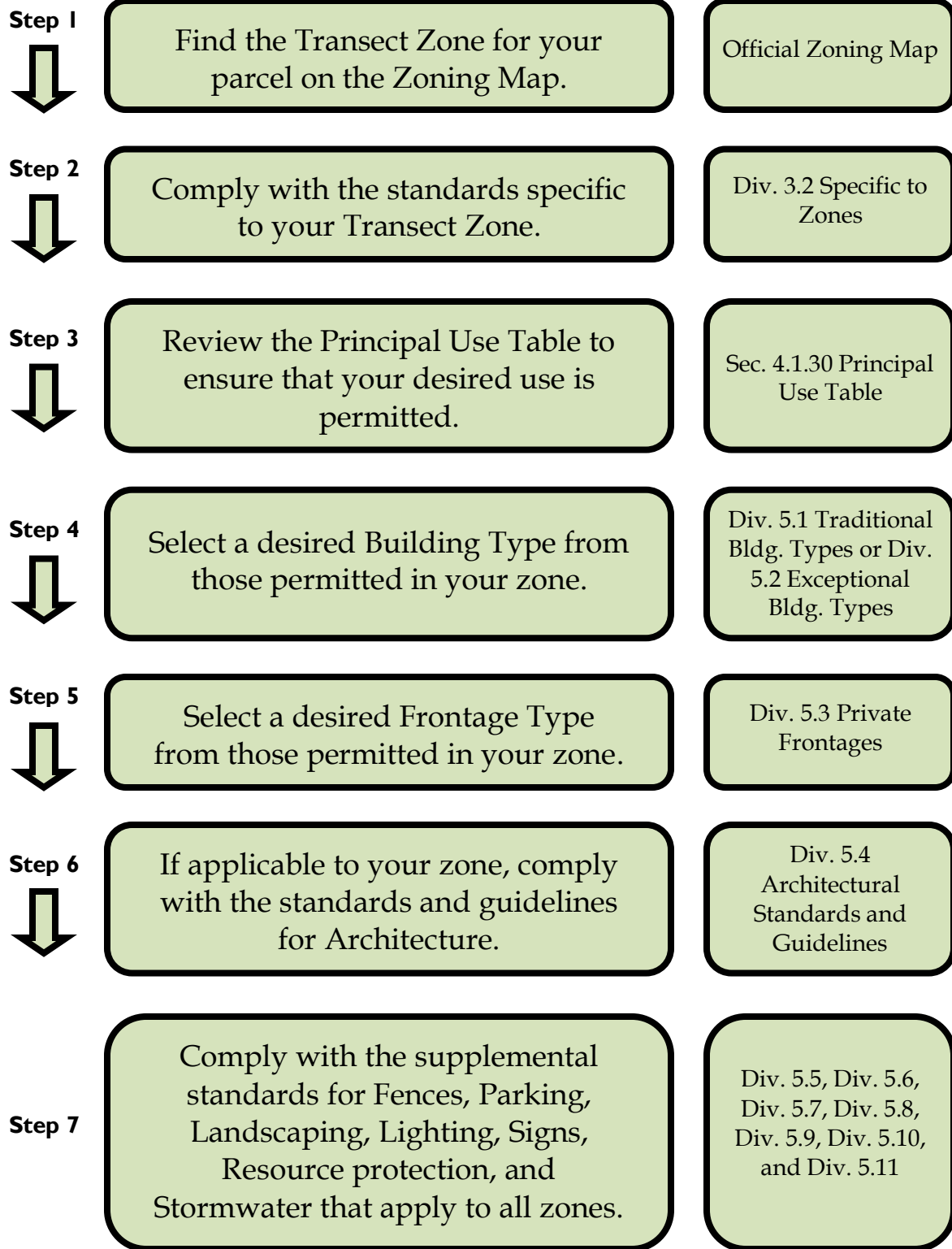


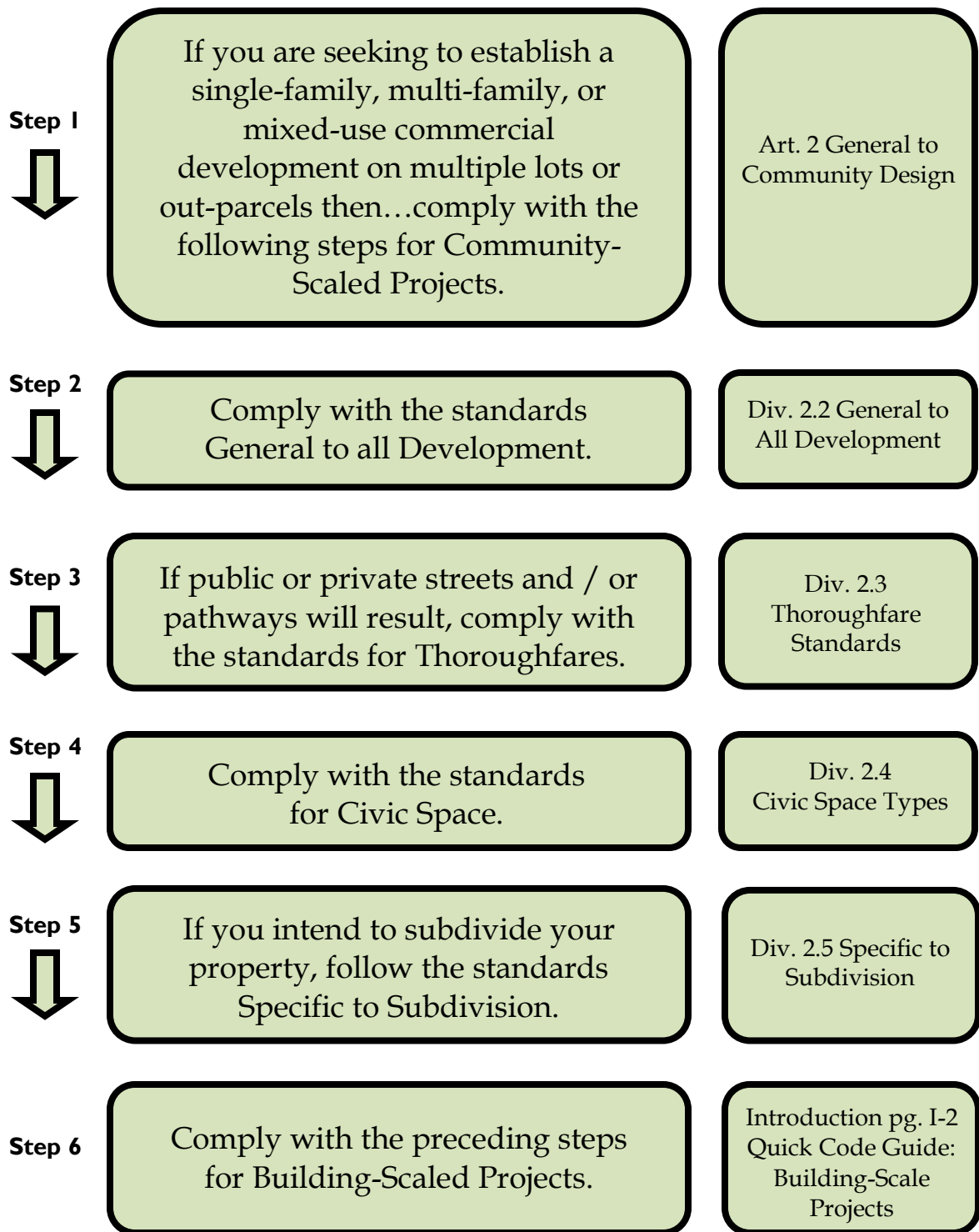
# Introduction

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## Quick Code Guide: *Building-Scaled Projects (No Sub-Division)*



## Quick Code Guide: Community-Scaled Projects



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## I.10 Background

The Port Royal Code provides a regulatory framework for preserving and enhancing existing communities within the Town of Port Royal while promoting places of character that are both time honored and meaningful. Common to these places is the notion of “walkable urbanism” – that places of human habitat should be of a scale that is primarily pedestrian-oriented in nature, allowing residences, businesses, and civic spaces to locate within walking distance of one another. This approach simultaneously preserves the best aspects of urban living as well as critical open spaces and natural resources.

