

§ 163.05-02 Folly Road Corridor Overlay District (FCOD).

(A) *Purpose and intent.* The intent of these provisions is to create a corridor that is well-planned and attractive through the implementation of land use and design standards that are consistent with adjacent jurisdictions and the utilization of traffic safety measures and access management for vehicles and pedestrians to ensure safe and efficient traffic movement. The portion of the FCOD located in the City of Folly Beach is intended to provide a natural scenic open space before entering the City of Folly Beach by preserving the marsh views and vistas of this area.

(B) *Location.* The FCOD extends from Tatum Road in the Town of James Island south to the Folly River Bridge in the City of Folly Beach, as depicted on the official zoning map.

(C) *Conflict.* The FCOD zoning district regulations of this chapter apply in addition to the underlying (base) zoning district regulations. In case of conflict between the FCOD regulations and other regulations in this ZDO, the most restrictive regulations shall control.

(D) *Applicability.* The standards in this section shall apply to all uses within the FCOD except single-family residential development.

(E) *District-specific standards.* All development (except single-family residential uses) within the FCOD shall comply with the following standards:

(1) *Streetscape buffer along Folly Road.*

(a) Except when reduced in accordance with this section, all development shall maintain a 25-foot vegetated streetscape buffer from the Folly Road right-of-way.

(b) Required buffers from the Folly Road right-of-way may be reduced by the DRB when:

1. The principal structure is placed within the area occupied by the perimeter buffer; and
2. All off-street surface parking is placed to the side or rear of the structure.

(c) Fencing may be required to screen adjacent residential uses.

(2) *Perimeter buffers.* All development shall comply with the perimeter buffers in [§ 166.02](#), Landscaping Standards, and shall maintain a 25-foot vegetated buffer from marshlands, wetlands, and other sensitive natural features. Vegetated buffers between uses and environmental features shall be configured in accordance with the following standards:

- (a) Existing vegetation shall be maintained to the maximum extent practicable;
- (b) New plantings shall consist of native or naturalized species;
- (c) At least 50% of newly-planted understory screening material shall be evergreen;

(d) Stormwater conveyance measures are allowed within buffer areas only in cases where existing trees are not affected.

(3) *Accessory structures.* Accessory structures shall be limited to nonresidential principal uses, and shall not exceed 25% of the principal structure's heated square footage.

(F) *Dimensional standards.*

(1) Maximum building height shall be limited to 34 feet above the top of the first living floor surface.

(2) Maximum height of multifamily housing shall be limited to 24 feet above the top of the first living floor surface.

(3) Maximum lot coverage shall not exceed 30% of a lot's high ground area.

(4) Development shall be setback at least 25 feet from the OCRM critical line.

(G) *Sign standards.* Freestanding signs shall be monument style, limited to one per street frontage, and shall comply with the following standards:

(1) Maximum sign face area shall be limited to 40 square feet for individual signs and 100 square feet for shared shopping center signs;

(2) Signage shall have a maximum of two faces per sign;

(3) Sign height for individual signs shall be limited to a maximum of six feet. Sign height for shared shopping center signs shall be limited to a maximum of ten feet; and

(4) Signs may not be internally illuminated.

(5) Electronic message boards shall be prohibited, except those by a duly constituted governmental body and approved by City Council.

(H) *Pedestrian circulation.* New development shall meet the sidewalk and pedestrian circulation standards in the ZDO as well as the following:

(1) Grade-separated pedestrian walkways shall be provided from the public sidewalk system to a principal structures primary entrance;

(2) Pedestrian walkways shall be designed and located in a manner that does not require pedestrians to walk through parking lots;

(3) A separated 12-foot multi-use path along frontage of the parcel shall be installed. Right of way buffers may be reduced to accommodate the provision of a multi-use path. The Zoning Administrator shall be authorized to reduce the width of the required multi-use path if conflicts with trees, utilities, or other conditions exist that would render the required width unfeasible.

(I) *Vehicle access.* New development shall meet the vehicle access standards in the ZDO as well as the following:

(1) All parcels in this overlay zoning district with a future or current residential land use designation are allowed one curb cut per 150 feet of road frontage; all other commercial uses are allowed one cut every 250 feet.

(2) Proposed new access drives shall be a minimum distance of 75 feet from a street intersection measured from the edge of the intersecting roadway to the beginning of the driveway radius. These minimum spacing requirements will be increased if a right turn deceleration lane is required and shall equal the length of the turn lane and taper plus an additional distance of 50 feet.

(3) All applications for development of non-residential uses shall include a suitable access management plan demonstrating that the driveway separation requirements can be met. The following techniques may be employed to achieve this result, but the burden of accomplishing the desired effect remains with the developer of the property:

- (a) Aggregation of parcels;
- (b) Parallel frontage or backage roads;
- (c) Shared curb cuts between adjoining properties; and
- (d) Shared access easements between parcels.

(J) *Traffic study.* A traffic impact analysis shall be required in all instances in which the proposed development area exceeds three acres or generates 100 or more peak hour vehicle trips. Such traffic impact shall be prepared by a qualified professional and shall meet the standards required by Charleston County for properties in the FCOD.

(K) *Coordination with other jurisdictions.* A letter of coordination from the Town of James Island, City of Charleston, and/or City of Folly Beach shall be a required part of all land development applications, dependent upon overlay zoning district area. The purpose of the letter of coordination is to ensure that each jurisdiction is aware of proposed development and that there is consistency in land use, density/intensity and dimensional standards, and design and development standards adopted by the jurisdictions. Coordination with applicable town, city or county: Council, Planning Commission, Staff, Design Review Board or other review, recommendation, or decision making bodies may be required.

(L) The following uses are prohibited in the FCOD:

- (1) Tattoo parlors;
- (2) Vehicle storage;
- (3) Boat/RV storage;
- (4) Hotels and motels;
- (5) Shooting ranges;
- (6) Automobile dealerships;

(7) Billboards; and

(8) Gun shops.

(M) The following uses are allowed as special exceptions in the FCOD:

(1) Liquor, beer, or wine sales;

(2) Bar or lounge;

(3) Vehicle repair;

(4) Fast food restaurant; and

(5) Indoor recreation.

(Ord. 05-10, passed 3-23-10; Am. Ord. 04-14, passed 3-11-14; Am. Ord. 02-17, passed 4-11-17; Am. Ord. 15-20, passed 12-8-20; Am. Ord. 11-21, passed 5-11-21)