

## 7. Land Use Element

### A. Land Use Goal

Land uses will balance the socio-economic needs of residents and visitors and will create an environment where all can live, work, and play with pride and pleasure, recognizing that this all takes place in an active tourism community.

### B. Land Use Findings

#### 1. Existing Land-use Pattern

The land-use pattern in the city has been determined by a combination of the natural features and automobile-dominated transportation. The ocean has been the major natural feature, attracting development in a long line paralleling the shore. Secondly, poorly draining soils have kept development from occurring in areas where they are present, until recently when property values have made remedial efforts worthwhile. Since World War II, which has been the main period of growth for the Grand Strand, development has also followed major highways and the automobiles that travel along them.



The Myrtle Beach area must be able to accommodate a variety of

#### 2. Existing Land Uses

No tabulation of existing land uses is readily available. As part of the work in preparing the comprehensive plan update, the city began to create an inventory of existing land uses in the planning area in the summer of 1997. Using a digital map provided by the Waccamaw Regional Planning and Development Council, the city is entering the information on current land uses into a geographic information system (GIS) so that it can be efficiently updated. The city expects to have a reasonably accurate inventory of existing uses by the spring of 1999.

#### 3. Current Land-use Management

The city's primary means of land-use management are its comprehensive plan, zoning ordinance, and subdivision regulations. The city's current comprehensive plan was adopted in 1980, and a revision of the future land use map took place in preparation of the major rewrite of the zoning ordinance in 1989. The zoning ordinance has been amended numerous times since then. The peak of zoning amendments occurred in 1996, when the planning commission considered 32 text and 42 map changes. Some of the text amendments were of the subdivision regulations, which has not been changed substantially since its adoption in the 1970's. Outside of the city, land-use jurisdiction in the planning area rests with the county. The county does not currently have a comprehensive plan, although one is being prepared and adoption is expected by May 1999. Most but not all of the unincorporated planning area is subject to zoning; but subdivisions throughout the planning area must be approved by the county planning commission.

**4. Coordination of Efforts at Managing Land Use**

In 1997, the city and county planning commissions formalized their efforts at coordination by appointing a member of each commission as an ex officio member to the other jurisdiction’s commission. The planning department staffs have been working jointly together for several years. Such efforts include the county’s notification to the city of proposed subdivisions and zoning changes, joint participation of the staff committee of the Grand Strand Area Transportation Study (GSATS), and joint participation in each jurisdiction’s preparation of its comprehensive plan, and several special committees peopled by both staffs (including a current committee reviewing zoning classifications on either side of the municipal boundary). Although both jurisdictions are represented on GSATS, that organization has only recently recognized the importance of coordinated land-use and traffic planning, little has yet to be done to actually coordinate those efforts. With its recent hiring of a planner, the county school district is becoming more active in local land-use planning.

**C. Land Use Objectives and Strategies**

**1. Manage urban form.**

The city takes pro-active steps to manage its urban form. Those steps include adopting and maintaining this comprehensive plan; adopting appropriate regulations; using the capital improvements program to encourage development consistent with the comprehensive plan; developing a fiscal strategy, including innovative funding, to encourage development consistent with the plan; and developing an organizational structure in order that city council, the planning commission, and staff can communicate effectively with other governmental entities, the public, the private sector, and non-profit agencies. The urban form is based on several guiding principles—the natural resources of the area are assets around which development is placed so that natural functions and values are preserved and the natural features complement the man-made elements of the community; the transportation system for the area is balanced among a variety of modes; and land use and transportation planning must be done concurrently.

**a. Base future land-use decisions on the principles behind the urban form map.**

The planning commission and city council make numerous land-use decisions throughout the planning period of the comprehensive plan. Their decisions are based on three key principals listed below and the accompanying maps and table at the end of this element. Fundamental to this new decision-making process is the idea that the city must pro-actively manage its urban form. Decisions about zoning districts and land development regulations are made with the understanding that the city, representing the public’s wishes as expressed in this comprehensive plan, is legitimately the largest stakeholder in such decisions and that those decisions are the most important way to implement the comprehensive plan.

**i. Set aside certain lands for natural resource protection and open space.**

Land with important natural resource functions (such as the beach, floodplains, wetlands, Carolina bays, wildlife habitats, and significant vegetative communities) are protected to provide needed green space and to maintain the natural functions of the ecosystem. The protected open space thus becomes the basis for the area’s

landscape ecology. In addition, adjacent land uses are regulated to ensure that the type and intensity of land uses are compatible with the protection of the resource.

a) **Participate in data collection and plan preparation.**

The city works with state and federal agencies to collect data about existing natural resources, protection programs, and permits issued for disturbance. This cooperation includes the preparation of detailed inventory of existing resources and an assessment of their functions and values.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with state and federal agencies; the commission recommends any necessary city activities to city council for adoption.*

*Time frame: Immediate.*

b) **Revise zoning and plan review standards.**

The city revises its zoning ordinance to encourage land use that supports resource protection. Part of the revision includes an investigation of methods of regulation, including incentives, that have not been used in the city. The revision also includes the development of procedures and guidelines for subdivision and site plan review so that development supports resource protection.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, works with state and federal agencies to develop appropriate regulations; the commission recommends any necessary revisions of city regulations to city council for adoption.*

*Time frame: Immediate.*

c) **Develop procedures to review city projects.**

The city develops procedures to ensure that construction services and public works departments, in particular the streets division, take into account the relationship between land use and natural resources as they review plans, issue permits, and undertake projects of new construction and redevelopment.

*Implementation: An interdepartmental committee, with assistance from the city manager's office develops coordinated procedures; and the planning department regularly reports activities to the planning commission.*

*Time frame: On-going.*

ii. **Develop a multi-modal transportation system.**

The city cooperates with other entities dedicated to providing transportation facilities and services to create a transportation system that includes roads, but also includes public transit, walking and bicycling, and air and water transportation. Improvements to the transportation system are based on the creation of a mix of all these modes. An immediate task is to develop plans for the bus system so that the urban form map can be refined to provide more geographically specific future land



A multi-modal transportation system can support more and diverse opportunities

use policies and designations (that is, so that centers can be identified on the plan rather than relying on the schematic suggestion of locations provided by the urban form map).

**a) Encourage the creation of a multi-modal transportation system in regional transportation planning efforts.**

As part of its continuing participation in regional transportation planning efforts, the city encourages active steps to be taken to create a multi-modal system for the area consisting of bus, light rail, and heavy rail systems; networks for pedestrians and bicyclists; and water and air transport. Most important is the city’s work with the Coastal Rapid Transportation Authority (CRPTA provides public transit for Horry and Georgetown counties), the Grand Strand Area Transportation Study (GSATS prepares the transportation improvement program for the metropolitan area, which allocates state and federal money to specific transportation projects for a 5-year period), and the county planning commission (which owns the railroad, operates the airport, and develops plans and ordinances affecting the transportation system).

