fiscal implications should be assessed and appropriate zoning designations determined. As a condition of annexation, property owners must also be willing comply with **Bluffton's** land use ordinances.

For larger annexed tracts, PUD may be the most suitable zoning designation since it allows flexibility yet ensures that Bluffton will get the type of land development it desires. There must also be a physical and, as much as possible, a design correlation between existing and new development including walkway connections that promote alternate means of transportation such as walking and biking between developments. Accommodating these connections as part of the development review and approval process will make it easier to integrate large parcels into a regional trail system that connects destinations such as neighborhoods, schools, parks and recreation facilities. Annexed tracts should also incorporate a desired community character into their design to ensure a "Bluffton look" for new development.

Future Annexation Area

Based on its history and its willingness to entertain further annexation requests, it is reasonable to assume that Bluffton's **boundaries** will continue to expand. A guiding principle for continued annexation should be the continuity of **Bluffton's** boundaries and its geographic limits. If petitioned, it is also logical for Bluffton to annex **unincorporated areas along the SC 46 corridor and other "donut" holes** within its borders.

Bluffton gained commercial land north of US 278 after the Buck Island/Simmons ville annexation. It is recommended that land north of US 278 for non-residential uses only be annexed into Bluffton so that the corridor becomes part of the community in accordance with Map 8.1 Future Annexation Area. This area is already perceived to be part of Bluffton and it is in **the community's** best interests to have jurisdiction over non-residential corridor land use and aesthetics.

Recommended annexation boundaries are Jasper County and the eastern Sun City border to the west, the New River to the south, the Intercoastal Waterway to the east, and the northern boundary be defined as approximately 2,500 feet north of US 278. These borders are logical limits for growth and development (see Map 8.1 Future Annexation Area) given the existing levels of municipal services, particular, from a public safety perspective. .

Town Limits and Annexation		
Need: Sustainable and orderly Town expansion.		
Goal: Achieve orderly growth while developing a more cohesive and less fragmented Town boundary.		
Implementation Steps	Responsible Parties	Time Frame
1. Draft a schedule or set of conditions for the future annexation of developed properties close to Bluffton.	Administration, Planning Commission Planning	Short
2. Review annexation policies and future annexation area periodically.	Administration, Planning Commission Planning	On-going
3. Establish future annexation area limits: New River to the South, Jasper County and Sun City to the West, Colleton and Okatie Rivers to the North, and the Intercoastal Waterway to the East.	Administration, Planning Commission Planning	On-going
4. Annex land within the future municipal growth boundary and zone it consistent with the Future Land Use Map.	Administration, Planning Commission Planning	On-going
5. Ensure interconnected streets, trails and open spaces throughout and within large scale annexations and planning tracts.	Planning Commission, Planning	On-going

8.2 Land Use

Existing Land Use

Bluffton's 2007 inventory of existing land uses is based on a "windshield survey" and it shows locations, amounts and types of land uses in the community. The land use categories for both the existing and future land use maps are general in nature so that analysis can be made simpler. However, they do still provide an overall development picture that is useful for general planning purposes. While an existing land use inventory has been conducted for Bluffton, as depicted on Map 8.2 Existing Land Use, it is important to develop one in close coordination with the County for southern Beaufort County. Both jurisdictions should merge GIS databases so that a single, shared regional inventory is available that can benefit decision making especially during regional planning efforts and future land use planning. The following land use categories apply:

Residential: *Land area used for residential structures with a single, self sufficient dwelling unit that is not attached to any other dwelling unit, residential structures which contain two or more attached dwelling units, mobile home parks and subdivisions developed for manufactured homes.*

Residential land uses are the predominant uses throughout the Old Town, Goethe Road, PUDs and the BIS annexation areas. Residential uses are primarily single-family attached homes, with mobile homes dispersed throughout.

Mixed Use: *The development of a tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in a compact urban form.*

Very few mixed uses exist in Bluffton and only two structures in Old Town accommodate residents and small businesses. However, the Calhoun Street Promenade is close to completion and will include a mix of residential and commercial use. Mixed uses help promote pedestrian oriented neighborhoods and reduce reliance on the automobile.

Commercial: *Activity involving the sale of goods or services carried out for profit; land area used to conduct business, trade, administrative and professional activities and services.*

From Bluffton Commons to Sheridan Park, US 278 serves as the **community's** primary commercial corridor. However, less intense commercial uses are scattered throughout uncommitted lands. Within Old Town, commercial uses are located along May River/Bruin Roads, SC 46, and the Calhoun and Boundary Street corridors. These areas serve the **area's** need for goods and services and they also provide employment opportunities for residents.

Light Industrial: *Any parcel of land containing an industrial use that involves construction, manufacturing, production, wholesale trade, and storage.*

Industrial uses are scattered throughout uncommitted lands, but are generally concentrated in the southern BIS area. The Bluffton Oyster Company, also an industrial use, is located on the south end of Wharf Street in Old Town and still remains in operation. Industrial uses provide employment opportunities for **Bluffton's** residents and unobtrusive, clean industrial uses are encouraged in appropriate areas as long as they are compatible with the character of surrounding uses and they **meet the community's** vision.

Civic/Institutional: *A non-profit, religious, or public use, such as a church, library, public or private school, hospital, or government owned or operated building, structure, or land used for a public purpose. Any activities that provide for the social, cultural, educational, health or physical betterment of the community. Any parcels that contain roads and rights-of-way, railways, utility easements, parking areas, airports, and marine craft transportation*

Institutional uses such as schools, health centers, churches and government facilities are located throughout uncommitted lands and several churches are clustered on the east side of Old Town. Transportation, communications and utilities are located throughout Bluffton and are essential for mobility and reliable service.

Recreation/Open Space: *A tract of land, designated and used by the public for active and passive recreation.*

There are two active parks in the survey area; however, there are several undocumented public rights-of-way, pocket parks, docks and scenic overlooks.

Conservation/ Preservation: *Areas in which human activities are very limited and where the natural environment is protected from man-made changes. Land area protected to preserve and enhance environmental resources while allowing few, if any, structures.*

There are many areas considered Conservation/ Preservation, many as part of PUDs or naturally sensitive lands along the coast line. A significant amount of land within Palmetto Bluff has been dedicated as Conservation/ Preservation in addition to the Victoria Bluff Nature Preserve located northeast of **Bluffton's municipal limits**.

Vacant or Undeveloped: *Unoccupied and undeveloped land.*

There are a number of vacant lots and undeveloped areas which allow for infill opportunities.

Planned Unit Development: *A Planned Unit Development (PUD) is a district that encourages flexibility in land planning with a goal of improved design, character, environmental preservation and quality of new homogenous and mixed use developments.*

PUDs are “committed” lands with future land uses already determined at a conceptual level.

Future Land Use

The Future Land Use Maps, Map 8.3 and 8.4, and the Growth Framework Map, Map 8.5 guide development in Bluffton and southern Beaufort County. They were prepared through public and staff-level workshops, regional planning efforts, and also from Planning Commission and Town Council input. The maps will assist Bluffton when determining the proper use of land and will serve as a basis for zoning code and map amendments and zoning designations for future annexation areas. The Future Land Use Maps include areas outside of **Bluffton's municipal** limits to help guide development within current or

future Town boundaries.

Future land use categories were developed during staff meetings, a public Town Council and Planning Commission workshop and also through input from Beaufort County staff. Future land use categories are essential to define and develop a plan and to order the placement of uses. To allow a more precise guide for development and redevelopment the following future land uses have been developed:



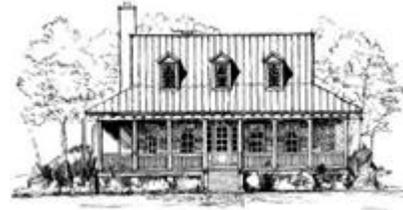
Low Density Residential

Description: Low density residential land uses are used to maintain existing rural character and decrease environmental and traffic impacts. This designation is a rural-residential land use that also includes estates and family compounds. Category densities are based on current densities which range from one unit per three acres to one unit per acre under existing County zoning. Densities at the higher end of the scale should be considered only if a developer provides

substantial amenities and holds the project to design standards above and beyond current zoning district regulations. Lower densities outside of the proposed range are encouraged and would be recognized as voluntary conservation-oriented actions. Examples include the following:

- Applying cluster principles to protect and preserve water resources, environmentally sensitive areas, continuous open space, habitat, viewsheds, and rural character.
- Increasingly preserving or enhancing natural resources such as significant trees stands, and employing site reforestation or afforestation techniques.
- Incorporating unique design features and techniques that promote and encourage energy conservation and sustainable development, such as green buildings, innovative stormwater management such as permeable pavement, and low impact design.
- Committing to use energy saving methods and applying LEED principles to projects.
- Providing interconnected open space and trail systems, both on and off-road, that link with key destinations in Bluffton.
- Improving public roads and infrastructure to mitigate anticipated impacts, or paying fees in lieu of actual improvements.

- Providing sites to accommodate or financially contributing to support schools, public safety, local government, parks and recreation, and other community services and facilities.
- Contributing to support community wide efforts for public art, or accommodating it on-site.
- Applying the vernacular of low-country architecture with its symmetry and deep porches.
- Preserving rural and/or corridor character using techniques such as increased buffers, farmland preservation, and saving existing farm buildings and features and incorporating them into the design of a development.



Location: Low density residential land uses are proposed for properties along SC 46, Malphrus Road, and various lands between US 278 and the Colleton River.

Medium Density Residential

Description: This category consists of single family homes, with accessory multiple family units and densities can range from one to three units per acre. However, densities within Old Town may vary based on the Old Town District Code. Multi-family uses could be allowed as long as overall density is not exceeded.



Location: Medium density residential uses are the most predominant in Bluffton, and are proposed for properties to the south and east of Kent Estates and to the north of the SC 170 and Bluffton Parkway intersection, east end of US 278, along and between Buck Island and Simmonsville Roads, both sides of Goethe Road, south of Bluffton Parkway, west of Malphrus Road, the Alljoy area, and various lands between US 278 and the Colleton River.

