



**CREEK
COMPASS**
City of Goose Creek

PLANNING COMMISSION

September 6, 2022

Regular Meeting 6:00PM

Marguerite H. Brown Municipal Center
City Hall

519 N. Goose Creek Blvd., Goose Creek, SC



TO: MEMBERS OF THE PLANNING COMMISSION

FROM: LILI ORTIZ-LUDLUM, ADMINISTRATIVE ASSISTANT

DATE: September 1, 2022

SUBJECT: NOTIFICATION OF PLANNING COMMISSION MEETING

This is to remind everyone that the next meeting of the Planning Commission is scheduled for Tuesday, September 6, 2022, at 6:00 p.m. This meeting will take place at Marguerite H. Brown Municipal Center in City Hall, 519 N. Goose Creek Blvd, Goose Creek, SC 29445.

Should you have any questions or comments prior to Tuesday's meeting, please do not hesitate to contact the Planning Department at 843-797-6220 or via e-mail at planning-zoning@cityofgoosecreek.com.



MINUTES

**MINUTES
CITY OF GOOSE CREEK
PLANNING COMMISSION
TUESDAY, AUGUST 2, 2022, 6:00 P.M.
MARGUERITE H. BROWN MUNICIPAL CENTER**

I. CALL TO ORDER

Action: Chairwoman Edwards called the meeting to order at 6:00 p.m. and led the Pledge of Allegiance.

Present: Judie Edwards; Heather Byrd; Lisa Burdick; Gena Glaze (6:08); Anthony Jenkins; Josh Lilly; Rob Wiggins

Absent: None

Staff Present: Planning and Zoning Director Kendra Wise; Administrative Assistant Lili Ortiz-Ludlum

II. PUBLIC MEETING: APPROVAL OF AGENDA

Motion: A motion was made to approve the agenda. **Moved by** Commissioner Byrd; **Seconded by** Commissioner Lilly.

Discussion: There was none.

Vote: All voted in favor. The motion carried (7-0).

III. APPROVAL OF MINUTES: JULY 5, 2022

Motion: A motion was made to approve the minutes as written. **Moved by** Commissioner Wiggins; **Seconded by** Commissioner Burdick.

Discussion: There was none.

Vote: All voted in favor. The motion carried (7-0).

IV. ZONING PUBLIC HEARING

- A. 2022-034MA: MAP AMENDMENT WINDSOR MILL VILLAGE - REZONING REQUEST FOR THE FOLLOWING PROPERTIES: TMS 234-00-00-001 FROM PLANNED DEVELOPMENT(PD) TO PLANNED DEVELOPMENT(PD); TMS 234-00-00-021, TMS 234-00-00-044, TMS 234-00-00-046 FROM GENERAL COMMERCIAL(GC) TO PLANNED DEVELOPMENT(PD); TMS 234-00-00-074 FROM BUSINESS PROFESSIONAL OFFICE DISTRICT(BPO) TO PLANNED DEVELOPMENT(PD); TMS 234-16-02-040, TMS 234-16-02-041, TMS 234-16-02-042, TMS 234-16-02-043, TMS 234-16-02-044 FROM LOW DENSITY RESIDENTIAL(R-1) TO PLANNED DEVELOPMENT(PD); STONEWALL COURT AND A PORTION OF CAROL DRIVE TO BE ZONED PLANNED DEVELOPMENT (PD)**

City staff presented staff report. The applicant, Boris Van Dyck, presented his proposal for a mixed-use development to be comprised of multi-family units, senior living and retail/office space. Ms. Vivian Taylor presented a petition to the Commission with signatures of residents who opposed this development. Eight (8) other members of the community spoke in opposition of this request stating traffic, density, decrease in property value, flooding, and loss of green space as concerns.

Motion: A motion was made to recommend the applicant request as presented with the following conditions:

All parcels adjacent to residentially zoned properties, the following shall be required: A twenty-foot existing undisturbed buffer shall remain along the parcel lines. A twenty-foot additional buffer shall be required to consist of minimum four canopy trees, six understory trees, and fifteen shrubs per one hundred linear feet. Between these landscape buffers, a metal fence (EG Aluminum) shall be required. The Architectural Review Board (ARB) may consider alternative fencing materials upon review. Amend language to exclude drive-thru restaurants, not to include similar uses as coffee shops, bakeries, etc. Addition of no fewer than two electrical EV charging stations. Amend the language in the document to specify time and schedule for completion of the entire development and its respective phases. Amend language under section 10.0 "Adherence to Regulations" to include adherence to General Commercial (GC) and or Multi-Family (R-5) at the time the Planned Development rezoning is approved. **Moved by:** Commissioner Byrd; **Seconded by:** Commissioner Wiggins.

Discussion: Discussion pertaining to buffers and traffic control ensued.

Amended Motion: Request additional turn lanes and request deceleration lanes into entrance one. Request left turn lane out of Windsor Mill Road. Request traffic arrows at South Bound and North Bound Hwy 52. Allow City staff to put additional controls beyond SCDOT recommendations. **Moved by:** Commissioner Glaze; **Seconded by:** Commissioner Byrd.

Amended Motion: Request the City staff be involved with discussion with SCDOT. She stated it may not be at the time this is constructed but even on an ongoing basis for any neighborhoods impacted that might require at some point some additional turn lanes or a traffic light. **Moved by:** Commissioner Burdick; **Seconded by:** Commissioner Wiggins.

Discussion: Commissioner Lilly stated it needs to be noted that such changes would be contingent on SCDOT and Berkeley County approval.

Vote: All voted in favor for Commissioner Burdick's amended motion. The motion carried (7-0).

Vote: All voted in favor for Commissioner Glaze's amended motion. The motion carried (7-0).

Vote: All voted in favor for Commissioner Byrd's original motion. The motion carried (7-0).

B. 2022-043MA: MAP AMENDMENT MARILYN STREET - REZONING REQUEST FOR THE PARCELS IDENTIFIED AS TMS 243-08-05-009 AND TMS 243-08-05-010 (MARILYN ST.) FROM GENERAL COMMERCIAL (GC) TO HIGH DENSITY RESIDENTIAL (R-3)

City staff presented staff report with a recommendation to approve. The applicant, Will Silva, presented his proposal for twelve (12) to fourteen (14) duplexes on the corner of Marylin Street and Frances Street. No one from the public spoke in favor or in opposition of this request.

Motion: A motion was made to recommend to City Council the applicant request to rezone parcels identified as TMS 243-08-05-009 and TMS 243-08-05-010 (Marilyn St.) from General Commercial (GC) to High Density Residential (R-3). **Moved by** Commissioner Wiggins; **Seconded by** Commissioner Burdick.

Discussion: There was none.

Vote: All voted in favor. The motion carried (7-0).

V. **CLOSING REMARKS & ADJOURNMENT**

Motion: A motion was made to adjourn. **Moved by** Commissioner Byrd; **Seconded by** Commissioner Wiggins.

Discussion: None

Vote: All voted in favor. Motion carried (7-0).

The meeting adjourned at approximately 7:22 pm.

Judie Edwards, Chair

Date: _____



PUBLIC HEARING
2022-050TAMA
RED BANK DISTRICT
OVERLAY



PLANNING COMMISSION

September 6, 2022, at 6:00 PM

City of Goose Creek Council Chambers, 519 N. Goose Creek Blvd.

Red Bank District Overlay Zoning Text (Chapter 151) and Map Amendment

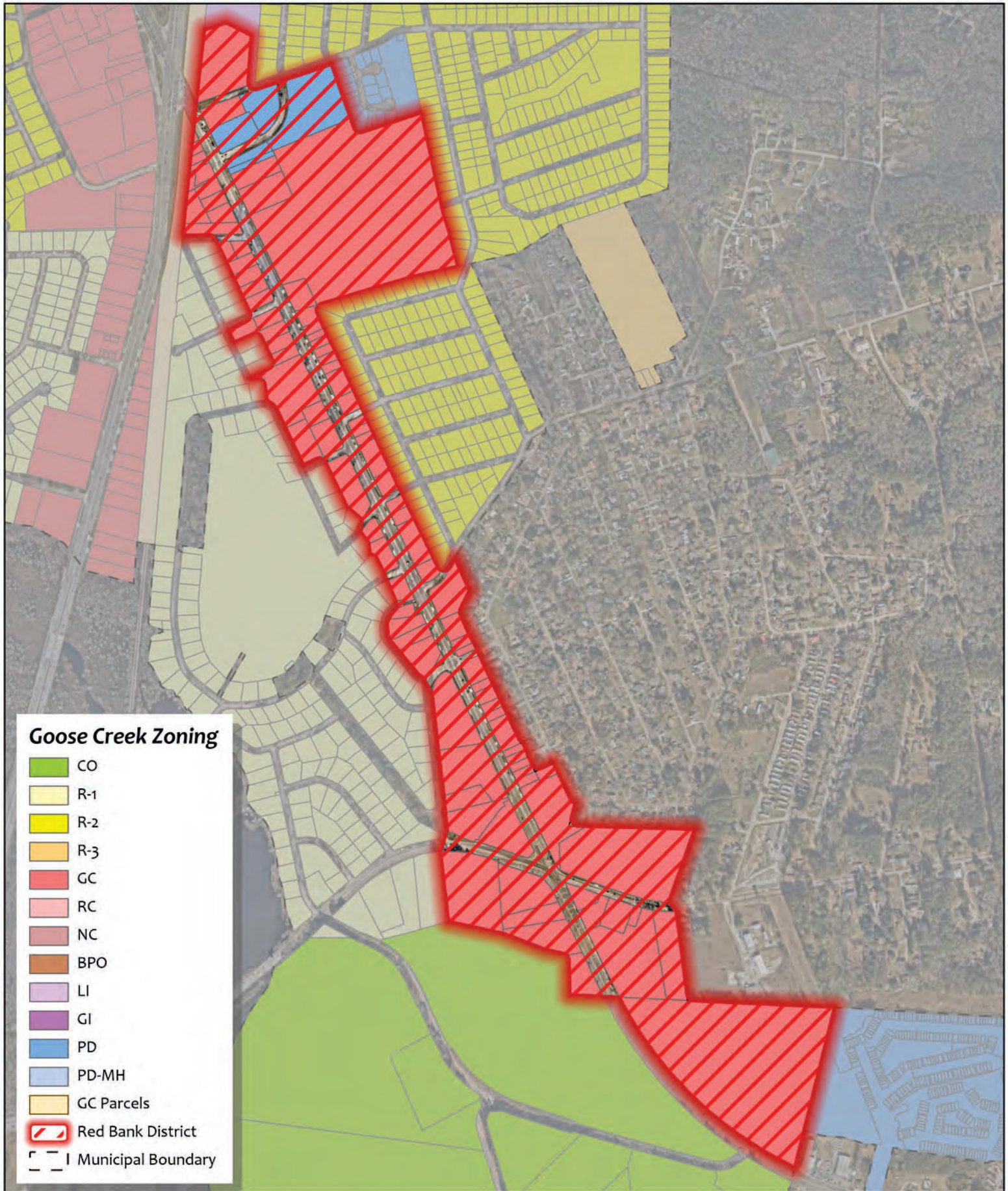
Red Bank Road was identified in the City of Goose Creek's Comprehensive Plan (2021) as one of the six village nodes in need of further study and recommendations. On January 4, 2022, the City of Goose Creek Planning Commission instructed staff to begin the process of creating a Red Bank District plan that will serve as a complementary tool for implementing the Comprehensive Plan through development and redevelopment guidelines of the corridor. Between January 2022 and March 2022, the City of Goose Creek undertook a survey for the Red Bank District.

Using survey responses and data collected from the Red Bank District study, staff worked to create the Red Bank District Overlay. The intent of this overlay district is to support the transition of Red Bank Road to a pedestrian-oriented, mixed-use, pro-arts/artisan, boutique manufacturing corridor that is compatible with surrounding residential development.

A draft version of the proposed Red Bank District Overlay zoning text amendment has been provided along with the referenced design guidelines and proposed zoning map.



 Red Bank District
 Municipal Boundary

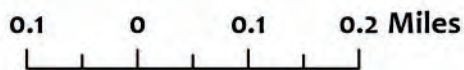


Goose Creek Zoning

- CO
- R-1
- R-2
- R-3
- GC
- RC
- NC
- BPO
- LI
- GI
- PD
- PD-MH
- GC Parcels
- Red Bank District
- Municipal Boundary

Red Bank District Overview

City of Goose Creek GIS Dept.
 519 N. Goose Creek Blvd.
 Goose Creek, SC 29445
 (843) 797-6220 x4270



as of 8/29/2022 10:43 AM



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 TAKING ANY OFFICIAL ACTIONS.**

(a) General Purpose of Overlay Zoning District

The purpose of overlay zoning districts is to provide supplemental standards with respect to special areas, land uses, or environmental features that supersede the standards of the underlying base zoning district.

(a) RBD: Red Bank District

(1) Purpose

The purpose of the Red Bank District (RBD) is to support the transition of the Red Bank Corridor to a pedestrian-oriented, mixed-use, pro-arts/artisan, boutique manufacturing corridor that is compatible with surrounding residential development.

(2) Applicability

The standards and requirements in this section apply to development located in the RBD, in addition to base zoning district standards. In instances where there is a conflict between the standards in this district and the base district, the standards in the RBD shall control.

(3) Design Guidelines

Development in the RBD shall comply with the *Red Bank District Design Guidelines*, which are incorporated herein by reference.

(4) Modifications of Otherwise Applicable Development Standards

a. Building Setback

1. Primary and Secondary Front

Minimum: 0 feet

Maximum: 15 feet

b. Minimum Off-street Parking

Minimum Number of Off-Street Parking Spaces shall be reduced by 20 percent where public art and pedestrian space is provide with in setback area. Where applicable, parking shall be located on the side or rear of the lot. New design backing out into the right of way is not permitted.

c. Conditional Uses

The following uses Conditional within the Red Bank District:

1. Non-depository Personal Credit Institution

(i) Non-depository personal credit institutions (payday loan and/or title loan establishments) shall comply with the following standards:

(a) A non-depository personal credit institution shall be at least 3,000

feet from any lot containing another non-depository personal credit institution.

(b) A non-depository personal credit institution shall be located in a building with at least 12,000 square feet of gross floor area.

(ii) A variance from any of the provisions of this section, and the provisions of this subsection is prohibited.

2. Artisan Manufacturing

Processing or manufacturing businesses that may include, but is not limited to, small scale furniture workshop, custom jewelry, textiles, coffee roasting, vertical farming, 3D printing, computer hardware assembly, or other non-heavy industry.

(i) The manufacturing or processing portion of the business must be contained indoors and produce little to no vibration, noise, dust, fumes, or other nuisances from the property. Sales may be conducted as a retail component, wholesale, business to business, business to government.

3. Vehicle Sales, Service, Repair

(i) An irrigated landscaped buffer 15 feet deep shall be provided around the lot perimeter, and shall contain at a minimum 2 canopy trees, 4 understory trees, and 30 shrubs per 100 feet of buffer yards width. In the event of power lines, staff shall consult with provider alternative planting list. In the event of conflicting buffer requirements, the more restrictive shall apply.

(ii) No storage or display of any kind shall be placed in the buffer yard.

(iii) Required parking shall be used exclusively for customers and employees.

(iv) The business must be contained indoors and produce little to no vibration, noise, dust, fumes, or other nuisances from the property.

