

Sec. 6-3-47. RDD rural development district.

(a) **Purpose.** The purpose of this district is not to restrict the use of land, but to regulate the manner in which land is developed in an effort to:

- (1) Protect land values through good and responsible development;
- (2) Conserve and ensure access to the county's natural and scenic resources for future generations to enjoy;
- (3) Secure the safety of residents from the hazards of improper development;
- (4) Enhance the outcome of development, and improve the siting of development in relation to its surroundings;
- (5) Protect and conserve the character of existing neighborhoods and subdivisions; and
- (6) Implement to the extent practical and feasible the county's land use plan in previously unzoned rural areas of the county.

This district is designed to maximize the development options available to a property owner or developer, providing a full range of residential as well as commercial, institutional and industrial uses. In so doing, emphasis is placed on performance and development standards to ameliorate the impact of such uses and eliminate the negative aspects of juxtaposing varied and dissimilar uses.

(b) **Permitted uses.** Within the RDD rural development district, a building or premises may be used for any purpose, unless elsewhere prohibited by this chapter; provided such use shall meet all applicable performance and development standards contained in this chapter.

(c) **Development standards.** The following development standards are applicable as specified to all buildings, structures and land uses in the RDD district. They are designed to address the development process as it impacts and relates to the following:

(1) *Sites and soils.*

- a. **Purpose.** Proper development begins with an analysis of the natural and environmental features of a site. These factors include land forms, freshwater wetlands, soils, slopes, floodplains, etc., and they differ from site to site. Each is critical to and must be addressed by the development process. The purpose of this subsection, therefore, is to mitigate the potential impact of development where it might adversely disturb or be adversely affected by these natural features.
- b. **Natural features inventory.** As part of the required site analysis, each site shall include an identification of any and all of the following natural features: floodplains, soils with severe limitations to development, and freshwater wetlands. Where such features are identified, sound engineering solutions shall be required to reduce or eliminate the impact of the proposed development, or such features shall remain undisturbed.
- c. **Floodplain requirements.** Where floodplains are identified by the analysis, and shown on the flood hazard boundary maps for the county, latest edition, all development shall comply with the county's floodplain management ordinance, Ordinance No. 7-87 (chapter 6 of this title).
- d. **Soils analysis requirements.**

1. Soils may pose significant constraints to development. However, these constraints often can be overcome by sound engineering solutions making use of such soils possible. Steps to overcome such conditions might include the removal of these soils from construction areas, use of additional fill dirt, use of extra-thick subbase, pilings, elevated first floor or other measures.
 2. The following soils are identified in a soil survey prepared for the county by the USDA Soil Conservation Service as presenting severe limitations to some types of development: Cartecay, Chewacla, Cataula, Enon, Goldston, Helena, Iredell, Mecklenburg, Kirksey, Louisburg, Nason, Tatum, Wehadkee, Wiles and Worsham.
 3. Where such soils have been identified on a site proposed for other than single-family or agricultural use, a soils report shall be submitted together with the preliminary plat or site plan. The report shall identify the soils and indicate how the limitations are to be overcome. The proposed method of dealing with the soils shall be approved by the county engineer prior to the issuance of a building permit.
- e. *Freshwater wetlands requirements.* Where freshwater wetlands are identified by the analysis, the applicant shall contact the U.S. Corps of Engineers to determine if such wetlands are jurisdictional wetlands, and, if so, to secure the necessary permits or clearance before a building or use permit shall be issued by the county.

(2) *Landscaping and common open space.*

- a. *Purpose.* The purposes of landscaping and open space standards are to improve the appearance of vehicular use areas and property abutting public rights-of-way; to protect, preserve and promote the aesthetic appeal, scenic beauty, character and value of land in the county; to promote public health and safety through the reduction of noise pollution, stormwater runoff, air pollution, visual pollution and artificial light glare; and to provide as part of all high density residential projects sufficient open space and recreational areas for the inhabitants of such projects.
- b. *Required landscaping.* The following uses and projects shall provide open space or landscaping in the amounts prescribed:

