

## **ORDINANCE NO. 2015 – 05**

### **TOWN OF BLUFFTON, SOUTH CAROLINA**

#### **AN ORDINANCE AMENDING ARTICLE 4 ZONING DISTRICTS AND ARTICLE 5 DESIGN STANDARDS OF THE UNIFIED DEVELOPMENT ORDINANCE TO REVISE PARKING REQUIREMENTS AND STANDARDS TO ALLOW PRIVATE PARKING LOTS AS A PERMITTED USE AND INCREASE THE OFF-STREET PARKING REQUIREMENTS AND STANDARDS IN THE OLD TOWN BLUFFTON HISTORIC DISTRICT**

**WHEREAS**, the Town of Bluffton desires to improve the general safety, welfare, health and properties of the citizens of the Town of Bluffton; and,

**WHEREAS**, to establish the necessary provisions to accomplish the above, the Town of Bluffton has authority to enact resolutions, ordinances, regulations, and procedures pursuant to South Carolina Code of Laws 1976, Section 5-7-30; and,

**WHEREAS**, the Town of Bluffton's Town Code and Ordinances provide guidance and requirements for development within the Town of Bluffton through regulations set forth to protect and promote the health, safety, and welfare of the Town's citizens, as espoused through the provisions of the Town of Bluffton Comprehensive Plan and as authorized by the South Carolina Local Government Comprehensive Planning Enabling Act of 1994, Title 6, Chapter 29 of the Code of Laws for South Carolina; and

**WHEREAS**, the Town of Bluffton Town Council adopted the aforementioned standards, which are known as the Unified Development Ordinance, Chapter 23 of the Code of Ordinances for the Town of Bluffton, South Carolina on October 11, 2011 through Ordinance 2011-15; and

**WHEREAS**, The Unified Development Ordinance unifies the subdivision, land use, development/design regulations as well as the Old Town Bluffton Historic District Code into a single set of integrated, updated, and streamlined standards; and

**WHEREAS**, the Unified Development Ordinance, Article 4, Zoning Districts and Article 5, Design Standards provides the current regulations pertaining to land uses and development standards related to parking requirements for development, redevelopment, changes of use, and public parking facilities within the Old Town Bluffton Historic District; and,

**WHEREAS**, the Town Council shall from time to time examine ordinances to ensure that they are properly regarded, enforced, sufficient and satisfactory to the needs of the community and can further suggest changes as deemed appropriate; and,

**WHEREAS**, the Town of Bluffton Town Council desires to amend Article 4, Zoning Districts, Section 4.3 Uses by Districts to remove Public Parking as a Civic/Institutional Land Use in the Neighborhood Center Historic District (NCE-HD) and Neighborhood Core Historic District (NC-HD) and add Public and Private Parking Structures and Stand Alone Parking Lots as a permitted land use for the NCE-HD and NC-HD Districts as well as Article 5, Design Standards, Section 5.15.7, Parking to revise the parking standards applicable to the Old Town Bluffton Historic District and ensure adequate design standards are in place to ensure parking lots will aesthetically blend into the Old Town streetscape.

**NOW, THEREFORE, BE IT ORDERED AND ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF BLUFFTON, SOUTH CAROLINA**, in accordance with the foregoing, the Town hereby amends the Code of Ordinances for the Town of Bluffton, Chapter 23, Unified Development Ordinance as follows:

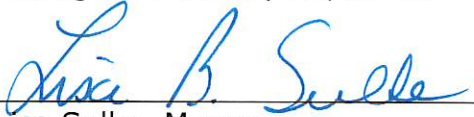
**SECTION 1. AMENDMENT.** The Town of Bluffton hereby amends the Code Ordinances for the Town Of Bluffton, South Carolina, Chapter 23, Unified Development Ordinance by adopting and incorporating an amendment to Section 4.3, Uses by District of Article 4, Zoning Districts and Section 5.15.7, Parking of Article 5, Design Standards as shown in Exhibit A, which is attached and incorporated hereto.

**SECTION 2. REPEAL OF CONFLICTING ORDINANCES.** All ordinances or parts of ordinances inconsistent with this Ordinance are hereby repealed to the extent of such inconsistency.


**SECTION 3. ORDINANCE IN FULL FORCE AND EFFECT.** This entire Ordinance shall take full force and effect upon adoption.

DONE, RATIFIED AND ENACTED this Tenth Day of March, 2015.