High Density Residential

Description: High density residential includes both single family homes and multi-family structures such as townhouses, attached condominiums, apartments,



loft complexes, and senior housing. Densities exceeding three units per acre should be considered only if a developer provides substantial amenities above and beyond what is required in relation to the scale of the project. Examples include the following:

- Including affordable and/or workforce housing, at mixed price ranges that are distributed throughout a development.
- Integrating mixed land uses, including non-residential ones that provide neighborhood services and/or employment opportunities.
- Providing a blend of architecture styles with an overall character that is integrated and compatible with the entire community.
- Increasingly preserving or enhancing natural resources such as significant trees stands, and employing site reforestation or afforestation techniques.
- Incorporating unique design features and techniques that promote and encourage energy conservation and sustainable development, such as green buildings, innovative stormwater management such as permeable pavement, and low impact design.
- Committing to use energy saving methods and applying LEED principles to projects.
- Providing interconnected open space and trail systems, both on and off-road, that link with key destinations in Bluffton.
- Improving public roads and infrastructure to mitigate anticipated impacts, or paying fees in lieu of actual improvements.
- Providing sites to accommodate or financially contributing to support schools, public safety, local government, parks and recreation, and other community services and facilities.
- Contributing to support community wide efforts for public art, or accommodating it on-site.

Location: Careful consideration should be given to the impact of high densities to the area as it pertains to traffic and impacts to existing residents and landholders.

Low Intensity Commercial

Description: Low intensity commercial includes small scale retail establishments, services and businesses that have a rural-character and that typically serve the immediate neighborhoods within a one to two mile radius. These could include farmer's markets, bed and breakfast inns, home based businesses, and very limited retail



and commercial uses that preserve and enhance the current character of an area. Low density residential uses would also be permitted. In general, uses in the Low Intensity Commercial designation should be consistent with the following:

- Be local in nature to help support the local economy rather than be a national or franchised business.
- Not generate extensive peak hour traffic.
- Sites should be significantly landscaped and include increased buffers along road frontages to reflect natural and rural views.
- Lighting should be minimized and shielded to reduce light pollution and impacts to the night sky.
- Signs, architecture and site features such as fences, should be compatible with the rural character of an area and reflect a rural or agricultural vernacular.
- Parking lots should be gravel rather than paved and should be screened from roadside views.
- The number of allowed parking spaces should be minimal to avoid a commercial appearance.
- Operations and activities such as loading and unloading should be limited after dark.

Location: Rural-natured business uses are proposed for the Gibbet Road and SC 46 intersection, as well as at existing commercial near the intersection of Sandy Run Road and SC 46.



Medium Intensity Commercial

Description: Medium intensity commercial uses including village commercial scale uses include: moderate scale, auto-oriented, grocery stores; moderate scale gas stations; restaurants; services; light, unobtrusive, small scale manufacturing and assembly; and general retail. These uses should be integrated into surrounding residential development to serve residents of nearby neighborhoods, generally within two to five miles. Medium intensity commercial uses also include medium density

residential uses.

Location: Medium Intensity Commercial is proposed for land north of Island West, east and west sides of Bluffton Road, for the area east of Goethe Road, north of the Bluffton Parkway and the south end of the BIS area. However, commercial uses in the BIS area should be less intense than commercial uses allowed on the US 278 corridor.



High Intensity Commercial

Description: High intensity commercial is a regional commercial land use which allows intense commercial activity, services, light industrial, and some accessory high density residential. Uses include large scale shopping centers, home improvement centers, one-stop shopping centers and businesses, accessory commercial that serve shoppers such as restaurants, hotels/motels, and gas stations to address the needs of Bluffton, neighboring areas, and for those who

pass through Bluffton. The high intensity commercial designation provides for commercial development, employment opportunity and economic diversification.

Location: Primarily along the US 278 corridor, the US 278 & SC 170 intersection, and on the north end of the BIS annexation.

Civic/ Institutional

Description: A non-profit, religious, or public use, such as a church, library, public or private school, hospital, or government owned or operated building, structure, or land used for public purpose. Activities provide for the social, cultural, educational, health or physical betterment of the community. Any parcel of land that contains roads and rights-of-way, railways, utility easements, parking areas, airports, and marine craft transportation. Any proposed change in use for a civic/institutional use must be evaluated on a case by case basis to determine its appropriate reuse to be compatible with surrounding land uses.



Location: Civic/Institutional uses are proposed at all existing institutional facilities, for the land north of US 278, across from Willow Run, and at the proposed SCE&G substation located in the Pritchardville area.

Mixed Use

Description: The development of a tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to: residential; offices; light, unobtrusive, and small scale manufacturing and assembly; retail; public use or facilities; or entertainment, in a compact urban form. This category can include medium intensity commercial and variety residential uses. Lands designated Mixed Use are intended to be used for a variety of compatible uses to accommodate a mix of business and residential uses in a way that provides easy access to both vehicles and pedestrians and which can serve as an "activity node." Mixed Uses can reduce the overall number of vehicle trips by providing the opportunity for live-work arrangements and convenient walking access from higher density residential, senior and group housing developments.



Location: Mixed Uses are proposed in Old Town as described in the Form Based Code, north of Old Town to the south end of the BIS area, the east and west sides of Burnt Church Road. And the east side of Goethe Road, north of the Bluffton Parkway.



Recreation/ Open Space

Description: A tract of land, designated and used by the public for active and passive recreation such as sports fields, playgrounds, docks, boat landings and open space areas. A mixture of passive and active recreation is encouraged.

Location: Recreation /Open Space uses are scattered throughout Bluffton to best serve residents.



Conservation/ Preservation

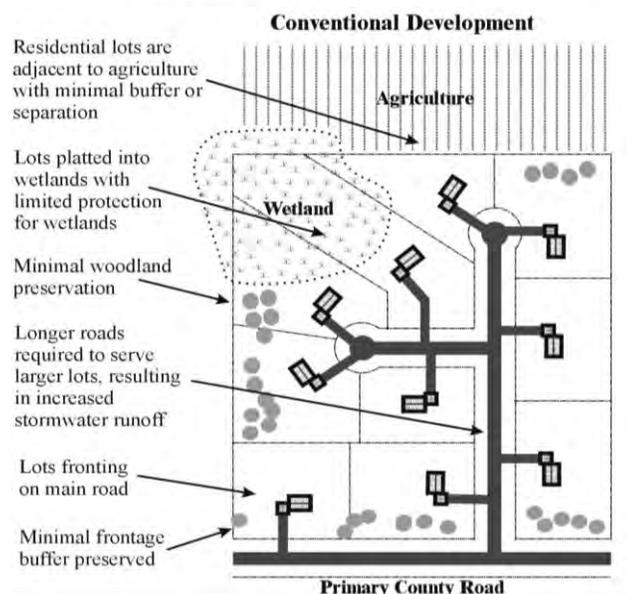
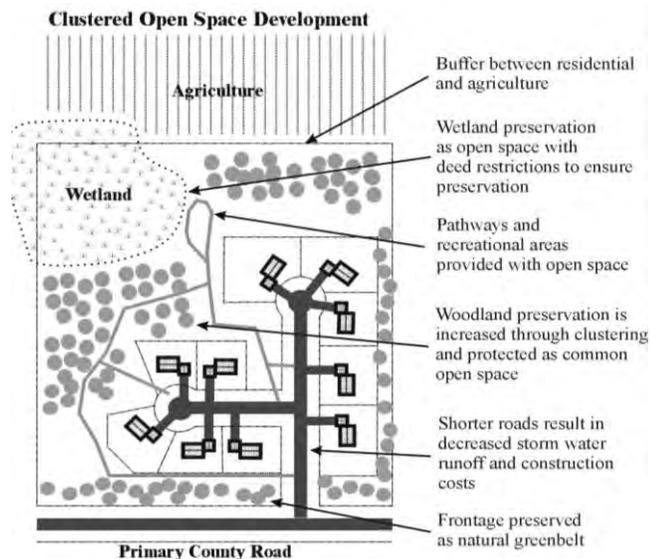
Description: Areas in which human activities are very limited and where the natural environment is protected from man-made changes. Land area protected to preserve and enhance environmental resources while allowing few, if any, structures.

Location: Preserved areas are located throughout Bluffton as indicated on the Future Land Use Map. Existing preserves include lands adjacent to US 278, on the north side, in many of the approved PUD's such as Palmetto Bluff, as well as at the Okatie River headwaters.

Planning

Cluster Development: One approach to preserve natural features and rural character that is desired in some parts of Bluffton, is to concentrate less on restricting property development and work instead on the efficient use of land. Cluster development allows this as it permits rural character, natural features and other desirable site attributes to remain, even as other parts of the property are developed.

While clustering concentrates development in a limited area of a site, it does not increase the overall, or "gross density". The gross density must conform to the requirements of the Zoning Ordinance. In most zoning ordinances a conventional plan meeting all zoning and other ordinance requirements must first be prepared to demonstrate the number of allowed homes or dwelling units. This establishes the base line of units which may then be clustered. Again, clustering does not increase the number of allowed units rather it controls and limits the amount of land disturbed by grading, tree removal, structures, streets, and drives. This concept can apply to all residential areas because of its ability to preserve rural character, natural systems, and continuous open space.



Neighborhood Planning: While the Future Land Use Map addresses the use of uncommitted land, more detailed neighborhood plans should be prepared for the BIS and Goethe Road areas. An assessment of these neighborhoods and community visioning and planning are needed to develop master plans for these two remaining unplanned areas within Bluffton. While the Future Land Use Map can serve as a basis for planning, an in-depth study of development and redevelopment

must be completed with participation by area residents.

Corridor Character Planning: Bluffton has a distinct set of roadway corridors that are defined by common characteristics. These include the Old Town area with streets that are very residential in character and that carry low traffic volumes, rural corridors such as State Route 46 with its two lane configuration and overarching tree canopy, US 278, parts of which have a distinctive commercial character, the median of Bluffton Parkway, and local roads such as Burnt Church that still carry significant volumes of through traffic. One key Comprehensive Plan strategy is to characterize roadway corridors in Bluffton by type, not by just traffic characteristics, and to develop specific standards for these corridor categories based on surrounding neighborhood or natural character and by land use. This implies that the character of a corridor may change depending on its context and this context is clearly affected by adjacent land uses, natural features, right-of-way constraints and by the character of the area through which a corridor passes.

See also “Corridor Planning” in the Transportation Chapter for a description of corridor planning efforts.

Road width and scale, presence of on-street parking and sidewalks, block length, building setbacks, design speed, street trees and even pavement markings and signs all contribute to how streets function and driver perceptions. Driver perceptions can affect vehicle speed and care used in driving and the character of a roadway corridor, as viewed by a motorist, can also impact the image of a community.