*Implementation: City council and the planning commission contact other local governments and transportation planning entities.*

*Time frame: Short Term.*

**b) Develop a transit plan.**

The city works with CRPTA and GSATS to develop a detailed plan for the transit system—bus operations initially, while additional studies of feasibility and technological options of light rail are conducted. Decisions about the system (routes, schedule, projected ridership) suggest locations for local and regional centers. The county and other municipalities are included in creating the plan since the system must be functional throughout the county.

*Implementation: The planning commission, with assistance from the planning department, works with other local governments and transportation planning entities to develop a plan; the commission recommends the plan to city council for adoption as part of the comprehensive plan.*

*Time frame: Short Term.*

**iii. Link land-use patterns to the transportation system.**

In order to make the transportation system as efficient as possible, and to conserve public investments in this most stressed element of public infrastructure, decisions about land use are made only after consideration is given to the impact of the decision on the transportation system, and decisions about the transportation system are made only after consideration is given to the effect of the improvement on land-use patterns.

**a) Revise the urban form map to reflect the transit plan.**

As the transit plan discussed above is completed, the city revisits the urban form map of this comprehensive plan to locate local and regional centers more precisely.

*Implementation: The planning commission, with assistance from the planning department, revises the map; the commission recommends the revisions to city council for adoption as part of the comprehensive plan.*

*Time frame: Short Term.*

**b) Revise zoning and plan review standards.**

The city revises its zoning ordinance to encourage land use that supports a multi-modal transportation system. Part of the revision includes an investigation of methods of regulation, including incentives, that have not been used in the city. The revision also includes the development of procedures and guidelines for subdivision and site plan review so that development supports a multi-modal system.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, works with transportation entities to develop appropriate regulations; the commission recommends any necessary revisions of city regulations to city council for adoption.*

*Time Frame: Short Term.*

**c) Encourage the active consideration of land use in transportation planning and of transportation in land use planning.**

The city works with CRPTA, GSATS, the county, and other entities in the region that address transportation and land use issues to ensure that their work recognizes the relationship between land use and transportation and to ensure that their programs are consistent with specific policies of the city's comprehensive plan.

*Implementation: City council and the planning commission contact other local governments and transportation planning entities.*

*Time frame: Short Term.*

**d) Develop procedures to review city projects.**

The city develops procedures to ensure that construction services and public works take into account the relationship between land use and the multi-modal transportation system as they review plans, issue permits, and undertake projects of new construction and redevelopment.

*Implementation: An interdepartmental committee, with assistance from the city manager's office develops coordinated procedures; and the planning department regularly reports activities to the planning commission.*

*Time Frame: Short Term.*

**b. Provide for a full range of uses.**

Implementation of the urban form map in particular and the comprehensive plan in general results in a full range of land uses for the area. A variety of residential uses are provided in existing and future neighborhoods, which are strengthened through definition (by means of centers, gateways, and other streetscape aspects), expansion (to provide sufficient acreage to create viable neighborhoods), appropriate intensification (by development of vacant lots and accessory residential uses, such as "granny flats"), and protection of their edges against intrusive land uses and their impacts.

Opportunities for business and employment are provided for, recognizing both the importance of tourism and the need to accommodate other industries. Institutional and recreational uses are also provided for.

i. **Maintain data on existing land uses.**

Using a geographic information system, city departments coordinate their duties to provide current and accurate information in a cost-effective manner. The city shares this information with other entities, which in turn make information collected by them available to the city. Most important among the other entities are the county tax assessor's office and the county school district.

*Implementation: The planning commission, with assistance from the planning and construction services departments, the business license division, and the management information systems office, works with the county tax assessor's office to collect data.*

*Time frame: On-going.*

ii. **Develop projections of land use.**

The city uses the data in making projections of land acreages that can be expected to be consumed by different land-use types through the planning horizon of the comprehensive plan. Those projections are used to prepare a future land use map and amend the zoning map accordingly while maintaining compliance with the other goals and objectives of this comprehensive plan.

*Implementation: The planning commission, with assistance from the planning and construction services departments, develops projections regularly.*

*Time frame: On-going.*

iii. **Coordinate among governments in the area.**

The city works with federal, state, regional, and local agencies to collect data about land use and their services and facilities that affect land use. Of utmost importance is cooperation between the city and the county in maintaining current and accurate data about existing land uses (especially data contained in a geographic information system that can readily be shared by the two governments), regulations addressing land use, and future land use plans.

*Implementation: The planning commission, with assistance from the planning department and the management information systems office, works with other governments in the area.*

*Time frame: Immediate.*

c. **Provide for land use patterns consistent with the urban form map.**

The urban form map of this comprehensive plan comprises an arrangement of mixed-use centers, single-use centers, mixed-use districts, and single-use districts. Varying in size and intensity, the centers are generally transit oriented and the districts generally automobile oriented. (The urban form map suggests locations for centers schematically; after further study of the bus system and later the rail system, the centers' locations can be made more definite on the future land use map. The urban form map also classifies land uses into only four categories; as subarea and neighborhood plans are developed, more finely categorized land uses will be mapped. Finally, the urban form map does not indicate precise boundaries for the land use classifications; again, the detailed studies that will be part of preparing subarea and neighborhood plans will result in more definitive boundaries of land use areas.)

i. **Establish neighborhood mixed-use centers.**

Numerous centers of this type are developed at stops along the bus network. Neighborhood centers are oriented to the bus system, with the bus stop being a major element of the center. The centers are designed so that residents and workers within about 2,000 feet of the bus stop can comfortably walk or bicycle there. Prime locations for the centers are in existing neighborhood commercial areas (such as along Kings Highway and SC 707), on vacant land at the edge of one or more existing neighborhoods (such as along Route 15 and Forestbrook Road), and at key spots within planned land developments (such as in Carolina Forest).

Future Land Use: Urban Form

Open Space

Road Network

Table D.1: Street Classifications

Public Transportation Systems

Bikeway System

Figure D.1: Neighborhood Mixed-use Center

Figure D.2: Community Mixed-use Center

Figure D.3: Regional Mixed-use Center

Neighborhood centers integrate a variety of uses (residential, commercial, office, and public) with special attention given to the mix of uses, the design of buildings, and the enhancement of public spaces. Residences within a few blocks of the bus stop will be multi-family and single-family residences at a density of 8 to 20 dwellings per acre. Non-residential uses that support the neighborhood are allowed in the core of the center, such as grocery stores, small restaurants, bookstores, dry cleaners, professional offices, day-care centers, and schools; however, no uses dependent on the automobile or special site features (such as drive-in windows) catering to the automobile are allowed. On-street parking and shared off-street parking is encouraged, and regulations set maximum standards for the number of parking spaces allowed.