(v) No parking spaces shall back out into the right of way.

(vi) Additional perimeter screening (such as a hedge, berm, decorative metal fencing and/or masonry or stone wall) should visually compensate for the amount of impervious surface in an auto dealership lot.

(vii) The Zoning Administrator may consider alternative compliance to meet the landscaping requirements.

4. Drive-thru Establishments

Order/pickup windows and circulation shall be located to the rear.

Design Guidelines



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Introduction

Initiated by Goose Creek City Council, in consultation with the Planning Commission, and guided by the recently adopted Goose Creek Comprehensive Plan (May 11, 2021), the Red Bank District is the first portion of the land use implementation process to take place.



Public input sessions with property owners and stakeholders were held to develop the proposal and adjust as needed to respond to concerns. The ultimate proposal is a design overlay (RBD) written specifically to address the characteristics of the Red Bank District.



Mission



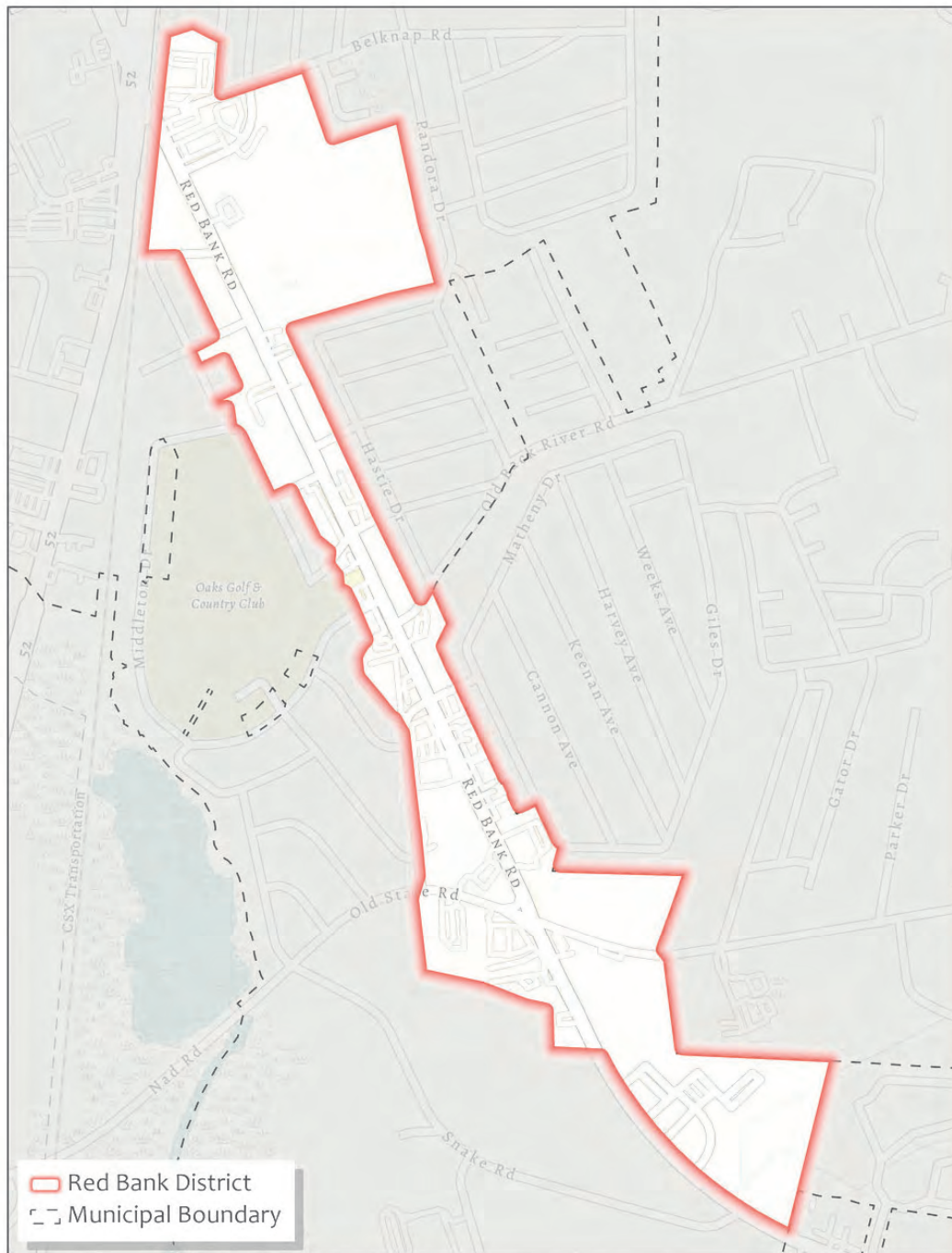
The intent of this overlay district is to support the transition of Red Bank Road to a pedestrian-oriented, mixed-use, pro-arts/artisan, boutique manufacturing corridor that is compatible with surrounding residential development.

Goals

- ✓ Encourage safe pedestrian and alternative transportation methods along and to the District.
- ✓ Stimulate the growth of artisan manufacturing and commerce in the District.
- ✓ Incentivize the inclusion of public art in new developments and redevelopments.
- ✓ Promote the interconnectivity of commercial and residential areas in the District.



Area Boundaries



The Red Bank Road Overlay (RBD) generally includes all properties adjacent to Red Bank Road, bounded to the west by U.S. 52 and to the east by Snake Road.

The Red Bank Overlay area consists of all or parts of 98 parcels and is +/- 154 acres total and is just under two miles in length.

Review Process

Most improvements to buildings or property that are visible from the public right-of-way and require a zoning permit, must first obtain a Certificate of Design Approval from staff.

Visible from the public right-of-way means substantially visible by any person standing at street level in any right-of-way within or abutting the overlay district. Some work may not require a staff review to obtain a zoning permit, however, a building permit is still required.

The guidelines for review are below; always check with staff to ensure you obtain the proper approvals prior to permitting and construction.

ARB Review Required

- Projects wherein the owner/developer requests ARB review in lieu of staff

Staff Review Required

- New construction and additions
- Reduction or expansion in size of openings
- Site Improvements (parking lots, curb cuts, etc.)
- Change in roof pitch
- Change in exterior materials and paint colors
- Signage

No ARB Review Required

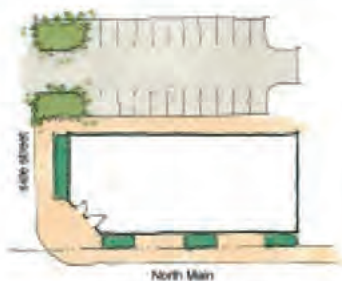
- Interior work
- Minor/routine maintenance as determined by staff
- Work to existing openings (i.e. replacing windows, doors)- like for like
- Similar roof material replacement and/or repair
- *Building permit is still required

Design Guidelines

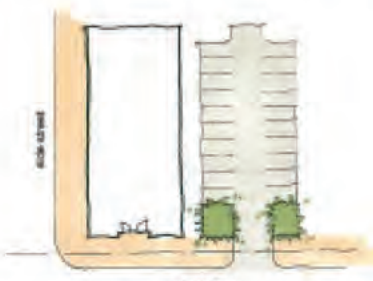
New Construction

Site Planning

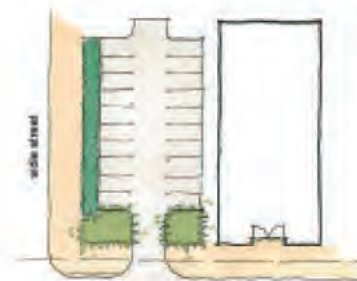
Buildings that sit on corner lots shall be placed at the corner of the parcel.



proper site planning



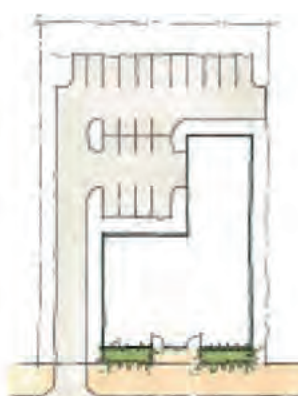
acceptable (secondary) site planning



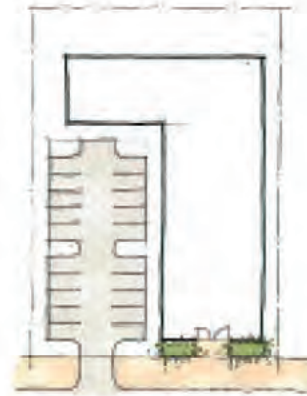
unacceptable site planning

Buildings should be located to screen as much surface parking from view of right-of-ways as possible.

A change in paving material shall be provided at locations where pedestrian & bicycles pathways intersect with automobile pathways and drives.



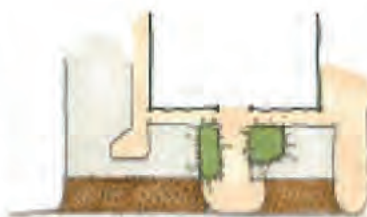
use building to shield parking



not acceptable site planning



existing parking area



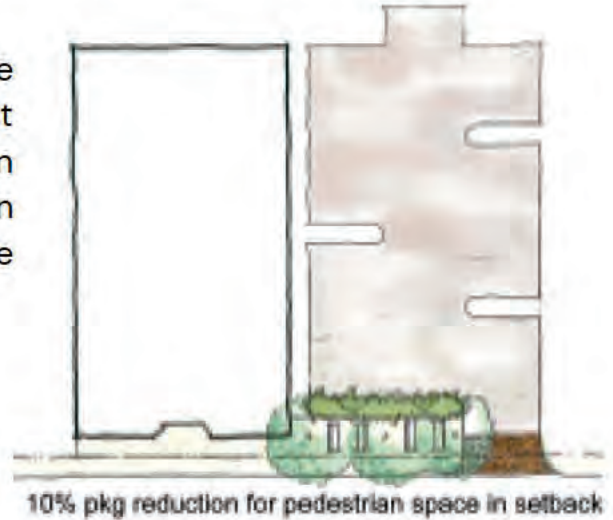
change in paving at pedestrian crossings

Where surface parking is adjacent to public sidewalks, a low seat wall integrated with the architecture of the building shall be provided within the side protective yard.

Parking Placement

Surface parking on corner parcels shall not be allowed to be placed on the outside corners of lots.

Surface parking must be placed at the maximum setback, 15 feet. If this space is at least 25% hardscape and includes pedestrian amenities, public art, occupiable space then an additional 10% parking reduction may be granted upon review and approval.



Examples of pedestrian amenities, public art, and occupiable space that could qualify for parking reduction.

Building Design

Architecture should be unique and flexible for various businesses over time. A building should not be so strongly identified with a single business that it cannot reasonably be adapted to another use in the future. Corporate identity should be contained in signage, storefront displays, and/or artwork.



Entrances

Main entrances must be oriented towards sidewalks and pedestrian paths rather than driveways, parking lots, and garages.

Buildings should activate their frontages by having direct access to the sidewalk and by integrating seating or art.

Orientation and Elevation

Building façades must be parallel to Red Bank Road.

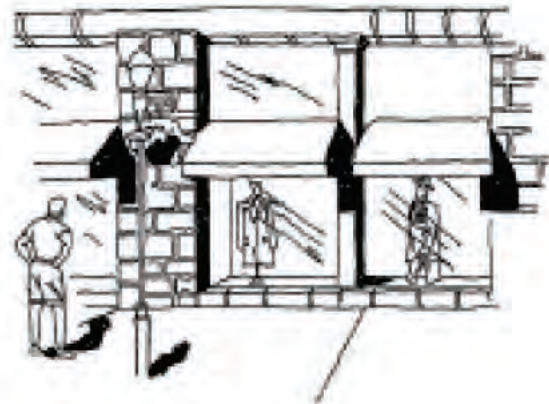
The mass of the building must be broken with regularly placed pilasters and/or other well articulated architectural details. Balconies and other elements may be used to create variety and interest, yet remain integral to the overall design.



Any residential frontages along Red Bank Road shall have direct access to the street, and articulated with strong entry architecture.

Garage access shall not be allowed to front Red Bank Road, except where lot dimensions and building placement make turning movements impractical.

Awnings may be integrated into the architecture and design of the building. Material and color shall complement the architectural style and character of the building.



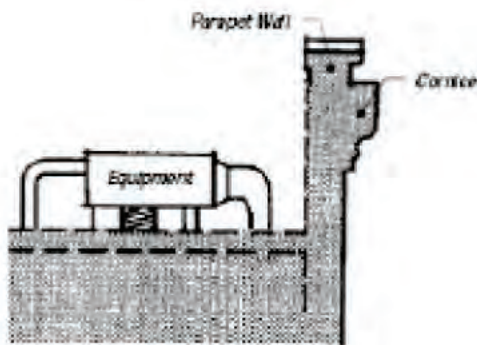
Corner Articulation

Major intersections should have an architectural/design feature at corners to emphasize key entrances and elements of the building.

Entrances for buildings occupying corners should be oriented to address the corner/intersection.



Equipment Placement and Screening



Roof mounted mechanical or utility equipment shall be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape, and size. Equipment should be screened by solid building elements (e.g. parapet wall) instead of after-the-fact add-on screening (e.g. wood or metal slats).

Each site shall provide an acceptable method for solid waste storage and disposal either on-site or nearby that is located to the rear of the property if possible and screened from direct public view by durable brick or masonry materials, or natural materials that complement the exterior treatment of the building.



Façade Elements



Materials

Vinyl and EIFS are not allowed as a primary building material.

While other materials will be considered, brick shall be encouraged as a primary element.



Windows

Transparent glass with at least 88% transmission required in storefronts.

To permit visibility and safety of all users and residents, storefront windows cannot be obscured by displays, cabinets, and other obstructions that prevent seeing into the building. Interior blinds, or similar window treatments are exempt.



Windows are not to be flush mounted with the exterior walls. Windows are to be located as far inward into the wall to maximize depth and shadow. This is particularly important in stucco or brick applications; alternate detailing should be explored to provide a maximum window recess.

Storefront Articulation

Residential uses that are on the first floor are exempt from the following requirements:

- Storefront windows and elements should cover 60% to 70% of the Red Bank Road façade.
- Storefront windows and elements should cover 50% of the side street façades. Of this 50%, no more than half may be spandrel glass.

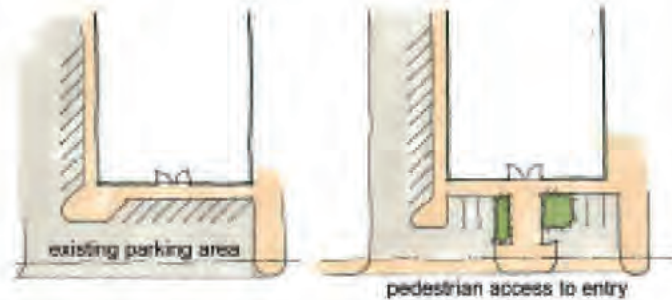
Design Guidelines

Redevelopment & Renovations

Site Planning

Programming & Integration

Pedestrian connections from the public sidewalk to primary entrance must be provided in the form of a sidewalk with landscaped buffer to the parking area.



A change in paving material shall be provided at locations where pedestrian & bicycles pathways intersect with automobile pathways and drives.

Landscaping

All applicants shall check with City of Goose Creek Planning Staff to determine what is required regarding the Landscape Ordinance for renovation projects.

