

# Lemon Island Marina Planned Unit Development



**Lemon Island Marina**

# Lemon Island Marina Planned Unit Development

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# Lemon Island Marina Planned Unit Development

## ***III. Contact Information***

### Land Owner / Developer:

John H. Barrett Realty Group  
Contact: Daniel Moore  
30 Riverview Drive  
Beaufort, SC 29902  
Telephone: 843-812-5523

### Legal Consultant:

Harvey & Battey  
Contact: Colden Battey Jr.  
1001 Craven St, Suite 103  
Beaufort, SC 29902  
Telephone: 843-524-3109

### Land Surveyor:

Beaufort Surveying, Inc.  
Contact: David Youmans  
1613 Paris Avenue  
Port Royal, SC 29935  
Telephone: 843-524-3261

### Civil Engineer:

Ward Edwards, Inc.  
Contact: Greg A. Baisch  
1613 Paris Avenue  
Port Royal, SC 29935  
Telephone: 843-322-6020

### Architect & Planner:

Montgomery Architecture & Planning  
Contact: Rob Montgomery  
404 Ribaut Road  
Beaufort, South Carolina 29902  
Telephone: 843-522-8077

### Natural Resources Consultant:

NewKirk Environmental, Inc.  
Contact: Asher Howell  
3063 Argent Boulevard, Unit B  
Ridgeland, SC 29936  
Telephone: 843-645-8200

# Lemon Island Marina Planned Unit Development

## ***IV. Development Philosophy & Project Introduction***

### Development Philosophy:

Lemon Island Marina was purchased in July 2005 from the Lowther family by Daniel Moore. Daniel was born and raised in Coastal South Carolina and started fishing the salt water marshes and open ocean when he was 3 years old. After visiting, Daniel & his wife Maryanne moved to the Beaufort area. Maryanne is a first grade teacher at Beaufort Academy and Daniel is pursuing his dream of operating a full service Marina. To Daniel, the Lemon Island Marina that was once operational was more than a place to buy bait and seafood, it was a place where people could meet and become old friends quickly with just a fishing story or two. Daniel's development philosophy results from the history of the Lemon Island Marina and his deep love for the natural environment we all enjoy. It is his goal to keep the rustic Low-country feel at Lemon Island Marina regardless of what the future of the surrounding area holds. The Marina will be a full service one stop shop for those who wish to enjoy the Lowcountry water ways. Boaters of all kinds will be able to find all of their needs at a single location from clothing, fishing tackle to convenience items. Additionally, the Marina will operate a full service off water dry stack facilities and fueling dock. As our area becomes increasingly populated with those wishing to enjoy the natural amenities provided it is our belief that having a place to provide professional safe upland boat handling is a necessity. In summary, it is our development philosophy that the environment and community alike will greatly benefit from the dry stack facility and amenities provided for many years to come.

### Project Introduction:

Lemon Island Marina refers to the parcels of land identified by the Beaufort County Tax Map Parcel Identification numbers: R600 006 000 001A 0000, R600 006 000 002A 0000 & R600 006 000 002C 0000. The site is situated along Highway 170 adjacent to the Chechessee River Bridge and the existing site of the formerly operated Lemon Island Marina as shown in Exhibit C.

According to the Town of Port Royal Ordinance Article XI Section 22-231 for purposes of these regulations, planned unit development (PUD) is defined as: (1) Land under unified control to be planned and developed in a single development operation or a definitely programmed series of development operations; such development may include a program for establishment, operation and maintenance of common open spaces, areas, facilities and improvements available for common use by occupants of the district; and (2) A development consisting of principal and accessory structures and uses substantially related to the character of the district, which will be developed according to comprehensive and detailed plans for streets, utilities, lots or building sites and the like.

The Lemon Island Marina site is located within the Town of Port Royal approved comprehensive expansion boundary plan. The intended re-development of the site is a facility to serve the community. The planned facilities are to include a dry stack marina for boat storage, retail for convenience, tackle shop, outfitting items and the associated boat services. The proposed re-development of the Lemon Island Marina site meets the intent of the Town of Port Royal PUD purposes.

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Prior to the proposed annexation and PUD approval the site is located within unincorporated Beaufort County and is zoned Rural Residential within the Commercial Fishing Village Overlay District (CFV) and therefore subject to the current Beaufort County Code of Ordinances. The current zoning regulations allow the following uses on the subject site: residential, commercial docks, retail, educational, chartering, seafood processing, marine engine repair, professional business offices, fuel storage and dispersion, marine construction, dry stack boat storage up to sixty feet in height and restaurants.

## **V. Architectural Narrative**

Aesthetically, the complex should maintain a feeling of a by-gone era in Beaufort. It is felt that the existing buildings of Lemon Island Marina exude the feeling of connection to the marshes of Beaufort which has been lost with much of the new construction associated with the waterfront.

If these buildings cannot be upgraded in a safe and logical manner, then the intent is to replace these footprints with new structures (up to 9,600 sf). But the character of a working wharf will be the focus of the design for the waterfront.

The dry stack structures will be sited according to both access and maneuverability; but also according to sight lines across the property from Highway 170. Approaching from the west over the bridge, there is a mass of tall pines which will be a back drop to the broad face of the dry stack structures. We will study a variety of skin materials to screen the stored boats from view, and break the mass of the structures down to better blend in visually with the pines.

Approaching from the east on Highway 170, the same group of pines obscures the site for some distance. Once the site is within view, there is a long distance view to the north-east. We propose to locate the structures so that the small dimension is in this view shed, minimizing the impact to the greatest extent possible.

