

§ 156.318 UC-OD, URBAN CORRIDOR OVERLAY DISTRICT.

(A) *Boundary of the district.* The boundaries of the district are generally described as including those properties abutting Johnnie Dodds, Coleman, Ben Sawyer, and Chuck Dawley Boulevards, and are more accurately depicted on the official zoning map, including any amendments thereto, now or in the future. The boundary of the district is graphically depicted in the following Figure 1.



Figure 1. Boundary of Urban Corridor Overlay District.

(B) *Purpose.*

(1) The purpose of the district is to implement the recommendations of the Town Comprehensive Plan 2009-2019 by fostering an active, pedestrian-oriented commercial environment with a variety of uses, activities, and scales; where form is as important as use, with buildings and primary entrances located near the public realm and high-quality pedestrian streetscapes in front. An emphasis should be placed upon a high degree of design quality for the building facade and a strong interaction between the buildings and the public realm. Public spaces, such as plazas, should be integrated with surrounding development.

(2) This focus on the public realm is a fundamental tenet of form-based zoning codes. The Town Comprehensive Plan 2009-2019 recommends the use of form-based codes as a way to provide for more flexibility in the development or redevelopment of property, which serves to make the town more competitive from an economic development standpoint. Form-based codes address the relationship between building facades and the public realm, and regulate the form and mass of buildings, while allowing the market to dictate the internal use(s) of the building. Form-based codes also encourage construction of sustainable buildings that can adapt over time to changing uses.

(3) The Town Comprehensive Plan 2009-2019 recommends that higher density development occur in the southern area of town, and that the town promote appropriate infill and redevelopment in the urban core. Providing opportunities for higher density development in the urban core serves to reduce sprawl and preserve rural areas.

(4) This triangular-shaped area, which is bounded on the west by the Ravenel Bridge, on the east by I-526, on the north by Johnnie Dodds Boulevard, and on the south by Coleman and Chuck Dawley Boulevards, represents the core of the southern end of town. It is planned to be developed and re-developed into the urban core of the town, with an emphasis on mixed use commercial and residential development in a pedestrian- and bicycle-friendly, walkable style of development. The most public uses, such as retail sales, should be located on the first floor, with more private uses, such as residential and office uses, on upper floors. Appropriate development form includes taller buildings, higher density residential use, and compact development with multimodal access.

(5) Because the triangle is bisected by Shem Creek, with no cross-access along its length, this “loop” will serve as a primary transit corridor for the urban core. Redevelopment of these corridors should facilitate multimodal access, comprising pedestrian, bicycle, and mass transit-type modes of transportation, including buses and shuttle service.

(6) Buildings are encouraged to achieve national green building certification, such as but not limited to, Leadership in Energy and Environmental Design (LEED).

(C) Design Review Process/development standards.

(1) All development within the UC-OD shall be subject to the CDR-OD, Commercial Design Review Overlay District, process as provided in this chapter. However, in order to achieve the goals of the UC-OD, when in conflict, the site development requirements as set forth in this section shall take precedence over those found within the CDR-OD.

(2) The development standards shall be specified within this overlay district, as applicable. Where not so modified, the development standards of the underlying district classification, or as otherwise already provided by other standards, shall apply. Such modification will maintain the following hierarchy when in conflict: the specific requirements of the UC-OD shall apply first; second in application shall be specific requirements of Planned Development District zoning; third in application shall be CDR-OD requirements; and finally the requirements of the underlying zoning district or other applicable zoning district standards and land development regulations.

(D) *Permitted uses/overlay district/area and frontage requirements.* As an overlay district, permitted uses shall be those of the underlying zoning district classification, as modified herein.

(1) A mixture of commercial and residential uses is encouraged overall. This mixed use may include separate commercial use buildings and residential dwellings on the same property, as well as commercial and residential uses in the same building. In order to facilitate the mixture of commercial and residential uses in the same building, residential uses may occur on the street level or any building level containing commercial uses.

(a) *Mixed use requirement.*

1. In order to qualify as mixed use development, the development must include a minimum nonresidential building floor area of 33%.

2. Vertical mixed use within individual buildings may be required where determined to be appropriate.

(b) *Ground floor street frontage requirement.* Excluding properties with an underlying residential zoning district classification and properties located within Areas G1 and G2 as indicated on the UC-CBS- Development Guidelines Table and Map, each individual building located on boulevard streets or frontage roads must have a minimum 60% ground floor street frontage, comprised of meaningful depth, utilized for retail, restaurant, or commercial use, including office or entertainment use, so as to create a functional, usable commercial space that addresses the activity zone and creates interest and activity in the public realm.

1. Private amenities may not count towards meeting this requirement.

2. This 60% ground floor frontage requirement may count towards the 33% nonresidential building floor area requirement in (D)(1)(a)1. above.

(2) In order to accommodate any type of commercial or mixed use, the underlying zoning district of a property must be commercial.

(3) Residential uses located on any parcel in the UC-OD are subject to the density requirements of the UC-OD.

(4) Permitted uses for residentially-zoned properties are:

(a) Detached single-family dwellings, provided such dwellings do not front the boulevards or frontage roads;

(b) Duplex dwellings;

(c) Townhouse dwellings, with no restriction on the number of units within a single building or length of individual rows of townhouse dwelling units;

(d) Multi-family dwellings;

(e) Permitted and conditional uses as provided in the PI-1 District, subject to their applicable requirements and approval processes; and

(f) Accessory uses, except Accessory Dwelling Units.

(5) Permitted uses for commercially-zoned properties are:

(a) Detached single-family dwellings, provided such dwellings do not front the boulevards or frontage roads;

(b) Duplex dwellings;

(c) Townhouses dwellings, with no restriction on the number of units within a single building or length of individual rows of townhouse dwelling units;

(d) Multi-family dwellings;

(e) Permitted, conditional, and special exception uses as provided in the OP, NC, AB, CO, and PI-1 Districts, subject to their applicable requirements and approval processes.

(f) Permitted, conditional, and special exception uses as provided in the AB-2 District, will be allowed only when the underlying zoning of a parcel is AB-2, and provided further that conditional and special exception uses are subject to their applicable requirements and approval processes.

(g) Outdoor and streetside dining uses, including the sale and consumption of alcoholic beverages, shall be a permitted use in all underlying commercial use districts, provided the conditions specified in the underlying use district have been met.

(h) Accessory uses, except Accessory Dwelling Units.

(i) Any combination of the aforementioned uses.

(E) *Open space/parks.*

(1) A minimum of 8% of the development acreage, excluding the Activity Zone, shall be designed and utilized as open space and/or parks in the form of active and passive parks, plazas or public gathering spaces for any development project containing residential dwelling units.

(2) Approval of the open space or park area shall be subject to Planning Commission or DRB approval as specified in section 156.318 (N)(5)(d)(1) and (2) herein.

(3) Such open space and/or parks are strongly encouraged elsewhere.

(F) *Minimum lot size.* There is no minimum lot size; however, a primary goal of the UC-OD is to provide incentives to encourage the aggregation of multiple smaller parcels and to promote a more effective utilization of larger parcels for mixed use in creating well designed projects, connected and unified in design and function. The maximum benefit allowed by the provisions of this section will result from such aggregation of properties, and their utilization will prove impractical without the same.

(G) *Floor area ratio.* The maximum floor area ratio (FAR) allowed is 1.5. Parking structures shall not be included in FAR calculations. FAR shall not apply to detached single-family dwellings.

(H) *Density for residential uses.* Maximum density of residential uses shall be 16 units per acre for single use residential development, and 20 units per acre for mixed use development.

(I) *Activity zone.*

(1) *Description.* The activity zone is a quasi-public space that may be used for pedestrian circulation, placement of required canopy trees, planters, benches, trash receptacles, and other street furnishings, in addition to the uses described herein.

(2) *Location.* Because the activity zone is specifically defined as the area between the street right-of-way line and build-to line, this means that an activity zone is not permitted where a setback is required.

