

BULL STREET NEIGHBORHOOD

COLUMBIA, SOUTH CAROLINA

PLANNED UNIT DEVELOPMENT SUBMITTAL
FEBRUARY 10, 2012
REVISED AUGUST 7, 2015 AND MARCH 10, 2019
APPLICANT - HUGHES DEVELOPMENT CORPORATION



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DESCRIPTIVE STATEMENT

Detailed Project Description

The Bull Street Neighborhood plan is a unified vision by the Developer which establishes mutual expectations and cooperative engagement with the City of Columbia and its citizens. Moreover, the plan ensures the integrity of the historic district and the property's environs. The City recommended and the Developer respected the following principles to guide the development of Bull Street Neighborhood:

- Create a master plan and associated design guidelines;
- Maintain the integrity of the historic district;
- Mix commercial and residential uses;
- Create a walkable and bicycle-friendly place;
- Maximize the economic impact and increase the tax base;
- Integrate the Bull Street Campus into the City, and
- Provide parks and open space.

The respective property is currently zoned C-1 which does not maximize the value of the site, allow a mixture of uses, or protect the historic district. Over the past year, the Developer conferred with prospective users, stakeholders, and members of the community in order to update the original Bull Street master plan and properly evaluate this once-in-a-generation redevelopment opportunity. The resultant Bull Street Neighborhood utilizes a form-based zoning code, which contains strict design guidelines related to form, and placemaking while allowing flexibility in land uses.

The City's Comprehensive Plan recommends studying the benefits of form-based zoning and notes that a form-based code is more amenable than the existing zoning regulations in promoting a mix of use. Indeed, the Bull Street Neighborhood will serve as that pilot project and will enable us to mix commercial and residential development in a pedestrian-friendly manner. The Bull Street Neighborhood Form-Based Code identifies historic structures which will be retained, creates parks and open spaces, designs "complete streets" to enable safe access for all users, and establishes a development pattern that respects the neighboring communities while connecting to the existing City grid. More importantly, the Bull Street Neighborhood master plan will permit the regeneration of the existing, abandoned state hospital campus into a destination where people will want to live, work and play, thus increasing the tax base and creating a world-class place within the City of Columbia.

The Bull Street Neighborhood's plan represents the tenets of Smart Growth in that it incorporates multimodal transportation patterns, a mix of land uses, an overall sense of community, and will undoubtedly serve as a benchmark of sustainable development practices in the southeast and country. The Bull

Street Neighborhood PUD includes the preservation of landmark buildings and the adaptive reuse of historic buildings on the site while maximizing the economic impact of the site for the City of Columbia and its citizens.

Regarding infrastructure and connectivity, the Bull Street Neighborhood integrates into and becomes part of the City of Columbia via its un-gated entrances and traffic calming techniques that improve safety and promote all modes of transportation. The proposed civic spaces provide public amenities for the Bull Street Neighborhood and surrounding neighborhoods alike.

Finally, the Bull Street Neighborhood will preserve and enhance the existing and proposed tree canopy and vegetation. The proposed development guidelines promote development that is consistent with the existing, historic buildings on the property.

Please see Exhibit A for additional information related to the Bull Street Neighborhood.

Neighborhood Consultation

During the development of the Bull Street Neighborhood Plan, the charrette process included a number of neighborhood meetings to gather input and provide updates on the development of the plan for the Bull Street Neighborhood. These charrettes and meetings were updated and revisited in an additional weeklong workshop involving many of the same people and others.

Descriptive Statement

Legal Description

The legal description for the proposed Bull Street Neighborhood is as follows:

All that piece, parcel, or lot of land known as the South Carolina Department of Mental Health Bull Street Campus as shown on a plat prepared for South Carolina Department of Mental Health dated December 2, 2008, by Cox and Dinkins Engineers and Surveyors and containing three parcels: a Portion of 11501-01-01 containing 181.14 acres, a Parcel "X" containing 2.59 acres, and a Parcel "Y" containing 0.06 acres; and having according to said plat the following metes and bounds to wit:

Portion of 11501-01-01
Beginning at the Intersection of the Eastern right-of-way

margin of Bull Street (S.C. Hwy. No. 277) and the Southern right-of-way margin of Colonial Drive at a PK Nail (n), this being the POINT OF BEGINNING (P.O.B.); thence turning and running along the Southern right-of-way margin of Colonial Drive for the following bearings and distances:

N 49°24'22" E for a distance of 955.94 feet to a 5/8" Rebar (o); N 49°38'57" E for a distance of 1054.93 feet to a 1/2" Rebar (n) (a 15' Reference); N 49°38'57" E for a distance of 15.00 feet to a Point; S 39°32'48" E for a distance of 21.83 feet to a Point; a curved line of length 627.19 feet (curve of radius 2331.77 feet, chord bearing of N 46°33'32" E, chord distance of 625.30 feet) to a 1/2" Rebar (n); N 39°57'52" E for a distance of 7.99 feet to a 1/2" Rebar (n); a curved line of length 71.27 feet (curve of radius 2586.45 feet, chord bearing of N 39°05'02" E, chord distance of 71.27 feet) to a 1/2" Rebar (n); S 40°18'38" E for a distance of 32.17 feet to a 1/2" Rebar (n); S 40°18'38" E for a distance of 32.70 feet to a 1/2" Rebar (n); N 23°31'29" E for a distance of 166.30 feet to a 1/2" Rebar (n); a curved line of length 184.83 feet (curve of radius 1475.47 feet, chord bearing of N 26°07'50" E, chord distance of 184.71 feet) to a 1/2" Rebar (n); a curved line of length 45.92 feet (curve of radius 22598.45 feet, chord bearing of N 28°36'58" E, chord distance of 45.92 feet) to a 1/2" Rebar (n); a curved line of length 78.29 feet (curve of radius 42.00 feet, chord bearing of N 75°30'22" E, chord distance of 67.44 feet) to a 5/8" Rebar (o); thence turning and running along the Western right-of-way margin of Harden Street for the following bearings and distances:

S 48°32'49" E for a distance of 8.78 feet to a 5/8" Rebar (o); a curved line of length 390.28 feet (curve of radius 1138.05 feet, chord bearing of S 39°04'28" E, chord distance of 388.37 feet) to a 5/8" Rebar (o); S 20°01'38" E for a distance of 2271.34 feet to a Fencepost (o); thence turning and running In a curved line of length 390.92 feet along the Southern Railway R/W (curve of radius 1484.03 feet, chord bearing of S 24°01'59" W, chord distance of 389.79 feet) to a 5/8" Rebar (o); thence turning and running S 69°51'55" W along the Southern Railway R/W and the property of now or formerly Charlotte Columbia for a distance of 194.33 feet to a 1/2" Rebar (o); thence turning and running S 20°04'08" E along the Southern Railway R/W and the property of now or formerly Charlotte Columbia for a distance of 417.97 feet to a 5/8" Rebar (o); thence turning and running along the Northern right-of-way margin of Calhoun Street for the following bearings and distances:

S 70°21'47" W for a distance of 565.92 feet to a 3/4" Rebar (o); S 69°58'43" W for a distance of 92.19 feet to a Conc. mon. (o); S 69°48'10" W for a distance of 462.72 feet to a 5/8" Rebar (o); S 16°32'02" E for a distance of 13.17 feet to the Corner of a Wall; S 70°01'09" W for a distance of 1009.74 feet to a Point

on Face of Wall (Witnessed by a 1" Pinch Top (o) 2.26'); thence turning and running N 20°20'24" W along the property of now or formerly The State of S.C. for a distance of 431.77 feet to a 1" Pinch top (o); thence turning and running S 69°55'11" W along the property of now or formerly The State of S.C. for a distance of 443.49 feet to a 1/2" Rebar (n); thence turning and running N 20°17'34" W along the Eastern right-of-way margin of Bull Street (S.C. Hwy. No. 277) for a distance of 1735.72 feet to a PK Nail (n), the POINT OF BEGINNING (P.O.B.).

Parcel "X"

Commencing at the Intersection of the western right-of-way margin of Harden Street and the Southern right-of-way margin of Colonial Drive, then running approximately 449.06 feet in a southerly direction to a 5/8" Rebar (o), this being the POINT OF BEGINNING 2 (P.O.B. 2); thence turning and running the following bearings and distances: N 65°24'40" E for a distance of 50.16 feet to a Point; S 20°01'38" E for a distance of 2237.40 feet to a Point; a curved line of length 62.76 feet (curve of radius 1484.03 feet, chord bearing of S 32°47'27" W, chord distance of 62.76 feet) to a Fencepost (o); thence turning and running N 20°01'38" W along the western right-of-way margin of Harden Street for a distance of 2271.34 feet to a 5/8" Rebar (o), the POINT OF BEGINNING 2 (P.O.B. 2).

Parcel "Y"

Commencing at the Intersection of the western right-of-way margin of Harden Street and the Southern right-of-way margin of Colonial Drive, then running approximately 309.04 feet in a westerly direction to a 1/2" Rebar (n), this being the POINT OF BEGINNING 3 (P.O.B. 3); thence turning and running the following bearings and distances: S 23°31'29" W along the Southern right-of-way of Colonial Drive for a distance of 166.30 feet to a 1/2" Rebar (n); N 40°18'38" W along the Southern right-of-way of Colonial Drive for a distance of 32.70 feet to a 1/2" Rebar (n); N 34°27'46" E for a distance of 154.69 feet to a 1/2" Rebar (n), the POINT OF BEGINNING 3 (P.O.B. 3).

DESCRIPTIVE STATEMENT

Land Use and Zoning

The proposed Bull Street Neighborhood includes approximately 181 acres of land. The proposed site plan (Attachment A) illustrates the general location of access points, open space, and historic and tree preservation areas. The development of the site based upon incremental city building principles will include the following mix of land uses accommodated in the T4, T5, and Special District Transect Zones as fully described in the Bull Street Neighborhood Form-Based Code (Attachment B):

- Residential: maximum of 3,558 detached and attached units in a variety of bedroom unit types; and
- Non-Residential (includes civic): maximum of 3,300,000 heated square feet.

The Bull Street Neighborhood PUD preserves the right for the South Carolina Department of Mental Health to continue to use and expand their use of the subject property for medical purposes until said facility is either closed or sold. The Consolidated Review Committee (CRC) as described in the Bull Street Neighborhood Form-Based Code shall maintain the authority and have the obligation to apply the aforementioned transect zones and land uses within the Bull Street Neighborhood according to the Bull Street Neighborhood Master Plan and land development regulations stated in the Bull Street Neighborhood SmartCode. Attachment F demonstrates the illustrative development patterns that are promoted by the Bull Street Neighborhood SmartCode. Please note that the imagery of Attachment F reflects illustrative development patterns and does not serve as development regulations within the Bull Street Neighborhood.

Table 11 of the Bull Street Neighborhood Form-Based Code will govern parking standards for the Bull Street Neighborhood. The proposed Bull Street Neighborhood will include a minimum of twenty-five (25) acres of civic space as described in Table 13 of the Bull Street Neighborhood Form-Based Code and will be allocated accordingly as master site plans are developed within the Bull Street Neighborhood. Moreover, the Form-Based Code includes bulk restrictions for all lots within the Bull Street Neighborhood in the following tables: Table 15B and Table 15C.

Economic Feasibility of Commercial Development

The Bull Street Neighborhood represents an urban infill site of substantial scale and importance within the City of Columbia. Developer recognizes that the first phase of development within the Bull Street Neighborhood will set the stage for subsequent phases as well as establish a new submarket within the City. Accordingly, the Bull Street Neighborhood Plan must maintain flexibility in order to respond sustainably and responsibly to future economic cycles and absorption levels that remain uncer-

tain today. Moreover, the Bull Street Neighborhood PUD should provide the capacity and the requirements for development to remain contextual within its surroundings regardless of the type and scale of use, which may locate there. The Bull Street Neighborhood PUD's structure and associated land development regulations recognize the existing absorption rates in the City of Columbia and the respective region and afford the opportunity to accommodate a myriad of rates of absorption and varied economic conditions via the principles of incremental city building.

In addition, even if the Bull Street Neighborhood attracts increased absorption and a large share of the market in the Columbia region, the density and scale of the redevelopment will most likely take nearly twenty (20) years. A Council group of the Urban Land Institute recently stated that a twenty-year development plan needed to be extended by 50% in time solely because of the temporal risk contained in the first estimate. Thus, over the next twenty years, the Bull Street Neighborhood can expect three more serious real estate cycles. As a result, a range of types of product types will evolve as favored to discounted. In response to the aforementioned condition, the Bull Street Neighborhood Master Plan and Code represents the ability to adapt to a range of market conditions and user preference in order to prove a sustainable urban infill development in the City of Columbia. Developer firmly believes that in order to make a positive impact on the City of Columbia in the present and future, Bull Street Neighborhood must be governed by a flexible plan that guarantees safety and security to people and property, but also guarantees flexibility and "freshness" to the market. In that way resale and property values will remain high and the Bull Street Neighborhood will become the magnet for the creative class that will most appropriately serve Columbia's growth and aspirations.

Homeowners' Association Documents

Please see attached (Attachment C) Bull Street Neighborhood Covenants.

Development Phasing

The proposed Bull Street Neighborhood will be developed in multiple phases over the next thirty years.

Design Standards and/or Administrative Procedures

The proposed Bull Street Neighborhood Form-Based Code includes the respective design standards and administrative procedures for the property.

Zoning District Regulations that would prevail if the PUD were silent

The proposed Bull Street Neighborhood will continue to develop over the next thirty (30) years and it is not anticipated that the development agreement and/or PUD-LS zoning will become silent on any land development regulations within the aforementioned development period.

Landmark, Precedent and Existing Structures, Retained Streets and Trees

To the extent that a Site Plan includes Landmark, Precedent and Existing Structures, Retained Streets and Trees, standards shall be applied as follows:

- The central portion of the Babcock Building and the South Gate and Wall sections as identified in Exhibit A of the Bull Street Form-Based Code within the Bull Street Neighborhood are designated as Landmarks by the City of Columbia and shall be handled according to the City's Landmark Standards found in Chapter 17 Article V.
- The following structures within the Bull Street Neighborhood shall be designated Precedent Structures: Babcock north and south wings; Babcock male and female Dining Halls; The Chapel of Hope; and the central portion of the Williams building.
- Precedent Structures shall be retained and any preservation reconstruction, addition, alteration, repair, or site improvement, erection, or replacement of any sign, marquee, awning or other exterior architectural feature, or attachment of any appurtenance to a Precedent Structure shall require a certificate of design approval appropriately issued by the DRB prior to permitting. The DRB will use the Standards of the Secretary of the Interior as a guide in the issuance of design approvals.
- Existing Structures occupied at the time of approval of the PUD may continue in use as they are until a change of tenancy or substantial modification is requested. If, at that time, these Existing Structures are not in conformity with the requirements of the Bull Street Form-Based Code, the structures will not be required to be demolished and conforming uses within non-conforming Existing Structures may be continued and expanded..
- Existing Structures not occupied at the time of approval of the PUD that are not in conformity with the requirements of the Bull Street Form-Based Code may be preserved and expanded in the future, provided the use meets the requirements of Table 12 and the DRB finds that such use will advance the intend of the Bull Street Form-Based Code.
- The following Streets and Trees shall be retained or replaced in-kind and incorporated into the development: the main entrance drive from Bull Street to Babcock and the tree allée, and Pickens Street from Babcock to Williams and the associated tree canopy. Removed trees shall be

mitigated in accordance with Section 5.9 of the Bull Street Form-Based Code.

- The view of the Babcock dome from Elmwood Avenue serves as a symbol of the Bull Street campus and obstruction of this view shall be prohibited.

Existing Site Plan or Plat of Survey

Please see Attachment D.

Proposed Site Plan

Please see Attachment A.

Building Elevations

Please see Attachment F. Please note that these elevations and block diagrams are for illustrative purposes only and are not regulatory in nature.

Existing Tree Survey

Please see Attachment E.

ATTACHMENT A
BULL STREET NEIGHBORHOOD SITE PLAN & SUPPLEMENTAL INFORMATION

There are two patterns of urbanism in North America: the Traditional Neighborhood, which was the model from the first settlements to World War II, and Suburban Sprawl, which has been the model since then. They are similar in their initial capacity to accommodate people and their activities; the principal difference is that Suburban Sprawl contains environmental, social, and economic deficiencies inevitably choking sustained growth. The Traditional Neighborhood has many physical, social and economic attributes that do not exist in suburbia.

The Neighborhood is a comprehensive planning increment: when clustered with others, it becomes a town; when standing free in the landscape, it becomes a village. The Neighborhood varies in population and density to accommodate localized conditions.

The Traditional Neighborhood Has Several Positive Consequences:

By bringing most of the activities of daily living into walking distance, everyone (especially the elderly and the young) gains independence of movement.

By reducing the number and length of automobile trips, traffic congestion is minimized, the expenses of road construction are limited, and air pollution is reduced.

By providing walkable streets and squares of comfortable scale with defined spatial quality, neighbors can come to know each other and to watch over their collective security.

By providing appropriate building concentrations at easy walking distances from bus stops, public transit becomes a viable alternative to the automobile.

By providing a full range of housing types and work places, age and economic classes are integrated and the bonds of an authentic community are formed. Even affordable housing occurs naturally and in a highly integrated manner. The affordable housing looks like the market-rate housing, using

similar exterior materials, windows, and building forms. Affordable housing is not segregated and is never clustered in large numbers. Housing can be provided above retail establishments. This type of dwelling can be provided for the cost of construction alone, because the cost of land can be assigned to the retail component of the building.

By providing suitable civic buildings and spaces, democratic initiatives are encouraged and the balanced evolution of society is facilitated.

The social and environmental benefits of a New Urbanist community, or Traditional Neighborhood Development (TND) results from certain physical and organizational characteristics. An authentic Neighborhood includes most of the following:

- 1 The development should preserve sensitive natural and cultural areas as permanent open space;
- 2 The basic increment of development should be the walkable, diverse pedestrian shed, forming a neighborhood;
- 3 Each neighborhood should have a discernible center to serve as a community gathering place. This center would also contain a transit stop;
- 4 The pedestrian shed should be a five or ten-minute walk to the neighborhood center so pedestrians may have access to transit. This distance averages one-quarter of a mile;
- 5 There should be sufficiently varied shops in proximity to the neighborhood to satisfy ordinary daily household needs. A convenience store is the most important among them;
- 6 The neighborhood should incorporate a variety of places to work, including those that enables work at the dwelling;
- 7 Each neighborhood should incorporate a variety of dwelling types, so younger and older persons, single households and families may be housed;
- 8 Each dwelling should be permitted to have an

- 9 ancillary unit for use as a rental apartment;
- 9 An elementary school should be available, or a site reserved, within one mile of most dwellings;
- 10 Small playgrounds should be quite near every dwelling, no more that one-eighth of a mile;
- 11 Thoroughfares within the neighborhood be a network, connecting wherever possible to adjacent thoroughfares in order to provide a variety of itineraries and disperse traffic;
- 12 Thoroughfares should be designed to slow traffic, creating an environment appropriate for pedestrians and bicyclists as well as automobiles;
- 13 Building frontages should collectively support pedestrian streetscapes and mask most parking lot.
- 14 Certain prominent sites should be reserved for civic buildings. Buildings for meeting, education, religion or culture should be located

at the termination of street vistas or at the Neighborhood center.

The Transect, in its origins (Von Humboldt 1790), is a geographical cross-section of a region used to reveal a sequence of environments. Originally, it was used to analyze natural ecologies, showing varying characteristics through different zones such as shores, wetlands, plains and uplands. Modernist transportation's suppression of the natural Transect zoning has catalyzed the current need to re-represent it as a viable alternative theory. A common rural to urban continuum correlation provides the basis of the various specialized components for a new system of zoning, one that creates complex, contextually resonant natural and human environments. In Transect planning, this range of environments is the basis for organizing the components of the built world: building, lot, land use, street, and all other physical elements of the human habitat.



BULL STREET

INTRODUCTION THEORY AND PRACTICE

THE TRANSECT

One of transect planning's key objectives is the creation of immersive environments. Successful immersive environments are based on the selection and arrangement of all the components that contribute to a particular type of environment. Each environment, or Transect Zone, is comprised of elements that support and intensify its locational character. Through the Transect, planners are able to specify different urban contexts that have the function and intensity appropriate to their locations. For instance, a farmhouse would not contribute to the immersive quality of an urban core, whereas a high-rise apartment building would. Wide streets and open swales find a place on the Transect in more rural areas while narrow streets and curbs are appropriate for urban areas. Based on local practices, most elements can be locally calibrated to contribute to the regional and vernacular character of a given environment.

The continuum of the Transect, when subdivided, lends itself to the creation of zoning categories. Six have been identified. These Transect zones (T-zones) display more-or-less fixed identifiable characteristics, from the most rural and natural environment (T-1) to the most urban environment (T-6). The standards specified by the zoning categories overlap, reflecting the successional eco-zones of natural and human communities.

The Transect is evident in two ways: it exists in place and it evolves over time. Yet, the evolution of communities over time is the unforeseen element in urbanism. A hamlet may evolve into a village

and then into a town; its' T-zones increasing in density and intensity over a period of many years. The initial organization of the Transect supports this growth.

The Transect Zones impose the discipline of the distribution of densities and building types throughout the plan. They also create a high degree of flexibility as several building types can be applied in every Transect Zone. The Regulating Plan also shows the form and location of public open spaces.