When using the Landscape Ordinance's partial compliance, trees placed adjacent to the right-of-way/public sidewalks may be counted towards meeting the site density factor requirement.

Whether landscape ordinance is invoked or not, landscape buffer shall be provided between pedestrian walks and parking areas.

Design Details

Planning staff shall require the owner to provide benches, trash receptacles, and bicycle racks to serve the use as needed.

Lighting shall be required and approved by staff.



Signage

The following signs are permitted in the Red Bank District:

- Mounted channel letters
- Hanging signs
- Bladed signs
- A-frame signs
- Projecting signs
- Painted wall signs

Signs may only be illuminated in one of the following ways: halo lit, reverse halo lit, using up/down lighting, and marquee lighting.

The maximum area permissible for signs shall correlate to the base zoning district. To encourage creativity, there shall be no area limitations on application of painted wall signage and/or mural themed applications. Staff shall review all requests for permits.



Blade signs shall be encouraged, particularly for buildings located on corner lots.



Design Guidelines

Art

Art installations in public areas provide a means of personalizing the Red Bank District by creating unique “place makers.” Freestanding sculpture, wall murals and decorative sidewalk mosaics are examples of familiar media.

Guidelines for art in the Red Bank District

The use of public art is encouraged.

Public art should be compatible with the identity and context of the Red Bank District.

Consider locations such as gateways, small plazas, and points where views terminate at a public open space.

Commercial signs should not impede access to or obscure public art.

Art installation should not impede one’s ability to interpret the character of the area.

Murals and other public art installations are encouraged on facades that face Red Bank Road.

Art Sites

These are places for art that are integrated into the city’s streetscape plan. They are strategically located to serve as accents in the sidewalk beautification design, such as at gateways into the downtown or as focal points in public parks and at civic buildings. In general, an art site is conceived to be an object integrated into the urban environment.



Examples of art sites.



Examples of streetscape art.

Streetscape Art

These installations are designed as integral components of the streetscape plan and therefore have more constraints. In these cases, the artist would “customize” or reinterpret conventional features of a streetscape beautification design. For example, a new waste receptacle design may be commissioned that would be unique to the area.



RE

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B

A

NK





PUBLIC HEARING
2022-051TAMA
CARNES CROSSROADS
PLANNED DEVELOPMENT
AMENDMENT



PLANNING COMMISSION

September 6, 2022, at 6:00 PM

City of Goose Creek Council Chambers, 519 N. Goose Creek Blvd.

Zoning Map Amendment Carnes Crossroads

Tax Map:	See Attached
Proposal:	Rezone from Planned Development (PD) to Amended Planned Development (PD)
Applicant:	Nicole Scott of Nexsen Pruet, LLC
Acreage:	+/- 1,315.29
Land Use Classification:	Village Node Mixed-use (Comprehensive Plan)
Current Zoning:	Planned Development (PD)
Proposed Zoning:	Amended Planned Development (PD)
Staff Recommendation:	Approval

PLANS, POLICIES, AND LAND USE

The City of Goose Creek Comprehensive Plan (May 11, 2021) designates the parcel as Village Node Mixed-use.

ZONING DISTRICT SUMMARY

The subject parcels are currently zoned Planned Development (PD) and are part of the Carnes Crossroads Planned Development. This application reflects the current amendments proposed by the applicant.

STAFF RECOMMENDATION

Approval.

Summary of Carnes Crossroads Master Plan Amendment

In addition to minor formatting, numbering, punctuation, and capitalization changes, including changing all references from "Town" to "City", throughout the document, substantive changes were made to the following sections:

Section 3, General Provisions

Section 3.2, Design Guidelines

Section 4, Master Plan Development Concepts

Section 4.2(a), CC-PUD, Open Community

Section 5, Carnes Crossroads Residential Zone

Section 5.5(a), Front Entry Garages

Section 5.7(d), Lot Criteria, Single-Family primary structure setbacks

Section 5.7 (e), Lot Criteria, Wetland/wetland buffer setbacks

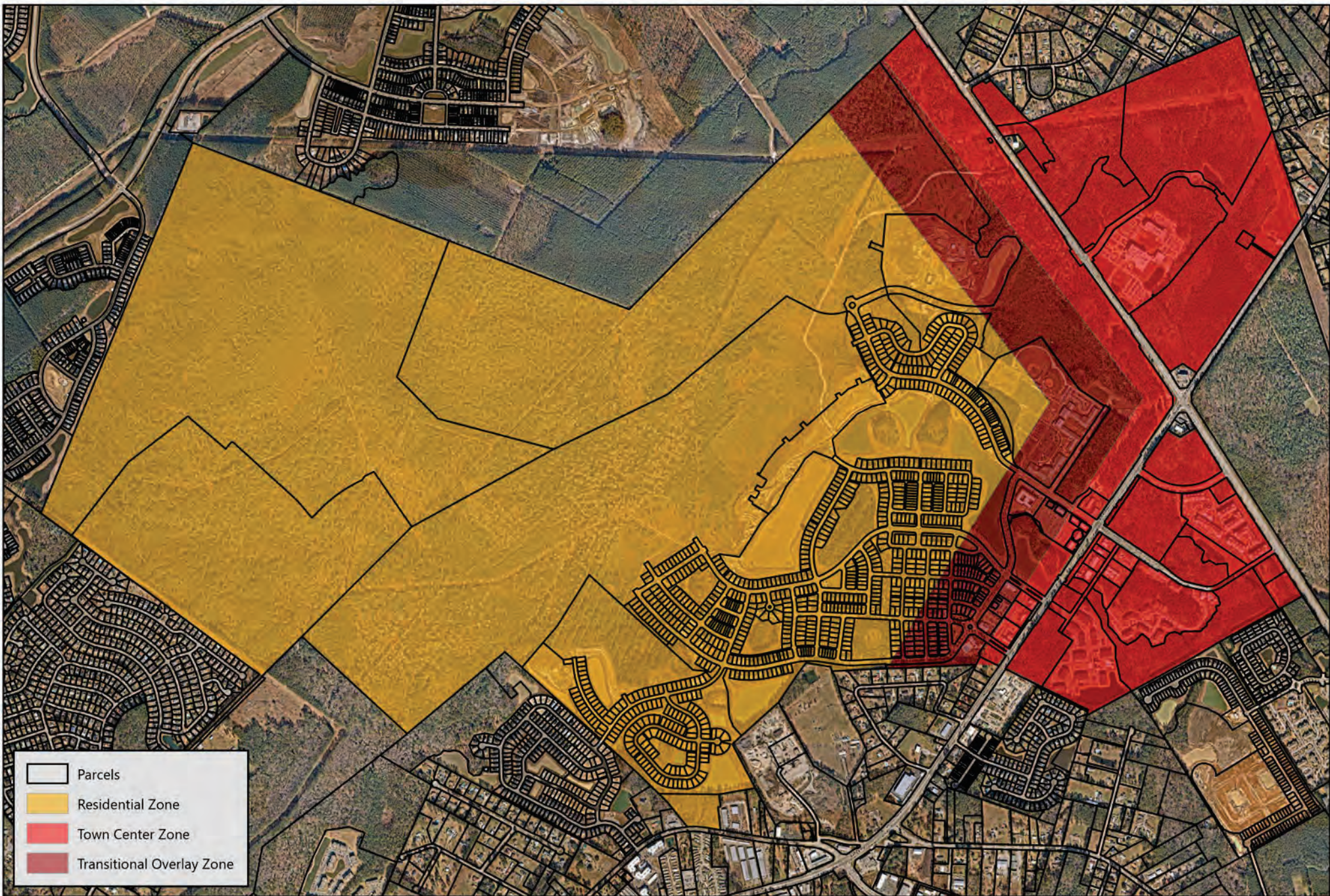
Section 6, Carnes Crossroads Town Center Zone

Section 6.8, Rear and Side Setbacks

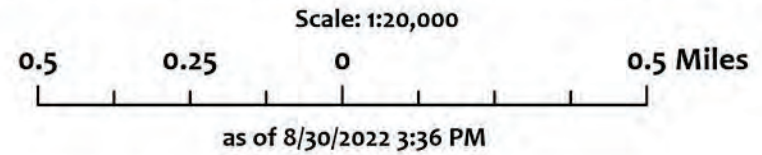
Section 8, Standards for Subdivision Street

Section 8.13(b), Design Standards, Base course thickness

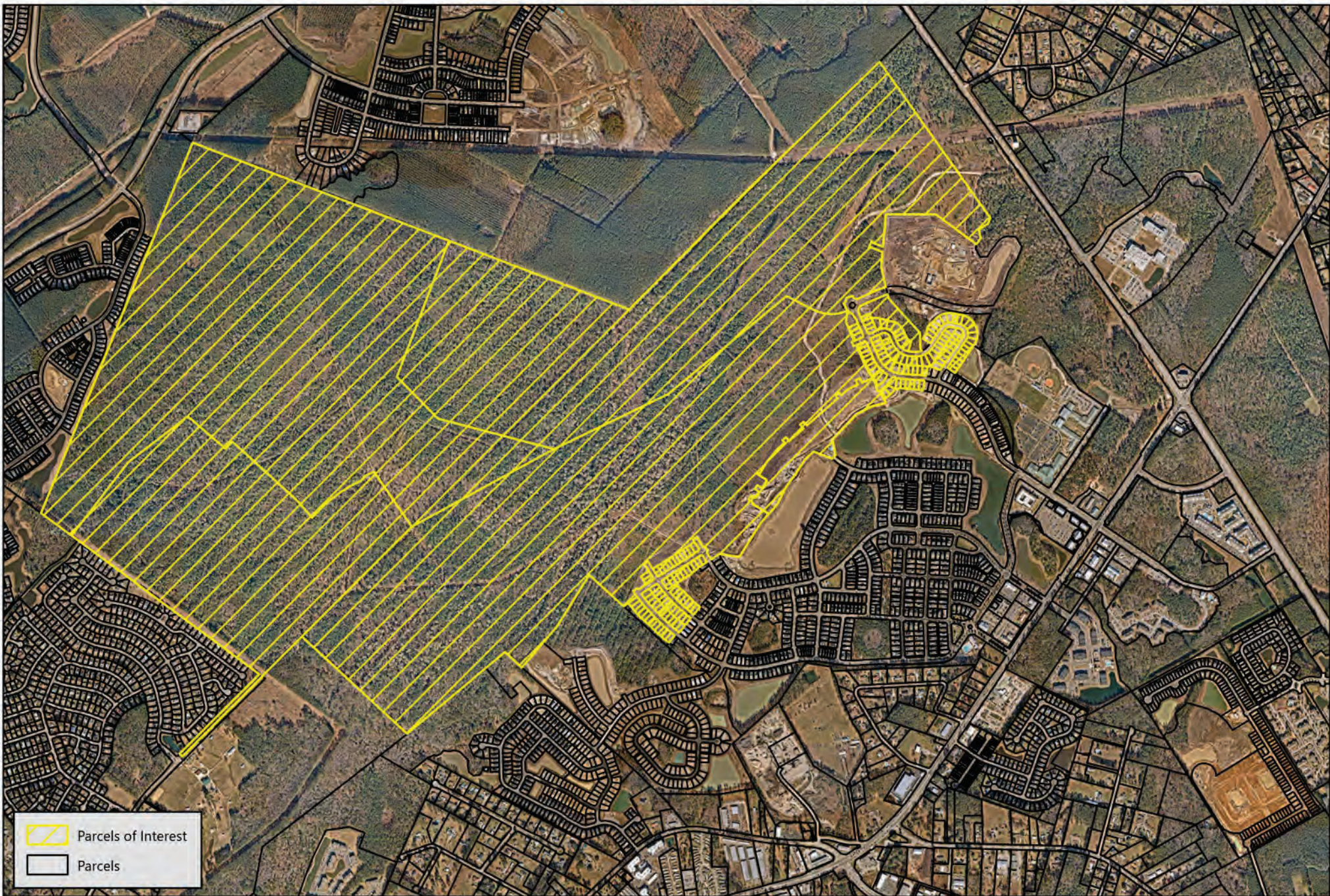
Table 1: Revisions as necessary to reflect above.





Carnes Crossroads
 City of Goose Creek GIS Department
 519 N. Goose Creek Blvd
 Goose Creek, SC 29445
 (843) 797-6220



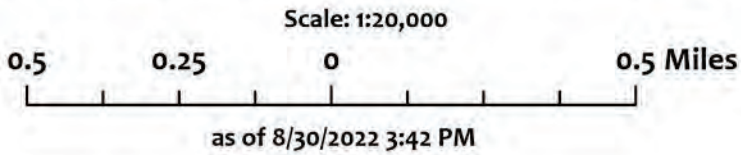
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 Parcels of Interest
 Parcels



Carnes Crossroads
City of Goose Creek GIS Department
519 N. Goose Creek Blvd
Goose Creek, SC 29445
(843) 797-6220



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Properties Affected by PD Amendment

Parcel TMS #	Owner
222-00-00-219	LTL Carnes Crossing, LLC
222-00-00-220	Carnes Crossroads Owner I, LLC
222-00-00-222	LTL Carnes Crossing, LLC
222-00-00-223	Carnes Crossroads Owner I, LLC
222-00-00-224	Carnes Crossroads Owner I, LLC
222-03-02-001	LTL Carnes Crossing, LLC
222-03-02-002	LTL Carnes Crossing, LLC
222-03-02-003	LTL Carnes Crossing, LLC
222-03-02-004	LTL Carnes Crossing, LLC
222-03-02-005	LTL Carnes Crossing, LLC
222-03-02-006	LTL Carnes Crossing, LLC
222-03-02-007	LTL Carnes Crossing, LLC
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222-03-02-011	LTL Carnes Crossing, LLC
222-03-02-012	LTL Carnes Crossing, LLC
222-03-02-013	LTL Carnes Crossing, LLC
222-03-02-014	LTL Carnes Crossing, LLC
222-03-02-015	LTL Carnes Crossing, LLC
222-03-02-016	LTL Carnes Crossing, LLC
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222-06-00-064	LTL Carnes Crossing, LLC
Open Space Parcel C/J/1	LTL Carnes Crossing, LLC



CREEK COMPASS

Planning | Building | Codes | GIS

LAND USE APPLICATION CITY OF GOOSE CREEK

TODAY'S DATE: August 3, 2022

PART I. PURPOSE OF SUBMITTAL

- Site Plan (See Checklist)
 Plat Review
 Rezoning*
 Small Wireless Facility
 Subdivision Plan (See Checklist)
 Variance*
 Conditional Use Permit*

PART II. GENERAL INFORMATION

- Development Name: Carnes Crossroads
- Street Address: Hwy 17A & Hwy 176
- TMS #: See Attached
- Zoning Classification: pp
Requested Classification: pp (For rezoning only)
- Total Site Acres: 1315.29

PART III. CONTACT INFORMATION

Owner/Developer Name: Carnes Owner 1/ LTL Carnes Crossing, LLC c/o Nexsen Pruet, LLC

Street Address: 205 King Street, Suite 400 City: Charleston St: SC Zip: 29401

Telephone: (843) 720-1701 Cell Phone: _____ Fax: _____

E-mail Address: NScott@NexsenPruet.com

PART IV. SUBMITTAL INFORMATION (IF APPLICABLE)

Proposed Building Use: _____

Proposed Total Building Area (gross sq. ft.): _____

Max. Building Height: _____ Total Number of Buildings/Units/Lots: _____

Is The Property Restricted by Any Recorded Covenant Which Conflicts With or Prohibits The Proposed Use: _____

APPLICATION SUMMARY:

See attached.