Proposed building Architecture and site Landscaping will be required to be reviewed by the Town of Port Royal Overlay Town Review Board prior to building permit application approvals.

## **VI. Development Standards**

Proposed Development Standards for the Planned Unit Development (PUD) are listed below, any items not addressed within the PUD will default to the current Town of Port Royal Ordinance General Commercial (GC) Zoning District, see Appendix F.

- 1) The site Floor Area Ratio (FAR) will be less than 0.50.
- 2) The front, rear and side yards will conform to the required buffer-yards per Section 22-78 (e) (4).

## Lemon Island Marina Planned Unit Development

- 3) The Northern and Western property lines are adjacent to residential uses and therefore will conform to the provisions of section 22-78 (e) (4) Class 1 Buffer-yards.
- 4) The Southern property line is adjacent to the Highway 170 right-of-way and therefore will conform to the provisions of section 22-78 (e) (4) Class 0 Buffer-yards.
- 5) The Eastern property line is adjacent to the established OCRM Critical line. A minimum average of fifty foot building setback from the critical line will be required. Section 22-132 of the current Town of Port Royal Ordinance states: "All accessory uses operated in structures above ground level shall observe all setbacks, yard and other requirements set forth for the district within which they are located, except those water-oriented facilities such as docks, marinas, boat houses, etc., which shall be allowed to infringe into required setback areas along shorelines and into rivers, lakes, streams, and other waterways." As per Section 22-132 the proposed land development uses are classified as water-oriented facilities and therefore the building envelopes shown on the site plan represent the required critical line setbacks. For example the existing structure which is adjacent to the critical line will limited to being replaced within the same footprint as shown on the site plan. In order to protect the water quality of the critical area all site storm-water runoff shall be directed away from the established critical line and treated to a level which exceeds the required drainage standards prior to discharging. All Critical Area development permitting will be governed by the appropriate State & federal permitting requirements (USACE & SCDHEC-OCRM).
- 6) All buildings will have a maximum roof height of 42 feet. The tower element will have a maximum viewing platform height of 42 feet and a maximum roof height of 48 feet. Building Height shall be measured as per the Town of Port Royal building codes requirements.
- 7) The design of the buildings mass, materials, compositions, and fenestrations are to sensitively address their scale, context and traditional waterfront usage relative to both the adjacent neighboring parcels and the adjacent Highway 170 Corridor.
- 8) All new docks will be oriented to the South of the boat drop to provide the maximum allowable separation from the extended Northern property line.
- 9) A 5 foot vegetative buffer and standard curbing will be required between any proposed parking areas and the bulkhead. Site to be graded to ensure Stormwater flows away from bulk head towards site and is treated.

## VII. Utilities & Drainage

### Utilities

Water and Sewer to service this property is to be served by Beaufort Jasper Water & Sewer Authority. The proposed tie-in locations for water and sewer will be within the Highway 170 right-of-way. The following sewer and water loading calculations provide an estimate of the required capacity of the utility systems to service the development.

# Lemon Island Marina Planned Unit Development

## Estimated Conceptual Sewer Loading Calculations:

(Based on SCDHEC Unit Contributory Loadings)

Commercial = 200 gallons per day per 1,000 sf

Dry Stack Marina = 25 gallons per day per employee

= 200 gpd x 9,600 sf / 1,000 sf = 1,920 gallons per day

= 25 gpd x 10 employees (\*estimated) = 250 gallons per day

Total gpd = 1,920 gpd + 250 gpd = 2,170 gallons per day

## Estimated Conceptual Water Loading Calculations:

(Based on SCDHEC Unit Contributory Loadings)

Commercial & Dry Stack Marina = 2,170 gallons per day X 1.5 peaking factor

= 3,255 gallons per day

## Dry Utilities

Electric service will be provided by SCE&G

Telephone service will be provided by Embarq

Cable service will be provided by Comcast

## Drainage Standards

The developed site will be required to receive SCDHEC-OCRM land-disturbance and storm-water approvals prior to construction initiation. The proposed storm-water management system will be designed in accordance with the South Carolina Stormwater Management and Sediment Control Handbook for Land Disturbance Activities dated August 2003, the SCDHEC Storm-water Management BMP Handbook dated August 2005, and the Beaufort County Manual for Stormwater Best Management Practices dated March 1998. The developed site storm-water management system will design to handle the onsite runoff. The storm-water management system will be designed to protect water quality and treat the post development run-off to a level which exceeds the design standards set forth by the South Carolina and Beaufort County Stormwater design guidelines. The project engineering is to utilize the current versions of the applicable OCRM and Beaufort County storm-water treatment standards listed above to ensure that standards are current at the time of development.

The following is a summary of the intended storm-water treatment design scope, methodology, and criteria:

## **Existing Site Description:**

The project site is located on the northern side of SC Hwy 170, directly opposite of the Beaufort County Boat Landing at the Chechessee River. The undeveloped area of the 2.43 acre site currently has a groundcover of grass and weeds; which will be modeled in poor condition. The developed area of the existing site contains 3 small buildings (impervious) and an aggregate/crushed oyster shell parking area, which will be modeled as semi-impervious (C=0.55). The average existing grade is at elevation 9 MSL, gradually sloping away from the site until approximately 10' from the OCRM critical line, where the grade drops off sharply. There is currently no storm-water collection or

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treatment on the site. All of the existing storm-water runoff from the project site travels by overland sheet-flow into the adjacent saltwater marsh.