EXISTING CONDITIONS



BULL STREET

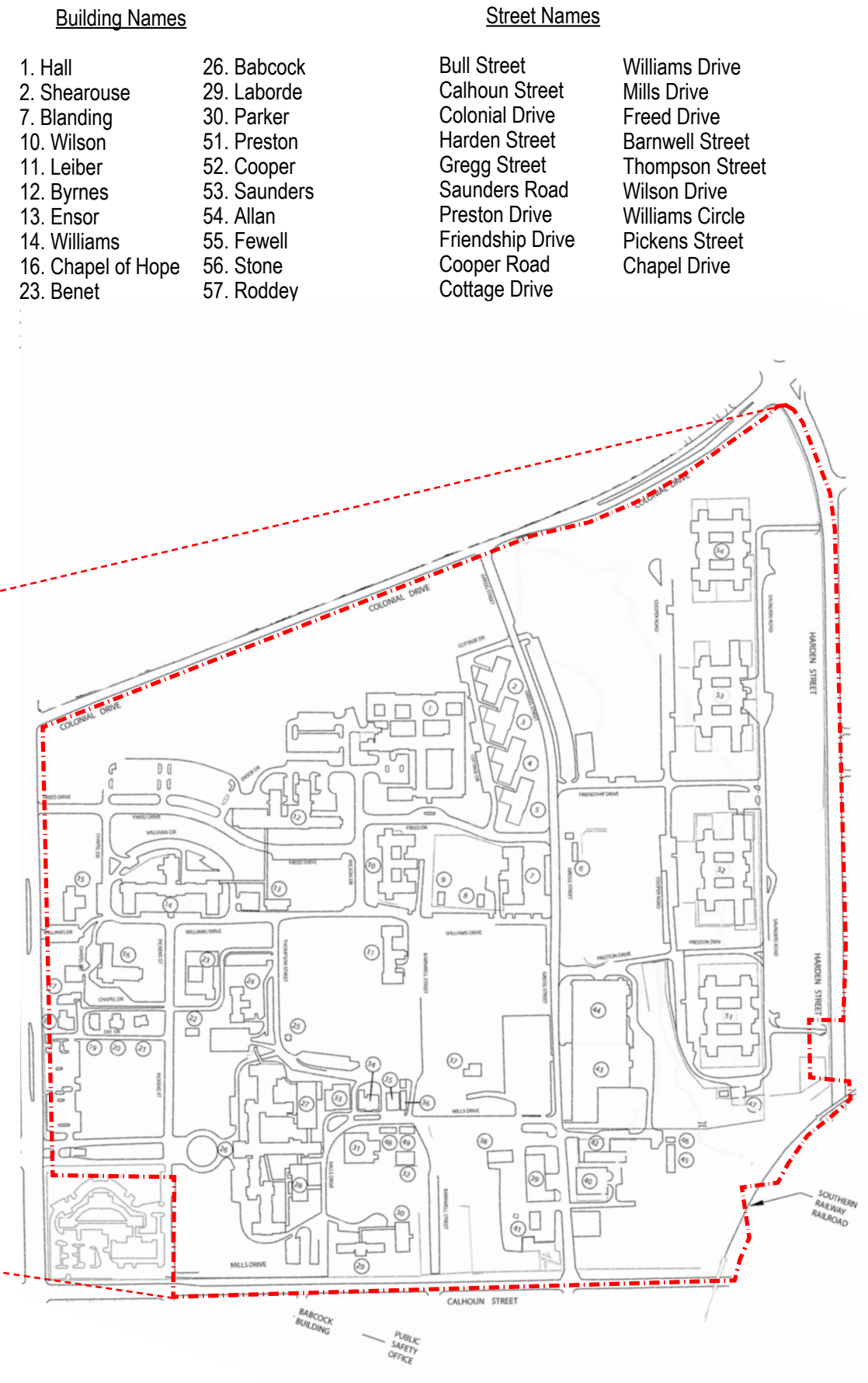
EXISTING CONDITIONS VICINITY AND SITE MAPS

Site Description

The South Carolina Department of Mental Health maintains a 178-acre campus situated in the northeast corner of Columbia's immediate downtown. Today's facility – bounded by Calhoun Street to the south, Bull Street to the west, Colonial Drive to the North, and Harden Street to the east -- began as a much smaller institution in 1828 within a state-of-the-art asylum designed by architect Robert Mills. Throughout the campus stand historically and architecturally significant structures that illustrate the evolution of the Department of Mental Health and state's commitment to treating the mentally ill.



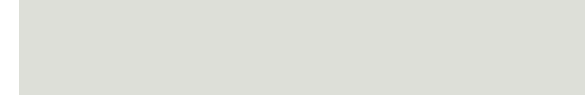
Vicinity Map of the Site



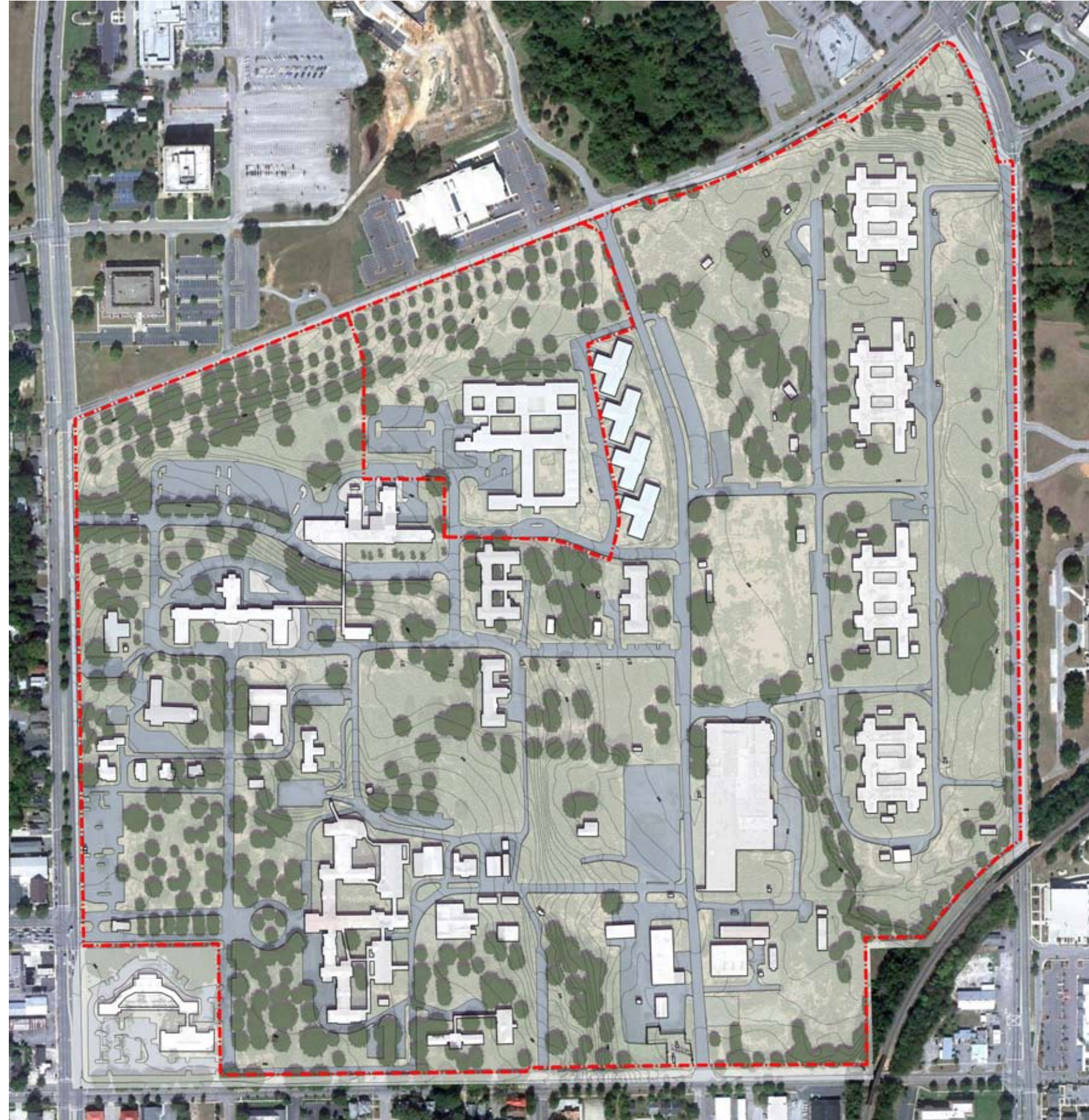
Map of the Site

BULL STREET

EXISTING CONDITIONS
SITE ILLUSTRATIVE

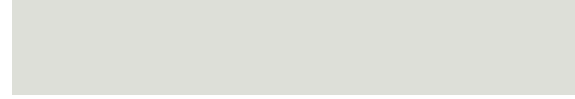


PROPERTY LINE

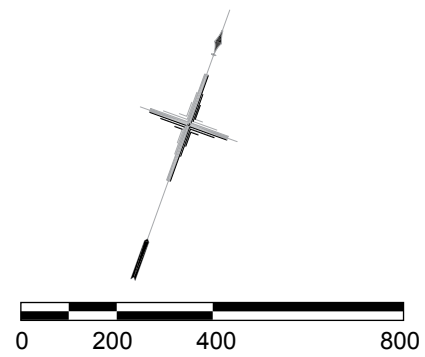
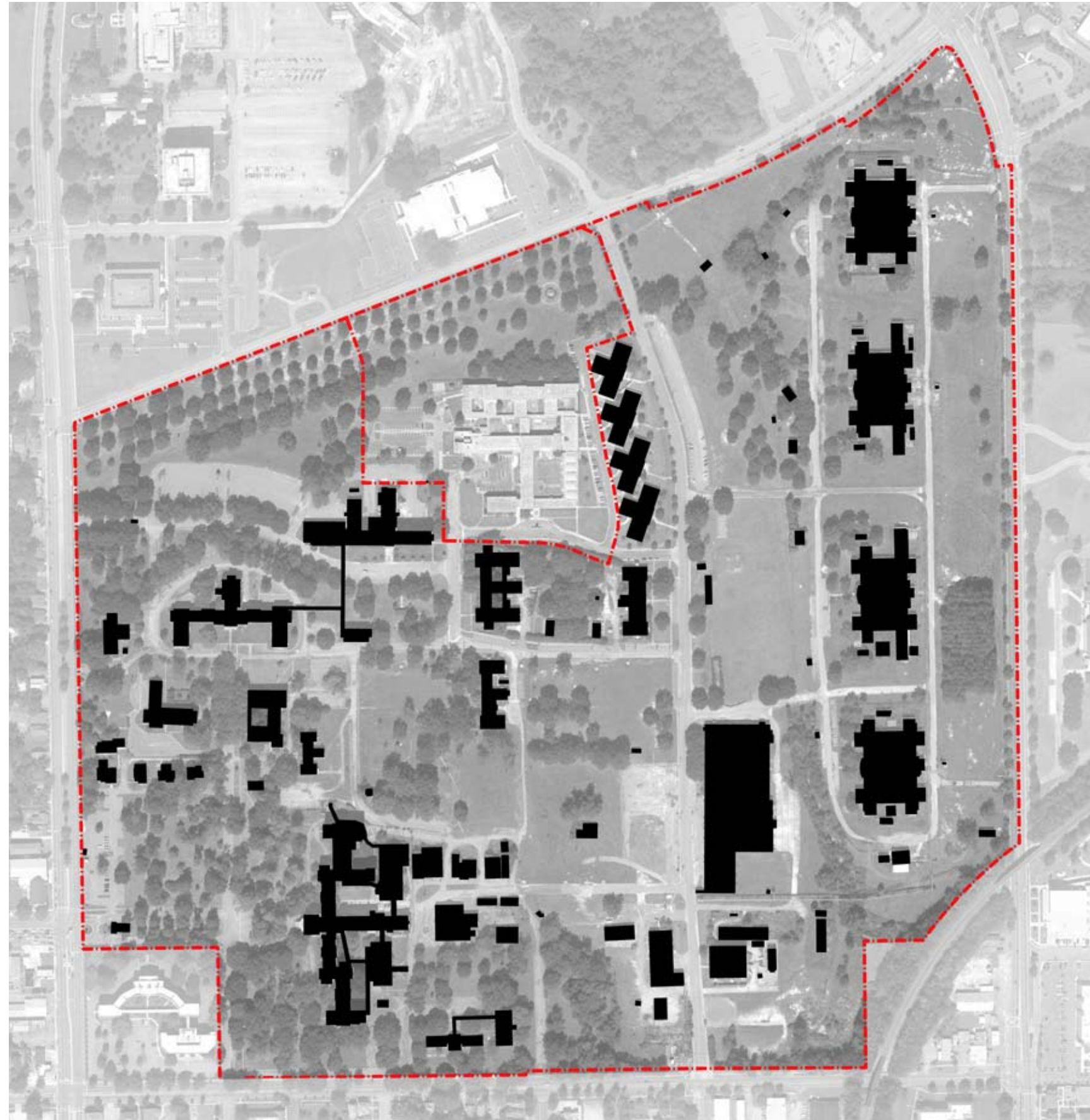


BULL STREET

EXISTING CONDITIONS
EXISTING STRUCTURES

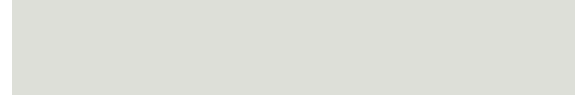


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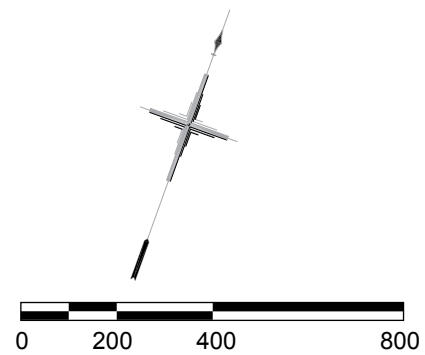


BULL STREET

EXISTING CONDITIONS
EXISTING TREES



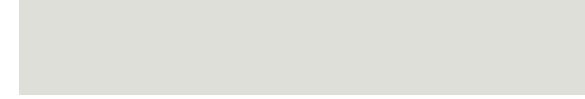
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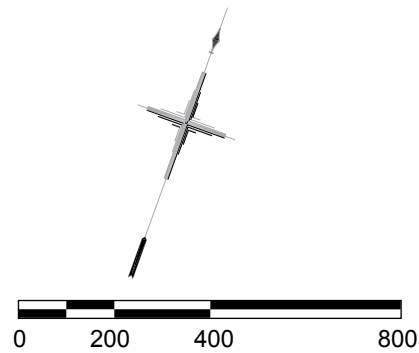
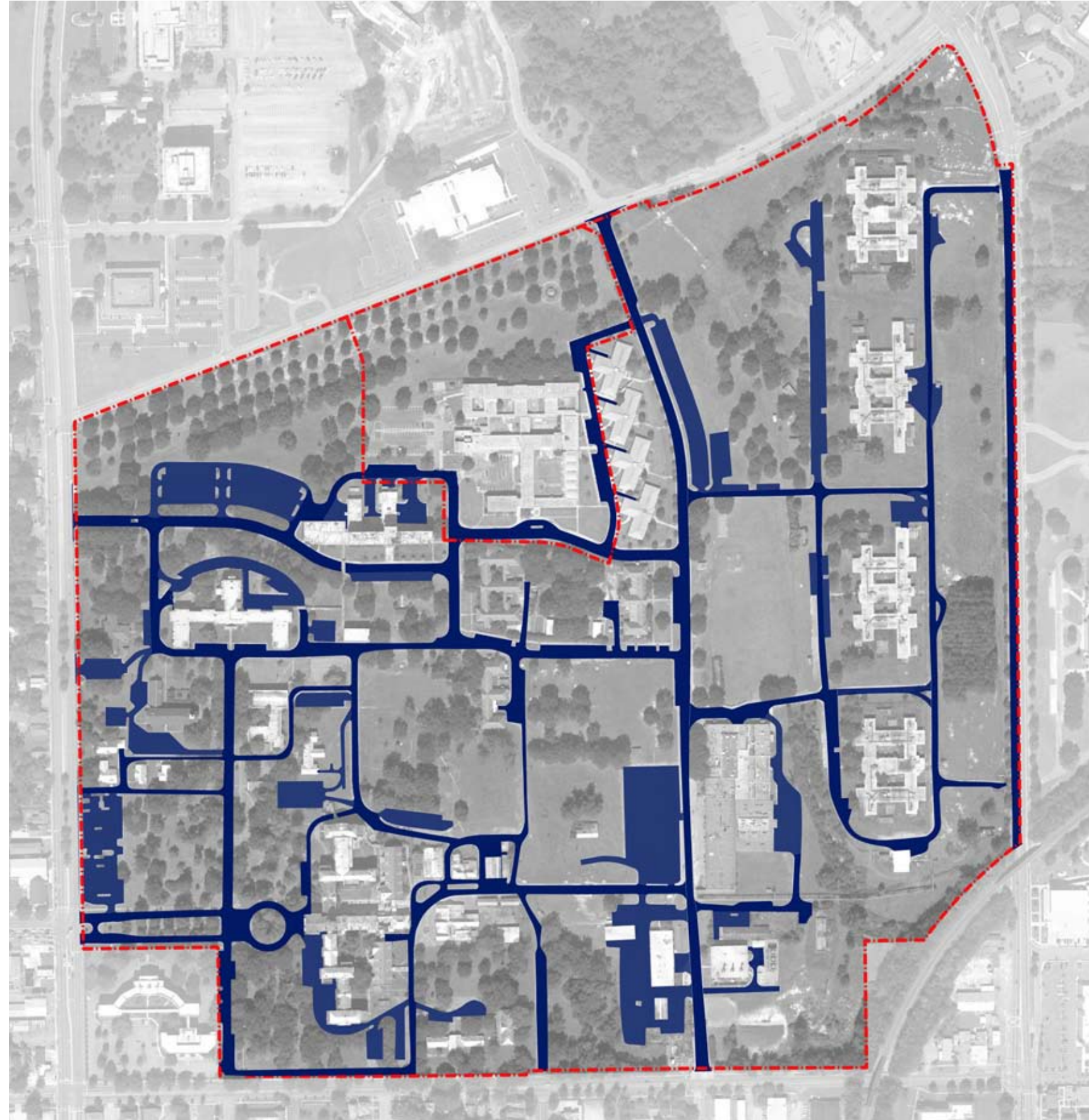
BULL STREET

EXISTING CONDITIONS

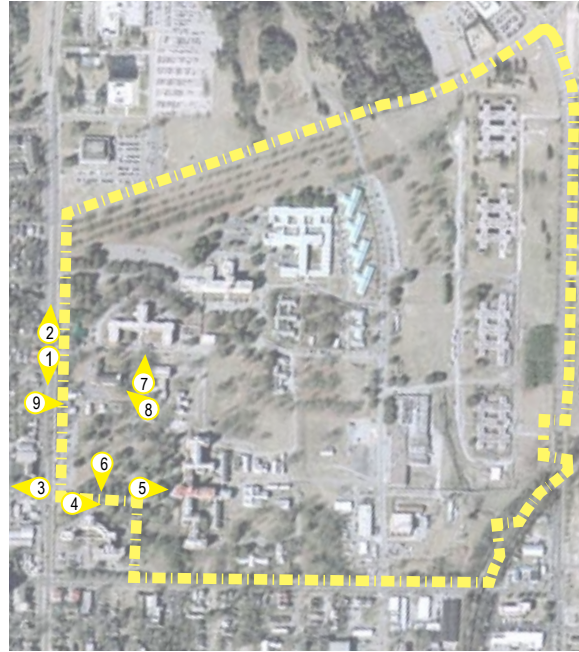
EXISTING ROADS AND PARKING



PROPERTY LINE



BULL STREET
 EXISTING CONDITIONS
 EXISTING SITE PHOTOGRAPHS



1. Bull Street and the Asylum wall looking south



2. Bull Street looking north



3. Termination of Anglewood Avenue at entrance to State Asylum looking west



4. Magnolia allee at entrance of State Asylum looking towards Babcock Bldg.



5. Babcock Building, West Elevation



6. Cross axis of the Mills Building, North Elevation



7. Williams Building, South Elevation



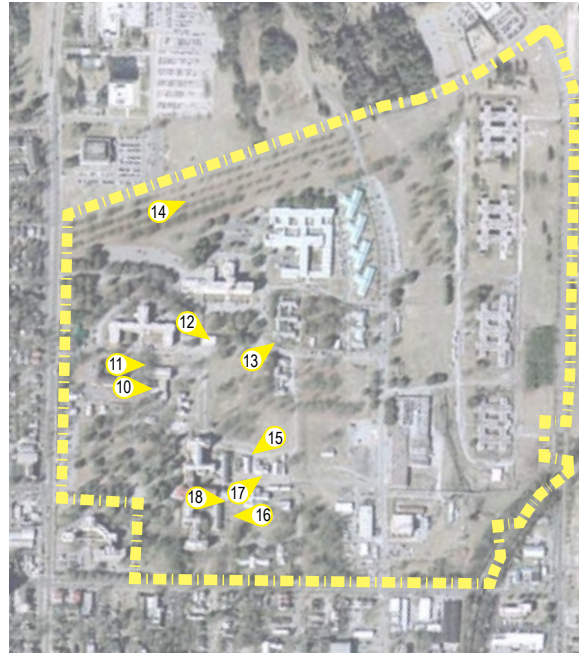
8. Chapel, East Elevation



9. Administrator's House on Bull Street, West Elevation

BULL STREET

EXISTING CONDITIONS EXISTING SITE PHOTOGRAPHS



10. Horger Library, West Elevation



11. Benet Gymnasium and Auditorium, West Elevation



12. Ensor Building, West Elevation



13. Wilson Building, West Elevation



14. Oak Orchard along Colonial Drive



15. Babcock Female Dining Room, North Elevation



16. Babcock Male Dining Room, East Elevation



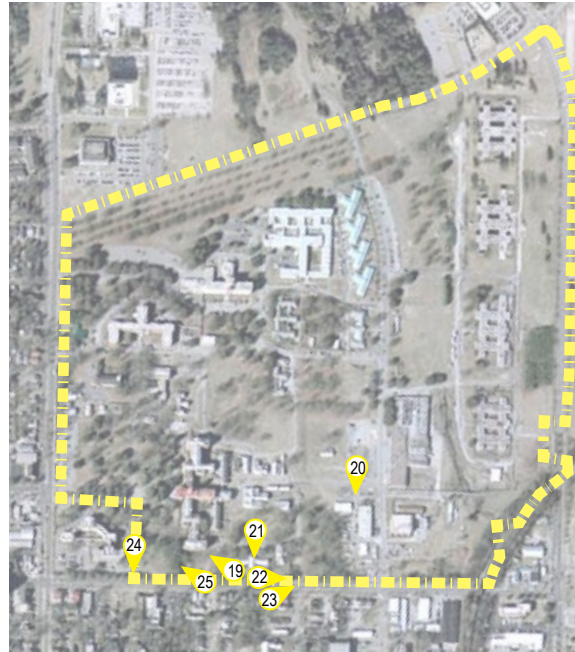
17. Old Bakery and Grounds Shed behind the Babcock Building



18. Storage and Laundry Building located behind the Babcock Building

BULL STREET

EXISTING CONDITIONS EXISTING SITE PHOTOGRAPHS



19. South wing of the Babcock Building



20. Energy Plant Building, West Elevation



21. Parker Annex Building



22. Brick wall located along Calhoun Street



23. Brick wall located along Calhoun Street



24. Brick gate at the end of Pickens Street at Calhoun



25. Brick wall located along Calhoun Street

ATTACHMENT B
BULL STREET NEIGHBORHOOD FORM-BASED CODE

Amendment 1: Minor Amendment to Table 4C (Thoroughfare Assembly)

Decided: August 7, 2015

The CRC granted approval of a minor amendment to the Bull Street Neighborhood Form-Based Code related to thoroughfare assembly (Article 6. Standards & Tables, Table 4C Thoroughfare Assembly) in order to include two additional thoroughfare assemblies to the code).