Successful commercial corridors should be free of unsightly clutter and yet be easy to navigate to find destinations. Streets in residential neighborhoods should make one intuitively drive at low speeds. In some cases, road design elements can reinforce a desired image. In other cases, improvements may need to be considered. This section generally describes a wide range of concepts that can be used to help ensure the future transportation system operates safely and efficiently, **but also in context with Bluffton’s character.**

- **Entryways:** Entryway features can be used to announce key community gateways. Key gateways may include expressway interchanges, bridges, or along select major streets at or near Bluffton's corporate limits. Entryway features may also be associated with natural features such as river inlets, the numerous wetlands in and around Bluffton and street tree canopies.



Entryway features could also be used in conjunction with major development projects in Bluffton. A key entryway should be explored at the bridge crossing near the interchange of 278 and 170 and could include features such as welcome to Bluffton signs with landscaping or sculptures or other structural elements. The key is to develop a design and use it consistently, though not every element must be used at every entryway. In some cases, an entryway feature could be at the first major intersection along an entrance route.

- **Major Road Corridors:** Travelers along the major roads encounter a diverse mixture of land uses and a range of physical characteristics. The range extends from the tree-lined residential street with sidewalks to commercial areas with a complexity of signs, parking, traffic controls, and many turning movements. Consistent with the approach of linking land use and transportation, the evaluation of the major streets must be made from a corridor-wide perspective. A corridor is defined as not only the road, but also sidewalks, streetscape and the adjacent sites extending from building face to building face. A **"zone of influence" that extends beyond those boundaries also affects the corridor**, such as nearby major land uses with their primary access to the corridor.

Using a "character" approach, corridors could be classified into

categories. While some corridors could be placed in one category others may exhibit varying characteristics and may change category from one segment to another. The categories used to identify a major thoroughfare corridor or segment thereof is particularly important in identifying and programming planned actions to address problems. The following are examples of thoroughfare corridor categories.

- **Residential Conservation Corridors:** Streets which are residential in character, even where there are non-residential uses along the street, such as Buck Island and Simmonsville Roads. Generally, these are corridors with land use consistency and relatively low levels of activity/intensity. The streets in this category are of a quality that should be conserved, for what exists should be maintained and enhanced. Improvements to these corridors should complement the adjoining residential area and include landscaping, streetscape and street design amenities that reflect residential neighborhoods. Land use or other changes which would alter the current balance of activity and/or physical characteristics by increasing the intensity of use should be discouraged.

Residential Conservation Corridors typically should have two travel lanes with a turn lane at major intersections or access points. These streets should have bikeways and at a minimum five foot wide walkways along both sides which may be widened at locations that warrant more activity such as schools or parks. Traffic volumes along certain Residential Conservation Corridors may have experienced increases in traffic to a point where limited roadway improvements are desirable to improve traffic flow and safety. Where some type of widening is justified, a maximum of three lanes should be used.

- **Preservation Corridors:** Streets which pass through areas not yet fully developed, or where the potential for significant redevelopment or conversions from one land use to another exist (such as May River Road). These parcels should be reviewed with an eye toward preventing land use and thoroughfare conflicts by applying zoning and access management standards. Streets in this category have an opportunity to contribute positively to a well coordinated transportation system in a setting consistent with the desired corridor character.
- **Correction Corridors:** Streets that may be bounded primarily by commercial uses or that carry high traffic volumes through yet undeveloped or lightly developed areas, such as US 278. Traffic volumes may be well above the capacity envisioned when the roads and right-of-way were conceived. Many times such

corridors have developed over a period of years under old street, subdivision, and zoning/site plan design standards that did not **contemplate today's volume and did not reflect a community's** current design philosophy. These corridors are complex, with traffic congestion, intensive activity and/or an incomplete transportation network. These corridors are in need of multiple actions to correct the problems that have resulted from cumulative change over time. Corrective actions for these corridors can include road widening, intersection improvements and installation of medians. Medians increase capacity and typically have significantly fewer crashes than roads with a center turn lane. Attention to road design elements should also be considered with construction projects to improve the corridor appearance such as roundabouts, mast arm traffic signals, street trees, ornamental lighting, an improved environment for pedestrians and bicyclists and attractive public signs.

Corrective actions also include improvements to sites that line the road. These may include access management such as closure or redesign of driveways and connection of uses through service drives, addition of landscaping, replacement of signs and lighting, on-site pedestrian improvements, screening of waste receptacles and loading areas and so forth. Some of these corrective actions will occur gradually over time as land uses change. The zoning ordinance should assure site plans are reviewed when uses change or expand so that upgrades to the site features can be applied.

Corridor Enhancements: Enhancements will often depend on the type of corridor and its location and they may vary even along a particular corridor. They should, however, promote a consistent and defined streetscape. Recommended improvements within a road right-of-way are described below.

- **Street Trees:** A consistent row of street trees should be provided along most road corridors. Where possible, the trees should be located between a sidewalk and the street curb and planted at a rate of one every 25 to 30 feet. Spacing and location will ultimately depend on the type of corridor. Street trees help to frame the roadway and provide a comfortable pedestrian-oriented environment. **The defined roadway's** assistance in slowing traffic is particularly important along the

local road corridors.

- **Greenspace:** All road cross-sections should accommodate greenspace between the sidewalk and the road where trees, lawn areas and landscaped planting beds can be installed. This space should be a minimum of 10 to 15 feet wide to allow ample foundation for tree planting, for easy maintenance, and to provide for an adequate separation between pedestrians and vehicular traffic.

- **Street Lighting:** Consistent street lighting is important for safety and as a decorative element to unify the corridor. Street lighting also enhances pedestrian scale by creating a safer walking environment. Street lighting along the local road corridors can be designed to be at a lower height than lighting found along the key road corridors.

- **Pathways:** Where development exists along a key corridor, a 10-foot wide asphalt pathway should be provided. In other cases, in more residential settings sidewalks at a minimum five feet wide should be provided.

Land Use		
Need: Understanding of current development status and inventory of land uses.		
Goal: Maintain an existing land use inventory.		
Implementation Steps	Responsible Parties	Time Frame
1. Partner with Beaufort County to maintain a current joint southern Beaufort County land use inventory.	Planning, Beaufort County Planning	On-going
Need: Understanding of future land uses.		
Goal: Develop a guide for development, redevelopment and future land uses.		
Implementation Steps	Responsible Parties	Time Frame
1. Use the Future Land Use Map as a guide to future development in Bluffton. The map should serve as a foundation for zoning map amendments, zoning code revisions, zoning designations for future annexation areas and the creation of future zoning districts.	Planning, Planning Commission, Town Council	On-going
2. Undertake a corridor study that designates the character of roadway corridors in Bluffton by type and develop specific corridor standards based on surrounding neighborhoods and adjacent land use.	Planning, Planning Commission, Town Council	Short

		Land Use
3. Develop a future land use map for unincorporated lands in southern Beaufort County in collaboration with surrounding communities and units of government.	Planning, Beaufort County Planning, Hilton Head Planning, Hardeeville Planning, Jasper County Planning, SBCRP Land Use Working Group	Short
Need: Development and diversification of the local economy.		
Goal: Maximize sustainable economic development.		
Implementation Steps	Responsible Parties	Time Frame
1. Plan land uses that further regional economic development goals that are developed through future economic development planning efforts.	Administration, Planning	On-going
2. Develop areas for clean and sustainable light industrial uses.	Planning Commission, Planning	Short
Need: Protection of Bluffton's irreplaceable natural resources.		
Goal: Preserve open space and plan for low-intensity development to protect critical lands.		
Implementation Steps	Responsible Parties	Time Frame
1. Set aside critical lands for resource conservation and nature preserves.	Town Council, Environmental Protection, Planning Commission, Administration, Planning	Short
2. Classify lands as rural in order to lessen the effects of development on the natural landscape.	Planning	Short
3. Revise zoning code to permit cluster development to preserve natural resources and rural character.	Town Council, Planning Commission, Planning	Short
Need: Neighborhood Planning.		
Goal: Conduct neighborhood plans for uncommitted lands within Bluffton.		
Implementation Steps	Responsible Parties	Time Frame
1. Carry out a neighborhood needs assessment and land use plan for the Buck Island/Simmons ville area.	Planning Commission, Planning	Medium
2. Carry out a neighborhood needs assessment and land use plan for the Goethe Road area.	Planning Commission, Planning	Medium

8.3 Zoning and Regulation

Zoning delineates districts and establishes regulations that govern the use, placement, spacing and size of land and buildings. A zoning ordinance is adopted to implement the Comprehensive Plan and to guide development in accordance with the existing and future needs of a community. In addition, zoning acts to promote and protect a community's public health, safety, morals, convenience, order, appearance, prosperity and general welfare (S.C. Code § 6-29-710). These purposes are similar to those for local government police power regulations.

A zoning ordinance is the primary tool available to help implement **Bluffton's** plans for the future growth; however, before that can happen, the land use element of the comprehensive plan must be adopted by the governing body (S.C. Code § 6-29-720). Therefore, the Land Use Chapter is the foundation for a zoning ordinance and any revisions to the current code.

Current Zoning

A zoning ordinance consists of two parts, text and a map. The text describes the zoning districts, the uses permitted in each district, general and specific standards, and procedures for administration and enforcement. The zoning map describes the location and boundaries of the zoning districts. Bluffton currently has sixteen zoning districts (including a Form-Base Code) and three overlay districts and includes standards and permitted uses for each district. A list of current zoning districts is included in Appendix A.

Planned Unit Developments

The most common development techniques used in southern Beaufort County have been flexible, negotiated tools like PUDs and development agreements. PUDs grant developers greater leeway and flexibility in exchange for greater community benefits than can be normally required. Each PUD contains a unique, negotiated set of standards covering a whole range of items, including uses, densities, building form and appearance and open space. PUDs have been used extensively in the region to create high-quality and unique master-planned developments.

Development Agreements

Development agreements are negotiated to help guarantee long-term predictability for both the community and developer by allowing existing land use regulations to be locked in for an extended time period. In exchange, a developer commits to fund and provide community benefits such as open space and public infrastructure improvements. Under state law, development agreements must conform to local development standards, so they are often combined with PUDs. Bluffton has relied on these during recent large scale annexations.

