



**Town of Fort Mill
Fort Mill Southern Bypass Advisory Committee Meeting**

**September 18, 2013
112 Confederate Street
7:00 PM**

AGENDA

CALL TO ORDER

APPROVAL OF MINUTES

FMSBAC Meeting: August 8, 2013

[Pages 2-5]

ITEMS FOR DISCUSSION

Review of Draft Overlay District Language

[Pages 6-12]

ADJOURN

UPCOMING MEETING DATES (REVISED)

Public Meeting #2:	Wed. Oct. 2 nd	6:00 pm	Spratt Building
Committee Meeting #4:	Wed. Oct. 16 th	7:00 pm	Town Hall
Planning Commission:	Tue. Oct. 22 nd	7:00 pm	Town Hall
Council Meeting #1:	Mon. Oct. 28 th	7:00 am	Town Hall
Council Meeting #2:	Mon. Nov 11 th	7:00 pm	Town Hall

**MINUTES
TOWN OF FORT MILL
FORT MILL SOUTHERN BYPASS ADVISORY COMMITTEE MEETING
August 8, 2013
112 Confederate Street
7:00 PM**

Committee Members Present: Chairman Tom Adams, Chris Wolfe, John Garver, Don Elliott, Chris Barton, Donna Sigman, James Traynor

Advisory Members Present: Joe Cronin, Paul Mitchell, Steve Allen

Others Present: Marty Taylor (Building Inspector)

CALL TO ORDER

Chairman Adams called the meeting to order at 7:02 pm.

APPROVAL OF MINUTES

Mr. Traynor made a motion to approve the minutes of the June 26, 2013, meeting as submitted by staff. Mr. Garver seconded the motion. Chairman Adams called for a vote, and the minutes were approved unanimously.

ITEMS FOR DISCUSSION

- 1. Corridor District Boundaries:** The consensus of the committee was to extend the western boundary of the corridor district from its current terminus at Fort Mill Parkway & Spratt Street to the I-77 interchange at Sutton Road. The committee also recommended including the new 5-lane section of U.S. 21 between Catawba River & Sutton Road in the corridor district. While much of this area is in the county, there are major development opportunities, which will most likely take place in the town limits. The committee agreed with the northeastern boundary at Tom Hall Street / Springfield Parkway.

In regards to the applicability of the overlay district to specific properties along the corridor, there was no consensus from committee. Four options were discussed: fixed distance from right-of-way or centerline; access to/from the bypass (direct or indirect); roadway frontage; and visibility from the bypass. The committee asked staff and the consultant to bring back recommendations at the next meeting. If using a standard distance, the committee recommended an exclusion or exemption for residential lots not directly accessible from the bypass. Because some portions of the corridor are in the county, the committee also recommended including a provision that the overlay district will automatically apply to all eligible unincorporated parcels upon annexation.

2. **Character Areas:** The committee agreed with the general boundaries of the four character areas (A-D) on the map prepared by Land Design. The committee recommended that the Sutton Road area (between I-77 and U.S. 21) and the U.S. 21 area (between the Catawba River and Sutton Road) should be designated as a Character Type A. The committee also agreed with the general development types and use mixes presented for the four character areas. The consensus of the committee was that sub-areas and/or sub-districts were not necessary.

3. **Visual Preferences & Development Standards:**

A. **Uses:** The committee agreed that the overlay language should focus more so on design elements and less on actual uses. A few specific uses were mentioned as possible exclusions from the overlay. These included:

- Pawn shops, title lenders, check cashing establishments
- Sexually oriented businesses
- Gaming facilities / bingo parlors
- Junkyards, salvage yards, auto wrecker service
- Cellular towers
- Mobile homes
- Industrial/manufacturing uses (in certain character areas)

B. **Building Setbacks:** There was no consensus on setbacks. There were discussions about requiring buildings to be located farther away from the ROW, as well as allowing them to be drawn closer to the street. The consensus was that the committee doesn't want them to be too close so as to look awkward, or too far away to limit pedestrian access, but we would like to see consistency along the corridor.

C. **Parking Locations:** There was a general preference for side and rear parking for commercial uses; however, the committee believed that front parking should be allowed in instances where heavy landscaping and buffers are installed to shield the visibility of parking areas.

