

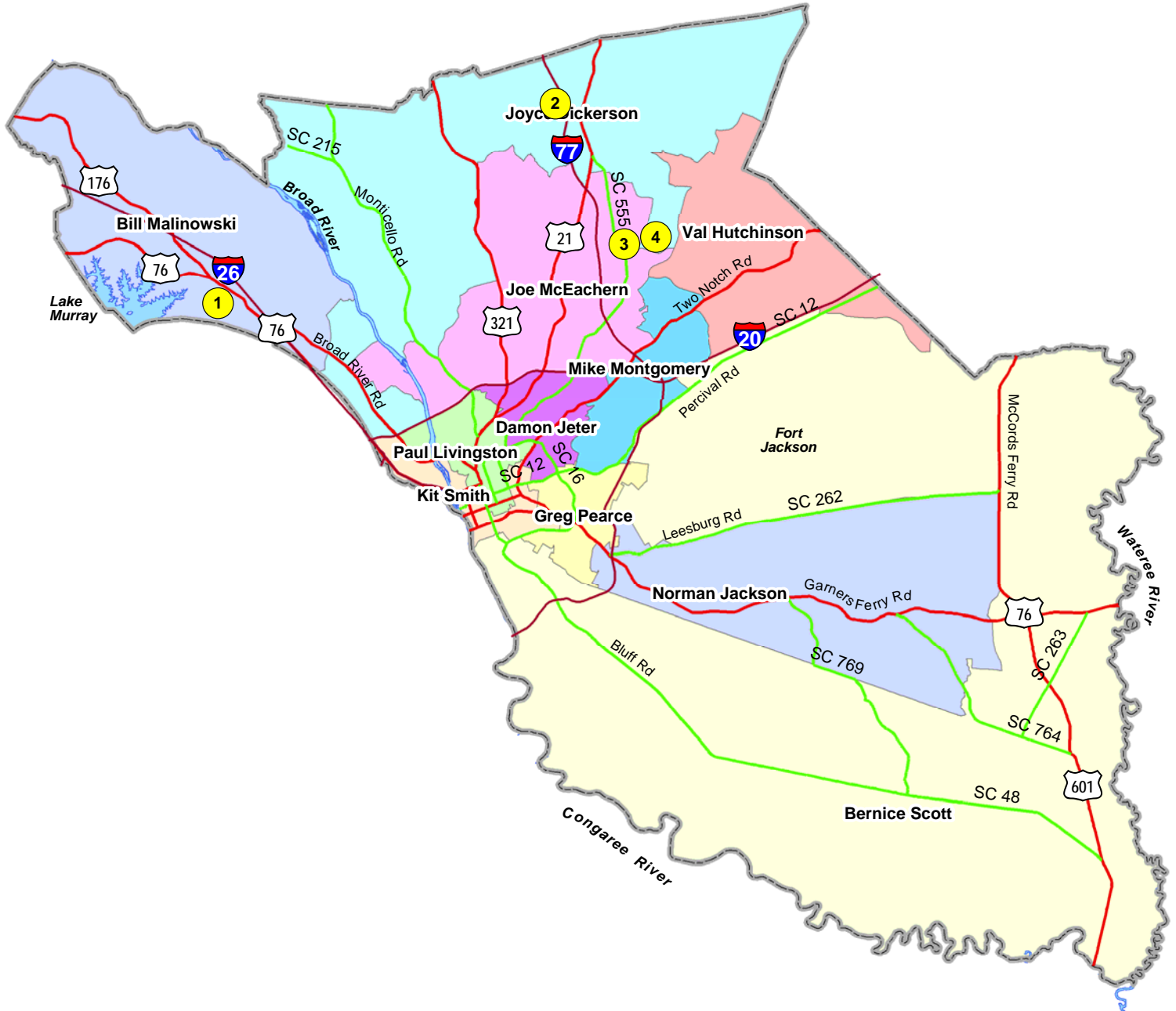
RICHLAND COUNTY COUNCIL  
ZONING PUBLIC HEARING



FEBRUARY 26, 2008



# RICHLAND COUNTY ZONING PUBLIC HEARING FEBRUARY 26, 2008



CASE NO.	APPLICANT	TMS NO.	LOCATION	DISTRICT
1. 08-01 MA	Stan Mack	03300-07-06	Farming Creek Rd.	Malinowski
2. 08-02 MA	David Gantt	15200-01-09 (p) & 13 (p)	Blythewood Rd.	Dickerson
3. 08-03 MA	Charlie Waite	17400-05-30	Clemson Rd. & Longreen Pkwy.	McEachern
4. 08-04 MA	David Armstrong, Jr.	20200-01-02	600 Longtown Rd.	Dickerson







**RICHLAND COUNTY COUNCIL ZONING PUBLIC HEARING**

**Tuesday, February 26, 2008  
7:00 P.M.**

**2020 Hampton Street  
2<sup>nd</sup> Floor, Council Chambers  
Columbia, South Carolina**

**STAFF:** Joseph Kocy, AICP ..... Planning Director  
Anna Almeida, AICP ..... Development Services Manager  
Amelia R. Linder, Esq. .... Assistant County Attorney

**I. CALL TO ORDER..... Joe McEachern**  
Chair of Richland County Council

**II. ADDITIONS / DELETIONS TO THE AGENDA**

**OPEN PUBLIC HEARING**

CASE # 08 - 01 MA		
APPLICANT	Stan Mack	<b>1<sup>st</sup> Reading</b>
REQUESTED AMENDMENT	NC to PDD (9 acres)	<b>Approved</b>
PURPOSE	Construction Company & Commercial Mixed Use	<b>7-1</b>
TAX MAP SHEET NUMBER (S)	03300-07-06	<b>Page</b>
LOCATION	Farming Creek Rd.	<b>3</b>

CASE # 08 - 02 MA		
APPLICANT	David Gantt	<b>1<sup>st</sup> Reading</b>
REQUESTED AMENDMENT	NC to RU (1 acre)	<b>Approved</b>
PURPOSE	Landscape & Horticultural Service	<b>8-0</b>
TAX MAP SHEET NUMBER (S)	15200-01-09 (p) & 15200-01-13 (p)	<b>Page</b>
LOCATION	Blythewood Rd.	<b>19</b>

CASE # 08 - 03 MA		
APPLICANT	Charlie Waite Summit Contractors, Inc.	<b>1<sup>st</sup> Reading</b>
REQUESTED AMENDMENT	HI to RM-HD (27.86 acres)	<b>Approved</b>
PURPOSE	Multi-Family Apartments	<b>8-0</b>
TAX MAP SHEET NUMBER (S)	17400-05-30	<b>Page</b>
LOCATION	Clemson Rd. & Longreen Parkway	<b>29</b>

CASE # 08 - 04 MA		
APPLICANT	David Armstrong Jr.	<b>1<sup>st</sup> Reading</b>
REQUESTED AMENDMENT	RU to GC (1.15 acres)	<b>Denied</b>
PURPOSE	Wash Shed	<b>6-2</b>
TAX MAP SHEET NUMBER (S)	20200-01-02	<b>Page</b>
LOCATION	600 Longtown Rd.	<b>41</b>

## VI. TEXT AMENDMENT

A. Decker Boulevard Redevelopment Overlay Zone. AN ORDINANCE AMENDING THE RICHLAND COUNTY CODE OF ORDINANCES; CHAPTER 26, LAND DEVELOPMENT; ARTICLE V, ZONING DISTRICTS AND DISTRICT STANDARDS; SECTION 26-83, ESTABLISHMENT OF ZONING DISTRICTS; SUBSECTION (D) OVERLAY DISTRICTS; SO AS TO PROVIDE FOR A “CRD CORRIDOR REDEVELOPMENT OVERLAY DISTRICT”.

**Approved 8-0 ..... Page 53**

B. AN ORDINANCE AMENDING THE RICHLAND COUNTY CODE OF ORDINANCES; CHAPTER 26, LAND DEVELOPMENT; ARTICLE VI, SUPPLEMENTAL USE STANDARDS; SECTION 26-151, PERMITTED USES WITH SPECIAL REQUIREMENTS; SUBSECTION (C), STANDARDS; PARAGRAPH (66), SEXUALLY ORIENTED BUSINESSES; SO AS TO AMEND REQUIREMENTS PERTAINING TO SEXUALLY ORIENTED BUSINESSES (Not included in this agenda)

## III. ADJOURNMENT



# **Richland County Planning & Development Services Department Map Amendment Staff Report**

**PC MEETING DATE:** February 4, 2008  
**RC PROJECT:** 08-01 MA  
**APPLICANT:** Stan Mack/Ideal Construction  
**LOCATION:** Farming Creek Road

**TAX MAP NUMBER:** 03300-07-06  
**ACREAGE:** 9.0  
**EXISTING ZONING:** OI  
**PROPOSED ZONING:** PDD

**PC SIGN POSTING:** January, 2008

## **Staff Recommendation**

**Disapproval**

## **Background /Zoning History**

The site is currently zoned Office Industrial District (OI) and is located on Farming Creek Road with approximately 720 linear feet of frontage. The lot had been subdivided from a nine (9.0) acre parent tract, however, the new submission requests the rezoning of the entire original parcel of nine (9) acres.

According to County records in 2001 a map amendment was before the Planning Commission requesting to rezone from Rural District (RU) to Office Institutional District (C1), County Council approved the rezoning request in September 2001.

In 2003 a map amendment request was to be heard by the Planning Commission to rezone this property from Office Institutional District (C1) to General Commercial District (C3) however, the applicant withdrew the application September 2003, prior to being heard.

In February 2007 a map amendment was before the Planning Commission requesting a rezone from Office Institutional (OI) to Light Industrial (LI), planning staff's recommendation was for denial which was affirmed by the Planning Commission recommendation. The applicant subsequently withdrew his application and submitted the Planned Development proposal, suggested by the Planning Commission.

On January 10, 2008 the project was reviewed by the Development Review Team and was conditionally approved. The conditions of approval included the following:

- Maximum square footage of outside storage area,
- Maximum square feet of building
- Maximum proposed height of structure.
- Maximum impervious surface.
- Number of parking provided.
- Detailed list of permitted uses, with prohibition for fuel storage and hazardous materials on site.
- Buffers shall be increased,
- Minimum setbacks for structures and accessory structures
- Provide complete information on storm water design
- Detail of proposed fencing.
- Details for site lighting.
- Tree Survey and protection plan, as this is a wooded agricultural area
- Operational standards to include hours of operation, maximum noise levels, levels of vibration, smoke, odor, flammable materials, etc
- Parking calculations, site lighting and tree survey

### **Summary**

The PDD District is intended to allow flexibility in development that will result in improved design, character, and quality of new mixed-use developments, and that will preserve natural and scenic features of open spaces. Planned development districts must involve innovation in site planning for residential, commercial, institutional, and/or industrial developments within the district. Such developments must be in accordance with the comprehensive plan for the county, and in doing so, may provide for variations from the regulations of the county's zoning districts concerning use, setbacks, lot size, density, bulk, and other such requirements.

The current Richland County Land Development Regulations restrict outdoor storage to industrially zoned districts.

### **Roads**

The site is located on Farming Creek Road which is a two lane farm to market road currently maintained by SCDOT.

<b>Existing Zoning</b>		
<b><u>North:</u></b>	RU	Farm house on large lot
<b><u>South:</u></b>	RU	Wooded, farm house
<b><u>East:</u></b>	RU	Pasture with house
<b><u>West:</u></b>	RU/GC	Single Family w/large lot and farm related business

**Plans & Policies**

The Imagine Richland 2020 Comprehensive Plan/ “Northwest Subarea Proposed Land Use Map” designates this area as Residential in the Developing Urban District.

Objective: “Encourage industrial and commercial uses in selected, concentrated locations where access is appropriate for the use”.

Non-Compliance: The site is located off of a two lane farm to market road surrounded by agricultural uses and single family residences.

Principal: “Industrial activities should be confined to areas identified on the Proposed Land Use Map, and not produce noise, smoke, odors, glare or pollutants”.

Non-Compliance: The site is not designated for industrial uses on the Proposed Land Use Map and is adjacent to existing homes on large lots and a farm which is currently active.

**Traffic Impact**

The current traffic counts were received from SCDOT in May, 2007 and represent the Annual Average Daily Trips in 2006. The nearest count station is # 147 located on Broad River Road northeast of the site and the current traffic volume is 16,400 ADT which is currently at a Level-of-Service “F”. This intersection is currently being upgraded by SCDOT to include left –turn lanes on both Broad River Road and Farming Creek Road. This upgrade is part of a larger project on Broad River Road that begins at Koon Road and ends at Dutch Fork Road (US 76), and work is anticipated to be completed by August 2007.

The Traffic Management Plan reflects the level of service “F” for post development for Broad River Road. The planning staff recommends the applicant provide a signalization to support the post development impact on roads.

**Conclusion**

The site, which has almost doubled in size from the original submittal of approximately five (5) acres to the current approximately nine (9) acres, is surrounded by pasture land, an active farm, an existing rail line and single family homes on large tracts. The area is rural in nature with little intrusion of any commercial or industrial uses.

An existing boat business is located on the corner of Farming Creek Road and Broad River Road which is approximately 800 + feet from the site, and a small business, agricultural in nature is across the street. The property currently does not have water or sewer; according to the PDD document the applicant has stated that equipment would be serviced on site in an enclosed building. Lowboy trucks which are used to move equipment would be used twice a day morning and evening; the impacts associated with the use on adjacent properties would be increased traffic and noise associated with the nature of the operation.

At the February 5, 2007 Planning Commission, the concerns over the existing contamination of a farm pond from nearby non-agricultural uses. The storm water basin for the Planned Development needs to provide calculations for the preservation and protection of existing agricultural lands adjacent to this development.

Planning Commission suggested the applicant change the map amendment request to a Planned Development District.

#### **Development Review Team Requirements**

The Development Review Team on January 10, 2008 conditions of approval were compliance with the previous list of conditions stated above.