Amendment 2: Minor Amendment to Article 5.9 (Landscape and Tree Preservation Standards)

Decided: August 7, 2015

The CRC granted approval of a minor amendment to the Bull Street Neighborhood Form-Based Code related to Landscape and Tree Preservation Standards (Article 5.9) to correct a scrivener's error that occurred during the original adoption of the Bull Street Development Agreement and PUD.

Amendment 3: Minor Amendment to Article 6 (Thoroughfare Assembly)

Decided: August 31, 2015

The CRC granted approval of a minor amendment to the Bull Street Neighborhood Form-Based Code related to Thoroughfare Assembly Standards (Article 6. Standards and Tables, Table 4C Thoroughfare Assembly) in order to include two additional thoroughfare assemblies to the Form-Based Code.

Amendment 4: Minor Amendment to Article 6 (Thoroughfare Assembly)

Decided: May 24, 2017

The CRC granted approval of a minor amendment to the Bull Street Neighborhood Form-Based Code related to Thoroughfare Assembly Standards (Article 6. Standards and Tables, Table 4C Thoroughfare Assembly) in order to include one additional thoroughfare assemblies to the Form-Based Code, which is a 72' Thoroughfare Assembly with Reverse Angled Parking.

Amendment 5: Minor Amendment to Article 6 (Thoroughfare Assembly)

Decided: May 24, 2017

The CRC granted approval of a minor amendment to the Bull Street Neighborhood Form-Based Code related to Thoroughfare Assembly Standards (Article 6. Standards and Tables, Table 4C Thoroughfare Assembly) in order to amend the 58' Thoroughfare Assembly to allow for access to residential units fronting B-Grid Thoroughfares.

Amendment 6: Minor Amendment to Article 5.9 (Landscape and Tree Preservation Standards)

Decided: November 15, 2017

The CRC granted approval of a minor amendment to the Bull Street Neighborhood Form-Based Code related to Landscape and Tree Preservation Standards (Article 5.9) to clarify the original intent of the surveying of significant trees that require mitigation as part of the development in the Bull Street Neighborhood.

BULL STREET NEIGHBORHOOD

FORM-BASED CODE

MARCH 10, 2019



T1



T2



T3



T4



T5



T6

INTRODUCTION

The Bull Street Neighborhood plan creates a unified vision between the Developer and the City of Columbia (the “City”), and establishes mutual expectations and a cooperative engagement with the City of Columbia and its citizens. The plan ensures the integrity of the historic district and the property’s environs. The City recommended and the Developer respected the following principles to guide the development of Bull Street Neighborhood:

- Create a master plan and associated design guidelines;
- Maintain the integrity of the historic district;
- Mix commercial and residential uses;
- Create a walkable and bicycle-friendly place;
- Maximize the economic impact and increase the tax base;
- Integrate the Bull Street Campus into the City, and
- Provide parks and open space.

The City’s Comprehensive Plan recommends studying the benefits of form-based zoning and notes that a form-based code is more amenable than the existing zoning regulations in promoting a mix of use. The Bull Street Neighborhood will serve as that pilot project and will mix commercial and residential development in a pedestrian-friendly manner. The Bull Street Neighborhood Form-Based Code identifies historic structures which will be retained, creates parks and open spaces, designs “complete streets” to enable safe access for all users, and establishes a development pattern that respects the neighboring communities while connecting to the existing City grid. It is intended that the Bull Street Neighborhood master plan will permit the regeneration of the existing, abandoned state hospital campus into a destination where people will want to live, work and play, thus increasing the tax base and creating a world-class place within the City of Columbia.

The Bull Street Neighborhood’s plan incorporates the tenets of Smart Growth by including multimodal transportation patterns, a mix of land uses, an overall sense of community, and sustainable development practices. The Bull Street Neighborhood Form-Based Code includes the preservation of landmark buildings and the adaptive reuse of historic buildings on the site with the intent of maximizing the economic impact of the site for the City of Columbia and its citizens.

Regarding infrastructure and connectivity, the Bull Street Neighborhood integrates into and becomes part of the City of Columbia via its un-gated entrances and inherent traffic calming design that improve safety and promote all modes of transportation. The proposed civic spaces provide public amenities for the Bull Street Neighborhood and surrounding neighborhoods alike. Specific provisions have been included to assure that the transitions between the Transect Zones and Special Districts provide seamless interconnectivity to assist with traffic and pedestrian flow. The Special Districts are areas that abut more auto-oriented areas and therefore are not conducive to application of the requirements of the traditional Transect zones. It is anticipated these areas will have more traditional auto-oriented shopping and retail establishments.

Finally, the Bull Street Neighborhood will address and enhance the existing and proposed tree canopy and vegetation. Specific provisions have been included to preserve the significant trees and allees that are in existence, and tree mitigation measures are included to replace other trees that must be removed to accommodate the siting of roads, buildings, alleys, and other structures.

The City of Columbia and numerous citizen groups have pursued the orderly development of the Bull Street Campus and have expressed the desire that this property be developed and

regulated following the principles of New Urbanism. Such development frequently includes the passage or use of a Form-Based Code to regulate development.

The Developer and the City are integrating the elements of a form-based code in the Planned Unit Development (PUD) for Bull Street. To accomplish this goal, it is necessary to separate the functions of the City in administering its zoning, subdivision, and land use regulations under the Form-Based Code from the development governance rules administered by the Developer through restrictive covenants, property owner associations, and design review boards.

This document will be known as the Bull Street Form-Based Code (“BSFBC” or “Bull Street Code”) and will be administered by the City through a single interface, to be called the Consolidated Review Committee (“CRC”), which will process applications and plans submitted by the Developer and subsequent landowners. The Bull Street Code will specify development standards that are approved and adopted by the City and are to be followed by the City staff and the CRC, while permitting the Developer, through its Development Review Board (“DRB”) and restrictive covenants, to place more restrictive standards on the property and land uses in its discretion.

While the Bull Street Code specifies ranges of metrics, it also provides flexibility through the use of administrative adjustments that can be requested by the Developer to provide for some degree of deviation from those metrics when necessary to implement the intent of the Bull Street Code and the tenets of the Form-Based Code. Due to the unique nature of the Bull Street Neighborhood and its development, certain review responsibilities prescribed in Article 1 of the Bull Street Code will be carried out by a special body to be known as the Zoning Board of Appeals--Form Based Codes, which will consist of five individuals appointed by the City Council.

The Structure of the Bull Street Neighborhood Form-Based Code

Article 1 contains the general instructions pertaining to all other Articles.

Article 2 (Reserved)

Article 3 (Reserved)

Article 4 (Reserved)

Article 5 prescribes lot and building standards within each Transect Zone.

Article 6 contains diagrams and tables supporting the other Articles.

Article 7 contains terms and definitions supporting the other Articles.

Transect Zones:

The Transect, as a framework, identifies a range of habitats from the most natural to the most urban. Its continuum, when subdivided, lends itself to the creation of zoning categories. These categories include standards that encourage diversity similar to that of organically evolved settlements. The standards overlap (they are parametric), reflecting the successional ecotones of natural and human communities. The Transect thereby integrates environmental and zoning methodologies, enabling environmentalists to assess the design of social habitats and urbanists to support the viability of natural ones. The Bull Street Neighborhood Form-Based Code utilizes the following Transect Zones: T-4 General Urban Zone, T-5 Urban Center Zone, and Special Districts.

The following is a list of Transect Zone types that show the natural progression from rural to densely urban. By understanding such a progression, it becomes easy to envision the Bull Street Neighborhood as a collection of T-4 and T-5 uses with some Special Districts in the areas already dominated by the automobile-centric development in prior years:

T-1 Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.

T-2 Rural Zone consists of sparsely settled lands in open or cultivated state. These include woodland, agricultural land, grassland, and irrigable desert. Typical buildings are farmhouses, agricultural buildings, cabins, and villas.

T-3 Sub-Urban Zone consists of low-density residential areas, adjacent to higher zones that some mixed use. Home occupations and outbuildings are allowed. Planting is naturalistic and setbacks are relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.

T-4 General Urban Zone consists of a mixed use, urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.

T-5 Urban Center Zone consists of higher density mixed use buildings that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.

T-6 Urban Core Zone consists of the highest density and height, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings set close to the wide sidewalks. Typically only large towns and cities have an Urban Core Zone.

Civic Zone consists of Civic Buildings and/or Civic Spaces appropriate to their Transect Zones.

Special Districts consist of areas with buildings that by their Function, Disposition, or Configuration cannot, or should not, conform to one or more of the six normative Transect Zones.

The City is adopting the T-5 Urban Center Zone and the lesser T-4 General Urban Zone as the base zoning for the entire Bull Street Neighborhood and the Special District Zone for areas delineated on Exhibit C of the Bull Street Code. These Zones are subject to the standards set forth in Article 6. Except for areas in the Calhoun Street Overlay District, the standards of the T-5 Urban Center Zone shall prevail until, upon application of the DRB, the Zoning Administrator shall apply the T-4 General Urban Zone and its standards. Additionally, upon application from the DRB, the Zoning Administrator shall apply the Special District Zone and its standards in areas delineated on Exhibit C. The CRC may grant a Warrant from these standards in accordance with Section 1.5.

The City authorizes two overlay zones for the Bull Street Neighborhood: the Baseball Overlay District and the Calhoun Street Overlay District. The Calhoun Street Overlay District is applicable in the area delineated on Exhibit D and is subject to standards found in Section 5.2.6. The Baseball Overlay District is applicable in the areas delineated on Exhibit E and is subject to the standards found in Section 5.2.5.

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- 1.2 Applicability
- 1.3 Intent
- 1.4 Process
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- 1.6 Major and Minor Amendments
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ARTICLE 3. RESERVED

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1.1 AUTHORITY

- 1.1.1 In accordance with the powers granted under the Local Government Comprehensive Planning Act of 1994, Section 6-29-310 et seq. of the Code of Laws of South Carolina (“Enabling Act”), this Bull Street Neighborhood Form-Based Code (“BSFBC” or Bull Street Code”) is adopted as a part of the Planned Unit Development generalized development plan for the Bull Street Neighborhood (the “PUD” or “Bull Street Neighborhood PUD”) in furtherance of the public purposes and objectives of the Comprehensive Plan for the City of Columbia (“Comprehensive Plan”). This Code is declared by City Council to be in accord with the Comprehensive Plan. This Code is further declared to advance the health, safety, and general welfare of the citizens of Columbia, South Carolina.
- 1.1.2 This Code was adopted by vote of the City of Columbia, South Carolina City Council as part of the Planned Unit Development after proper submission to, and a recommendation from, the City of Columbia Planning Commission. The PUD text and zoning map amendment are declared to be in accordance with the requirements of Section 6-26-740 and the ordinances of the City of Columbia. It may be amended only as described in Section 1.6, and through procedures consistent with §17-305(c).

1.2 APPLICABILITY

- 1.2.1 Provisions of this Code are activated by “shall” when required; “should” when recommended; and “may” when optional.
- 1.2.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except the Local Health and Safety Codes, as governed by and within the designated jurisdictions of the City of Columbia, including the Building Inspections Department and the City of Columbia Fire Department, Fire Prevention Division, as they may be amended from time to time.
- 1.2.3 The 1998 Code of Ordinances of the City of Columbia, South Carolina, Chapter 17, as amended as of the date of adoption of the Bull Street Code (the “Existing Local Codes”), shall continue to be applicable to issues not covered by this Code except where the Existing Local Codes would be in conflict with Section 1.3 Intent.
- 1.2.4 Capitalized terms used throughout this Code may be defined in Article 7 Definitions of Terms. Article 7 contains regulatory language that is integral to this Code. Those terms not defined in Article 7 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of the Existing Local Codes, those of this Code shall take precedence for matters pertaining to the regulation of the Bull Street Neighborhood PUD.
- 1.2.5 The metrics, dimensional standards, and uses of Article 6 Standards and Tables are an integral and binding part of this Code. However, the diagrams and illustrations that accompany them should be considered guidelines, with final decisions to be made by the DRB or imposed by recorded covenants.

Administrative Adjustments from these standards are available pursuant to Section 1.5.2.

- 1.2.6 Where in conflict, numerical metrics shall take precedence over graphic metrics.

1.3 INTENT

The intent and purpose of this Code is to enable, encourage and qualify the implementation of the following policies, in addition to those guiding principles stated in the Introduction section of the Bull Street Neighborhood Form-Based Code:

1.3.1 The Community

- a. That the Bull Street Neighborhood PUD and regional centers should be compact, pedestrian-oriented, and mixed use.
- b. That the Bull Street Neighborhood PUD and regional centers should be the preferred pattern of development and that Districts specializing in a single use should be the exception.
- c. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- d. That interconnected networks of Thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
- e. That within the Bull Street Neighborhood PUD, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
- f. That appropriate building densities and land uses should be provided within walking distance of transit stops.
- g. That Civic, Institutional, and Commercial activity should be embedded in complete, compact, and connected development patterns, not isolated in remote single-use complexes.
- h. That schools should be sized and located to enable children to walk or bicycle to them.
- i. That a range of Open Space including Parks, Squares, and playgrounds should be distributed within neighborhoods and downtowns.

1.3.2 The Block and the Building

- a. That buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
- b. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
- c. That the design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.
- d. That architecture and landscape design should grow from local climate, topography, history, and building practice.
- e. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
- f. That Civic Buildings and public gathering places should be provided as locations that reinforce community identity and support self-government.
- g. That Civic Buildings should be distinctive and appropriate to a role more

- important than the other buildings that constitute the fabric of the city.
- h. That the preservation and renewal of historic buildings should be facilitated, to affirm the continuity and evolution of society.
- i. That the harmonious and orderly evolution of urban areas should be secured through form-based codes.

1.3.3 The Transect

- a. That Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.
- b. That the Transect Zone descriptions on Table 1 shall constitute the Intent of this Code with regard to the general character of each of these environments.

1.4 PROCESS

1.4.1 The locations of all of the Transects and Overlay Districts and the standards for each applicable Transect Zone and Overlay District have been determined through the statutory required process of public hearings and recommendations from the City of Columbia Planning Commission, and final approval by the City of Columbia City Council. Since these standards and determinations have been incorporated into this Code and its associated plans, projects that require no Major or Minor Amendments to the Code shall be processed administratively by the CRC without further recourse to public consultation. Special Districts may use the underlying zoning of the T-5 Urban Center Zone, or upon application of the Development Review Board (“DRB”) to the Zoning Administrator, may use the T-4 General Urban Zone or the Special District Zone standards for these more traditionally auto-centric areas.

1.4.2 The City Council hereby creates a Consolidated Review Committee (“CRC”) comprised of a member from each City department having jurisdiction over approval of a project, subdivision or development permit under Chapter 17 of the Local Codes, which shall administratively process applications and plans for development in the Bull Street Neighborhood. The CRC shall expedite the permitting process by providing a single interface between the City and the applicants.

1.4.3 Review and approval of subdivision plats shall be as set forth in Chapter 17 Article IV Division 2 of the Columbia Code of Ordinances, except that the CRC shall assume the responsibilities for such review and approval, subject to the conditions set forth below:

- a. Sketch plan review and approval:
 - 1. The CRC shall not approve a sketch plan unless the application complies with the Bull Street Code and a certification has been submitted from the DRB confirming that the proposed plan applied for has been approved by the DRB.
 - 2. Provided the sketch plan requirements of §17-492(2) are met, the CRC shall review and approve the sketch plan and any pertinent comments or recommendations should be noted.

- b. Preliminary plat review and approval:
 - 1. The CRC shall not approve a preliminary plat unless the application complies with the Bull Street Code and a certification has been submitted from the DRB confirming that the subdivision authorized by the plat submitted for approval has been approved by the DRB.
 - 2. Provided the preliminary plat requirements of §17-492(3)-(6) are met, the CRC shall review and approve the preliminary plat and notify the applicant of any changes that are required to conform to the statute.
 - c. Final plat review and approval:
 - 1. The CRC shall not approve a final plat unless the application complies with the Bull Street Code and a certification has been submitted from the DRB confirming that the subdivision authorized by the plat submitted for approval has been approved by the DRB.
 - 2. Provided the final plat requirements of §17-492(7) are met, the CRC shall review and approve the final plat and notify the applicant of any changes that are required to conform to the statute.
 - d. A written decision on any application shall be provided to the applicant within fifteen business days of submittal, unless additional information requested. In the event additional information is requested by the CRC, an additional ten business days shall be allowed for review and decision. If the applicant or DRB does not concur with the decision, the aggrieved party may appeal the decision to the Zoning Board of Appeals--Form Based Codes.
- 1.4.4 Review and approval of site plans for Structures of 100,000 square feet of heated space shall be as set forth in Chapter 17 Article IV Division 7 of the Columbia Code of Ordinances, except that the CRC shall assume the responsibilities for such review and approval, subject to the conditions set forth below:
- a. The CRC shall not approve a site plan unless the application complies with the Bull Street Code and a certification has been submitted from the DRB confirming that the site plan authorized by the permit applied for has been approved by the DRB.
 - b. Provided the site plan is in conformance with the Bull Street Code, the CRC shall review and approve the site plan and any pertinent comments or recommendations should be noted.
 - c. The parking areas, driveways and internal streets requirements of Section 17-586 shall not apply, and instead the standards of the Bull Street Code will control.
 - d. The CRC shall not require additional building setbacks, internal design and spacing, or screening as set forth in Sections 17-587 through 17-589 unless

they are required by the Bull Street Code.

e. A written decision on any application shall be provided to the applicant within ten business days of submittal, unless additional information requested. In the event additional information is requested by the CRC, an additional ten business days shall be allowed for review and decision. If the applicant or DRB does not concur with the decision, the aggrieved party may appeal the decision to the Zoning Board of Appeals--Form Based Codes.

1.4.5 The Bull Street Neighborhood PUD is also subject to privately imposed restrictive covenants, and pursuant to those covenants, the DRB administers and enforces the requirements of those restrictive covenants, which may include restrictions and standards more restrictive than this Bull Street Code. Pursuant to Section 6-29-1145, a local government may not issue a permit where such development or subdivision would violate those restrictive covenants. Provided the development permit meets the requirements of the Local Codes except as modified by the Bull Street Code, the CRC shall issue a development permit approval if a certification has been submitted from the DRB certifying that the development authorized by the permit applied for has been approved by the DRB and the application otherwise complies with the Bull Street Code.

1.4.6 Should a violation of an approved permit or Site Plan occur during construction, or should any construction, site work, or development be commenced without an approved Site Plan, the Developer or the City has the right to require the owner to stop, remove, and/or mitigate the violation, pursuant to Section 17-87. The Developer has reserved the right to seek relief for a violation of any of its restrictive covenants pursuant to the provisions of those covenants. Action by one or a failure to act by one shall not prohibit or affect the rights of the other, except that action for a purported violation of an item that the City has no specific right to approve shall not be sustained if the Developer certifies that it has approved that item.

1.5 ADMINISTRATIVE ADJUSTMENTS AND WARRANTS

1.5.1 There shall be two types of deviation from the requirements of this Code, or of applicable provisions of the Local Codes: Administrative Adjustments and Warrants. Whether a deviation requires a Warrant shall be determined by the Zoning Administrator.

1.5.2 Administrative Adjustment

a. Purpose. The Zoning Administrator shall have the authority to authorize deviations of up to fifteen percent (15%) from any numerical standard as set forth in Article 6 Standards and Tables. Any request for variance greater than fifteen percent (15%) shall be treated as a Warrant request under Section 1.5.3.

b. Application. An application for an Administrative Adjustment shall include a brief description of the requirement to be varied in business letterform and

include any other material necessary to ensure the complete understanding of the request. The application shall be made to the Zoning Administrator.

c. Review and Action by the Zoning Administrator. The Zoning Administrator shall review the application and approve, approve with conditions, or deny the application based upon the criteria in subsection (d) below. Although not binding, a recommendation from the DRB shall be given serious consideration and deference, as the Developer is implementing the vision and Intent created under this Bull Street Code and has provided further restrictions and standards to implement that vision and Intent in the restrictive covenants also governing land use and development within the Bull Street Neighborhood. A written decision shall be provided to the applicant within ten business days of submittal, unless additional information is requested. In the event additional information is requested by the Zoning Administrator, an additional ten business days shall be allowed for review and decision. If the applicant or DRB does not concur with the decision, the aggrieved party may appeal the decision to the Zoning Board of Appeals--Form Based Codes.

d. Approval Criteria. The Zoning Administrator may approve the Administrative Adjustment only if he or she finds that the adjustment meets all of the criteria below:

1. The requested adjustment is consistent with the BSFBC and the stated purpose of Section 1.3, Intent;
2. The requested adjustment meets all other applicable building and safety codes;
3. The requested adjustment does not encroach into a recorded easement;
4. The requested adjustment will have no significant adverse impact on the health, safety, or general welfare of surrounding property owners or the general public, or such impacts will be substantially mitigated; and
5. The requested adjustment is necessary to either: (a) compensate for some practical difficulty or some unusual aspect of the site of the proposed development not shared by landowners in general; or (b) accommodate an alternative or innovative design practice that achieves to the same or better degree the objective of the existing design standard to be modified.

1.5.3 Warrants

- a. Purpose. A Warrant is a ruling that would permit a practice that is not consistent with a provision of this Code and is not able to be resolved through an Administrative Adjustment, but is justified by the provisions of Section 1.3-Intent. The CRC shall have the authority to approve or disapprove a request for a Warrant pursuant to 1.5.3 (c). Although not binding, a recommendation from the DRB concerning a Warrant shall be given serious consideration and deference, as the Developer is implementing the vision and Intent created under this Bull Street Code and has provided further restrictions and standards to implement that vision and Intent within the restrictive covenants also governing land use and development in the Bull Street Neighborhood.

- b. Review and Action by the CRC. An application for a Warrant shall include a brief description of the requirement to be varied in business letterform and include any other material necessary to ensure the complete understanding of the request. The application shall be made to and received by the Zoning Administrator on behalf of the CRC.
- c. Approval Criteria. The CRC may approve the request for Warrant only if it finds that the request meets all of the criteria below:
 - 1. The requested Warrant is consistent with the stated purpose of Section 1.3, Intent;
 - 2. The requested Warrant meets all other applicable building and safety codes;
 - 3. The requested Warrant does not encroach into a recorded easement; and
 - 4. The requested Warrant is necessary to either: (a) compensate for some practical difficulty or some unusual aspect of the site of the proposed development not shared by landowners in general; or (b) accommodate an alternative or innovative design practice that achieves to the same or better degree the objective of the existing design standard to be modified.
- d. A written decision shall be provided to the applicant within fifteen business days of submittal, unless additional information requested. In the event additional information is requested by the CRC, an additional ten business days shall be allowed for review and decision. If the applicant or DRB does not concur with the decision, the aggrieved party may appeal the decision to the Zoning Board of Appeals--Form Based Codes.

