

§ 156.320 WG; WATERFRONT GATEWAY DISTRICT.

(A) WG-C, Cooper River Waterfront Gateway District.

(1) *Boundary of district.* The boundaries of the district are generally described as including those properties located west of Magrath Darby Boulevard and all properties located along Patriots Point and Harry M. Hallman, Jr. Boulevards, and are more accurately depicted on the official zoning map, including any amendments thereto, now or in the future. The boundary of the district is graphically depicted in the following Figure 1.

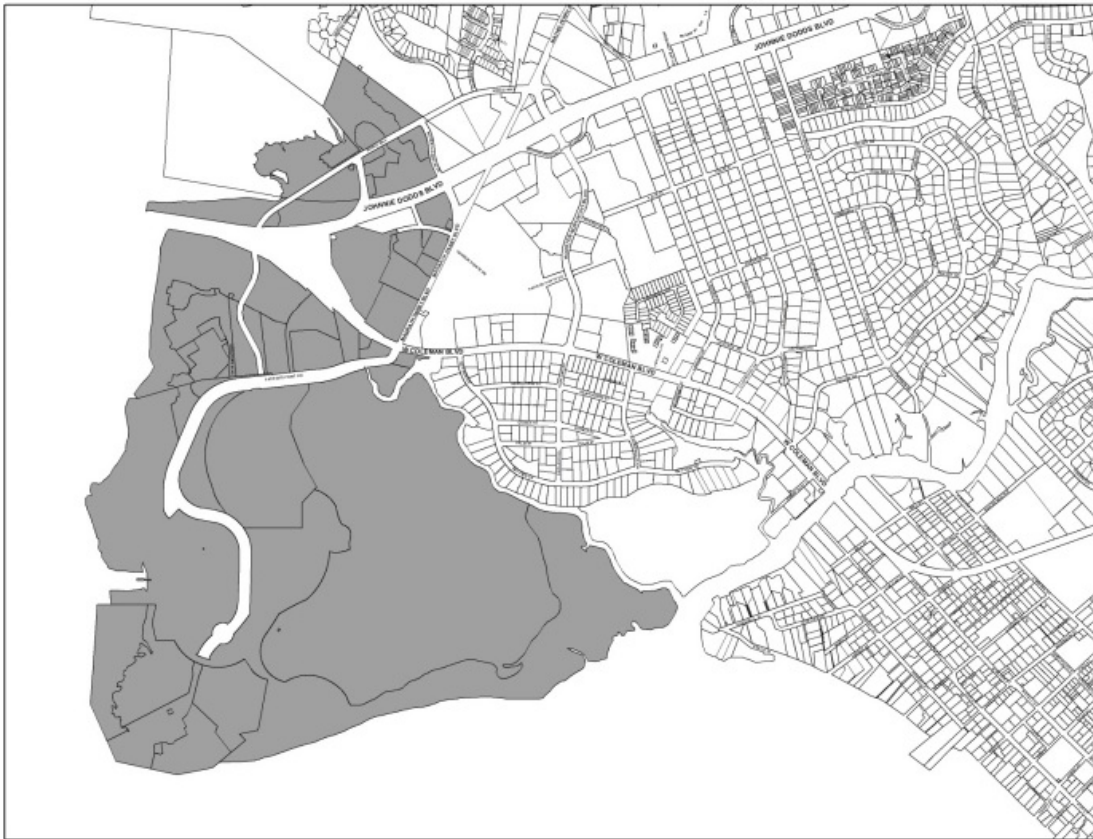


Figure 1. Boundary of WG-C, Cooper River Waterfront Gateway District.

(2) *Purpose and intent.* The purpose and intent of the district is to provide a mechanism for achieving a cohesive, vibrant, active and lively waterfront gathering place that acts as a destination for residents and visitors alike, providing opportunities for employment, housing, lodging, entertainment, shopping, and dining.

(3) *Goals.* The following goals are hereby stated to accomplish the purpose and intent of the district.