D. **Parking Lot Screening:** Heavy landscaping and buffers should be required. See above.

E. **Parking Lot Landscaping:** The committee recommended reviewing the existing landscape ordinance to determine if existing requirements are sufficient for future growth along the corridor.

F. **Connections Between Parking Lots:** The committee stated a goal of reducing the number of driveways and access points along the corridor. Internal connections and/or stub outs should be required for locations where existing/future connectivity is likely.

G. **Driveways on Corridor:** The committee agreed that one of the major goals of the district should be to limit driveways and access points along the corridor in order to maintain the flow of traffic. SCDOT typically applies minimum separation guidelines

as required by the state. The committee stated that we should consider the feasibility of minimum distance requirements that are more restrictive than what SCDOT requires if it helps achieve this objective. Minimizing stoplights was also mentioned as a goal.

- H. Landscape & Streetscape Elements:** The committee recommended that street trees and landscaping should be included in the sidewalk/buffer area along the ROW. Lighting should be required, and consistent fixtures should be used along the corridor. Rest areas, benches and pocket parks should be encouraged along the corridor. Mr. Wolfe recommended Dave Lyle Boulevard in Rock Hill as a possible model.
- I. Building Height Restrictions:** The committee did not recommend any special limits on building height. Building height shall be consistent with underlying zoning requirements. We may want to consider having building height minimums, such as false second stories for commercial buildings, to ensure a proper and consistent scale along the corridor.
- J. Architectural Features & Façade Treatments:** The committee recommended that buildings should include enhanced architectural elements, such as variations in roof lines and front elevations, real or faux windows, particularly along walls visible from a ROW, decorative awnings, etc. The overlay should not require a specific type of roof styles. Areas facing a ROW should look like the front of a building, even if primary entrances will be located at the side or rear.
- K. Building Orientation:** The committee recommended that buildings should be typically oriented toward the street, with a pedestrian-friendly façade. Primary entrances will be from typical parking areas. Access from the ROW should be encouraged, where feasible, depending on the use. May want to require that the backs of residences not be allowed along the corridor; houses should face the bypass, or be screened by berms or landscaping/buffers.
- L. Mixture of Uses:** The committee recommended that a mixture of uses should be encouraged where feasible, and as envisioned within the character areas.
- M. Building Materials:** The committee had a strong preference for enhanced architectural materials, including brick, stone and stucco for commercial and multi-family buildings (full wrap). Hardi plank was also mentioned as an acceptable material. There was no discussion of material requirements for single family development.
- N. Signage & Monumentation:** The consensus of the committee was that signage should be consistent along the corridor. There was a preference for brick and stone monument style signs, with decorative elements and indirect lighting. Signs should be fairly uniform in size; however, accommodations may be made for larger, unified developments.
- O. Sidewalks:** The committee recommended that sidewalks should be required along both sides of the road. There was a preference for meandering sidewalks in landscaped areas

set back from the right-of-way. Sidewalks should be wider than a typical subdivision or state road, perhaps 8' – 10'. Sidewalks should also stub out to neighboring properties where future development is likely.

P. Screening & Separation of Uses: There was a great deal of discussion regarding new commercial and multi-family residential development along the corridor, and the impact of these types of development on existing neighborhoods (particularly noise, traffic, loss of trees and natural buffers, etc). The general consensus was that the overlay should allow for the types and densities envisioned in the current comprehensive plan; however, there were concerns about the impact of commercial and high density residential on existing neighborhoods. Ms. Sigman stated her opinion that commercial development should be required to have heavy natural buffers next to existing residential areas, and new residential development should be consistent with the density and scale of existing neighborhoods. Some neighborhoods, like Dominion Bridge and Sandy Point, include perimeter buffers around the subdivision, while others, such as Whitegrove, have homes that extend straight up to neighboring property lines.

Q. Parking Waivers & Shared Parking: The committee recommended allowing additional flexibility for parking requirements, especially when shared parking opportunities exist.

UPCOMING MEETING DATES

Mr. Cronin stated that the consultant had begun working on draft language for a possible overlay district. The comments received from the public meeting on July 11th, as well as the direction received from the committee during tonight's meeting, will be incorporated into the first version. It is anticipated that the meeting dates scheduled for August 22nd, September 5th and September 25th would need to be pushed back a couple weeks. Mr. Cronin stated that he would get with the consultant and send an email to committee members with proposed dates.

ADJOURN

There being no further business, the meeting was adjourned at 9:10 pm.