LAND DEVELOPMENT SERVICES

Subdivision Plat Review	1-10 LOTS	\$100.00
Subdivision Plat Review	Over 10 LOTS	\$200.00 Plus/\$1.00 Lot
Commercial Review	0-10 ACRES	\$200.00
Commercial Review	10-100 ACRES	\$200.00 Plus \$2.00 Acre
Rezoning Request		\$300.00
Temporary Use Permit		\$ 25.00
Development Agreement		\$500.00 **
Planned Development		\$500.00

***Fee charged will also include a reimbursement for the City's incurred legal fees related to the review of the development agreement.*

AGENT WAIVER

In filing this plan as the property owner, I do hereby agree and firmly bind myself, my heirs, executors, administrators, successors and assignees jointly and severally to construct all improvements and make all dedications as shown on this proposed site plan as approved by the City of Goose Creek, South Carolina.

I hereby designate Nexsen Pruet, LLC to serve as my agent regarding this application, to receive and respond to administrative comments, to resubmit plans on my behalf, and to represent me in any public meetings regarding this application.

Print Name: JASON BLUM LTL Carnes Crossing, LLC

Signature: 

Person Completing this Application: Nicole Scott

Signature of Person Completing this Application: 

GOOSE CREEK ZONING DISTRICTS

COMMERCIAL/INDUSTRIAL

ZONING CLASSIFICATIONS

- BPO:** Business Professional Office
- GC:** General Commercial
- GI:** General Industrial
- HI:** Heavy Industrial
- LI:** Light Industrial
- NC:** Neighborhood Commercial
- RC:** Restricted Commercial

RESIDENTIAL ZONING CLASSIFICATIONS

- R1:** Low Density Residential
- R2:** Medium Density Residential
- R3:** High Density Residential
- PD:** Planned Development
- PD-MH:** PD for Mobile Home

BLANK ZONING CLASSIFICATION

- CO:** Conservation Open Space

THE MASTER PLAN ZONING TEXT FOR CARNES CROSSROADS

GOOSE CREEK

BERKELEY COUNTY, SOUTH CAROLINA

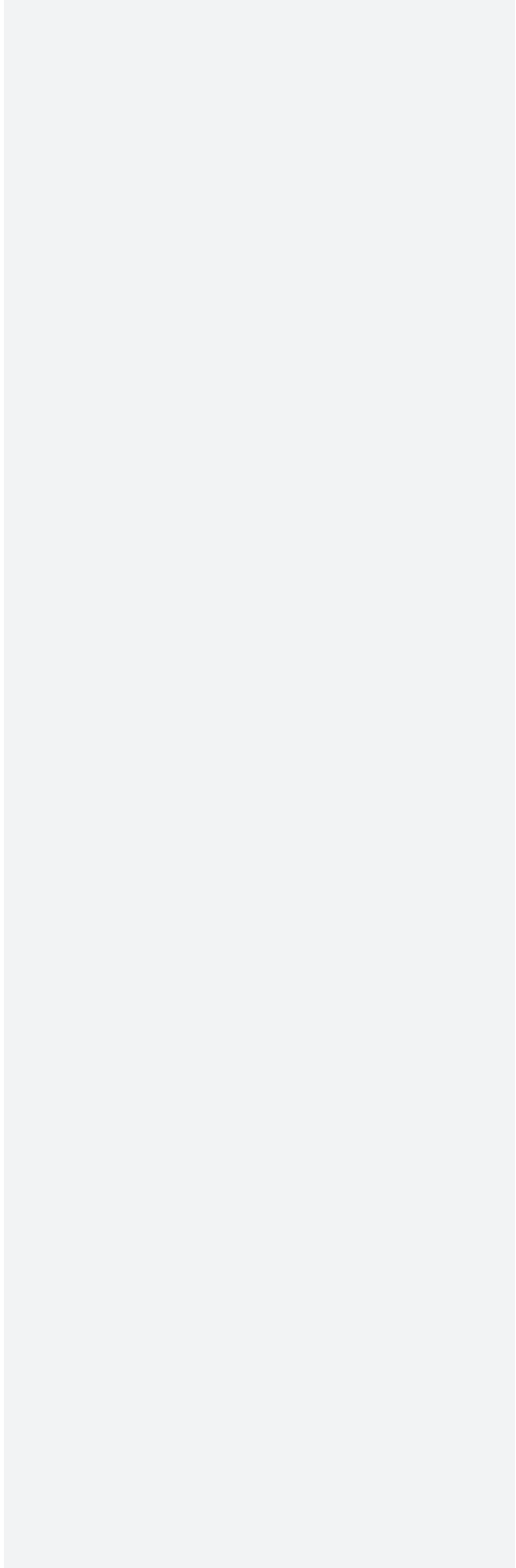
Adopted _____: Ordinance _____.

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Section 1 . Introduction

These Zoning Regulations create the Carnes Crossroads Planned Unit District (CC-PUD) and include provisions on specific zoning requirements for allowed uses, lot size, height and setback and coverage, open space and street and block systems.

Carnes Crossroads represents a long-term commitment to responsible regional growth management and to plans and strategies which have precedent and are flexible, principled and feasible. The objective of the Carnes Crossroads PUD is to create important new neighborhoods in the City of Goose Creek (“City”), not just to allow for another set of barely distinguishable subdivisions. Therefore, this plan seeks to logically develop from the general pattern of the City while establishing new approaches for the creation of neighborhoods for all the citizens of the region.

Section 2 . Definitions

The definitions in Section. 204 (Definitions of Words and Terms) of the Zoning Ordinance are incorporated by reference except as amended herein, and are supplemented as follows:

Architectural Review Board or ARB:—The Board as described in Article X of the Zoning Ordinance

Bed and Breakfast:—A use by the record owner of property, who is also the resident of the property which contains no more than eight (8) units consisting of one (1) or more rooms each arranged for the purpose of providing sleeping accommodations for transient occupancy.

Block: A tract of land within a Parcel that is or will be divided into lots.

Building Frontage:—The side of a building parallel to, or most closely parallel to, and nearer to the Front Property Line.

Civic Use:—A building used solely by public, religious, educational, social, or charitable nonprofit agencies to provide services, at no or nominal cost, to the general public.

Detached Garage:—A garage where no wall (whether structural or decorative) is shared with the principal building. -A garage connected by a breezeway to the principal building is a detached garage.

Developer:—The owner of the Property subject to the CC-PUD at the time of passage of the CC-PUD Ordinance, its successors and designated assigns.

Dwelling Unit Lot:—A single subdivided lot upon which any type of dwelling unit, as defined by the Current Regulations, has been constructed.

Finished Grade:—The elevation of a Lot after site improvements.

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Front Property Line:—The property line bounding on the street. The Developer shall designate the Front Property Line of any lot that fronts on more than one street. There are no restrictions on the location of the primary entrance to a building in relationship to the Front Property Line.

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Front Setback Line:—A line inside the lot's Front Property Line, established at the time of platting, which may also serve as the build-to line for a building on the lot.

Front Setback Zone:—The area between the Front Property Line and the Front Setback Line, in which no structures may be placed, except as specifically provided herein.

Height:—The vertical distance in feet or stories measured from one foot above Finished Grade at the Front Setback Line to the highest point of the finished roof surface, excluding parapets and cupolas.

Impervious Surfaces:—Surfaces on a lot that would not absorb water, including roofs, parking area, driveways, roads, sidewalks, and other areas of concrete and/or asphalt, given as a percentage of the net acreage of a lot.

Live/Work Units:—A dwelling unit that is the owner's primary residence and that includes a commercial component for the owner's business on the first floor.

Lot Coverage:—The horizontal area measured within the exterior walls or foundations of the building(s) on a lot.

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Master Plan:—This master plan zoning text for Carnes Crossroad PUD District ("CC-PUD")

Neighborhood:—A clustering of dwelling units. A Parcel may include one or more neighborhoods. The Developer shall have sole discretion in delineating the size, location and configuration of each neighborhood.

Neighborhood Focal Point:—An open space of one to three acres in a residential neighborhood located to serve as the neighborhood's important civic gathering place.

Parcel:—A Parcel is a development tract. There is no minimum size to a Parcel; however, no Parcel used for single family residences may contain fewer than twelve (12) Dwelling Unit Lots.

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Pervious Surface:—A surface that presents an opportunity for precipitation to infiltrate into the ground.

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— **Predominantly:** — More than 50%.

Publicly Accessible: — Open to the general public, either at no charge or, for commercial, civic, or recreational establishments, for the normal and customary charge. Areas required to be Publicly Accessible may include essentially public and visitor servicing uses such as hotels, restaurants, and civic and recreational buildings. Privately maintained areas to be Publicly Accessible shall be subject to rules and regulations to be promulgated by the owner, including hours of operations.

Service Access Area: — The location adjacent to a building or buildings where activities such as supplying, distributing, and waste removal are permitted.

Side Lot Line House: — A house located with one wall on a side lot line.

— **Side Street Line:** — The side lot line coincident with a street on a corner lot.

Site Plan: — A site plan is the preliminary plan of a project used for the planning conference and will have such details as required by the Zoning Ordinance or Zoning Procedures for that type of project.

Zones: — Carnes Crossroads Residential Zone, Carnes Crossroads Town Center Zone, Carnes Crossroads Transitional Overlay Zone and Carnes Crossroads Agricultural Zone as delineated on **Drawing Sheet Number A (Carnes Crossroads Zones)**.

Zoning Ordinance: — City of Goose Creek Zoning Ordinance revised June 9, 1999, amended through the date of this Master Plan.

Zoning Procedures: — Collectively, the Procedures Manual: Subdivisions and Planned Districts, the Procedure Manual: Commercial Sites and Buildings, the Procedures Manual: Single Family Residential Construction, Procedures Manual: Accessory Buildings, Additions, Repair, Maintenance and Remodeling, City of Goose Creek – Impact Fees and City of Goose Creek – Other Fees, each as amended through the passage date of this Master Plan.

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Section 3 . General Provisions

3.1 Relationship to City Zoning

The Zoning Ordinance and the Zoning Procedures are incorporated by reference; except as amended herein. Any matter that is addressed in this Master Plan and PUD shall supersede the provisions in the Zoning Ordinance or the Zoning Procedures relating to the same topic.

3.2 Design Guidelines

The Developer shall create Carnes Crossroads Design Guidelines, which shall be administered by the Carnes Crossroads Architectural Review Board created by the Developer. These will be more restrictive than this Master Plan but shall be consistent

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with the design and building standards contained in this Master Plan and shall in no instance allow vinyl siding. -The Developer shall furnish the City with a copy of the Carnes Crossroads Design Guidelines, as amended from time to time. The City shall not issue a building permit or development permit without receipt by the City of proof that the proposed project has been approved by the Carnes Crossroads Architectural Review Board. Certification by the Carnes Crossroads Architectural Review Board of compliance with the Carnes Crossroads Design Guidelines shall constitute evidence of compliance with such City zoning requirements which are the same or are less stringent than the Carnes Crossroads Design Guidelines for purposes of the issuance of a building permit. Such certification by the Carnes Crossroads Architectural Review Board shall not affect any enforcement proceedings that the City might elect to institute with respect to alleged violations of this Master Plan or the City Zoning Ordinance.

3.3 Changes & Modifications

The Master Plan may be modified by the Developer without approval by the City to change the locations or use of any area as long as written notice of such change is provided to the City in the form of a revised Master Plan.

The location of the Zones as shown on **Drawing Sheet Number A (Carnes Crossroads Zones)**, with the precise location of the boundary between Carnes Crossroad Residential Zone and Carnes Crossroads Town Center Zone to be fixed at such time as the Site Plan for any area within the Transitional Overlay District is submitted to Goose Creek.

The Zoning Administrator may grant exemptions from setback, build-to and street Frontage requirements where necessary, in his/her view, for preservation of natural features or grand trees, as minor amendments.

3.4 Base Zone and Overlay Zone

3.4(a) Agricultural Zone

The base zoning for the Carnes Crossroads PUD is Carnes Crossroads Agricultural Zone in order that parcels will continue to be managed for historical timber and agricultural uses and for the operation of commercial borrow pits until made available for development. -Lakes and ponds may be created and any excavated materials may be disposed of offsite, whether by commercial sale or otherwise. Each parcel shall be zoned Carnes Crossroads Agricultural Zone until (i) the owner of a parcel delivers a written request to the Zoning Administrator for reclassification or (ii) the parcel no longer is classified as "qualified agricultural" for ad valorem tax purposes; thereafter, the parcel automatically shall be zoned Carnes Crossroads Residential, Town Center or Transitional Overlay as provided by **Drawing Sheet Number A (Carnes Crossroads Zones)**.

3.4(b) Transition Overlay Zone

The Carnes Crossroads PUD includes a variable transitional overlay zone where either the Building Development Standards of the Carnes Crossroads Residential Zone or the

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Carnes Crossroads Town Center Zone can apply. -The purpose of this transitional overly zone is to allow the delineation of the final boundary line between the Carnes Crossroads Residential Zone and the Carnes Crossroads Town Center Zone to be established as development progresses. The final boundary line between Carnes Crossroads Residential Zone and Carnes Crossroads Town Center Zone will have varying distances from Highway 176, from between 600 feet to 1,600 feet. -When the Developer has completed the necessary planning and site work for a parcel within the Transitional Overlay Zone, the Zoning Administrator and the Developer shall designate the parcel as within the Carnes Crossroads Residential Zone -(See Section 5) or within the Carnes Crossroads Town Center Zone (See Section 6)-~~1~~.

3.5 Permitted Interim Uses

In all Zones within Carnes Crossroads, interim nonpermanent uses, including but not limited to nurseries, golf driving ranges, outdoor athletic facilities and other commercial or public recreation activities, are permitted uses until a lot or Parcel is to be developed. In connection with the creation of lakes and other water resources for the Project, the Developer shall be entitled to dispose of any excavated materials offsite, whether by commercial sale or otherwise.

3.6 Density

The number of Dwelling Unit Lots within the Carnes Crossroads PUD property shall be determined by the minimum standards for the area, width, depth, Accessory Buildings, and setback requirements, and the maximum standards for Lot Coverage for Dwelling Unit Lots, as well as by market factors.

3.7 Drainage

The developer shall provide adequate drainage for the development of the Property in accord with legal requirements, including those of the Department of Ocean and Coastal Resource Management. -The developer agrees to publicly dedicate to the City all drainage easements related to the road system after completion of road construction. The developer shall have the right to place plantings, fencing, signs, driveways, parking lots and anything else that is not a habitable structure within the drainage easements, provided they do not impair drainage and provided Developer will timely and competently clean around these if requested by the City.

3.8 Stoplights and Street Signage

The Developer shall have the authority to determine all street and traffic control signs; provided all traffic control signs must meet the standards of the South Carolina Department of Transportation. -Alternative street signage design and materials shall be metal, with contrasting colors on street name plates for visibility. -Style and color of signage shall not be garish and shall be consistent with the Carnes Crossroads Design Guidelines. -Developer will cooperate, if requested, in assisting the City and neighboring communities in obtaining traffic signal(s).