Careful attention is paid to the design of buildings, parking lots, and street right-of-way within the neighborhood mixed-use centers. Buildings in the core are 2 to 4 stories tall, with residential uses permitted above non-residential uses on at least the ground floor. Design regulations and public/private investments are implemented to make the centers safe and attractive for pedestrians and bicyclists. Wide sidewalks, street trees, benches, many but low light posts, few driveways, doors to buildings near the sidewalk, bicycle lanes and parking facilities, abundant landscaping, and maximum automobile speeds of 25 miles per hour are some of the design features required in neighborhood centers. A neighborhood park is centrally located within the core of the center, and other parks are provided in the residential areas.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, works with transportation entities to develop appropriate regulations; the commission recommends any necessary revisions of city regulations to city council for adoption.*

*Time frame: Short Term.*

ii. **Establish community mixed-use centers.**

These centers are developed in a few places to support the bus system and at a couple of stops on the rail systems. These centers are developed in several areas, for example in Socastee and Forestbrook. The community centers have a wide range of uses and are denser than the neighborhood centers, with shopping and employment opportunities large enough to draw on several neighborhoods. Densities of residential development (up to 25 dwelling units per acre) and non-residential development (3 to 5 stories for most buildings) are promoted. As with the neighborhood centers, residential and non-residential uses are mixed together (horizontally and vertically) to encourage walking and bicycling and patronage of the bus and rail systems. Again, careful attention is paid to the design of buildings and public spaces.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, works with transportation entities to develop appropriate regulations; the commission recommends any necessary revisions of city regulations to city council for adoption.*

*Time frame: Short Term.*

iii. Establish regional mixed-use centers.

Regional mixed-use centers are developed in conjunction with the rail systems as significant destinations within the Grand Strand. They accommodate denser development because the rail systems need and can support more ridership. While most of the mixed-use centers for the bus system are neighborhood centers, the rail systems support regional centers by providing access from several communities or major hotel areas.

The regional mixed-use centers include a range of residential and non-residential uses, although nonresidential uses predominate. Densities of residential development will be 15 to 40 dwelling units per acre and non-residential development will be 3 to 6 stories for most buildings, with hotels rising higher. These centers are located at a few of the rail stops, such as downtown, the South Park Village, and an urban center in Carolina Forest.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, works with transportation entities to develop appropriate regulations; the commission recommends any necessary revisions of city regulations to city council for adoption.*

*Time frame: Short Term.*



This plaza in downtown Portland, OR provides increased value for nearby properties, a place for people to meet informally, a venue for community events, and a focus for the area's public

iv. Establish regional single-use centers.

The regional single-use centers have less intensity than is found in the regional mixed-use centers—usually buildings are only one or two stories. They also do not have the wide range of uses—usually residential uses are absent and non-residential uses are of only one or two types (such as retail or retail and entertainment).

Examples of this type are the airport terminal, the convention center, Broadway at the Beach, the proposed regional mall at US 501 and US 17 Bypass, Fantasy Harbor/Waccamaw Pottery, Restaurant Row, and the amusement area west of the US 17 Bypass at 10<sup>th</sup> and 21<sup>st</sup> avenues North. Since a wide range of uses give mixed-use centers several advantages over single-use centers, development of the former rather than the latter is encouraged wherever possible, and single-use districts are encouraged to be retrofitted as mixed-use centers at higher densities to support transit.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, works with transportation entities to develop appropriate regulations; the commission recommends any necessary revisions of city regulations to city council for adoption.*

*Time frame: Short Term.*

v. Establish regional districts.

In addition to the local and regional centers, a series of well defined districts are developed. The districts have a narrow range of uses—in some cases perhaps a

single use—but expand across a larger land area. Gateways, landscaping, and supporting infrastructure define the districts. Access to these highway-oriented areas is primarily by private automobile. A regional wayfinding system makes it easy for residents and visitors to find these districts without relying on massive billboards.

Regional districts are established to meet regional needs for economic activity that is more appropriate for a typical suburban arrangement than for a center. These districts are either commercial, specializing in retail, or employment, specializing in industrial and office uses. Regional districts are located at key locations along major highways. Access is primarily by private automobile, although facilities for buses, pedestrians, and bicyclists are included. Commercial corridors, such as Seaboard Commons, sections of Kings Highway, and the Myrtle Beach Factory Stores area are examples of regional districts. Examples of employment districts include the Seaboard industrial area and the land zoned for industry and offices on and near the airport.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, works with transportation entities to develop appropriate regulations; the commission recommends any necessary revisions of city regulations to city council for adoption.*

*Time frame: Short Term.*

**vi. Establish outlying districts.**

The outlying districts are less intensive areas with a single predominant use. Subdivisions of single-family residential dwellings, at densities of 1 to 3 units per acre, are the prevalent type of outlying district. These residential districts cover large areas of land between local and regional centers. These districts are dependent upon automobile access and where possible limited bus service. Their road system creates a continuous network among subdivisions and between residential and non-residential areas. The districts are also linked by the open space system so that they are integrated by hiking/biking trails to other parts of the region.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, works with transportation entities to develop appropriate regulations; the commission recommends any necessary revisions of city regulations to city council for adoption.*

*Time frame: Short Term.*

**vii. Establish open spaces.**

The area's urban form is based in large measure on the open spaces that have been preserved for resource protection and recreation. The beach remains the premier element of the open space system, but joining it are significant acreages containing significant wetlands, floodplains, waterbodies, vegetative communities, and wildlife habitats. Some have already been preserved, such as the Lewis Ocean Bay Heritage Trust Preserve. Others, such as other Carolina bays, Socastee Creek, and Raccoon Run, gain status as preserved areas. Recreational lands at the regional scale include, in addition to the Myrtle Beach State Park, a large urban park in the South Park Village area, and several recreation centers similar to Pepper Geddings spread throughout the planning area. At the local level, neighborhood parks are provided wherever possible. The mixed-use centers include a central park or plaza, as well as

neighborhood parks within the core areas of the centers. As often as possible, the open spaces are linked to create an open space system. The open space system is coordinated with other public works, such as stormwater management and transportation (in parkways and bikepaths), to take advantage of other public money devoted to addressing a variety of community needs. The open spaces are established in many ways, including fee-simple purchase, purchase of easements, grants and donations (perhaps to a local land trust), mitigation for disturbed wetlands, and impact fees and regulatory set-asides.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, develops appropriate regulations and other programs; the commission recommends any necessary revisions of city regulations and capital expenditures to city council for approval.*