Respectfully submitted,

Joe Cronin
Planning Director

Draft Overlay District Language

Corridor Overlay District (COD)

Purpose

The Corridor Overlay District (COD) is established for the purpose of maintaining a safe, efficient, functional and attractive roadway corridor for the Fort Mill Southern Corridor (Corridor). It is recognized that, in areas of high visibility, the protection of features that contribute to the character of the area and enhancements to development quality promote economic development and stability in the entire community.

- **Urban (COD-U)**

The COD-U is intended for areas that are—or are envisioned to be—more urban in nature (identified as activity nodes in the adopted Fort Mill Comprehensive Plan). Consistent with the characteristics of urbanized areas, these areas are more likely to accommodate a variety of uses in a walkable environment. Therefore, development will be designed to bring buildings close to the road edge to better define the public space of the streets enhanced by landscaping and walkways and create a scale that is more appropriate for a pedestrian traffic.

- **Rural (COD-R)**

The COD-R is intended to maintain the rural character of mostly undeveloped segments of Corridors, allowing the landscape, not the buildings, to be the dominant feature along such segments.

Applicability

Sites, parcels and lots in the COD-U and the COD-R shall be as designated on the official Zoning Map. Such sites shall be adjacent to the Corridor and wholly or in part within 500 feet of the outer edge of the right-of-way of the Corridor. Where part of a site, parcel or lot is within 500 of the right-of-way of the Corridor, the entire site, parcel or lot shall be subject to these regulations, unless specifically excluded below.

The standards established in this section shall be applied only to multifamily residential and all nonresidential development which lies within the area delineated on the Zoning Map.

Alternative Means of Compliance

Strict interpretation and application of the standards of this section may create particular hardships in areas of unusual topographic condition, or in retrofitting existing developed properties which are expanded. The Town Council may approve a site plan for any proposed development which does not meet any specific standard of this section as an alternate means of compliance, subject to making the following findings:

- The proposed development attempts to meet the intent of the Corridor Overlay District.
- There are physical conditions, not only economic considerations, which prevent the proposed development from meeting the specific standards of this ZONING ORDINANCE.
- The proposed development will be designed to meet the standards of this section to the fullest extent possible.

- In determining alternative means of compliance, the Town Council may consider various features such as width in relation to opacity of landscaping in setback, number of required parking spaces, and driveway locations and/or distances from nearby intersections.

Permitted Uses

All permitted, special and conditional uses of the underlying zoning district are allowed subject to the specific requirements and procedures for each use classification, except as follows:

The following uses are prohibited (See § _____):

- Pawn shops, title lenders, check cashing establishments
- Sexually-oriented businesses
- Gaming facilities / bingo parlors
- Junkyards, salvage yards, auto wrecker service
- Communications towers, provided such exclusion is not in conflict with the provisions of the Communications Towers Ordinance. Where such towers must be permitted, they shall not exceed 100 feet in height.
- Mobile homes
- Industrial/manufacturing uses (prohibited in COD-U only).

Dimensional Requirements

The dimensional requirements in the COD-U and COD-R districts shall be the same as the underlying zoning district, except as follows:

1. Setbacks

The building setbacks of the underlying zoning districts shall apply, except along the Corridor. Building setbacks, measured from the ROW, shall be as follows:

	Minimum (ft)	Maximum (ft)
COD-U	35	50
COD-R	100, or 50 with a vegetated buffer per requirements of Article IV	NA

There shall be no development allowed in the setback, except as follows:

- Landscaping;
- Drainage features designed to mimic the natural environment;
- Public utilities and facilities;
- Driveways;

- Sidewalks, pedestrian ways, or bikeways; and
- Signs, subject to subparagraph _____ below.

2. Building Height:

	Minimum (ft)	Maximum (ft)
COD-U	2 stories or 24', whichever is greater	45', unless underlying zoning maximum is higher
COD-R	NA	Consistent with underlying zoning

Building Design

COD-U

All buildings in the COD-U portion of the Corridor Overlay District shall comply with the requirements below. In addition, all non-residential development shall be subject to the requirements of the Appearance Review Ordinance as well as the Commercial Appearance Review Process.