#### **Proposed PDD Conditions**

1. The site development shall be limited to the following:
  - One (1) 10,000 square foot single story building; Twenty (20) % maximum impervious surface, 43, 560 square foot maximum outdoor storage area, Fifty (50) foot minimum buffers for neighboring agricultural lands, Forty-five (45) foot maximum height for any structure; and
2. The applicant shall provide a fifty (50) foot screening buffer around the entire property inclusive of the outparcels so as to shield all visibility from any road, rail line or property; and
3. The applicant shall provide a minimum twenty (20) foot landscaped street protective yard for all of the outparcels; and
4. The permitted uses on the property shall be Construction, Building, General Contracting, with Outside Storage, Office professional as depicted in the PDD document; and
5. Unless otherwise provided herein, all development shall conform to all current relevant land development regulations; and
6. Proposed changes to the approved Master Plan shall be subject to the requirement of Section 26-59 (j)(1) of the Richland County Land Development Code; and
7. Access to the subject site shall be limited to three (3) curb cuts on Farming Creek Road ;and
8. The applicant shall place the intersection under a STOP sign control; and
9. The applicant shall contribute towards the future installation of a traffic light at the intersection of Farming Creek Road and Broad River Road held in escrow to be utilized at the time SCDOT determines a light is warranted ; and

10. The applicant shall provide sidewalks along the site frontage of the site; and
11. The applicant shall exceed all minimum standards in the Richland County Land Development Code for landscape/tree protection standards due to the impact on neighboring properties; and
12. The applicant shall meet all minimum standards for parking, sidewalks and pedestrian amenities, signs, recreation/open space design and operational standards to promote connectivity, and pedestrian access from all areas to recreation and commercial sections, to include sidewalks along external roadways.
13. The applicant shall work closely with Public Works department to exceed minimum storm water standards, due to the sensitivity of this agricultural area and requires maximum protections; and
14. If applicable the Department shall receive written US Army Corps of Engineers approval of the wetlands delineation and/or encroachment permit prior to approval of the preliminary plans;
15. If applicable the Department shall receive written FEMA approval of the 100 year flood elevation statement prior to approval of the preliminary subdivision plans; and
16. Richland County shall not be responsible for the enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest; and
17. All the conditions described herein shall apply to the applicant, the developer and/or their successors in interest.

The parking for the planned development should have a specific minimum and maximum permitted for each use or state compliance with the current land development regulations. References to existing regulations shall be required to be made apart of the documents and ordinance. Buffers have been increased but no planting requirements provided and the depth of the buffer is inconsistent. Site lighting shall conform to the current regulations or may provide for specific regulations with in the documents. There are remaining storm water management questions for an area with a history of water management problems.

The planned development district is intended to present innovative design and exceed the minimum standards provided in the Land Development Regulations. The Planned Development may provide for variations from regulations of the permitted uses, setbacks, lot size, density, bulk, and other such requirements such as special exceptions. The Richland County Planning Commission and County Council may impose conditions and or specific requirements for the relaxation of existing regulations.

Planned Developments are not intended as a means to defeat zoning.

Planning staff recommends denial of this map amendment.

<b>Zoning Public Hearing Date</b>
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**February 26, 2008**

## Planning Commission Action

### Findings of Fact:

1. Applicant has incorporated the entire site in the PDD document.
2. The PDD document controls the uses and design of the site.

At their meeting of **February 4, 2008** the Richland County Planning Commission **disagreed** with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process for **RC Project # 08-01 MA** at the next available opportunity.



STATE OF SOUTH CAROLINA  
COUNTY COUNCIL OF RICHLAND COUNTY  
ORDINANCE NO. \_\_\_-08HR

AN ORDINANCE OF THE COUNTY COUNCIL OF RICHLAND COUNTY, SOUTH CAROLINA, AMENDING THE ZONING MAP OF UNINCORPORATED RICHLAND COUNTY, SOUTH CAROLINA, TO CHANGE THE ZONING DESIGNATION FOR THE REAL PROPERTY DESCRIBED AS TMS # 03300-07-06 FROM OI (OFFICE AND INSTITUTIONAL DISTRICT) TO A PDD (PLANNED DEVELOPMENT DISTRICT); AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

Pursuant to the authority granted by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, BE IT ENACTED BY RICHLAND COUNTY COUNCIL:

Section I. The Zoning Map of unincorporated Richland County is hereby amended to change the property described as TMS # 03300-07-06 from OI (Office and Institutional District) zoning to a PDD (Planned Development District) zoning, as described herein.

Section II. PDD Site Development Requirements. The following site development requirements shall apply to the subject parcels:

- a) The applicant shall comply with the Master Plan (dated February 15, 2007, revised December 10, 2007) prepared for and by Ideal Construction Company, Inc., which was submitted to, and is on file in, the Richland County Planning & Development Services Department (hereinafter referred to as “PDSD”), and is incorporated herein by reference, except as otherwise amended herein; and
- b) The site development shall be limited to:
  1. One (1) 10,000 square foot single-story building; and
  2. Twenty percent (20%) maximum impervious surface; and
  3. Forty-three thousand five hundred sixty (43,560) square foot maximum outdoor storage area;
  4. Fifty (50) foot minimum buffers for neighboring agricultural lands; and
  5. Forty-five (45) foot maximum height for any structure; and
- c) The applicant shall provide a fifty (50) foot screening buffer around the entire property, inclusive of the outparcels, so as to shield all visibility from any road, rail line, or property; and
- d) The permitted uses on the property shall be “Construction, Building, General Contracting (with Outside Storage), and Office professional”, as depicted in the Master Plan referenced above; and
- e) Unless otherwise provided herein, all development shall conform to all current relevant land development regulations; and
- f) Proposed changes to the Master Plan shall be subject to the requirements of Section 26-59(j)(1) of the Richland County Land Development Code; and
- g) Access to the subject site shall be limited to three (3) curb cuts on Farming Creek Road; and

- h) The applicant shall place the intersection under a STOP sign control; and
- i) The applicant shall contribute towards the future installation of a traffic light at the intersection of Farming Creek Road and Broad River Road, which shall be held in escrow and to be utilized at the time the South Carolina Department of Transportation determines that a light is warranted; and
- j) The applicant shall provide sidewalks along the frontage of the site; and
- k) All development on this site shall exceed the minimum standards of Chapter 26 of the Richland County Code of Ordinances for landscape/tree protection standards due to the impact on neighboring properties; and
- l) All development shall meet the minimum standards of Chapter 26 of the Richland County Code of Ordinances for parking, sidewalks and pedestrian amenities, signs, recreation/open space design, and operational standards that promotes connectivity, and there shall be pedestrian access from all areas to recreation and commercial sections, which shall include sidewalks along external roadways; and
- m) The applicant shall work closely with the Richland County Public Works Department to ensure that the development exceeds minimum storm water standards due to the sensitivity of this agricultural area (which requires maximum protections); and
- n) If applicable, prior to approval of the preliminary subdivision plans, the applicant shall submit to the PDSO written evidence of:
  - a. The U.S. Army Corps of Engineers' approval of the wetlands delineation and/or encroachment permit, and
  - b. FEMA's approval of the 100 year flood elevation statement; and
- o) Richland County shall not be responsible for the enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest; and
- p) All site development requirements described above shall apply to the applicant, the developer, and/or their successors in interest; and

Section III. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section IV. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section V. This ordinance shall be effective from and after \_\_\_\_\_, 2008.

RICHLAND COUNTY COUNCIL

By: \_\_\_\_\_  
Joseph McEachern, Chair

Attest this \_\_\_\_\_ day of  
\_\_\_\_\_, 2008.

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Michielle R. Cannon-Finch  
Clerk of Council

RICHLAND COUNTY ATTORNEY'S OFFICE

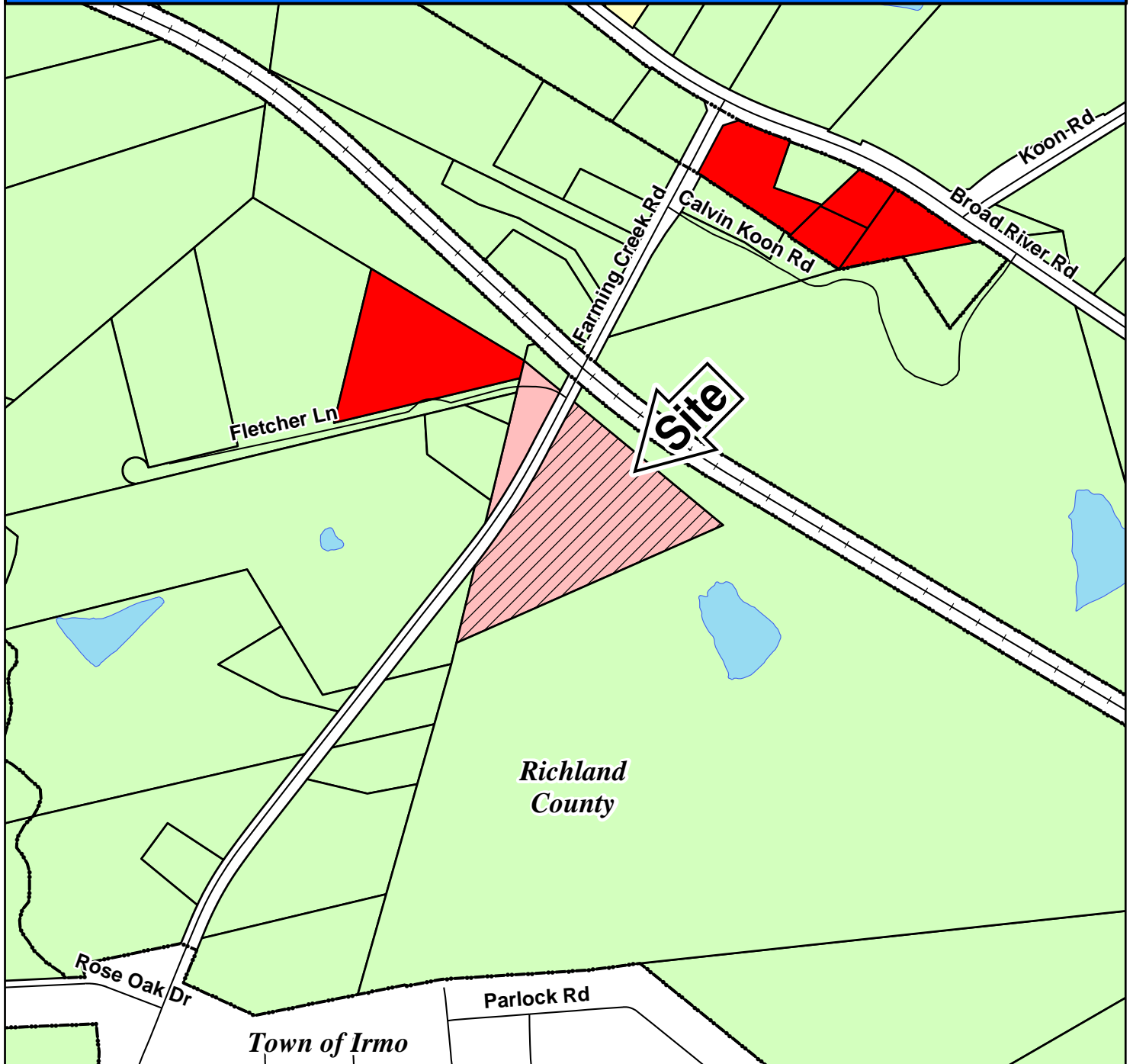
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Approved As To LEGAL Form Only  
No Opinion Rendered As To Content

Public Hearing: February 26, 2008 (tentative)  
First Reading: February 26, 2008 (tentative)  
Second Reading:  
Third Reading:



# CASE 08-01 MA NC to PDD



## ZONING CLASSIFICATIONS



	RR		RS-MD		RM-MD		NC		LI		RU
	RS-E		RS-HD		RM-HD		GC		HI		TRO
	RS-LD		MH		OI		M-1		PDD		Subject Property