Based on the *Soil Survey of Beaufort and Jasper Counties* (USDA Soil Conservation Service, 1980) the soils found onsite are primarily Wahee (Wa) series soil. The Wahee series consists of deep, somewhat poorly drained, slowly permeable soils that formed in thick loamy and clayey Coastal Plain sediment. The Wahee soils are classified as Hydrologic Soils Group (HSG) D.

## **Drainage Design Scope, Methodology, and Criteria:**

The drainage calculations will be prepared to determine and analyze the following:

*Water Quantity:* The storm-water collection and treatment system will be designed to control the post –development discharge rate so that it does not exceed the pre-development rate of discharge currently leaving the site. Runoff rates for the 2 year, 10, year, 25 year, and 100 year storm events with a 24 hour duration will be analyzed.

*Water Quality:* Storm-water quality will be achieved by following the requirements and guidelines of SCDHEC-Office of Ocean and Coastal resource Management (OCRM). The regulations of the Storm-water Management and Sediment Reduction Act require all projects, regardless of size, which are located within one-half (1/2) mile of a receiving water body in the coastal zone, this criteria shall be the storage of the first ½ inch of runoff from the entire site or storage of the first one (1) inch of runoff from the built-upon portion of the property, whichever is greater.

Water quality will also be attained by following OCRM recommended Best Management Practices (BMP's) to ensure that contaminants such as phosphorus and fecal coli form will be filtered and minimized.

The following methods and parameters will be used to analyze the storm-water model:

Design Method: TR-55, *Urban Hydrology for Small Watersheds* (USDA-NRCS)

Design Storms: 2 yr, 10 yr, 25 yr, & 100 yr, 24 hour rainfall events

Rainfall Amounts: 4.5 in, 6.9 in, 8.4 in, and 11.0 in (respectively)

Rainfall Distribution: SCS Type III

SCS Peak Factor: 323

## **Post Development Storm-water Design:**

The proposed project will consist of constructing a new marina building and boat (dry-stack) warehouse structures. The storm-water treatment described above will be achieved by minimizing the impervious surface of the project by using pervious materials in the parking areas. In addition, a bulkhead will be constructed along the OCRM critical line and the site will be graded such that all the surface drainage will be directed away from the marsh and back into the project site for treatment prior to outfall.

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## VIII. Land Use Narrative & Tables

All required data from Planning Commission/Town Council, and the proposed improvements and protective devices, such as landscaped buffers are to be installed and inspected for completeness by the Town of Port Royal Building Department prior to receiving a final Certificate of Occupancy on the proposed buildings. The property owner of record will be responsible for the maintenance of all onsite buffer yards after final Town Approvals are received.

### Land Use Table (per site plan)

Building Area Footprint	24,000 sf (22%)
Parking, drives and walkways non porous surfaces	10,000 sf (10%)
Parking, drives and walkways porous surfaces	50,000 sf (48%)
Open natural or planted spaces	20,850 sf (20%)
Total Site Area	105,850 sf (100%)

### Listing of proposed land uses and permitted uses

The Land use guidelines for the General Commercial District as set forth in Section 22-68 shall serve as a general guide to all permitted uses and such requirements for uses not specifically listed with additional requirements of the PUD for the Dry Stack Marina and Commercial Retail uses.

## IX. Parking and Loading Standards, Access, Signage & Lighting

The Parking Standards as set forth in Chapter 22, Article VI, Sections 22-133 & 22-139 shall serve as a general guide to such requirements for uses not specifically listed below. Additionally, if a specific use requires a different amount of parking then stated, adequate data can be provided and approved by Town of Port Royal Staff on a case by case basis.

### Parking Standards & Analysis:

Commercial – One (1) space for each two hundred (200) square feet of floor space (per current Town of Port Royal Ordinance).

Dry Stack Boat Storage Facilities – One (1) space for every three (3) boat slips (per SCDHEC critical area regulations).

Commercial Use:

$(9,600 \text{ square feet}) / (200 \text{ square feet}) \times (1 \text{ parking space}) = 48 \text{ parking spaces}$

Dry Stack Boat Storage Facilities:

$(150 \text{ boat slips}) / (3 \text{ boat slips}) \times (1 \text{ parking space}) = 50 \text{ parking spaces}$

Total parking spaces = 98 parking spaces required

The proposed site plan provides for 98 off-street parking spaces & 32 on-street parking spaces for a total of 130 parking spaces.

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The current plan shows the construction of thirty-two on-street parking spaces. These on-street parking spaces have not been included in the calculation for the required developments parking. It is the intent of the plan to provide these on-street parking spaces as additional spaces to better serve the existing Beaufort County ramp facilities and the proposed development during peak season operations. The South Carolina Department of Transportation will be required to review and approve the proposed encroachment improvements prior to construction.

Handicap access and parking will be design to meet the Americans with Disabilities Act of 1990 (ADA) standards. As per the ADA standards two handicap parking spaces and a shared parallel access aisle have been provided on the site plan. Handicap parking spaces shall be posted and marked with both a ground-mounted sign and pavement marking which includes the international symbol for barrier-free environments and a statement informing the public that the parking space is reserved for use by disabled persons. Off-street parking spaces required for the disabled shall count toward fulfilling the site's total off-street parking requirements. Other code guidelines not indicated for handicap accessibility to public facilities shall be in accordance with regulations issued by federal agencies, including the United States Department of Justice, under the Americans with Disabilities Act of 1990 (ADA).

Vehicular Access Assessment: Primary access to the site will be via the existing improved SCDOT curb-cut along Highway 170. The primary access to the site is a right-in-right out traffic control. The existing Beaufort County Boat Landing facilities are located within the SCDOT right-of-way and have been studied with the proposed re-development to ensure appropriate vehicular traffic management.