1.5.4 The CRC shall approve specific functions and uses as indicated by the "By Warrant" check box designation in Table 12. This approval will be subject to the standards and procedures of the BSFBC.

1.6 MAJOR AND MINOR AMENDMENTS

- 1.6.1 Major Amendments require the approval of the City of Columbia City Council pursuant to the requirements of Section 6-29-740 and the procedures of Section 6-29-760, and are defined as the following:
 - 1. increase in the permitted number of residential units or non-residential heated square footage;
 - 2. increase in the maximum acreage of the Special District;
 - 3. decrease in the minimum acres of total Civic Space;
 - 4. increase in the maximum height of buildings in T-4, T-5, and Special District;
 - 5. change in landmark or precedent designations of buildings;
 - 6. revision to the Intent (Section 1.3) of this Code;
 - 7. revision to the Process (Section 1.4) of this Code;
 - 8. the addition of types of deviations from the requirements of this Code as stated in Section 1.5;
 - 9. the revision of plan instruction standards as stated in Section 5.1.3;
 - 10. revisions to Parking Calculations as stated in Section 5.7; and/or
 - 11. revision to Significant Tree, groves, and allees standards and as stated in

Section 5.9.1. a. and f.

1.6.2 Minor Amendments require the approval of the Consolidated Review Committee (CRC), and are defined as those changes which are not Major Amendments.

1.6.3 No amendments shall be made on the motion of anyone but Developer or a party that has DRB approval to seek such an amendment. No approved amendment may go beyond the scope of that requested nor may it become more restrictive than that contained in the request.

1.6.4 Application for Minor Amendment

a. Application for a Minor Amendment shall include a brief description of the requested amendment in business letterform and include any other material necessary to ensure the complete understanding of the request. The application shall be made to the Consolidated Review Committee (CRC).

b. The Consolidated Review Committee (CRC) shall review the application and approve, approve with conditions, or deny the application based on the criteria in subsection (c) below. Although not binding, a recommendation from the DRB shall be given serious consideration and deference, as the Developer is implementing the vision and Intent created under this Bull Street Code and has further provided restrictions and standards to implement that vision and Intent contained in the restrictive covenants also governing land use and development within the Bull Street Neighborhood. A written decision shall be made to the applicant within fifteen business days of submittal, unless additional information is requested. In the event additional information is requested by the Consolidated Review Committee (CRC), an additional ten business days shall be allowed for review.

c. Approval Criteria. The Consolidated Review Committee (CRC) may approve the Minor Amendment if it finds that the adjustment meets all of the criteria below:

1. The requested adjustment is consistent with the BSFBC and the stated purpose of Section 1.3, Intent;
2. The requested adjustment meets all other applicable building and safety codes; and
3. The requested adjustment will have no significant adverse impact on the health, safety, or general welfare of surrounding property owners or the general public, or such impacts will be substantially mitigated.

1.7 WRITTEN INTERPRETATION

1.7.1 Applicability. The Zoning Administrator has the authority to make all written interpretations concerning the provisions of the Bull Street Code, or of the City Code of Ordinances regarding land subdivision, development and zoning (See Section 17-82 of the City of Columbia Code).

1.7.2 Request for Interpretation. In the event any question arises as to the intent, meaning, or applicability of any provision of this BSFBC, a request for interpre-

tation shall be submitted to the Zoning Administrator in writing.

- 1.7.3 Interpretation by Zoning Administrator. The Zoning Administrator shall:
 - a. Review and evaluate the request in light of the text of the PUD, the Bull Street Code, the City Code of Ordinances, the Comprehensive Plan and any other relevant information;
 - b. Consult with other staff, as necessary;
 - c. Seek an interpretation of the BSFBC from the DRB, which shall not be binding, but shall be given serious consideration and deference, as the Developer is implementing the vision and Intent created under this Bull Street Code and has further restrictions and standards to implement that vision and Intent contained in the restrictive covenants also governing land use and development in the Bull Street Neighborhood; and
 - d. Render an opinion, which shall be provided to the applicant in writing by mail.

- 1.7.4 Official Record. The Zoning Administrator shall maintain an official record of interpretations. The record of interpretations shall be available for public inspection during normal business hours.

- 1.7.5 Appeal. Appeals of written interpretations made by the Zoning Administrator shall be made to the Zoning Board of Appeals--Form Based Codes within thirty (30) days of the decision, in accordance with the Enabling Act.

5.1 INSTRUCTIONS

- 5.1.1 Subdivision of land, platting of lots and development of structures located within a Site Plan governed by this Code shall be subject to the requirements of Chapter 17.491 and 17.492 of the Columbia Code of Ordinances, except as modified herein.

5.2 SPECIAL REQUIREMENTS

- 5.2.1 To the extent that a Site Plan includes Landmark, Precedent and Existing Structures, Retained Streets and Trees, standards shall be applied as follows:

a. The central portion of the Babcock Building and the South Gate and Wall sections as identified in Exhibit A within the Bull Street Neighborhood are designated as Landmarks by the City of Columbia and shall be subject to the City's Landmark Standards found in Chapter 17 Article V.

b. The following structures within the Bull Street Neighborhood shall be designated Precedent Structures:

1. Babcock north and south wings;
2. Babcock male and female Dining Halls;
3. The Chapel of Hope; and
4. The central portion of the Williams building.

Precedent Structures shall be retained and any preservation reconstruction, addition, alteration, repair, or site improvement, erection, or replacement of any sign, marquee, awning or other exterior architectural feature, or attachment of any appurtenance to a Precedent Structure shall require a certificate of design approval appropriately issued by the DRB prior to permitting. The DRB will use the Standards of the Secretary of the Interior as a guide in the issuance of design approvals. Records of any DRB actions associated with this Section shall be transmitted to the CRC.

c. Existing Structures occupied at the time of approval of the PUD may continue in use as they are until a change of tenancy or substantial modification is requested. If, at that time, these Existing Structures are not in conformity with the requirements of this Code, the structures will not be required to be demolished and conforming uses within non-conforming Existing Structures may be continued and expanded.

d. Existing Structures present at the time of the approval of the PUD are deemed to be conforming structures, including any alterations as approved by the CRC.

e. The main entrance drive from Bull Street to Babcock and Pickens Street from Babcock to Williams shall be retained. Associated trees of the aforementioned streets shall be retained or replaced. Trees that necessitate replacement, shall be replaced by a tree of similar habit and form and incorporated into the development.. Removed trees shall be mitigated in accordance with Section 5.9.

- f. The view of the Babcock dome from Elmwood Avenue serves as a symbol of the Bull Street campus and obstruction of this view shall be prohibited.
- 5.2.2 Site plans shall indicate whether a street is an A-Grid, B-Grid, or Alley. Special Districts are exempt from A-Grid and B-Grid standards, but must interconnect with the collector and arterial road assemblies of the adjoining properties or transects pursuant to a traffic impact analysis and traffic mitigation plan, if required according to Section 5.2.5.g below.
- 5.2.3 To the extent that a Site Plan includes block perimeter lengths, standards shall be applied as follows:
- a. The perimeter length of a block in T-4 General Urban Zone shall not exceed 1,600 feet and the perimeter length of a block in T-5 Urban Center Zone shall not exceed 2,900 feet except in instances where existing preserved structures and natural features prohibit such layouts. In such cases, the blocks shall be sized to accommodate the structures and features while limiting the extent that the block length standards are exceeded.
 - b. Block dimensions greater than those described in 5.2.3.a shall require an Administrative Adjustment up to 15% deviation. In such instances a Cross Block Passage that is a minimum of eight (8) feet in width shall be provided.
 - c. Special District, Baseball Special District, and Civic Spaces are exempt from block perimeter length and cross block passage standards but shall adhere to the standards in Section 5.2.5 d.
 - d. Block perimeter length and cross block passage standards shall not apply to blocks within the Calhoun Street Overlay, blocks that connect directly to the exterior streets of Bull, Calhoun, Harden or Colonial, or blocks that surround the Babcock building.
- 5.2.4 To the extent that a Site Plan includes thoroughfare layout, standards shall be applied as follows:
- a. Thoroughfares shall be interconnected and designed to disperse traffic, reduce the length of automobile trips, and provide for bike sharing. Approved thoroughfare sections are illustrated by Table 4C.
 - b. Adjacent to Calhoun Street, new thoroughfares shall align with existing City intersections.
 - c. Adjacent to Bull Street, Colonial Drive, and Harden Street, new thoroughfares shall connect at the approximate locations as illustrated by Exhibit B. Connections to Colonial Drive and Harden Street may vary in number from those shown, but must meet separational standards of the appropriate jurisdiction.
 - d. Development of property internal to the Bull Street Neighborhood shall require thoroughfares to complete full blocks, having dimensions as described in Section 5.2.3, at the time of build-out of the block.
 - e. A-Grid thoroughfares shall not dead end.
 - f. Rear lanes and alleys shall provide a minimum of two (2) access points to the block perimeter upon completion of the block.
 - f. No rear lane or alley shall terminate onto Calhoun Street, Bull Street, Harden Street, or Colonial Drive.

5.2.5 To the extent that a Site Plan is located within a Special District or Baseball Special District, standards shall be applied as follows:

- a. Special District shall only be located within the area delineated by Exhibit C. There may be more than one Special District within the area delineated by Exhibit C and these Special Districts may be created at different time periods and subject to different Special District standards.
- b. For the purposes of providing a location for a Baseball Stadium, the Baseball Overlay District is established and shall be located anywhere within the property except as shown by Exhibit E.
- c. The Baseball Special District shall not exceed twelve (12) acres. Final design of baseball facilities design and standards (setbacks, buffers, etc.) shall be approved by the City Council pursuant to the terms of a development agreement, and/or an amendment to this Bull Street Code. The Baseball Special District facilities are to be consistent with the intent and purposes expressed herein and shall complement the Bull Street Neighborhood.
- d. Main driveways within parking lots should be configured so that their layouts accommodate future expansion of the A-Grid and B-Grid for redevelopment.
- e. New utilities shall run under, or immediately adjacent to driveways. Existing underground utilities as of the adoption of this Code are exempt.
- f. Special District areas shall be T-5 Urban Center Zone until, upon application of the DRB, the Zoning Administrator shall apply the Special District Zone.
- g. Traffic impact studies shall be required for the development of a baseball stadium and developments that exceed the trip generation threshold for the Regional Shopping Center classification as set by the Institute of Transportation Engineers.

5.2.6 To the extent that a Site Plan is located within the Calhoun Street Overlay District, standards shall be applied as follows:

- a. Buildings constructed within one hundred (100) feet of Calhoun Street within the Calhoun Street Overlay District as shown in Exhibit D shall not exceed two (2) stories in height.
- b. Buildings that are constructed perpendicular to Calhoun Street which exceed two (2) stories, shall have the portion of the structure within one hundred (100) feet of Calhoun Street step down to a building height of two (2) stories.
- c. The Calhoun Street Overlay District shall be zoned T-4 General Urban Zone.
- d. Buildings constructed within the Calhoun Street Overlay District shall be setback eight (8) feet from the Landmark wall.

5.3 CIVIC SPACES

5.3.1 Civic Spaces shall be designed as described in Table 13. Deviations from the requirement may be obtained through an Administrative Adjustment or Warrant.

5.3.2 Civic Spaces designated as Parks may be used for stormwater retention. Such facilities when located in parks shall be designed as a landscape feature of the Park.

5.3.3 Civic Spaces designated as Plazas may incorporate parking beneath them.

5.4 BUILDING DISPOSITION**5.4.1 General to zones T-4, T-5**

- a. Newly platted Lots shall be dimensioned according to Table 15.
- b. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 15.
- c. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each Lot as shown in Table 17C.
- d. Lot coverage by building shall not exceed that recorded in Table 15.
- e. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the Frontage width at the Setback, as specified as Frontage Buildout on Table 15.
- f. Setbacks for Principal Buildings shall be as shown in Table 15. In the case of an infill Lot, Setbacks may be modified according to Section 1.5, Warrants, to accommodate and complement existing structure placements.

5.4.2 Specific to Special District and Baseball Special District

- a. Buildings in Special District shall be designated as Primary (anchor(s)) and attached in-line space), or Secondary (detached buildings located on outparcels).
- b. Structures within the Baseball Special District shall be approved by the City Council, see Section 5.2.5.c.
- c. Setback, Lot Coverage, and Private Frontage standards shall not apply to Special Districts. Setbacks for the Baseball Special District shall be approved by City Council, see Section 5.2.5.c.

5.5 BUILDING CONFIGURATION**5.5.1 General to zones T-4, T-5**

- a. The Private Frontage of Buildings shall conform to and be allocated in accordance with Table 7 and Table 15.
- b. Buildings on corner Lots shall have two Private Frontages as shown in Table 17. Prescriptions for the second and third Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages.
- c. Building heights shall conform to Table 15.
- d. A single floor level exceeding 14 feet, or 30 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional Story.
- e. In a Parking Structure or garage, aboveground levels may exceed the number of permitted Stories provided the structure does not exceed the eave height of the Principal Building.
- f. Height limits do not apply to existing structures, unfinished Attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads, or rooftop mechanical equipment.

5.5.2 Specific to zone T-4

- a. Balconies, open porches and bay windows may encroach the first Layer 50% of its depth. (Table 17d)

5.5.3 Specific to zone T-5

- a. Awnings, Arcades, and Galleries may encroach the Sidewalk to within two (2) feet of the Curb but must clear the Sidewalk vertically by at least eight (8) feet.
- b. Stoops, Lightwells, balconies, bay windows, and terraces may encroach the first Layer 100% of its depth. (Table 17d)
- c. Loading docks and service areas shall be permitted on Frontages only by Warrant.
- d. In the absence of a building Facade along any part of a Frontage Line, a Streetscreen shall be built co-planar with the Facade.
- e. Streetscreens should be a minimum of three and a half (3.5) feet in height. The Streetscreen may be replaced by a hedge or fence only with permission from the DRB. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.

5.5.4 Specific to Special Districts and Baseball Special District

- a. Primary and Secondary Buildings within a Special District shall not place rear facades along thoroughfares which abut T-4 General Urban or T-5 Urban Center Zone. Primary and Secondary Buildings within a Special District shall screen rear facades built adjacent to T-4 General Urban or T-5 Urban Center Zone by means approved by DRB. With the approval of the DRB, exceptions may be granted by Warrant, or to conform to existing structures on adjacent property.
- b. Primary and Secondary buildings with front and side facades built adjacent to thoroughfares that abut existing development in a T-4 General Urban or T-5 Urban Center Zone should activate the length of the front façade with entrances and/or windows. Liner buildings may be used to mask blank facades greater than fifty (50) feet in length. Liner building uses should complement the uses of existing buildings in the T-4 General Urban or T-5 Urban Center Zone they face.
- c. Loading and Service areas in a Special District shall be screened from public right-of-way.
- d. Maximum height for Structures in Special Districts shall not exceed six (6) stories except for Special Districts along Harden in which Structures shall not exceed ten (10) stories.
- e. Maximum height for Structures in the Baseball Special District shall be pursuant to standards to be adopted after adoption of a development agreement and amendments to the Bull Street Code by City Council.
- f. Surface parking lots abutting Harden, Colonial, and Bull Streets shall be set back an average of ten (10) feet from the edge of the right-of-way and landscaped accordingly.

5.6 BUILDING FUNCTION

5.6.1 General to All Transect Zones

- a. Buildings in each Transect Zone shall conform to the Functions on Table 10, Table 12.

5.6.2 Specific to zones T-4, T-5

- a. Accessory Functions of Limited Lodging or Limited Office shall be permitted within an Accessory Building. See Table 10.

5.6.3 Specific to zones T-5

- a. First Story Commercial and Manufacturing Functions shall be permitted.

5.6.4 Specific to Special Districts and Baseball Special District

- a. Buildings in Special Districts may be single use.
- b. Buildings in the Special Districts Transect Zone shall conform to the Functions on Table 10, Table 12. Functions that do not conform shall require approval as a Warrant as specified on Table 12.

5.7 PARKING CALCULATIONS

5.7.1 Specific to zones T-4, T-5

- a. Provided parking spaces shall be determined by the sum of the actual parking calculated as that provided (1) within the Lot (2) along the parking lane corresponding to the Lot Frontage, and (3) Civic Parking Reserve within the Pedestrian Shed, if available.
- b. The actual parking may be adjusted upward according to the Shared Parking Factor of Table 11 to determine the Effective Parking. The Shared Parking Factor is available for any two or more Functions within any pair of adjacent Blocks.
- c. Accessory Units do not count toward parking requirements.
- d. Liner Buildings less than thirty (30) feet deep and no more than two Stories shall be exempt from parking requirements.

5.7.2 Specific to Special Districts and Baseball Special District

- a. Provided parking spaces for Special Districts shall be determined according to the function involved and may be revised by Administrative Adjustment.

5.8 PARKING LOCATION STANDARDS

5.8.1 General to zones T-4, T-5

- a. Parking should be accessed by Rear Alleys or Rear Lanes, when such are available on the Site Plan.
- b. Open parking areas should be masked from the Frontage by a Building or Streetscreen.
- c. For buildings on B-Grids, open parking areas may be allowed unmasked on the Frontage, except for corner lots at intersections with the A-Grid.

5.8.2 Specific to zone T-4

- a. Garages should be located at the third Layer except that side- or rear-entry types may be allowed in the first or second Layer, or to conform to existing structures on adjacent property.
- b. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every twenty-five surface vehicular parking spaces.

5.8.3 Specific to zone T-5

- a. All parking lots, garages, and Parking Structures should be located at the second or third Layer. (Table 17d).
- b. Parking Structures on the A-Grid shall have Liner Buildings lining the first and second Stories.
- c. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every twenty-five surface vehicular parking spaces.

5.8.4 Specific to Special District (not Baseball Special District)

- a. To the extent parking is not adjacent to the exterior streets of Bull, Colonial or Harden, parking will be located in accordance with parking locational requirements of T-5 Zones.
- b. Vehicular entrances to surface parking lots from interior streets shall be no wider than twenty-five (25) feet. Exits may be thirty (30) feet and they may be combined.
- c. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every twenty-five surface vehicular parking spaces within the Special District.

5.9 LANDSCAPE AND TREE PRESERVATION STANDARDS**5.9.1 General To All Transect Zones**

- a. Those trees of 24" d.b.h. or greater identified by an arborist in fair or better condition shall be considered significant trees. Identification of significant trees shall be made via a tree survey once a Site Plan is submitted for a respective parcel of land within the Bull Street Neighborhood. The Developer shall submit to the Zoning Administrator a tree condition and location survey for any area to be developed, subject to mitigation in Section 5.9.1 b., performed by an ISA certified arborist, of all trees of 12-inch or greater d.b.h.
- b. Significant trees located outside of proposed thoroughfare rights-of-way, plaza areas, utility placement zones, and building footprint construction zones shall be preserved or mitigated. Tree preservation techniques shall respect industry standards prior, during, and post construction. The Mitigation Requirement is 1" To 1". Newly planted trees associated with thoroughfares within the Bull Street Neighborhood shall qualify toward the aforementioned mitigation requirement.
- c. Whenever possible the following should be used: locally made soil amendments and compost for plant nourishment, improved water absorption, and holding capacity; drought tolerant and/or slow growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions; and mulches to minimize evaporation, reduce weed growth, and retard erosion.
- d. Non-significant tree resources are permitted to be removed without mitigation, subject to the provisions of Section 5.2.1 (e).
- e. Significant groves and allees of trees should be preserved.
- f. Newly planted trees within surface parking lots should be irrigated, unless species or LEED (or similar) requirement indicate otherwise.

5.9.2 General To All Transect Zones

- a. No vehicular parking space should be located farther than eighty (80) feet from the tree trunk of a shade tree in a planting area with one tree.
- b. Trees should be required for vehicular surface area interior plantings at the minimum rate of one shade tree from an approved list for every 3,200 square feet of total vehicular surface area. Each planting area shall contain at least one shade tree. Required shade trees should have minimum spacing of twenty-five (25) feet when planted in groups.
- c. The required interior landscaped planting areas should be placed in any of the following site locations: within or adjacent to the parking lot area as tree islands;

at the end(s) of parking bays, inside landscaped medians; or as part of continuous street protective yards or transitional buffer yards between rows of cars.

5.10 SIGNAGE STANDARDS**5.10.1 General To Zones T-4, T-5**

- a. There shall be no signage permitted additional to that specified in this section and no other signage standards shall apply.
- b. The address number, no more than six (6) inches measured vertically, shall be attached to the building in proximity to the principal entrance or at a mailbox.
- c. Architecturally compatible ground level signs shall not exceed six (6) feet in height, eight (8) feet in length and two (2) feet in depth.
- d. Signage shall be externally illuminated, except that signage within the Shopfront glazing may be neon lit subject to the neon sign being approved by the DRB.

5.10.2 Specific To Zone T-4

- a. One blade sign for each business may be permanently installed perpendicular to the façade within the First Layer. Such a sign shall not exceed a total of eight (8) square feet and shall clear eight (8) feet above the sidewalk.
- b. In each parcel, one internally lit sign, not exceeding twenty four (24) square feet, is permitted for each road frontage.

5.10.3 Specific To Zone T-5

- a. Blade signs, not to exceed twenty four (24) square feet for each separate business entrance, may be attached to and should be perpendicular to the facade, and shall clear eight (8) feet above the sidewalk.
- b. A single external permanent sign band may be applied to the façade of each building, providing that such sign not exceed six (6) feet in height by any length.

5.10.4 Specific To Special Districts Zone SD

- a. Signage along Colonial Drive and Harden Street shall be ground mounted. Total area shall not exceed one hundred eighty (180) square feet per side. Total height shall not exceed forty (40) feet. Setback from the right-of-way shall be ten (10) feet. Signs may be internally lit.
- b. Signs are permitted on Primary and Secondary building frontages. Total area shall not exceed twenty (20) percent of the front façade. Signs may be internally lit.

5.11 LIGHTING STANDARDS**5.11.1 General to all Zones**

- a. The purpose of this Section regarding lighting on Public and Private Property is to regulate outdoor lighting in order to reduce or prevent light pollution. This means to the extent reasonably possible the reduction or prevention of glare and light trespass, the conservation of energy, and promotion of safety and security.
- b. Focused, directed, and undiffused light sources shall not be aimed, directed, or reflected toward a public Thoroughfare, another lot, or a building having a residential use.
- c. All light sources and their direct glare shall be shielded so as not to be visible

from lots that have a residential use.

d. Light sources shall not be focused or directed into the sky except as required by Federal or State law, or where provided for low voltage uplighting of trees, buildings, or structures.

e. Lighting Standards for the Baseball Special District shall be pursuant to standards to be adopted after approval of a development agreement and amendments to the Bull Street Code by City.