*Time frame: Short Term.*

**viii. Establish reserves.**

The urban form map classifies certain areas as temporary reserves. These areas are somewhat remote from existing infrastructure and centers of growth, and some are near large areas of sensitive environmental lands classified as open space. Public investments and other incentives in the reserves are delayed in order to make the best use of public money. Instead, infrastructure is provided in other areas, closer to areas of existing community facilities and services, where it can be provided at less cost. Years from now, when additional land is needed for development, then the reserves can be reclassified and public incentives can be provided, as needed. On a smaller scale, the idea of withholding public investments and other incentives is practiced throughout the outlying districts as a way to encourage compact development in local and regional centers and to ensure efficient use of public funds.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, encourages the county planning commission to develop appropriate regulations.*

*Time frame: Short Term.*

**2. Enhance neighborhoods.**

The city recognizes that neighborhoods are major elements of urban form and takes appropriate steps to strengthen and enhance existing neighborhoods and to encourage new ones of similar viability.

**a. Prepare neighborhood plans where needed.**

The city coordinates the preparation of neighborhood-level plans that address land use, housing, community facilities, traffic, and open space needs in a detailed manner. The intent of these plans is to ensure stability and to attract new residential investment (in-fill, new construction, and rehabilitation). The preparation of neighborhood plans is led by the city planning department working with neighborhood associations, residents and major property owners, and major stakeholders adjacent to neighborhoods.



Redevelopment of commercial properties on Kings Highway offers opportunities to

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood organizations to develop plans; the commission recommends the plans to city council for adoption.*

*Time frame: Immediate.*

**b. Make public investments.**

Where appropriate, public investments in infrastructure and community facilities and services are made to support the long-term viability of neighborhoods. Such investments are made consistent with this comprehensive plan and applicable neighborhood plans. Standards for landscaping, roads, curb/gutter/stormwater, sidewalks, bikepaths, and public parks are met in all neighborhoods.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood organizations to develop programs; the commission recommends any necessary city activities to city council for approval.*

*Time frame: Short Term.*

**c. Establish neighborhood gateways.**

Because each neighborhood is important as an individual component of the city, a comprehensive effort is undertaken to establish formal gateways. This occurs as a retrofit by the city or as new neighborhoods are developed. Gateways unique to local characteristics celebrate the diversity of the city's neighborhoods. A gateway can be as intimate as a small sign with complementary landscaping or as formal as a set of brick columns set on each side of the primary entry points to the neighborhood.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood organizations to develop programs; the commission recommends any necessary city activities to city council for approval.*

*Time frame: Short Term.*

**d. Ensure new development is compatible.**

As additional non-residential development occurs adjacent to or near neighborhoods, the development approval process ensures that such development is compatible. Traffic, noise, lighting, trash, and other land use conflicts are mitigated. Such uses are sensitively integrated into neighborhoods through pedestrian connections, landscaping, and appropriate architectural style, materials, and scale of buildings. Concurrently, no new commercial rezonings are supported that have significant adverse impacts on existing residential neighborhoods.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, works with neighborhood organizations to develop plans; the commission recommends the plans to city council for adoption.*

*Time frame: Short Term.*

**e. Encourage infill development that is compatible.**

Infill development within neighborhoods is residential and appropriate relative to density and unit type. This is accomplished through a set of design guidelines that address density, massing, architecture, building materials, building setbacks, and screening.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments and the zoning administrator, works with neighborhood organizations to develop plans; the commission recommends the plans to city council for adoption.*

*Time frame: Short Term.*

**f. Ensure connectivity.**

In all cases and situations, connections between neighborhoods and with non-residential areas accommodate pedestrians and bicyclists, reducing the need for vehicle trips.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood organizations to develop programs; the commission recommends any necessary city activities to city council for approval.*

*Time frame: Short Term.*

**g. Support new neighborhoods that fulfill the vision of the comprehensive plan.**

New neighborhoods fulfill the plan’s vision by integrating with mixed uses, connecting to existing neighborhoods and areas, facilitating transit and reducing vehicle trips, providing community facilities, and creatively preserving major open space features. Housing is provided near employers, shopping, and services.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with property owners and developers to develop programs; the commission recommends any necessary city activities to city council for approval.*

*Time frame: Immediate.*

**3. Facilitate appropriate non-residential development.**

Hand in hand with strong neighborhoods, the vision for Myrtle Beach encompasses healthy economic development. The urban form of the area is managed to provide the compatible coexistence of these two necessary categories of land uses. The land use pattern accommodates the further evolution of tourism and the expansion of business and employment opportunities in other sectors of the economy. Institutional uses are also provided for.

**a. Accommodate an expanded tourism industry.**

The land use plan accommodates a year-round tourism industry that taps into new markets. New land uses include an expanded convention center, with at least one 4-star hotel and other exhibition space or a sports complex; and theme parks. Both of these intensive facilities are served by mass transit and care is taken in selecting their location and design to minimize adverse impacts. Open spaces help support eco-tourism opportunities, as do historic buildings and districts in Myrtle Beach and elsewhere in the region.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with the hospitality industry to develop programs; the commission recommends any necessary city activities to city council for approval.*

*Time frame: Immediate.*

**b. Protect land designated for industrial development from incompatible uses and facilitate their future development.**

Because industrial development is crucial to the long-term goal of diversifying the Myrtle Beach economy, land is designated in the South Park Village area for those purposes and other properties are zoned for industrial uses. Incompatible uses are protected by buffer, setback, and performance standards. Industrial development is facilitated by

planning and constructing necessary infrastructure, adopting appropriate economic incentives, and assisting where necessary in marketing available land.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with property owners and developers to develop viable zoning designations; the commission recommends any necessary revised regulations to city council for adoption.*

*Time frame: Immediate.*

**c. Adopt and implement redevelopment plans.**

City council moves forward in adopting a redevelopment plan for downtown and updating the plan for South Park Village. These plans are implemented by the city under the guidance of the planning commission and coordinated by the planning department. Corresponding transportation and utility master planning are updated accordingly, development regulations are updated as necessary, and design guidelines are developed to aid the development process. Redevelopment plans for other areas are developed as directed by the planning commission.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with redevelopment agencies; the commission recommends the plans to city council for adoption.*

*Time frame: Immediate.*

**4. Comprehensively implement the land use plan.**

Implementation of the land use plan as part of the comprehensive plan requires the following important activities.