Signage: Signage for this project will be governed by the current Town of Port Royal Zoning standards.

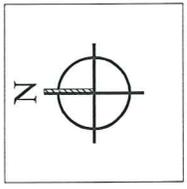
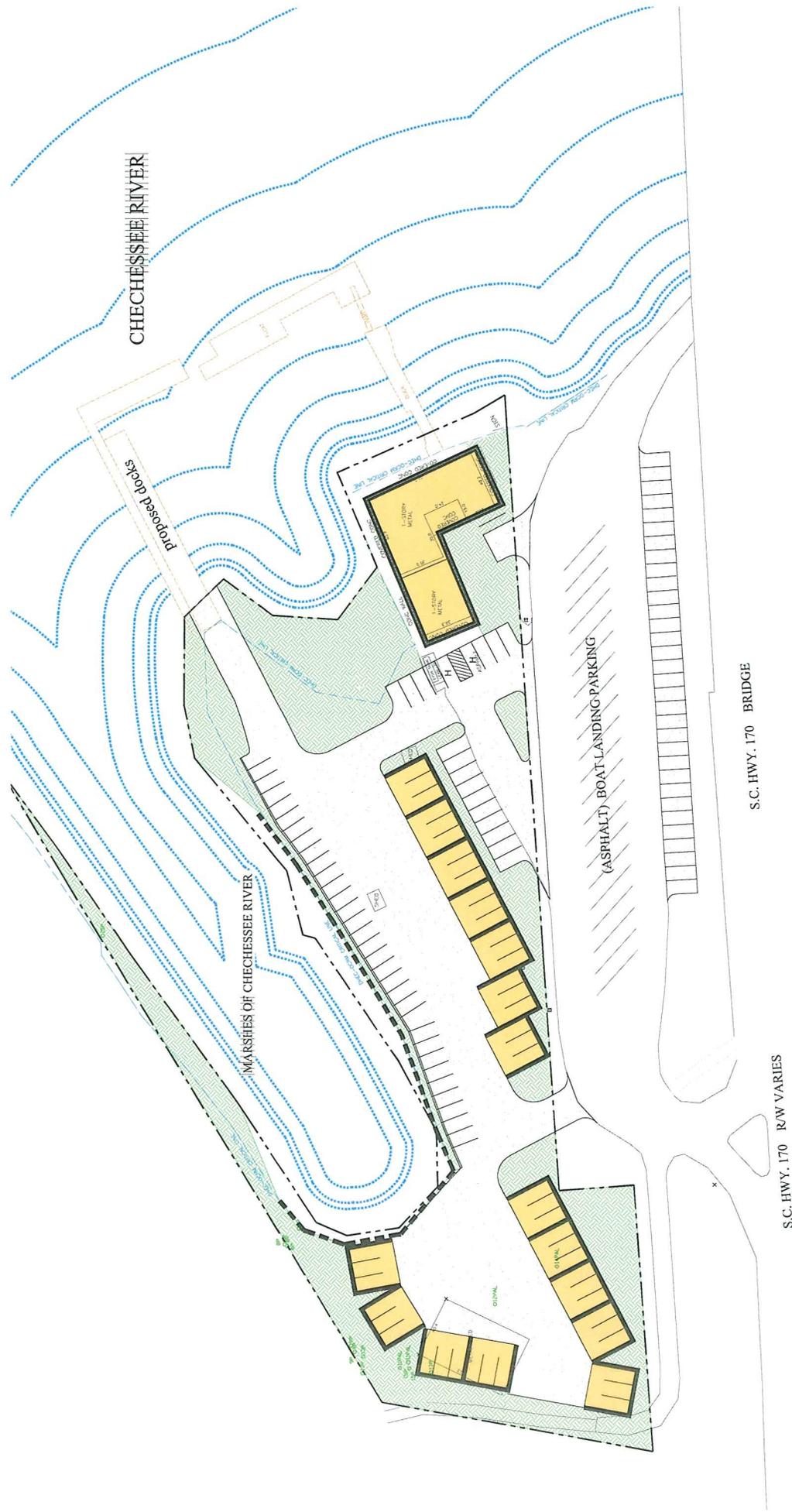
Lighting: Lighting for this project will be governed by the current Town of Port Royal Zoning standards. It is understood that this property is unique in size, shape and location and that the standards shall be applied in a flexible manner by the Town of Port Royal as to be considerate of adjacent property owners.

## **X. Appendices**

Exhibit A:	PUD Master Plan
Exhibit B:	Site Survey
Exhibit C:	Site Vicinity Map
Exhibit D:	Site SC Quadrangle Map
Exhibit E:	Site Ariel Photo Exhibit
Exhibit F:	Port Royal Annexation Petition Request Form
Exhibit G:	Port Royal Ordinance Section 22-76 PUD
Exhibit H:	Port Royal Ordinance Section 22-68 General Commercial District

Lemon Island Marina  
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**Exhibit A: PUD Master Plan**