**CASE 08-01 MA  
NC to PDD**

**TMS 03300-07-06**

Broad River Rd

Caedmon Creek Dr

Koon Rd

Calvin Koon Rd

Farming Creek Rd

Fletcher Ln

**Site**

*Richland  
County*

 **FLOOD ZONE A**

 **FLOOD ZONE AE**

 **WETLANDS**

Rose Oak Dr

Crosshorr Rd

Ramsbury Ct

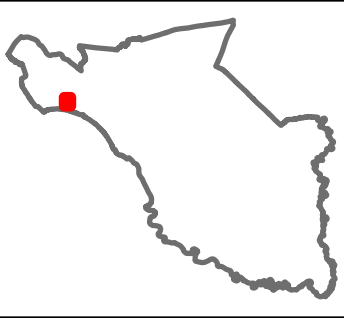
Lyne Cove Ct

*Town of Irmo*

Parlock Rd

Twiste

Pennyboy Rd











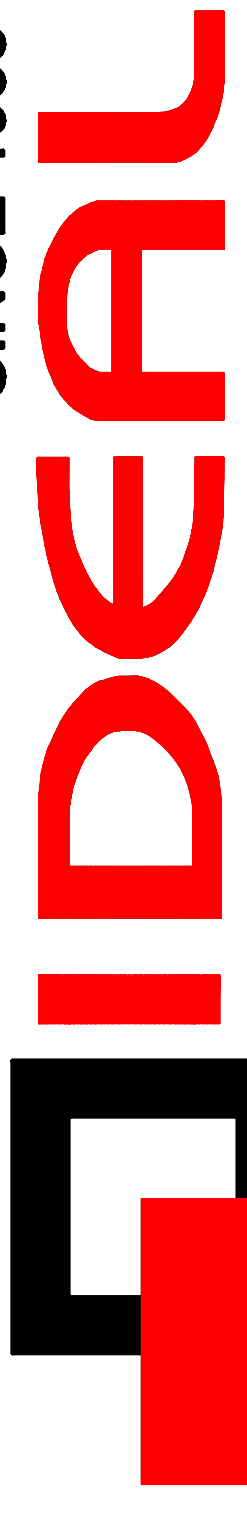
**Looking toward Broad River Rd.**



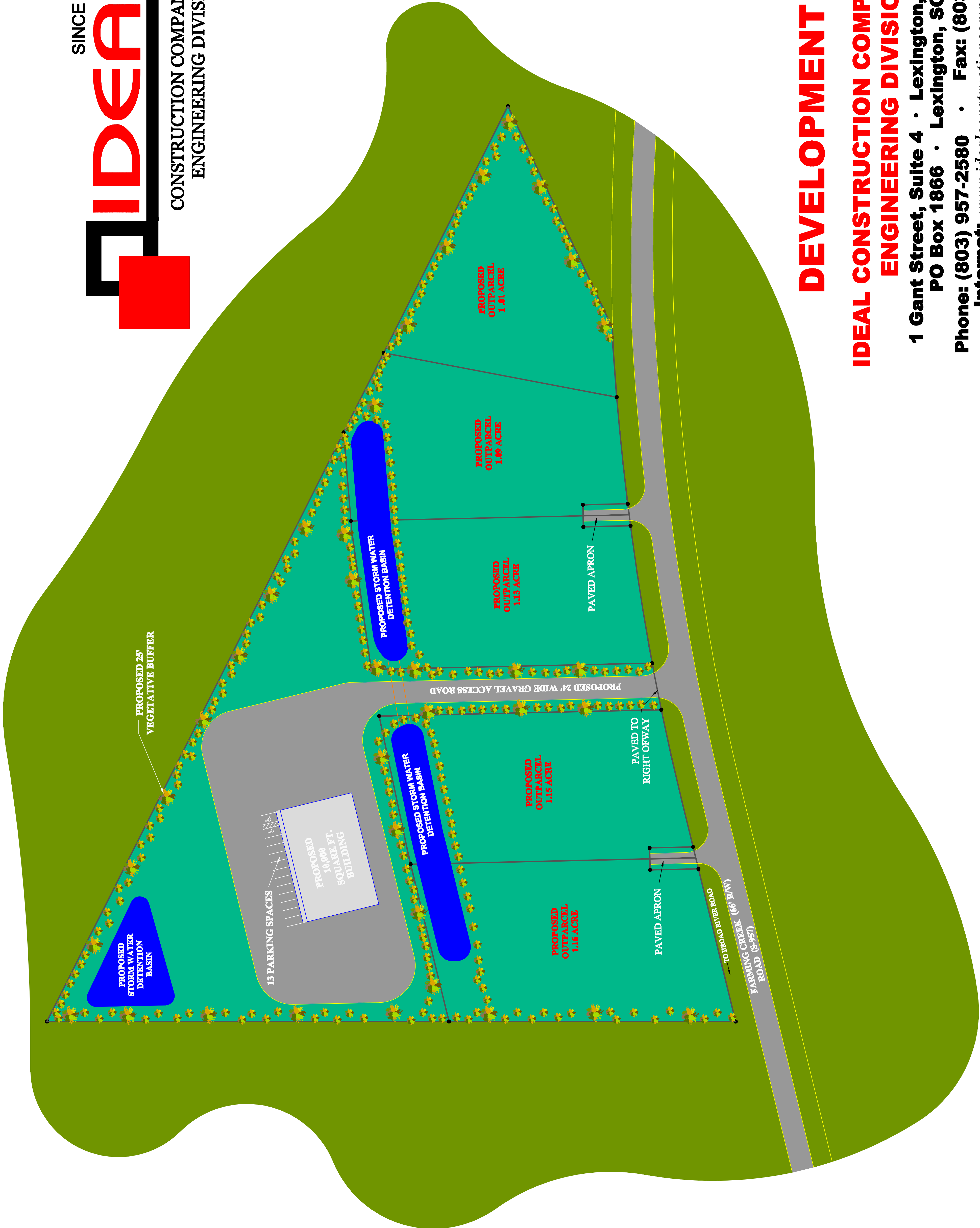
**Looking down Farming Creek Rd.**



SINCE 1958



CONSTRUCTION COMPANY, INC.  
ENGINEERING DIVISION



## DEVELOPMENT PLAN

**IDEAL CONSTRUCTION COMPANY, INC.**  
**ENGINEERING DIVISION**

1 Gant Street, Suite 4 • Lexington, SC 29072  
PO Box 1866 • Lexington, SC 29071

Phone: (803) 957-2580 • Fax: (803) 957-2589  
Internet: [www.idealconstructioncompany.biz](http://www.idealconstructioncompany.biz)





## **Richland County Planning & Development Services Department Map Amendment Staff Report**

**PC MEETING DATE:** February 4, 2008  
**RC PROJECT:** 08-02 MA  
**APPLICANT:** David H. Gantt  
**PROPERTY OWNER:** John A. Montgomery, Carole M. Hunt, Carter E. Montgomery  
**LOCATION:** Lot# 6 Montgomery Ridge Business Park- Blythewood Road

**TAX MAP NUMBER:** 15200-01-09 (P); 15200-01-13 (P)  
**ACREAGE:** 1.00  
**EXISTING ZONING:** NC  
**PROPOSED ZONING:** RU

**PC SIGN POSTING:** January, 2008

### **Staff Recommendation**

**Approval**

### **Background /Zoning History**

The site is currently zoned Neighborhood Commercial (NC) and is located on Pond Side Lane which intersects Blythewood Road and backs up to “Cobblestone” subdivision. The site has approximately 78.22 linear feet of frontage on Pond Side Lane.

According to County records the property was rezoned in 2006 from RU to NC (06-35 MA). Rural District (RU) reflected the original zoning as adopted September 7, 1977.

### **Summary**

The Rural (RU) District is intended to provide areas for low intensity agricultural uses and very-low density single-family, detached residential home construction. Rural zoning is intended to provide for the preservation of open space, farmland and rural areas, and to protect and encourage the integrity of existing rural communities.

Minimum lot area is 33,000 square feet, or as determined by DHEC; Minimum lot width is 120 feet.

**Roads**

The site is located on Pond Side Lane which is a two lane local road currently maintained by Richland County.

**Existing Zoning**

<b><u>North:</u></b>	PDD	Subdivision in the Town of Blythewood “Cobblestone” aka University Club
<b><u>South:</u></b>	RU/D-1	Residence/Town of Blythewood
<b><u>East:</u></b>	OC	Office Commercial building Town of Blythewood
<b><u>West:</u></b>	R-12	Residence Town of Blythewood

**Plans & Policies**

The Imagine Richland 2020 Comprehensive Plan/ “I-77 Corridor Area Proposed Land Use Map” designates this area as Low to Density Residential Area in the Developing Urban Area.

Objective: “Establish commercial pockets or clusters as needed to serve the area”.

Compliance: The site is located in an existing business park.

Principal: “Sites that don’t encroach or penetrate established residential areas; and sites of major traffic junctions and cluster locations as opposed to strip development”.

Non-Compliance: “The sites backs up to a planned residential development however all access would be provided from Blythewood Road.

**Traffic Impact**

The current traffic counts were received from SCDOT in May, 2007 and represent the Annual Average Daily Trips in 2006. The nearest count station is # 490 located on Blythewood Road near I-77; the current traffic volume is 7,700 ADT which is currently at a level-of-service “B”.

### **Conclusion**

The applicant is proposing a landscape business; the adjacent lot TMS# 15200-01-32 is zoned rural (RU). The property is located between commercial and residential uses creating a good buffer with close proximity to I-77. Landscape and horticultural services are permitted in the following zoning designations: RU, GC, M-1 and LI, rural being the least invasive due to the abutting uses.

### **Zoning Public Hearing Date**

**February 26, 2008**

### **Planning Commission Action**

At their meeting of **February 4, 2008** the Richland County Planning Commission **agreed** with the PSDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process for **RC Project # 08-02 MA** at the next available opportunity.



STATE OF SOUTH CAROLINA  
COUNTY COUNCIL OF RICHLAND COUNTY  
ORDINANCE NO. \_\_\_\_-08HR

AN ORDINANCE OF THE COUNTY COUNCIL OF RICHLAND COUNTY, SOUTH CAROLINA, AMENDING THE ZONING MAP OF UNINCORPORATED RICHLAND COUNTY, SOUTH CAROLINA, TO CHANGE THE ZONING DESIGNATION FOR THE REAL PROPERTIES DESCRIBED AS A PORTION OF TMS # 15200-01-09 AND A PORTION OF TMS # 15200-01-13 FROM NC (NEIGHBORHOOD DISTRICT) TO RU (RURAL DISTRICT); AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

Pursuant to the authority granted by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, BE IT ENACTED BY RICHLAND COUNTY COUNCIL:

Section I. The Zoning Map of unincorporated Richland County is hereby amended to change the real properties described as a portion of TMS # 15200-01-09 and a portion of TMS # 15200-01-13 from NC (Neighborhood Commercial District) zoning to RU (Rural District) zoning.

Section II. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section III. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section IV. This ordinance shall be effective from and after \_\_\_\_\_, 2008.

RICHLAND COUNTY COUNCIL

By: \_\_\_\_\_  
Joseph McEachern, Chair

Attest this \_\_\_\_\_ day of  
\_\_\_\_\_, 2008.

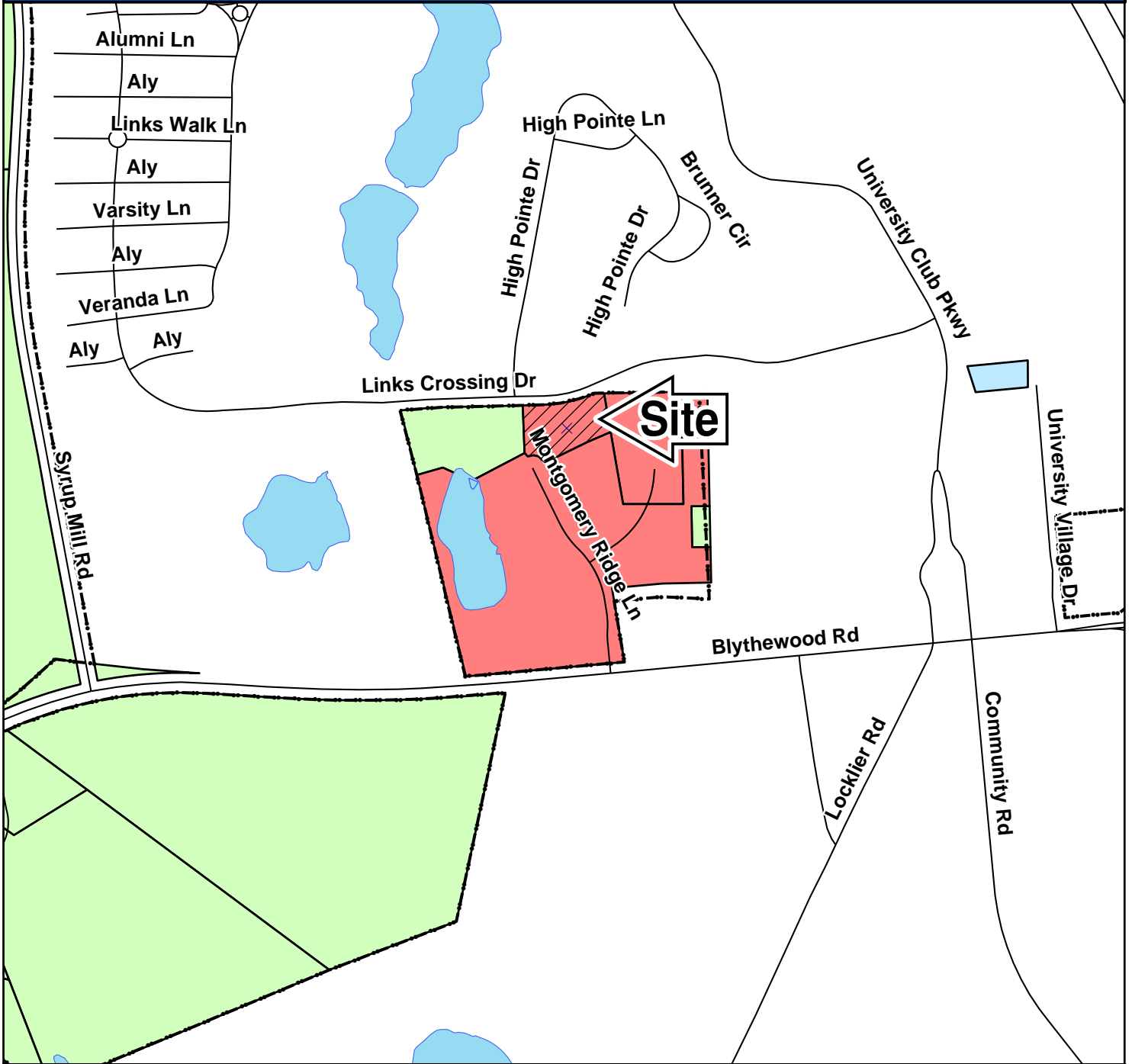
\_\_\_\_\_  
Michielle R. Cannon-Finch  
Clerk of Council

Public Hearing: February 26, 2008 (tentative)  
First Reading: February 26, 2008 (tentative)  
Second Reading:  
Third Reading:























# CASE 08-02 MA NC to RU



## ZONING CLASSIFICATIONS



	RR		RS-MD		RM-MD		NC		LI		RU
	RS-E		RS-HD		RM-HD		GC		HI		TRO
	RS-LD		MH		OI		M-1		PDD		Subject Property



# CASE 08-02 MA NC to RU

TMS 15200-01-09 (p) & 15200-01-13 (p)









Looking east of site



Looking west of site





**Richland County Planning & Development  
Services Department  
Map Amendment Staff Report**

**PC MEETING DATE:** February 4, 2008  
**RC PROJECT:** 08-03 MA  
**APPLICANT:** Summit Contractors, Inc/ Charlie Waite  
**PROPERTY OWNER:** Goebel Partners  
**LOCATION:** Northwest corner of Longreen Parkway and Clemson Road

**TAX MAP NUMBER:** 17400-05-30  
**ACREAGE:** 28.11  
**EXISTING ZONING:** HI  
**PROPOSED ZONING:** RM-HD

**PC SIGN POSTING:** January, 2008

**Staff Recommendation**

**Approval**

**Background /Zoning History**

The site is currently zoned Light Industrial District (M-1) and is located at the northwest corner of Longreen Parkway and Clemson Road with approximately 436 linear feet along Clemson Road and bound on the west side by the existing railroad line.

On September 12, 2007 a plat was approved which consolidated three (3) parcels into this one parcel of 28.11 acres.

According to County records the current zoning of High Industrial District (HI) reflects the original zoning as adopted September 7, 1977.

**Summary**

The RM-HD District is intended to provide for high-density residential development in Richland County, allowing compact development consisting of the full spectrum of residential unit types where adequate public facilities are available. This district is intended to allow a mix of

residential unit types where adequate public facilities are available. This district is intended to allow a mix of residential unit types to provide a balance of housing opportunities while maintaining neighborhood compatibility. This district may serve as a transitional district between lower density residential and low intensity commercial uses.

No minimum lot area, except as determined by DHEC. Maximum density for residential uses is no more than sixteen (16) dwelling units per acre.

Gross Dwelling Units: 449

Net Dwelling Units: 312

**Roads**

The site is located on Clemson Road classified as a two lane collector road currently maintained by SCDOT.

<b>Existing Zoning</b>		
<b>North:</b>	PDD	Longtown Planned Development/Mixed Use
<b>South:</b>	HI	Commercial
<b>East:</b>	LI/HI/PDD	Commercial/Single Family
<b>West:</b>	HI	Railroad Line/ Manufacturing

**Plans & Policies**

The Imagine Richland 2020 Comprehensive Plan/ “I-77 Corridor Area Proposed Land Use Map” designates this area as Industrial Area in the Developing Urban Area.

Objective: “Accommodate in certain planned higher density residential areas, a full range of housing opportunities, to meet the various needs of area residents”.

Compliance: The general vicinity has commercial, multi-family, single family residential and manufacturing within a five mile radius.

Principal: “Mixed residential densities are appropriate within the Developing Urban Area; high-density is identified as 9 dwellings per acre”.

Compliance: The comprehensive plan identifies high density as nine (9) dwelling units per acre; however the land redevelopment regulations define high density as sixteen units per acre which is almost fifty percent more.

Principal: “Where single-family development occurs adjacent to higher intensity uses, multi-family development, at a compatible density, may be used as a buffer”.