Orientation:

- Buildings shall be oriented toward the public street(s).
 - Pedestrian access from the street is encouraged for all residential and commercial uses. Therefore, primary entrances shall be visible and accessible from the public street, where feasible.
 - Where parking is provided at the rear of the building, the primary entrance may be located to provide access from such parking. Two primary entrances, one from the street and one from the rear parking area, are permitted.
- The rear facades of buildings shall not be visible from the Corridor. Such facades shall be oriented away from view from the Corridor or shall be screened by vegetated buffers that meet or exceed the requirements of the Landscape Ordinance.

Architectural Features / Façade Treatments:

- Any façade facing a street shall be articulated with architectural features and treatments to enhance the quality of pedestrian environment of the public street, particularly in the absence of a primary entrance.
- Materials:
 - Buildings shall be designed to use, to the greatest extent feasible, building materials such as rock, stone, brick, stucco, and wood. Hardiplank may be used, provided _____. No mirrored glass with a reflectance greater than 20 percent shall be permitted.

- Corrugated metal shall not be used on any façade facing the Corridor or a side yard.

COD-R

All buildings in the COD-R portion of the Corridor Overlay District shall comply with the requirements below. In addition, all non-residential development shall be subject to the requirements of the Appearance Review Ordinance as well as the Commercial Appearance Review Process.

Orientation:

- The rear facades of buildings shall not be visible from the Corridor. Such facades shall be oriented away from view from the Corridor or shall be screened by vegetated buffers that meet or exceed the requirements of the Landscape Ordinance.

Architectural Features / Façade Treatments:

- Materials:
 - Buildings shall be designed to use, to the greatest extent feasible, building materials such as rock, stone, brick, stucco, and wood. Hardiplank may be used, provided _____. No mirrored glass shall be permitted on any facades that are visible from the Corridor.
 - Corrugated metal shall not be used on any façade facing the Corridor or a side yard.

Streetscape

- In COD-U, street trees (canopy trees) shall be planted within the streetscape zone at rate of one tree per 50 linear feet along all Corridor frontages. Tree spacing shall be not more than 60 feet and not less than 40 feet on center. Such tree placement shall comply with SCDOT safety requirements.
- In COD-U, all new development or expansions of existing development resulting in a minimum ten percent increase in building area, lot area, or parking requirements, shall provide landscaping within the setback measured from the Corridor rights-of-way in accordance with this subsection. For purposes of this subsection, the planting area shall be determined by multiplying the lot frontage, less driveways, times the minimum required setback width to determine required planting area. Street trees planted in this area shall be counted toward the minimum tree planting requirements.
- In COD-R, street trees shall not be required, but if provided, shall be not more than 60 feet and not less than 40 feet on center. Such tree placement shall comply with SCDOT safety requirements.
- In COD-R, no clearing of vegetation shall be permitted within 50 feet of the right-of-way except in accordance with the provisions of this section and in accordance with an approved site plan. This requirement shall be reduced in cases where the vegetative buffer would exceed 40 percent of the acreage of a parcel or lot already in existence on the effective date of this ordinance, so that the buffer requirement shall be reduced to

the extent necessary in order that the buffer shall not exceed 40 percent of any parcel existing on the effective date of this ordinance. No clearing, destruction, or removal of vegetation shall be permitted within this buffer area except in accordance with the following circumstances

Pedestrian Facilities

Pedestrian facilities shall be provided in the COD-U district in accordance with the following requirements:

- Sidewalks at least eight feet in width shall be provided along all sides of lots that abut public roads.
- Continuous pedestrian walkways, no less than eight feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance to nonresidential establishments. At a minimum, walkways shall connect areas of pedestrian activity such as, but not limited to, road crossings, parking areas, and building entry points.
- Nonresidential developments sharing a common lot line with another district parcel that is developed for or zoned for nonresidential use shall provide a pedestrian walkway to the common property boundary.
- Sidewalks, no less than eight feet in width, shall be provided along any facade featuring a customer entrance, and along any facade abutting public parking areas. Additional sidewalk width shall be provided as needed to accommodate outdoor seating areas adjacent to restaurants to maintain an eight-foot wide clear pedestrian circulation area.
- Pedestrian walkways and crosswalks in parking areas shall be distinguished from asphalt driving surfaces through the use of durable, low-maintenance, surface materials such as pavers, bricks, or scored, stamped or colored concrete to enhance pedestrian safety and comfort as well as the attractiveness of the walkways.