# Lemon Island Marina

MONTGOMERY  
ARCHITECTURE &  
PLANNING, INC.  
03-14-07  
www.monarchpl.com

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Planned Unit Development

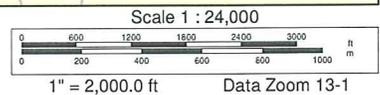
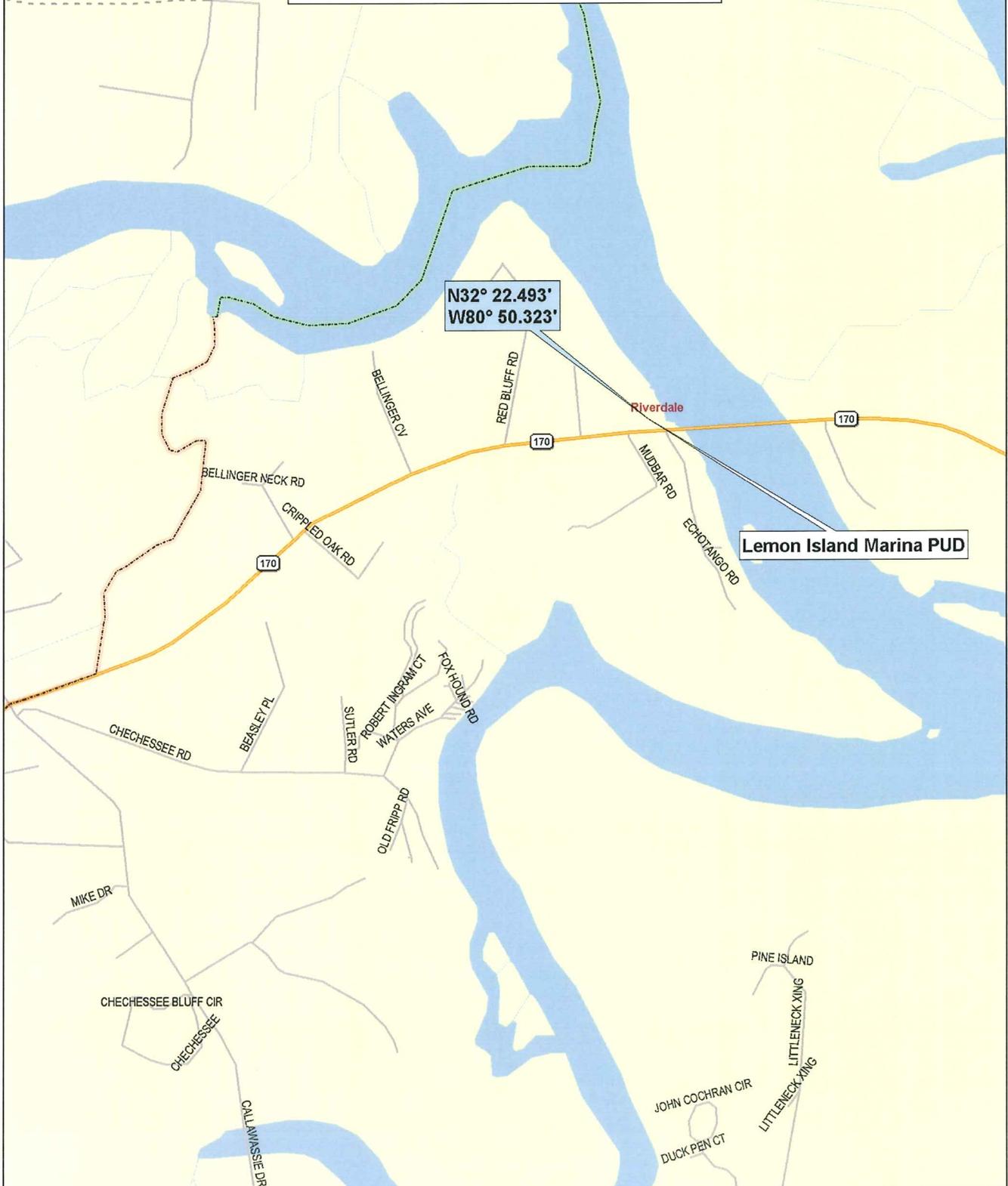
**Exhibit B: Site Survey**



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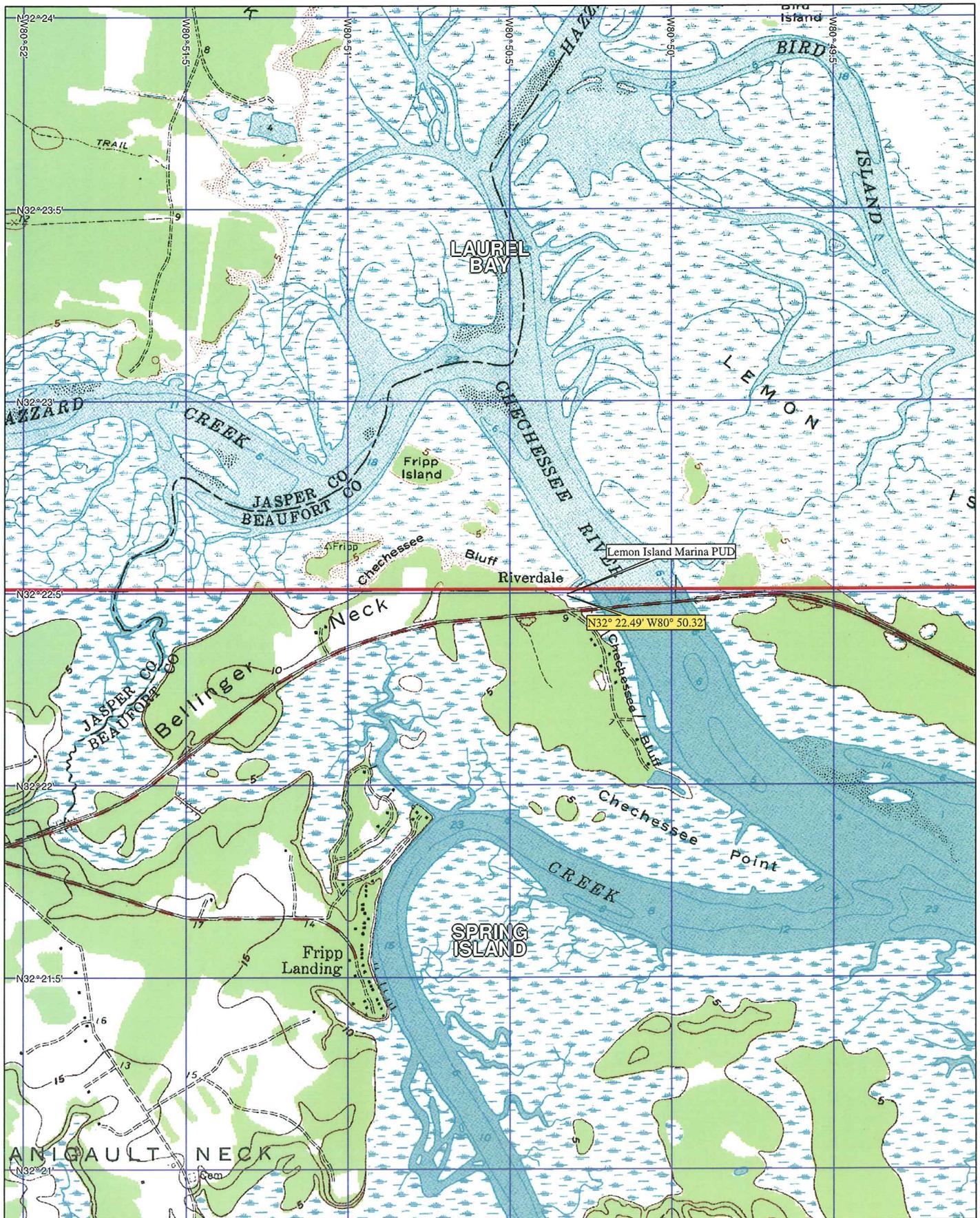
**Exhibit C: Site Vicinity Map**