Compliance: The existing single family residential will have the high density residential as the adjacent land use, as opposed to the existing High Industrial District (HI) permitted uses.

### **Traffic Impact**

The current traffic counts were received from SCDOT in May, 2007 and represent the Annual Average Daily Trips in 2006. The nearest count station is # 285 located on Farrow Road. The current traffic volume is 6,200 ADT which is currently at a level-of-service "B".

### **Conclusion**

The subject property is located off of a two lane state road which has a guard rail along the frontage, of the only frontage road. The current zoning of High Industrial District (HI) has as the permitted uses the most intense manufacturing and industrial. The Residential Multi-Family – High Density District (RM-HD) also has as permitted and special requirement uses civic, recreation, and personal services.

The neighboring lands within a five mile radius include a middle school, two multifamily developments, single family developments, commercial, manufacturing. In the immediate area, this would be the initial multi-family development as the single family dwelling developments exist. The requested zone district represents the highest density permitted in Richland County and could yield the site a maximum of 449 dwelling units.

Planning Staff recommends approval of this map amendment.

### **Zoning Public Hearing Date**

**February 26, 2008**

### **Planning Commission Action**

At their meeting of **February 4, 2008** the Richland County Planning Commission **agreed** with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process for **RC Project # 08-03 MA** at the next available opportunity.





STATE OF SOUTH CAROLINA  
COUNTY COUNCIL OF RICHLAND COUNTY  
ORDINANCE NO. \_\_\_\_-08HR

AN ORDINANCE OF THE COUNTY COUNCIL OF RICHLAND COUNTY, SOUTH CAROLINA, AMENDING THE ZONING MAP OF UNINCORPORATED RICHLAND COUNTY, SOUTH CAROLINA, TO CHANGE THE ZONING DESIGNATION FOR THE REAL PROPERTY DESCRIBED HEREIN (TMS # 17400-05-30) FROM HI (HEAVY INDUSTRIAL DISTRICT) TO RM-HD (RESIDENTIAL, MULTI-FAMILY, HIGH DENSITY DISTRICT); AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

Pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ENACTED BY THE RICHLAND COUNTY COUNCIL:

Section I. The Zoning Map of unincorporated Richland County is hereby amended to change the real property described as TMS # 17400-05-30 from HI (Heavy Industrial District) zoning to RM-HD (Residential, Multi-Family, High Density District) zoning.

Section II. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section III. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section IV. This ordinance shall be effective from and after \_\_\_\_\_, 2008.

RICHLAND COUNTY COUNCIL

By: \_\_\_\_\_  
Joseph McEachern, Chair

Attest this \_\_\_\_\_ day of  
\_\_\_\_\_, 2008.

\_\_\_\_\_  
Michielle R. Cannon-Finch  
Clerk of Council

RICHLAND COUNTY ATTORNEY'S OFFICE

\_\_\_\_\_  
Approved As To LEGAL Form Only.  
No Opinion Rendered As To Content.

Public Hearing: February 26, 2008 (tentative)  
First Reading: February 26, 2008 (tentative)  
Second Reading:  
Third Reading:





















# CASE 08-03 MA

## M-1/LI to RM-MD



### ZONING CLASSIFICATIONS

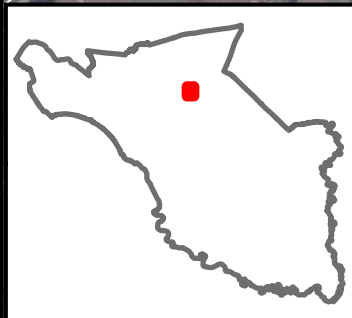
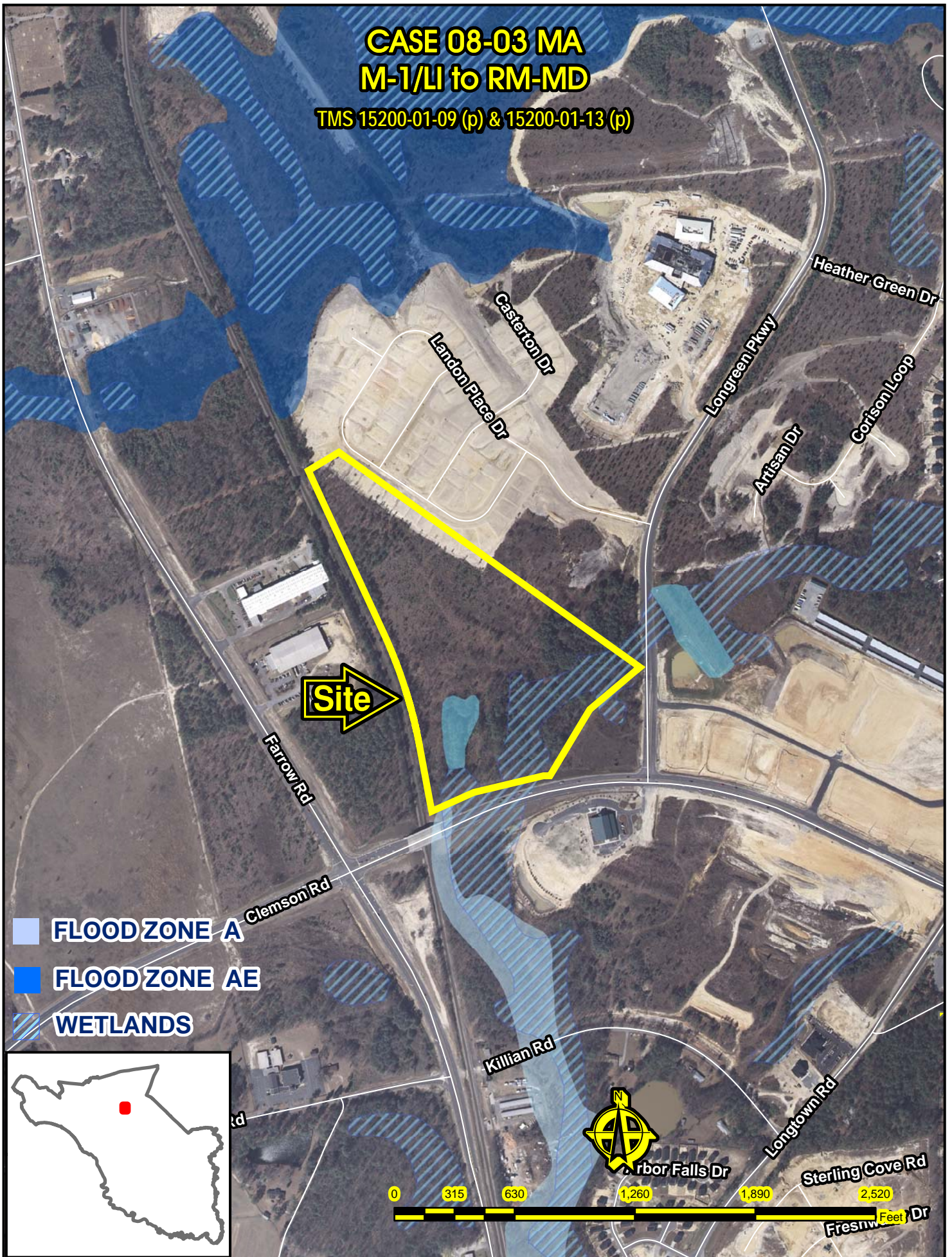


 RR	 RS-MD	 RM-MD	 NC	 LI	 RU
 RS-E	 RS-HD	 RM-HD	 GC	 HI	 TRO
 RS-LD	 MH	 OI	 M-1	 PDD	 Subject Property



# CASE 08-03 MA M-1/LI to RM-MD

TMS 15200-01-09 (p) & 15200-01-13 (p)









**Looking east down Clemson Rd.**



**Looking west down Clemson Rd.**



**Intersection of Clemson Rd. and Longgreen Parkway –  
across from site**



**Intersection of Clemson Rd. and Longgreen Parkway –  
looking towards Mungo’s PUD**







## **Richland County Planning & Development Services Department Map Amendment Staff Report**

**PC MEETING DATE:** February 4, 2008  
**RC PROJECT:** 08-04 MA  
**APPLICANT:** David Armstrong Jr./ Trip Construction Co., Inc.  
**PROPERTY OWNER:** Trip Construction Co.,  
**LOCATION:** 600 Longtown Road

**TAX MAP NUMBER:** 20200-01-02  
**ACREAGE:** 1.15  
**EXISTING ZONING:** RU  
**PROPOSED ZONING:** GC

**PC SIGN POSTING:** January, 2008

### **Staff Recommendation**

**Denial**

### **Background /Zoning History**

The site is currently zoned Rural (RU) and is located on Longtown Road north of Clemson Road with approximately 247 linear feet of frontage along Longtown Road.

On September 19, 2007 a 1.15 acre site was subdivide from the majority parcel of approximately forty-four (44) acres.

According to County records the current zoning of Rural District (RU) reflects the original zoning as adopted September 7, 1977.

### **Summary**

The GC (General Commercial) zoning designation allows for an array of permitted uses which can be found in the Richland County Land Development Code under Article V, Sec.26-141. Table of Permitted Uses. There is no minimum lot area; the GC district does allow residential uses which specify a maximum of sixteen (16) dwelling units per acre.

## Roads

The site is located on Longtown Road which is a two lane undivided collector road currently maintained by SCDOT.

## Existing Zoning

<b><u>North:</u></b>	RU	Vacant
<b><u>South:</u></b>	RU/GC	Vacant/ residence
<b><u>East:</u></b>	RS-MD	Whitehurst & Winslow Subdivision
<b><u>West:</u></b>	PDD	Longtown PDD/ Heather Green Subdivision

## Plans & Policies

The Imagine Richland 2020 Comprehensive Plan/ “I-77 Corridor Area Proposed Land Use Map” designates this area as General Commercial Area in the Developing Urban Area.

Objective: “Establish commercial pockets or clusters as needed to serve the area”.

Non-Compliance: The existing commercial parcels are not contiguous to the subject parcel and the adjacent lands are all residentially zoned.

Principal: “In general, commercial and office activities should be confined to or expanded at existing clusters, and/or locations as identified on the Proposed Land Use Map”.

Non-Compliance: The existing commercial activity is a legal non-conforming use and cannot be expanded or changed

## Traffic Impact

The current traffic counts were received from SCDOT in May, 2007 and represent the Annual Average Daily Trips in 2006. The nearest count station is # 711 located on Longtown Road. The current traffic volume is 7,100 ADT which is currently at a Level-of Service “C”.

## Conclusion

The subject parcel has an existing commercial use of construction offices, which has been in existence prior to zoning being adopted for Richland County in 1977. Therefore, the use is legal non-conforming and encompasses approximately forty-four acres, and by statute may not be expanded or altered to increase the non-conformity.

The parcel is surrounded by residential lands with varying densities of 1.32 dwellings per acre, 3.63 dwellings per acre and the maximum of 16 dwellings per acre in the Planned Development of Longtown. The General Commercial District (GC) has the maximum allowed residential density of sixteen (16) units per acre in addition to a wide range of retail, commercial and wholesale land uses.

The General Commercial District (GC) is concentrated to the south of the parcel. One of the parcels currently zoned GC is approximately 39 acres and remains undeveloped.

Planning staff recommends denial of this map amendment.

**Zoning Public Hearing Date**

**February 26, 2008**

**Planning Commission Action**

At their meeting of **February 4, 2008**, the Richland County Planning Commission **agreed** with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process to **deny the proposed Amendment for RC Project # 08-04 MA** at the next available opportunity



STATE OF SOUTH CAROLINA  
COUNTY COUNCIL OF RICHLAND COUNTY  
ORDINANCE NO. \_\_\_\_-08HR

AN ORDINANCE OF THE COUNTY COUNCIL OF RICHLAND COUNTY, SOUTH CAROLINA, AMENDING THE ZONING MAP OF UNINCORPORATED RICHLAND COUNTY, SOUTH CAROLINA, TO CHANGE THE ZONING DESIGNATION FOR THE REAL PROPERTY DESCRIBED AS TMS # 20200-01-02 FROM RU (RURAL DISTRICT) TO GC (GENERAL COMMERCIAL DISTRICT); AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

Pursuant to the authority granted by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, BE IT ENACTED BY RICHLAND COUNTY COUNCIL:

Section I. The Zoning Map of unincorporated Richland County is hereby amended to change the real property described as TMS # 20200-01-02 from RU (Rural District) zoning to GC (General Commercial District) zoning.

Section II. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section III. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section IV. This ordinance shall be effective from and after \_\_\_\_\_, 2008.

RICHLAND COUNTY COUNCIL

By: \_\_\_\_\_  
Joseph McEachern, Chair

Attest this \_\_\_\_\_ day of  
\_\_\_\_\_, 2008.