(a) This district should seek to take optimum advantage of the town's waterfront as a place making, tourist destination and cultural district opportunity. This district will better connect Memorial Waterfront Park with Patriot's Point and its attractions, as well as connecting back into the Urban Corridor Overlay District. The Waterfront Gateway District should be an integrated district with a network of pedestrian paths and streetscapes, including walks along the waterfront. Land uses should be mixed, including hotels and lodging facilities, tourist attractions, recreational and marine facilities, restaurants, and entertainment venues. The creation of public spaces and outdoor retail environments is encouraged, and events should be programmed to help keep the district active and lively. Developments should promote internal trip capture and alternative means of transportation, as this area has limited transportation access. Land use in this Waterfront Gateway District will be evaluated based upon transportation impacts. Also, as the term "Gateway" implies, the appearance of the Waterfront Gateway District must present an attractive image for the Mount Pleasant community and avoid any monolithic or out-of-scale structures.

(b) The Waterfront Gateway District should be a destination for tourism, business conventions, events, culture, and arts for Mount Pleasant to increase the attractiveness of the community for all ages.

(c) A target strategy of the Comprehensive Plan 2009-2019 is to expand water access for the town. Mount Pleasant residents were extremely interested in creating a series of new water access opportunities throughout the town. This concept includes increasing public access to and views of natural waterways; creating opportunities for boating, fishing, and other recreation; and integrating first-class public spaces near natural waterways. It involves preserving existing view corridors of surrounding water and marsh from public streets and other public places and developing new and improved public parks and gathering places along waterfront locations by providing additional facilities and potential new locations for water access. The plan also recommends that the town should look for opportunities to promote water-based transportation, particularly water taxis.

(d) *Promote a "Park Once" policy in the district.* Circulation within the area should be primarily on foot or bicycle, though use of trolleys or other transit services is encouraged. Development of intermodal transportation facilities, to include both land-based and water-based transportation options, is also encouraged. While many people will arrive at the district by car, once they arrive they should be able to park their vehicles and leave them in one location. Another advantage of a Park Once Policy is that it encourages shared parking arrangements, reducing the amount of land needed for parking and freeing up land for quality, compact, mixed use development.

(4) *Uses.* Permitted, conditional, and special exception uses for the WG-C District shall be in accordance with the Use Table contained in this chapter.

(5) *Mixing requirements.* In order to create a district that is successful and dynamic, an appropriate mix of complementary uses located in relatively close proximity to each other is required. To this end:

(a) *Horizontal or vertical mixed use.* Uses may be horizontally or vertically mixed. In order to facilitate the mixture of commercial and residential uses in the same building, residential uses may occur on the street level or any building level containing commercial uses.

(b) *Proximity of different uses.* In order to accomplish the goal of mixed use in a horizontally mixed use development, different uses should, to the greatest extent possible, be located one-quarter mile or less from each other.

(c) *Land use groups.* The required mixture of uses shall include uses from the following four land use groups, as specified in Table 1 and as permitted by the underlying zoning district:

1. *Group 1.* Restaurant, entertainment, recreation, and civic uses.
2. *Group 2.* Retail uses.
3. *Group 3.* Office and hotel uses.
4. *Group 4.* Residential uses.

TABLE 1. MIXING REQUIREMENTS.

	<i>Tracts with less than 1.0 acres of high ground</i>	<i>Tracts with more than 1.0 acre to 10.0 acres of high ground</i>		<i>Tracts with more than 10.0 acres of high ground</i>	
Land Use Group		Must include uses from Group 1 and at least one other land use group.		Must include uses from Group 1 and at least two other land use groups.	
		Minimum percentage of building floor area.*	Maximum percentage of building floor area.*	Minimum percentage of building floor area.*	Maximum percentage of building floor area.*

TABLE 1. MIXING REQUIREMENTS.

	<i>Tracts with less than 1.0 acres of high ground</i>	<i>Tracts with more than 1.0 acre to 10.0 acres of high ground</i>		<i>Tracts with more than 10.0 acres of high ground</i>	
Land Use Group		Must include uses from Group 1 and at least one other land use group.		Must include uses from Group 1 and at least two other land use groups.	
		Minimum percentage of building floor area.*	Maximum percentage of building floor area.*	Minimum percentage of building floor area.*	Maximum percentage of building floor area.*
Group 1: Restaurant, entertainment, recreation, and civic uses.	No mixing requirement. Developments may consist of one or many uses.	10%	95%	20%	80%
Group 2: Retail uses.		5%	90%	10%	70%
Group 3: Office and hotel uses.		5%	90%	10%	70%
Group 4: Residential uses. **		0%	30%	0%	30%

* Open venues for entertainment, recreation, and civic uses, such as but not limited to, playing fields, amphitheaters, or concert lawns, shall include the open area square footage.