The private sector favors PUDs and development agreements because they potentially allow a great deal of flexibility and can guarantee that the rules of the game and key development requirements will not change over time. Bluffton has relied on these tools because negotiations have typically resulted in a higher level of community amenities (such as parks and open space, road improvements or fees for infrastructure or other community benefits) than otherwise could be obtained under traditional zoning approvals. Further, the tools lock in decisions that may appear sound today but may not adequately address **a community's** future needs, such as off-site infrastructure.

Because so much land in southern Beaufort County is already committed to development and is subject to existing PUDs and development agreements, code changes that require new minimum baseline standards for these tools will have less of an impact in Bluffton than they would in communities with more uncommitted land.

Non-Conforming Uses

Non-conforming uses are existing uses that do not comply with current codes and ordinances. Non-conformities are exempt from current ordinance provisions except if the use is changed to another non-conforming use, if the use is discontinued and abandoned, or if it is significantly damaged or altered.

One non-conforming use that has triggered discussion is the Bluffton Oyster Company on Wharf Street. This is the last oyster processing plant in Bluffton and it is located in a low-density residential zone and Historic Preservation Overlay District on the May River. In the past

there was wide disagreement over its future use, but through the recent Old Town Master Plan and SC 46 Corridor Management Planning Process the goal is to preserve and to surround it with public recreation uses.

Zoning Ordinance Review and Revision

The State of South Carolina adopted the Local Government Comprehensive Planning Enabling Act in 1994 that describes and requires comprehensive planning for jurisdictions with land use regulations and **it specifies the “functions, powers, and duties” of** planning commissions, boards of appeal, and boards of architectural review. Zoning ordinances are required to conform to the 1994 Act and **Bluffton’s** was last revised in October of 2005. It should, however, be revised on a set schedule to ensure that it is consistent with present conditions, recommendations of this Plan and state enabling requirements. A further discussion of recommended zoning revisions can be found in Appendix A.

The content **of Bluffton’s ordinance, its** districts, the activities allowed within each district, and the rationale supporting current uses and zoning are in need of review and change. However, the universally perceived need for stronger design standards is partially addressed by the newly adopted Form-Base Code that applies to Old Town. The design standards it contains not only address structures and signs, they also include requirements for parking, landscaping, and other factors that combine to create a neighborhood or downtown shopping area. Improving the appearance and function of “old” Bluffton will help support an increase in history-based tourism, improve the quality of life for its residents, and strengthen economic viability.

Future Zoning District Recommendations

Bluffton needs new zoning districts to implement the Future Land Use Map and to guide development. Four potential districts should be explored: Rural, Rural Cluster, Rural Commercial and Multi-Family.

Rural: A Rural Zoning District could help preserve the rural character of the areas identified on the Future Land Use Map as Low Density Residential. These include the SC 46 and SC 170 (north of 278) corridors, land along the Malphrus Road area and uncommitted land north of US 278.

Rural Cluster: As discussed earlier, would allow for the clustering of development and an opportunity to “earn” the higher end of the density range as discussed in the Low Density Residential Future Land Use Category.

Rural Commercial: A low intensity “rural” Commercial Zoning District could allow rural businesses in the areas designated on the Future Land Use Map as Low Intensity Commercial. Using a “floating zone” concept, those uses, such as farmers’ markets or a bed and breakfast inn would not be specifically designated on a zoning map. Rather, this “special land use” could float and be located anywhere within a Rural Commercial Zoning District as long as it met stringent approval standards and was deemed to be compatible with rural character.

Rural Planned Unit Development: A Rural Planned Unit Development would allow for flexible design in return for greater environmental and rural-character protection.

Multi-Family: A Multi-Family district, with higher densities, could support the need for affordable housing in Bluffton. A specific zoning designation accommodating these higher densities would achieve multiple benefits for the community. These include drawing needed attention to the link between increased densities and affordable housing, highlighting the importance of choice by providing yet another housing category clearly designated in the zoning ordinance, and providing areas within Bluffton to accommodate multi-family homes. However, when crafting this new code section it will be important to establish clear design standards to address such things as architectural character, maximum building length, rooflines, landscape and parking lot design, open space and requirements for public amenities such as recreation and play areas and tot lots.

Zoning and Regulation		
Need: Regulation protecting the health, safety and welfare of Bluffton's residents.		
Goal: Develop uniform regional standards.		
Implementation Steps	Responsible Parties	Time Frame
1. Undertake a technical evaluation of the current Ordinance and update it to be consistent with current practices and so that it reflects the recommendations of this plan.	Town Council, Planning Commission, Planning	Short
2. Establish Baseline Standards for Planned Unit Developments and Development Agreements. Work cooperatively with participating Local governments to establish minimum standards for Planned Unit Developments and Development Agreements that can serve to guide the development review and approval process. These include establishing minimum requirements for open space, the provision of public facilities, interconnectivity, mixed land uses, and environmental protection.	Planning, Beaufort County Planning	Short
3. Establish uniform baseline standards between the county and Bluffton for PUDs and Development Agreements.	Planning, Beaufort County Planning	Short
Goal: Create zoning districts in order for the Future Land Use map to properly guide development and land use decision making.		
Implementation Steps	Responsible Parties	Time Frame
1. Create a Rural Zoning District.	Town Council, Planning Commission, Planning	Short
2. Create a Rural Cluster Zoning District	Town Council, Planning Commission, Planning	Short
3. Create a Rural Commercial Zoning District. Develop specific requirements within the Rural Commercial Zoning District that accommodate commercial activities consistent with the present rural environment.	Town Council, Planning Commission, Planning	Short
4. Create a Rural Planning Unit Development District.	Town Council, Planning Commission, Planning	Short
5. Create a Multi-Family Zoning district to encourage and support efforts to provide affordable housing in Bluffton.	Town Council, Planning Commission, Planning	Short

8.4 Regional Planning

Joint Regional Planning and Research

The Southern Beaufort County Regional Plan was adopted by Bluffton in July, 2006 and is significant because it was created in a collaborative spirit. **The plan's land use goals and objectives** are best implemented by staff level coordination through a Land Use Working Group. This group will consist of staff representatives from Bluffton, Beaufort County, Jasper County and the City of Hardeeville. **The Group's** initial task should be to develop a joint land use plan for uncommitted land in southern Beaufort County and a land use map that defines areas of mutual planning interest for all concerned local governments. Its other responsibilities include:

1. Developing a corridor management plan and uniform standards for Bluffton-area regional travel corridors.
2. Developing connectivity standards for all Participating Local Governments.
3. Assisting in the preparation of a regional economic development plan.
4. Assisting Beaufort County in establishing regional demographic and land use information systems.

Beaufort County Land Use Ordinances

It is important for Bluffton to be aware of and participate in land use and planning decisions along its borders and when appropriate, comment on those to ensure compatible development; specifically on parcels identified for potential annexation. This is particularly important should the County initiate a special area planning study. Conversely, County officials and planners should be invited to participate in Bluffton's zoning review and development process. Bluffton should also identify all agencies with responsibilities to prepare area-wide or regional studies or land use plans to ensure that its interests and needs are identified and that it is aware of regional development trends to better predict local impacts.

Extraterritorial Jurisdiction Planning

Bluffton has established a seven-member local planning commission whose authority is limited to its corporate limits. However, if approved by the county and municipality, a municipal planning commission can exercise planning authority in adjacent areas outside its corporate limits. To do so, the two councils must adopt an ordinance setting forth the following:

1. **The affected geographic area (recommended to be Bluffton’s Future Annexation Area)**
2. The number or proportion of commission members to be appointed from that area.
3. Limitations on the authority of the municipality in that area.
4. Representation on **the municipality’s boards and commissions** which affect the unincorporated area. The ordinance may provide for appointment of members of the planning commission from the area outside the municipal limits by either the municipal council or county council. The commission must have five to 12 members.

Regional Land Use Planning		
Need: Prevention of jurisdictional "shopping."		
Goal: Increase coordination between Bluffton, Beaufort County, and other agencies on land use issues. Develop compatible land use policies and regulations.		
Implementation Steps	Responsible Parties	Time Frame
1. Develop a system of extraterritorial planning and zoning.	Town of Bluffton, Beaufort County	Medium
2. Develop and implement joint review of major development proposals and annexations prior to their approvals.	Town of Bluffton, Beaufort County	Medium
3. Coordinate with Beaufort County to develop compatible land use regulations on adjacent lands.	Town of Bluffton, Beaufort County	Medium

Regional Land Use Planning		
<p>Need: Coordination and cooperation on land use planning efforts at a regional level, recognizing the fact that planning in each jurisdiction has regional implications.</p>		
<p>Goal: Increase coordination between Bluffton, Beaufort County and other agencies during land use planning.</p>		
Implementation Steps	Responsible Parties	Time Frame
1. Participate in area-wide studies on land use and planning issues with all appropriate agencies.	Town of Bluffton, Town of Hilton Head Island, Beaufort County, City of Hardeeville, Jasper County	On-going
2. Prepare a joint land use plan for uncommitted lands within the Town of Bluffton and southern Beaufort County that addresses the pattern of land use, density and intensity of development and redevelopment, environmental protection, the relationship of land use to public facilities, and fiscal impacts.	Town of Bluffton, Town of Hilton Head Island, Beaufort County, City of Hardeeville, Jasper County	Short
3. Participate in coordinated regional planning with Jasper County in the areas of future land use, public facilities (especially transportation and the planned new port), and environmental protection.	Town of Bluffton, Town of Hilton Head Island, Beaufort County, City of Hardeeville, Jasper County	Short
4. Formalize regional planning cooperation and collaboration with the Town of Hilton Head Island, Beaufort County, Jasper County, and the City of Hardeeville to plan on a wider regional basis.	Town of Bluffton, Town of Hilton Head Island, Beaufort County, City of Hardeeville, Jasper County	Short

Regional Land Use Planning		
Need: Benefits from data-sharing relationships and regional database development.		
Goal: Regional Planning Information Systems		
Implementation Steps	Responsible Parties	Time Frame
1. Coordinate the maintenance of a regional demographic model of existing and forecasted population, including permanent and seasonal population, through a multi-jurisdictional effort.	Town of Bluffton, Town of Hilton Head Island, Beaufort County	Medium
2. Coordinate the establishment of a regional demographic and land use information system.	Town of Bluffton, Town of Hilton Head Island, Beaufort County	Medium
3. Coordinate to maintain a regional land use model to monitor remaining growth capacity relative to population forecasts along with the collective regional impacts of land use plans.	Town of Bluffton, Town of Hilton Head Island, Beaufort County	Medium
4. Ensure compatibility of local comprehensive and land use planning efforts with regional forecasting and land use models.	Town of Bluffton, Town of Hilton Head Island, Beaufort County	Medium