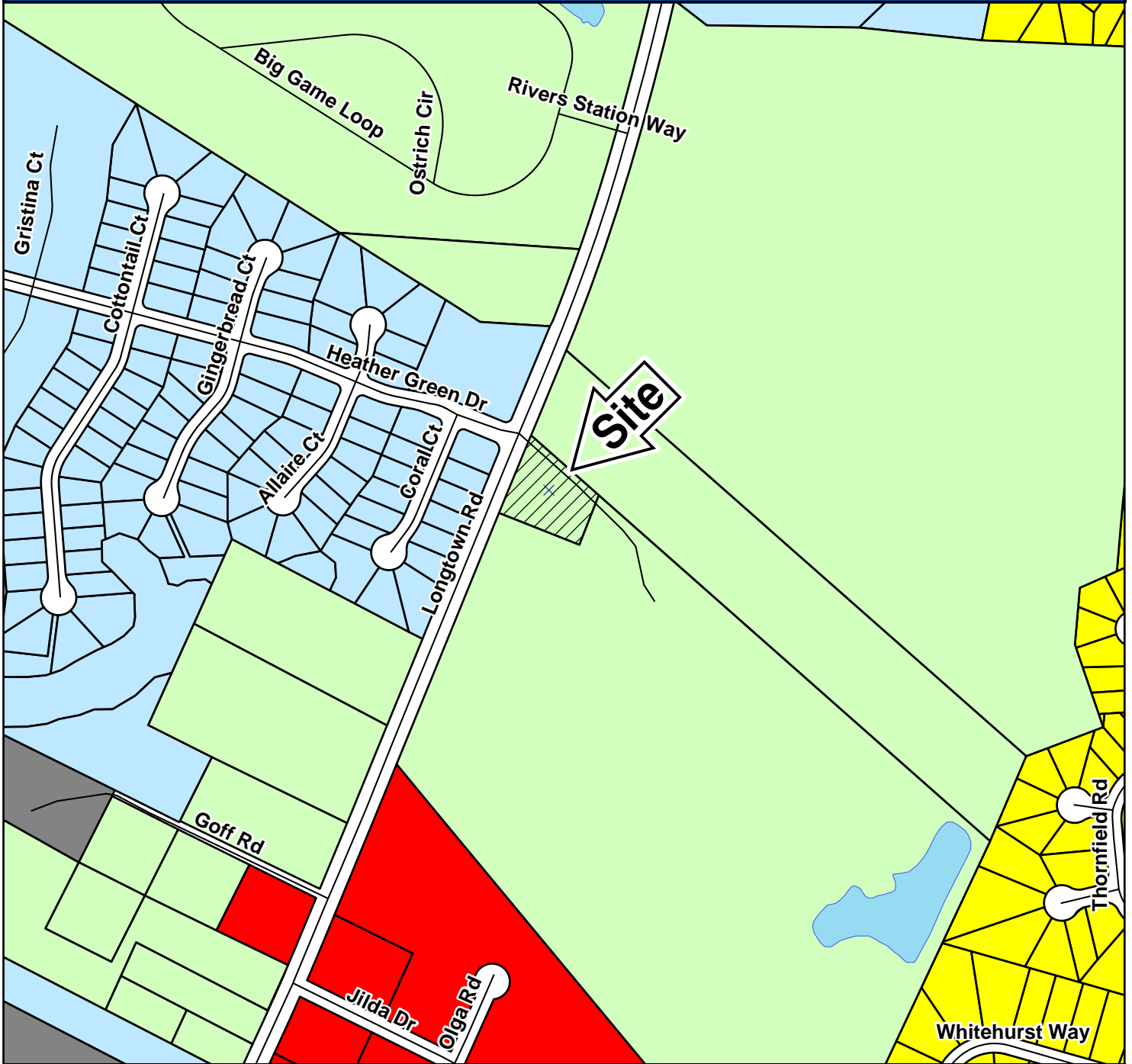
\_\_\_\_\_  
Michielle R. Cannon-Finch  
Clerk of Council

Public Hearing: February 26, 2008 (tentative)  
First Reading: February 26, 2008 (tentative)  
Second Reading:  
Third Reading:























# CASE 08-04 MA RU to GC



## ZONING CLASSIFICATIONS

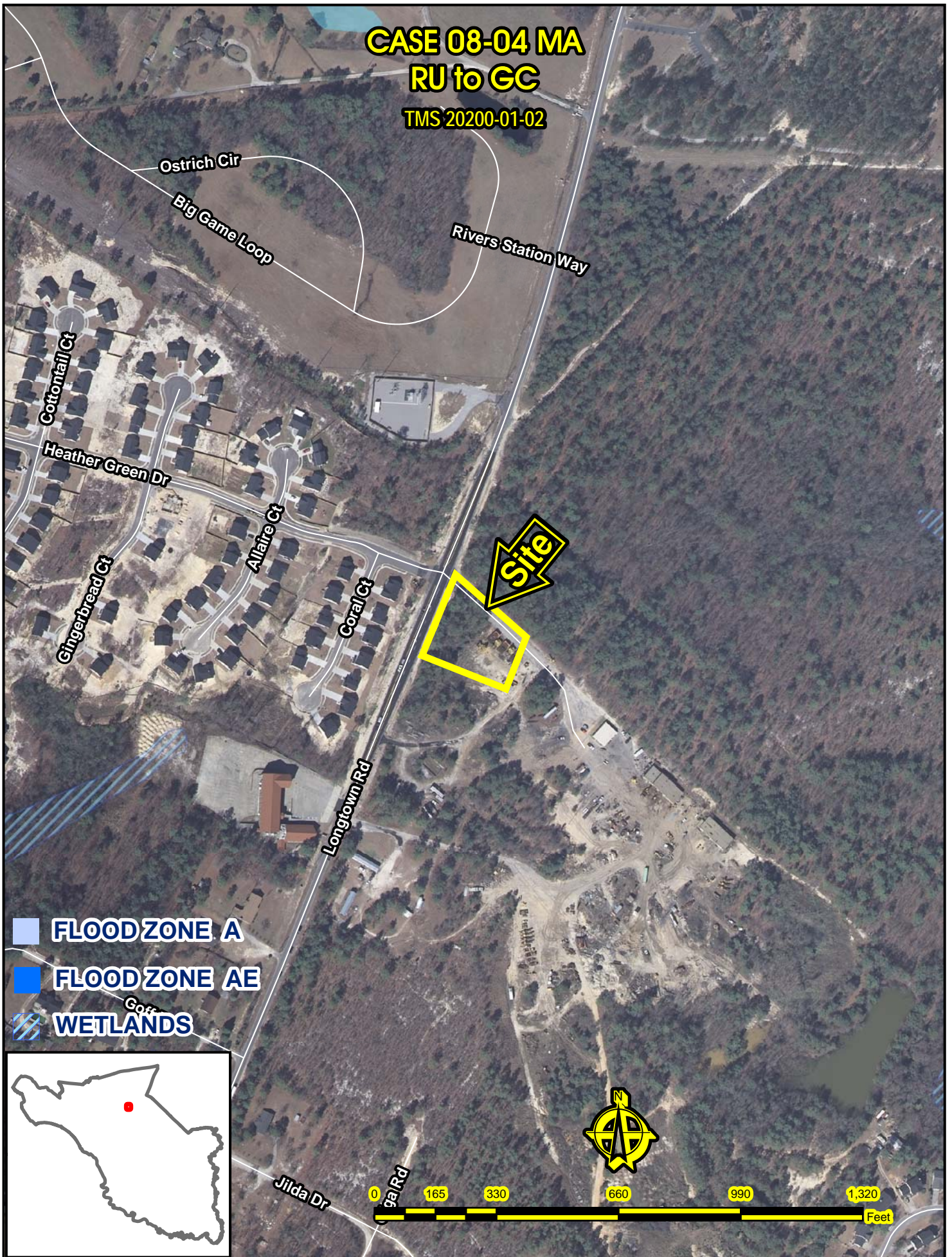


	RR		RS-MD		RM-MD		NC		LI		RU
	RS-E		RS-HD		RM-HD		GC		HI		TRO
	RS-LD		MH		OI		M-1		PDD		Subject Property



**CASE 08-04 MA  
RU to GC**

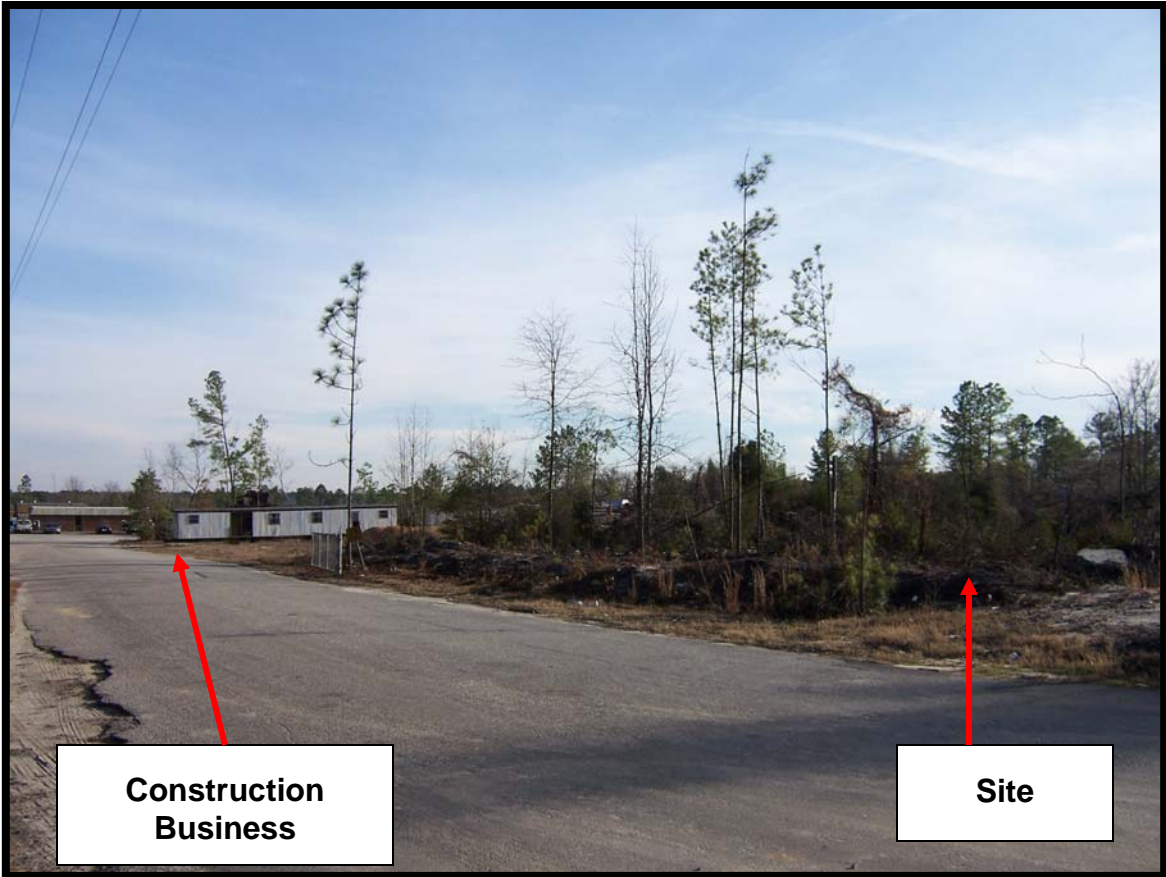
**TMS 20200-01-02**







**Site**



**Construction  
Business**

**Site**







**Across from site – Heather Green Subdivision**



STATE OF SOUTH CAROLINA  
COUNTY COUNCIL FOR RICHLAND COUNTY  
ORDINANCE NO. \_\_\_-08HR

AN ORDINANCE AMENDING THE RICHLAND COUNTY CODE OF ORDINANCES; CHAPTER 26, LAND DEVELOPMENT; ARTICLE V, ZONING DISTRICTS AND DISTRICT STANDARDS; SECTION 26-83, ESTABLISHMENT OF ZONING DISTRICTS; SO AS TO ESTABLISH THE CATEGORY OF “NEIGHBORHOOD MASTER PLAN OVERLAY DISTRICTS” AND WITHIN SUCH CATEGORY, A MORE SPECIFIC DISTRICT ENTITLED, “CRD CORRIDOR REDEVELOPMENT OVERLAY DISTRICT”.

Pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ENACTED BY THE RICHLAND COUNTY COUNCIL:

SECTION I. The Richland County Code of Ordinances, Chapter 26, Land Development; Article II, Rules of Construction; Definitions; Section 26-22, Definitions; is hereby amended to include the following definitions:

*Low Impact Development (LID).* An ecologically friendly approach to site development and storm water management that aims to mitigate development impacts to land, water, and air. The approach emphasizes the integration of site design and planning techniques that conserve natural systems and hydrologic functions on a site.

*Sign, Monument.* Any monolithic sign in which the bottom of the sign is flush with the ground.

SECTION II. The Richland County Code of Ordinances, Chapter 26, Land Development; Article V, Zoning Districts and District Standards; Section 26-83, Establishment of Zoning Districts; Subsection (a), General; is hereby amended to read as follows:

(a) *General.* Within the unincorporated areas of Richland County there are ~~three~~ ~~(3)~~ four (4) types of zoning districts: general use districts, planned development districts, ~~and~~ overlay districts, and neighborhood master plan overlay districts. The regulations of this chapter shall apply uniformly to each class or kind of structure or land located within any of the enumerated district classifications. Within the districts as established by this chapter, the requirements as set forth in these sections shall be complied with in addition to any other general or specific requirements of this chapter.

SECTION III. The Richland County Code of Ordinances, Chapter 26, Land Development; Article V, Zoning Districts and District Standards; Section 26-83,

Establishment of Zoning Districts; is hereby amended to provide for a new subsection and as follows:

(e) *Neighborhood Master Plan overlay districts.* Neighborhood Master Plan overlay districts are zoning districts intended to promote the revitalization of existing blighted commercial and residential areas, while encouraging reinvestment in and reuse of areas in the manner consistent with the specific master planning area and Comprehensive Plan for Richland County. Revitalization initiates housing and economic opportunities, which promotes socially vibrant centers of community life through the coordinated efforts of public, private, and community organizations. For the purpose of this chapter, the following neighborhood Master Plan overlay districts are established in the zoning jurisdiction of Richland County, South Carolina:

CRD Corridor Redevelopment Overlay District

SECTION IV. The Richland County Code of Ordinances, Chapter 26, Land Development; Article V, Zoning Districts and District Standards; is hereby amended by the creation of a new Section, to read as follows:

**Sec. 26-107. CRD Corridor Redevelopment Overlay District**

(a) *Purpose.* The CRD Overlay District is intended to promote the revitalization of existing underutilized, vacant, or abandoned commercial strips while encouraging reinvestment in and reuse of areas in a manner consistent with the *Comprehensive Plan for Richland County*. Revitalization initiates housing and economic opportunities, which promotes socially vibrant centers of community life through the coordinated efforts of public, private and community organizations.

(b) *Applicability/Establishment.*

- (1) The CRD Overlay District may be approved and designated by County Council for any area within the county that has already had a Master Plan approved and adopted by the County Council; provided, however, the standards of such district shall remain optional, as described in subparagraph (2), below.
- (2) Once a CRD Overlay District is applied to a designated area of the county, the development standards of the underlying district shall remain in place until such time as a property owner applies to the Planning and Development Services Department to have the standards of the CRD Overlay District apply to his/her property. Only one set of standards shall apply to any one parcel of land, and a property owner is not allowed to simultaneously use the development standards of both districts.
- (3) Development in a CRD Overlay District shall consist of higher density mixed-use building types that accommodate retail, offices, and residential uses.



Allowed uses include those uses allowed in the underlying zoning districts. Additional permitted uses and exceptions are listed in subsection (c), below. Development within identified CRD zones shall conform to the form-based standards found in subsection (d), below. The CRD Overlay District has detailed provisions for uses, building types, density, height, street design, design of public spaces, the mix of uses, building design, parking, and other aspects of the human environment.

(c) *Permitted uses, permitted uses with special requirements, and special exceptions.*

(1) The following uses are NOT permitted in the CRD District:

- a. Car and light truck washes.
- b. Construction, building, general contractors, with outside storage.
- c. Go-cart, motorcycle, and similar small vehicle tracks.
- d. Manufacturing uses.
- e. Freestanding outdoor advertising signs.
- f. Pawn shops.
- g. Pay day lending, car title, or check cashing establishments.
- h. Rental centers.
- i. Repair and maintenance services, automobile.
- j. Sexually oriented businesses.
- k. Truck washes, medium and heavy.
- l. Truck stops.
- m. Warehouses, self-storage.