# Lemon Island Marina Vicinity Map



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**Exhibit D: Site SC Quadrangle Map**



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**Exhibit E: Site Ariel Photo Exhibit**



Map created with ArcIMS - Copyright (C) 1992-2007 ESRI Inc.

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**Exhibit F: Port Royal Annexation Petition Request Form**

TOWN OF PORT ROYAL  
ANNEXATION PETITION REQUEST FORM

Please fill in all information and return to 1613 Paris Avenue, Port Royal, SC or mail to  
PO Drawer 9, Port Royal, SC 29935 or e mail to [tpayne@portroyal.org](mailto:tpayne@portroyal.org)

Date of request: 05/25/06

Name and address of all owners as listed on deed:

Name: JOHN H. BARRET Name: \_\_\_\_\_

Address: 30 RIVERVIEW DRIVE Address: \_\_\_\_\_

City: BEAUFORT City: \_\_\_\_\_

State: SC Zip: 29902 State: \_\_\_\_\_ Zip: \_\_\_\_\_

District, Map and Parcel(s) number:

R 600-006-001A & 002A & 002C

911 address of property to be annexed:

HIKWAY 170, BEAUFORT, SC

Approximate number of acres to be annexed: 2.43 ACRES

Requested zoning for property to be annexed: PUD

Number of dwellings on this property: NONE Other structures: 2 EXISTING

Approximate number of residents: NONE

Once your request has been received and processed, it will be scheduled for:

- Review by the Joint Municipal Planning Commission for recommendation
- First Reading
- Public Hearing
- Final Reading by Council

If no problems incur, this process takes approximately sixty days.

Contact person for this annexation: DANIEL MOORE

Contact information: Phone #: 843 812 5523 FAX #: \_\_\_\_\_

email address: \_\_\_\_\_

For questions pertaining to this form please call 843-986-2211.

Barrett Properties, Inc

1744 S. Lumpkin St., Athens, GA 30606  
(706) 353-7627 Fax: (706) 548-2868

# Fax

To: Greg A. Baisch	From: Karen Pavao
Fax: 843-837-2558	Pages: 3, Including Coversheet
Phone:	Date: 03/20/07
Re:	CC:

Urgent    For Review    Please Comment    Please Reply    Please Recycle

Please call with questions. Thanks, Karen

**100 PERCENT PETITION**

**TO THE MAYOR AND COUNCIL OF TOWN OF PORT ROYAL, SOUTH CAROLINA:**

**The undersigned, being 100 percent of the freeholders owning 100 percent of the assessed value of the property in the contiguous territory described below and shown on the attached plat or map, hereby petition for annexation of said territory to the Town of Port Royal by ordinance effective as soon hereafter as possible, pursuant to South Carolina Code Section 5-3-150(3).**

**The territory to be annexed is described as follows:**

Beaufort County Tax District 600, Map 6, Parcels 1A, 2A, and 2C, approximately 2.43 acres located at Highway 170 (Okatie Highway)

The property is designated as follows on Beaufort County Tax Maps:

ALL those certain pieces, parcels or lots of land, situate, lying and being in Beaufort County, South Carolina, shown and described on Beaufort County Tax District 600, Map 6, as Parcels 1A, 2A and 2C, and to include all adjacent right of ways: All areas which include all waters, marshes, lowlands, tributaries, hummocks, estuaries and dedicated right-of-ways; together with,

ALL other South Carolina Department of Transportation maintained right of ways parallel and abutting or within the annexation area.