Proposed Uses/Projects	Common Open Space Ratio (percent of building site)	Landscaping Ratio (percent of building site)
Residential:		
Cluster Developments	20	--
Townhouse Projects	25	--
Mobile Home Parks	20	--
Multi-Family Projects	35	--
Nonresident:		
Institutional	--	25
Office	--	25
Industrial/Wholesale/ Storage	--	20
Commercial/Retail	--	15

1. *New sites.* No new development, building, structure or vehicular use area in connection with the uses listed in this subsection shall hereafter be created or used unless open space or landscaping is provided in accord with the provisions of this section.
2. *Existing sites.* No existing building, structure or vehicular use area in connection with the uses listed in this subsection shall be expanded or enlarged unless the minimum landscaping or open space required by the provisions of this section is provided to the extent of the alteration or expansion.

- c. *Common open space or landscaping plan.* Where required by subsection (c)(2)b. of this section, an open space or landscaping plan shall be submitted as part of the application for a building permit. The plan shall:
 1. Designate areas to be reserved as open space or for landscaping. The specific design of open space or landscaping shall be sensitive to the physical and design characteristics of the site.
 2. Designate the type of open space which will be provided, and indicate the location of plant materials, decorative features, recreational facilities, etc.
 3. Specify the manner in which common open space shall be perpetuated, maintained and administered.
- d. *Types of common open space and landscaping; maintenance.* The types of common open space which may be provided to satisfy the requirements of this section, together with the maintenance required for each, are as follows:
 1. For residential uses only:
 - i. Natural areas. These are areas of undisturbed vegetation or areas replanted with vegetation after construction. Woodlands are specific types of natural areas. Maintenance is limited to removal of litter, dead trees, plant materials and brush. Natural watercourses, considered to be open spaces, are to be maintained as free-flowing and devoid of debris.
 - ii. Recreational areas. These areas are designed for specific active recreational uses such as tot lots, tennis courts, swimming pools, ballfields and similar uses. Recreational areas shall be accessible to all residents of the development. Maintenance is limited to ensuring that there exist no hazards, nuisances or unhealthy conditions.
 - iii. Greenways. These are linear greenbelts linking residential areas with other open space areas. Greenways may contain bicycle paths, footpaths and bridle paths. Connecting greenways between residences and recreational areas are encouraged. Maintenance is limited to ensuring that there exist no hazards, nuisances or unhealthy conditions.
 - iv. Landscaped areas and lawns. This includes creative landscaped areas with gravel and tile, so long as the tile does not occupy more than five percent of the required open space. Lawns shall be mowed regularly to ensure neatness, and landscaped areas shall be trimmed, cleaned and weeded regularly.
 2. For nonresidential uses only, required landscaping shall be provided as follows:
 - i. Along the outer perimeter of a use, landscaping shall be provided where required by the bufferyard provisions of this chapter to separate incompatible land uses.
 - ii. Within the interior, peninsula or island type landscaped areas shall be provided for any open vehicular use area containing more than 30 parking spaces. Landscaped areas shall be located in such a manner as to divide and break up the expanse of paving and at strategic points to guide travel flow and direction. Elsewhere, landscaped areas shall be designed to soften and complement the building site. Maintenance shall be provided by the landowner.
 - iii. Along the exterior walls of all structures, exclusive of paved pedestrian ways or loading areas, a landscaped strip at least five feet wide shall be required.
- e. *Preservation of common open space.* Common open space shall be preserved in accord with the provisions of section 6-3-112(c).

(3) *Land use intensity.*

- a. *Purpose.* The purposes of this subsection are to:

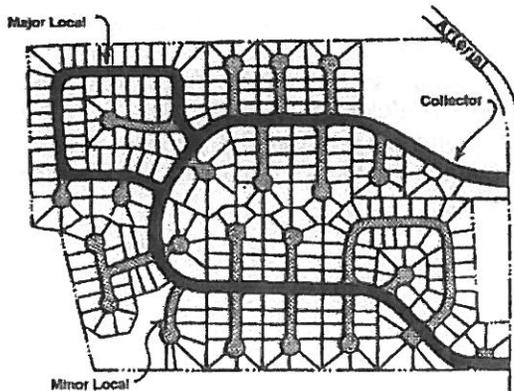
1. Relate land use intensity to the design function and carrying capacity of the county road network;
 2. Reduce the cost of road repair and maintenance by regulating development to
 3. Promote the safety and convenience of vehicular traffic;
 4. Protect the residential quality of neighborhoods by limiting nonresidential traffic; and
 5. Promote compatibility in the use of land and roadways.
- b. *Road classification.* In order to carry out the purposes set out in subsection (c)(3)a of this section, all streets and roads in the county are hereby classified on the basis of their traffic-carrying capabilities and their general function in the circulation system. The classification system is based on concepts and criteria contained in the Highway Functional Classification Manual, Concepts, Criteria, and Procedures, U.S. Department of Transportation, Federal Highway Administration, July 1974. The manual classifies streets and roads into one of three functional categories: (1) local, (2) collector, and (3) arterial. Local streets are separated from other types because they carry significant volumes of foot and bicycle traffic and are used by children. Therefore, traffic volumes must remain relatively low for the safety of adjoining residents. Collector streets generally form barriers between subdivisions and neighborhoods. Their traffic volumes and design speeds are correspondingly greater since their function is to connect local streets to major traffic routes. Arterial roads constitute the highway network upon which most traffic must flow. The efficiency of the system requires that these roads accommodate traffic at high speeds over considerable distances. For purposes of this section, these functional categories are refined to form a four-street classification system, characterized as follows:
1. *Minor local (access) street.* A minor local street is one designed primarily to access abutting properties. This street normally terminates in a cul-de-sac, loop or other turnaround, and has no more than two access points.
 2. *Major local (access) street.* A major local street is one designed primarily to access abutting properties. This street is characterized as one having two or more access points, and receiving traffic from minor local streets.
 3. *Collector street.* A collector street is a street that connects local access streets to the highway system's major and high-speed arterial roads. The collector street provides for both land access and traffic collection within residential subdivisions and commercial and industrial areas. Collector roads form barriers between subdivisions and are designed for higher speeds and traffic volumes than local streets.
 4. *Arterial street.* An arterial street is a street designed (1) to carry through traffic and (2) to carry intra-county traffic. Arterials are characterized as having access control, channelized intersections, restricted parking and signalization. The concept of service to abutting land is subordinate to the provision of travel service.
- c. *Service level classification.* The level of service for streets and roads is defined, according to the 1985 Highway Capacity Manual, in terms of vehicular delay. Delay is a measure of driver discomfort, frustration, fuel consumption and lost travel time. Varied and complex factors contributing to delay include intersection geometry, frequency of curb cuts, traffic volumes, signalization and cycle length, etc. The various levels of service are classified A through F, depending on the delay factor and traffic flow conditions, as follows:

Level of Service A:
Free Flow Conditions
Low Volumes
Little or No Delays
Uninterrupted Flow
No Restriction on Maneuverability
Drivers Maintain Desired Speed
Level of Service B:
Stable Flow Conditions
Operating Speeds Beginning to be Restricted
Level of Service C:
Stable Flow, But Speed and Maneuverability Restricted by Higher Traffic Volumes
Satisfactory Operating Speed for Urban Conditions
Some Delays at Signals
Level of Service D:
High Density, But Stable Flow
Restricted Speeds
Noticeable Delays at Signals
Little Freedom to Maneuver
Level of Service E:
Low, But Relatively Uniform, Operating Speeds
Volumes At or Near Capacity
Approaching Unacceptable Delays at Signals
Level of Service F:
Forced Flow Conditions
Stop and Go Operation
Volumes Below Capacity May be Zero
Average Vehicle Delay at Signals is Greater than One Minute

- d. *Standards.* The following design capacity standards and service level designations shall govern the intensity of development along streets and roads in the county:

Road Classification	Maximum ADT*	Service Level Designation
Minor Local Street (one access point)	500	A
Major Local Street (two access points)	1,600	A
Collector Street	3,000	C
Arterial Street	N/A	C

*ADT = Average daily traffic (trips)



e. Calculations.

1. *Determination of impact on ADT standards.* The following table of traffic generation standards shall be used in computing the number of trips to be generated by a given use. Also, traffic generated by existing uses on the impacted street shall be calculated by the table to determine aggregate daily traffic volumes and the capacity of the street to accommodate the proposed new use.