**a. Prepare subarea plans.**

The comprehensive plan provides general land use and infrastructure recommendations for the planning area. In order for the city to ensure the plan will be implemented as public and private actions are taken, a series of detailed development plans are prepared. These plans are technical in nature and detail land use recommendations at the parcel level. The plans ensure infrastructure is properly planned and can be implemented to support future development. Community consensus is a component as well, to ensure public support of infrastructure and development proposals.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood and business organizations to develop plans; the commission recommends the plans to city council for adoption.*

*Time frame: Immediate.*

**i. Planning Area I**

The majority of Planning Area 1 is single-family residential. These areas are zoned R-15, R-10 and R-7. The "R" refers to "Residential" and the number indicates the minimum square footage required per lot. Thus, the R-15 zone, with a minimum requirement of 15,000 square feet, is the City's most restrictive zone. The transitional residential areas are zoned RM-8, RM-12, RM-16 and RM-20. The "RM" indicates "Residential Multi-family" and the number indicates the number of permitted units per acre. The "RM" zones permit apartments, townhomes, condos and other multi-family arrangements. Thus, the higher density developments are found within the RM-16 and RM-20 zones.

The "northern hotel district" is accommodated by the TA-40, TA-55, TA-80 and TA-120 zones. "TA" stands for "Transient Accommodations" and the number indicates the

maximum height of the building. Therefore, the TA-120 zone would have the highest structures at 120 feet. However, it is vitally important to understand that each TA zone allows for a height bonus if additional setbacks are provided. This dramatically affects how these areas impact on the adjacent neighborhoods. A TA-40 zone, does not necessarily guarantee a 40 foot tall building.

All of the commercial development within Planning Area 1 is AC-1, AC-2 or C-2. The AC-1 and AC-2 zones are “Accommodations Commercial” zones. These are transitional zones designed for the edges of residential neighborhoods where the types of uses and arrangement of uses are to be as compatible with the various residential types as possible. These zones are commonly called “neighborhood commercial” and are meant to be fairly restrictive. The C-2 zone is the city’s “Highway Commercial” zone. This zone is designed to accommodate auto-dependent development of almost every type and is not meant to be located adjacent to neighborhoods.

Other zones within Planning Area 1 include M-1, the medical zone (which does not include residential of any type) and is geared toward the physical and mental care of the community’s residents. This zone also permits body piercing and tattooing. The CS (Cabana Section) which is the area along the oceanfront that only permits small shelters of 200 square feet or less in order to protect the unique features of the dunes. The RM-I (Institutional) zone is designed to either permit an institutional use (hospital or similar) or limited residential. And lastly, the PUD (Planned Unit Development) which is a “method by which land is developed as a unit rather than on a lot-by-lot basis” and “provides a maximum of design freedom by permitting the developer an opportunity to more fully utilize the physical characteristics of a site”.

Proposed land use changes are:

- Eliminate Highway Commercial– Two (2) parcels south of Woodside Drive are recommended to be Low Density Residential.
- Neighborhood Commercial – The parcels along North Kings Highway north of Woodside Drive are recommended to be Neighborhood Commercial (no new parcels are to be added).
- Community Multi-Use Development (CMU) – The parcels along North Kings Highway from (approximately) 76<sup>th</sup> Avenue North to 82<sup>nd</sup> Parkway is recommended to be a Community Multi-Use Development.
- New Connector Road – A new connector road between 62<sup>nd</sup> Avenue North and 48<sup>th</sup> Avenue North (parallel to Robert M. Grissom Parkway) is recommended.
- Community Multi-Use Development (CMU) – The intersection of Highway 17 Bypass and 62<sup>nd</sup> Avenue North is recommended to be a Community Multi-Use Development.
- Regional Multi-Use Development (RMU) – The area from North Kings Highway, along Grande Dunes Boulevard. to Highway 17 Bypass is recommended to be a Regional Multi-Use Development (RMU).

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood and business organizations to develop plans; the commission recommends the plans to city council for adoption.*

*Time Frame: On-going*

ii. Planning Area II

A tremendous amount of Planning Area II is single-family and multi-family residential. The single-family residential areas are zoned R-15, R-10 and R-7. The “R” refers to “Residential” and the number indicates the minimum square footage required per lot. Thus, the R-15 zone, with a minimum requirement of 15,000 square feet, is the city’s most restrictive zone. The transitional residential areas are zoned RM-8, RM-12, RM-16 and RM-20. The “RM” indicates “Residential Multi-family” and the number indicates the number of permitted units per acre. The “RM” zones permit apartments, townhomes, condos and other multi-family arrangements. Thus, the higher density developments are found within the RM-16 and RM-20 zones.

The portion of the main hotel district within Planning Area II is zoned either TA-40, TA-55, TA-80 and TA-120 zones. “TA” stands for “Transient Accommodations” and the number indicates the maximum height of the building. Therefore, the TA-120 zone would have the highest structures at 120 feet. However, it is vitally important to understand that each TA zone allows for a height bonus if additional setbacks are provided. This dramatically affects how these areas impact the adjacent neighborhoods. A TA-40 zone, does not necessarily guarantee a 40 foot tall building.

All of the commercial development within Planning Area II is AC-1, AC-2, C-2 or C-12. The AC-1 and AC-2 zones are “Accommodations Commercial” zones. These are transitional zones designed for the edges of residential neighborhoods where the types of uses and arrangement of uses are to be as compatible with the various residential types as possible. These zones are commonly called “neighborhood commercial” and are meant to be fairly restrictive. The C-2 zone is the city’s “Highway Commercial” zone. This zone is designed to accommodate auto-dependent development of almost every type and is not meant to be located adjacent to neighborhoods. Lastly, the C-12 zone is the Commerce Park designation that was established to “provide commercial activities in harmony with surrounding residential areas”. This zone has been used for the tourism-related developments along Highway 17 Bypass that are located near residential developments.

Other zones within Planning Area II include OZ-50, the special activities, recreation and entertainment is designed to “provide areas dedicated to major entertainment, recreation and convention associated activities”. These large-scale entertainment zones must be careful to balance the desires of the tourist-related businesses with the needs of the adjoining residential neighborhoods.

Proposed land use changes are:

- Regional Multi-Use Development (RMU) – The former Myrtle Square Mall site is recommended to be a Regional Multi-Use Development (RMU).
- Transient Accommodations (TA) – The area from the Atlantic Ocean to one lot removed from North Kings Highway, from 21<sup>st</sup> Avenue North to 31<sup>st</sup> Avenue North is recommended to stay Transient Accommodations.
- Neighborhood Commercial (NC) – The western side of Highway 17 Bypass (north of 29<sup>th</sup> Avenue North) is recommended to be Neighborhood Commercial.
- Neighborhood Multi-Use Development (NMU) – The area along North Kings Highway from 38<sup>th</sup> Avenue North to beyond 44<sup>th</sup> Avenue North is recommended to be Neighborhood Multi-Use Development.
- Neighborhood Commercial (NC) – The western side of Highway 17 Bypass, from 48<sup>th</sup> Avenue North to Pinewood Drive is recommended to be Neighborhood Commercial.