(2) The following uses ARE permitted, with special requirements:

- a. Automobile rental or leasing. No vehicles for sale or rent may be displayed in any front yard, nor shall such displays be permitted to encroach on any required landscaping areas or buffer yards. All vehicle display/parking areas shall conform to dimensional and landscaping and other design standards set forth for parking areas.

- b. Bars and Other Drinking Places. In addition to the standards in Section 26-151, “bars and other drinking places”, as a principal use, shall be subject to the standards of the CRD Overlay District and be at least 400 feet from any residential use in a residential zoning district outside of the CRD District.
- c. Motor Cycle Dealers. Motorcycles may be displayed in a showroom only. No motorcycles for sale or rent may be displayed in outside of a showroom building.
- d. Motor Vehicle Sales. Vehicles may be displayed in a showroom only. No vehicles for sale or rent may be displayed in outside of a showroom building.
- e. Drive-thru Windows. Drive-thru windows for retail and office uses, where permitted, must be located to the rear of the building.

(3) Residential uses permitted in the CRD Overlay District:

- a. The following residential uses, which may not be permitted in some existing base zoning districts, shall be permitted by-right in the CRD Overlay District as part of mixed-use projects, subject to the standards of this district:
  - 1. Accessory dwellings.
  - 2. Dwellings, single-family, detached.
  - 3. Dwellings, single-family, zero lot line, common.
  - 4. Dwellings, single-family, zero lot line, parallel.
  - 5. Dwellings, two-family.
  - 6. Dwellings, multi-family.
- b. Residential uses shall not comprise more than seventy-five (75%) percent of the square footage of a development project in the CRD Overlay District.

(d) Development Standards.

(1) Form-Based Standards:

<b>CRD Overlay District Form-based Standards</b>	
<b>Building Types Allowed</b>	Civic/Institutional House Townhouse Apartment/Loft Mixed-Use Commercial
<b>Permitted Uses</b>	As permitted in underlying zoning district, except as indicated in preceding sections
<b>Max. Density</b> <i>(Units/Acre)</i>	As determined by dimensional standards
<b>Min. Height</b>	2 stories for Mixed-Use buildings
<b>Max. Height</b>	Width of fronting roadway (face-of-curb to face-of-curb) <sup>1</sup>
<b>Open Space Dedication</b>	Yes <sup>2</sup>
<b>On-Street Parking</b>	Allowed where permitted by SCDOT; shall be marked
<b>Lighting</b>	Pedestrian-Scaled; 12-16 ft
<b>Curb</b>	Standard
<b>Drainage</b>	Closed and LID <sup>3</sup>
<b>Street Trees</b>	40 ft average spacing in planting strip or tree wells <sup>4</sup>
<b>Sidewalk</b>	5-16 feet both sides <sup>5</sup>



*Civic/Institutional Building*



*House*



*Townhouse*



*Apartment/Loft*



*Mixed Use Building*



*Commercial Building*

<sup>1</sup> The building height may increase one (1) story above a base height of three (3) stories for every 100 feet in distance from the property line of the nearest site zoned for single-family uses (RS-LD, RS-MD, RS-HD, or similar) that contain existing, single-family dwellings. The maximum height shall be as indicated above. One additional story of height above the maximum is permitted per subsection (d)(4)(a)4[b] for parking behind primary buildings.

<sup>2</sup> Dedication is required for residential development only

<sup>3</sup> Low Impact Development techniques

<sup>4</sup> Tree wells are required where ground floor retail abuts the sidewalk or right-of-way and on-street parking is provided on the fronting street.

<sup>5</sup> Sidewalk Width: 6 ft min. for multi-family residential or attached residential uses along thoroughfares or collector streets; 12 ft min. (including area for tree wells) for retail, restaurants, or mixed-uses along streets with on-street parking, ground floor retail, and buildings built to the sidewalk; 16 ft min. (including area for trees wells) for outdoor seating areas along streets with on-street parking, ground floor retail, and buildings built to the sidewalk.

## (2) Building Types:

The building types outlined in this Section will provide the predominant form for new CRD development. While it is expected that some new building types will be introduced in this district, these variations should be based upon the types listed in this section. Innovative planning or design ideas for development where the proposed building types are different than those allowed in the CRD Overlay District may be approved subject to review by the Planning Commission.

a. Civic & Institutional Buildings	
1. Building Type Defined	The Civic & Institutional Building type includes public buildings such as libraries, governmental offices, post offices, and schools; semi-public buildings such as museums and hospitals; and private buildings such as churches, and long-term care facilities, and non-profit or charitable offices.
2. General Standards	<p>[a]. Buildings should be of sufficient design to create visual anchors for the community.</p> <p>[b]. Building(s) incidental to the principal structure shall be a minimum of 20 ft behind the front facade of the structure, and if more than one, shall be arranged to create secondary gathering spaces within the lot.</p>
3. Façade Standards	Not applicable
4. Roof	Flat roofs are allowed, but principal buildings adjacent to residential structures are required to have pitched roofs or similar architectural features to ensure compatibility.
5. Dimensional Standards	
[a]. Lot Width <sup>1</sup> ( <i>Minimum</i> )	50 ft
[b]. Front Setback <sup>2</sup> ( <i>Minimum</i> )	10 ft
[c]. Front Setback <sup>2</sup> ( <i>Maximum</i> )	n/a



[d]. Front Yard Encroachment <sup>3</sup>	10 ft
[e]. Side Setback ( <i>Minimum</i> )	10 ft between buildings
[f]. Rear Setback ( <i>Minimum</i> )	30 ft
[g]. Rear Setback from Alley <sup>4</sup> ( <i>Minimum</i> )	n/a
[h]. Accessory Structure Side/Rear Setback ( <i>Minimum</i> )	5 ft

- <sup>1</sup> For lots less than 60 feet wide and multi-family uses, alley/rear access to all off-street parking areas is required. For lots greater than 60 feet wide, access to off-street parking is permitted from the fronting street or alley.
- <sup>2</sup> Minimum setbacks along major arterials shall be 20 feet.
- <sup>3</sup> Balconies, stoops, stairs, chimneys, open porches, bay windows, and raised doorways are permitted to encroach into the front setback.
- <sup>4</sup> For lots that provide access to off-street parking from an alley

	<b>b. Detached House</b>	<b>c. Townhouse</b>	<b>d. Apartment/Loft Building</b>
<b>1. Building Type Defined</b>	The House has four yards (Front/Sides/Rear) though variations include setting the building on one of the side property lines to create a larger side yard on the opposite side (i.e. Charleston Single). The House is flexible in use, accommodating single family uses, multi-family uses up to four units, home occupations, professional offices, and limited retail uses. There are two House types with Alley or with Driveway based on how the lot is accessed with an automobile. In general, within a	The Townhouse typically has 1 yard (Rear) though variations include a small front setback to provide some landscaping. The townhouse is a building with two or more residential units that are located side-by-side. When an entrance is provided at-grade, the townhouse may be used as a live-work unit. The use permitted within the building is determined by the approved site plan.	The Apartment/Loft Building typically has 1 yard (Rear) though variations include a small front setback to provide landscaping. A multiple-unit building with units vertically arranged (generally) and with parking located below or behind the building. Units may be for rental or for sale in condominium ownership or may be designed as continuing care facilities. The ground floor may be available for commercial uses. The uses permitted within the building are determined by the approved site

	block, building types should be uniform in their use of driveways or alleys.		plan.
2. Ground Level Treatment	<p>[a]. Raised Entries: To provide privacy, all residential entrances within 15 of the sidewalk shall be raised from the finished grade (at the building line) a minimum of 1½ feet.</p> <p>[b]. Porches: Useable porches and stoops should form a predominate motif of the building design and be located on the front and/or side of the building. Useable front porches are at least six (6) feet deep and twelve (12) feet in width.</p> <p>[c]. Crawlspace: The crawlspace of buildings shall be enclosed.</p>		
3. Façade	Not applicable	<p>[a]. Detailed Design: All building elevations visible from the street shall provide doors, porches, balconies, and/or windows. A minimum of 60% of front elevations, and a minimum of 30% of side and rear building elevations, as applicable, shall meet this standard. “Percent of elevation” is measured as the horizontal plane (lineal feet) containing doors, porches, balconies, terraces and/or windows. This standard applies to each full and partial building story.</p>	
4. Roof and Eaves	<p>[a]. Main roofs on detached house and townhouse buildings shall have a pitch between 8:12 and 12:12. Monopitch (shed) roofs are allowed only if they are attached to the wall of the main building. No monopitch roof shall have a pitch less than 4:12. A pitched roof shall be profiled by eaves a minimum of 6 inches from the building face or with a gutter.</p> <p>[b]. Overhanging eaves may expose rafters. Flush eaves shall be finished by profiled molding or gutters.</p> <p>[c]. All rooftop equipment shall be screened from view.</p> <p>[d]. Apartment/Loft buildings may have roof pitches less than 3:12 and flat roofs, however such roofs will require a parapet wall.</p>		

	b. Detached House	c. Townhouse	d. Apartment/Loft Building
5. Garage	[a]. Garage doors are not permitted on the front	[a]. Garage doors are not permitted on the front elevation.	

	<p>elevation of any detached house on a lot less than 50 feet wide.</p> <p>[b]. Garages with front loading bays shall be recessed from the front facade of the house by a minimum of five (5) feet and visually designed to form a secondary building volume. Garage doors shall be a minimum of twenty (20) feet from the back of sidewalk.</p> <p>[c]. At no time shall the width of an attached garage exceed 40% of the total building facade.</p>		
6. Materials	<p>[a]. Building Walls: Residential building walls shall be primarily clad in wood clapboard, cementitious fiber board, wood shingle, wood drop siding, primed board, wood board and batten, brick, stone, stucco, vinyl, or synthetic materials similar and/or superior in appearance and durability.</p> <p>[b]. Roof Materials: Residential roofs shall be clad in wood shingles, standing seam metal, terne, slate, dimensional asphalt shingles or synthetic materials similar and/or superior in appearance and durability.</p>		
7. Dimensional Standards			
[a]. Lot Width <sup>1</sup> (Minimum)	30 ft	n/a	n/a
[b]. Front Setback <sup>2</sup> (Minimum)	10 ft	0 ft	0 ft

[c]. Front Setback <sup>2</sup> ( <i>Maximum</i> )	n/a	25 ft	25 ft
[d]. Front Yard Encroachment <sup>3</sup>	5 ft	5 ft <sup>5</sup>	8 ft <sup>5</sup>
[e]. Side Setback ( <i>Minimum</i> )	20% of lot width <sup>6</sup>	10 ft between buildings	10 ft between buildings
[f]. Rear Setback ( <i>Minimum</i> )	5 ft	5 ft	5 ft
[g]. Rear Setback from Alley <sup>4</sup> ( <i>Minimum</i> )	15 ft from centerline	15 ft from centerline	15 ft from centerline

<sup>1</sup> For lots less than 50 feet wide and multi-family uses, alley/rear access to all off-street parking areas is required. For lots greater than 50 feet wide, access to off-street parking is permitted from the fronting street or alley.

<sup>2</sup> Unless setbacks for specific streets are established by an approved Redevelopment Plan.

<sup>3</sup> Balconies, stoops, stairs, chimneys, open porches, bay windows, and raised doorways are permitted to encroach into the front setback.

<sup>4</sup> For lots that provide access to off-street parking from an alley

<sup>5</sup> Upper story balconies may encroach into the right-of-way (over sidewalk only) with permission from the County and/or SCDOT.

<sup>6</sup> In new developments, the entire setback may be allocated to one side with a minimum of 6 feet of total building separation, providing the setback condition is consistent with the block.



	e. Mixed-Use Building	f. Commercial Building
1. Building Type Defined	A multi-story small scale structure which can accommodate a variety of uses. A group of mixed-use buildings can be combined to form a mixed-use neighborhood center. Individual mixed-use buildings can be used to provide some commercial service, such as a neighborhood store, in close proximity to homes. The Mixed-Use Building typically has 1 yard (Rear) though variations include a small front plaza or courtyard to provide public space for outdoor seating as well as a building with complete lot coverage where an alternative to on-site surface parking is provided.	A single or multi-story medium to large structure which generally accommodates automobile-oriented uses that are found along major thoroughfares. A group of commercial buildings can be combined to form a community center. This building type provides convenient automobile access from the fronting thoroughfare, while minimizing the negative impacts of parking lots on an active pedestrian realm. The Commercial Building typically has 1 yard (Rear) though variations include: (1) a small front plaza or courtyard to provide public space for outdoor seating; or (2) a building with complete lot coverage where parking is handled in a manner other than on-site surface parking.
2. Minimum Height	2 Stories	Not Applicable
3. Ground Level Treatment	<p>[a]. Street Walls: The first floors of all mixed-use and commercial buildings shall be designed to encourage and complement pedestrian-style interest and activity by incorporating the following elements:</p> <p>[b]. Canopies/Awnings: A building canopy, awning, or similar weather protection may be provided and should project a minimum of 3-5 feet from the façade.</p> <p>[c]. Blank Walls: Expanses of blank walls may not exceed 20 feet in length. (A "blank wall" is a facade that does not contain transparent windows or doors.)</p> <p>[d]. Ventilation grates or emergency exit doors located at the first floor level in the building facade, which are oriented to any public street, shall be decorative.</p>	
4. Fenestration	[a]. Windows and Doors: The first floor of all buildings fronting directly on a street shall include transparent windows and doors	

	<p>arranged so that the uses inside are visible from and/or accessible to the street on at least 60% of the length of the first floor building elevation along the first floor street frontage.</p> <p>[b]. Building Entrances: A primary entrance facade shall be oriented toward the street, be designed for the pedestrian, and be distinguishable from the rest of the building. Such entrances shall provide a sense of entry and add variety to the streetscape. Additional entrances may be oriented toward side or rear parking lots. Service entrances for shipping and receiving shall be oriented away from the public street.</p>
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	e. Mixed-Use Building	f. Commercial Building
5. Materials	Building Walls: Commercial building walls shall be brick, stone, cementitious fiber board, or wood clapboard. Regular or decorative concrete block and EIFS-type stucco may be used on building walls not visible from a public street or as an accent material only. All accessory buildings shall be clad in materials similar in appearance to the principal structure.	
6. Dimensional Standards		
[a]. Lot Width <sup>1</sup> (Minimum)	32 ft	32 ft
[b]. Front Setback <sup>2</sup> (Minimum)	0 ft	0 ft (10 ft from major arterials)
[c]. Front Setback <sup>2</sup> (Maximum)	10 ft	20 ft (minor arterial/collector) 50 ft (major arterial)
[d]. Front Yard Encroachment <sup>3</sup>	8 ft <sup>5</sup>	8 ft <sup>5</sup>
[e]. Side Setback (Minimum)	0 ft within development, otherwise 5 ft	0 ft within development, otherwise 5 ft
[f]. Rear Setback (Minimum)	0 ft	0 ft
[g]. Rear Setback from Alley <sup>4</sup> (Minimum)	0 ft	0 ft

<sup>1</sup> For lots less than 50 feet wide and multi-family uses, alley/rear access to all off-street parking areas is required. For lots greater than 50 feet wide, access to off-street parking is permitted from the fronting street or alley.