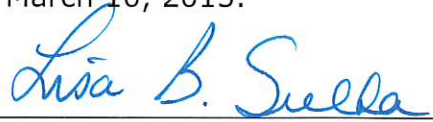
This Ordinance was read and passed at first reading on February 10, 2015.

  
\_\_\_\_\_  
Lisa Sulka, Mayor  
Town of Bluffton, South Carolina

ATTEST:


  
\_\_\_\_\_  
Sandra Lunceford, Town Clerk  
Town of Bluffton, South Carolina

A public hearing was held on this Ordinance on March 10, 2015.



Lisa Sulka, Mayor  
Town of Bluffton, South Carolina

ATTEST:



Sandra Lunceford, Town Clerk  
Town of Bluffton, South Carolina

This Ordinance was passed at second and final reading held on March 10, 2015.



Lisa Sulka, Mayor  
Town of Bluffton, South Carolina

ATTEST:



Sandra Lunceford, Town Clerk  
Town of Bluffton, South Carolina

## ARTICLE IV – USES BY DISTRICT

Table 4.3: Uses by District	Preserve (PR)	Agricultural (AG)	Rural Mixed Use (RMU)	Residential General (RG)	Neighborhood Core (NC)	General Mixed Use (GM)	Light Industrial (LI)	Riverfront Edge Historic District (RV-HD)	Neighborhood Conservation Historic District (NCV-HD)	Neighborhood General Historic District (NG-HD)	Neighborhood Center Historic District (NCE-HD)	Neighborhood Core Historic District (NC-HD)
<b>Civic/Institutional</b>												
Cemetery	-	P	P	P	P	P	P	-	-	P	P	P
Club, Lodge, Union Hall, or Social Center	-	-	P	-	P	P	P	-	-	P	P	P
Conference or Exhibition Center	-	-	-	-	P	P	P	-	-	-	-	P
Government Building	P	P	P	P	P	P	P	P	P	P	P	P
Parks	P	P	P	P	P	P	P	P	P	P	P	P
Museum	P	P	P	P	P	P	-	P	P	P	P	P
Religious Assembly	-	P	P	P	P	P	P	P	P	P	P	P
School	-	P	P	P	P	P	P	P	P	P	P	P
Utilities	P	P	P	P	P	P	P	P	P	P	P	P
<b>Other</b>												
Public and Private Parking Structures and Stand Alone Parking Lots	-	-	-	-	-	-	-	-	-	-	P	P

### Old Town Bluffton Historic District

#### .Sec. 5.15.7 Parking

- A. **Intent.** The intent of these parking regulations is to encourage a balance between compact pedestrian oriented development and necessary car storage. The goal is to construct neither more nor less parking than is needed. The parking requirements and regulations are subject to review and adjustment by the UDO Administrator.
- B. **Applicability.** In addition to the parking requirements found in Section 5.15.7 *Parking* within the Old Town Bluffton Historic District, the provisions found in Section 5.11.4 *Standards: Design Standards for Parking Areas and Parking Lots* and in Section 5.11.6 *Standards: Bicycle Parking* shall apply to all development in the Old Town Bluffton Historic District.

### C. Parking Requirements

1. The minimum parking count requirement shall be in accordance with the following parking standard in Table 5.15.7.C.1.a:

Table 5.15.7.C.1.a Parking Spaces	
Use	Parking Standard
Residential	2 spaces per dwelling unit 1 space per accessory dwelling unit
Lodging	1 space per room for rent plus 1 space per 3 employees
Office	2 spaces per 1000 sf
Health/Human Care	2 spaces per 1000 sf
Commercial Services	2 spaces per 1000 sf
Restaurants	4 spaces per 1000 sf
Restaurant – Carry Out Only	2 spaces per 1000 sf
Civic/Institutional	2 spaces per 1000 sf
Religious Assembly	1 space per 6 seats
School	1 space per instructor
Recreation/Entertainment	Number of spaces shown to be necessary and reasonable by data submitted by the Applicant and as approved by the UDO Administrator