5.11.2 General to Thoroughfare Lighting in all Zones

a. Public Thoroughfare lighting standards shall be set forth in the Bull Street Development Agreement.

b. Private Thoroughfare lighting shall be required along Private Thoroughfares within or adjacent to T-4, T-5 and Special District Zones.

c. The mounting height, spacing and luminance of Private Thoroughfare lighting other than the intersection or roundabout/traffic circles shall provide a minimum average lumination of 0.40 foot-candles on the Thoroughfare including the sidewalk.

d. The mounting height, spacing and luminance of intersection or roundabout/traffic circles shall provide a minimum average lumination of 0.60 foot-candles on the pavement of the intersection or traffic circle, including crosswalks, where applicable.

5.11.3 General to Parking Area and Parking Lot Lighting in all zones

a. Lighting shall be required in Parking Areas and Parking Lots containing six (6) or more spaces in T-4, T-5 and Special District Zones.

b. Lighting shall be required along all pedestrian walkways and passages in the T-4 and T-5 Zones.

c. No light source, unless mounted on a building, shall be elevated more than twenty (20) feet above finished grade, provided that the following shall be exempt from this Section: lighting in the Special District Zone and Baseball Overlay Zone and any function required by Federal or State Law to be illuminated in a manner such that lighting above twenty (20) feet would be required. All lighting will be designed to minimize light pollution and "sky glow." Lighting height in the Baseball Special District shall be approved pursuant to standards to be adopted after approval of a development agreement and amendments to the Bull Street Code by City.

TABLE 1: Transect Zone Descriptions. This table provides descriptions of the character of each T-zone.

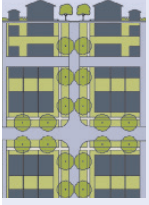
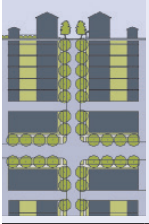
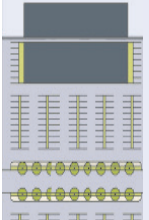
<p>T4</p> 	<p>T-4 GENERAL URBAN T-4 General Urban Zone consists of a mixed use, urban fabric. It may have a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.</p>
<p>T5</p> 	<p>T-5 URBAN CENTER T-5 Urban Center Zone consists of higher density mixed use building that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>
<p>SD</p> 	<p>SD SPECIAL DISTRICT Special District consists of uses and buildings that by their intrinsic function, disposition or configuration cannot or should not conform to the primary requirements of mixed use, pedestrian scaled urbanism.</p>

TABLE 4C: Thoroughfare Assembly. This table provides descriptions of the character of each T-zone.

a. **General Requirements:** Thoroughfares shall be designed to balance safety, mobility, community goals and the environment. Thoroughfares shall provide appropriate pedestrian and vehicle mobility options, shall provide appropriate locations for utilities and shall be designed to support adjacent future development. Thoroughfares addressed in this section are to have low to moderate vehicular speed (25mph or less), varying traffic volumes and shall serve a range of land uses. The layout of Thoroughfares as to arrangement, character, width, grade, and location may be required to conform to the general plan of the entire tract where completed, to adjoining Thoroughfare systems of adjoining properties, to the major thoroughfare plans of the city, and to the topography, natural features, and drainage systems to be provided.

b. **Contextual Design & Transect Zones:** Thoroughfares shall be designed in context with the urban form, intended users (motorists, pedestrians, bicyclist, transit users) and desired design speed of the Transect Zone through which the Thoroughfares pass. The Transect Zones shall be utilized when determining the appropriate context sensitive Thoroughfare design for Thoroughfare assemblies and corresponding land use areas). Several Thoroughfare types may be allowed in each Transect Zone. All Thoroughfares specified in Table 4C shall be permitted in any Transect Zone.

c. **Public Transit:** Thoroughfares shall be designed to accommodate existing, planned and future public transit. Design accommodations may include provisions for transit pull off areas and modified curb radii. Curb radii may be tested with turn simulation software for feasibility.

d. **Bicycle Provisions:** Thoroughfares and community design should provide an opportunity for bicycle travel via a network of bicycle routes, lanes and trails. Bicycle travel networks shall be connected to existing or proposed regional networks wherever possible. A bicycle route should be provided within the vehicular thoroughfare where suitable for shared use of bicycles and vehicles traveling at low speeds and may be indicated with the use of “sharrows”.



e. **Accessibility:** Thoroughfares shall be designed to accommodate ADA requirements.

f. **Utilities:** Thoroughfares shall be designed to accommodate utilities within the right-of-way including, but not limited to, stormwater drainage, lighting, water, sewer, electric, gas, telephone, cable, etc.

BULL STREET
REGULATORY DIAGRAM
THOROUGHFARE ASSEMBLY

ST-57-20-BL

ST-57-20-BL

- Bicycle Lane
- Pavement Width
- Right of Way Width
- Streetscape Type

STREETScape TYPES

- EX: Expressway
- AR: Arterial
- CB: Collector
- CH: Connector
- BR: Boulevard
- AV: Avenue
- CS: Commercial Street
- US: Urban Street
- RS: Residential Street
- RD: Road
- AL: Rear Alley
- RE: Rear Entrance
- BL: Bicycle Lane
- BR: Bicycle Route

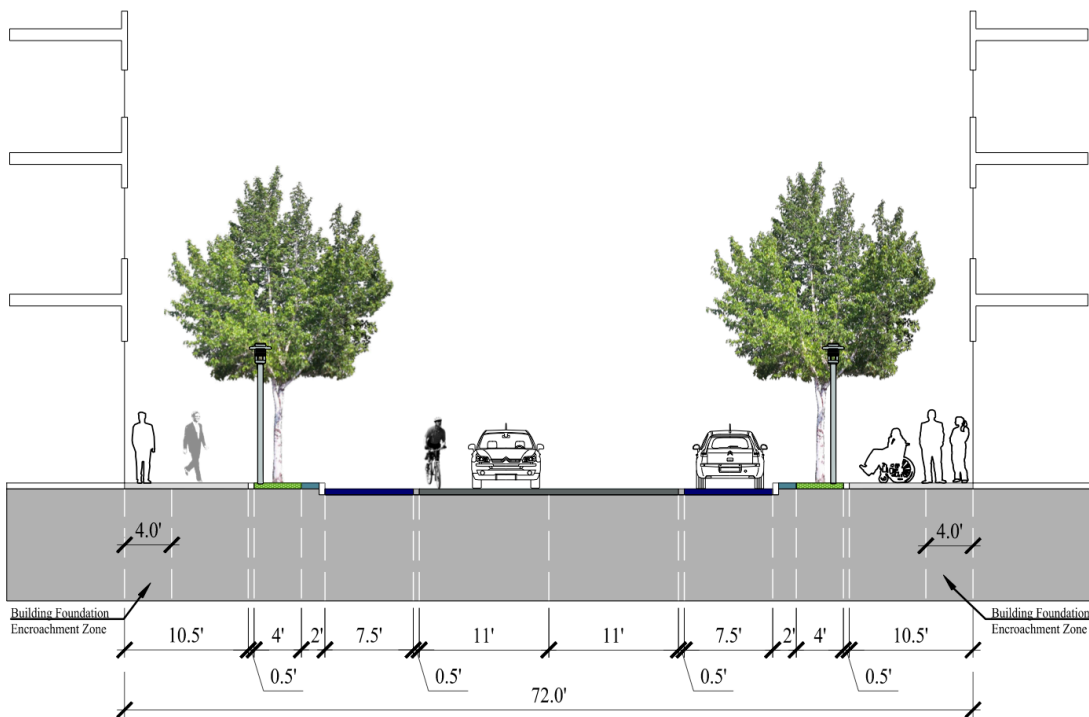
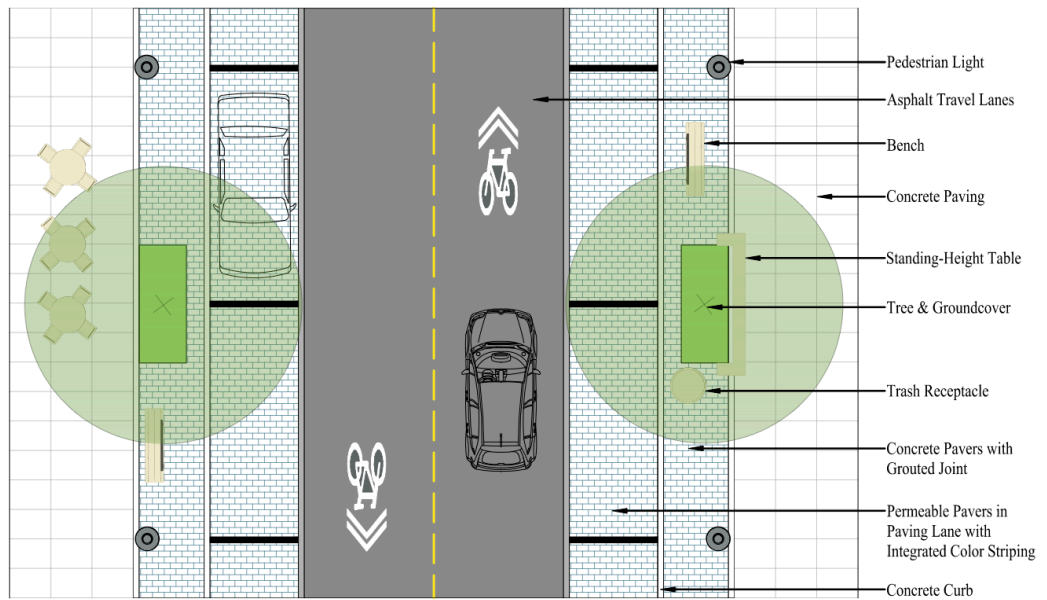
ASSEMBLY TYPE	TYPICAL	MOVEMENT	TRAVEL LANE WIDTH (FEET)	PLANNING
AV-80-40	Avenue	Free Movement	Two One-Way	Two-Way
ST-60-34	Street	Free Movement	Both Sides 8' 20' 12' 12' 12' 12' 12' 12' 12' 12' 12'	Two-Way
ST-50-28	Street	Free Movement	Both Sides 8' 20' 12' 12' 12' 12' 12' 12' 12' 12' 12'	Two-Way
DR-50-28	Drive	Free Movement	Two-Way	One Side 8' 15' 20' 7' 12'
RD-50-20	Road	Free Movement	Two-Way	50' 12' 12' 12' 12' 12' 12' 12' 12' 12' 12'
RA-Varies-Varies	Rear Alley	Free Movement	Two-Way	24' 8' 24' 12' 12' 12'
RL-24-12	Rear Zone	Free Movement	Two-Way	24' 8' 12' 8'

Notes

- 1. The DRB shall propose a unique thoroughfare assembly for the Bull Street Campus Main Entrance in addition to Table 4C.
- 2. Thoroughfare Assembly Standards do not apply to Special Districts.
- 3. The maximum paving width of a Rear Alley shall be 24 feet. One-way alleys shall be one-half the width of a two-way Rear Alley.

D.8

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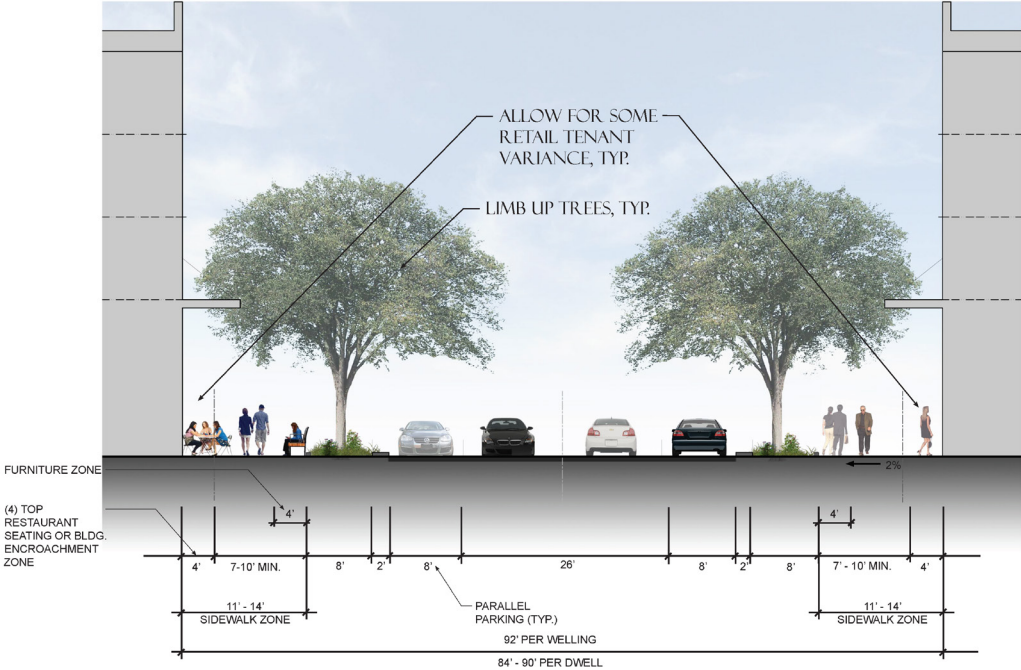
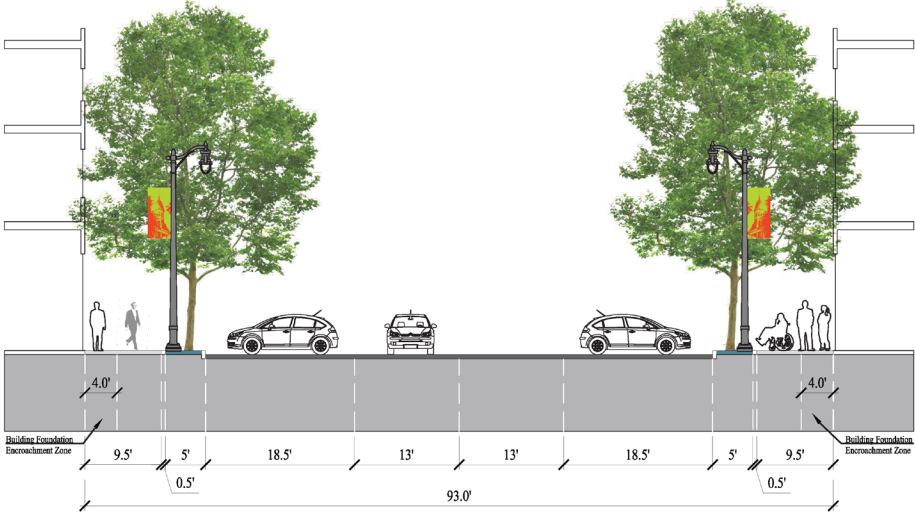


Street Type A

Bull Street Street Typologies



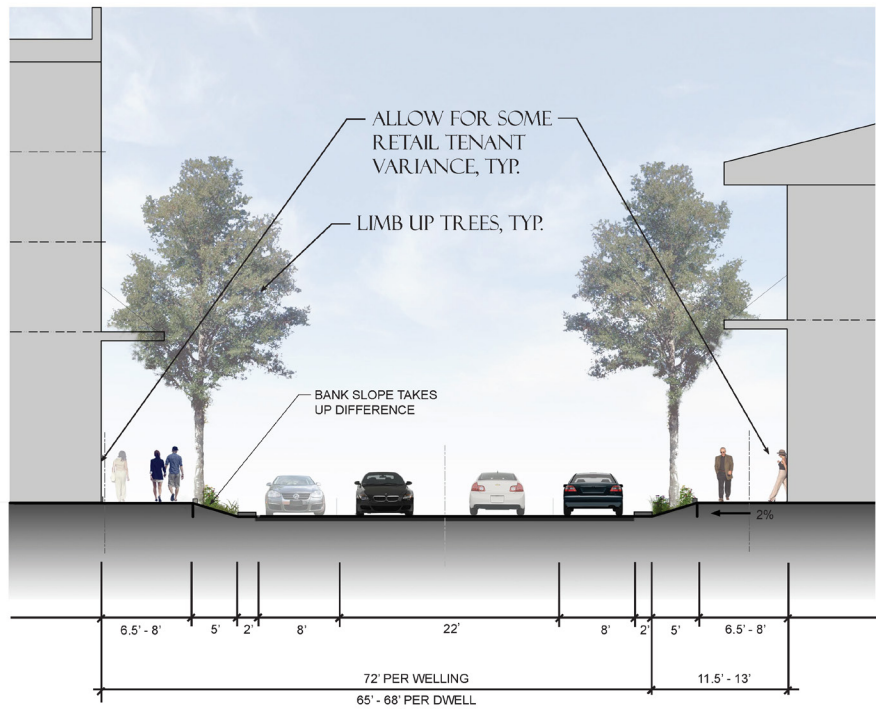
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SITE SOLUTIONS/DWELL

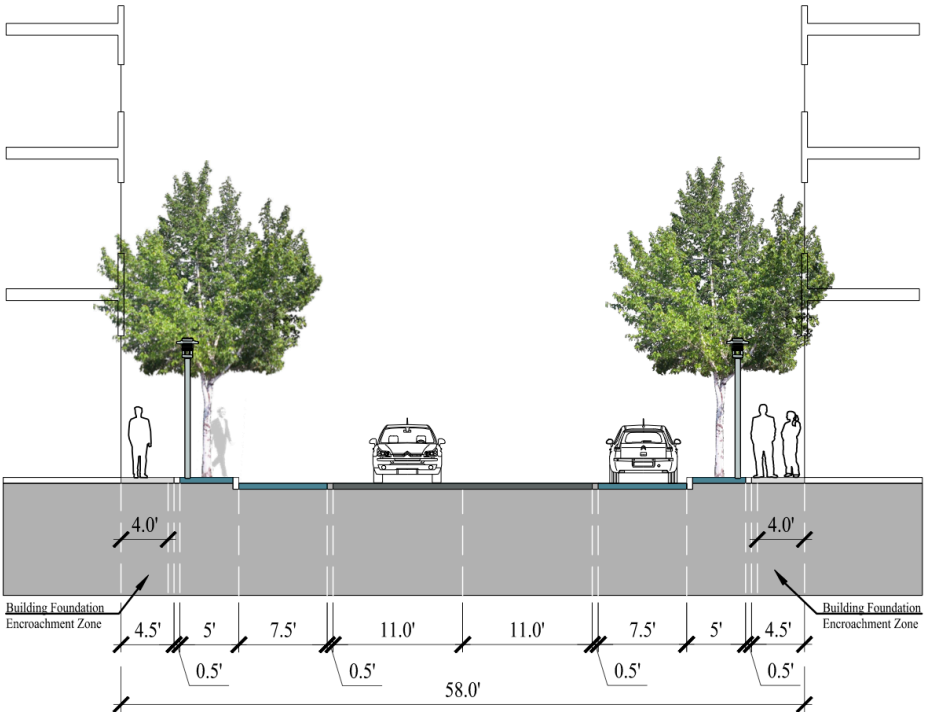
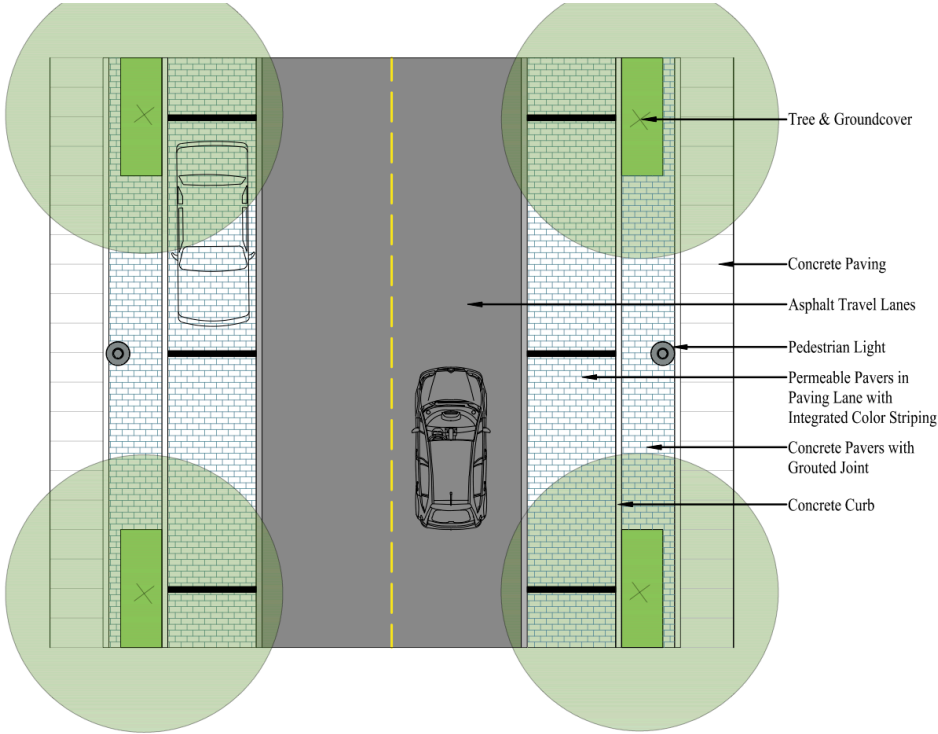
FORM-BASED CODE

Bull Street Neighborhood



SITE SOLUTIONS/DWELL

GENERALIZED PLAN



Street Type B

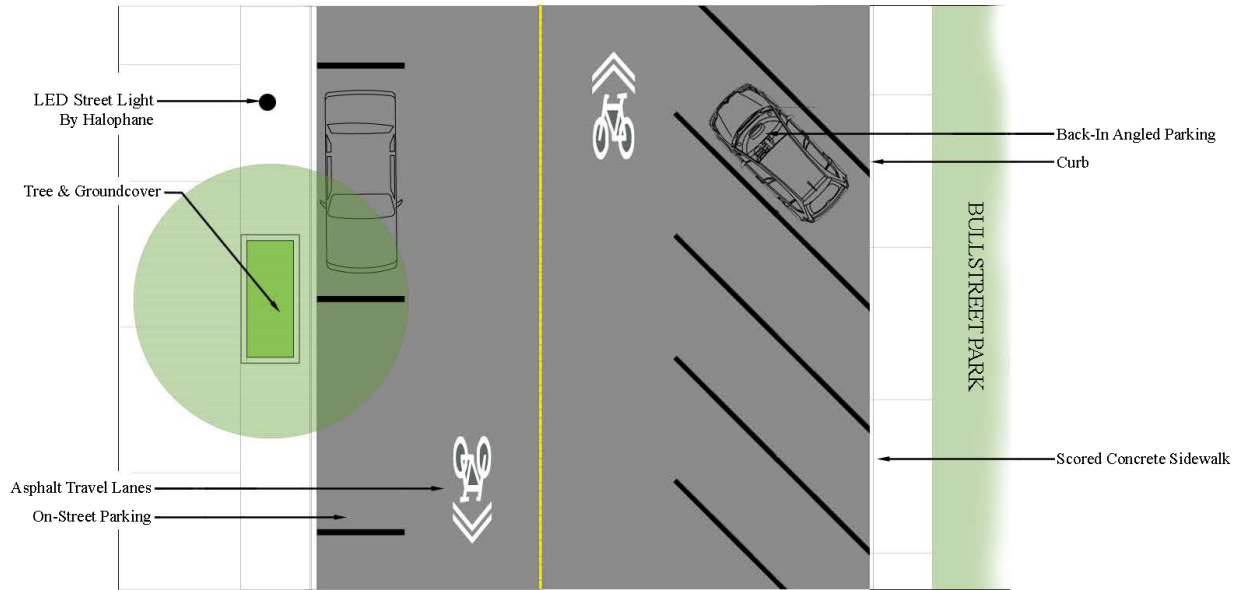
Bull Street Street Typologies

- Notes:
1. On B-Grid Thoroughfares, the 58' Thoroughfare Section may be modified to remove parallel parking as needed to accommodate residential parking/driveways that directly access B-Grid Thoroughfares, subject to approval by the Bull Street Neighborhood DRB."