The Port Royal Code also implements the 2009 Comprehensive Plan, specifically the goal to establish a Town-wide Form-Based Code. “*Urban Form Goal: Update Port Royal’s zoning regulations to a Form-Based Code in order to properly consider the importance of community design and character, building placement and proportions, and the impact of private development on the public realm.*”

## I.20 Form-Based Codes

The Port Royal Code is a Form-Based Code (FBC). A Form-Based Code emphasizes physical form (character and intensity) rather than the separation of uses to ensure predictable built results and a high-quality public realm.

The Port Royal Code builds upon the foundation established by the *Traditional Town Master Plan* (1995) and subsequent *Overlay District Code* (1997). While primarily limited to the traditional grid, the latter was one of the first municipal Form-Based Codes in the United States (see Diagram I.20.A: Master Plan for Infill Development). The Port Royal Code seeks to update this landmark document while expanding the Form-Based approach to zoning throughout the entire Town.



**Diagram I.20.A: Master Plan for Infill Development.**

The Traditional Town Overlay utilized *building types* as its primary organizing principle. While implementing the same concepts, The Port Royal Code uses the *rural to urban transect* as its primary organizing principle, a far more extensive framework that delineates building types, but also addresses civic spaces, thoroughfares, and other key components that impact and shape our public realm.