3.9 Landscaping, Buffers and Tree Protection

The Carnes Crossroads Design Guidelines to be prepared by the Developer shall include landscaping requirements that are more stringent than those contained in Section 504 of the Zoning Ordinance. ~~Certification by the Carnes Crossroads Architectural Review Board of compliance with the landscaping requirements of the Carnes Crossroads Design Guidelines shall be sufficient for purposes of issuing any building permit and shall be sufficient for the issuance of a certificate of occupancy for any single family residence. The buffer provisions of Section 506 of the Zoning Ordinance shall not apply. The standard for the protection of large trees in Section 501.1.2 is changed to a tree of the following species measuring twenty-four (24) inches in diameter; Red Maple, Dogwood, American Holly, Savannah Holly, Crepe Myrtle, Southern Magnolia, Blackgum, White Oak, Willow Oak, Live Oak, Bald Cypress. These trees shall be surveyed and their locations will be considered in planning the site. Removal will be allowed if it is not reasonably feasible to leave them in place. If they are to be saved, appropriated barricades shall be installed during construction.~~

3.10 **Underground Utilities**

All utility lines (including, without limitation, all electrical distribution and transmission lines, cable water and sewer lines) shall be placed underground. ~~Cable television lines shall be underground and shall be located in the rear of a lot unless a different location on a lot is approved by the Developer and the City.~~

Section 4 Master Plan Development Concepts

4.1 **Overview**

The Master Plan for Carnes Crossroads is designed to provide Goose Creek and Berkeley County with an attractive, harmonious, coherent, and practical new place to live and work. ~~The plan draws upon the architectural and planning traditions of the South Carolina low country and other successful historic American towns, villages, and rural settings. The predominant land use is a group of discrete but interconnected neighborhoods organized around a development-wide open space/lake system.~~

4.2 **CC-PUD**

Carnes Crossroads represents a long-term commitment to responsible regional growth management; to plans and strategies which have precedent and are flexible, principled, and feasible; to a proper balance between the need for privacy and communal life, urbanity and rural character, familiar charm and the unexpected experience. The following design precepts form the basis for the CC-PUD:

4.2(a) An Open Community: ~~Carnes Crossroads will be an open, publicly accessible community, with the exception that discrete neighborhoods may be gated as designated by the Developer.~~

4.2(b) Diverse Housing Opportunities: ~~Carnes Crossroads is designed to encourage a mixture of housing types, mixing large lots with small lots, townhomes, attached housing, multi-family and live/work units.~~

4.2(c) Neighborhoods, not subdivisions:—The Master Plan creates neighborhoods, not subdivisions, through its widely varying housing types, encouraged in each development parcel, its requirement for connection of neighborhood to neighborhood, its park and open space network, and nature trail bicycle path network.

4.2(d) Creation of a Town Center:—The CC-PUD plan includes the development of a Town Center. Zoned for retail, offices, and higher density residential, this Town Center will become the economic, social and cultural hub of the CC-PUD and a portion of Goose Creek. Designed to be a civic center it is expected that this will focus residents' lives around a traditional American town experience, rather than the scattered sprawl of post-war suburbia.

4.2(e) Ecological Protection:—The plan seeks to preserve, wherever possible, natural features including wetlands, significant trees, tree stands, hedgerows and views. This concern for natural features has directed the plan into a richly textured interspacing of open and wooded areas, view and treed neighborhoods. Natural features control the location of roads, lakes, and development sites, not the reverse.

4.3 Land Uses

The Master Plan is focused on three primary land uses: residential, town center and open space. The boundaries of the Carnes Crossroads Residential Zone, the Carnes Crossroads Town Center Zone and the Carnes Crossroads Transitional Overlay Zone are given their approximate location on **Drawing Sheet Number A (Carnes Crossroads Zones)**. -Open space is distributed throughout the development rather than isolated in a parcel, therefore it is not shown as a zone on the plan. The Master Plan delineates how the Developer may use each Parcel.

4.4 PUD Overlay Zone

The Carnes Crossroads PUD includes a transitional overlay zone where either the building development standards of the Carnes Crossroads Residential Zone or the Carnes Crossroads Town Center Zone can apply. -More detail is included in Section 3, Overlay Zones.

4.5 PUD Building Standards

This Master Plan contains building standards for each type of use without defining the minimum size of specific lots. -Minimum lot sizes in the Carnes Crossroads PUD shall be determined by application of the building standards contained in this Master Plan.

4.6 Open Space

4.6(a) The plan creates a varied network of open space, parks and community facilities for diverse groups of citizens from the neighborhood, the Development, the City, and the region. -These will be public and private recreational facilities, including community playgrounds, major parks, and a trail system planned to serve neighborhood residents. The provisions of this Master Plan shall control and the City's Policy for Land Set Aside/Dedication Requirements for Parks and Recreational Areas shall not apply.

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4.6(b) At least 20% of the total gross acres in the Carnes Crossroads PUD shall remain as open space.

4.6(c) Residential communities at Carnes Crossroads should be designed as a series of neighborhoods oriented around a park or green space and made accessible by walkways, bikeways and nature trails.

4.6(d) The Developer may elect to publicly dedicate an open space or may elect to have such open space owned and maintained by a homeowner's association, subject to permanent deed restrictions limiting the use of the parcel to open space uses.

4.6(d)(i) Neighborhood Focal Point Parks: -Most —neighborhoods —should contain at least one park which is- a Neighborhood Focal Point. -The park should be at least one acre and most of the park shall abut a street, a wetland, lake or another type of open space. -The Neighborhood Focal Point Park is intended to serve as a neighborhood civic gathering space. -A Neighborhood Focal Point Park may serve more than one neighborhood.

4.6(d)(ii) District Parks: -Other parks of an acre or more may, but not necessarily, be more internally oriented. -Examples of this type park include the open space around an internal storm water retention lake, creeks and drainage ways or conservation areas. Existing features of the land shall determine the number and location of District Parks.

4.6(d)(iii) Greenways: There shall be at least one greenway or linear open space connection between adjacent neighborhoods or Parcels.

4.6(d)(iv) Wetlands and Associated Buffers: It is the intent of the Developer that wetlands and associated buffers will be dedicated to the City but will be maintained by a homeowner's association.

Section 5 Carnes Crossroads Residential Zone

5.1 General Concept.

~~5.1~~ Residential neighborhoods should reflect the natural or man-made features of the land. The Master Plan's delineation of neighborhoods will be influenced by the pattern of historic Lowcountry towns, vegetation and topography. No Parcel which is a neighborhood of single family residences may contain fewer than twelve (12) Dwelling Unit Lots.

5.2 Neighborhood Focal Point:

Each neighborhood should contain at least one Neighborhood Focal Point Park as described in the open space Section.

5.3 Streets

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~~5.3~~

5.3(a) Streets at Carnes Crossroads form neighborhoods that are organized around a park or other focal point. The design of the street system should help to create a neighborhood with an individual identity. There shall be no obligation to connect streets of Carnes Crossroads with the streets of competing, adjacent residential developments. The majority of streets should visibly go somewhere, towards a view of the proposed lake or wetland, a significant intersection, a public open space, to other streets, or a civic building located so that it terminates views down a street.

5.3(b) Different street types (with differing dimensional characteristics) can be combined within each neighborhood subdivision. The layout of neighborhoods should be easy to understand, walkable, and should have the inter-connections necessary to promote a sense of neighborhood identity. Streets shall be connected to other streets and adjoining neighborhoods or terminate at a cul-de-sac. Pedestrian friendly design is essential and all streets shall have the following in common:

5.3(b)(i) Sidewalks: Either a sidewalk, a path with an impervious surface or a path with a pervious surface shall be located on each side of the street and shall be a minimum of 4' wide. Sidewalks are required from the front door of the house and/ or multi-family unit to the walk or path adjacent to the street (and are permitted to the curb). Residential subdivisions or developments which are physically isolated by freshwater wetlands or lakes from other development areas shall not require sidewalks.

5.3(b)(ii) Trees: A regular pattern of trees shall be planted no more than 40' on center, or in ~~the~~ alternative ~~in~~ groupings with an equivalent number of trees.

5.3(b)(iii) Parking: Angled and parallel on street parking will be allowed.

5.3(b)(iv) Lighting: Street lights shall be placed in the right-of-way to promote extended use of the sidewalks.

5.3(b)(v) Gates: Any gated neighborhood with private restricted roads must be approved by the City.

5.4 Relationship of Homes to Street & Each Other

Special care and attention will be given in the planning of Carnes Crossroads to integrate it with the natural features. Developers and builders should also strive to preserve existing vegetation, natural drainage systems and unusual topography. Neighborhoods should take into consideration the following:

5.4(a) Lot widths and depths will vary within each neighborhood based on the topography, existing vegetation, the target market, house sizes, locations of garages, and means of access to garages. Lots sizes must be clearly shown on the design plans for each neighborhood and approved by Goose Creek.

5.4(b) Build-To-Lines: Front setback lines and side setback lines adjoining a street are also build-to-lines and are established to create and maintain continuity along the streets and help prevent architectural conflicts; however, in order to be able to create variety and spatial interest, the owner with the approval of the Carnes Crossroads ARB shall have the right to have the build to line vary from the front setback line by fifteen (15') feet in either direction. Setback lines may vary among neighborhoods, based on lot sizes, house sizes and other considerations. Generally, houses will be placed far enough back from the street to create attractive front yards but close enough to the sidewalks to allow residents on their front porches to converse with their neighbors strolling by.

5.5 Relationship of Garages to Streets

One of the key elements in establishing the architecture of community is to place emphasis on the architecture of the individual homes and to de-emphasize the role of the car and garage from the front street elevation of the home. Attached garages whose doors are less than 90 degrees rotated from the street shall not be wider than necessary for two cars. The following options are available for locating garages:

5.5(a) –Front Entry Garages: Garages shall be set back at least 15' from the house front façade inclusive of a front porch, ~~except for single family residential lots located within the area delineated as outlined in Exhibit "2C", which shall be set back at least 8' from the house front façade inclusive of a front porch. Additionally, and any gated age-restricted single-family residential neighborhoods/developments, which shall not be subject to a have a garage setback requirement so that co-planar and front-forward garages are permitted. Any garage with an 8-foot setback or zero setback permitted under this Section 5.5(a) shall have carriage door-style hardware, windows, and shall otherwise comply with other existing design requirements, of at least 9' from the front façade inclusive of a front porch.~~ Driveway widths shall be 10' from the street to the front façade of the house. For two car garages, the driveway width can increase past the point of the house's front façade. Driveways shall be no wider than 10 feet within the street right-of-way and may transition to a wider driveway within the Front Setback Zone. Rollback curbing is allowed with respect to any garage in any gated age-restricted single-family residential neighborhoods.

5.5(b) Rear Entry Garages: Rear entry garages can be placed at the rear of the house, either attached to the house or detached. The garage can be accessed from the street in front of the house with a 10' maximum width driveway leading to a rear turnout.

5.5(c) Alley Entry Garages: —When alleys are provided, garages are to be accessed by alley rather than the street, unless special circumstances exist which make street access acceptable.

5.5(d) –Detached Garages: —Detached Garages shall be set back at least 15' from the house front façade inclusive of a front porch.

5.6 Allowed Uses.

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5.6 In Carnes Crossroads Residential Zone, land may be used and buildings may be erected, altered or used for the following permitted uses:

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5.6(a) One-family detached dwellings, attached dwellings, town houses, two-family dwellings, residential condominiums and multifamily dwellings. Mobile homes are not allowed.

5.6(b) Parks, playgrounds, golf courses, club houses and outdoor athletic facilities.

5.6(c) Civic uses, which are to be located proximate to neighborhood focal points.

5.6(d) Static electric transformer station, water or sewage pumping stations, gas regulator station, or telephone switching station.

5.6(e) Preschool, elementary, junior high and high schools offering general educational courses. –Establishment, construction or expansion of such schools shall be permitted only as provided below:

5.6(e)(i) Principal buildings shall occupy no more than 50 percent of the lot area.

5.6(e)(ii) Sufficient well-designed parking spaces will be provided internal to the campus and not within 50 feet of residentially developed property.

5.6(e)(iii) Excessive traffic will not be generated on a residential street.

5.6(f) Community parking lots which are graded and finished so as to provide a dustless and well-drained permanent parking surface for the volume and type of vehicles intended to be served.

5.6(g) Accessory uses, incidental to any of the principal uses above listed including home offices, guest quarters, private garages and carports not attached to the principal building, tool sheds and similar storage facilities, gazebos, private swimming pools adequately fenced, and the like .

5.6(h) Home occupations may be established in a dwelling unit as an exception, by Special Zoning Permit, where the Zoning Administrator, after reviewing a written request.

5.7 Lot Criteria

5.7

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5.7(a) All Single Family Residential Units in the Carnes Crossroads Residential Zone shall have a maximum height of 50'; Multi-Family Residential Units shall have a maximum height of 55'.

5.7(b) Minimum lot width at the Front Property Line shall be:

- ~~40'~~ for single family detached
- ~~20'~~ minimum "pole" width for flag lots for single family detached
- ~~16'~~ for attached residential
- ~~The minimum width may be reduced by 50% on curvilinear streets~~

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5.7(c) Maximum Lot Coverage for single family detached is 70%; Maximum Lot Coverage for attached residential is 90%.

5.7(d) All Single Family ~~detached~~ lots shall have the following setback standards for the primary structure:-

- ~~10 foot front yard setback at a minimum, except as set forth in 5.7(f) below~~
- ~~12 feet total (3 feet minimum) side yard setback~~
- ~~20 foot rear yard setback, except for a 5 foot rear yard setback for an attached garage no greater than 24' in width, except as set forth in 5.7 (f) below.~~
- ~~Setbacks shall be applied to exterior wall planes and be exclusive of eaves, provided eaves are no more than 24" in width.~~

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5.7(e) For a Single Family ~~detached~~ lot that abuts wetlands or wetland buffers the 20 foot rear yard setback, as set forth in 5.7 (e) ~~above, may above, may~~ be reduced at the discretion of the Carnes Crossroads Architectural Review Board.

5.7(f) Stoops, stairs, bay windows, balconies, open porches, and roofs of the principal building may extend beyond the Front Setback Line;

5.7(g) No lot shall have more than one driveway, which the exception of a lot with multiple dwellings on which two driveways will be allowed. Driveways shall be no wider than 10 feet in the ~~Front Setback Zone~~ street right-of-way. The minimum spacing between driveways of two separate lots shall be 6 feet measured from the face of the curb or edge of the pavement of the driveway or their extensions as measured along the property line; **Drawing Sheet No. B (Driveway Exhibit-)** illustrates this method of driveway width and spacing. Driveways shared between two lots may be 16 feet in width in the Front Setback Zone.

5.7(h) Up to 12 single-family attached dwellings may be constructed or attached together in a continuous row.

5.7(i) Mechanical equipment (other than equipment installed by utility companies) and waste containers above grade level may not be located in the Front Setback Zone and are to be screened from street view.

5.7(j) Each lot shall be provided with access by means of a street or alley meeting the street standards set forth in **Section 8 Standards for Subdivision Streets**. Lot access by

any one of these street types shall satisfy the requirements of the City for the approval of a subdivision plat.