(a) *UC-CBS.* In the UC-CBS, activity zones are expressly prohibited where a setback is required, as specified in the UC-CBS Development Guidelines Table.

(b) *UC-JDB.* In the UC-JDB, activity zones are expressly prohibited on the following neighborhood streets: Lansing Drive, Tall Pine Road, Dragoon Drive, Pine Hollow Road, Cottingham Drive, Williamson Drive, and the western side of Bowman Road between Johnnie Dodds Boulevard and Mathis Ferry Road.

(c) *UC-CDB.* In the UC-CDB, activity zones are permitted only on the boulevard. Activity zones are expressly prohibited on all side streets.

(3) *Permitted uses.* All uses in the activity zone shall be conducted outside of the street right-of-way. Design Review approval shall be required prior to establishing any use and/or installing any street furnishings within the activity zone. Allowed uses are limited to the following:

(a) Streetside dining;

(b) Outdoor merchandise display, which must be related to the business in front of which it is located;

(c) Non-amplified music performers or entertainers, subject to the town's noise ordinance;

(d) Pushcarts; and

(e) One A-frame or sandwich board sign per business, subject to the requirements of the Signs section of this chapter. A-frame signs shall also require an approved sign permit.

(J) *Curb cuts.*

(1) Except as provided herein, existing regulations concerning separation between curb cuts must be met. The location, widths, curb radii, sidewalks, and street trees associated with curb cuts should be carefully evaluated during the Design Review Process, with the overall goal of making the streets more walkable and pedestrian-friendly. Frequent curb cuts and large curb radii present hazards for pedestrians.

(2) One two-way access curb cut (driveway) for parcels with frontage of less than 200 feet along the boulevards is allowed.

(3) Two two-way access curb cuts (driveways) for parcels with 200 feet or more of frontage along the boulevards are allowed.

(4) No parcel shall be allowed to have more than two curb cuts along the boulevards.

(5) Access points to the boulevards shall look like streets, not like parking lot entrances, as illustrated in Figures 2 and 3.

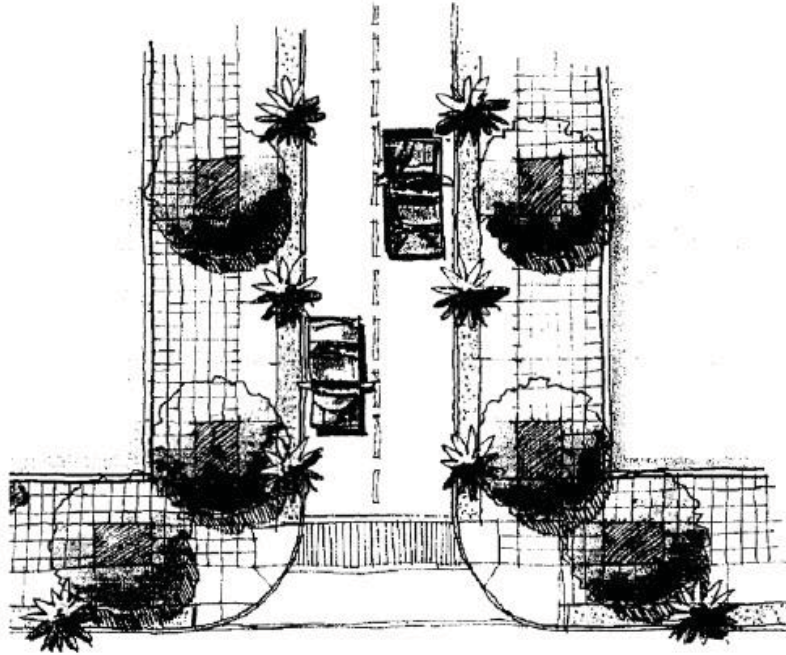


Figure 2. Looks like a street.

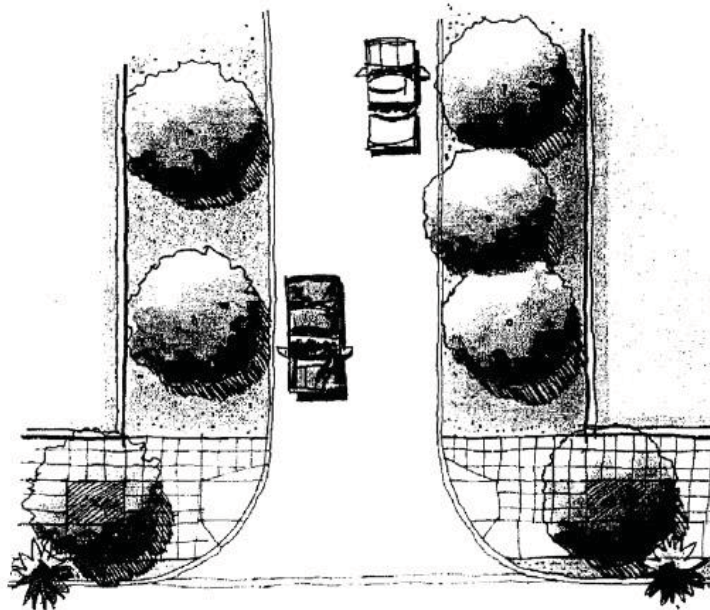


Figure 3. Looks like a parking lot.

(6) Curb cuts shall be allowed on side or parallel streets as long as all other pertinent regulations, such as distance between curb cuts, are met.

(7) Shared vehicular access is encouraged; the benefit is more frontage and more developable land on parcels.

(K) *Drive-through facilities.*

(1) Because “drive-through culture” is not compatible with the overarching goals of the UC-OD, drive-through facilities are generally discouraged, and may need to be located internal to sites, behind other road front buildings that meet the goals of the UC-OD, except as provided in division (Q)(10) of this section.

(2) Drive-through lanes are prohibited within the activity zone.

(3) Drive-through lanes shall not present impediments to the smooth and orderly flow of pedestrian or vehicular traffic to or within the site.

(L) *Internal access roads.*

(1) In order to facilitate the replication of a grid street pattern and enhance the streetscape appearance for nonresidential and mixed use developments where no public street is dedicated, internal access roads shall be required whenever site design characteristics reasonably allow them on all larger parcels and smaller parcels that have been aggregated. For residential developments where public street dedication is required, the street standards contained elsewhere in this section apply.

(2) These roads shall be designed to appear and function as a public street. Privately owned access roads must be owner-maintained.

(3) Sidewalks and on-street parking are required. On-street parking spaces on internal access roads may count towards required parking. Buildings should address these internal access roads in the same manner as a public street with respect to orientation, setbacks, and bufferyard requirements.

(M) *Parking and loading requirements/on-street parking.* Great care should be taken to create an adequate amount of off-street and on-street parking to serve development areas. The location of parking should facilitate access to new developments, but not use valuable real estate better suited to buildings and public space. Parking should be hidden between or behind buildings and in parking structures, except as provided elsewhere in this section for single-family residential uses.

(1) *Shared parking.*

(a) Required parking shall be calculated utilizing the shared parking standards established by the Urban Land Institute for nonresidential uses; provided, however, no additional parking spaces shall be required for uses conducted in the designated activity zone.

(b) If shared parking standards cannot be achieved, Off Street Parking and Loading Requirements, §§ 156.170 et seq. of this chapter shall apply; provided, however, required parking for nonresidential uses may be reduced by 20%.

(2) *Multi-family residential uses.* Parking spaces for multi-family residential uses shall be one and one-half (1 ½) to two (2) spaces per dwelling unit.

(3) *On-street parking.* On-street parking shall be allowed on public streets within and adjacent to the UC-OD; provided it is depicted on an on-street parking plan map, approved by the town and SCDOT, but may not count toward the amount of parking spaces required for a development. Where such on-street parking in the right-of-way is not feasible, parking in easements on private property is highly encouraged.

(4) *Pervious materials.*

(a) On private property, pervious materials, other than loose rock or gravel, may be utilized for required parking spaces and parking drive aisles, subject to the Design Review Process.