- Founders Boulevard – A new road connecting Oak Street to Robert M. Grissom Parkway (behind the Founders Center) is recommended.
- Community Multi-Use Development (CMU) – The intersection of Robert M. Grissom Parkway and 29<sup>th</sup> Avenue North is recommended to be a Community Multi-Use (CMU) Development.
- School Loop Road - A new school complex loop road is recommended.
- Community Multi-Use Development (CMU) – The intersections of Robert M. Grissom Parkway and 38<sup>th</sup> Avenue North and Highway 17 Bypass and 38<sup>th</sup> Avenue North are recommended to be a Community Multi-Use Development.
- Office Professional (OP) – The area northwest of Robert M. Grissom Parkway and 48<sup>th</sup> Avenue North (outside the city) is recommended to be Office Professional.
- Low Density Residential (LDR) – The area northeast of Robert M. Grissom Parkway and 48<sup>th</sup> Avenue North (outside the city) is recommended to be Low Density Residential.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood and business organizations to develop plans; the commission recommends the plans to city council for adoption.*

*Time Frame: On-going*

iii. Planning Area III

Planning Area III encompasses a wide range of land uses, from single-family and multi-family residential, to commercial and industrial. There is also a tremendous amount of undeveloped land within Planning Area III. The single-family residential areas are zoned R-10. The “R” refers to “Residential” and the number indicates the minimum square footage required per lot. The transitional residential areas are zoned RM-8, RM-12, RM-16 and RM-20. The “RM” indicates “Residential Multi-family” and the number indicates the number of permitted units per acre. The “RM” zones permit apartments, townhomes, condos and other multi-family arrangements. Thus, the higher density developments are found within the RM-16 and RM-20 zones.

All of the commercial development within Planning Area III is AC-1, AC-2, C-2, or C-3. The AC-1 and AC-2 zones are “Accommodations Commercial” zones. These are transitional zones designed for the edges of residential neighborhoods where the types of uses and arrangement of uses are to be as compatible with the various residential types as possible. These zones are commonly called “neighborhood commercial” and are meant to be fairly restrictive. The C-3 zone is the City’s “Highway Commercial” zone. This zone is designed to accommodate auto-dependent development of almost every type and is not meant to be located adjacent to neighborhoods. Lastly, the C-2 zone is the “General Commercial” designation that was established to “provide commercial activities in harmony with surrounding residential areas”.

Other zones within Planning Area III include C-9 and various PUDs. C-9 is the “Commercial Trade” zone that caters to intense, potentially nuisance-generating land uses. This is commonly referred to as the City’s industrial area. For additional information and greater detail regarding Planning Area III, please refer to [A Neighborhoods Development Plan for Planning Area 3 – 2000 to 2020](#) and [Mr. Joe](#)

White Avenue Corridor Development Design Guidelines (adopted by City Council on March 24, 2004).

Proposed land use changes:

*Plan 2 – General Development Plan* (please refer to A Neighborhoods Development Plan for Planning Area 3 – 2000-2020 and Mr. Joe White Avenue Corridor Development Design Guidelines) is the basic or general plan of development for Planning Area III which divides the planning area into nine land use categories. There are three residential, four commercial, one civic, and one parks and recreation categories. A generalized land use category is assigned to each and every property in the study area. The plan also shows proposed storm water retention ponds, pipes, improved channels, new street segments, and proposed parks and recreation areas. Overall, with only a few exceptions, *Plan 2 – General Development Plan* is consistent with this comprehensive plan. Key principles utilized for Planning Area III are the same principles for neighborhood planning outlined in this comprehensive plan. The most significant change is the proposed plan for the undeveloped property west of Canal Street and North of Highway 501. The *Plan 2 – General Development Plan* proposes the area southeast of the Robert M. Grissom Parkway be developed residentially and as a major outdoor recreation center rather than industrially as currently zoned by Horry County. The proposed residential and recreational facility development plan including several ponds or lakes is described in more detail in *Plan 13 – Undeveloped Lands Plan* of the A Neighborhoods Development Plan for Planning Area 3 – 2000-2020 and Mr. Joe White Avenue Corridor Development Design Guidelines. Other special small area/project development plans are proposed for the Mr. Joe White Avenue corridor, the ‘lumber yards’ or Depot District area, affordable housing project sites, the traditional neighborhood mixed-use center (TNMUC), and the Municipal Center Area.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood and business organizations to develop plans; the commission recommends the plans to city council for adoption.*

*Time Frame: On-going*

#### iv. Planning Area IV

A very small percentage of Planning Area IV is single-family residential, while there is a fair amount of multi-family residential. All of the residential uses, as well as the main portion of the hotel district is zoned either TA-40, TA-55, TA-80 and TA-120 or Downtown Overlay. “TA” stands for “Transient Accommodations” and the number indicates the maximum height of the building. All TA zones allow various types of traditional residential housing. While the TA-120 zone allows the highest structures, at 120 feet, it is important to understand that each TA zone allows for a height bonus if additional setbacks are provided. This dramatically affects how these areas impact the adjacent neighborhoods. A TA-40 zone, does not necessarily guarantee a 40 feet tall building. The Downtown Overlay districts were special overlays created by the Downtown Redevelopment Corporation (DRC) to provide greater development flexibility and to foster diverse redevelopment within the areas along the oceanfront.

All of the commercial development within Planning Area IV is AC-1, AC-3, C-1, C-2 or Downtown Overlay. The AC-1 “Accommodations Commercial” zone is a transitional zone designed for the edges of residential neighborhoods where the types of uses and arrangement of uses are to be as compatible with the various residential types

as possible. These zones are commonly called “neighborhood commercial” and are meant to be fairly restrictive. The AC-3 zone is an amusement zone that permits amusement-related activities of all types. C-1 is the “Central Commercial” zone and governs the main downtown area and handles the unique development issues of this area, such as little or no parking requirements or permitting sidewalk cafes. The C-2 zone is the city’s “Highway Commercial” zone. This zone is designed to accommodate auto-dependent development of almost every type and is not meant to be located adjacent to neighborhoods.