5.7(k) Utility and drainage lots shall be exempt from zoning district dimensional requirements, public road frontage requirements and street improvement requirements provided herein; provided, however, that such lots shall be created in conformance with the subdivision review, approval and recordation requirements provided in the Zoning Ordinance. Lots created for the purpose of providing for utility and drainage facilities and structures shall be of a size, width, depth, shape and orientation appropriate for the proposed use. Each lot shall be served by either frontage on a public right-of-way or an access and maintenance easement to the lot from a public right-of-way. An application for subdivision approval shall be accompanied by a statement establishing that the proposed installation is necessary to accomplish a utility or drainage function. The subdivision plat creating a utility or drainage lot shall include a designation of the lot "for utility (or) drainage purposes only".

5.8 Parking Minimums

5.8 At least two (2) off street parking spaces shall be provided for a lot with a one family dwelling. All multifamily residences shall have at least one (1) off-street parking space per dwelling unit.

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5.9 Design Review

5.9 The residential and accessory buildings in the Crossroads Residential Zone shall not be subject to aesthetic design review by the City.

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Section 6 Carnes Crossroads Town Center Zone

6.1 Concept

6.1

6.1(a) The Carnes Crossroads Town Center Zone shall include the frontage on Highway 17A and Highway 176, as well as designated interior parcels as shown on Drawing Sheet Number A (Carnes Crossroads Zones).

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6.1(b) Carnes Crossroads Town Center should be an attractive environment for pedestrians with a network of streets defined by Building frontages, screen walls and landscaping. There will be a lively mix of retail establishments, hotels and offices, parks, civic buildings and a residential component of houses and multi-family of different sizes, constructed in a range of different densities. It is entirely appropriate for apartments and / or offices to be located over retail stores.

6.2 Open Space

6.2 At least 5% of the gross acreage of the Town Center shall be allocated to open space.

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6.3 Vehicular and Pedestrian Circulation

~~6.3~~

6.3(a) While Highway 17A and Highway 176 are major highways, internal streets and sidewalks should be designed primarily to enhance the experience of pedestrians and to facilitate traffic movement, but not to facilitate traffic movement at high speeds. Most of the primary Town Center streets should provide for on-street parking. Sidewalks should be ample, and there should be generous landscaping.

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6.3(b) Buildings should be constructed parallel to internal streets and in close relationship to the street frontage in the Town Center. The building setback lines for buildings fronting on Highway 176 or Highway 17A shall be established when the site plan is submitted; buildings in these locations may be built on the property line or may be set back from the property line.

6.4 Parking

~~6.4~~

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6.4(a) -Off-street parking spaces shall be provided for all developments in the Town Center in accordance with the following minimum requirements:

- (i) One space per dwelling unit, except none required for residential units located in commercial buildings;
- (ii) one space per three hotel rooms in a hotel;
- (iii) two spaces per 1,000 square feet of gross floor space for all other uses.

6.4(b) -Parking spaces shall be located on the same lot as the principal building or on a properly zoned lot within 400 feet of the building, as measured between the nearest points of the two lots.

6.5 Sidewalks

Sidewalks along Commercial Streets in the Town Center adjacent to buildings other than single-family detached dwellings shall have a minimum width of 6 feet; however, a sidewalk can have a width of less than six feet where there is a tree well. Since the site development process makes the installation of permanent sidewalks impractical until completion of the lot construction, temporary 5 feet sidewalks shall be installed at the time the streets are constructed and shall be sufficient for acceptance of the public street by the City. The permanent sidewalk shall be installed in front of each lot upon completion of the improvements on the lot.

6.6 Allowed Uses

~~6.6~~

6.6(a) Within the Carnes Crossroads Town Center Zone, land may be used, and buildings or structures may be erected, altered or used, for the following purposes:

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All uses permitted in Carnes Crossroads Residential Zone; except, no neighborhood of single family detached houses shall have less than 12 Dwelling Unit Lots.

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The following uses are also allowed in Carnes Crossroads Town Center Zone:

- Convenience Retail or Service Establishments
- Antique stores
- Appliance Stores
- Art galleries, commercial
- Artists' supply stores
- Automobile driving schools
- Automobile supply stores with no installation or repair services
- Bakeries
- Banks
- Barber shops
- Beauty parlors
- Bicycle sales, rental and repair
- Book stores
- Building maintenance service contractors
- Carpet, rug, linoleum, or other floor-covering stores
- Candy or ice cream stores
- Cigar or tobacco stores
- Clothing or clothing accessory stores
- Clothing rental establishments
- Computer sales and service
- Drug stores
- Drycleaning establishments dealing directly with ultimate consumers
- Dry goods or fabric stores
- Eating or drinking establishments
- Electrolysis studios
- Exterminators
- Fishing tackle or equipment, rental or sales
- Florist shops
- Food stores
- Furniture stores
- Furrier shops, custom
- Frozen food lockers
- Gift shops
- Gun sales and repair
- Hardware stores
- Interior decorating establishments
- Jewelry or cut metal craft shops
- Laundry establishments, self-service
- Leather goods or luggage stores
- Loan offices
- Locksmith shops
- Marine supplies or equipment
- Medical or orthopedic appliance stores

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- Meeting halls
- Millinery shops
- Monument sales, not production
- Moving or storage office
- Music or record stores
- Nail salons
- Newsstands
- Optician or optometrist establishments
- Package liquor stores
- Paint and wallpaper stores
- Pet shops
- Photographic studios
- Photographic equipment stores
- Plumbing, heating or ventilating equipment sales
- Picture framing shops
- Post offices
- Restaurant
- Seed or garden supply stores
- Sewing machine stores, household
- Shoe stores
- Shooting clubs, indoors
- Sporting or athletic stores
- Stationery stores
- Studios; art, music, dance
- Tailor or dressmaking shops,
- Taxidermist shops
- Theaters
- Toy stores
- Travel bureaus
- Variety stores
- Venetian blind, shade, or awning shops
- Watch or clock sales and repair
- Other similar sales and service establishment uses of a non-nuisance nature as determined by the Zoning Administration

Preschool, elementary, junior high, high school and college level school uses.

Auto-dependent uses including service stations, auto repair and installation, building materials and storage yards, fast food stores with drive-in or drive-through facilities, moving and storage offices with on-site storage, auto sales and marine storage and repairs.

Movie theaters, and music and dance halls

Wholesale trade establishments

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_____ Production facilities for artisans and craftsmen.

An individual owner of property, who is also the resident of the property involved, may rent guest rooms by the night where the Zoning Administrator, after a review of an application, finds that the proposed use meets the definition of a Bed and Breakfast.

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_____ Clubs, Lodges, Civic or Fraternal Organizations

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Hospitals and medical and dental clinics and offices, and testing and research facilities and laboratories

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_____ Sewage pumping and water pumping facilities.

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_____ Live/Work Units

_____ Hotels and Inns

_____ Parking

Any use permitted in the Town Center may be located anywhere within the Town Center

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6.7 Front Set Back Lines

The Front Set Back Lines for lots in the Town Center Zone shall be established at the time a site plan is submitted for approval. The Front Set Back Lines shall be established by the Developer and the Carnes Crossroad ARB in a manner consistent with the Carnes Crossroad Design Guidelines, taking into consideration the intended use of the building and its location. If the building is located on either Highway 17A or Highway 176 and the Front Set Back Line is not the Front Property Line, there shall be a landscape or architectural buffer between the street and the building.

6.8 Rear and Side Setbacks:

~~A minimum rear setback of 20 feet is required for principal buildings except that the rear setback for multiple dwellings must be a minimum of 30 feet when an accessory garage is constructed on the lot.~~ No side yards ~~setbacks or rear yard setbacks~~ are required in the Town Center unless mandated by the applicable fire code requirements. If a side setback ~~or rear setback~~ is provided, its minimum width shall be 3 feet.

6.9 Height. ~~—~~ The maximum height for a principal building within the Town Center Zone shall not exceed sixty five (65') feet which is the maximum height that can currently be serviced by the City's fire trucks. If in the future the City's fire equipment can accommodate higher buildings, the maximum height shall automatically be extended to the service height of the City's fire equipment.

~~6.10 Lot Occupancy.~~

For retail and office buildings, mixed use buildings, hotels and filling stations, the Lot Occupancy of the Buildings shall not exceed 90%.

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6.10 For multiple dwellings of more than 3 units and institutional uses, the Lot Occupancy of the Buildings shall not exceed 70%. For attached dwellings, the Lot Occupancy of the Buildings shall not exceed 70% and for other types of detached dwellings, the Lot Occupancy of the Buildings shall not exceed 50%.

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Section 7 Accessory Buildings

- 7.1 Accessory buildings may be habitable and may have a side yard equal to or greater than 1 foot 6 inches, provided however that the distance between said accessory building and an existing principal building on adjacent Lots is not less than 10 feet, measured parallel to the fronting street.
- 7.2 Accessory buildings must be set back 5 feet from any type of rear street; otherwise accessory buildings must have a minimum rear yard of 2 feet or the minimum distance required by the fire code. The minimum side yard for an accessory building is 2 feet, except that on corner lots, the accessory buildings along a street frontage must conform to the building placement requirements established pursuant to Section 6.
- 7.3 The height of an accessory building shall not exceed 36 feet.
- 7.4 An accessory building shall not exceed 1,000 square feet in size.

Section 8 Standards for subdivision Street

8.1 General Street Design Standards

8.1

8.1(a) Layout. The layout and design of streets as to arrangement, character, width, grade and location shall be required to conform to the Cames Crossroads Master Plan, to adjoining street systems of adjoining properties, to the topography, natural features and drainage systems to be provided, adjoining land uses and anticipated traffic capacity. The neighborhoods are to relate to each other in an interconnected system where other streets also tie parcels together. The plat for a parcel shall take such streets to the parcel's boundary line; the subsequent design of the adjacent parcel should continue the development of these streets.

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8.1(b) Street Types. The streets, including pavement widths, right-of-way widths, and locations of sidewalks, will be in accordance with the typical details provided herein and elsewhere in this Master Plan.

8.2 Easements

8.2(a) Drainage Easements. Drainage easements adequate to allow for maintenance will be provided where needed. Easements may be private or public.

8.2(b) Utility Easements: Adequate areas of suitable size and location shall be allocated for utility easements. The location and size of such easements shall be agreed to by the public and private utilities involved.

8.2(c) Maintenance: Easements shall be deeded to the ~~town~~City for the purpose intended, as shown on the plat and stated in the deed of dedication, or may be between private entities. The easement grants to the City to the right to enter, inspect, survey, and conduct needed activities related to the easements' purpose. The City has no obligation to repair, replace or compensate the easement owner for the trees, plants, grass, shrubs or other elements damaged or destroyed during the course of its activities.

8.3 Storm Drainage.

8.3 -A drainage system shall be designed and constructed by the subdivider to provide for the proper drainage of the surface water of the subdivision, and the drainage area of which it is a part, to permit the unimpeded flow of natural watercourses.

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8.3(a) Design and construction standards. Drainage systems shall be designed and constructed by the subdivider/developer consistent with the design principals and standards contained herein and established by SCDHEC-OCRM. Drainage systems in all cases shall conform to cross sections, dimensions, erosion control measures and grades as shown on the approved construction plans.

8.3(b) Off-Street drainage. The off-street drainage system shall include the watershed affecting the ~~subdivision, and~~subdivision and shall be extended to a natural watercourse or publicly maintained drainage facility that is adequate to receive the storm drainage.

8.3(c) Public storm sewers. Where adequate existing public storm sewers are reasonably accessible as determined by the City of Goose Creek, the system proposed for the land being subdivided shall be connected thereto.

8.3(d) Detention Ponds. Where detention/retention ponds, lakes, and the other components are incorporated as part of the drainage system, the designing engineer shall designate a minimum flood elevation. The minimum finished flood elevation shall be such that flooding shall not result from a 100-year flood as determined in a drainage basin study.

8.3(e) Ditches. Open drainage ditches (a ditch is a waterway with side slopes 3:1 or steeper) shall not be permitted in the City except in a temporary situation.

8.3(f) Positive Drainage. The subdivider/developer shall be responsible for providing positive drainage for each lot individually as a part of the project development. Individual lot drainage shall be detailed on the construction plans and may include, but not be limited to, yard drains for lawn areas, side and rear yard features to include swales and a piped system of inlets and other items necessary for the removal of water from the lot. It is not necessary to provide pad-ready lots during subdivision development.

However, positive drainage is required for each lot prior to plat approval. Rear yard pipe systems are allowed and shall be designed to accommodate two-year storm events with minimal flooding. Inlets shall be designed to minimize debris clogging.

8.3(g) Filling, Grading. Filling, grading, permanent erosion control features, and installation of drainage systems for lots and streets shall be provided prior to final plat approval.

8.4 Erosion, Runoff and Sedimentation Control

8.4(a) Engineering and construction on any land within the City shall be carried out in such a manner as to protect neighboring persons and property from damage or loss resulting from excessive stormwater runoff, soil erosion, or deposition upon private property or public streets of water-transported silt and debris.

8.4(b) Drainage plans and studies shall be submitted for review by the Department of Planning and Development. These plans and studies shall be prepared by a design professional currently registered to practice in the state, with his or her stamp affixed. Profile for drainage pipes shall be included and will show existing ground line, finished grade, drainage structures, intersecting sanitary sewers and other intersecting underground utilities. Existing and proposed utility lines crossing the storm drain pipe shall be shown in the profile on their proper elevation. Pipes that conflict at crossings shall be adjusted with adequate details included.

8.5 Coordination Required-

8.5(a) All land development activity must comply with the applicable sections of the latest edition of the *South Carolina Stormwater Management and Sediment Control Handbook for Land Disturbance Activities*.

8.5(b) A stormwater approval letter from SCDHEC-OCRM shall be submitted to the ~~town~~ [City](#) before construction approval or a Clearing and Grading Permit will be issued.

8.6 Drainage Design Guidelines-

8.6(a) Piped Drainage Systems and Culvert. Piped collection systems for public streets (catch basins, inlets, cross drains, and longitudinal piping) shall be designed for the ten-year frequency storm event. ~~Culverts~~ that have an upstream area greater than 10 acres shall be designed for a 25-year frequency flood event. Culverts that have an upstream area greater than 100 acres shall be designed for a 100-year frequency flood event. The design flow, acres drained, and the hydraulic grade line for the design flow shall be shown on the plans. Reinforced concrete pipes shall be used under public streets. High density polyethylene can be used at other locations.

8.7 Markers-

8.7(a) Street Markers.—All changes in direction (P.C., P.T., and the like) of street centerlines shall be marked with a large nail or spike in the pavement. The radius center point of cul-de-sacs shall be marked with a large nail or spike. -The points thus marked in divisions (A)(1) and (A)(2) above shall be shown on the final plat, along with such bearings and distance ties as needed for their use in locating lot corners

8.7(b) Drainage Easement Markers. All changes in direction and all intersections with street right-of-way and lot lines shall be marked as directed in division (C)(1).

8.7(c) Lot Markers.—Lot corners shall be marked with 1/2-inch diameter, 18-inch long iron rods, except that where the distance, as measured along the street right-of-way, exceeds 500 feet between markers, additional markers shall be installed. -Intervisible corner markers shall be shown on the final plat, along with the bearing and distance for these intervisible markers noted on the plans. -The intersection of lot lines and right-of-way lines of drainage easements shall be marked with 1/2-inch iron rods as in division (C)(1) above.

8.7(d) Benchmarks. Benchmarks shall be monumented and complete descriptions and elevations given on the final plat.