(b) Pervious materials, other than loose rock or gravel, may be used in the right-of-way, subject to SCDOT and town approval. Spaces in the right-of-way shall be a hard surface, with markings delineating the spaces.

(5) *Design.* The parking and loading design requirements shall be as follows.

(a) *Parking placement for multi-family, mixed use, and nonresidential uses.*

1. Ground level parking in buildings and parking structures is permitted; provided the street level frontage of the building complies with the requirements of § 156.318 (D)(1)(b)1 and 2. and meets the requirements of § 156.318 (M)(5)(b)2.a. through d. below.

2. In no case shall ground level parking lots or exterior loading areas occupy more than one-third of a lot's frontage along a pedestrian street or street segment; except as provided in division (P)(5)(h) of this section with respect to building frontage and parking.

3. Parking and exterior loading areas shall be buffered from any adjacent pedestrian way by planting street trees and providing a landscaped area with a continuous row of high shrubs, or a fence or seating wall.

(b) *Parking structures.*

1. When possible, parking structures (garages) shall be placed in the center of the block, as illustrated in Figure 4, and may utilize ground floor parking.

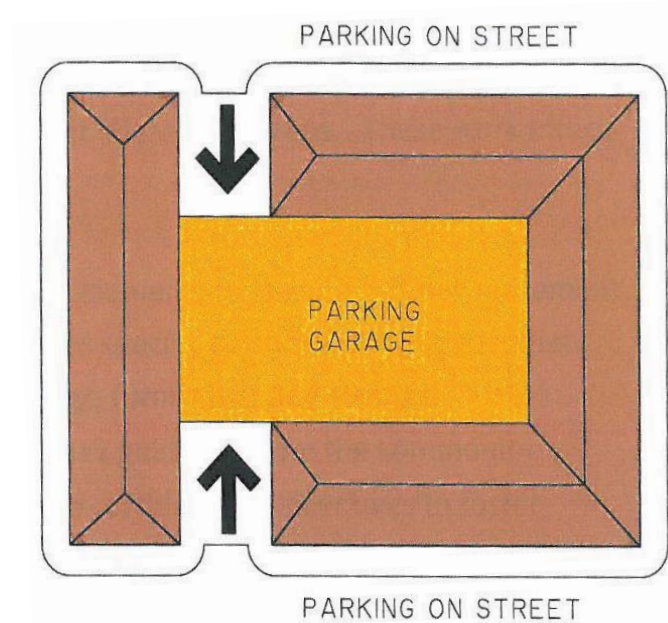


Figure 4. Parking structure location.

2. Parking in structures not located mid-block shall be above the ground floor or behind the storefront or residential uses, if located on the ground floor as described below.

a. If located to the side of a building, the parking structure must be set back from the front of that building and have an architectural facade.

b. Sloping floors shall not be visible from primary streets.

c. Retail storefronts, residences, or other business uses on street level shall be required on street frontages of parking structures to provide vitality.

d. Vehicular access shall be from side streets or alleys wherever possible, and not directly from the primary street.

(c) *Incentive for parking structures.* There shall be no maximum parking requirements for commercial uses if a parking structure is utilized on site.

(d) *Parking for outdoor dining.* Parking for outdoor dining shall be as provided in § 156.171 for restaurant use and not based upon square footage of outdoor use area.

(e) *Parking for activity zone uses.* Additional parking shall not be required for uses conducted in the activity zone.

(N) *Other considerations.*

(1) *Elevated buildings.*

(a) *Buildings in flood zones.*

1. In order to project a pedestrian-friendly streetscape, it is highly recommended that alternatives to elevating commercial buildings located in “A” flood zones be pursued. This may be accomplished by floodproofing or altering the elevation of the finished floor inside the building. However, in the event that these techniques are not feasible and the building must be elevated, such elevation may not exceed the minimum elevation required plus one foot of additional “freeboard”; provided further, that this provision shall not apply to a parking garage located in a flood zone meeting the requirements of §156.329 (M)(5)(c)2. a. through d.

2. To the maximum extent possible, elevating the building shall not compromise the width and integrity of the activity zone.

(b) *Residential structures.* Residential structures that are not within a flood zone shall not be elevated where they front a public street.

(c) *Buildings elevated for parking.* See divisions (M)(5)(a)1. through 3, (M)(5)(b)1. and 2.a. through d. for buildings elevated for parking.

(2) *False second floors.* False second floors are not allowed for buildings in which multiple stories are required. However, a mezzanine comprising one-third of the area of the floor below, or an atrium located between the floor and ceiling equivalent to two-story spaces, may be utilized to fulfill this requirement.

(3) *Access easements.* Where interconnectivity is proposed, access easements shall be provided from a public right-of-way to the property line of the adjacent property it is meant to serve. Where a final plat is required, easements shall be provided prior to final plat approval; for developments that do not require a final plat, easements shall be provided prior to issuance of any building permits for the development. Easements shall provide for unencumbered access by the adjoining property owner(s) and the public through the property in perpetuity, or until such time as the property is redeveloped and the easement is no longer required.

(4) *National Electrical Safety Code/local utility code requirements.* In all cases, build-to, and side and rear yard setbacks are subject to and superseded by applicable National Electrical Safety Code and local utility code requirements; provided, however, that approval through the Design Review Process will allow flexibility in administering these requirements. For example, the addition of another power pole may be required to reduce the amount of wind-generated sway in power line conductors, to allow a building to be placed in closer proximity to the conductor. These situations will be addressed on a case-by-case basis during the Design Review Process.

(5) *Residential uses,* including detached single-family dwellings, duplex dwellings, and townhouse dwellings.

(a) *Lot and Street Standards.*

1. *Lot standards.*

a. *Minimum lot size.* Individual dwelling units, including detached single-family dwellings, duplex dwellings, and townhouse dwellings, may be located on their own fee-simple lot with no minimum lot size or lot coverage requirements. Lot size and buildable lot area shall be determined by setback, yard area, and parking requirements.

b. *Setbacks and yard requirements for principal and accessory structures.* The minimum setback along all property lines is five feet, except where setbacks or build-to lines have been established for specific side streets in the UC-OD, in which case such requirements shall take precedence where any single-family, duplex, or townhouse dwellings have frontage on those streets.

c. The lot standards of § 155.047 (C)(1) pertaining to “postage stamp” lots may not be utilized for single family residential uses.

2. *Street standards.*

a. *Dedicated public street.* Individual dwelling units , including detached single-family dwellings, duplex dwellings, and townhouse dwellings, may be subdivided only when abutting, and with direct access from, a dedicated public street.

b. In cases where single-family lots are subdivided with access to an existing public street, access for parking must be located to the rear of the lots (alley-fed). Driveways for individual dwelling units may not be located on existing public streets.

c. Where duplex or townhouse dwellings may be approved along any of the boulevard streets, requirements for sidewalks and street tree plantings shall be in accordance with the specifications of the respective sub-district.

d. *New streets.* Any new streets servicing residential uses as identified in this division located in the UC-OD shall meet the following standards.

i. *Two-way streets.* Two-way streets shall require a minimum right-of-way width of 33 feet, with two 10-foot (minimum) travel lanes. The street shall contain, on each side, a five foot sidewalk, vertical curb and gutter, and street tree plantings. The required street trees may be located on private property outside the public right-of-way.

ii. *One-way streets.* One-way streets shall require a minimum right-of-way width of 22 feet with a minimum 14-foot travel lane, a minimum five-foot sidewalk on one side, vertical curb and gutter, and street trees. A one-way street may serve a maximum of 12 dwelling units unless

otherwise approved by the Planning Commission. The required street trees may be located on private property outside of the street right-of-way.

iii. *Design.*

aa. In addition to the street types provided in i. and ii. above, the street types of Section 155.048 (F) may be utilized to meet the requirements of this section.

bb. All of the provisions of Section 155.048 pertaining to streets shall apply to the design and construction of new streets serving residential uses as described in this division and located in the UC-OD.

(b) *Parking.*

1. *Number of spaces.* A minimum of two parking spaces per dwelling unit are required.