<sup>2</sup> Unless setbacks for specific streets are established by an approved Redevelopment Plan.

<sup>3</sup> Balconies, stoops, stairs, chimneys, open porches, bay windows, and raised doorways are permitted to encroach into the front setback.

<sup>4</sup> For lots that provide access to off-street parking from an alley

<sup>5</sup> Upper story balconies may encroach into the right-of-way (over sidewalk only) with permission from the County and SCDOT.

(3) Landscaping, Bufferyard, and Screening Standards:

- a. Bufferyards: Where a proposed use in a CRD Overlay District abuts a lower impact residential use in a residential zoning district outside of the CRD District, landscaping and bufferyards shall be provided in accordance with Section 26-176 of this chapter. However, in order to provide a continuous pedestrian transition for residential neighborhoods and commercial areas within CRD developments, institutional, office/commercial, or recreational land use categories shall not be separated from residential land use categories by berms or buffers.
- b. Solid Waste Storage Areas: All trash containment devices – including compactors, dumpsters, commercial roll-out bins, and areas for storing cardboard – shall be located and designed so as not to be visible from the view of nearby streets and properties and shall be placed in the side or rear yards only, away from pedestrian circulation routes.
  1. In all cases, trash containment devices shall be enclosed to prevent windblown litter. The enclosure shall be at least as high as the highest point of the container.
  2. The enclosure shall be made of a material that is opaque at the time of installation and compatible with and/or similar to the design and materials of the principal building. Landscaping that will reach at least 6 feet in height at maturity shall be provided around the enclosure where it abuts a single family residential use or zoning district.
- c. Mechanical and Utility Equipment: Mechanical and utility equipment shall be screened from view from nearby streets and properties in the same manner as trash containment areas. If the equipment is not visible off-site, then it need not be screened. The type of screening used shall be determined based on the proposed location of the equipment, existing site conditions, and the type and amount of existing and proposed vegetation on the site.
  1. Ground Mounted: Ground mounted equipment shall be located in the rear or side yard and screened.
  2. Roof Mounted: Such equipment located on the roof of the building shall be made invisible from nearby streets and properties through the use of setbacks from the edge of the roof or through the use of a screen exceeding the height of the equipment and using building materials and design which are compatible with those used for the exterior of the building.

(4) Parking/Loading Standards: Except as otherwise provided in this section, parking and loading facilities shall be provided as required by Section 26-173 and Section 26-174 of this chapter. However, due to the intended pedestrian nature of the CRD Overlay District area, minimum parking requirements are reduced, parking maximums established, on-street parking encouraged, and bicycle parking required.

a. Off-Street parking:

1. Parking Ratios for Motor Vehicle Parking:

Use Type	Auto Parking Spaces <sup>1</sup>	
	Minimum Required	Maximum Permitted
Residential	1 per unit	2 per unit
Lodging	1 per room or suite	
Office/Service Uses	1 per 1000 sq ft	3 per 1000 sq ft
Retail Uses	1 per 1000 sq ft	3 per 1000 sq ft
Restaurants	1 per 4 seats	1 per 2 seats
Entertainment/ Recreation Uses	1 per 1000 sq ft	6 per 1000 sq ft
Theaters	1 per 4 seats	
Civic/Institutional (Schools)	1 per 1000 sq ft	
Civic/Institutional (Non-Assembly Uses, e.g. Hospital, Public Safety Station)	1 per 1000 sq ft	
Civic/Institutional Uses (Assembly Uses Only, e.g., Religious Institutions)	1 per 8 seats (or 1 per 12 ft for benches or pews)	

<sup>1</sup> All square footage is in gross square feet.

2. Small retail and service/business uses: Uses involving a gross floor area of less than twenty-five hundred (2,500) square feet shall not require on-site parking, provided that the required parking is available within a six hundred (600) foot radius of the activity.

3. Shared Parking: Shared parking is encouraged for all uses and shall meet the requirements of Section 26-173(e)(2).

4. Location:

[a] No off-street parking shall be located within any front yard except parking for disabled or drop off spaces.



[b] For non-residential buildings, no more than 33% of the lot width may be allocated to parking on the side of the building. Commercial and Mixed-Use buildings that provide 100% of the parking to the rear of the building shall be permitted one additional story of height above the maximum building height permitted.

[c] All off-street parking spaces for townhouse and multi-family buildings shall be in the rear yard only and access to any garages shall be from the rear.

[d] Parking areas in the side yards shall be located a minimum of 10 feet behind the frontage line of the building.



*Where primary parking abuts sidewalks or roads, screening, a minimum of four (4) feet in height, shall be erected on the frontage line.*

[e] Where primary parking abuts sidewalks or roads within the CRD District, screening, a minimum of four (4) feet in height, shall be erected on the frontage line, where primary parking lots are located. This screening requirement may be met by the use of walls or densely planted vegetation, providing for visual obstruction of the parking area from the abutting road(s).

[f] Primary parking lots (over 24 spaces) and parking garages shall not:

[1] Abut street intersections;

[2] Be located adjacent to squares or parks; or

[3] Occupy lots which terminate a street vista.

5. Paving Material: Surface parking spaces provided in excess of the minimum required shall be paved with porous paving blocks or other engineered, permeable paving material.

6. Connections: Adjacent parking lots shall have vehicular connections and/or shall have vehicular connections from an alley.

7. Transit Stop Provision: Developments that provide a covered transit stop with seating and approved by the Central Midlands Regional Transit Authority (CMRTA) along an existing or planned transit route shall be allowed to reduce their required off-street parking by ten (10) spaces.

b. On-Street parking: On-street parking is encouraged on all streets in CRD Districts. On-street parking shall count toward any minimum parking requirements. The provision of on-street parking on thoroughfare or collector

streets within the CRD Overlay District will require the coordination with SCDOT and appropriate County agencies and may require modification of the existing curbline at the expense of the property owner or developer.

- c. **Bicycle Parking:** Bicycle parking for all non-residential uses and for residential uses of more than four (4) units per building is required. Bicycle parking shall be provided based on the use of the building and the number of motor vehicle parking spaces. Where fewer than 2 bicycle spaces are required, at least two spaces or one rack must be provided.

Use Type	Required Bicycle Parking Spaces per 100 Auto Spaces	Maximum Number of Bicycle Spaces
Multi-family Residential (4 or more units/building only) Office/Business Services Retail Trade (except Lodging) Institutional/Civic (Non-Assembly Uses)	5	20
Lodging Wholesale/Manufacturing/Industrial Institutional/Civic (Assembly Uses Only)	2	20
Institutional/Civic (Schools)	10	No max.

- 1. **Required Racks:** “Inverted U” type racks or other racks that support the bicycle at two points on the bicycle frame are required. A single inverted U rack shall count as two bicycle parking spaces. Long term bicycle parking, which protects the entire bicycle and its components from theft, vandalism, and weather (such as bike lockers, locked rooms) may be provided for use by employees, residents, and students and may count toward fulfillment of the bicycle parking requirements.



*Example of an “Inverted U” bicycle rack. This rack will hold two bikes.*

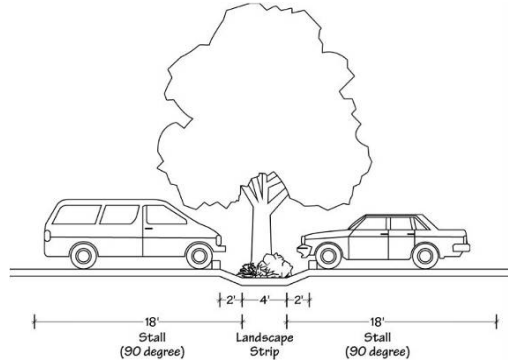
- 2. **Bicycle Rack Siting and Dimensions:**
  - [a] Racks shall be secured to the ground on a hard surface such as concrete, asphalt, or unit pavers.
  - [b] Each bicycle parking space shall provide six (6) feet by two (2) feet in area per bicycle plus the area needed for access.

- [c] Bicycle racks shall be located no closer than five (5) feet from any wall or three (3) feet from face of curb to provide adequate space for access and maneuvering.
  - [d] At least four (4) feet between parallel racks shall be provided for access.
  - [e] Bicycle racks installed on sidewalks shall provide for a clear, unobstructed width of at least five (5) feet for pedestrians and shall be installed parallel to the curb.
  - [f] Racks should be placed along a major building approach line and clearly visible from the approach and no more than 50 feet from building entrances or no further than the closest motor vehicle parking space, whichever is less. Rack placement should allow for visual monitoring by persons within the building and/or persons entering the building.
  - [g] If required bicycle parking is not visible from the street or main building entrance, a sign shall be posted at the main entrance indicating the location of the parking.
  - [h] Uses with several major, actively used entrances shall locate a portion of the required bicycle parking at each entrance.
- d. Loading: Loading areas shall be to the rear of the principal building and may adjoin alleys or parking areas.
  - e. Parking Area Landscaping: Parking lots shall be landscaped in accordance with the standards in Section 26-176(g), Vehicular Surface Area Landscaping, except as specified below.
    1. Vehicle Surface Area Interior Landscaping: Vehicle parking areas are to be planted with one (1) large shade tree for every five (5) parking spaces.
    2. Bioretention: Required Vehicle Surface Area Interior Landscaping (Section 26-176(g)(3)) may be substituted with one or more consolidated bioretention areas with minimum side dimensions measuring at least 38 X 12 feet each. Bioretention areas shall be designed and landscaped to trap and mitigate runoff from paved surfaces consistent with the description and intent of EPA Storm Water Technology Fact Sheet - Bioretention (EPA 832-F-99-012, September 1999), or equivalent. Bioretention areas may be sited anywhere in the parking lot that is convenient to capture stormwater and manage parking lot traffic and facilitate pedestrian use, including adjacent to and connecting with vegetated areas on the perimeter

of a parking lot. Bioretention areas shall be considered part of the minimum required open space.

3. A portion of a parking space may be landscaped instead of paved, as follows:

[a] The landscaped area may include up to 2 feet of the front of the parking space as measured from a line parallel to the direction of the bumper of a vehicle using the space, as shown at right;



[b] Landscaping must be ground cover plants; and

[c] The landscaping may count towards any parking lot interior landscaping requirements and toward any overall site landscaping requirements. However, the landscaped area does not count toward perimeter landscaping requirements.

*Required parking landscaped areas may include up to 2 feet of the front of a parking space as measured from a line parallel to the direction of the bumper of a vehicle using the space, as shown.*

4. Garbage Receptacles: For every 100 parking spaces, one garbage receptacle shall be provided and centrally located in parking areas.

f. Parking Structures:

1. Liner Buildings Required: The ground-level of a parking structure shall be wrapped by retail, office or some other active use along at least the primary façade. All levels of a structured parking facility shall be designed and screened in such a way as to minimize visibility of parked cars from surrounding streets.
2. High-Quality Materials: Parking structure facades shall be treated with high quality materials and given vertical articulation and emphasis compatible to the principal structure. The façade should be designed to visually screen cars. In no instance will rails or cabling alone be sufficient to meet this screening requirement.
3. Clear Entries: Pedestrian entries shall be clearly visible. The vertical circulation should not be located in the center of the structure or so that it is difficult or circuitous to locate.
4. Vents and Utility Openings: In addition to the above requirements, in the event that any openings for ventilation, service, or emergency access are

located at the first floor level in the building façade, then they shall be an integral part of the overall building design. These openings as well as pedestrian and vehicular entrances shall be designed to minimize visibility of parked cars. The remainder of the street level frontage shall be either commercial space or an architecturally articulated façade designed to minimize the visibility of parked cars.

- g. Circulation Drives: Along major thoroughfares, a circulation drive may be permitted around the front of the building but may not encroach into the front setback or any required landscape area. If provided, this drive shall be designed to be the minimal width required for one-way circulation (not to exceed 12 feet in width) and shall be constructed using alternative paving treatments such as pavers or stamped concrete.

(5) Sidewalk and pedestrian amenities:

- a. Sidewalks: Sidewalks shall be constructed along both sides of all streets in CRD overlay districts.

- 1. Sidewalks on local streets shall be a minimum of 5 feet in width.

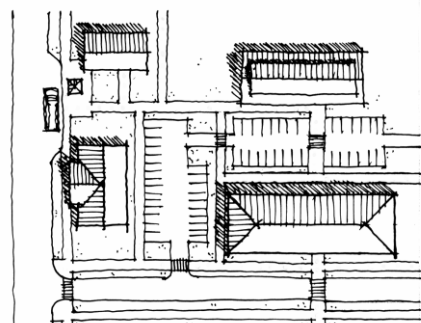
- 2. Sidewalks on collectors or arterials shall be a minimum of 6 feet in width. Sidewalks should be a minimum of 8 feet in front of retail uses within 10 feet of the right-of-way. Sidewalks located in a mixed-use area with sidewalk-fronting, ground-floor retail and on-street parking may extend from the back of curb to the buildings and/or plaza areas and shall be a minimum of 12 feet wide. When outdoor, café-seating is expected, the sidewalk shall be a minimum of 16 feet wide.



*Typical sidewalks in mixed-use commercial areas should be 12-16 feet wide to encourage outdoor seating while providing adequate passing clearance*

- b. Pedestrian Network:

- 1. Developers shall provide a complete network of pedestrian paths that interconnect building entrances, parking, transit stops, public sidewalks and crosswalks, adjacent properties, adjoining off-street paths, and other key destinations on or adjacent to the site. If no immediate benefit can be derived from pedestrian links between adjoining properties, a future at-grade link shall be provided for through a



*Provide a complete network of pathways and sidewalks to buildings and through parking areas*



construction easement to the adjoining property.

2. Pedestrian pathways shall be provided from buildings to the sidewalk and through parking areas to ensure safe, direct, and convenient pedestrian access to building entrances and off-street parking.

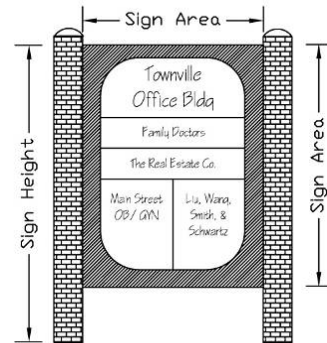
(6) Signs: Sign standards shall be governed by Section 26-180 of this Chapter with the following exceptions:

- a. Existing signs not conforming to the standards above shall be governed by the provisions of sub-section 26-180(o), Non-conforming Signs. Furthermore, all existing non-conforming signs must be removed in order to utilize the CRD Overlay provisions.

- b. No permanent detached pole signs shall be permitted in the CRD District.