2. Credit shall be given for on-street parking spaces located within the public or private right-of-way that are directly in front of or adjacent to a property. When an on-street parking space is shared between two properties, the following methods shall determine how that parking space will be allocated.
  - a) If the on-street parking space is demarcated, project the property line or, in the absence of a property line separating the subject building or use from the adjacent building, use a line determined by the midpoint between the closest points of the subject and adjacent buildings or uses, perpendicular to the to the edge of parking pavement. From this point measure the distance along the pavement edge to each parking space marking. The use or parcel having the majority of this distance may count the space towards the required parking.
  - b) If the on-street parking space is not demarcated, project the property line or, in the absence of a property line separating the subject building or use from the adjacent building, use a line determined by the midpoint between the closest points of the subject and adjacent buildings or uses, perpendicular to the to the edge of parking pavement. From this point measure the total distance along the pavement edge between each property line or adjacent building or use. For parallel parking divide the total distance by twenty-two (22) feet and for angled parking divide the

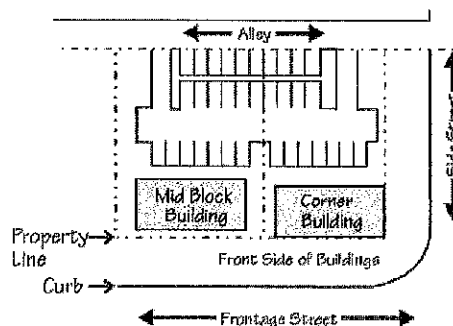
total distance by nine (9) feet. Round the resulting value down to the nearest whole number.

#### D. Off-Street Surface Parking Lot Placement

1. Wherever possible, parking lots shall be located behind buildings, such that buildings separate parking areas from the street. In no case shall parking be located in front of a building. In the absence of a building or along secondary frontages, off-street surface parking lots shall be set back a minimum of 10 feet from property lines along public rights-of-way, excluding rear lanes. Outbuildings serving as garages facing rear lanes shall be permitted within this setback along the rear lane.
2. In order to provide a horizontal and vertical visual buffer softening the public view, the setback between any public right-of-way and an off-street parking area shall contain a combination of landscaping, including a variety of trees and shrubs capable of providing year round screening, and architectural features such as, but not limited to, garden walls, fences and columns designed in accordance with the Old Town Bluffton Historic District Architectural Standards. The visual buffer shall be a minimum of 42 inches in height and should have a minimum 50% opacity. Shrubs shall be projected to reach their required height and opacity within one year of installation.
3. The buffer between any public right-of-way and an off-street parking area shall contain pedestrian amenities such as, but not limited to, benches, fountains, are or other features to create visual interest and continuity in the streetscape. The perimeter of off-street parking not adjacent to a public right-of-way shall include a landscape buffer a minimum of 5 feet in width, be a minimum of 42 inches in height, and contain vegetative material to visually screen the parking area from adjacent properties.
4. In accordance with the Old Town Master Plan, public and private stand-alone parking lots shall not be located on corner lots at the following intersections:
  - a. Calhoun Street and any cross street;
  - b. May River Road and any cross street;
  - c. Bruin Road and any cross street;
  - d. Bridge Street and any cross street; and
  - e. Bluffton Road and any cross street.

#### E Access to Off-Street Parking

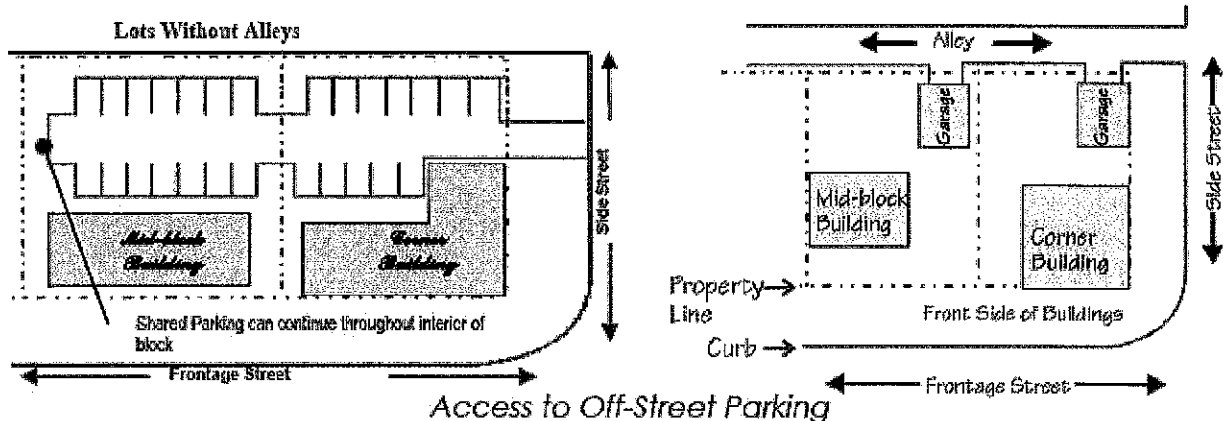
1. Rear lanes, service lanes, or secondary frontages where present, shall be the primary source of access to off-street parking. When rear lanes, service lanes, or secondary frontages are not present, parking shall be accessed by a single width driveway placed at the side of the lot, adjacent to the neighboring property line