2. *Size of spaces.*

a. Each off-street parking space shall not be less than nine feet in width and 18 feet in depth.

b. Each on-street parking space shall not be less than eight feet in width and 22 feet in depth.

3. *Location.* All required parking spaces shall be located on the same lot as the dwelling unit they are intended to serve. Because a primary purpose of the UC-OD is to create a pedestrian-friendly environment, off-street parking spaces should generally be located to the side or rear of a dwelling unit so as to limit the encroachment of driveways into the public realm. To this end, required parking spaces may be tandem.

(c) *Open space/parks required.* A minimum of 8% of the development acreage shall be designed and utilized as open space and/or parks.

(d) *Approval Process.*

1. *Subdivision approval.*

a. All single-family residential use developments in the UC-OD shall require sketch plan and preliminary plat approval by the Planning Commission.

b. The Planning Commission shall be responsible for approval of tree removal for the installation of infrastructure and the configuration of lots, to include consideration of tree locations and buildable area of lots, and the appropriateness of open space where it has been provided.

2. *Design Review.*

a. Prior to application for a building permit, the applicant shall submit to design review staff for approval.

b. In all cases, design review staff will ensure compliance with any conditions of approval placed on the development by the Planning Commission, site requirements specific to the UC-OD, and other relevant ordinance sections.

c. Architectural design review approval shall only be required for duplex and townhouse dwellings and is required prior to issuance of building permits. Detached single-family dwellings are not subject to architectural design review.

3. *Checklist.* The required sketch plan and preliminary plat shall include, at a minimum, the information listed in the UC-OD Sketch Plan Checklist and UC-OD Preliminary Plat Checklist, as applicable, provided by the Department of Planning and Development, as may be amended from time to time.

(5) *Civic uses.* Because of the nature of their uses, build-to lines, setbacks, and other design elements for civic uses, such as school buildings, churches, fire stations, and the like, shall be determined in the Design Review Process.

(6) *Rezoning.* Property owners may submit an application for rezoning to PD, Planned Development District, or any other use district classification, including removal from the UC-OD and its requirements, subject to the rezoning process.

(O) *Design guidelines.*

(1) *Activity zone design standards.*

(a) *Awnings.*

1. Awnings may cover the entire activity zone area not utilized for canopy tree placement and as defined for streetside dining.

2. Awnings must comprise a minimum of five feet in depth, measured horizontally from face of building.

3. Awnings shall be a maximum of eight feet in height, measured from the bottom of an awning and/or valence to the sidewalk adjacent to building. This measurement may be adjusted for grand, multi-story windows.

(b) *Balconies.* Balconies may project over the activity zone, but in no instance shall they extend over the right-of-way.

(c) *Raised planters.* In order to enhance the pedestrian-oriented theme of development, planters shall be required as a design element to soften the building exterior and enhance the streetscape.

(d) *Street furniture.* Street furniture shall be utilized to enhance and facilitate the pedestrian experience and shall not be utilized as additional signage.

(e) *Pedestrian access to remain unimpeded.* In all cases, permanent or temporary design features or activities shall not impede pedestrian access on the public sidewalk.

(2) *Residential access to the street.* Units on the second floor and above must have a direct access to the street. This access may be created through the use of a single or multiple lobby(ies) that access the street level.

(3) *Building fronts.*

(a) *Primary entry.* For buildings with frontage on the boulevards or frontage roads, the primary entry must be from Coleman Boulevard, Ben Sawyer Boulevard, Johnnie Dodds Boulevard frontage road, or Chuck Dawley Boulevard. Rear of buildings shall not be designed to appear as fronts. Display windows are required on all street facades for retail buildings. Other commercial or office buildings shall adhere to the requirements of § 156.327 (E)(6)(c)4. Second floor and above, with a separate entrance from the first floor, shall have primary entrance from the primary street, when feasible. Buildings, businesses, and residences facing side streets should have entrances from the side street.

(b) *Secondary entry.* Secondary entrances from the rear of a store may be allowed; however, this area may not be treated as a storefront in detailing or pedestrian amenities.

(5) *Terminal vistas.*

(a) Properties that terminate views down streets shall be identified during the Design Review Process, and will be held to a higher architectural standard along this visible facade.

(b) Such identified properties are those that are across from side streets that intersect the primary boulevard and terminate or intersect and continue at a different angle.

(c) Properties that are at the end of a straightaway on the boulevard shall also meet this requirement.

(P) *UC-CBS, Coleman-Ben Sawyer Boulevard Urban Corridor Overlay District.*

(1) *Boundaries of the district.* The boundaries of the district are generally described as including those properties abutting Coleman Boulevard and Ben Sawyer Boulevard, located between the intersections of Magrath Darby Boulevard on the north and Patriot's Point Boulevard on the south, and

the beginning of the Ben Sawyer Causeway, specifically excluding those properties located within the Shem Creek Waterfront Overlay District and the residential subdivision of Bayview Acres, and as more accurately depicted on the official zoning map, including any amendments thereto, now or in the future. The boundary of the district is graphically depicted in the following Figure 5.

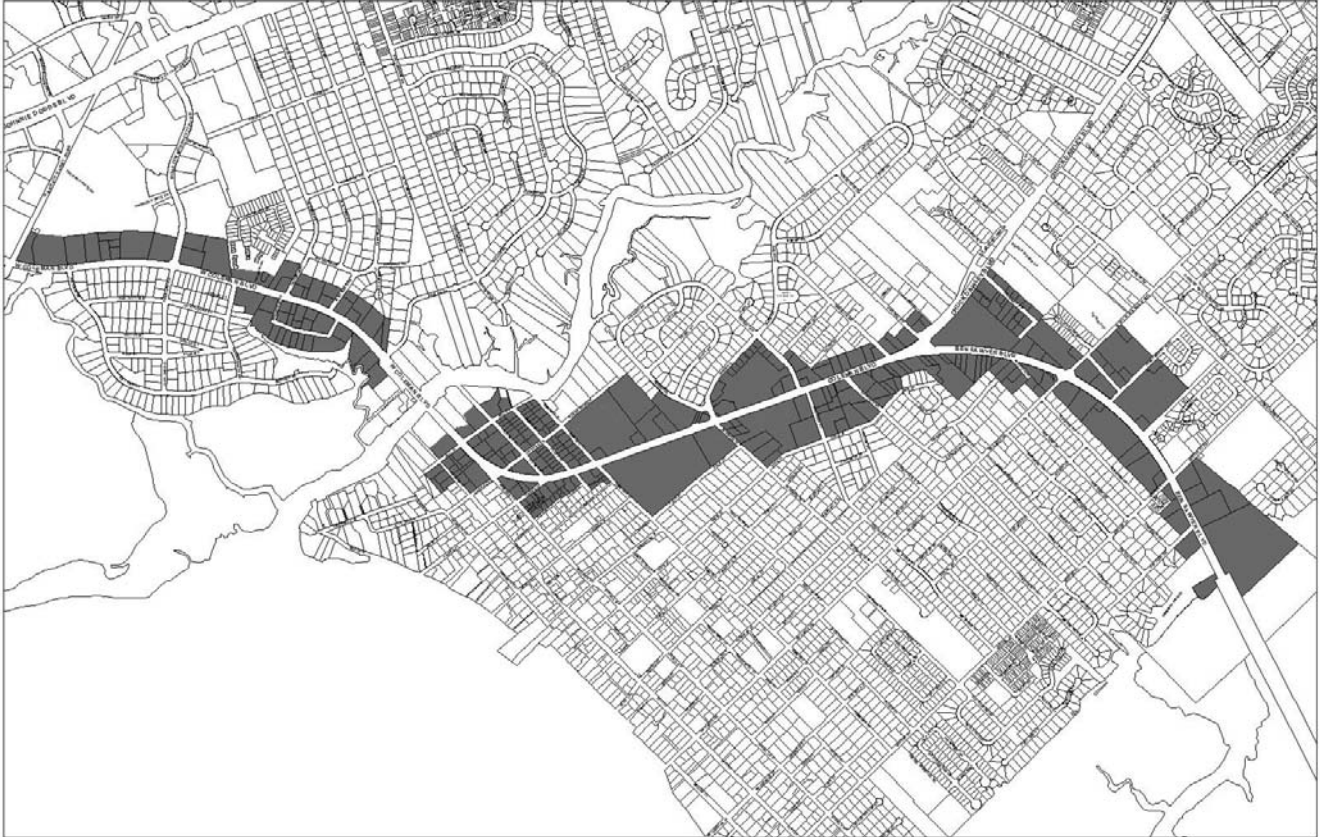


Figure 5. Boundary of UC-CBS.