Proposed land use changes are:

- Residential Multi-Use Development (RMU) – The area around The Pavilion is recommended to be a Regional Multi-Use Development.
- Office Professional Area – All of the lots between 16<sup>th</sup> Avenue North and 21<sup>st</sup> Avenue North, from Legion Street to Oak Street are recommended to be Office Professional.
- Community Multi-Use Development (CMU) – The intersection of Mr. Joe White Avenue and North Kings Highway is recommended to be a Community Multi-Use Development.
- Transient Accommodations (TA)– The area from the Atlantic Ocean to one-lot removed from Kings Highway, from 1<sup>st</sup> Avenue South to 7<sup>th</sup> Avenue North is recommended to stay Transient Accommodations.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood and business organizations to develop plans; the commission recommends the plans to city council for adoption.*

*Time Frame: On-going*

#### v. Planning Area V

A large percentage of Planning Area V is single-family residential, with an equally large percentage of multi-family residential. The single-family residential uses are zone R-10 or R-7, which are two of the most restrictive zones in the city. The multi-family zones are RM-8, RM-12, RM-16, RM-20, MH-1, MH-2, MH-3 and MTA. The “RM” zones allow various medium to high-density residential development and the “MH” zones permit manufactured housing. The southern portion of the hotel district is zoned TA-40, TA-55, TA-80 or TA-120. “TA” stands for “Transient Accommodations” and the number indicates the maximum height of the building. All TA zones allow various types of traditional residential housing. While the TA-120 zone allows the highest structures, at 120 feet, it is important to understand that each TA zone allows for a height bonus if additional setbacks are provided. This dramatically affects how these areas impact the adjacent neighborhoods. A TA-40 zone, does not necessarily guarantee a 40 foot tall building.

All of the commercial development within Planning Area IV is AC-1, AC-2, C-2, C-3 or C-4. The AC “Accommodations Commercial” zones are transitional zones designed for the edges of residential neighborhoods where the types of uses and arrangement of uses are to be as compatible with the various residential types as possible. These zones are commonly called “neighborhood commercial” and are meant to be fairly restrictive. The C-2 zone is the city’s “Highway Commercial” zone. This zone is designed to accommodate auto-dependent development of almost every type and is not meant to be located adjacent to neighborhoods. C-3 and C-4 are “General Commercial” and cater to a wide range of commercial uses that would not be appropriate next to residential areas.

Planning Area V also has C-9 and C-11 zones, which are the city's heavy commercial and light manufacturing zones. These zones permit the widest range of uses and potentially offer the most nuisances to a community. The C-9 zone also is the only zone that permits adult entertainment, body piercing and tattooing.

Proposed land use changes are:

- Transient Accommodations (TA) Zone – The area from the Atlantic Ocean to Yaupon Drive and from 6<sup>th</sup> Avenue South to 29<sup>th</sup> Avenue South is recommended to stay Transient Accommodations.
- Highway Commercial (HC) – All of the lots that front along South Kings Highway are recommended to be Highway Commercial (unless they are included in a neighborhood mixed-use center).
- Low Density Residential (LDR) – The area from (approximately) 23<sup>rd</sup> Avenue South to 29<sup>th</sup> Avenue South, from Yaupon Drive to (approximately) Rosemary Avenue is recommended to be Low Density Residential.
- Medium Density Residential (MDR) – The area from (approximately) 23<sup>rd</sup> Avenue South to 6<sup>th</sup> Avenue South, from Yaupon Drive to one lot removed from South Kings Highway is recommended to be Medium Residential.
- Neighborhood Multi-Use Development (NMU) – The intersection of South Kings Highway and 17<sup>th</sup> Avenue South is recommended to become a Neighborhood Multi-Use Development.
- Medium Density Residential (MDR) – A small area along 17<sup>th</sup> Avenue South (opposite AVX) is recommended to be Medium Density Residential.
- 17<sup>th</sup> Avenue South – 17<sup>th</sup> Avenue South is recommended to extend west to connect within the North Industrial Park.
- New Office Professional – The area between Harrelson Boulevard and the airfield is recommended to be Office Professional.
- Community Multi-Use Development (CMU) – The area along Robert M. Grissom Parkway, from (approximately) 17<sup>th</sup> Avenue South to Harrelson Boulevard is recommended to be Community Multi-Use Development.
- Park – The large undeveloped tract along Pine Island Road is recommended to be a neighborhood park.
- Medium Density Residential (MDR)– The isolated commercial uses along Pine Island Road are recommended to be Medium Density Residential.
- Low Density Residential (LDR) - The area (outside the city) near the southern foot of the Highway 501 bridge is recommended to be Low Density Residential.
- Commercial Industrial (CI) – The remainder of the area (outside the city) between Highway 17 Bypass and the Intracoastal Waterway is recommended to be Commercial Industrial.
- Neighborhood Multi-Use Development (NMU) – The intersection of Grissom Parkway and Pine Island Road is recommended to be a Neighborhood Multi-Use Development.
- Highway Commercial (HC) – All of the lots that front along 3<sup>rd</sup> Avenue South from Highway 501 to Withers Swash are recommended to be Highway Commercial.

- Neighborhood Commercial (NC) – All of the lots that front along Broadway Street from Highway 501 to Collins Avenue are recommended to be Neighborhood Commercial.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood and business organizations to develop plans; the commission recommends the plans to city council for adoption.*

*Time Frame: On-going*

vi. Planning Area VI

A very small percentage of Planning Area VI is single-family residential, with the majority being multi-family of some type. RM-8, C-6 and PUDs govern how all of the residential will develop. The “RM” zone allows various medium-to-high-density residential developments. The C-6 zone is the “Urban Village” zone that was created especially for the former Air Force Base and calls for a neo-traditional type of development that will create a village center that will offer mixed-uses and pedestrian-friendly building patterns. Planned Unit Developments (PUD) are special zones created to achieve specific development types. The large-scale residential development on the former Air Force Base is an example of a master-planned residential development with defined neighborhoods, significant open space and an interconnected road and trail network.

Proposed land use changes are:

- Low Density Residential (LDR) – A large portion of the former Air Force Base is recommended to be Low Density Residential.
- Regional Mixed-Use Development (RMU) – The remainder of the western portion of the former Air Force Base is recommended to be a Regional Mixed-Use Development.
- Airport – The southern side of the existing airfield is to be the new airport terminal.
- Commercial Industrial (CI) – The area between Highway 17 Bypass and Emory Road is recommended to be Commercial Industrial.
- Medium Density Residential (MDR)– The area between Highway 17 Bypass and the Intracoastal Waterway is recommended to be Medium Density Residential.
- Community Mixed-Use Development (CMU) – The intersection of South Kings Highway and Farrow Parkway is recommended to be Community Mixed-Use Development.
- Regional Mixed-Use Development (RMU) – The middle of the former Air Force Base is recommended to be Regional Mixed-Use Development .
- Harrelson Boulevard – Harrelson Boulevard is recommended to be extended from its current terminus at the airport east to South Kings Highway.
- Old (current) airport – Portions of the current airport property are to be office/professional.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood and business organizations to develop plans; the commission recommends the plans to city council for adoption.*

*Time Frame: On-going*

vii. Planning Area VII

A large percentage of Planning Area VII is single-family residential or multi-family residential of some type. All of the residential development in Planning Area VII is not within the city limits, therefore city zoning does not apply. The largest zone west of Highway 17 Bypass is R-15/OZ-50, which is a special overlay zone for amusement uses. Broadway at the Beach is zoned R-15/OZ-50 and the amusement uses along Highway 17 Bypass are zoned for this use. Several of the city's public works facilities are zoned C-11 (Light Manufacturing), which is a light industrial zone that allows for many nuisance-type uses.