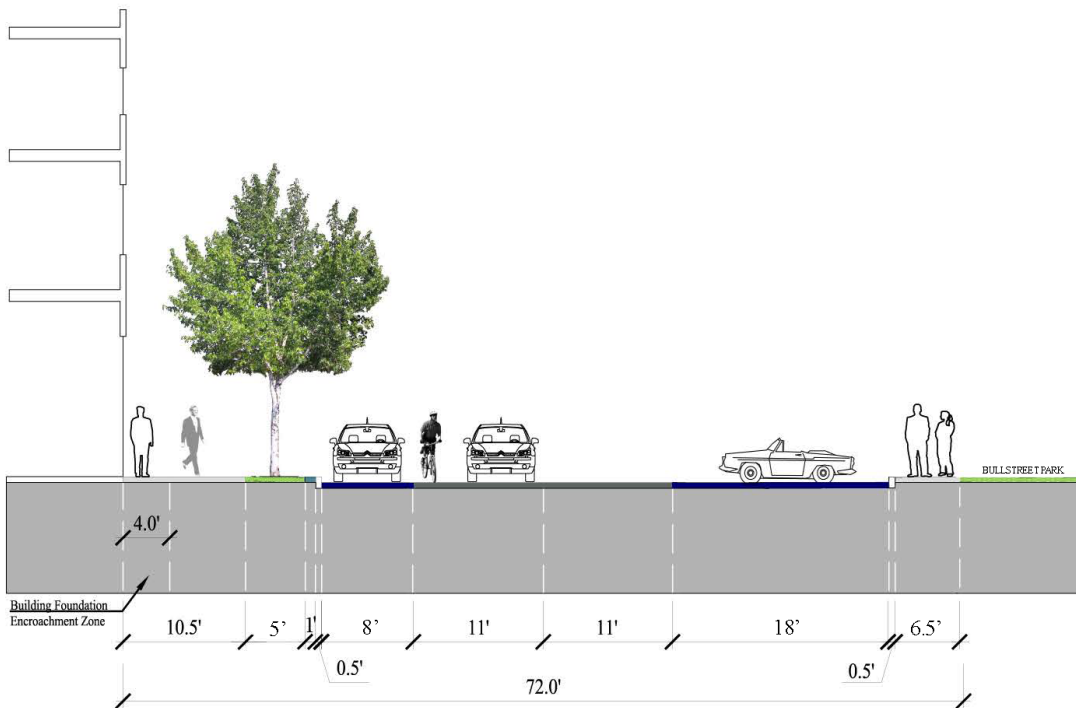
GENERALIZED PLAN

FORM-BASED CODE

Bull Street Neighborhood



*ILLUSTRATIVE PURPOSES ONLY



Street Type A - Minor Amendment (Back-in Angled Parking)

Bull Street Street Typologies
Columbia, SC



SCALE: 1" = 10'-0"



GENERALIZED PLAN

TABLE 7: Private Frontages. The Private Frontage is the area between the building Facades and the Lot lines.

	SECTION		PLAN		
	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE	R.O.W. PUBLIC FRONTAGE	
<p>a. Porch & Fence: a planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.</p>					T4
<p>b. Terrace or Lightwell: a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: Dooryard.</p>					T4 T5
<p>c. Forecourt: a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.</p>					T4 T5
<p>d. Stoop: a Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.</p>					T4 T5
<p>e. Shopfront: a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that may overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.</p>					T4 T5
<p>f. Gallery: a Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. **Please note that no portion of the Gallery Frontage shall be located within the public right-of-way.</p>					T4 T5
<p>g. Arcade: a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. **Please note that no portion of the Arcade Frontage shall be located within the public right-of-way.</p>					T5

FORM-BASED CODE TABLES 10 & 11 BUILDING FUNCTION & PARKING CALCULATIONS

Bull Street Neighborhood

TABLE 10: Building Function. This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 12.

	T4	T5
a. RESIDENTIAL	Limited Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).	Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).
b. LODGING	Open Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of .5 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.	Open Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of .5 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.
c. OFFICE	Limited Office: The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Open Office: The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
d. RETAIL	Limited Retail: The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	Open Retail: The building area available for Retail use is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net Retail space. Retail spaces under 1500 square feet are exempt from parking requirements.
e. CIVIC	See Table 12	See Table 12
f. OTHER	See Table 12	See Table 12

TABLE 11: Parking Calculations. The Shared Parking Factor for two or more Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing.

	REQUIRED PARKING (See Table 10)	
	T4	T5 SD
RESIDENTIAL	1.0 / dwelling	1.0 / dwelling
LODGING	.5 / bedroom	.5 / bedroom
OFFICE	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
RETAIL	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
CIVIC	To be determined by the DRB	
OTHER	To be determined by the DRB	

SHARED PARKING FACTOR

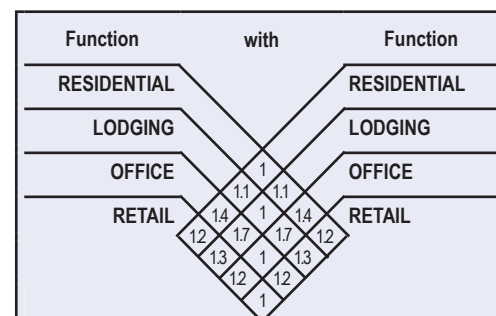


TABLE 12. SPECIFIC FUNCTION & USE

FORM-BASED CODE

Bull Street Neighborhood

TABLE 12: Specific Function & Use. This table expands the categories of Table 10 to delegate specific Functions and uses within Transect Zones. Table 12 should be customized for local character and requirements.

	T4	T5	SD
a. RESIDENTIAL			
Multi-family Attached	▪	▪	▪
Multi-family Detached	▪	▪	▪
Single-family Attached	▪	▪	▪
Single-family Detached	▪	▪	▪
Accessory Unit	▪	▪	▪
b. LODGING			
Hotel (no room limit)	▪	▪	▪
Inn (up to 12 rooms)	▪	▪	▪
Bed & Breakfast (up to 5 rooms)	▪	▪	
S.R.O. hostel	□	□	□
School Dormitory	▪	▪	▪
c. OFFICE			
Office Building	▪	▪	▪
Live-Work Unit	▪	▪	▪
d. RETAIL			
Open-Market Building	▪	▪	▪
Retail Building	▪	▪	▪
Display Gallery	▪	▪	▪
Farmer's Market	▪	▪	▪
Restaurant	▪	▪	▪
Kiosk	▪	▪	▪
Push Cart	▪	▪	▪
Drinking Place	▪	▪	▪
Outdoor Dining	▪	▪	▪
Outdoor Entertainment	▪	▪	▪
Banquet Hall	▪	▪	▪
e. CIVIC			
Bus Shelter	▪	▪	▪
Convention Center	□	▪	▪
Conference Center	□	▪	▪
Exhibition Center	□	▪	▪
Fountain or Public Art	▪	▪	▪
Library	▪	▪	▪
Live Theater	▪	▪	▪
Movie Theater	▪	▪	▪
Museum	▪	▪	▪
Outdoor Auditorium	▪	▪	▪
Parking Structure	□	▪	▪
Passenger Terminal		□	▪
Playground	▪	▪	▪
Sports Stadium		▪	▪
Surface Parking Lot	▪	▪	▪
Religious Assembly	▪	▪	▪

	T4	T5	SD
f. OTHER: AGRICULTURE			
Greenhouse			□
Stable	▪		
Kennel	□	□	□
f. OTHER: AUTOMOTIVE			
Gasoline		▪	▪
Vehicle Service		▪	▪
Drive -Through Facility	▪	▪	▪
Rest Stop			□
Roadside Stand	▪	▪	▪
Shopping Center			▪
Shopping Mall			▪
f. OTHER: CIVIL SUPPORT			
Fire Station	▪	▪	▪
Police Station	▪	▪	▪
Cemetery	□		□
Funeral Home	▪	▪	▪
Hospital		□	▪
Medical Clinic	□	▪	▪
f. OTHER: EDUCATION			
College	▪	▪	▪
High School	▪	▪	▪
Trade School	▪	▪	▪
Elementary School	▪	▪	▪
Other- Childcare Center	▪	▪	▪
f. OTHER: INDUSTRIAL			
Light Industrial Facility			▪
Laboratory Facility		▪	▪
Water Supply Facility			▪
Sewer and Waste Facility	▪	▪	▪
Electric Substation	▪	▪	▪
Wireless Communication Tower	□	□	□
Cremation Facility			▪
Warehouse			▪
Produce Storage		▪	▪
Manufacturing**		▪	
Mini-Storage	▪	▪	▪

- BY RIGHT
- BY WARRANT

**Manufacturing Uses shall not emit noxious odors or sounds beyond the subject property line.

TABLE 13. CIVIC SPACE

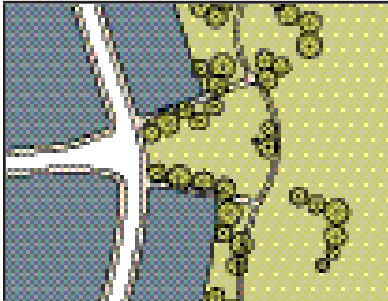

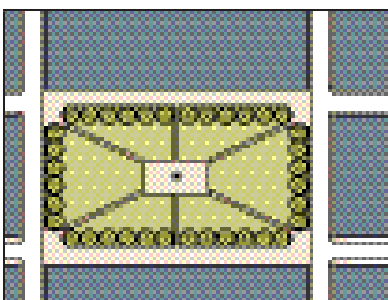
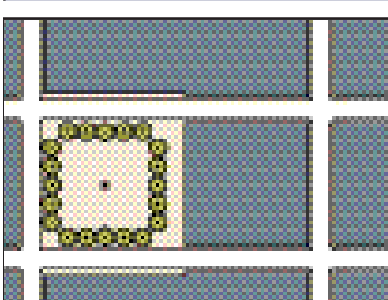
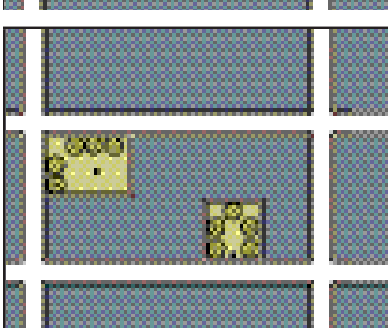
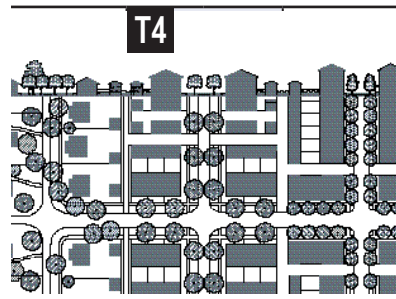
<p>a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. There shall be no minimum or maximum size.</p>	 <div style="float: right; text-align: center;"> <p>T4</p> <p>T5</p> <p>SD</p> </div>
<p>b. Green: An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed.</p>	 <div style="float: right; text-align: center;"> <p>T4</p> <p>T5</p> <p>SD</p> </div>
<p>c. Square: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares.</p>	 <div style="float: right; text-align: center;"> <p>T4</p> <p>T5</p> <p>SD</p> </div>
<p>d. Plaza: An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets.</p>	 <div style="float: right; text-align: center;"> <p>T5</p> <p>SD</p> </div>
<p>e. Playground: An Open Space designed and equipped for the recreation of children. A Playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.</p>	 <div style="float: right; text-align: center;"> <p>T4</p> <p>T5</p> <p>SD</p> </div>

TABLE 14: Light Imprint Storm Drainage Matrix. This table summarizes a comprehensive strategy that can supplement the basic Natural Drainage Standards in this volume. The Light Imprint initiative coordinates over sixty tools and resources for environmental, infrastructural, and cost efficiency concerns. Because it is transect-based, all or part of Light Imprint may be adopted by the Developer, or provided as an auxiliary set of guidelines for developers. Definitions will be necessary for some terms on this table. Full descriptions of all the tools, along with a comprehensive introduction and set of case studies, are located in the full Light Imprint Handbook. Information is available at www.lightimprint.org.

	T4	T5	SD		Maint.	Cost
a. PAVING						
Compacted Earth					L	\$
Wood Planks					H	\$\$\$
Plastic Mesh/Geomat					L	\$
Crushed Stone/Shell					M	\$
Cast/Pressed Concrete Paver Block					L	\$\$
Grassed Cellular Plastic					M	\$\$\$
Grassed Cellular Concrete					M	\$\$\$
Pervious Asphalt					L	\$\$
Asphalt					L	\$
Concrete					L	\$\$
Pervious Concrete					L	\$\$
Stamped Asphalt					L	\$\$\$
Stamped Concrete					L	\$\$\$
Pea Gravel					M	\$
Stone/Masonry Paving Blocks					L	\$\$\$
Wood Paving Blocks on Concrete					L	\$\$\$
Asphalt Paving Blocks					M	\$\$
b. CHANNELING						
Natural Creek					L	\$
Terracing					M	\$\$
Vegetative Swale					L	\$
Drainage Ditch					L	\$
Stone/Rip Rap Channels					L	\$\$
Vegetative/Stone Swale					L	\$
Grassed Cellular Plastic					M	\$\$\$
Grassed Cellular Concrete					M	\$\$\$
Soakaway Trench					M	\$\$\$
Slope Avenue					M	\$\$\$
French Drain					M	\$
Shallow Channel Footpath/Rainwater Conveyor					L	\$
Concrete Pipe					L	\$\$
Gutter					L	\$\$
Planting Strip Trench					L	\$
Masonry Trough					L	\$\$
Canal					H	\$\$\$
Sculpted Watercourse, i.e. cascades					M	\$\$\$
Concrete Trough					L	\$\$
Archimedean Screw					L	\$\$\$
c. STORAGE						
Irrigation Pond					L	\$
Retention Basin with Sloping Bank					L	\$\$
Retention Basin with Fence					L	\$\$
Retention Hollow					M	\$
Detention Pond					L	\$
Vegetative Purification Bed					M	\$\$
Flowing Park					M	\$\$
Retention Pond					M	\$\$
Landscaped Tree Well					L	\$\$
Pool/Fountain					H	\$\$\$
Underground Vault/Pipe/Cistern-Corrugated Metal					L	\$\$
Underground Vault/Pipe/Cistern-Pre-cast Concrete					L	\$\$
Underground Vault/Pipe/Cistern-Cast in place Concrete					L	\$\$
Grated Tree Well					L	\$\$
Underground Vault/Pipe/Cistern-Plastic					L	\$\$\$
Paved Basin					M	\$\$\$
d. FILTRATION						
Wetland/Swamp					L	\$
Filtration Ponds					L	\$\$
Shallow Marsh					M	\$
Surface Landscape					L	\$
Natural Vegetation					L	\$
Constructed Wetland					M	\$
Bio-Retention Swale					M	\$\$
Purification Biotope					H	\$\$\$
Green Finger					L	\$\$\$
Roof Garden					M	\$\$\$
Rain Garden					M	\$\$
Detention Pond					L	\$
Grassed Cellular Plastic					M	\$\$\$
Grassed Cellular Concrete					M	\$\$\$
Waterscapes					H	\$\$\$

*NOTE - Maintenance is denoted as L=Low, M=Medium and H=High.



(see Table 1)

I. BUILDING FUNCTION (see Table 10 & Table 12)

Residential	limited use
Lodging	open use
Office	limited use
Retail	limited use

k. BUILDING CONFIGURATION

Principal Building	4 stories max, 1 min.
Outbuilding	2 stories max.

f. LOT OCCUPATION

Lot Width	17 ft min. 120 ft max
Lot Coverage	80% max

g. SETBACKS - PRINCIPAL BUILDING

(g.1) Front Setback Principal	0 ft. min. 30 ft. max.
(g.2) Front Setback Secondary	0 ft. min. 30 ft. max.
(g.3) Side Setback	0 ft. min.
(g.4) Rear Setback	0 ft. min.*
Frontage Buildout	30% min. at setback

h. SETBACKS - OUTBUILDING

(h.1) Front Setback	20 ft. min. + bldg. setback
(h.2) Side Setback	0 ft. min. or 3 ft at corner
(h.3) Rear Setback	0 ft. min.*

j. PRIVATE FRONTAGES (see Table 7)

Porch & Fence	permitted
Terrace or Lightwell	permitted
Forecourt	permitted
Stoop	permitted
Shopfront	permitted
Gallery	permitted
Arcade	not permitted

PARKING PROVISIONS

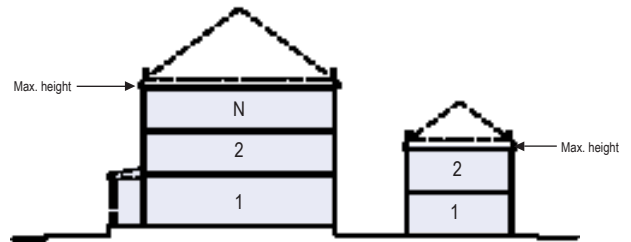
See Table 10 & Table 11

*or 15 ft. from center line of alley

"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums

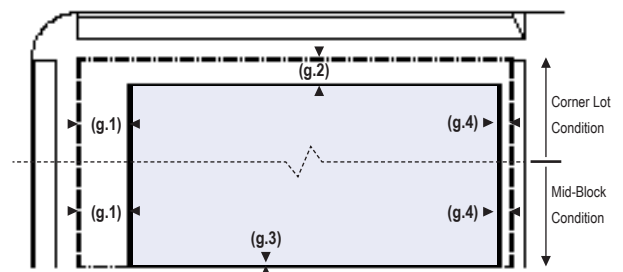
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 9 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck.



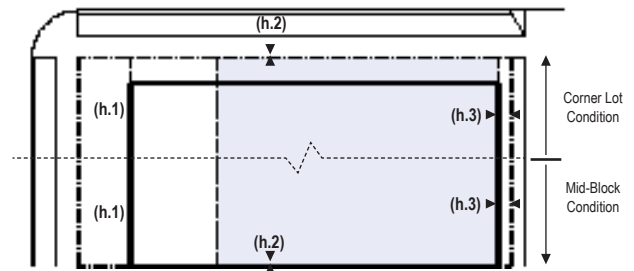
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



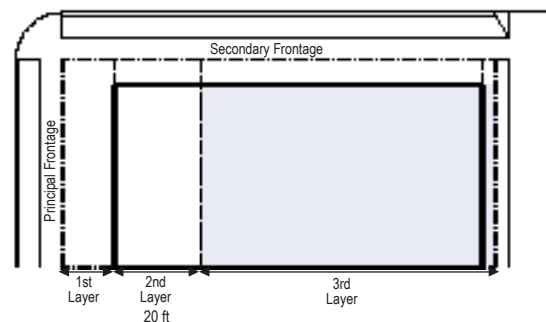
SETBACKS - OUTBUILDING

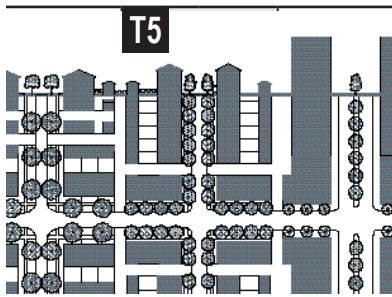
1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking should be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers should be stored within the third Layer.





(see Table 1)

I. BUILDING FUNCTION (see Table 10 & Table 12)

Residential	open use
Lodging	open use
Office	open use
Retail	open use

k. BUILDING CONFIGURATION

Principal Building	6 stories max. 1 min.
Outbuilding	3 stories max.

f. LOT OCCUPATION

Lot Width	18 ft. min.
Lot Coverage	100% max

g. SETBACKS - PRINCIPAL BUILDING

(g.1) Front Setback Principal	0 ft. min. 16 ft. max.
(g.2) Front Setback Secondary	0 ft. min. 16 ft. max.
(g.3) Side Setback	0 ft. min. 30 ft. max.
(g.4) Rear Setback	0 ft. min.*
Frontage Buildout	60% min. at setback

h. SETBACKS - OUTBUILDING

(h.1) Front Setback	40 ft. max. from rear prop.
(h.2) Side Setback	0 ft. min. or 2 ft at corner
(h.3) Rear Setback	0 ft. max.

j. PRIVATE FRONTAGES (see Table 7)

Porch & Fence	not permitted
Terrace or Lightwell	permitted
Forecourt	permitted
Stoop	permitted
Shopfront	permitted
Gallery	permitted
Arcade	permitted

PARKING PROVISIONS

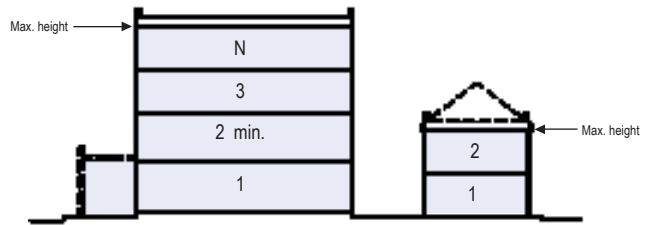
See Table 10 & Table 11

*or 15 ft. from center line of alley

"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums

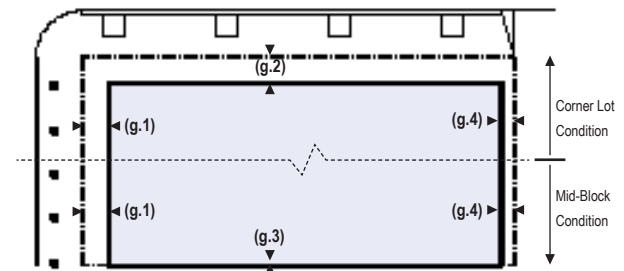
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 18 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 9 ft with a maximum of 30 ft.
3. Height shall be measured to the eave or roof deck.