Legend

JURISDICTIONAL

-  Hilton Head Island
-  Hardeeville
-  Beaufort County
-  Jasper County
-  Town of Bluffton
-  Town of Bluffton Future Limits

TRANSPORTATION

-  Paved Roads
-  Proposed Roads

HYDROLOGY

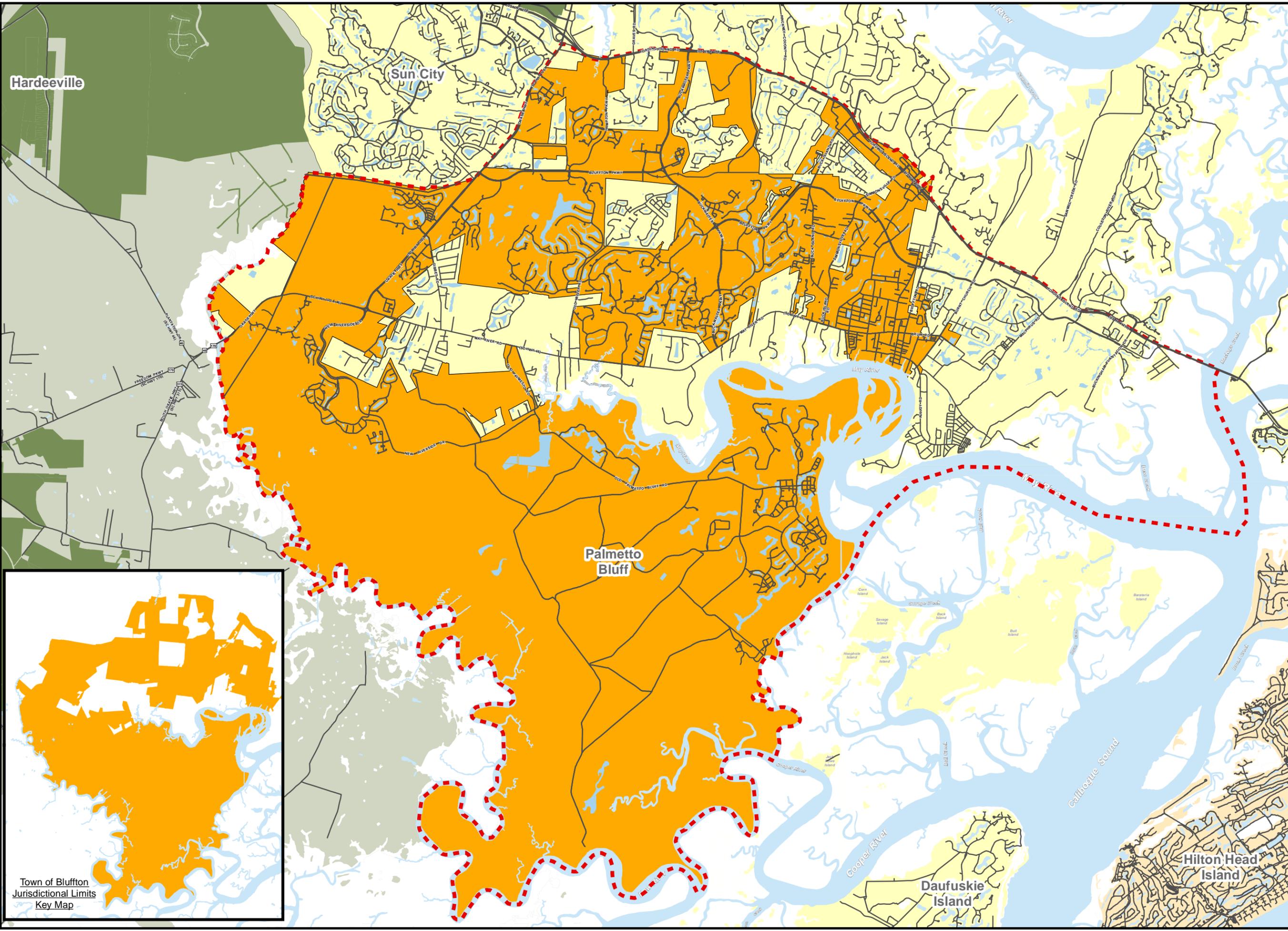
-  Marsh
-  Water

Effective
2014-11-13

Map Prepared By:
GIS Office



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Hardeeville

Sun City

Palmetto Bluff

Daufuskie Island

Hilton Head Island

Town of Bluffton
Jurisdictional Limits
Key Map

EXISTING LAND USE

Map 8.2

August 21, 2007

Legend

EXISTING LAND USE

- Residential
- Mixed Use
- Commercial
- Light Industrial
- Civic/ Institutional
- Recreation/ Open Space
- Conservation/ Preservation
- Vacant/ Undeveloped
- Town PUD
- County PUD

JURISDICTIONAL

- Bluffton Town Limits
- Beaufort County
- Hilton Head Island
- Hardeeville
- Jasper County

TRANSPORTATION

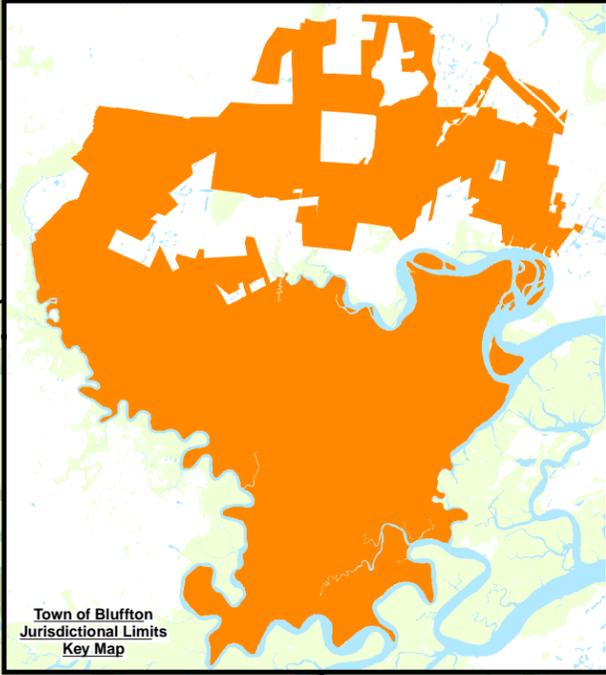
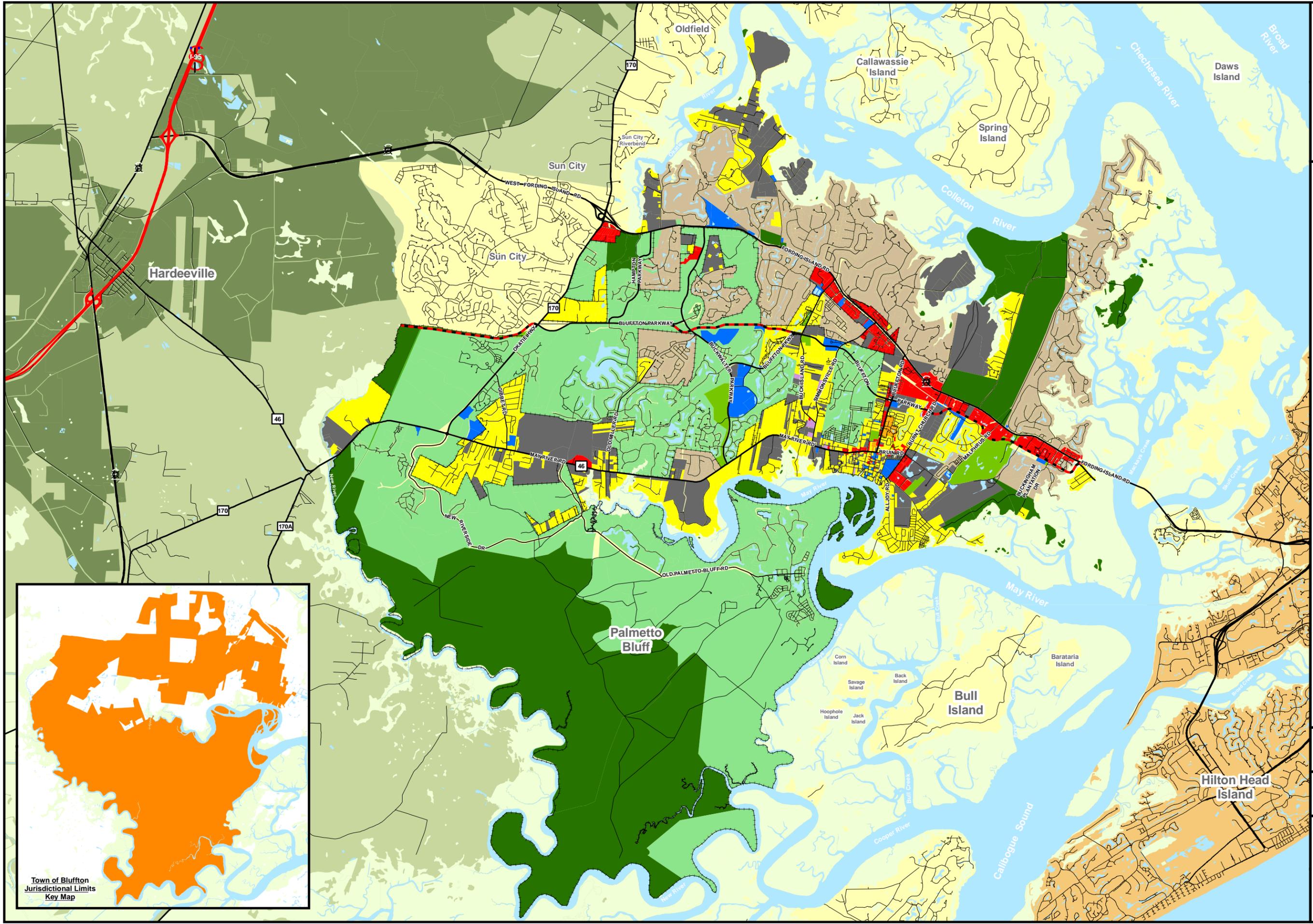
- Interstate
- Roads
- Bluffton Parkway (Proposed)