(2) *Intent and findings.*

(a) *Intent.* The intent of the overlay district is to provide a scheme for the redevelopment and adaptive use for the project area as a pedestrian-oriented, bicycle-friendly, mixed use, distinctive urban environment to act as a focal gathering point for the town. A combination of the highest quality standards of site and building design, coupled with a true mixture of uses, will provide an environment ensuring a lively, vibrant human experience in the activity zone along the street.

(b) *Findings.* In furtherance of the stated purpose, Town Council finds and declares the following:

1. The identified Coleman-Ben Sawyer Boulevard Urban Corridor Overlay District is a developed area and located in the older and traditional part of town, much of which is underutilized and suitable for redevelopment.

2. Creating an overlay district on portions of Coleman Boulevard and Ben Sawyer Boulevard will encourage appropriate redevelopment to reestablish the vitality and vibrancy of this part of town.

Certain incentives in this district will encourage a true mixture of uses and improve the standards of site and building design.

3. A renewed and vibrant Coleman-Ben Sawyer Boulevard Urban Corridor Overlay District will contribute to the overall economic, aesthetic, and general well-being of the town.

4. The redevelopment of this area is compatible with the goals and objectives of the Town Comprehensive Plan, the Coleman and Ben Sawyer Boulevards Revitalization Master Plan, and the Coleman Revitalization Advisory Board Report to Mount Pleasant Mayor and Town Council.

(3) Specific mixed use requirements for certain areas.

(a) A minimum of 60% of the ground floor street frontage shall be utilized for retail, restaurant, or entertainment use, as permitted in division (D) of this section, in buildings with frontage on Coleman Boulevard, within the area located between Live Oak Street and the intersection of Coleman, Ben Sawyer, and Chuck Dawley Boulevards. Such retail, restaurant, or entertainment space shall be of a meaningful depth so as to create a functional, usable commercial space that addresses the activity zone and creates interest and activity in the public realm.

(b) The remaining 40% of first floor level floor area may be devoted to office or residential use.

(4) Site development and design elements.

(a) *Maximum height, setbacks and build-to lines, and bufferyard requirements.* Maximum height, setbacks and build-to lines, and bufferyard requirements shall be as depicted in the following Development Guidelines Table and corresponding Figure 6. UC-CBS Development Guidelines Map, and as further described herein, except civic uses, which shall be in accordance with division (N)(6) herein.

UC-CBS - DEVELOPMENT GUIDELINES TABLE					
Area	Maximum Building Height Allowed ¹	Front Setback or Build-to on Coleman or Ben Sawyer ²	Front or Side Setback or Build-to on Other Streets	Rear Building Setback ³	Internal Side and Rear (Non-street) Buffers ⁴
A1	55'	20-30' BT	20' SB	5'	5'
A2	55'	20-30' BT	20-30' BT	5'	5'
B1	55'	20-30' BT	20' SB	10'	5'
B2	55'	20-30' BT	10-20' BT	10'	5'
C1	45'	20-30' BT	20' SB ⁵	5'	5'
C2	55'	20-30' BT	20' SB ⁶	5'	5'
C3	45'	N/A	20' SB	5'	5'
C4	45'	N/A	20' SB	5'	5'
C5	55'	20-30' BT	20-30' BT	5'	5'
C6	45'	20-30' BT	20-30' BT	5'	5'
D1	75'	20-30' BT	10-20' BT	N/A	5'
D2	55'	20-30' BT	10' SB	10'	5'
D3	55'	20-30' BT	20' SB	10'	5'
E1	55'	N/A	10' SB	5'	5'
E2	55'	20-30' BT	20' SB	10'	5'
E3	75'	20-30' BT	10-20' BT	N/A	5'
F1	55'	20-30' BT	20' SB	10'	5'
F2	55'	N/A	20' SB	10'	5'
G1	55'	20' SB	20' SB	25'	5'
G2	55'	30' SB	N/A	25'	5'
¹ In all cases, the maximum height for buildings in the UC-CBS that are located within 50 feet of an abutting residential property line, or an abutting street right-of-way adjoining residential property; provided such residential property is located outside of the UC-CBS, shall be 40 feet, measured from grade to roof ridge, and further provided that no such building shall exceed a maximum of three stories.					
² Build-to lines are measured from back of curb to face of building; if no curb is present, measure from edge of pavement. Awnings and canopies are not included. Setbacks are measured from the right-of-way line.					
³ In all cases where rear or side property lines abut residential properties lying outside of the UC-CBS, a minimum 15-foot setback is required, within which a minimum 10-foot type "C" bufferyard with an F3 fence, is also required.					
⁴ Common wall construction to adjacent properties spanning property lines may be utilized in accordance with applicable building and fire code requirements. Buffers are not required where interconnectivity between parcels is provided or shown on the plan for future connection, or when common wall construction to adjacent properties spanning property lines is utilized. Where interconnectivity or common wall construction is not provided, a minimum type "A" bufferyard plant unit material is required.					
⁵ The 20' setback applies to all side streets except Mill Street, where a 20-30' build-to is required.					
⁶ The 20' setback applies to all side streets except Simmons Street, where a 20-30' build-to is required.					



Figure 6. UC-CBS Development Guidelines Map.

(b) *Building height.*

1. Building heights shall be measured from the top of curb, or edge of paving if curb is not present, based on an average measurement taken at all building corners, and every 25 feet along the length of any street or internal access road to either the building eave or ridge of roof, as applicable.
2. Where indicated on the Development Guidelines Table and corresponding map, the maximum height limit shall be 55 feet, measured from the top of curb to the building eave; provided further that all structures shall have a minimum of two floors, with a maximum of four floors allowed. The two-floor minimum shall only apply to buildings fronting the boulevard.
3. Where indicated on the Development Guidelines Table and corresponding map, the maximum building height limit shall be 45 feet.
 - a. The maximum height shall be measured to the ridge of the roof, not the eave; provided further that, in cases where buildings utilize a flat roof, the maximum height shall be measured to the top of the roof structure. Parapet walls are allowed above the 45-foot-height limit, but may not exceed an additional four feet in height.
 - b. All structures shall have a minimum of two floors, with a maximum of three floors allowed. The two floor minimum shall only apply to buildings fronting the boulevard.

4. A maximum height of 75 feet, with a minimum of two floors and with a maximum of six floors, measured to the eave, will be allowed in three specific locations in the UC-CBS, as indicated on the Development Guidelines Table and map.

a. The limits of the 75 foot height zone shall be measured 150 feet from any abutting residential property line or from an abutting street right-of-way adjoining residential property, provided such residential property is located outside of the UC-CBS.

b. In the area located inside the 150-foot line, the building height shall be 55 feet, measured to the eave, except as provided in footnote 1 in the Development Guidelines Table above.

c. The two-floor minimum shall only apply to buildings fronting the boulevard.

5. *Utilization of area above the maximum height.*

a. No area above the maximum height or maximum number of stories may be used to create an extra floor of living area or enclosed commercial space. However, this area may be used for storage and such uses as open decks or rooftop restaurants.

b. Multilevel decks above the maximum height are expressly prohibited.

(c) *Build-to lines/setbacks.* The build-to line or setback shall be as indicated on the Development Guidelines Table, except for civic uses, which shall be determined through the Design Review Process in accordance with the provisions of division (N)(6) herein.

(d) *Building size limitations.* No limitations on square footage of structures will be imposed. However, because “big box” retail development is not consistent with the purpose of the UC-CBS, the building footprint of any individual structure is limited to 50,000 square feet.