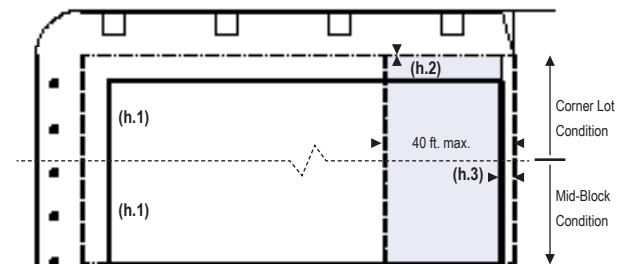
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



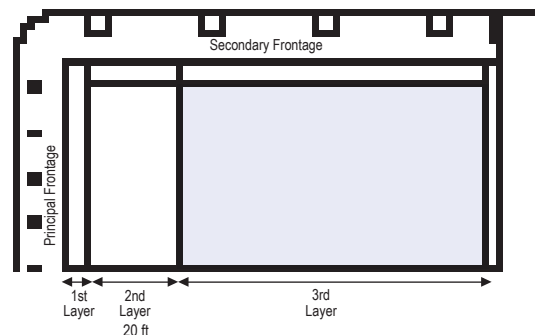
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



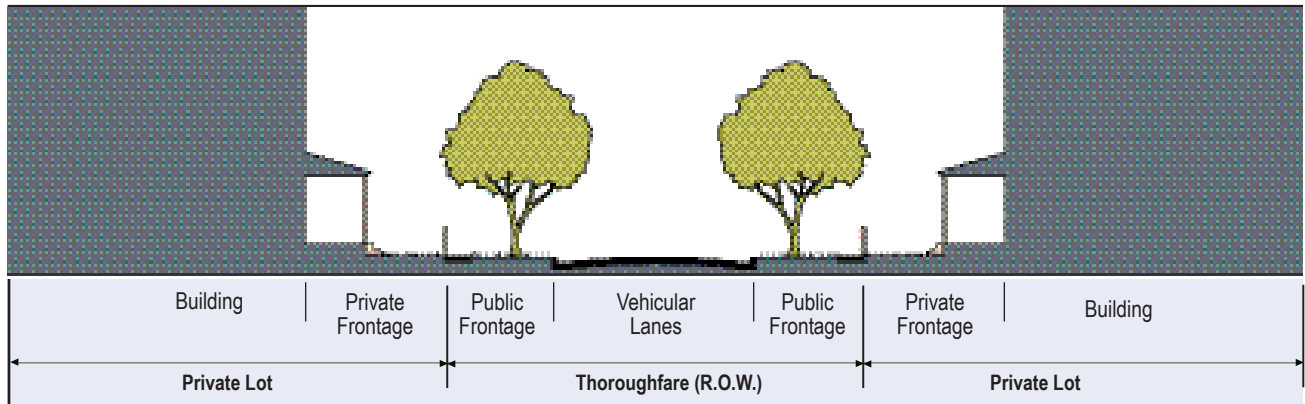
PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking should be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers should be stored within the third Layer.

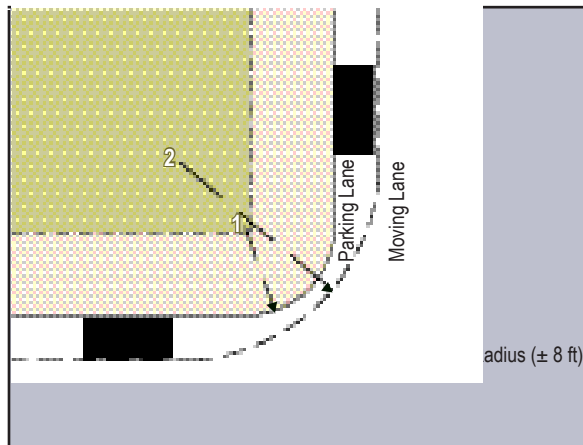


Bull Street Neighborhood

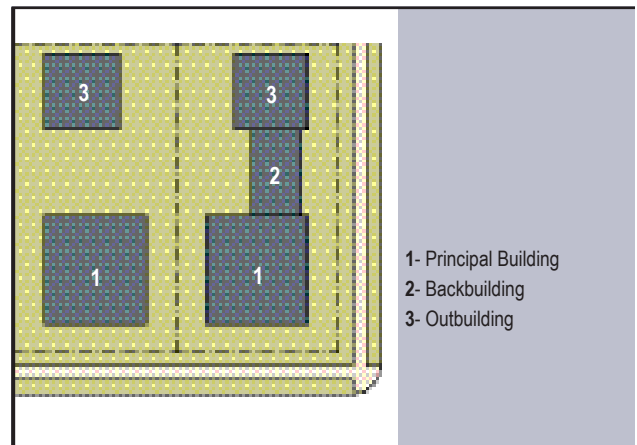
a. THOROUGHFARE & FRONTAGES



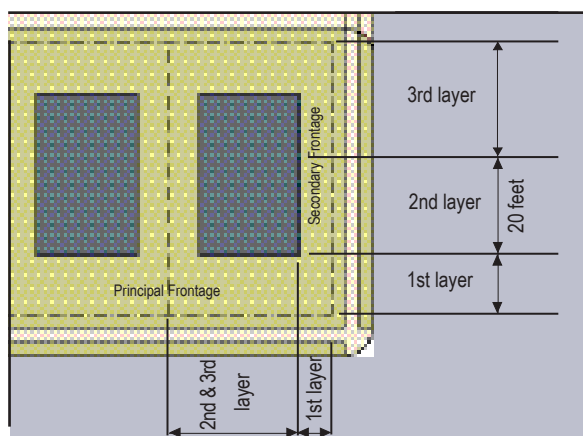
b. TURNING RADIUS



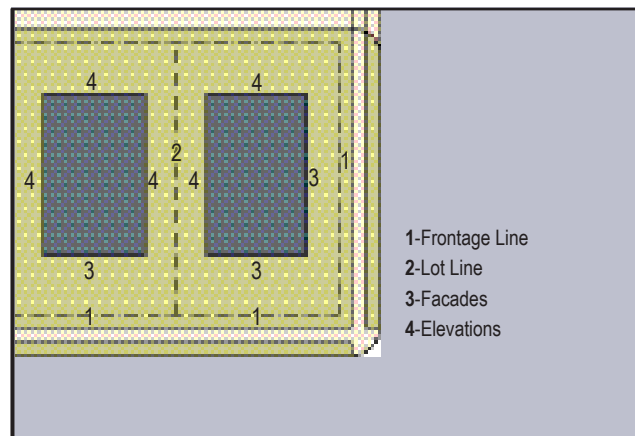
c. BUILDING DISPOSITION



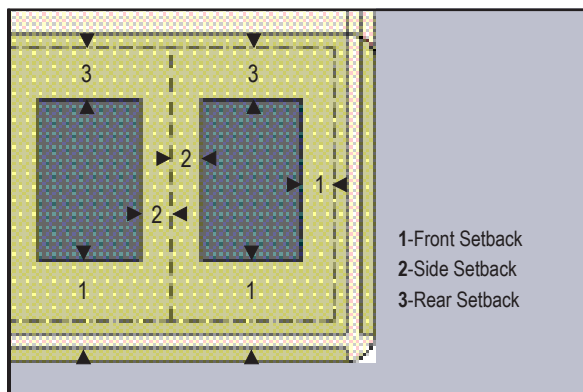
d. LOT LAYERS



e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



DEFINITIONS

THIS ARTICLE PROVIDES DEFINITIONS FOR TERMS IN THIS CODE THAT ARE TECHNICAL IN NATURE OR THAT OTHERWISE MAY NOT REFLECT A COMMON USAGE OF THE TERM. IF A TERM IS NOT DEFINED IN THIS CODE OR BY CITY ORDINANCE, THEN THE DRB SHALL DETERMINE THE CORRECT DEFINITION. ITEMS IN ITALICS REFER TO ARTICLES, SECTIONS, OR TABLES IN THE CODE.

A-GRID: CUMULATIVELY, THOSE THOROUGHFARES THAT BY VIRTUE OF THEIR PRE-EXISTING PEDESTRIAN-SUPPORTIVE QUALITIES, OR THEIR FUTURE IMPORTANCE TO PEDESTRIAN CONNECTIVITY, ARE HELD TO THE HIGHEST STANDARDS PRESCRIBED BY THIS CODE. SEE B-GRID. (SYN: PRIMARY GRID.)

ACCESSORY BUILDING: AN OUTBUILDING WITH AN ACCESSORY UNIT.

ACCESSORY UNIT: AN APARTMENT SHARING OWNERSHIP AND UTILITY CONNECTIONS WITH A PRINCIPAL BUILDING; IT MAY OR MAY NOT BE WITHIN AN OUTBUILDING. SEE TABLE 10 AND TABLE 17. (SYN: ANCILLARY UNIT)

ADMINISTRATIVE ADJUSTMENT: A DEVIATION THAT MAY BE AUTHORIZED BY THE ZONING ADMINISTRATOR OF UP TO FIFTEEN PERCENT (15%) FROM ANY NUMERICAL STANDARD AS SET FORTH IN ARTICLE 6 STANDARDS AND TABLES.

APARTMENT: A RESIDENTIAL UNIT SHARING A BUILDING AND A LOT WITH OTHER UNITS AND/OR USES; MAY BE FOR RENT, OR FOR SALE AS A CONDOMINIUM.

ARCADE: A PRIVATE FRONTAGE CONVENTIONAL FOR RETAIL USE WHEREIN THE FACADE IS A COLONNADE SUPPORTING HABITABLE SPACE THAT OVERLAPS THE SIDEWALK, WHILE THE FACADE AT SIDEWALK LEVEL REMAINS AT THE FRONTAGE LINE.

ARCHITECTURAL STANDARDS: THE STANDARDS REQUIRED BY THIS CODE INCLUDING SPECIFIC ARCHITECTURAL APPROVAL BY THE DRB.

ATTIC: THE INTERIOR PART OF A BUILDING CONTAINED WITHIN A PITCHED ROOF STRUCTURE.

B-GRID: CUMULATIVELY, THOSE THOROUGHFARES THAT BY VIRTUE OF THEIR USE, LOCATION, OR ABSENCE OF PRE-EXISTING PEDESTRIAN-SUPPORTIVE QUALITIES, MAY MEET A STANDARD LOWER THAN THAT OF THE A-GRID. SEE A-GRID. (SYN: SECONDARY GRID.)

BACKBUILDING: A STRUCTURE CONNECTING A PRINCIPAL BUILDING TO AN OUTBUILDING. SEE TABLE 17.

BED AND BREAKFAST: A LODGING TYPE OFFERING 1 TO 5 BEDROOMS, PERMITTED TO SERVE BREAKFAST IN THE MORNINGS TO GUESTS.

BY RIGHT: SOMETHING THAT COMPLIES WITH THE CODE AND IS PERMITTED AND PROCESSED ADMINISTRATIVELY, WITHOUT PUBLIC HEARING OR FURTHER CONDITION OR RESTRICTION. SEE WARRANT.

CRC: SEE CONSOLIDATED REVIEW COMMITTEE.

CIVIC: THE TERM DEFINING NOT-FOR-PROFIT ORGANIZATIONS DEDICATED TO ARTS, CULTURE, EDUCATION, RECREATION, GOVERNMENT, TRANSIT, AND MUNICIPAL PARKING. CIVIC BUILDING: A BUILDING OPERATED BY NOT-FOR-PROFIT ORGANIZATIONS DEDICATED TO ARTS, CULTURE, EDUCATION, RECREATION, GOVERNMENT, TRANSIT, AND MUNICIPAL PARKING, OR FOR USE APPROVED BY THE LEGISLATIVE BODY.

CIVIC PARKING RESERVE: PARKING STRUCTURE OR PARKING LOT WITHIN A QUARTER-MILE OF THE SITE THAT IT SERVES. SEE SECTION 5.9.2.

CIVIC SPACE: AN OUTDOOR AREA DEDICATED FOR PUBLIC USE. CIVIC SPACE TYPES ARE DEFINED BY THE COMBINATION OF CERTAIN PHYSICAL CONSTANTS INCLUDING THE RELATIONSHIPS AMONG THEIR INTENDED USE, THEIR SIZE, THEIR LANDSCAPING AND THEIR ENFRONTING BUILDINGS. SEE TABLE 13.

CIVIC ZONE: DESIGNATION FOR PUBLIC SITES DEDICATED FOR CIVIC BUILDINGS AND CIVIC SPACE.

COMMERCIAL: THE TERM COLLECTIVELY DEFINING WORKPLACE, OFFICE, RETAIL, AND LODGING FUNCTIONS.

CONFIGURATION: THE FORM OF A BUILDING, BASED ON ITS MASSING, PRIVATE FRONTAGE, AND HEIGHT.

CONSOLIDATED REVIEW COMMITTEE (CRC): A GROUP CREATED BY CITY COUNCIL WHO SHALL ADMINISTRATIVELY PROCESS APPLICATIONS AND PLANS PURSUANT TO THIS CODE.

CURB: THE EDGE OF THE VEHICULAR PAVEMENT THAT MAY BE RAISED OR FLUSH TO A SWALE. IT USUALLY INCORPORATES THE DRAINAGE SYSTEM.

DISPOSITION: THE PLACEMENT OF A BUILDING ON ITS LOT. SEE TABLE 17.

DEVELOPER: BULL STREET NEIGHBORHOOD DEVELOPMENT, LLC., A SOUTH CAROLINA LIMITED LIABILITY COMPANY, AND ANY OTHER PERSON OR PERSONS (THE "SUCCESSOR DEVELOPER") THAT SUCCEED TO THE RIGHTS, DUTIES, AND OBLIGATIONS OF DEVELOPER.

DEVELOPMENT REVIEW BOARD (DRB): A GROUP FORMED PURSUANT TO THE MASTER DECLARATION OF PROTECTIVE COVENANTS TO PROVIDE AN EFFECTIVE MEANS OF ENSURING THAT ALL BUILDINGS AND IMPROVEMENTS WITHIN THE BULL STREET NEIGHBORHOOD ARE AESTHETICALLY CONSISTENT AND IN HARMONY WITH A FIRST-CLASS MIXED-USE DEVELOPMENT.

DOORYARD: A PRIVATE FRONTAGE TYPE WITH A SHALLOW SETBACK AND FRONT GARDEN OR PATIO, USUALLY WITH A LOW WALL AT THE FRONTAGE LINE. SEE TABLE 7. (VARIANT: LIGHTWELL, LIGHT COURT.)

DRINKING PLACE: AN ESTABLISHMENT HAVING AS ITS PRINCIPAL USE THE RETAIL SALE OF ALCOHOLIC BEVERAGES SUCH AS BEER, LIQUOR OR WINE FOR CONSUMPTION ON OR OFF THE PREMISES. THE PRINCIPAL USE SHALL BE DETERMINED BY ASSESSING THE FOLLOWING FACTORS: GROSS FLOOR AREA OF THE BUSINESS; TOTAL GROSS FLOOR AREA ALLOCATED FOR EACH FUNCTION WITHIN THE BUSINESS; SEATING PLANS; MENUS; BUSINESS PLAN; HOURS OF OPERATION; AND ANY OTHER FACTORS RELEVANT

TO THE OPERATION OF THE BUSINESS. DRINKING PLACES IN CONFORMITY WITH STATE LAW SHALL BE PERMITTED, AND THE PROVISIONS OF EXISTING LOCAL CODE SECTION 17-269 SHALL NOT BE APPLICABLE.

DRIVE-THROUGH FACILITY: ANY USE, EITHER PRINCIPAL OR ACCESSORY, THAT PROVIDES GOODS OR SERVICES TO A PERSON WITHOUT REQUIRING THE PERSON TO LEAVE HIS OR HER VEHICLE. EXAMPLES OF DRIVE-THROUGH FACILITIES INCLUDE, BUT ARE NOT LIMITED TO, DRIVE-THROUGH AUTOMATED TELLER MACHINES, AUTOMATED CAR WASHES, AND DRIVE-THROUGH WINDOWS AT RESTAURANTS, FINANCIAL INSTITUTIONS, DRY-CLEANING ESTABLISHMENTS, AND RETAIL ESTABLISHMENTS SUCH AS LIQUOR STORES AND PHARMACIES. DRIVE-IN MOTION PICTURE THEATERS, AUTOMOTIVE SERVICE FACILITIES (EXCEPT AUTOMATED CAR WASHES), AUTOMOTIVE REPAIR FACILITIES, AND FUEL PUMPS AND LIKE SERVICE ISLANDS AT GASOLINE SERVICE STATIONS ARE NOT CONSIDERED DRIVE-THROUGH FACILITIES. THE PROVISIONS OF EXISTING LOCAL CODE SECTION 17-258(6) SHALL NOT BE APPLICABLE.

DRIVEWAY: A VEHICULAR LANE WITHIN A LOT, OFTEN LEADING TO A GARAGE.

EFFECTIVE PARKING: THE AMOUNT OF PARKING REQUIRED FOR MIXED USE AFTER ADJUSTMENT BY THE SHARED PARKING FACTOR. SEE TABLE 11.

ELEVATION: AN EXTERIOR WALL OF A BUILDING NOT ALONG A FRONTAGE LINE. SEE TABLE 17. SEE: FACADE.

ENCROACH: TO BREAK THE PLANE OF A VERTICAL OR HORIZONTAL REGULATORY LIMIT WITH A STRUCTURAL ELEMENT, SO THAT IT EXTENDS INTO A SETBACK, INTO THE PUBLIC FRONTAGE, OR ABOVE A HEIGHT LIMIT.

ENCROACHMENT: ANY STRUCTURAL ELEMENT THAT BREAKS THE PLANE OF A VERTICAL OR HORIZONTAL REGULATORY LIMIT, EXTENDING INTO A SETBACK, INTO THE PUBLIC FRONTAGE, OR ABOVE A HEIGHT LIMIT.

ENFRONT: TO PLACE AN ELEMENT ALONG A FRONTAGE, AS IN "PORCHES ENFRONT THE STREET."

FACADE: THE EXTERIOR WALL OF A BUILDING THAT IS SET ALONG A FRONTAGE LINE. SEE ELEVATION.

FAMILY: AN INDIVIDUAL; OR TWO OR MORE PERSONS RELATED BY BLOOD OR MARRIAGE LIVING TOGETHER; OR A GROUP OF INDIVIDUALS, OF NOT MORE THAN FOUR (4) PERSONS, NOT RELATED BY BLOOD OR MARRIAGE BUT LIVING TOGETHER AS A SINGLE HOUSEKEEPING UNIT, EXCEPT THAT FOR MULTI-FAMILY PROPERTIES CONTAINING TWENTY (20) OR MORE DWELLING UNITS THE MAXIMUM NUMBER OF UNRELATED PERSONS ALLOWED IN A SINGLE HOUSEKEEPING UNIT SHALL BE EIGHT (8).

FORECOURT: A PRIVATE FRONTAGE WHEREIN A PORTION OF THE FACADE IS CLOSE TO THE FRONTAGE LINE AND THE CENTRAL PORTION IS SET BACK. SEE TABLE 7.

FRONTAGE: THE AREA BETWEEN A BUILDING FACADE AND THE VEHICULAR LANES, INCLUSIVE OF ITS BUILT AND PLANTED COMPONENTS. FRONTAGE IS DIVIDED INTO PRIVATE FRONTAGE AND PUBLIC FRONTAGE. SEE TABLE 7.

FRONTAGE LINE: A LOT LINE BORDERING A PUBLIC FRONTAGE. FACADES FACING FRONTAGE LINES DEFINE THE PUBLIC REALM AND ARE THEREFORE MORE REGULATED THAN THE ELEVATIONS FACING OTHER LOT LINES. SEE TABLE 17.

FUNCTION: THE USE OR USES ACCOMMODATED BY A BUILDING AND ITS LOT, CATEGORIZED AS LIMITED OR OPEN, ACCORDING TO THE INTENSITY OF THE USE. SEE TABLE 10 AND TABLE 12.

GALLERY: A PRIVATE FRONTAGE CONVENTIONAL FOR RETAIL USE WHEREIN THE FACADE IS ALIGNED CLOSE TO THE FRONTAGE LINE WITH AN ATTACHED CANTILEVERED SHED OR LIGHTWEIGHT COLONNADE OVERLAPPING THE SIDEWALK. SEE TABLE 7.

GREEN: A CIVIC SPACE TYPE FOR UNSTRUCTURED RECREATION, SPATIALLY DEFINED BY LANDSCAPING RATHER THAN BUILDING FRONTAGES. SEE TABLE 13.

INN: A LODGING TYPE OFFERING 6 TO 12 BEDROOMS, PERMITTED TO SERVE BREAKFAST IN THE MORNINGS TO GUESTS. SEE TABLE 10.

LANDSCAPE STANDARDS: THE STANDARDS REQUIRED BY THIS CODE AND SET FORTH IN SECTION 5.9.

LAYER: A RANGE OF DEPTH OF A LOT WITHIN WHICH CERTAIN ELEMENTS ARE PERMITTED. SEE TABLE 17.

LIGHTING STANDARDS: THE STANDARDS REQUIRED BY THIS CODE AND SET FORTH IN SECTION 5.11.

LIGHTWELL: A PRIVATE FRONTAGE TYPE THAT IS A BELOW-GRADE ENTRANCE OR RECESS DESIGNED TO ALLOW LIGHT INTO BASEMENTS. SEE TABLE 7. (SYN: LIGHT COURT.)

LINER BUILDING: A BUILDING SPECIFICALLY DESIGNED TO MASK A PARKING LOT OR A PARKING STRUCTURE FROM A FRONTAGE.

LIVE-WORK: A MIXED USE UNIT CONSISTING OF A COMMERCIAL AND RESIDENTIAL FUNCTION. THE COMMERCIAL FUNCTION MAY BE ANYWHERE IN THE UNIT. IT IS INTENDED TO BE OCCUPIED BY A BUSINESS OPERATOR WHO LIVES IN THE SAME STRUCTURE THAT CONTAINS THE COMMERCIAL ACTIVITY OR INDUSTRY. SEE WORK-LIVE. (SYN.: FLEX-HOUSE.)

LODGING: PREMISES AVAILABLE FOR DAILY AND WEEKLY RENTING OF BEDROOMS. SEE TABLE 10 AND TABLE 12.

LOT: A PARCEL OF LAND ACCOMMODATING A BUILDING OR BUILDINGS OF UNIFIED DESIGN.

LOT LINE: THE BOUNDARY THAT LEGALLY AND GEOMETRICALLY DEMARCATES A LOT.

LOT WIDTH: THE LENGTH OF THE PRINCIPAL FRONTAGE LINE OF A LOT.
MANUFACTURING: PREMISES AVAILABLE FOR THE CREATION, ASSEMBLAGE AND/OR REPAIR OF ITEMS, AND INCLUDING THEIR RETAIL SALE.