TRAFFIC GENERATION STANDARDS

Land Use	Average Vehicle Trips per Day (AVT)
A. Residential (per dwelling unit (DU)):	
Single Family	10.
Duplex	7.0
Townhouses, Patio Homes	7.0
Multifamily (apartments)	6.0
Retirement Homes	3.5
Mobile Home Park	3.5
B. Nonresidential (per 1,000 sq ft gross floor area (GFA)):	
Retail, freestanding:	
Supermarket	135.3
Discount Store	50.2
Department Store	36.1
Auto Supply	88.8
Auto Dealership	44.3
Convenience Store	577.0
Retail, shopping center:	
Regional	33.5
Community	45.9
Neighborhood	97.0
Industrial	5.5
Offices:	
General	11.7
Medical	63.5
Governmental	21.0
Research Center	9.3
Restaurants:	
Quality	56.3
Other Sit-Down	198.5
Fast Food	533.0
Banks	388.0
Hospitals (per staff member)	6.1
Educational (per student):	
College	2.5
Secondary	1.4
Primary	0.6
Commercial	0.8
Libraries	41.8
Other	From Quick Response Urban Travel Estimation Techniques, Transportation Research Board, Report No. 187.

2. *Determination of impact on service level designations.* The required calculation to determine the impact on service level designation shall be made by a qualified traffic engineer representing the applicant. All data, including the recommendations of the engineer, shall be made available to the zoning administrator, who in turn may request review, comments and verification from the state department of highways and public transportation, regional transportation officials and county traffic engineers.

f. *Application of standards in project review.*

1. Except for single-family dwellings and mobile homes with a minimum street frontage of 100 feet, all proposed projects and land uses shall be evaluated by the zoning administrator on the basis of their traffic generating capacity and their impact on designated street service levels. Where the administrator determines that a proposed use will generate ADT (average daily traffic) in excess of the limits established by subsection (c)(3)d. of this section or create a lower level of service than designated by subsection (c)(3)d. of this section for streets and roads in the county, the use shall be referred to the joint board of zoning appeals for review.
2. In its review of the project application, the joint board of zoning appeals may consult the state department of highways and public transportation, and other city, county and regional agencies involved in matters of transportation.
3. The review may result in: (1) required modifications to the proposed use, (2) required modifications to the internal or external road net serving and impacted by the proposed use, (3) a variance to the standards contained in subsection d. of this subsection, (4) mitigation, (5) required offsite improvements, (6) limitations on frontage and access, or (7) denial.
4. Joint board of zoning appeals approval shall be prerequisite to the issuance of a building permit for those projects referred by the zoning administrator to the board. The zoning administrator may approve projects determined not to exceed the standards of subsection (c)(3)d.

(4) *Impervious surfaces.*

- a. *Purpose.* Onsite infiltration of stormwater into the ground is one of the most effective ways to reduce the quantity of stormwater runoff. Limiting the proportion of the site covered by impervious surfaces helps to ensure onsite filtration. Impervious surfaces, such as parking lots, not only increase the amount of runoff from a site, but they also produce runoff that contains petroleum, heavy metals and other pollutants. By requiring onsite permeable areas, lot line to lot line blacktopping is declared by this section to be an unacceptable practice.
- b. *Standards.* The following uses shall be limited in the amount of onsite impervious surface areas to the prescribed ratios:

Proposed Use	Percent Total Lot/Site Area
Residential	35
Commercial/Business	75
Industrial/Warehousing/Storage	65
Institutional	55

(5) *Yards and setbacks.*

- a. *Purpose.* The purposes of the setback regulations set out in this subsection are to:
 1. Ensure the provision of light and open space between structures;
 2. Accommodate future street widenings at the lowest possible cost; and
 3. Prevent the crowding of development.
- b. *Standards.* All buildings and structures, including the expansion of existing buildings and structures, shall meet or exceed the following minimum setback requirements. However, fences and walls shall be allowed along the property line, unless otherwise specified by applicable bufferyard or site clearance requirements.