(e) *Bufferyards and plantings.*

1. *Front yard buffer.*

a. For buildings fronting Coleman Boulevard, Ben Sawyer Boulevard, or side streets, no understory or shrub plantings are required.

b. However, three canopy trees of a minimum-four-inch caliper shall be required for each 100 linear feet of road frontage, using species such as Southern Red Oak, Live Oak, Willow Oak, Elm varieties and American Beech. Such tree types to be consistent with each block and evenly spaced, with exceptions made for curb cuts, utilities, and other obstructions. On side streets, the required street trees shall be located in an area behind the sidewalk.

c. In order to enhance the pedestrian-oriented theme of development, planters shall be required as a design element to soften the building exterior and enhance the streetscape appearance.

i. Internal side and rear (non-street frontage) bufferyards shall be provided in accordance with the requirements of the Development Guidelines Table and map.

ii. Sabal Palmettos shall be planted in the public right-of-way adjacent to lots on Coleman and Ben Sawyer Boulevards, at approximately 30 feet on center. Additional low shrub or groundcover plantings, including grass, may be required between the Sabal Palmettos in the verge.

iii. Parking lot islands, which must include canopy trees of four-inch caliper or larger, of a species approved during the Design Review Process, must be provided at a minimum of every 12 spaces when adjacent to rear or side property lines, and internal parking lot islands either shall be provided at a minimum of every 12 spaces or only at the end of parking rows.

(f) *Sidewalks and landscaping.*

1. There shall be a public sidewalk, either within the right-of-way or within a pedestrian easement on private property, on both sides of all streets within the UC-CBS, a minimum of five feet wide on side streets and internal access roads, and a minimum of eight feet wide on boulevard streets.

2. On boulevard streets, these walks shall typically be separated from traffic by a grassed verge, which shall be a minimum of three feet wide, measured from the back of curb, and planted with Palmettos at approximately 30 feet on center; provided, however, that where on-street parking is utilized, the Palmettos may be planted in openings of three feet by three feet, with eight-foot-wide sidewalks serving the parallel parking areas. See Figures 7 and 8.

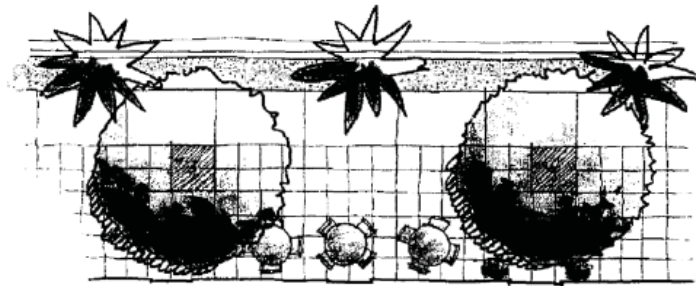


Figure 7. Location of Palmetto street trees.

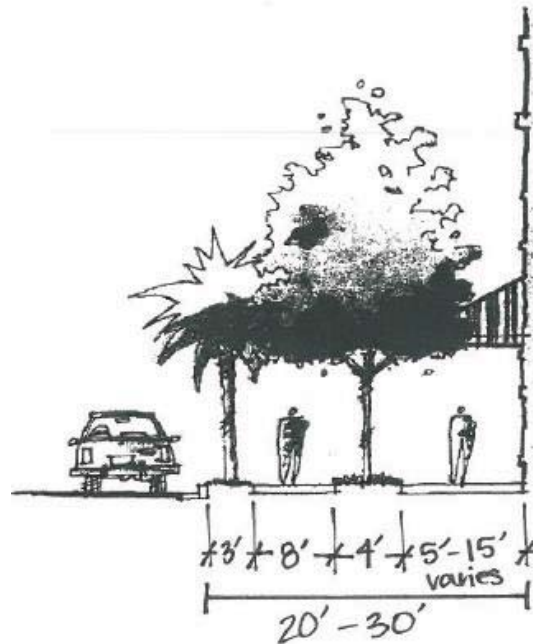


Figure 8. Sidewalk and landscaping cross-section for the boulevards.

(g) *Relationship of buildings to the street.* Because of the stated purpose of the UC-OD, maintaining a strong, single-plane, pedestrian-oriented relationship between the building front and the street is important. Therefore, changes in elevation between buildings and streets shall be avoided to the fullest extent possible. Activity zone grading shall be a crucial initial design consideration, as it will determine the finished floor elevation(s) of the building and may be a limiting factor in door placements and tenant space allocations. The accessible route(s) to the tenant space(s) may influence the useable space within the activity zone. As a general rule, the following standards shall apply; provided, however, exceptions may be allowed as noted herein.

1. *Grade changes.* Slopes shall not exceed 5% within the area located between the top of curb or the edge of pavement and the face of the building. Handicapped accessibility must comply with the requirements of the latest adopted edition of the International Building Code, which may result in reductions to the maximum slope.

2. *Strategies for accommodating grade changes.* The following design techniques are examples that may be utilized to accommodate grade changes and achieve the pedestrian-oriented relationship of building front and the street:

- a. *Step-finished floor of building.* Where grade changes make it a necessity, the finished floor of buildings shall step (i.e., maintain a consistent grade) with the existing grades along the street, as illustrated in Figure 9 below. Buildings with long facades or located on lots with varying grades or a long street frontage may require multiple steps in the finished floor to remain consistent with the existing street grade.



Figure 9. Step-finished floor of building.

b. *Recessed doors.* Building entry doors may be recessed, as illustrated in Figure 10, to accommodate required landings at entries, and to provide increased finished floor elevation and a greater length of slope within this area. Steps within the recess may also increase finished floor elevation.



Figure 10. Recessed doors.

c. *Ramps and stairs.* Ramps and stairs may be provided either within or along the side or rear of the building and not within the activity zone.

d. The provision of additional access doors may be necessary to accommodate handicapped access.

e. A combination or all of the design elements referenced above may be required to achieve the desired activity zone relationship described, as illustrated in Figure 11.



Figure 11. Variety of design elements to address grade changes.

3. *Exceptions.* Certain circumstances may render maintenance of the 5% maximum slope within the area located between the top of curb or edge of pavement and the face of the building impractical. Examples of such circumstances include, but are not limited to, existing grade elevation conditions that cannot reasonably be altered, the accommodation of drainage concerns and/or special requirements of flood hazard areas. In such cases, the following exceptions may apply. However, it must be emphasized that the exceptions will apply only after the above-referenced design techniques have been incorporated to the greatest extent possible, and the 5% maximum slope standard cannot be met because of unusual circumstances.

- a. A maximum of two stair risers, of between four and seven inches in height, abutting the sidewalk, may be utilized to accommodate a change in elevation, as illustrated in Figure 11; provided that the slope from the top stair tread to the face of the building does not exceed 5%.
- b. The sidewalk abutting the stairs must have a minimum width of eight feet, with dedicated public access for any portion located outside of the public right-of-way.

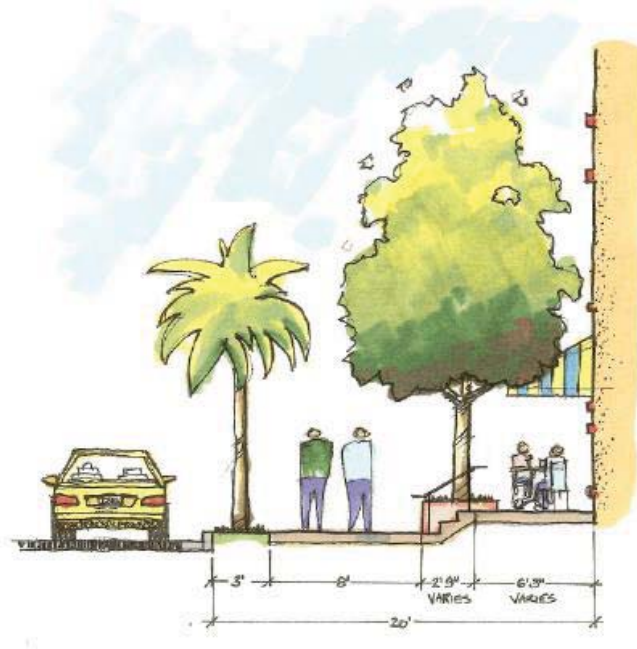


Figure 12. Stairs in the Activity Zone.

c. Greater consideration shall be given for these exceptions for sites involving additions and renovations to existing buildings than for redevelopment or development of vacant lots.