MIXED USE: MULTIPLE FUNCTIONS WITHIN THE SAME BUILDING THROUGH SUPERIMPOSITION OR ADJACENCY, OR IN MULTIPLE BUILDINGS BY ADJACENCY, OR AT A PROXIMITY.

MULTI-FAMILY: A BUILDING CONTAINING THREE OR MORE DWELLING UNITS, WITH EACH UNIT HAVING A COMMON STRUCTURAL WALL WITH ANOTHER DWELLING UNIT. THE TERM "MULTI-FAMILY" SHALL BE UNDERSTOOD TO INCLUDE APARTMENTS, TENEMENTS, CONDOMINIUMS, COOPERATIVES AND SIMILAR TYPES OF STRUCTURES.

OFFICE: PREMISES AVAILABLE FOR THE TRANSACTION OF GENERAL BUSINESS BUT EXCLUDING RETAIL AND MANUFACTURING USES. SEE TABLE 10.

OPEN SPACE: LAND INTENDED TO REMAIN UNDEVELOPED; IT MAY BE FOR CIVIC SPACE.

OUTBUILDING: AN ACCESSORY BUILDING, USUALLY LOCATED TOWARD THE REAR OF THE SAME LOT AS A PRINCIPAL BUILDING, AND SOMETIMES CONNECTED TO THE PRINCIPAL BUILDING BY A BACKBUILDING. SEE TABLE 17.

PARK: A CIVIC SPACE TYPE THAT IS A NATURAL PRESERVE AVAILABLE FOR UNSTRUCTURED RECREATION. SEE TABLE 13.

PARKING STRUCTURE: A BUILDING CONTAINING ONE OR MORE STORIES OF PARKING ABOVE GRADE.

PASSAGE (PS): A PEDESTRIAN CONNECTOR, OPEN OR ROOFED, THAT PASSES BETWEEN BUILDINGS TO PROVIDE SHORTCUTS THROUGH LONG BLOCKS AND CONNECT REAR PARKING AREAS TO FRONTAGES.

PATH (PT): A PEDESTRIAN WAY TRAVERSING A PARK OR RURAL AREA, WITH LANDSCAPE MATCHING THE CONTIGUOUS OPEN SPACE, IDEALLY CONNECTING DIRECTLY WITH THE URBAN SIDEWALK NETWORK.

PEDESTRIAN SHED: WALKABLE AREAS WITHIN A HALF MILE OF THE GIVEN STRUCTURE.

PLANTER: THE ELEMENT OF THE PUBLIC FRONTAGE WHICH ACCOMMODATES STREET TREES, WHETHER CONTINUOUS OR INDIVIDUAL.

PLAZA: A CIVIC SPACE TYPE DESIGNED FOR CIVIC PURPOSES AND COMMERCIAL ACTIVITIES IN THE MORE URBAN TRANSECT ZONES, GENERALLY PAVED AND SPATIALLY DEFINED BY BUILDING FRONTAGES.

PRINCIPAL BUILDING: THE MAIN BUILDING ON A LOT, USUALLY LOCATED TOWARD THE FRONTAGE. SEE TABLE 17.

PRINCIPAL ENTRANCE: THE MAIN POINT OF ACCESS FOR PEDESTRIANS INTO A BUILDING.

PRINCIPAL FRONTAGE: ON CORNER LOTS, THE PRIVATE FRONTAGE DESIGNATED TO BEAR THE ADDRESS AND PRINCIPAL ENTRANCE TO THE BUILDING, AND THE MEASURE OF MINIMUM LOT WIDTH. PRESCRIPTIONS FOR THE PARKING LAYERS PERTAIN ONLY TO THE PRINCIPAL FRONTAGE. PRESCRIPTIONS FOR THE FIRST LAYER PERTAIN TO BOTH FRONTAGES OF A CORNER LOT. SEE FRONTAGE.

PRIVATE FRONTAGE: THE PRIVATELY HELD LAYER BETWEEN THE FRONTAGE LINE AND THE PRINCIPAL BUILDING FACADE. SEE TABLE 7 AND TABLE 17.

PUBLIC FRONTAGE: THE AREA BETWEEN THE CURB OF THE VEHICULAR LANES AND THE FRONTAGE LINE.

REAR ALLEY (RA): A VEHICULAR WAY LOCATED TO THE REAR OF LOTS PROVIDING ACCESS TO SERVICE AREAS, PARKING, AND OUTBUILDINGS AND CONTAINING UTILITY EASEMENTS. REAR ALLEYS MAY BE PAVED FROM BUILDING FACE TO BUILDING FACE, WITH DRAINAGE BY INVERTED CROWN AT THE CENTER OR WITH ROLL CURBS AT THE EDGES.

REAR LANE (RL): A VEHICULAR WAY LOCATED TO THE REAR OF LOTS PROVIDING ACCESS TO SERVICE AREAS, PARKING, AND OUTBUILDINGS AND CONTAINING UTILITY EASEMENTS. REAR LANES MAY BE PAVED LIGHTLY TO DRIVEWAY STANDARDS. THE STREETScape MAY CONSIST OF GRAVEL OR LANDSCAPED EDGES, WITH NO RAISED CURB, AND MAY BE DRAINED BY PERCOLATION.

REGULATING PLAN: A ZONING MAP OR SET OF MAPS THAT SHOWS THE TRANSECT ZONES, CIVIC ZONES, SPECIAL DISTRICTS IF ANY, AND SPECIAL REQUIREMENTS IF ANY, OF AREAS SUBJECT TO, OR POTENTIALLY SUBJECT TO, REGULATION BY THE CODE.

RESIDENTIAL: CHARACTERIZING PREMISES AVAILABLE FOR LONG-TERM HUMAN DWELLING.

RESTAURANT: AN ESTABLISHMENT HAVING AS ITS PRINCIPAL USE THE PREPARATION AND RETAIL SALE OF FOOD AND BEVERAGES FOR CONSUMPTION ON OR OFF THE PREMISES. THIS TERM SHALL INCLUDE BUT NOT BE LIMITED TO AN ESTABLISHMENT KNOWN AS A CAFÉ, LUNCH COUNTER, CAFÉTERIA, FAST-FOOD RESTAURANT, EATING ESTABLISHMENT OR OTHER SIMILAR BUSINESS. THIS DEFINITION DOES NOT INCLUDE ESTABLISHMENTS THAT SELL FOOD OR BEVERAGE AS AN ACCESSORY USE OR FOR OFF PREMISES PREPARATION OR CONSUMPTION, SUCH AS A RETAIL GROCERY STORE, CONVENIENCE STORE OR DELICATESSEN. THE PRINCIPAL USE SHALL BE DETERMINED BY ASSESSING THE FOLLOWING FACTORS: GROSS FLOOR AREA OF THE BUSINESS; TOTAL GROSS FLOOR AREA ALLOCATED FOR EACH FUNCTION WITHIN THE BUSINESS; SEATING PLANS; MENUS; BUSINESS PLAN; HOURS OF OPERATION; AND ANY OTHER FACTORS RELEVANT TO THE OPERATION OF THE BUSINESS. THE PROVISIONS OF EXISTING LOCAL CODE SECTION 11-2 SHALL NOT BE APPLICABLE.

RETAIL: CHARACTERIZING PREMISES AVAILABLE FOR THE SALE OF MERCHANDISE AND FOOD SERVICE. SEE TABLE 10 AND TABLE 12.

RETAIL BUILDING: A BUILDING PRIMARILY USED FOR THE SALE OF RETAIL GOODS TO THE GENERAL PUBLIC WHICH MAY BE CONNECTED TO OTHER BUILDINGS OR RETAIL BUILDINGS. SEE SHOPPING CENTER.

RETAIL FRONTAGE: FRONTAGE DESIGNATED ON A REGULATING PLAN THAT RECOMMENDS THE PROVISION OF A SHOPFRONT, ENCOURAGING THE GROUND LEVEL TO BE AVAILABLE FOR RETAIL USE. SEE SPECIAL REQUIREMENTS.

SECONDARY FRONTAGE: ON CORNER LOTS, THE PRIVATE FRONTAGE THAT IS NOT THE PRINCIPAL FRONTAGE. AS IT AFFECTS THE PUBLIC REALM, ITS FIRST LAYER IS REGULATED. SEE TABLE 17.

SETBACK: THE AREA OF A LOT MEASURED FROM THE LOT LINE TO A BUILDING FACADE OR ELEVATION THAT IS MAINTAINED CLEAR OF PERMANENT STRUCTURES.

SCHOOL DORMITORY: A MULTI-FAMILY BUILDING CONTAINING ROOMS FORMING ONE OR MORE HABITABLE UNITS WHICH ARE USED OR INTENDED TO BE USED BY RESIDENTS OF ACADEMIC INSTITUTIONS FOR LIVING, SLEEPING, COOKING AND/OR EATING PURPOSES.
SHARED PARKING FACTOR: AN ACCOUNTING FOR PARKING SPACES THAT ARE AVAILABLE TO MORE THAN ONE FUNCTION. SEE TABLE 11.

SHOPFRONT: A PRIVATE FRONTAGE CONVENTIONAL FOR RETAIL USE, WITH SUBSTANTIAL GLAZING AND AN AWNING, WHEREIN THE FACADE IS ALIGNED CLOSE TO THE FRONTAGE LINE WITH THE BUILDING ENTRANCE AT SIDEWALK GRADE. SEE TABLE 7.

SHOPPING CENTER: ONE OR MORE RETAIL BUILDINGS THAT ARE PRIMARILY CHARACTERIZED AND ACCESSED BY LARGE PARKING LOTS ON ONE SIDE.

SHOPPING MALL: ONE OR MORE ENCLOSED RETAIL BUILDINGS THAT ARE PRIMARILY CHARACTERIZED AND ACCESSED BY LARGE PARKING LOTS ON ONE SIDE AND ARE LOCATED ON A HIGHWAY.

SIDEWALK: THE PAVED SECTION OF THE PUBLIC FRONTAGE DEDICATED EXCLUSIVELY TO PEDESTRIAN ACTIVITY.

SIGNAGE STANDARDS: THE STANDARDS REQUIRED BY THIS CODE AND SET FORTH IN SECTION 5.10.

SITE PLAN: DOCUMENTS REQUIRED BY THIS CODE TO BE SUBMITTED BY AN APPLICANT TO THE DRB OR CRC WHICH DESCRIBE THE PROPOSED DEVELOPMENT.

SPECIAL DISTRICT (SD): AN AREA THAT, BY ITS INTRINSIC FUNCTION, DISPOSITION, OR CONFIGURATION, CANNOT OR SHOULD NOT CONFORM TO ONE OR MORE OF THE TRANSECT ZONES SPECIFIED BY THE CODE.

SPECIAL REQUIREMENTS: PROVISIONS OF THIS CODE AND THE ASSOCIATED DESIGNATIONS ON A REGULATING PLAN OR OTHER MAP FOR THOSE PROVISIONS.

SQUARE: A CIVIC SPACE TYPE DESIGNED FOR UNSTRUCTURED RECREATION AND CIVIC PURPOSES, SPATIALLY DEFINED BY BUILDING FRONTAGES AND CONSISTING OF PATHS, LAWNS AND TREES, FORMALLY DISPOSED. SEE TABLE 13.

STOOP: A PRIVATE FRONTAGE WHEREIN THE FACADE IS ALIGNED CLOSE TO THE FRONTAGE LINE WITH THE FIRST STORY ELEVATED FROM THE SIDEWALK FOR PRIVACY, WITH AN EXTERIOR STAIR AND LANDING AT THE ENTRANCE. SEE TABLE 7.

STORY: A HABITABLE LEVEL WITHIN A BUILDING, EXCLUDING AN ATTIC OR RAISED BASEMENT.

STREETSCREEN: A FREESTANDING WALL BUILT ALONG THE FRONTAGE LINE, OR COPLANAR WITH THE FACADE. IT MAY MASK A PARKING LOT FROM THE THOROUGHFARE, PROVIDE PRIVACY TO A SIDE YARD, AND/OR STRENGTHEN THE SPATIAL DEFINITION OF THE PUBLIC REALM. (SYN: STREETWALL.)

SUBSTANTIAL MODIFICATION: ALTERATION TO A BUILDING THAT IS VALUED AT MORE THAN 50% OF THE REPLACEMENT COST OF THE ENTIRE BUILDING, IF NEW.

T-ZONE: SEE TRANSECT ZONE.

TERMINATED VISTA: A LOCATION AT THE AXIAL CONCLUSION OF A THOROUGHFARE. A BUILDING LOCATED AT A TERMINATED VISTA DESIGNATED ON A REGULATING PLAN IS RECOMMENDED TO BE DESIGNED IN RESPONSE TO THE AXIS.

TRANSECT: A CROSS-SECTION OF THE ENVIRONMENT SHOWING A RANGE OF DIFFERENT HABITATS. THE RURAL-URBAN TRANSECT OF THE HUMAN ENVIRONMENT USED IN THE FORM-BASED CODE TEMPLATE IS DIVIDED INTO SIX TRANSECT ZONES. THESE ZONES DESCRIBE THE PHYSICAL FORM AND CHARACTER OF A PLACE, ACCORDING TO THE DENSITY AND INTENSITY OF ITS LAND USE AND URBANISM.

TRANSECT ZONE (T-ZONE): ONE OF SEVERAL AREAS ON A ZONING MAP REGULATED BY THE CODE. TRANSECT ZONES ARE ADMINISTRATIVELY SIMILAR TO THE LAND USE ZONES IN CONVENTIONAL CODES, EXCEPT THAT IN ADDITION TO THE USUAL BUILDING USE, DENSITY, HEIGHT, AND SETBACK REQUIREMENTS, OTHER ELEMENTS OF THE INTENDED HABITAT ARE INTEGRATED, INCLUDING THOSE OF THE PRIVATE LOT AND BUILDING AND PUBLIC FRONTAGE. SEE TABLE 1.

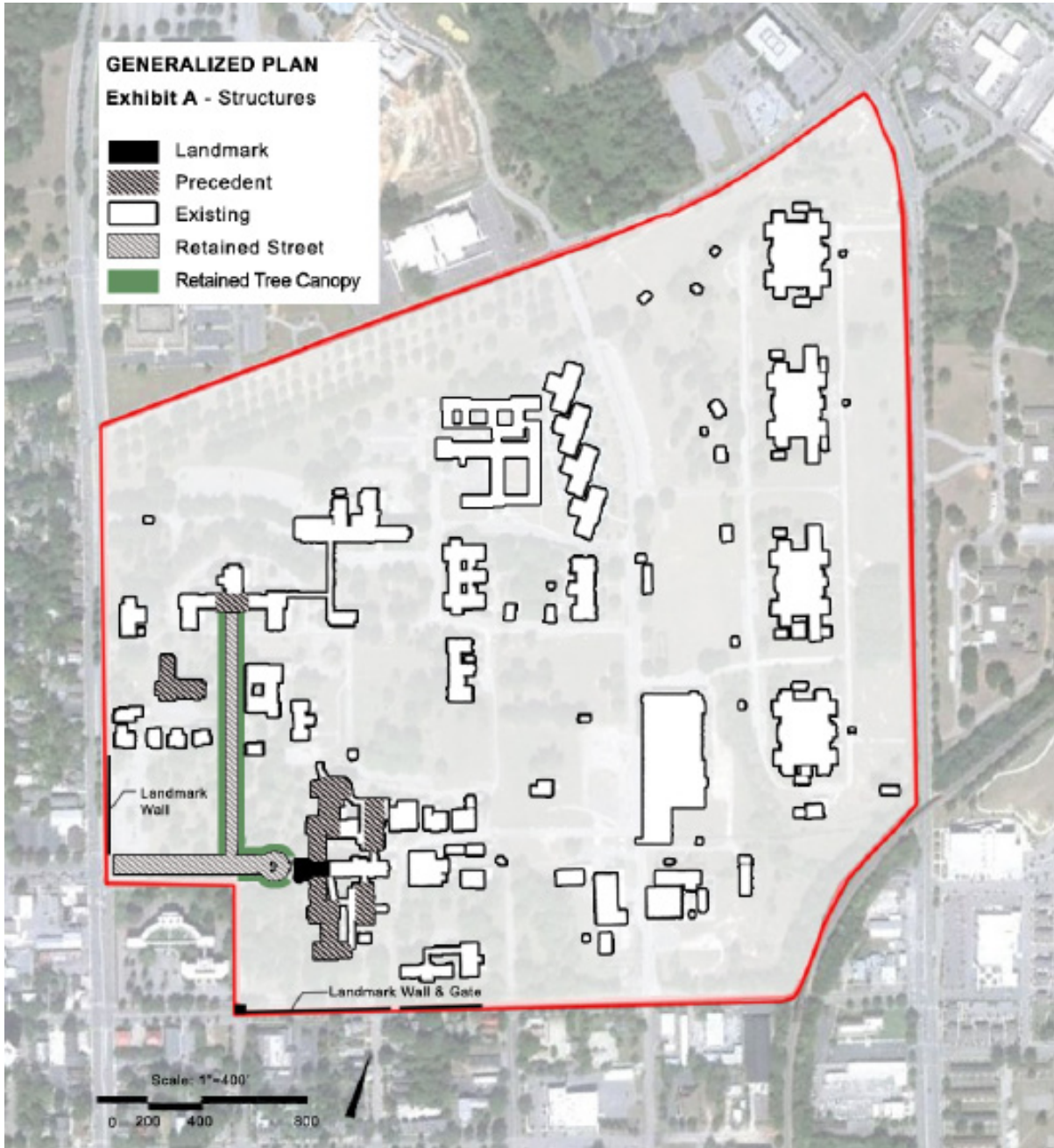
TREE SURVEY: A SURVEY COMPLETED BY A REGISTERED LAND SURVEYOR OR AN ARBORIST, USUALLY AS PART OF A SITE PLAN, OF THE LOCATION, SIZE AND SPECIES OF THE EXISTING SIGNIFICANT TREES ON A SITE.

WARRANT: A RULING THAT WOULD PERMIT A PRACTICE THAT IS NOT CONSISTENT WITH A SPECIFIC PROVISION OF THIS CODE AND NOT ABLE TO BE RESOLVED THROUGH AN ADMINISTRATIVE ADJUSTMENT, BUT THAT IS JUSTIFIED BY ITS INTENT (SECTION 1.3). WARRANTS ARE GRANTED ADMINISTRATIVELY BY THE CRC.

WORK-LIVE: A MIXED USE UNIT CONSISTING OF A COMMERCIAL AND RESIDENTIAL FUNCTION. IT TYPICALLY HAS A SUBSTANTIAL COMMERCIAL COMPONENT THAT MAY ACCOMMODATE EMPLOYEES AND WALK-IN TRADE. THE UNIT IS INTENDED TO FUNCTION PREDOMINANTLY AS WORK SPACE WITH INCIDENTAL RESIDENTIAL ACCOMMODATIONS THAT MEET BASIC HABITABILITY REQUIREMENTS. SEE LIVE-WORK. (SYN: LIVE-WITH.)

FORM-BASED CODE

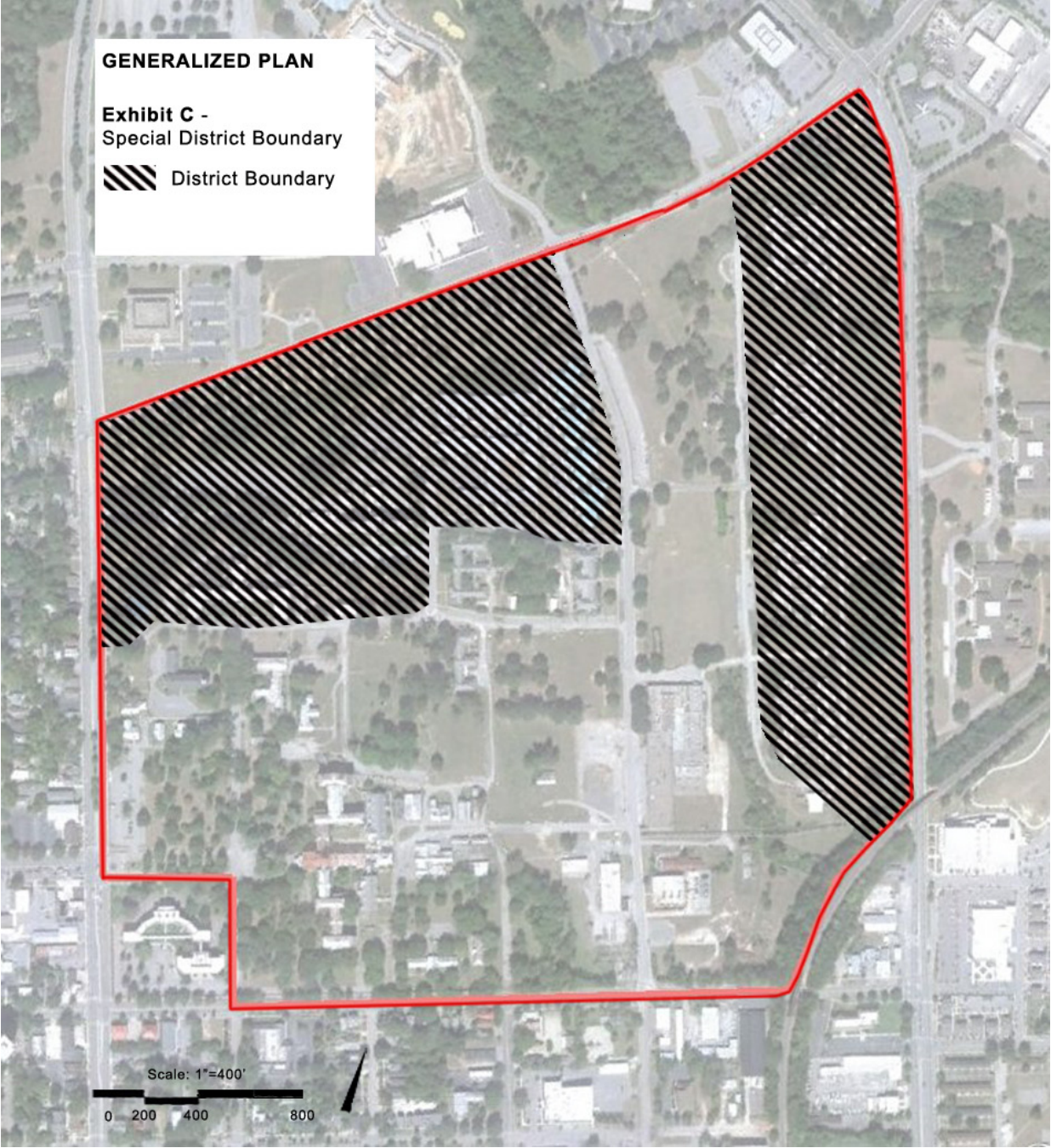
Bull Street Neighborhood





FORM-BASED CODE

Bull Street Neighborhood





FORM-BASED CODE

Bull Street Neighborhood