Driveways on Corridor

- All driveways and public road intersections shall be subject to the standards and permitting processes of SCDOT or the Town, whichever is more stringent.
- Any parcel of land with frontage on a Corridor shall have no more than one vehicular access point (driveway) connecting to the Corridor, unless a traffic analysis demonstrates to the Town Council the need for an additional driveway due to potentially hazardous traffic conditions, and SCDOT Dept. of Highways and Public Transportation agrees that an additional driveway is needed.
- No driveway shall be allowed within 200 feet of an intersection of any other public road on the Corridor.

- Driveways shall be a minimum of 200 feet apart (measured from center line to center line) on the Corridor, and shall align with opposing driveways, where possible.
- Shared driveways or parallel access roads shall be used when deemed necessary, and the appropriate legal documents may be required by the Town prior to driveway permit issuance.
- If access to a lot or legally created parcel of land is physically unobtainable under these provisions, an access point may be approved which is located the greatest distance possible from an existing access point and in the safest possible location to be approved by SCDOT and/or the Town. For the purpose of this section, adjacent lots in common ownership fronting on the Corridor shall be considered as one lot when determining permitted driveways.

Parking

Off-Street Parking

- All off-street parking shall be provided in accordance with the off-street parking requirements set forth in article I, section 7, subsection I. of the ordinance.
- Landscaping in off-street parking lots shall meet the requirements of the Landscape Ordinance.
- Landscape buffers separating off-street parking lots and residential areas shall meet the requirements of the Landscape Ordinance.
- Shared parking is allowed and is encouraged in circumstances where the parking would be within 1,200 feet of each respective use.
 - Those wishing to use shared parking as a means of satisfying off-street parking requirements must submit a shared parking analysis to the zoning administrator that clearly demonstrates the feasibility of shared parking. The study must be provided in a form established by the zoning administrator. It must address, at a minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.
 - A shared parking plan shall be enforced through written agreement among all owners of record and included in the development agreements filed with the town. The owner of the shared parking area shall enter into a written agreement with the town with enforcement running to the town providing that the land comprising the parking area shall never be disposed of except in conjunction with the sale of the building which the parking area serves so long as the facilities are required; and that the owner agrees to bear the expense of recording the agreement and such agreement shall bind his or her heirs, successors, and assigns. An attested copy of the agreement between the owners of record shall be submitted to the zoning administrator for recordation in a form established by the town attorney. Recordation of the agreement must take place before issuance of a building permit or certificate of occupancy for any use to be served by the shared parking area. A shared parking agreement may be revoked only if all required off-street parking spaces will be provided on-site. The town shall void the written agreement if other off-street facilities are provided in accord with these

zoning regulations.

- In COD-U, the following requirements shall be met:
 - Off-street parking in the district shall be located on the side or in the rear of the principal structure.
 - All such off-street parking shall be subject to the requirements of the Appearance Review Ordinance as well as the Commercial Appearance Review Process.
- In COD-R, the following requirements shall be met:
 - Off-street parking in the district shall be located on the side or in the rear of the principal structure, to the extent practicable. Where parking is located in front of the principal structure, it shall be limited to one bay of parking (i.e., two rows of parking spaces with one shared drive aisle between the rows of spaces) and screened from public view in accordance with the requirements of the Landscape Ordinance.
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On-Street Parking

- No on-street parking shall be located on the Corridor.
- In COD-U, a minimum of 50 percent of the required off-street parking must be provided on site. Where on-street parking is available or provided as part of the development, on-street parking spaces may account for up to 50% of the required spaces, provided:
 - A key map is provided that delineates the location of allocated on-street spaces for a designated parcel or use.
 - The on-street parking must be located within 1,200 feet of the primary entrance of a use.
 - On-street parallel parking spaces shall be 7' x 20' measured from the face of curb (or edge of pavement, if curb does not exist).
 - On-street diagonal parking with a 60-degree angle or less shall have a minimum travel lane width of 11 feet.

Freestanding Signs

Notwithstanding the provisions of §_____, no lot with less than 100 feet frontage on a Corridor shall be permitted to have a free-standing sign. Lots with 100 feet or more of frontage on a Corridor may be permitted to have no more than one free standing sign. Such sign shall not exceed six feet in height and 24 square foot of sign surface. Internal lighting of signs, neon, flashing signs, and building floodlighting shall not be permitted along the Corridor. The provisions of this subsection shall not apply to temporary signs.