** Residential uses are further limited by the density provisions of division (A)(7) of this section.

(d) *Parcels less than 1.0 acre in size.* The mixed use requirement shall not apply on parcels 1.0 acre or less in size where a mixture of uses is not feasible. However, aggregation of multiple smaller parcels is highly encouraged in order to promote a more effective utilization of land in creating well- designed projects, connected and unified in design and function. The maximum benefit allowed by the provisions of this district will result from such aggregation of properties.

(e) *Subdivision.* Subdivision of property in order to subvert the mixing requirement shall not be permitted.

(6) *Phasing requirements.* Since a goal of this district is to achieve a variety of uses that will create a vibrancy and attractiveness of use by the public, it is important for the first phase of a mixed use development to include uses from at least two land use groups as specified in division (A)(5) of this section. In consideration that market factors may make this provision difficult to achieve, a phasing plan shall be submitted for approval in conjunction with a concept plan or sketch plan, as applicable, for any development proposing not to include two or more uses in the first phase of construction.

(7) *Residential density.* Density for residential uses is limited to 12 units per acre, as specified in §156.104.

(8) *Development and design standards.* In this district, form is as important as use and a high quality public realm is critical in successfully creating an environment in which people want to live, work, and play. Primary entrances to buildings shall be located near the public realm streetscape. An emphasis should be placed upon a high degree of design quality for the building façade and a strong interaction between the buildings and the public realm. Public spaces, such as plazas, should be integrated with surrounding development.

(a) *Design review required.* All development within the WG-C shall be subject to the CDR-OD, Commercial Design Review Overlay District, process as provided in this chapter. However, in order to achieve the goals of the WG-C, when in conflict, the site development requirements as set forth in this section shall take precedence over those found within the CDR-OD.

(b) *Siting and design of buildings and parking areas.* Siting and design of buildings and parking areas shall be closely evaluated to ensure avoidance of the "silo effect" of buildings surrounded by asphalt parking lots with no meaningful relationship to adjacent developments.

(c) *Civic uses.* Because of the nature of their uses, build-to lines, setbacks, and other design elements for civic uses shall be determined through the Design Review Process.

(d) *Interconnectivity.* Streets should be interconnected where possible. Site plans should provide opportunities for future interconnectivity if such cannot be accomplished at the time of development. Cul-de-sacs or dead end streets shall not be permitted unless they have a terminal vista of the waterfront.

(e) *Alternative modes of transportation.* A development should accommodate a variety of modes of transportation. Provision of a shuttle service is highly encouraged. Such service should be coordinated with surrounding properties, and all developments should include an area designated for shuttle access. A pedestrian/bicycle system and related amenities should be provided in strategic locations, and should be interconnected both within the development and to other adjacent developments. Provision of bus shelters is highly encouraged and will require coordination with CARTA early in the development process. Bus shelter location and design shall be subject to approval through the Design Review Process.

(f) *Terminal vistas.* Properties that terminate views down streets shall be identified during the Design Review Process, and will be held to a higher architectural standard along this visible facade. Such identified properties are those that are located across from side streets that intersect the primary street and terminate or intersect and continue at a different angle. Properties that are at the end of a straightaway on a primary street shall also meet this requirement.

(g) *Avian habitats.* As the Cooper River Waterfront Gateway District area is an important stopover site for migratory birds, required landscaping shall incorporate bird-friendly plants with an intention to create or augment habitat areas.

(h) *Open space.* A minimum of 10% of the total project area shall be reserved as contiguous open space. A portion of this open space is encouraged to be natural open space in order to serve as wildlife corridors/conservation areas.

(i) *Public realm.* An engaging public realm is critical to the success of this district and its importance cannot be overstated. To this end, a high degree of design and material quality is expected. The various public realm components shall be subject to approval through the Design Review Process, but shall generally adhere to the specifications listed below.