As properties are annexed into the City of Myrtle Beach, great care will be given to ensure that appropriate zoning designations are placed on all properties within Planning Area VII.

Proposed land use changes are:

- Low Density Residential (LDR) – The area along the Intracoastal Waterway (near Bridgeport) is recommended to be Low Density Residential.
- Parks and Recreation – The area south of Mr. Joe White Avenue is recommended to be Parks and Recreation (Cal Ripken Baseball Park).
- Highway Commercial (HC) – The western side of Highway 17 Bypass (south of Mr. Joe White Avenue) is recommended to be Highway Commercial.
- Amusement Entertainment (AE) – The area along Highway 17 Bypass from Mr. Joe White Avenue to the “mama ditch” is recommended to be Amusement Entertainment.
- Plantation Pointe Road – A new connector road from 29<sup>th</sup> Avenue North to Plantation Pointe is recommended.
- Neighborhood Commercial (NC) – The area along Highway 17 Bypass from 38<sup>th</sup> Avenue North to 48<sup>th</sup> Avenue North is recommended to be Neighborhood Commercial.
- Medium Density Residential – The area along Highway 17 Bypass north of 48<sup>th</sup> Avenue North is recommended to be Medium Density Residential.

*Implementation: The planning commission, with assistance from the planning and other appropriate departments, works with neighborhood and business organizations to develop plans; the commission recommends the plans to city council for adoption.*

*Time Frame: On-going.*

**b. Update development regulations.**

The urban form map calls for a transit-oriented development pattern supported by improved bus service and eventually light and heavy rail systems. This development pattern is substantially different from the current pattern of development in the city and requires a substantial overhaul of the current standards. The new development pattern implies the creation of more intensive development opportunities, the creation of mixed-use centers throughout the community, and the aggressive enhancement of the community's physical appearance. The city's current set of development standards—zoning ordinance, subdivision regulations, and other regulations—are strengthened and incorporate the recommendations of the comprehensive plan.

*Implementation: The planning commission, with assistance from the planning department and the zoning administrator, works with appropriate boards and committees; the commission recommends revised regulations to city council for adoption.*

*Time frame: Short Term.*

**c. Expand city/county joint planning.**

Efforts began in 1997 to consider regional planning issues through joint meetings of the city and county planning commissions, shared commission representation, and joint staff meetings. These efforts are expanded by undertaking formal planning at the subarea level within the city’s planning area as defined in the comprehensive plan. Also, watershed-level planning (relative to stormwater management, natural resources, open space, etc.) is initiated, as is joint transportation planning.

**i. Compare the city’s and county’s comprehensive plans.**

The city and county planning commissions appoint a subcommittee to work with planning department staffs in a series of work sessions to compare their newly adopted comprehensive plans. The subcommittee identifies common goals, objectives, and strategies, as well as noting differences and inconsistencies. The subcommittee prepares a report that summarizes its findings and recommendations about joint actions implementing the plans and amendments to the plans to reconcile differences. The planning commissions vote on those recommendations and forward their decisions to the city and county councils, respectively, for adoptions.

*Implementation: The two planning commissions, with the assistance of their planning departments, develop a schedule to compare plans and resolve inconsistencies; the commissions recommend any necessary revisions to their councils for adoption.*

*Time frame: Immediate.*



Cooperation between the city and county could result in compatible land uses and more efficiently provided public facilities

**ii. Coordinated development review.**

The city/county planning departments will formally share review of rezoning, subdivision, and development applications located within an agreed upon distance of the city’s boundary. Coordinated reviews are also prepared for projects having regional impact, as defined by an agreed-upon level of gross square footage, residential units, forecasted traffic volume, or other relevant standards.

*Implementation: The two planning commissions, with the assistance of their planning departments, develop a program for coordinated review.*

*Time frame: Immediate.*

**iii. Coordinated zoning map and regulations.**

The city’s and county’s planning commissions work with planning department staffs in identifying differences between the city’s and county’s zoning ordinances and maps, and land development regulations. The commissions recommend changes to make the two regulatory systems consistent, where appropriate.

*Implementation: The two planning commissions, with the assistance of their planning departments, develop a schedule to compare regulations and resolve inconsistencies; the commissions recommend any necessary revisions to their councils for adoption.*

*Time frame: Immediate.*

iv. Prepare joint studies as called for in the plan, especially transportation and natural resources.

The city's and county's planning commissions initiate joint planning studies that are recommended by each respective comprehensive plan. Areas of particular focus are transportation, natural resources, community facilities, and community appearance.

*Implementation: The two planning commissions, with the assistance of their planning departments, develop a schedule to prepare studies; the commissions recommend any new policy documents to their councils for adoption.*

*Time frame: Immediate.*

v. Formalize relationship.

The city's and county's planning commissions and planning department staffs meet on a regular and frequent basis, such as every two months. Items to be addressed include each of the strategies recommended under this objective and other elements of the comprehensive plan.

*Implementation: The two planning commissions, with the assistance of their planning departments, develop a schedule to coordinate their planning and review activities.*

*Time frame: On-going.*

vi. Consider alternatives for joint planning as provided in state law.

The city's and county's planning commissions consider alternative arrangements for joint planning, as authorized by the state planning enabling legislation. The planning department staffs prepare a joint report comparing the alternatives and recommending an arrangement under which the city and county can effectively carry out coordinated planning and implementation.

*Implementation: The two planning commissions, with the assistance of their planning departments, discuss alternatives for coordinated planning; the commissions recommend any new policies to their councils for adoption.*

*Time frame: Immediate.*

d. Update capital improvement program.

The city's capital improvement program (CIP) is updated annually to reflect and support the development priorities established in the comprehensive plan. The planning commission participates in the annual update by making recommendations to city council based on the objectives and strategies of this comprehensive plan.

*Implementation: The planning commission, with assistance from the planning department, the budget office, and the city manager's office, annually reviews the proposed capital improvement program in light of the comprehensive plan.*

*Time frame: On-going.*

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