YARDS AND SETBACKS FOR RDD DISTRICT

Proposed Use	Minimum Yard and Building Setbacks From Street Right-of-Way					
	Local (ft)	Collector (ft)	Arterial (ft)	Side Property Line (ft)	Rear Property Line (ft)	Principal Buildings or Structures on Same Lot
Residential:						
Single-Family, Duplex	50	50	50	10	40	N/A
Mobile Home	50	50	50	10	40	N/A
Cluster Housing	50	50	50	(2)	8	N/A
Townhouse	50	50	50	(3)	25	20
Multifamily (3 or more units)	50	50	50	(4)	40	(4)
Mobile Home Park	50	50	50	20	40	20
Nonresidential:						
Commercial	50	50	50	10 (5)	20	(6)
Industrial/Warehousing/Storage	50	50	50	(7)	(7)	(4)
Office/Institutional	50	50	50	(4)	(4)	(4)
Agricultural:						
Feedlot	500	500	500	1000	1000	N/A
Commercial Poultry House	500	500	500	1000	1000	N/A
Slaughterhouse	500	500	500	1000	1000	N/A
Barns, Pens, Stables	100	100	100	100	100	N/A
Accessory Uses	(1)	(1)	(1)	Section 6-3-109	Section 6-3-109	5

Table notes:

- (1) Front yard setbacks for the above listed uses shall apply to accessory uses as well, except that freestanding sign structures and offstreet parking spaces may be located in the required front yard setback area; provided such use or structure shall be no closer than five feet to any property or street right-of-way line and shall occupy no required bufferyard.
- (2) For cluster housing subdivisions, patio and zero lot line houses, an eight-foot setback shall be required on one side, and a six-foot maintenance easement on the side abutting the property line. Where houses are set back from the property line on both sides, a minimum distance of six feet shall be required for both sides.
- (3) For townhouses, there shall be no minimum between units, but a 20-foot setback shall be required between the end unit and the external property line. No more than six units may be attached.
- (4) Minimum distance shall be 20 feet, plus one foot for each additional foot in height over 20 feet of the principal building or structure.
- (5) Commercial condominium projects are allowed to share interior property lines; provided that a 20-foot setback shall be required on the end units; further provided that such projects (buildings) shall not exceed 600 feet in length, parallel to the street providing principal access. Where buildings are grouped on the same lot, forming a shopping or business center, a 20-foot side yard setback shall be required on each end of the project.
- (6) Outparcels and other unattached principal buildings or structures shall be spaced no less than the minimum distance required for emergency vehicles to pass between such buildings or in such a manner as not to impair visual clearance of onsite traffic or otherwise create a traffic hazard.
- (7) Minimum distance to the property line shall be 50 feet, plus five feet for each additional 5,000 square feet of gross floor area over 20,000 feet. Open storage shall be located no closer than 25 feet to the side property line.

(6) Signs.

- a. Permanent signs for which a permit is not required: Same as C-1 district.
- b. Temporary signs for which a permit is not required: Same as C-1 district.
- c. Permanent signs for which a permit is required: Same as C-1 district.
- d. Billboards shall comply with the following conditions:
 1. Sign structures shall be a minimum of 300 feet apart.
 2. The sign shall not exceed 672 square feet in area with a display area of 48 feet in height by 60 feet in length.
 3. The sign shall comply with South Carolina Department of Transportation standards for outdoor advertising.

4. Signs may be placed on property with an active commercial or industrial use on the site and be located no closer than 300 feet from a residential use or residentially-zoned property.

(7) *Offstreet parking and loading.* See article H of this chapter.

(8) *Bufferyards.* Minimum bufferyard requirements for and between proposed uses in this district and adjacent uses are set forth in article E of this chapter, pertaining to bufferyards.

(9) *Minimum lot size.* Within the RDD rural development district, a minimum lot size of one acre shall be required for residential (single-family, duplex, mobile home, mobile home park, cluster housing, townhouse, multifamily) [uses]. A minimum lot size of two acres shall be required for commercial, warehousing, and office or institutional uses. A minimum lot size of ten acres shall be required for industrial uses.

(Ord. No. 21-90, § I, 8-7-90; Ord. No. 11-97, § I, 3-18-97; Ord. No. 14-99, §§ II, XIX, 4-20-99; Ord. No. 11-04, § 1, 5-4-04; Ord. No. 20-04, § 2, 9-21-04)