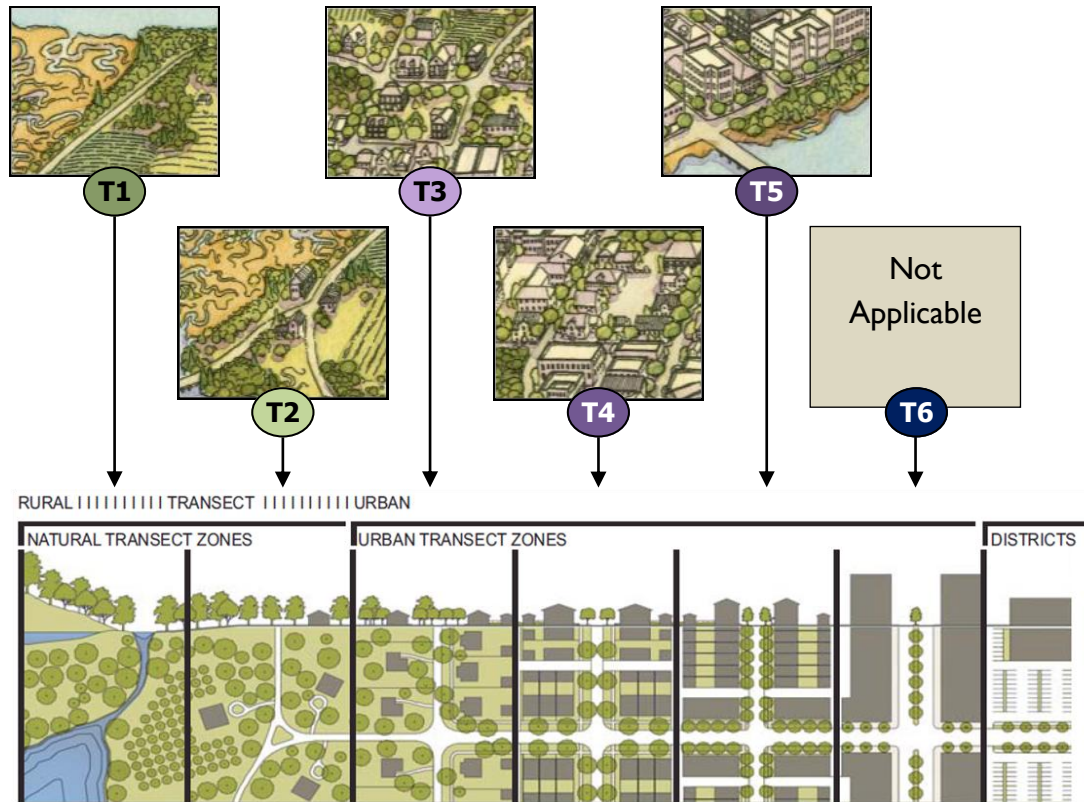
## I.30 The Rural to Urban Transect

The Port Royal Code uses the *rural to urban transect* as its primary organizing principle. For purposes of this ordinance a transect is a cut or cross-section of the environment that expresses the range and variety of habitats located throughout the Town. These habitats are used to establish zoning districts (known as transect zones or T-zones) along a continuum of intensity that ranges from the most natural environment to the most urban environment.

Six primary transect zones are identified in a prototypical American rural-to-urban transect. Rarely does a region contain all six transect zones. This is the case with Port Royal, which lacks the vertically intense T6 zone that often anchors a large city with high-rise buildings, as well as the rural T2 zone found just outside the Town’s boundaries in Beaufort County. See Diagram I.30.A (Port Royal Rural-to-Urban Transect).

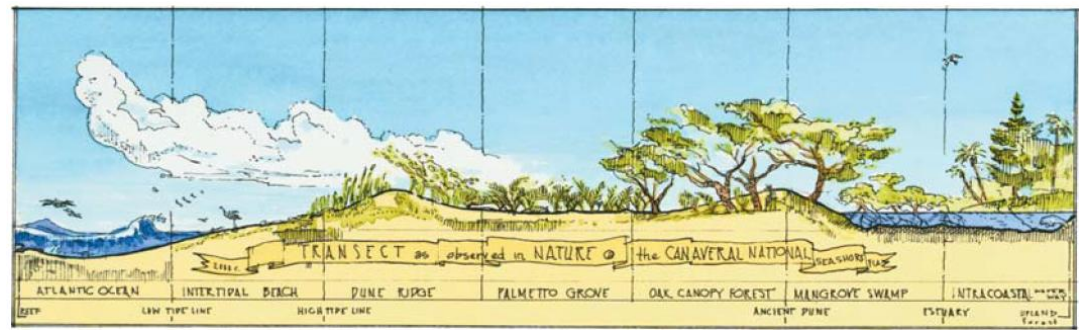
Transect zones vary by the ratio and level of intensity of their natural, built, and social

components. This ensures that urban areas will look and feel urban, while sub-urban areas will look and feel sub-urban. Nearly every aspect of the environment can be organized using the *rural to urban* principle, including streets, civic spaces, buildings, uses, signs, fences, etc. Even within a transect zone there frequently exists a range in these components. This allows for significant diversity within a relatively similar environment. For example, the Port Royal Code contains three levels of T3 (Edge, Sub-urban Neighborhood, and Neighborhood). Each of these districts is similar in character (primarily residential), but slightly more intense and diverse than its predecessor.



**Diagram I.30.A: Port Royal Rural-to-Urban Transect.**

The Rural-to-Urban Transect has its foundation in nature and is applicable to the lowcountry, as has been illustrated in James Wassell’s cross-section depicting the Canaveral National Seashore. See Diagram I.30.B (Transect or Cross-section of an Island).



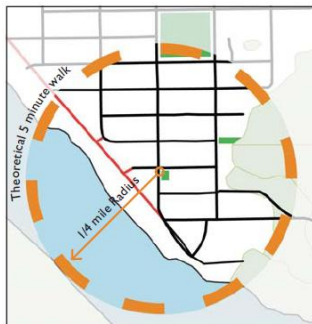
**Diagram I.30.B: Transect or Cross-section of an Island.**



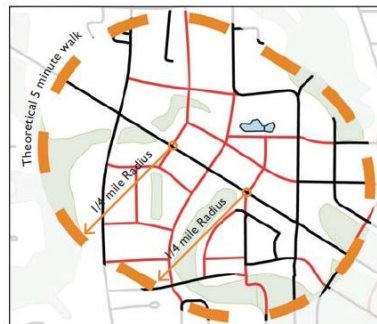
## I.40 Pedestrian Sheds

Transect-based zoning is most effective when applied at the community / neighborhood scale using predetermined pedestrian sheds. The pedestrian shed is the fundamental building block of “walkable urbanism,” and is used to represent the distance that most people are willing to walk to a “common destination” such as a downtown attraction, main street shop, or neighborhood park. Generally, this distance ranges from  $\frac{1}{4}$  to  $\frac{1}{2}$  mile and requires a 5 to 10 minute walk. While often depicted as perfect circles, in reality pedestrian sheds have irregular shapes, as they cover the actual distance walked, not the linear distance.