8.7(e) Buffer and critical line attachment markers. All changes in direction in direction of buffers and the OCRM Critical Line shall be marked with 1/2-inch iron rods.

8.8 Streets

8.8(a) General. -Temporary endings shall be provided with a circular turn around with a minimum radius of 40 feet. A stable surface of base course material will be provided. Minor streets shall be so laid out that their use by through traffic will be discouraged. Half streets along property lines shall be prohibited. Street names proposed by the subdivider shall be approved by The City of Goose Creek. Alleys shall be permitted. Alleys will conform to details herein. Prior to acceptance by the ~~town~~City, streets and drainage systems shall be cleaned. Traffic control devices shall conform to the requirements of latest edition of the South Carolina Manual on Uniform Traffic Control Devices.

8.8(b) Street Names. -Landscaping, signs, or other objects shall not interfere with needed sight distance. Street name signs, pavement markings and other traffic-control devices shall be installed at all intersections and other locations by the sub-divider. The design, construction, materials, and placement of all street name signs shall conform to the Carnes Crossroads Standard Details.

8.8(c) Dead End Streets. Dead-end streets, designed to be so permanently, shall be no longer than 800 feet except as noted below. All permanent dead-end streets shall be provided at the closed end with a turnaround having a minimum pavement diameter of 80 feet. Dead end streets longer than 800 feet will be allowed when dictated by geographical features.

8.9 Licenses and Permits Required and Complete Plans to be Furnished.

~~8.9~~ Before commencing any construction, clearing, or grading on any commercial or residential tract lot, streets, road or any lands within Cames Crossroads. All necessary licenses and permits shall be obtained; and complete plans, consisting of general and specific drawings, specifications, and analysis, together with details to provide a comprehensive plan of the construction contemplated, shall be furnished to, and approved by, the ~~town~~City.

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8.10 Subdivision Plans.

~~8.10~~ -Subdivision plans shall show: Alignment, Street and right-of-way width, street name, a typical section, North arrow; and original and proposed center and right-of-way line elevations.

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8.11 Elevation and Grades.

~~8.11~~ -Elevations are not to be assumed, but are to be tied into the closest Coast and Geodetic Survey benchmark, or to an approved benchmark that has been previously tied to the same. Data shall be platted to NGVD 1929 Datum. Road profiles shall be a minimum scale of one inch equals 100 feet horizontal, and one inch equals two feet vertical.

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8.11(a) Paving and Grading.—Details shall be furnished for all projects and shall include, as required, typical pavement sections, curb and gutter, inlet, manhole, frame, grate, sewer, painted stripes, signs, and walks. Pavement sections shall show the typical location of all utilities. Curb and gutter inlets will be used to intercept runoff from vehicular pavements where curb and gutter is used to control drainage. Grate or weir type inlets will be used in turf areas. The log shall be provided at the time of request for acceptance of the work by the ~~town~~City. As-built plans, including road center lines and drainage system shall be furnished to the City of Goose Creek upon completion of the work prior to final acceptance.

8.11(b) Licensed Professional To Do Work.—Plans and specifications covering road, street, parking areas, drainage, and grading work will be accepted only from registered professionals qualified under state law. When submitting plans and analyses for road, street, drainage, and grading work, the professional shall place his or her seal on all documents. All work shall be based on surveys prepared by a professional licensed in the state and shall conform to Class "A" surveys, as defined by the State Board of Registration for Land Surveys.

8.12 Specifications for Streets.

8.12(a) All streets public and private, shown on the final plat shall be graded, constructed, and surfaced in accordance with standards and specifications contained in this section. The developer shall be responsible for correcting any and all deficiencies in streets, resulting from faulty design or construction, for a period of one year from the time the streets are accepted by the ~~town~~City, as evidenced by the recording of the final plat into the ~~town's~~City's system.

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8.12(b) All public street and public drainage construction shall be done in accordance with the latest edition of the *State Highway Department Standard Specifications for Highway Construction*, and the Carnes Crossroad Zoning Document. Anything not defined in Carnes Crossroads Zoning shall default to State Highway Department Standard Specifications for Highway Construction.

8.12(c) ~~—~~ W Where private development facilities tie into public facilities, the work shall meet the requirements of this section.

8.13 Design Standards. All streets shall be designed and constructed in accordance with the following standards:

8.13(a) —French drains shall be installed along both sides of the roadway for all streets, except where a pavement design by a registered geotechnical engineer indicates it is not necessary.

8.13(b) —Minimum base course thicknesses shall be eight inches, unless a pavement design by a licensed professional determines otherwise based upon the street specific design parameters/criteria.

8.13(c) —Minimum wearing course thicknesses for minor streets shall be a total of 2 inches compacted. Major roads shall have specific design calculations submitted for design thickness.

8.13(d) —No catch basins shall be permitted within the radius portion of street intersections.

8.13(e) —No manhole covers or water valves shall be permitted within the curb portion of the roadways.

8.13(f) —All pipe trenches under pavement or which the 1:1 shear plane intersects a line two feet from the back of pavement shall be compacted in six-inch lifts to 98% modified proctor density.

8.13(g) Geometric design elements for collector and arterial streets shall be in accordance with AASHTO design guidelines.

8.13(h) The minimum road elevation shall be above the ten-year storm as defined in a drainage basin study.

8.13(i) Compound curves are prohibited.

8.13(j) When connecting street lines deflect from each other at any one point by more than ten degrees, they shall be connected by a curve street centerline radius that shall be a

minimum of 100 feet on residential minor streets, and a minimum of 25 feet shall be provided between reversed curves on these streets.

8.13(k) ~~–Street Intersection Radii.~~ Streets shall be laid out so as to avoid acute angles between streets at their intersections. Small radius alignment on the approach to the intersections shall be avoided. Property lines at street intersections shall be rounded with a radius of not less than 20 feet. Larger radii or chambered corners will be required when such design is advisable to permit the construction of curbs of large radii. The minimum street intersection radius shall be 20 feet. Provide a larger radius when so necessary to accommodate truck traffic.

8.13(l) ~~–Street Widths.~~ Street widths shall comply with cross sections on the attached **Drawing Sheet Nos. 1 through 6.**

8.13(m) Permitted Encroachments Within Street Right-Of-Way. The following encroachments are permitted within that portion of the street right-of-way which is not paved or curbed: Signs, arcades, bay windows, stairs, stoops and other similar features.

Section 9 Approval Procedures

Section 9

9.1 The Developer shall submit plans and specifications for each road to the Zoning Administrator. In addition to the fees set forth in the Zoning Procedures, the Developer shall also pay for the out of pocket expenses incurred by the City in retaining an engineering inspection service to review the Developer's road plans and to periodically test the construction of such roads. The ~~–Developer shall submit a list of qualified engineers,~~ which list shall be approved by the City, and Developer shall have the right to contract with any of the City approved engineers for inspection services. The Developer may submit an amended list of qualified engineers from time to time for the City's approval.

9.2 All roads and any related drainage systems shall be publicly dedicated by the Developer to the City. Upon completion and approval by the City's retained engineer, the Developer shall deed the road and any related drainage easement to the City and shall deliver an eighteen (18) month maintenance bond in a form reasonably acceptable to the City.

9.3 Developer retains the right to determine the location of curb cuts, provided the City is provided with a certification from a qualified engineer reasonably acceptable to the City that the curb cut's location does not present a significant safety hazard. The location of any internal connecting streets between parcels shall be in the Developer's discretion.

9.4 The Developer shall have the right to obtain final subdivision plat approval from the City for a recordable subdivision plat prior to the completion of the construction of roads, drainage, sewer and water infrastructure, provided that the Developer posts a bond or letter of credit or other form of security in a form reasonably acceptable to the City in the amount of one hundred fifteen (115%) percent of the total contract price for an

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uncompleted work as certified by a licensed engineer. Upon the recordation of the final subdivision plat, lots may transfer and building permits may be issued. However, the City shall have no obligation to issue a certificate of occupancy until (1) the water and sewer services are in operation, and (2) the curbing, guttering, base course road bed and final wearing surface has been constructed and approved by the City. The final subdivision plat shall contain a notation which delineates the restrictions on the issuance of certificates of occupancy.

9.5 All Utility lines (including, without limitation, all electrical distribution and transmission lines, cable, water and sewer lines) shall be placed underground. Cable television lines shall be underground and shall be located in the rear of a lot unless a different location on a lot is approved by the Developer and the City.

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9.6 The procedures manuals of the Zoning Procedures are hereby modified to reflect the different standards and provisions contained in this Master Plan. All submissions to the City shall include evidence that the Developer or the Carnes Crossroads ARB has reviewed and approved the submittal.

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Section 10 Signs

10.1 All signs shall be subject to the provisions of Section 505 of the Zoning Ordinance; however, the setback requirements for a sign shall not be greater than the setback requirements for a building.

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10.2 The Developer shall have the authority to determine all street and traffic control signs provided all traffic control signs meet the standards of the South Carolina Department of Transportation.

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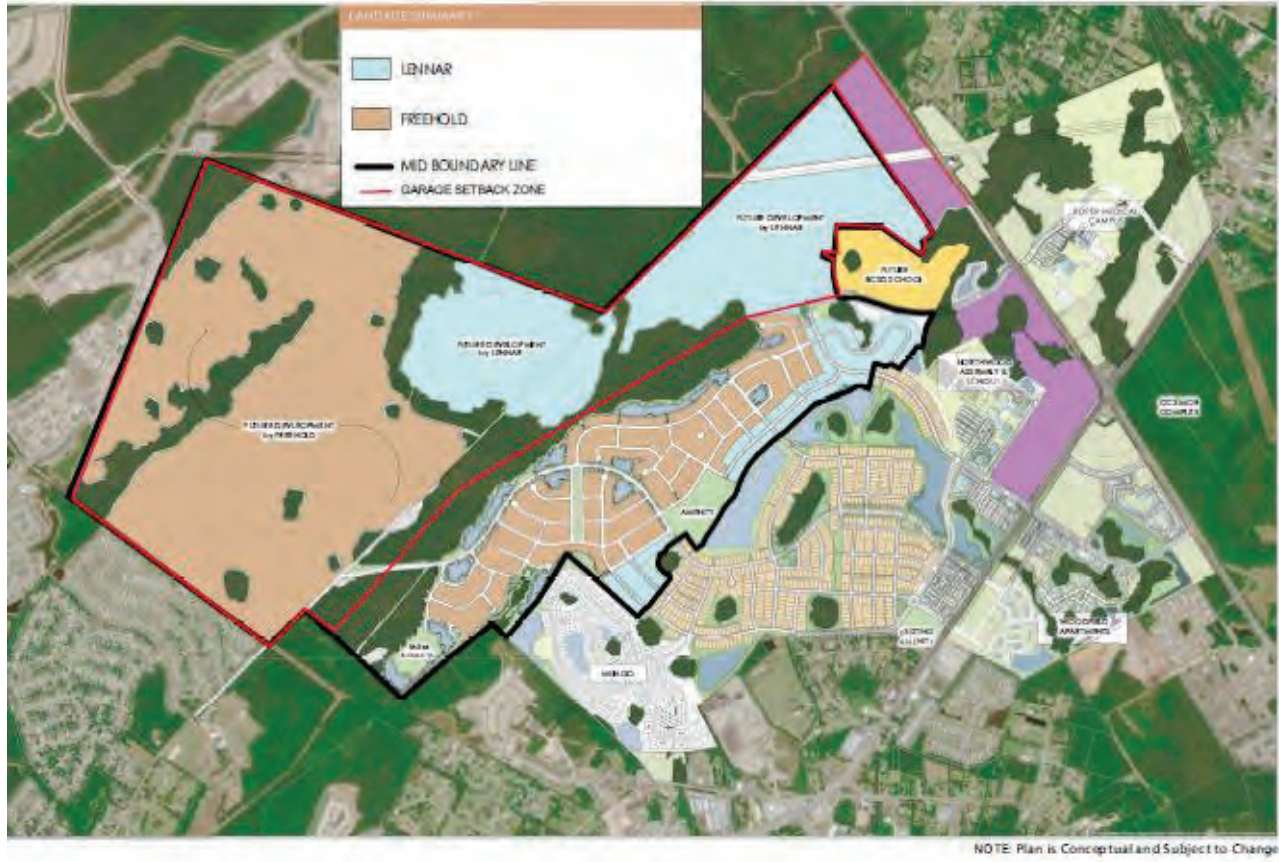
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TABLE I
Lot & Bldg Regulations

Regulation	CC-R Principal Bldg	CC-TC Principal Bldg	CC- R and TC Accessory Bldg
Maximum Height	50' 55' for multifamily	65 feet as increased pursuant to Section 6.9	36'
<u>Minimum Setbacks</u>			
Front Yard	See Section 5.7(e)=10' and Section 5.4(b) [15' variation right] and Section 5.7(f)	0	25'
Side Street	10'	0	--
Side Yard	3' (detached) 12' total	none required but 3' minimum if provided	--
Rear Lot Line	20' (except as set forth in Section 5.7(f)) or 5' for attached garage no greater than 24' in width	0	2', 5' if rear street
Minimum Lot Front Property Line	single detached 40' attached 16'	20' 30' if accessory garage	--
Maximum Lot Coverage	detached 70% attached 90%	90% commercial 70% multifamily dwellings and institutional uses 90% attached dwellings 70% detached dwellings	1,000 sq. ft size limitation.
Minimum Number of Offstreet Parking spaces	2 for a single family lot 1 per dwelling unit for multifamily units	1 per dwelling unit except none required for dwelling unit in business building 1 per 3 hotel rooms in hotel 2 per 1,000 s.f. gross floor space all other uses	

In the event of conflict between this table and the zoning text, the zoning text shall control.

Exhibit C





PUBLIC HEARING

2022-054MA

HENRY E. BROWN, JR. BLVD

MAP AMENDMENT



PLANNING COMMISSION

September 6, 2022, at 6:00 PM

City of Goose Creek Council Chambers, 519 N. Goose Creek Blvd.

Zoning Map Amendment Henry E. Brown, Jr. Boulevard

Tax Map:	235-00-00-083
Proposal:	Rezone from Planned Development (PD) to Townhome District (R-4)
Applicant:	Eric Leineweber of Blue Current Development, LLC
Acreage:	+/- 12.29 acres
Current Use:	Vacant
Proposed Use:	Townhomes
Land Use Classification:	Village Node Mixed-use (Comprehensive Plan)
Current Zoning:	Planned Development (PD)
Proposed Zoning:	Townhome District (R-4)
Staff Recommendation:	Approval

PLANS, POLICIES, AND LAND USE

The City of Goose Creek Comprehensive Plan (May 11, 2021) designates the parcel as Village Node Mixed-use.

ZONING DISTRICT SUMMARY

The subject property is currently zoned Planned Development (PD) as part of the Brickhope Plantation Development. Currently, this lot is part of the area previously designated for commercial use, which comprised approximately 37 acres of the estimated total site acreage of 729.34. The properties to the West of these parcels are zoned for multi-family use. The land to the North is currently under review for development as a storage company, and the land to the South is Mevers School of Excellence. The land to the East of this parcel is Federally owned and under the control of the Commander of Joint Base Charleston, and they have been sent notice of this application. Vicinity zoning is included in the packet.