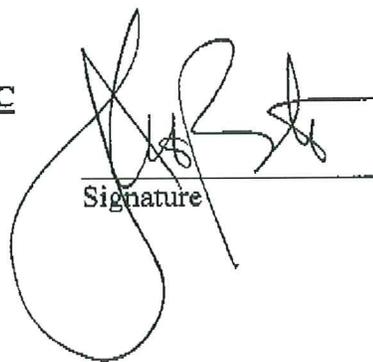
Excluded from the annexation are all areas, of any nature whatsoever, that are within the municipal limits of any other municipality and any privately owned land that is not the property of the petitioners herein.

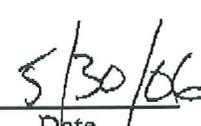
**Plat or map of area to be annexed is outlined and attached hereto:**

**Property owner zoning request: PUD**

**Freeholders: Map 6, Parcels 1A, 2A and 2C**

John H. Barrett  
30 Riverview Drive  
Beaufort, SC 29902

  
\_\_\_\_\_  
Signature

  
\_\_\_\_\_  
Date

**Municipal Use:**

Petition received by \_\_\_\_\_, Date \_\_\_\_\_

Description and Ownership verified by \_\_\_\_\_, Date \_\_\_\_\_

Recommendation: \_\_\_\_\_

By: \_\_\_\_\_, Date \_\_\_\_\_

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**Exhibit G: Port Royal Ordinance Section 22-76 PUD**

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**Exhibit H: Port Royal Ordinance Section 22-68 General Commercial District**

## **Sec. 22-68. GC general commercial district.**

(a) *Intent of district.* It is the intent of this section that the GC zoning district be developed and reserved for general business purposes. The regulations which apply within this district are designed to encourage the formation and continuance of a compatible and economically healthy environment for business, financial, service and professional uses which benefit from being located in close proximity to each other; and to discourage any encroachment by industrial, residential or other uses considered capable of adversely affecting the basic commercial character of the district.

(b) *Permitted uses.* The following uses shall be permitted in any GC zoning district.

- (1) Any use permitted in any general residential district, except manufactured mobile homes, in compliance with the provisions of section 22-66 unless otherwise set forth herein.
- (2) Retail, wholesale or storage business involving the sale of merchandise on the premises, except those uses which involve open yard storage of junk, salvage, used auto parts or building materials. Open storage shall be permitted under conditions set forth in subsection 22-68(c)(7).
- (3) Business involving the rendering of personal services other than an automobile laundry, or an automobile repair garage which shall be permitted under conditions set forth in subsection 22-68(c)(2) and (5).
- (4) Private or semi-private club, lodge, union hall or social center.
- (5) Church.
- (6) Off-street commercial parking or garage.
- (7) Hotel, tourist home and motel.
- (8) Commercial recreation facility, specifically including:
  - a. Billiard parlor;
  - b. Theater, but not including drive-in type of facility.
- (9) Commercial trade or vocational school.
- (10) Eating and/or drinking establishment excluding drive-in or curbside service.
- (11) Radio and/or television station and/or transmission tower in compliance with section 22-148.
- (12) Public utility installation or sub-installation, including water towers.
- (13) Office building and/or office for governmental, business, profession or general purposes.
- (14) Accessory uses in compliance with the provisions of sections 22-131 and 22-132.

(c) *Conditional uses.* The following uses shall be permitted on a conditional basis in any GC zoning district, subject to conditions set forth in section 22-165:

- (1) Automobile service station provided:
  - a. All pumps are set back at least twenty-five (25) feet from the right-of-way line of the street;
  - b. Parking and/or service areas are separate from adjoining residential properties by a suitable planting screen, fence, or wall at least six (6) feet in height.
- (2) Garage for the repair and servicing of vehicles provided:
  - a. All operations are conducted within a fully enclosed building.
  - b. There is no open storage of wrecked vehicles, dismantled parts, or parts visible beyond the premises.
- (3) Combination of residential structure with any use permitted herein provided that all dwelling units have direct access to the street.
- (4) Newspaper publishing plant provided that the requirements for parking, loading and unloading conform to those for industrial buildings, as set forth in sections 22-133 through 22-139.
- (5) Automobile laundry or washateria provided:
  - a. An off-street paved parking area capable of accommodating not less than one-half ( 1/2) of

hourly vehicle washing capacity awaiting entrance to the washing process is suitably located and maintained on the premises (such space to contain at least two hundred (200) square feet per waiting vehicle); and

b. No safety hazard or impediment to traffic movement is created by the operation of such an establishment.

(6) Animal hospital and/or boarding facility provided all boarding arrangements are maintained within a building and such noise as will be audible from the use of outside runs or exercise areas be kept at a minimum.

(7) Open yard use for the sale, rental and/or storage of materials or equipment, excluding junk or other salvage, provided that such uses are separated from adjoining residential properties by a suitable planting screen, fence or wall at least six (6) feet in height above finish grade.

(8) Community hospitals or clinics including any functions which relate directly to the operation of hospitals or clinics and are contained within the confines of said hospital or clinic, and provided such uses are in compliance with the provisions of section 22-75(c)(9).

(9) Public or private care homes provided:

a. Such facilities conform with the requirements of the state department of health and environmental control;

b. Plans for such facilities receive the written approval of the county health department and the state fire marshall prior to the issuance of any permits for construction and operation; copies of such approval to be attached to the building permit and to be retained in the files of the building official;

c. Such use conforms with the provisions of section 22-66(c)(2) pertaining to care homes.