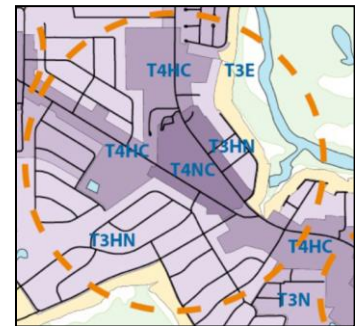
Planners and designers use pedestrian sheds to determine the center, middle, and edge of various communities and apply appropriate transect zones to the zoning map. See Diagrams I.40 (A-C) below. By assigning multiple transect zones to each pedestrian shed, the residents of a community are exposed to a diverse environment that is highly walkable. For example, a resident of a single-family home in T3 is able to enjoy a morning jog along the T1 marshfront. Having worked up an appetite, they can walk to their favorite main street restaurant for breakfast (T5). On the way home they can stop off at the neighborhood corner store (T4) to pick up some milk and bread. In some form or fashion, these or similar opportunities should be available and located within every resident’s pedestrian shed. Transect-based zoning allows for this.



**Diagram I.40.A: Standard Pedestrian Shed.** Configured to a Common Destination.



**Diagram I.40.B: Elongated or Linear Pedestrian Shed.** Configured to a Main Street.



**Diagram I.40.C: Sample Zoning Map with Transect Zones.** Configured to a Pedestrian Shed.

## I.50 Conclusion

The pedestrian shed, the rural to urban transect, and form-based standards are the central building blocks for ensuring that walkable places – places of unique character that are time honored and meaningful – will continue to exist and be built anew in Port Royal.

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**I.60 How to Use the Code**

**Organization.** The following text is advisory only and is intended to give a brief overview of the overall Code.

- A. **Introduction.** Provides an overview of the various parts in this Code and illustrates how to use it.
- B. **Article 1 - General Provisions.** Establishes the legal foundation for the document and includes the purpose, authority, jurisdiction, rules of interpretation, and severability.
- C. **Article 2 - General to Community Design.** Provides general standards for laying out blocks, lots, civic space set-asides, and thoroughfares. These standards are suitable for use in new developments, as well as the retrofit or infill of existing locations, and are used in subdivision and community planning activities.
- D. **Article 3 - Specific to Zones.** Contains regulations for transect zones and overlay zones. The application of the transect zones are intended to reinforce the public realm and ensure a walkable, transit-supportive urban environment.
- E. **Article 4 - Specific to Use.** Provides definitions and development standards for the land uses addressed in Article 3 (Specific to Zones), as well as standards for accessory uses and structures, and temporary uses and structures.
- F. **Article 5 - Supplemental to Zones.** Establishes the permitted building types and frontage types for each zone; as well as development standards for topics such as architecture, fences and walls, landscaping, outdoor lighting, signage, natural resources, and stormwater. These standards supplement the regulations in Article 3 (Specific to Zones).
- G. **Article 6 - Nonconformities.** Includes information regarding nonconforming site features and correcting nonconformity situations.
- H. **Article 7 - Enforcement.** Provides information regarding enforcement of standards and penalties.
- I. **Article 8 - Procedures.** Provides the detailed process by which development will be permitted by the Town of Port Royal and the requirements related to specific types of submittals.
- J. **Article 9 - Development Review Bodies.** The Article sets forth the roles and powers of various advisory and decision-making bodies and staff in the development review and approval process.
- K. **Article 10 - Definitions.** Provides definitions for various terms and phrases found throughout the Code. Definitions for specific land uses are found in Article 4 (Specific to Use).