HYDROLOGY

- Marsh
- Water



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Town of Bluffton
Beaufort County, SC

PLANNING
&
GROWTH MANAGEMENT
DEPARTMENT

**FUTURE
LAND USE**

Adopted September 4, 2007*
Updated May 22, 2008**

NOTICE: THIS MAP SUBJECT TO CHANGE

Legend

FUTURE LAND USE

- High Intensity Commercial
- Medium Intensity Commercial
- Low Intensity Commercial
- Mixed Use
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Civic/ Institutional
- Recreation/ Open Space
- Conservation/ Preservation

MISCELLANEOUS

- Parcel Line
- In PUD

JURISDICTIONAL

- Beaufort County
- Hilton Head Island
- Jasper County
- Hardeeville
- Bluffton Town Limits

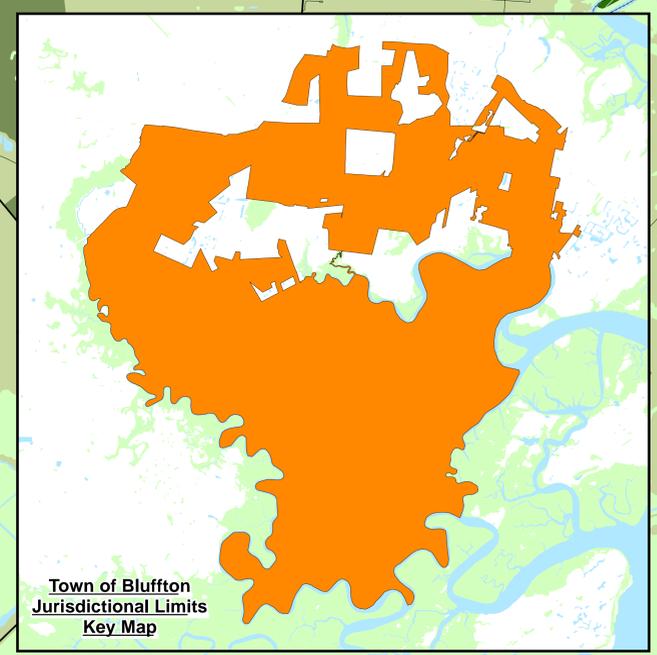
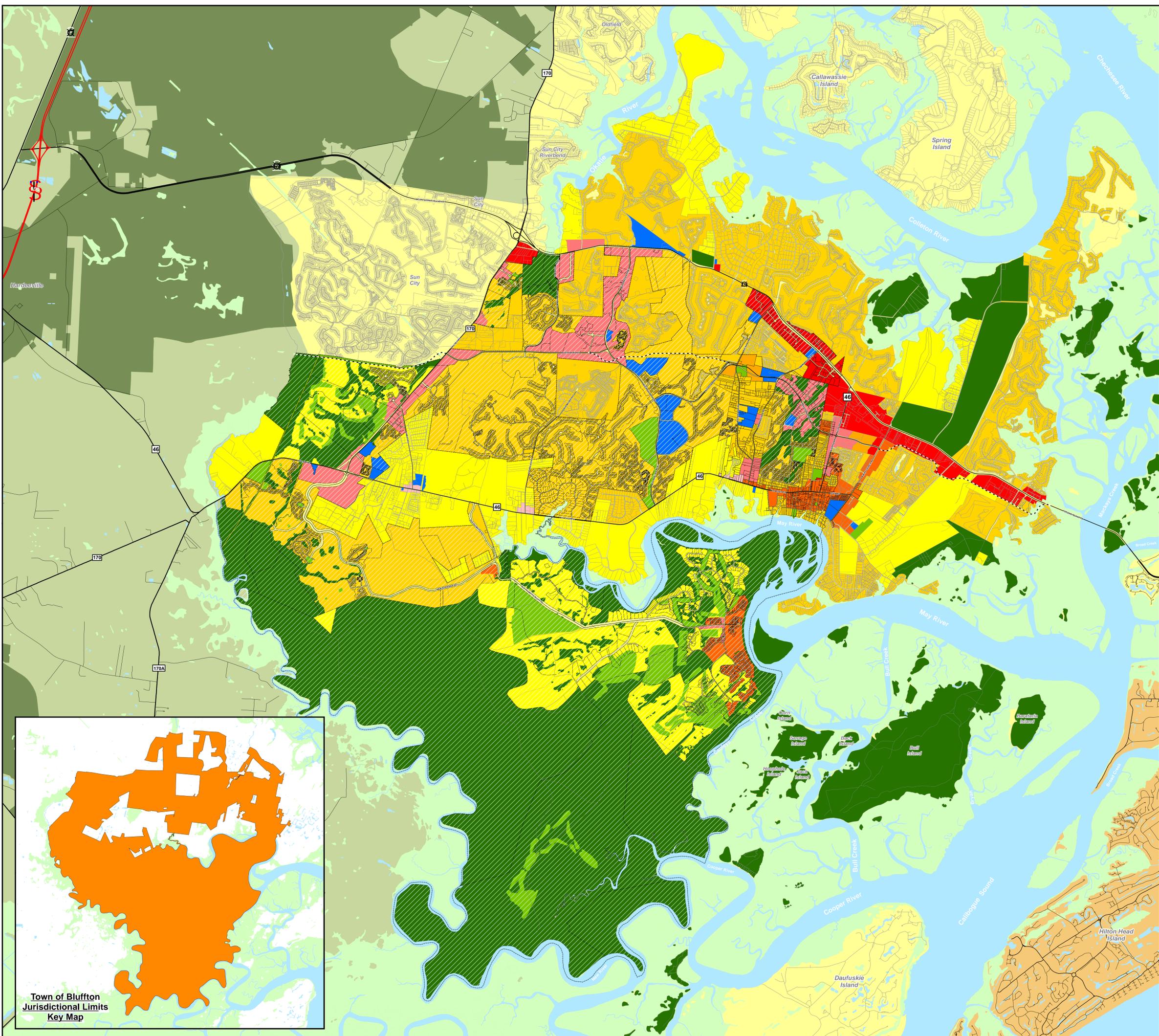
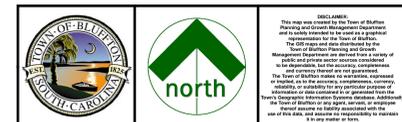
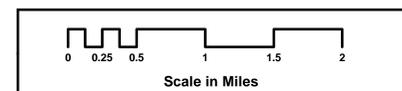
TRANSPORTATION

- Roads
- Bluffton Parkway (Proposed)

HYDROLOGY

- Marsh
- Water

*Adopted as part of the Comprehensive Plan
**Parcels, Hardeeville Limits, Town Boundary Updated



Town of Bluffton

Beaufort County, SC

PLANNING
&
GROWTH MANAGEMENT
DEPARTMENT

PROPOSED FUTURE LAND USE

(BLOWUP)

July 10, 2008

Legend

Proposed Changes

FUTURE LAND USE

- High Intensity Commercial
- Medium Intensity Commercial
- Low Intensity Commercial
- Mixed Use
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Civic/ Institutional
- Recreation/ Open Space
- Conservation/ Preservation

MISCELLANEOUS

- Parcel Line
- In PUD

JURISDICTIONAL

- Beaufort County
- Hilton Head Island
- Jasper County
- Hardeeville
- Bluffton Town Limits

TRANSPORTATION

- Roads
- Bluffton Parkway (Proposed)

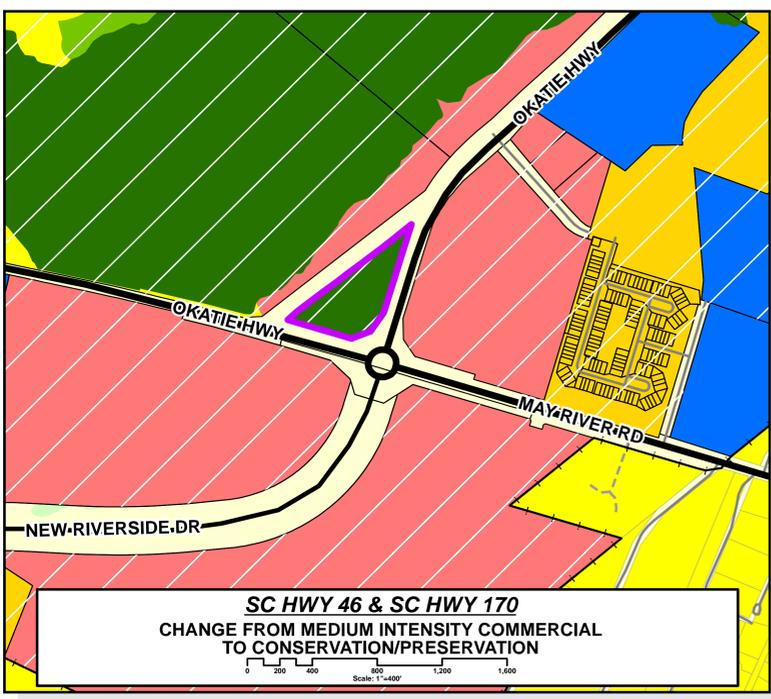
HYDROLOGY

- Marsh
- Water

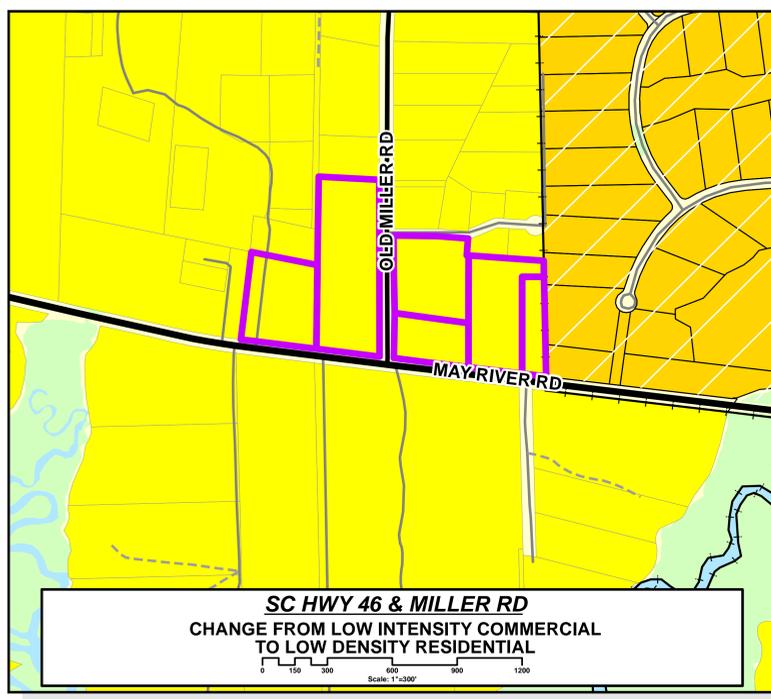
SCALE VARIES
(SEE INDIVIDUAL INSERTS)