- c. Ground mounted or monument signs are allowed as follows:

1. Not to exceed 5 feet in height and forty (40) square feet in area per side.
2. Up to an additional fifteen (15) square feet of sign area is permitted for a monument sign that has a rock or brick base and a routed or sandblasted sign that is made out of wood.



3. Located behind the right-of-way and out of any sight distance triangle prescribed by SCDOT and Richland County Public Works.

- d. No outdoor advertising signs will be permitted.

- e. Signs are allowed to project nine (9) feet into the required setback or one-half the width of the required setback, whichever is less. A minimum overhead clearance of eight (8) feet from the sidewalk must be maintained.

(7) Recreation/Open Space Standards: All CRD developments that include residential units shall be required to dedicate open space. The amount of useable open space required for dedication shall be determined using the Open Space Dedication Matrix below. Unless otherwise specified below, the requirements of Section 26-184 of this chapter shall apply.

- a. Open Space Dedication Requirements: This matrix has been developed with regard to the availability of accessible open space in close proximity to the proposed development. Credits are granted to developments within a ¼ mile (5 minute) walk (along sidewalks or other pedestrian access) to existing,

publicly dedicated open space (parks, greenways, etc.). Developments that are adjacent to existing publicly dedicated open space are granted a fifty (50%) percent reduction in required dedication.

		Required Open Space
<b>REQUIRED OPEN SPACE PER RESIDENTIAL UNIT</b>	<b>Base open space required</b>	200 sq ft per residential unit
	<b>Within ¼ mile of public park</b>	100 sq ft per residential unit
	<b>Adjacent to public park</b>	None required
	<b>Mixed-Use Development</b>	2% of Lot or Development

b. Payment in Lieu of Dedication of Open Space:

1. The County Council may, at its discretion, accept either an equitable amount of land in another location within ½ mile of the development site or a fee paid to the County in lieu of dedication. A combination of recreational open space dedication and payments-in-lieu of dedication may be permitted. The following formula shall be used to determine the fee:

$$\frac{\text{Post Development Appraised Value of Entire Development} \times \text{Required Recreational Open Space Dedication}}{\text{}} = \text{Payment in Lieu Dedication Fee}$$

2. The Post Development Appraised Value of the entire development shall be established by an appraiser who is a member of the American Institute of Real Estate Appraisers.
3. Payments-in-lieu-of-dedication shall be approved as part of the development plan. Any disagreement in the amount of required payment shall be resolved by conducting a professional appraisal of the fair market value of the property. The professional appraiser shall be mutually agreed upon by the developer and County. An appraiser shall be appointed by the County should an agreement not be reached. All payments made in lieu of dedication shall be made at the time of preliminary plat approval. Failure to submit the required fee along with such applications will delay approval of such submissions until payment is rendered. All funds received for payment in lieu of dedication shall be deposited in a special fund or line item to be used only for the acquisition, development, or redevelopment of public recreation space within the CRD Overlay District or other approved location.

4. Reasons for payments-in-lieu-of-dedication may include, but are not limited to, proximity to existing public parks and/or existing topographic or geographic conditions.

b. Open Space Improvement Standards:

1. Inaccessible Land: No more than 25% of open space may be provided in “inaccessible land”, including: any land where no zoning or building permits may be issued (such as dedicated easements and rights-of-way – except those existing only to protect underground utilities such as water or sewer lines – wetlands, bodies of water, etc., as determined by County Planning staff ); and, any land with a post-development slope greater than 3:1, which would severely limit its usefulness as open space.
2. Natural Areas: Significant stands of trees, streambed areas, and other valuable topographic features shall be preserved within the required open space areas where practical. Areas noted on the adopted Redevelopment Plan as open space should be preserved and dedicated where practical and feasible and may be left unimproved in accordance with the plan (e.g., greenways).
3. Location: The design and location of public open space on a site is perhaps the most important determinant in a successful pedestrian environment. To ensure that public open space is well-used, it is essential to locate and design it carefully.

[a] Public open space should be fronted by streets and buildings to encourage their use and patrol their safety.

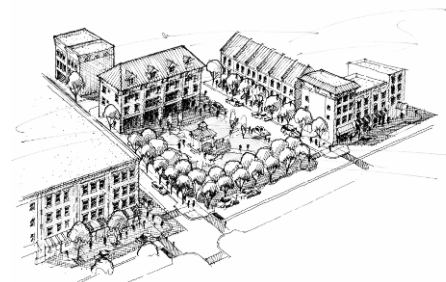


*Public open space may be raised from the street grade and/or have on-street parking along its perimeter to help define its edges*

[b] The space should be located where it is visible and easily accessible from homes and public areas (building entrances, streets, sidewalks). No residential unit shall be more than one thousand (1,000) feet from any dedicated open space.

[c] Take views and sun exposure into account in design and location.

[d] The space should be well-buffered from moving cars so that users can enjoy and relax in the space.



*An “outdoor room” is created by surrounding an open plaza or greenspace with buildings.*

[e] The space may be visible from streets or internal drives but should not be wholly exposed to them.

[f] Partially enclose the space with building walls, freestanding walls, landscaping, raised planters, or on-street parking to help buffer it and create comfortable "outdoor rooms".

4. **Public Seating:** Publicly accessible places to sit in the public realm are important not only as basic amenities, but also in encouraging casual social interaction. Seating can be both formal and informal, including both park benches on the tops of garden walls or monumental stairs at the entrance to public buildings. Planter walls should be set at a maximum height of 2½ feet to allow for their use as seating. Moveable chairs and sidewalk cafes are strongly encouraged in public open spaces in the CRD Overlay District.

5. **Minimum Amenities:** The following requirements apply to squares, plazas and other urban open spaces in the CRD Overlay District:

[a] One (1) tree (3 inch caliper minimum measured 6" above the ground at installation) to be planted in at least 350 square feet of soil for every 1,000 square feet of provided open space.

[b] A minimum of twenty-five (25) linear feet of seating should be provided for every 1,000 square feet of open space. Seating should be more than 12 inches and less than 30 inches in height and not less than 16 inches in depth. Seating more than 28 inches in depth and accessible from two sides should count double. Moveable chairs are encouraged and each count as 2 ½ linear feet of suggested seating.



Photo by Colajanni & Stone

*Provide amenities such as landscaping and seating in open space to encourage its use.*

[c] At least half of the open space should be at street level.

[d] Playground equipment, statues, and fountains, if provided, should be located toward the interior of squares and parks.

[e] One (1) water tap for each five thousand (5,000) square feet of each landscaped open space.

[f] One (1) garbage receptacle for each five thousand (5,000) square feet of each physically separated open space.

(8) Building Design and Operation Standards:

a. Lots and Buildings:

1. Lot Frontage: All lots shall front a street, square or common open space. (Exception: Buildings which are interior to a site that has buildings that otherwise meet the frontage requirement).
2. Corner Lots: Buildings located at street intersections must place the main building, or part of the building, at the corner.
3. Setbacks: A building may be set back to create an “outdoor room” or patio/café seating.
4. Adjacent Lots: For similarly used properties, the grade of adjacent lots should match where the properties meet. If there is a significant grade difference, development should create an attractive transition using creative grading and landscaping or a decorative retaining wall, incorporating vehicular and pedestrian cross-access. Avoid using a blank or unscreened concrete retaining wall or rock covered slope.
5. Termination of Vistas: Important street vistas (such as along gateways and primary pedestrian streets) should terminate in a focal point, such as a building or other architectural or landscape feature.
6. General Building Design Standards:

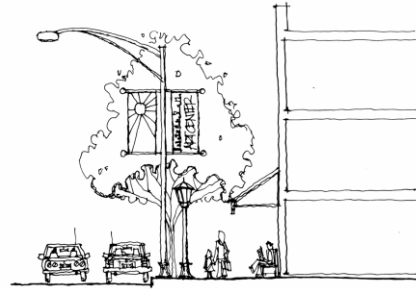
[a] Entryway: The main entrance of all principal structures shall open to a road, square, or common open space of at least twenty (20) square feet in area.

[b] Architectural Style: The building design standards of this Chapter intentionally do not mandate a particular style and permit a wide variety of architectural expressions. However, when a design exhibits a known architectural style (i.e., Colonial, Victorian, Classical Revival) the details shall be consistent with that style unless the local architectural vernacular of Richland County provides an alternate precedent for a detail or element.

- (9) Streets: Streets in the CRD Overlay District should permit the comfortable use of the street by motorists, cyclists, and pedestrians. Pavement widths, design speeds, and the number of vehicle lanes should be minimized without compromising safety. The specific design of any given street must consider the buildings which front on the street and the relationship of the street to the area’s street network.



- a. Connectivity: Streets shall interconnect within a development and with adjoining development. Street stubs should be provided with development adjacent to open land to provide for future connections.
- b. Streetscape Design: All new development or expansions to existing development shall be required to build or upgrade their street frontage in accordance with the following standards or standards established in an adopted Redevelopment Plan:



*A typical mixed-use streetscape in a commercial area with on-street parking, lighting, street trees, seating, and sidewalks.*

- 1. On-Street Parking: All on-street parking should be parallel. Angle parking is permitted in front of high traffic retail locations and where the posted speed is 25 mph or less.
- 2. Access Management: Developments should minimize or eliminate curb cuts (driveways) along arterials. In general, curb cuts should be spaced no closer than 600 feet apart.
  - [a] Where possible, vehicular access should be shared with the adjacent properties and/or alleys should be utilized for access. Developments that share access may reduce their required Vehicle Surface Area Interior Landscaping requirements by twenty-five (25%) percent.
  - [b] Where a development is sited at a corner location, primary access shall be from the secondary street.
  - [c] All lots, parcels, or any other division of land adjacent to an arterial roadway may be allowed driveways or street connections in accordance with the following table:

Parcel Frontage (feet)	Number of Driveways Allowed
< 600	1
601-1200	2
>1201	3

- 3. Curb-Return Radii: Curb radii shall be designed to reduce pedestrian crossing times along all streets requiring sidewalks. In general, curb radii should not exceed twenty (20) feet.
- 4. Curbs and Drainage: Standard curbing is required along all streets with on-street parking. All drainage grates, if provided, must be safe for bicyclists (grating must be perpendicular or diagonal to the street centerline).

5. **Street Trees/Planting Strips:** Street trees shall be planted between the street and the sidewalk for all new development. Trees shall be planted in planting strips or in tree wells with tree grates located between the curb and the sidewalk. Street trees shall substitute for required Street Protective Yard requirements (Section 26-176(e)), except where buildings are set back more than forty (40) feet from the right-of-way, in which case street trees and Street Protective Yards shall be required.
  - [a] Shade trees shall be installed at a minimum average distance of forty (40) feet on-center. Where overhead utilities exist prior to development, ornamental trees shall be substituted.
  - [b] Planting strips shall have minimum width of six (6) feet where ornamental trees are to be used and eight (8) feet where shade trees are required.
  - [c] Trees shall be planted in tree wells with tree grates in areas of mixed-use development where street frontages contain ground floor retail uses and on-street parking.
  - [d] A consistent variety and species of street trees shall be maintained by street, but adjacent streets shall use different species for variety and as a precaution against blight.
6. **Outdoor Seating:** Where uses such as outdoor seating for cafés and restaurants use the public sidewalk, there shall be a minimum of four (4) feet of clearance for adequate passing distance by pedestrians.
7. **Street Lighting:** Street furnishings in residential and retail areas shall include decorative, pedestrian-scale street lights no taller than twelve (12) to eighteen (18) feet.
8. **Roadway Design:** The road standards for the CRD Overlay District may be different from those set forth in Sec. 26-181 of this chapter, but must be approved by the county engineer during the CRD Overlay District review process. Reduced roadway widths are encouraged for traffic calming and due to a pedestrian-oriented approach to travel in a CRD Overlay District.
9. **Alleys:** Alleys are encouraged at the rear of building lots within the CRD District, except when topography or physical features makes such alleyways impractical. Dead end alleys are prohibited.
10. **Street furnishings:** Street furnishings shall be included in the CRD District streetscapes. Such furnishings shall include, but not be limited to:

pedestrian scale decorative street lights, benches, trash cans, and bicycle parking racks.

11. Traffic Management Plan: A traffic management plan, conducted by a registered engineer, must accompany a submission for all CRD Overlay District developments with an estimated trip generation of 3,000 vehicles per day or greater during an average weekday based on a five day national average as defined in the ITE Trip Generation Manual. The plan shall analyze the multi-modal transportation impacts of the proposed development and include proposals for handling all impacts noted. (Typically, the following developments meet or exceed the 3,000 vehicles per day threshold: 300 residential units; 55,000 square feet of retail; 250,000 square feet of office space; 350 room hotel.)

12. Utilities: To the extent possible, utilities (and associated pedestals, cabinets, junction boxes, and transformers), including electric, cable, telephone, and natural gas service, shall be located within alley right-of-ways, or behind buildings. Domestic water service and sanitary sewer must be located in such a way to cause the least impact to the streetscape planting strip and required street trees. Unless otherwise approved by the Planning Commission and the County Council, all utilities shall be placed underground.

(e) Site Plan. The CRD site plan shall include all aspects of the spatial relationships proposed for the development, including:

(1) Layout and dimensions of lots, setbacks, roadways, alleys, open spaces and all information required to define the relationships within the streetscapes;

(2) Street Sections; and

(3) Building elevations.

(f) Consistency with the Comprehensive Plan. The proposed Redevelopment Plan Area must be consistent with and compliment the *Richland County Comprehensive Plan*, the land use plan, and the capital improvement plan for the planning area in which it is located. In addition, it is recommended that the Redevelopment Plan be more clearly defined in the Comprehensive Plan update.

SECTION V. The Richland County Code of Ordinances; Chapter 26, Land Development; Article V, Zoning Districts and District Standards; Sections 26-107 – 26-130, Reserved; is hereby amended to read as follows:

**Secs. 26-108 – 26-130. Reserved.**

SECTION VI. Severability. If any section, subsection, or clause of this ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

SECTION VII. Conflicting Ordinances Repealed. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION VIII. Effective Date. This ordinance shall be enforced from and after \_\_\_\_\_, 2008.

RICHLAND COUNTY COUNCIL

BY: \_\_\_\_\_  
Joseph McEachern, Chair

ATTEST THIS THE \_\_\_\_ DAY

OF \_\_\_\_\_, 2008

\_\_\_\_\_  
Michielle R. Cannon-Finch  
Clerk of Council

RICHLAND COUNTY ATTORNEY'S OFFICE

\_\_\_\_\_  
Approved As To LEGAL Form Only  
No Opinion Rendered As To Content

Public Hearing: February 26, 2008 (tentative)  
First Reading: February 26, 2008 (tentative)  
Second Reading:  
Third Reading:





Richland County Government  
2020 Hampton Street  
Columbia, SC 29204

Phone (803) 576-2180  
Fax (803) 576-2182

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