(10) Permitted uses:

a. New or existing businesses which contain or install certain coin operated devices, machines and electronic gaming devices, including video poker machines, which provide a monetary return such as a cash payoff, as defined and contained in S.C. Code of Laws, 1976, as amended, section 12-21-2720(3), shall be permitted as a conditional use within the general commercial district (GCD) and only if all of the following conditions are met:

1. No such business may operate in any non-permanent structure such as a tent, mobile unit, trailer, recreational vehicle, or other temporary building;

2. That if there is a monetary return (cash paid) as a result of a winning combination on the coin operated device, machine or electronic gaming device, the building in which such machine(s) exist shall not be located within one thousand (1,000) feet of any church, school, educational institution, or publicly or privately owned/operated youth-oriented grounds or facilities; nor within five hundred (500) feet of any residential zoning district. Such distance shall be computed by following the shortest route of ordinary pedestrian or vehicular travel along the public thoroughfare from the GCD property to the nearest point of the grounds in use as part of such church, school, educational institution, residential zoning district, or publicly or privately owned/operated youth-oriented grounds or facilities.

3. Minors under eighteen (18) years of age shall not be permitted to operate, play, or observe the operation of such devices or machines.

4. No person who maintains for use or permits the use of, on any place or premise occupied by him/her, any coin operated machine, device or electronic gaming device to be operated between the hours of 12:01 a.m. and 7:59 a.m.

(11) Temporary use in compliance with provisions of section 22-165.

(12) Self-service storage provided that the following conditions are met:

a. Self-service storage frontage will be prohibited on Ribaut Road, Parris Island Gateway, Savannah Highway and Robert Smalls Parkway. Limiting frontage on major commercial corridors prevents large sections of the street from being developed with uses which have low activity levels thereby detracting from the vitality of the street.

b. The maximum size of individual storage areas is 300 square feet.

c. Internal circulation: As regulated by the building code.

d. Parking: A minimum of two (2) parking spaces. If on-site parking is planned, it should be located to the rear or the side of the building, including rental trucks.

e. Design review for self-storage facilities are processed through staff review; uses which require design review because of an overlay district code will be processed as provided in those regulations. Design review required for new buildings to ensure that the development has a high design quality appropriate to the scale and character of the surrounding area.

1. Building and roof design: The building and roof are designed to be compatible with surrounding development, especially nearby residential uses. Long, monotonous wall and roof lines are prohibited and should be broken up through appropriate design elements. Street facing elevations shall have a minimum pitch of 4:12.

2. Building materials: Approved building materials for street-facing facades are: concrete masonry units with stucco, reinforced concrete with stucco, ornamental block, clapboard, Hardiplank, brick and wood (natural or painted)

3. Building elements: Each habitable building facade facing the street shall contain a minimum of 50 percent transparent materials on the first story. The primary entrance to be building shall be located on the street facing facade.

4. Fencing: Perimeter fencing is allowed. Fences made of barbed wire, chain link or wire mesh are prohibited.

5. Front build-to line: Five (5) to fifteen (15) from property line; corner lots build-to-line is five (5) to fifteen (15) from side street and front property line.

6. Side and rear set back: Ten (10) feet from side and rear property line.

7. Buffers: Landscaped buffers are not required on street-facing facades but all other facades and fences will contain a landscaped buffer yard, using the buffer yard specifications found in subsection 22-78(e)(4), buffer yards.

8. Height: Building height shall be restricted to thirty-five (35) feet or less.

9. Lighting:

i. Light glare and trespass: With exception of streetlights, all lighting fixtures shall be designed, located and installed to avoid casting direct light onto adjacent properties and streets or creating glare in the eyes of motorist and pedestrian.

ii. Floodlights: Floodlighting is discouraged and if used, must be shielded to prevent disabling glare to drivers or pedestrians, light trespass beyond the property line, and light above a ninety-degree, horizontal plane. (Unshielded wallpack type fixtures are not permitted.)

iii. Height: The height of the light shall not exceed twenty-five (25) feet above grade.

(13) Tattoo facility provided that the following conditions are met:

a. The facility is limited to business hours of 8:00 a.m. to 10:00 p.m.

b. Parking for the facility will be provided off street. There will be a minimum of three (3) spaces provided for each licensed artist.

c. No neon signage will be allowed at a tattoo facility.

d. All tattoo facilities must be licensed by the state department of health and environmental control.

e. No tattoo facility shall exist, be established or operate within one thousand (1,000) feet of another tattoo facility.

(d) *Other requirements.* Unless otherwise specified elsewhere in this chapter, uses permitted in GC general commercial zoning districts shall be required to conform to the following standards.

(1) Minimum lot area: 2,500 square feet.

(2) Minimum lot width, measured at the building line: Twenty-five (25) feet.

(3) Minimum front yard measured on the nearest abutting street right-of-way line: Ten (10) feet.

(4) Minimum side yard: No side yards are required. However, the provisions of section 22-123 pertaining to corner lots shall apply to GC zoning districts.

(5) Minimum rear yard: None. The provisions of section 22-125, pertaining to double frontage lots, shall apply in GC zoning districts.

(6) Maximum building height: Fifty (50) feet, subject to the approval of the fire chief. For exceptions to height regulations see section 22-142.

(7) Additional requirements: Uses permitted in GC zoning districts shall meet all standards set forth in article VI pertaining to off-street parking, loading and other requirements.

(8) Signs: Signs permitted in GC zoning districts, including the conditions under which they may be located, are set forth in article V.

(9) The provisions of section 22-78(e)(4) Bufferyard shall apply to GC zoning districts.

(Ord. No. 78-14, § 507, 1-10-79; Ord. No. 93-2, 5-12-93; Ord. No. 00-1, 6-14-00; Ord. No. 00-9, 5-10-00; Ord. No. 04-22, 9-8-04; Ord. No. 05-23, 6-8-05)