(h) *Lot frontage/pocket parks and other urban open space/plazas.* The goal of these requirements is to maintain a cohesive streetscape framed by buildings that address the public realm. Frontage will be assessed as the building facade that is located within the build-to area or within four feet of the setback line. Frontage shall be considered for both of the required two stories, while higher stories may be set back from the bottom two stories. The purpose of the pocket park or other urban open space/plazas is to provide variety in the public realm and usable outdoor space outside of the activity zone.

1. On Coleman Boulevard, between the intersection of Lansing Drive and the intersection of Chuck Dawley Boulevard, the minimum building frontage on properties of less than 100 feet shall be 100% of its frontage, except for adequate allowance for one curb cut. The total required building frontage may be accomplished through a phased development plan.

2. For properties with more than 100 feet of frontage on the boulevards, a minimum of 70% building frontage shall be required. The total required building frontage may be accomplished through a phased development plan.

3. Pocket parks, plazas, and other urban open spaces that are integrated into the overall design of a project shall count for a maximum of 20% of the required building frontage.

4. The minimum allowable size of a pocket park or other suitable urban open space shall be 12 feet of frontage and 300 square feet of overall area.

(i) On-street parallel parking may be implemented on both sides of Coleman Boulevard, from Simmons Street to Erckman Drive. On-street parking in other areas may be either parallel or angled, designed according to accepted standards, and approved by the town and SCDOT.

(Q) *UC-JDB, Johnnie Dodds Boulevard Urban Corridor Overlay District.*

(1) *Boundary of the district.* The boundaries of the district are generally described as including those properties abutting Houston Northcutt Boulevard, Bowman Road, and Johnnie Dodds Boulevard or its frontage roads, specifically excluding portions of the Groves residential subdivision; those properties located between Johnnie Dodds Boulevard and Mathis Ferry Road, specifically excluding the residential subdivisions of Queens Row and Parish Place; those properties located between Stuart Engals Boulevard and Interstate 526; all generally located between Magrath Darby Boulevard on the southwest and Interstate 526 on the northeast; and as more accurately depicted on the official zoning map, including any amendments thereto, now or in the future. The boundary of the district is graphically depicted in the following Figure 13.



Figure 13. Boundary of UC-JDB.

(2) *Intent.* The intent of the UC-JDB District is to enhance the driving experience for the motorist as well as the pedestrian experience in terms of convenience, safety, and aesthetics; to create opportunities for the redevelopment of underutilized properties along the corridor to attract jobs and create economic development opportunities and tourism for the community; to enhance East Cooper Regional Medical Center and provide an incentive for other medical practices to collocate; to create opportunities for civic uses that will enhance the hospitality industry within a Hospitality/Economic Development District; to enhance connections to the Memorial Waterfront Park and Waterfront Gateway District; to protect existing residential neighborhoods both adjacent to and near the corridor; to facilitate new and more pedestrian-oriented retail establishments that provide the everyday needs of the area residents; to define new open spaces, parks, and gathering spaces along the corridor as transition areas between development parcels throughout the districts along the corridor; to create new development guidelines for enhancing the corridor through creative land planning and

architectural patterns in all the newly created districts; and to enhance housing opportunities conducive with the area.

(3) *Permitted uses.* Permitted uses are those identified in division (D) of this section; provided, however, the preferred land uses and development patterns shall be as follows:

(a) *Hospitality/Economic Development District.* The boundary of this district is illustrated in Figure 14.



Figure 14. UC-JDB Hospitality/Economic Development District.

1. Hotels and higher density office uses.
2. Higher density residential uses.
3. Neighborhood commercial uses that benefit and enhance hotel and office uses such as boutique retailers, restaurants, and convenience stores.

(b) *Neighborhood Commercial and Office District.* The boundary of this district is illustrated in Figure 15.



Figure 15. Boundary of UC-JDB Neighborhood Commercial and Office District.

1. Neighborhood commercial uses that benefit the existing community, such as grocery stores, convenience stores, and dry cleaners.
2. Higher density office uses with retail uses that benefit office uses, such as coffee shops, cafes, printing companies, and office supply stores.

(c) *Health and Wellness/Economic Development District.* The boundary of this district is illustrated in Figure 16.



Figure 16. UC-JDB Health and Wellness/Economic Development District.

1. Research and medical office uses or “medical campus” use.
2. Higher density residential and workforce housing to facilitate hospital expansion.
3. Ancillary retail and service related uses.
4. Accommodations for hospital visitors.

(4) *Number of stories.*

(a) Buildings fronting on the frontage road shall be a minimum of two stories.

(b) Buildings fronting on side streets (non-frontage roads) and buildings located at the intersections between the frontage road and Johnnie Dodds Boulevard may utilize a single story.

(5) *Building height.* Building heights shall be measured from the top of curb, or edge of paving if curb is not present, based on an average measurement taken at all building corners, and every 25 feet along the length of any street or internal access road to the building eave.

(a) *Neighborhood Commercial and Office District.* Maximum building height is 55 feet, except as provided in division (c) below.

(b) *Hospitality/Economic Development District and Health and Wellness/Economic Development District.* Maximum building height is 80 feet, except as provided in division (c) below.

(c) In all cases, the maximum height for buildings in the UC-JDB that are located within 50 feet of an abutting residential property line, or an abutting street right-of-way adjoining residential property outside of the UC-JDB, shall be 40 feet, measured from grade to roof ridge, and further provided that no such building shall exceed a maximum of three stories.

(6) *Build-to lines/rear yard setback requirements.*

(a) *Front yard build-to line.*

1. Requirement for buildings fronting on the frontage road is 20 to 30 feet, with a minimum 8-foot sidewalk.

2. Requirement for buildings fronting on side streets (non-frontage road) and for intersection properties, as described in division (Q)(9), is 20 to 30 feet, with a minimum-five-foot sidewalk. For properties where the Mathis Ferry Road buffer applies, the build-to line shall be determined through the Design Review Process.

3. Build-to lines shall be measured from the back of curb to the face of the building. If no curb is present, build-to lines shall be measured from the edge of pavement.

(b) *Rear yard setback.* Rear yard setback is 15 feet.

(c) *Exceptions.*

1. Contingent upon approval through the Design Review Process, development utilizing an integrated site plan involving multiple parcels may forego rear yard setbacks along parcel lines, except when commercial uses abut residential uses lying outside the district boundaries. In the latter case, a minimum 15-foot setback is required.

2. Build-to lines and setbacks for civic uses shall be in accordance with the provisions of division (N)(6) herein.

(7) *Bufferyards.*

(a) *Mathis Ferry Road buffer.* See § 156.201 (l) (3).

(b) *Front yard.* Street trees are required. Three canopy trees of a minimum-four-inch caliper shall be required for each 100 linear feet of road frontage, using species such as Southern Red Oak, Live Oak, Willow Oak, Elm varieties, and American Beech. Such tree types to be consistent with each block and evenly spaced, with exceptions made for curb cuts, utilities, and other obstructions.

(c) *Side and rear yards.* In general, bufferyard requirements on individual parcels are specified in § 156.201; however, contingent upon approval through the Design Review Process, development utilizing an integrated site plan involving multiple parcels may forego side and rear bufferyards along parcel lines, except when commercial uses abut residential uses lying outside the district boundaries. In the latter case, a minimum 10-foot, Type “C” bufferyard, with an F3 fence, is required in all instances. This buffer may overlap with the required side and/or rear yard setback. In addition, buffers are not required where common wall construction to adjacent properties spanning property lines is utilized in accordance with applicable building and fire code requirements.