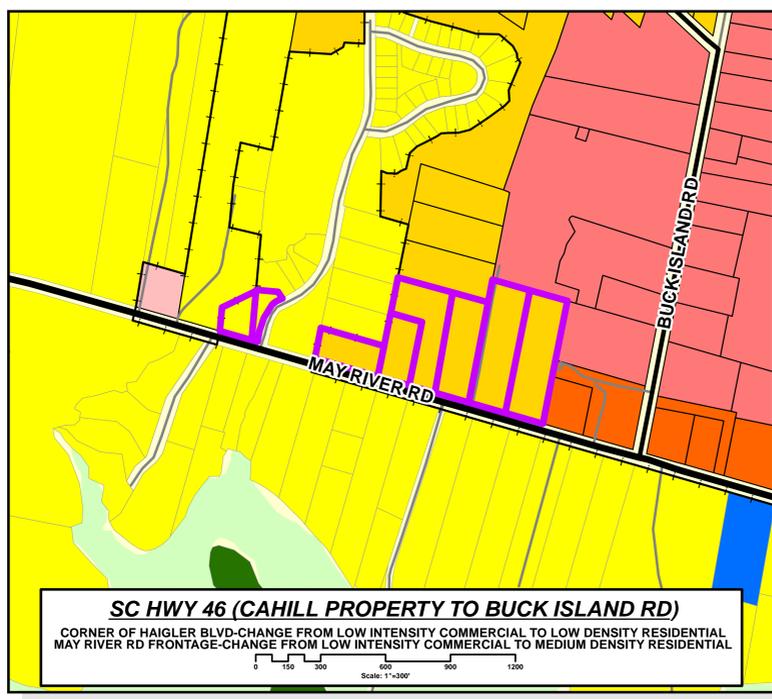

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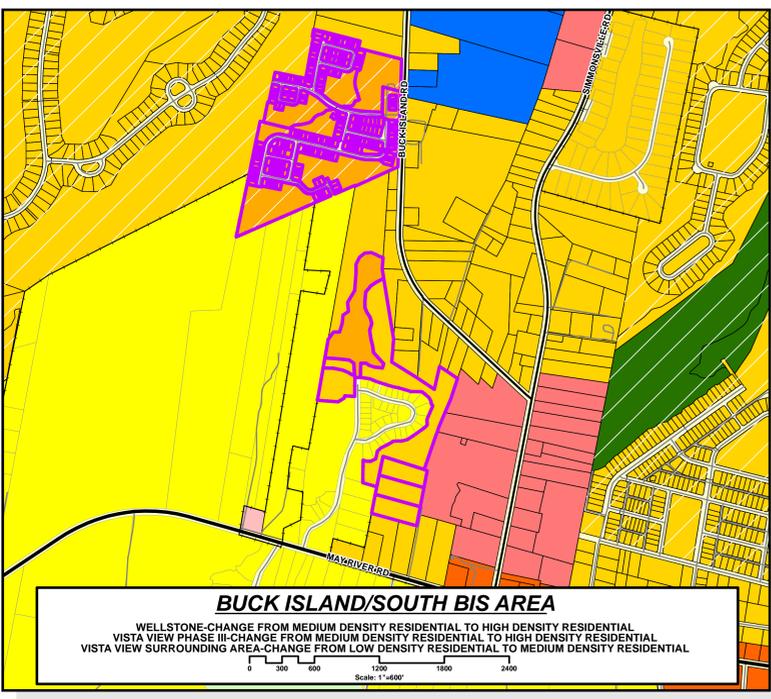
SC HWY 46 & SC HWY 170
CHANGE FROM MEDIUM INTENSITY COMMERCIAL TO CONSERVATION/PRESERVATION



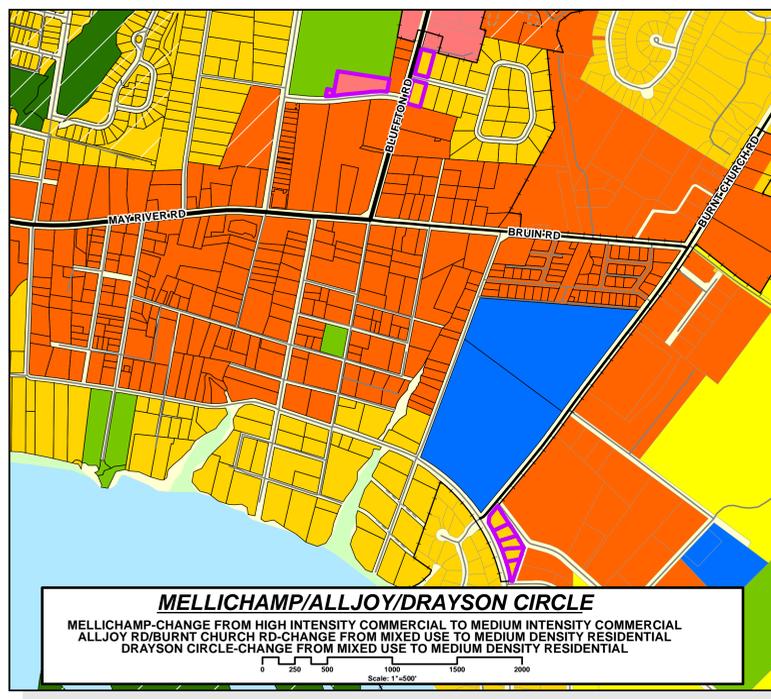
SC HWY 46 & MILLER RD
CHANGE FROM LOW INTENSITY COMMERCIAL TO LOW DENSITY RESIDENTIAL



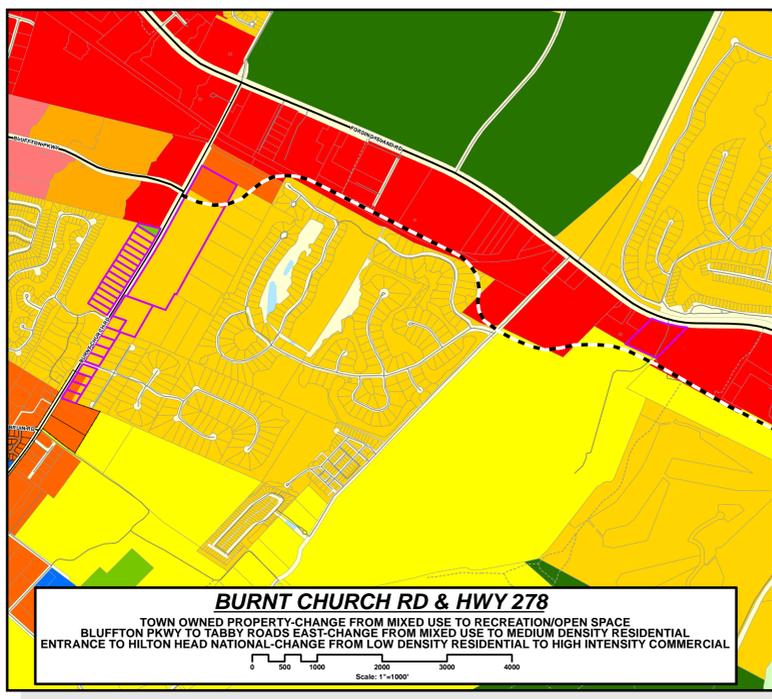
SC HWY 46 (CAHILL PROPERTY TO BUCK ISLAND RD)
CORNER OF HAIGLER BLVD-CHANGE FROM LOW INTENSITY COMMERCIAL TO LOW DENSITY RESIDENTIAL
MAY RIVER RD FRONTAGE-CHANGE FROM LOW INTENSITY COMMERCIAL TO MEDIUM DENSITY RESIDENTIAL



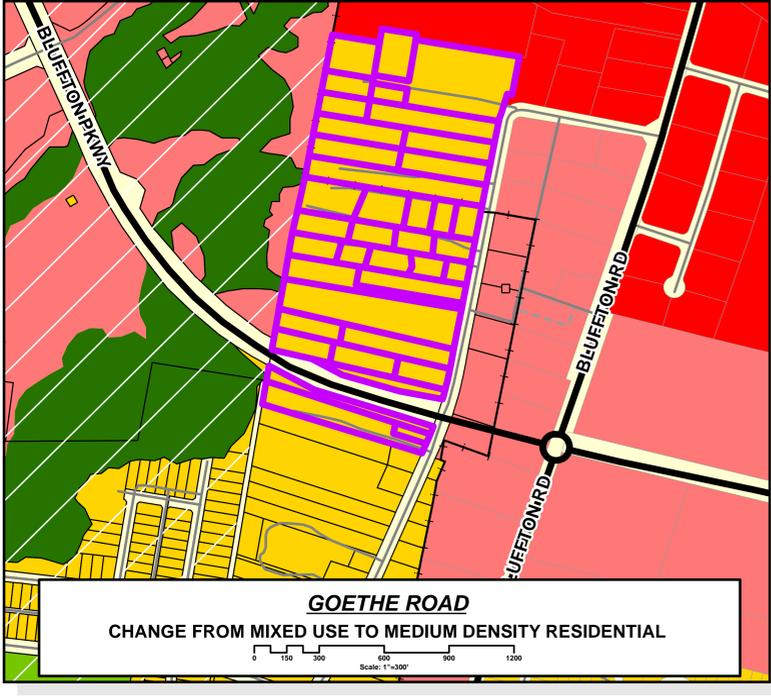
BUCK ISLAND/SOUTH BIS AREA
WELLSTONE-CHANGE FROM MEDIUM DENSITY RESIDENTIAL TO HIGH DENSITY RESIDENTIAL
VISTA VIEW PHASE III-CHANGE FROM MEDIUM DENSITY RESIDENTIAL TO HIGH DENSITY RESIDENTIAL
VISTA VIEW SURROUNDING AREA-CHANGE FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL



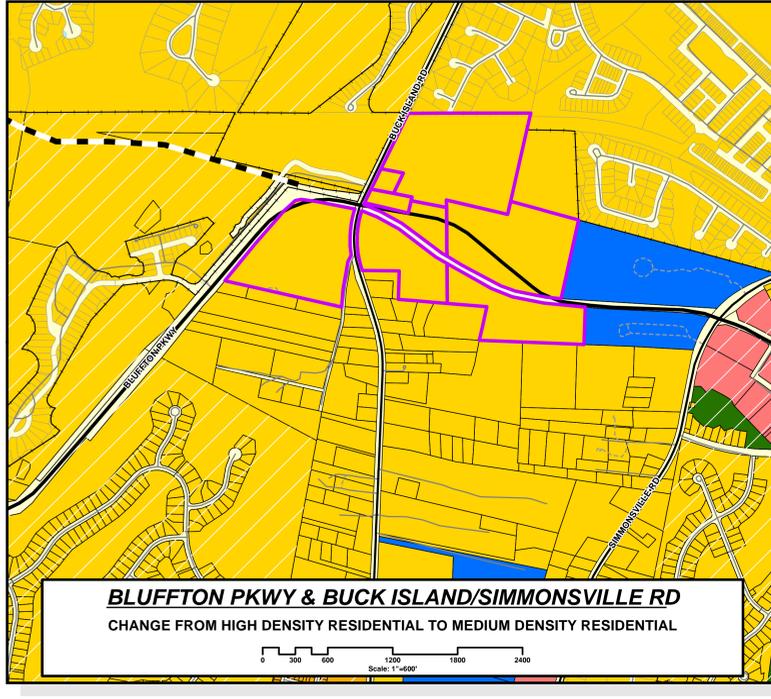
MELLICHAMP/ALLJOY/DRAYSON CIRCLE
MELLICHAMP-CHANGE FROM HIGH INTENSITY COMMERCIAL TO MEDIUM INTENSITY COMMERCIAL
ALLJOY RD/BURNT CHURCH RD-CHANGE FROM MIXED USE TO MEDIUM DENSITY RESIDENTIAL
DRAYSON CIRCLE-CHANGE FROM MIXED USE TO MEDIUM DENSITY RESIDENTIAL



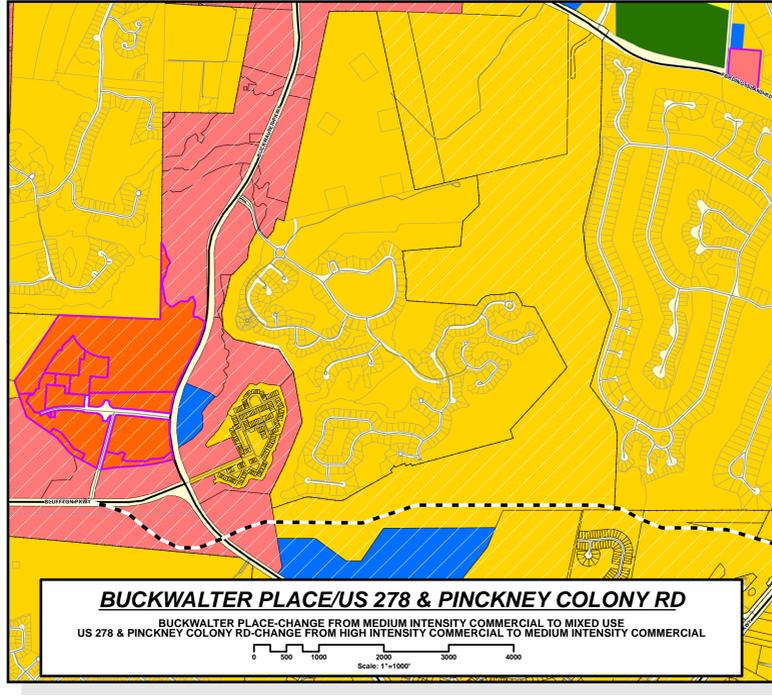
BURNT CHURCH RD & HWY 278
TOWN OWNED PROPERTY-CHANGE FROM MIXED USE TO RECREATION/OPEN SPACE
BLUFFTON PKWY TO TABBY ROADS EAST-CHANGE FROM MIXED USE TO MEDIUM DENSITY RESIDENTIAL
ENTRANCE TO HILTON HEAD NATIONAL-CHANGE FROM LOW DENSITY RESIDENTIAL TO HIGH INTENSITY COMMERCIAL



GOETHE ROAD
CHANGE FROM MIXED USE TO MEDIUM DENSITY RESIDENTIAL

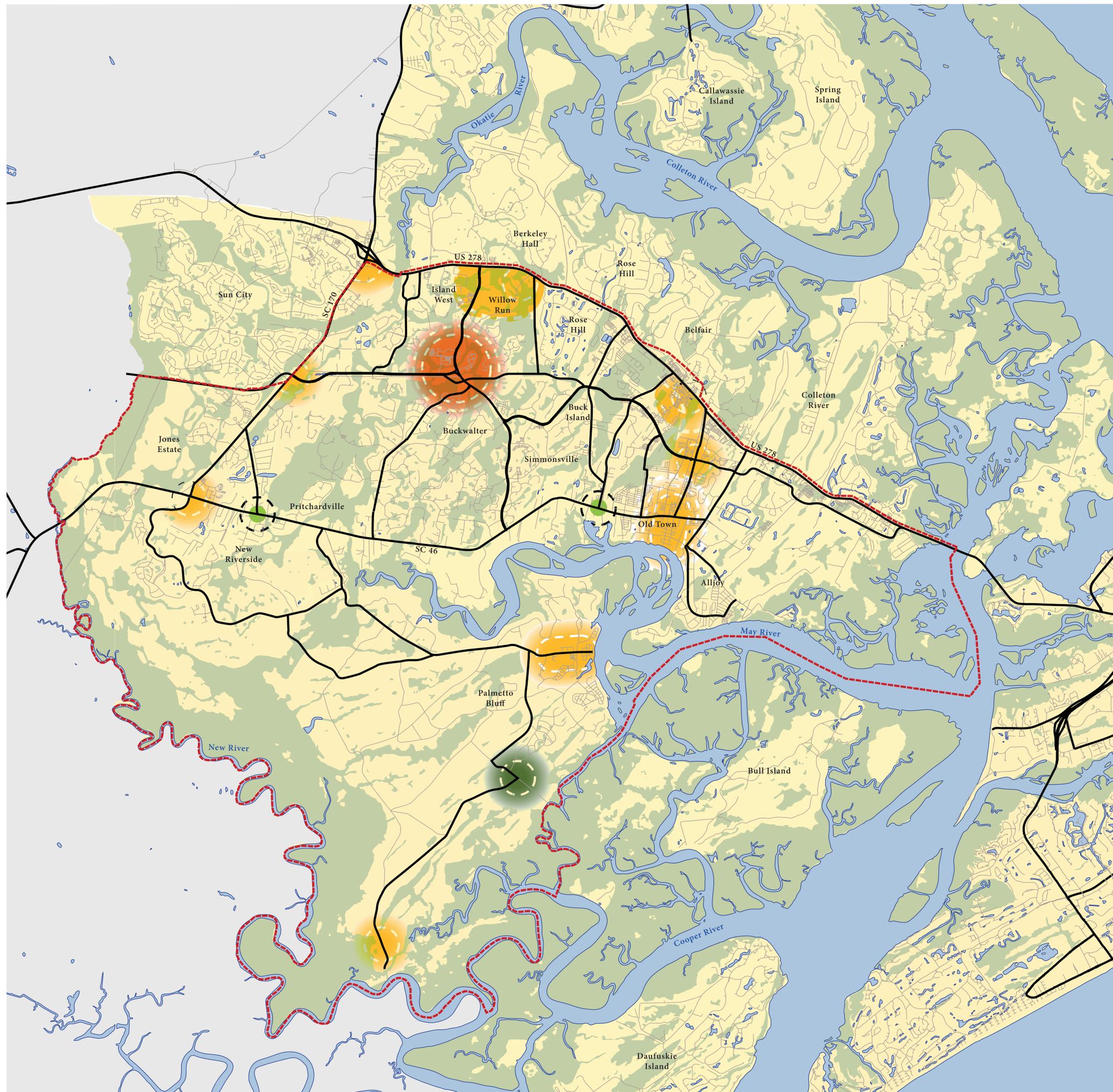


BLUFFTON PKWY & BUCK ISLAND/SIMMONS RD
CHANGE FROM HIGH DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL



BUCKWALTER PLACE/US 278 & PINCKNEY COLONY RD
BUCKWALTER PLACE-CHANGE FROM MEDIUM INTENSITY COMMERCIAL TO MIXED USE
US 278 & PINCKNEY COLONY RD-CHANGE FROM HIGH INTENSITY COMMERCIAL TO MEDIUM INTENSITY COMMERCIAL

**GROWTH
FRAMEWORK**



Map Legend

- Water
- Municipality or Community Plan Boundary
- Marsh/Wetlands
- Town Center Place Type Assembly
- Village Place Type Assembly
- Hamlet Place Type Assembly
- Rural Crossroad Place Type Assembly
- Future Town of Bluffton Annexation
- Land Outside Beaufort County



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Legend

JURISDICTIONAL

-  Beaufort County
-  Jasper County

ZONING DISTRICT

-  Preserve
-  Agriculture
-  Rural Mixed Use
-  Residential General
-  Neighborhood Core
-  General Mixed Use
-  Light Industrial
-  Riverfront Edge-HD
-  Neighborhood Conservation-HD
-  Neighborhood General-HD
-  Neighborhood Center-HD
-  Neighborhood Core-HD
-  Planned Unit Development

MISCELLANEOUS

-  Parcel Lines

TRANSPORTATION

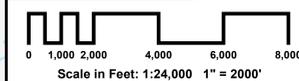
-  Roads
-  Proposed Parkways

HYDROLOGY

-  Water

Effective
2014-10-14

Map Prepared By:
GIS Office



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PUD NAMES
BELFAIR PUD
BLUFFTON VILLAGE PUD
BUCKWALTER PUD
HIDDEN LAKES PUD
JONES ESTATE PUD
KENT ESTATES PUD
MINDSTREAM ACADEMY
OLD CAROLINA PUD
PALMETTO BLUFF PUD
SCHULTZ PUD
SOUTHEASTERN DEVELOPMENT PUD
VILLAGE AT VERDIER PUD
WELLSTONE PUD