and a demonstrated effort made to obtain a cross access easement allowing for shared access between adjoining properties.

2. Access between parking lots across property lines is also strongly encouraged. Pedestrian connectivity must be provided from the parking lot to the building which the parking serves or in the case of public parking to the nearest public pathway.



#### F. Public Parking Structure

1. Public parking structures shall comply with the applicable setback for Civic Buildings and reserve room for Liner Buildings between parking structures and the lot frontage. The Liner Building shall be no less than 20 feet in depth. Liner Buildings may be detached from or attached to parking structures. A Liner Building is only required along the first story of a public parking structure.

#### G. Shared Parking

1. An efficient method for handling parking in the Old Town Bluffton Historic District is through the coordinated use of shared parking. Businesses and churches may be able to use certain parking spaces during the day while these same spaces are then used by residents at night. Shared parking works in a mixed-use, park-once, pedestrian-friendly environment, all of which are key elements in the *Old Town Master Plan*. Development proposals in the Old Town Bluffton Historic District should include shared parking strategies to minimize surface parking.
2. Shared parking may be applied when land uses have different parking demand patterns and are able to use the same parking spaces/areas throughout the day. Shared parking is most effective when these land uses have significantly different peak parking characteristics that vary by time of day, day of week, and/or season of the year. In these situations, shared parking strategies will result in fewer total parking spaces needed when compared to the total number of spaces needed for each land use or business separately. Land uses often used in specific shared parking arrangements include office, restaurants, retail, colleges, churches,

cinemas, and special event situations. Shared parking is often inherent in mixed-use developments, which include one or more businesses that are complementary, ancillary, or support other activities. General parking lots and/or on-street parking that is available for patrons of nearby businesses/commercial districts is another form of shared parking. The UDO Administrator shall evaluate all shared parking applications to ensure that parking is handled appropriately in Old Town.

3. The UDO Administrator shall evaluate all shared parking applications to ensure that parking is handled appropriately in Old Town. As determined by the UDO Administrator, the shared parking lot shall be a reasonable and accessible distance from the uses for which it will serve. The approval of a shared parking application by the UDO Administrator is conditioned upon the Shared Parking Easement required by Section 4(f) herein being recorded with the Office of the Register of Deeds for Beaufort County, South Carolina, within thirty (30) days of the Administrator's written approval of any plan.
4. Factors evaluated to establish shared parking arrangements should include operating hours, seasonal/daily peaks in parking demand, the site's orientation, location of access driveways, transit service, accessibility to other nearby parking areas, pedestrian connections, distance to parking area, availability of parking spaces, cooperation of adjacent owners). The minimum number of parking spaces for a mixed use development or where shared parking strategies are proposed shall be determined by a study prepared by the applicant following the procedures of the Urban Land Institute Shared Parking Report.
5. The shared parking plan submitted by the applicant shall include one or more of the following:
  - a. Site plan of parking spaces intended for shared parking and their proximity to land uses that they will serve.
  - b. A signage plan that directs drivers to the most convenient parking areas for each particular use or group of uses (if such distinctions can be made).
  - c. A pedestrian circulation plan that shows connections and walkways between parking areas and land uses. These paths should be as direct and short as possible.
  - d. A safety and security plan that addresses lighting and maintenance of the parking areas.
  - e. Any additional applicable information, as requested by town staff.

#### **H. Garages**

1. Garage doors shall be positioned no closer to streets, squares or parks than 20 feet behind the principal plane of the building frontage. Garage doors shall not exceed 12 feet in width. Where space permits, garage doors shall face the side or the rear, not the front.
2. Driveways shall be a maximum of 10 feet wide in front of the principal plane of the building.