(8) *Exceptions for the Health and Wellness/Economic Development District.* Because the typical frontage road cross section will not be implemented in the vicinity of Bowman Road, due to its use as on-ramp and off-ramp access to the elevated interchange, the development standards applicable to the orientation of the frontage road will instead be applied to Bowman Road, or as otherwise determined through the Design Review Process.

(9) *Intersection properties.* This overlay district zoning scheme recognizes that the relatively small sites near the intersections and located between the frontage road and Johnnie Dodds Boulevard will continue to be utilized for such uses as fast food restaurants and convenience stores. These are necessary uses for an urban boulevard setting, their sites are not large enough for other Neighborhood Commercial uses as contemplated in these regulations, and the opportunity to aggregate parcels is

negated by the roadway configuration. Therefore, these properties should be developed or redeveloped in such a fashion so as to meet, to the fullest extent possible, the provisions promulgated herein as determined through the Design Review Process, in full recognition that certain incentives or requirements cannot be achieved.

(10) *Pedestrian trails/access/open space/parks.* A key component of the UC-JDB is the provision of an integrated pedestrian and bicycle access plan through sidewalks and trails. This system is graphically depicted in an illustrative manner in Figure 17, below. Dedication of easements and construction for sidewalks and pedestrian trails on development parcels may be required in the approval process to implement this pedestrian and bicycle access system. In addition to the pedestrian trail system, areas suitable for open space and parks are illustrated in the following Figure 17.

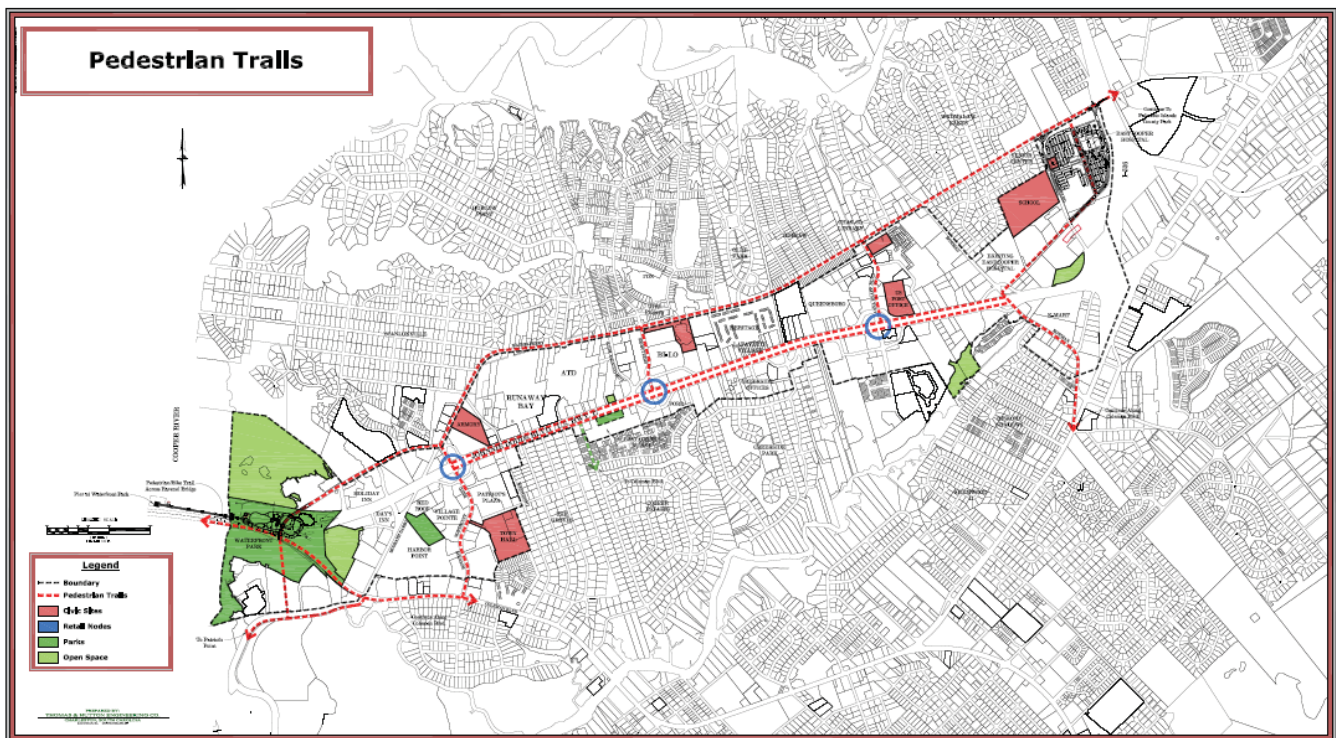


Figure 17. UC-JDB pedestrian and bicycle trails system and proposed open space areas.

(R) *UC-CDB, Chuck Dawley Boulevard Urban Corridor Overlay District.*

(1) *Boundary of the district.* The boundaries of the district are generally described as including those properties abutting Chuck Dawley Boulevard, specifically excluding most residentially-zoned parcels, and as more accurately depicted on the official zoning map, including any amendments thereto, now or in the future. The boundary of the district is graphically depicted in the following Figure 18.



(3) *Building height.* Maximum building height shall be 40 feet, provided that no such building shall exceed a maximum of three stories. Building heights shall be measured from the top of curb, or edge of paving if curb is not present, based on an average measurement taken at all building corners, and every 25 feet along the length of any street or internal access road to the building eave.

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(a) *Front yard build-to line.*

1. Front yard build-to line is 20 to 30 feet, which includes an 8-foot sidewalk only when an activity zone is included as part of the development plan; otherwise, the existing sidewalk shall be sufficient to meet the intent of this section, unless no sidewalk exists in which case installation of a 5-foot sidewalk shall be required.

2. Build-to lines shall be measured from the back of curb to the face of the building. If no curb is present, build-to lines shall be measured from the edge of pavement.

(b) *Rear yard setback.* Rear yard setback is 15 feet.

(c) *Exceptions.*

1. Contingent upon approval through the Design Review Process, development utilizing an integrated site plan involving multiple parcels may forego rear yard setbacks along parcel lines, except when commercial uses abut residential uses lying outside the district boundaries. In the latter case, a minimum-15-foot setback is required.

2. Build-to lines and setbacks for civic uses shall be in accordance with the provisions of division (N)(6) herein.

(5) *Bufferyards.*

(a) *Front yard.*

1. For buildings fronting on Chuck Dawley Boulevard or side streets, no understory or shrub plantings are required.

2. However, three canopy trees of a minimum-four-inch caliper shall be required for each 100 linear feet of road frontage, using species such as Southern Red Oak, Live Oak, Willow Oak, Elm varieties, and American Beech. Such tree types to be consistent with each block and evenly spaced, with exceptions made for curb cuts, utilities, and other obstructions.

(b) *Side and rear yards.* In general, bufferyard requirements on individual parcels are specified in § 156.201. However, contingent upon approval through the Design Review Process, development utilizing an integrated site plan involving multiple parcels may forego side and rear bufferyards along parcel lines, except when commercial uses abut residential uses lying outside the district boundaries. In the latter case, a minimum-ten-foot, Type “C” bufferyard, with an F3 fence, is required in all instances. This buffer may overlap with the required side and/or rear yard setback. In addition, buffers are not required where common wall construction to adjacent properties spanning property lines is utilized in accordance with applicable building and fire code requirements.

(Ord. 06015, passed 3-14-06; Am. Ord. 07071, passed 11-13-07; Am. Ord. 08047, passed 9-9-08; Am. Ord. 08066, passed 11-11-08; Am. Ord. 09061, passed 9-8-09; Ord. 10081, passed 2-8-11; Am. Ord. 11061, passed 9-13-11; Am. Ord. 14022, passed 4-8-14; Am. Ord. 14047, passed 8-12-14; Am. Ord. 14071, passed 11-11-14; Am. Ord. 14072, passed 11-11-14; Am. Ord. 15037, passed 10-13-15)