The R-4 (Townhome District) zoning would demand adherence to specific design requirements, and any project would need review/approval by the Architectural Review Board. The purpose of the district is to develop

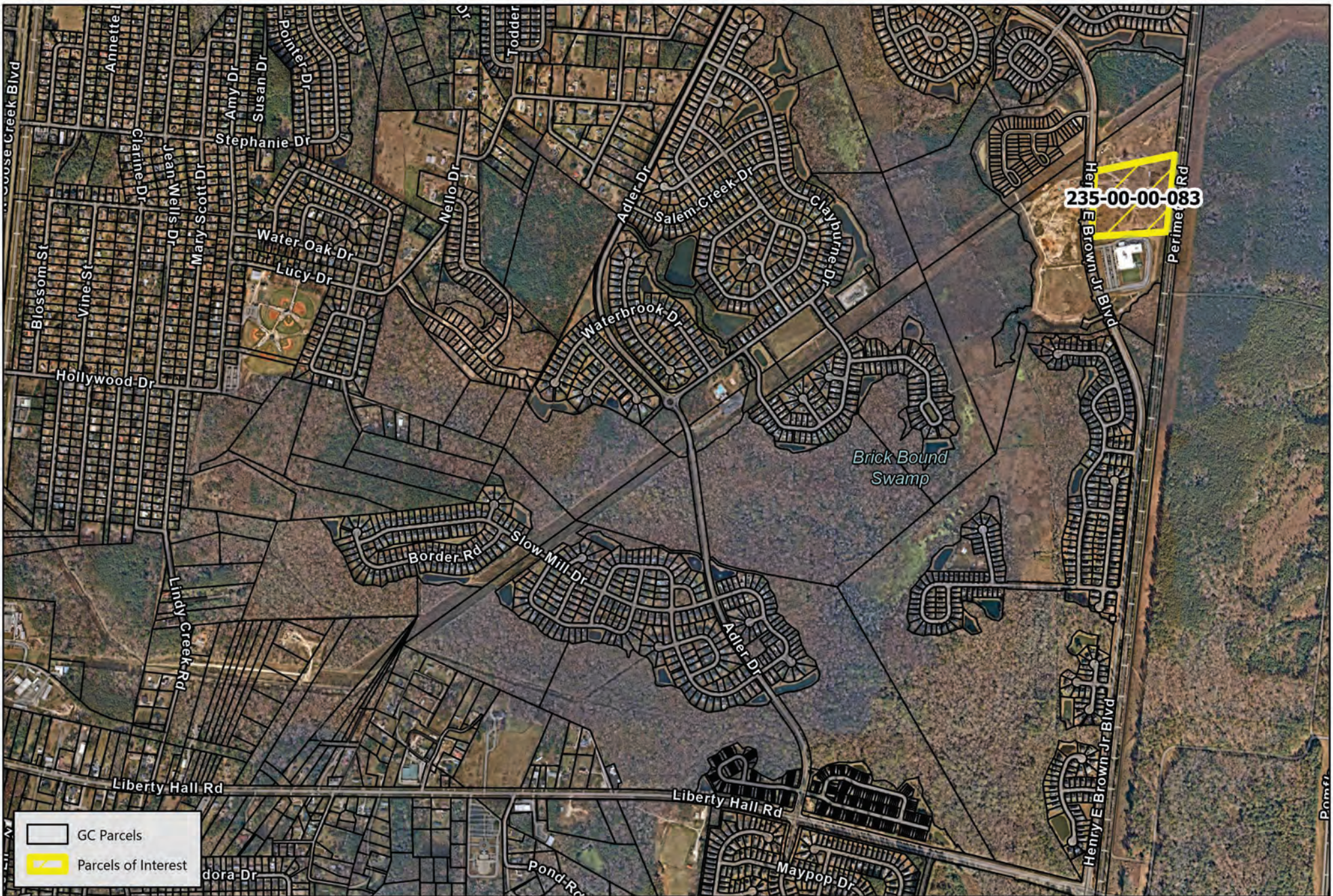
housing that meets the needs of residents and provides long-term value to the community, while involving smart design choices with careful attention to site planning, design, and architecture. R-4 zoning permits 12 units per acre with no more than 6 units attached, and for this parcel, a maximum of 147 townhome units could be developed. These figures are based on maximum gross density and may be reduced by additional infrastructure requirements in addition to the impact of wetlands on the property.

The portion of Henry E. Brown, Jr. Boulevard adjacent to this parcel is maintained by Berkeley County, and the applicant is encouraged to coordinate with that agency on the potential traffic related requirements for development.

STAFF RECOMMENDATION

Approval.

Townhomes are a development type that may be considered in a Village Node District, where it is intended to encourage a mixture of residential, commercial, and institutional land uses. A rezoning request is not a site plan review, and no specific plan will be tied to the request.



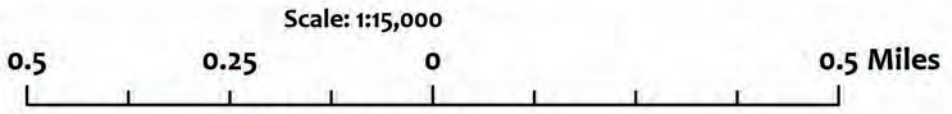
235-00-00-083

GC Parcels
 Parcels of Interest



Henry E. Brown Jr. Blvd Overview

City of Goose Creek GIS Department
 519 N. Goose Creek Blvd
 Goose Creek, SC 29445
 (843) 797-6220



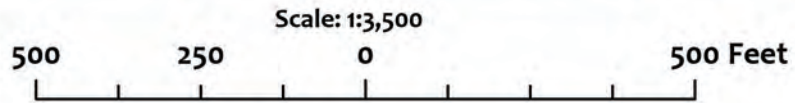
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 ALL INFORMATION SHOULD ALWAYS
 BE VALIDATED WITH THE CITY BEFORE
 TAKING ANY OFFICIAL ACTIONS.**



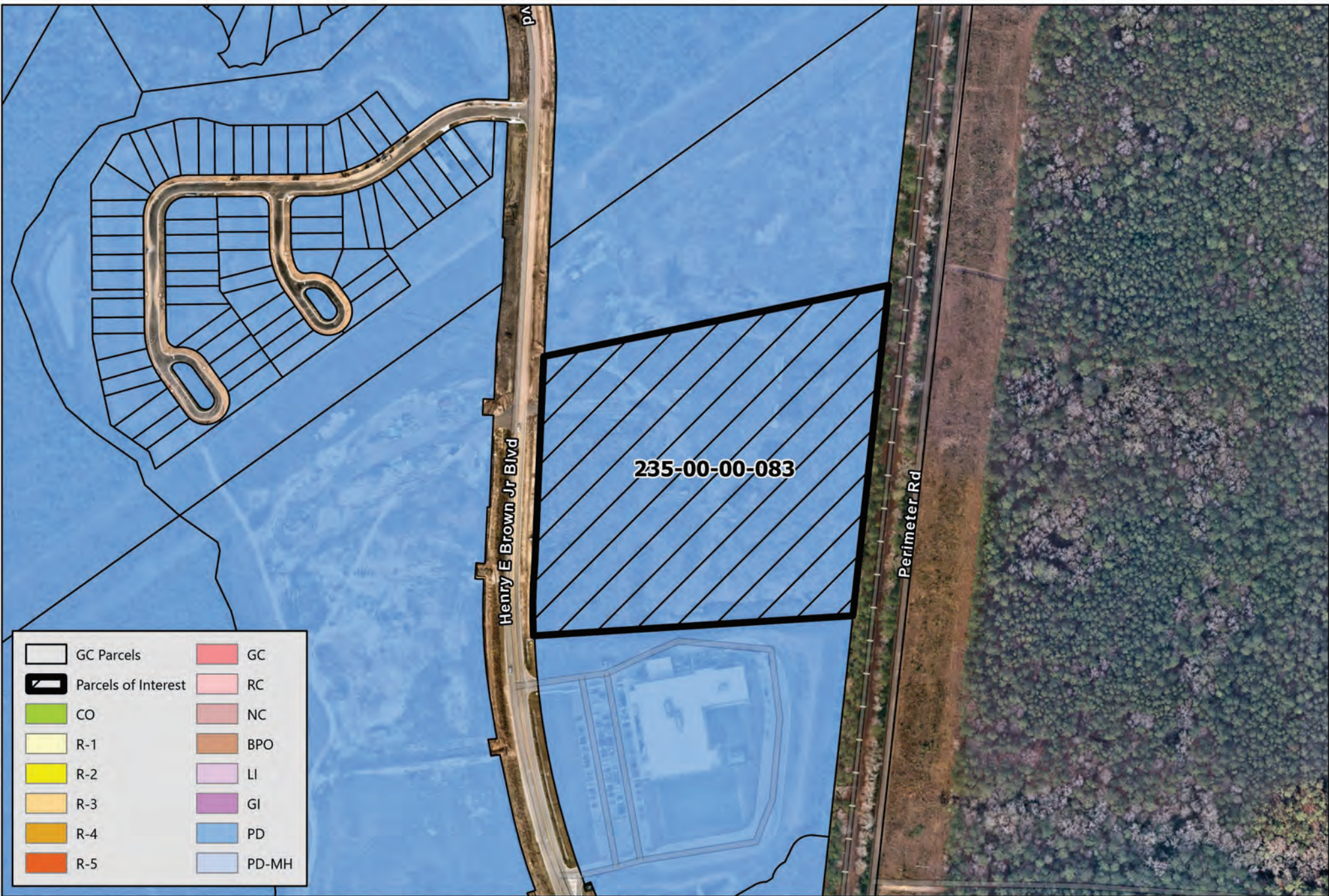
Henry E. Brown Jr. Blvd Overview

City of Goose Creek GIS Department
 519 N. Goose Creek Blvd
 Goose Creek, SC 29445
 (843) 797-6220



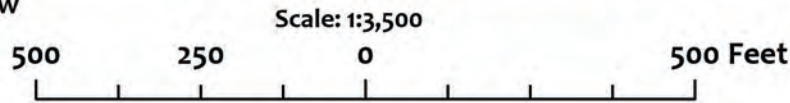
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Henry E. Brown Jr. Blvd Zoning Overview

City of Goose Creek GIS Department
519 N. Goose Creek Blvd
Goose Creek, SC 29445
(843) 797-6220



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VILLAGE NODE DISTRICT



Overview

The Village Node District is intended to encourage mixture of residential, commercial, and institutional land uses in a walkable setting. Commercial uses should front existing and future roadways, and uses should be “stacked” to create mixed-use buildings where appropriate. A variety of medium-density residential types will be promoted to attract residents of varying lifestyles and income levels. New development and redevelopment should be careful to respect existing residential areas and civic/ institutional areas in their design. For example, land uses similar in size, scale, intensity, and character are encouraged along the edge of established residential neighborhoods and communities to create a smooth transition. Landscape features and buffers may be used to transition dissimilar land uses with differing levels of size, scale, intensity, and character.

Land Uses and Development Types

- Limited small-lot (< 0.25 acre) single-family residential detached housing
- Townhomes
- Duplexes / triplexes / quadplexes
- Accessory dwelling units (ADUs)
- Small apartment / condominium buildings (5-19 units), from studio units up to 3 bedrooms
- Commercial retail (shops, restaurants, etc)
- Service retail (salons, gyms, etc)
- Consumer-facing office (banks, real estate, etc)
- Professional office (medical, legal, etc)
- Mixed-use (i.e. commercial on the bottom, with upper-story office or multi-family units)
- Neighborhood-level or community-level parks
- Amenities and recreation
- Civic and institutional uses (schools, churches, etc)

Implementation Measures

- A mixed-use zoning district
- Permit multi-family housing **by-right**
- Prohibit multi-family from being placed directly adjacent to established single-family neighborhoods
- Street design standards for future internal streets lined with sidewalks
- Require inter-parcel connectivity
- Lot consolidation incentives
- Prohibit parcel-wide curb cuts
- Adaptive reuse
- Infill development
- Building performance standards for new construction and rehabilitation of older buildings
- Tax incentives, density bonuses, and an expedited development and site plan review process for new development / redevelopment
- Flexible shared parking standards





TODAY'S DATE: 07/29/2022

PART I. PURPOSE OF SUBMITTAL

- Site Plan (See Checklist)
 Plat Review
 Rezoning*
 Small Wireless Facility
 Subdivision Plan (See Checklist)
 Variance*
 Conditional Use Permit*

PART II. GENERAL INFORMATION

- Development Name: TBD
- Street Address: TBD Henry Brown Blvd
- TMS #: 235-00-00-083
- Zoning Classification: PD – Commercial
Requested Classification: R4 Town House District (For rezoning only)
- Total Site Acres: 12.29

PART III. CONTACT INFORMATION

Owner/Developer Name: Liberty Village, LLC C/O Blue Current Development, LLC
 Street Address: [REDACTED] City: [REDACTED] St: [REDACTED] Zip: [REDACTED]
 Telephone: _____ Cell Phone: [REDACTED] Fax: _____
 E-mail Address: [REDACTED]

PART IV. SUBMITTAL INFORMATION (IF APPLICABLE)

Proposed Building Use: _____
 Proposed Total Building Area (gross sq.-ft.): _____
 Max. Building Height: _____ Total Number of Buildings/Units/Lots: _____
 Is The Property Restricted by Any Recorded Covenant Which Conflicts With or Prohibits The Proposed Use: _____

APPLICATION SUMMARY:

Applicant is requesting the rezoning of the subject property to R4 Town House given the immediate area has grown to become predominately residential and institutional in nature. Applicant believes that a Town House zoning on the subject property would be an appropriate Transition between the Mever's school, the Toll Brothers' attached single family development and the multi-family parcel across the Henry Brown.

LAND DEVELOPMENT SERVICES

Subdivision Plat Review	1-10 LOTS	\$100.00
Subdivision Plat Review	Over 10 LOTS	\$200.00 Plus/\$1.00 Lot
Commercial Review	0-10 ACRES	\$200.00
Commercial Review	10-100 ACRES	\$200.00 Plus \$2.00 Acre
Rezoning Request		\$300.00
Temporary Use Permit		\$ 25.00
Development Agreement		\$500.00 **
Planned Development		\$500.00

**Fee charged will also include a reimbursement for the City's incurred legal fees related to the review of the development agreement.

AGENT WAIVER

In filing this plan as the property owner, I do hereby agree and firmly bind myself, my heirs, executors, administrators, successors and assignees jointly and severally to construct all improvements and make all dedications as shown on this proposed site plan as approved by the City of Goose Creek, South Carolina.

I hereby designate Blue Current Development to serve as my agent regarding this application, to receive and respond to administrative comments, to resubmit plans on my behalf, and to represent me in any public meetings regarding this application.

Print Name: JOSEPH BARTONE

Signature: Joseph Bartone

Person Completing this Application: Eric Beinewelder

Signature of Person Completing this Application: [Signature]

GOOSE CREEK ZONING DISTRICTS

COMMERCIAL/INDUSTRIAL ZONING CLASSIFICATIONS

BPO: Business Professional Office
GC: General Commercial
GI: General Industrial
HI: Heavy Industrial
LI: Light Industrial
NC: Neighborhood Commercial
RC: Restricted Commercial

RESIDENTIAL ZONING CLASSIFICATIONS

R1: Low Density Residential
R2: Medium Density Residential
R3: High Density Residential
PD: Planned Development
PD-MH: PD for Mobile Home

BLANK ZONING CLASSIFICATION

CO: Conservation Open Space



PUBLIC HEARING

2022-060SN

STREET NAME APPROVAL