1. *Waterfront public walkways and pedestrian waterfront connections.* Recognizing the importance of public access to the waterfront, a public walkway shall be required for properties adjacent to the river/marsh. A strong emphasis shall also be placed on areas which connect pedestrians from the street to the waterfront. Such pedestrian waterfront connections shall be required for properties adjacent to the river/marsh. Generally, these areas shall consist of the following elements:

a. *Dimensions and location of waterfront public walkways.* Waterfront public walkways shall be generally located parallel to the shoreline and shall include an open area with a minimum width of ten feet and an average width of 40 feet measured landward from the critical line, which may include the critical line buffer where such buffer is required. Waterfront public walkways shall include a primary path or boardwalk with a minimum clear width of ten feet, located to the greatest extent possible adjacent to the shoreline. The primary path may be located within the required critical line buffer. Secondary paths may be provided and shall be at least six feet in width.

b. *Dimensions and location of pedestrian waterfront connections.* Pedestrian waterfront connections shall be generally located perpendicular to the shoreline, shall include an open area with a minimum width of 30 feet, and shall include a primary path with a minimum clear width of eight feet. The number and location of pedestrian waterfront

connections shall be determined through the Design Review Process.

c. *Landscaping.* Public walkways and waterfront connections shall be planted with high quality native or naturalized coastal vegetation, to include of a minimum of one two-and- one-half-inch caliper canopy tree for approximately every 100 linear feet of area in addition to other appropriate landscaping, to include understory trees, shrubs, and grasses. Lawn area may be used but it must remain accessible.

d. *Acreage to count towards open space requirements.* Waterfront public walkways may satisfy all or a portion of the open space requirements of this section.

2. *Streetscape.* As another critical component of the public realm, a strong emphasis shall be placed on the appearance of the streetscape. Generally, this area shall consist of the following elements:

a. *Landscaping.* Three canopy trees of a minimum four-inch caliper shall be required for each 100 linear feet of street frontage using species approved during the Design Review Process. Such tree types shall be consistent with each block and evenly spaced, with exceptions made for curb cuts, utilities, and other obstructions. Planters shall be required as a design element to soften the building exterior and enhance the streetscape appearance.

b. *Relationship of buildings to the street.* Changes in elevation between the building front and the street shall be avoided to the fullest extent possible. Stairs abutting the sidewalk may be utilized to accommodate a change in grade elevation. Stair design shall be integrated into the overall streetscape design.

c. *Sidewalks.* There shall be a public sidewalk, either within the right-of-way or within a pedestrian easement on private property, on both sides of all streets within the WG-C, which shall be a minimum of ten feet in width.

3. *Site furnishings.* To ensure consistency throughout the WG-C, site furnishings should be similar to the current styles used at the Memorial Waterfront Park, as illustrated in Figure 2. Permanent or temporary design features shall not impede pedestrian access on the public sidewalk. Benches shall be located in visible and convenient locations. The public realm should also include trash receptacles at sufficient intervals, as well as strategically placed bicycle parking facilities. All site furnishings shall be installed at the time of construction.



Figure 2. Site furnishings.

4. *Lighting.* At a minimum, safety lighting shall be provided along the length of the walkways and waterfront connections and shall be installed at the time of construction. To ensure consistency throughout the Waterfront Gateway District, the streetscape shall include light fixtures similar to those currently existing in the area, as illustrated in Figure 3.



Figure 3. Lighting.

5. *Signage.* Standard wayfinding signage shall be placed in strategic locations throughout the public realm. Wayfinding signage is intended to convey navigational directions to pedestrians and bicyclists.

6. *Maintenance responsibility.* The waterfront public walkways and pedestrian waterfront connections shall be established within a recorded public access easement. The waterfront public walkways and pedestrian waterfront connections, as well as all site furnishings/public amenities, shall be installed and maintained by the property owner.

(j) *Bufferyards.* In general, bufferyard requirements on individual parcels are specified in § 156.201; except that front bufferyards are not required in lieu of the streetscape requirements contained in this section. However, contingent upon approval through the Design Review Process, developments providing opportunities for interconnectivity with adjacent parcels may forgo side and rear bufferyards along parcel lines.

(k) *Side yard setback.* No minimum side yard setback is required.

(l) *Rear yard setback.* Minimum rear yard setback is 15 feet, except as provided below:

1. Contingent upon approval through the Design Review Process, development utilizing an integrated site plan involving multiple parcels may forgo rear yard setbacks along parcel lines.

2. Setbacks for civic uses shall be in accordance with the provisions of division (A)(8)(c) herein.

(m) *Elevated buildings.*

1. *Buildings in flood zones.* In order to project a pedestrian-friendly streetscape, it is highly recommended that alternatives to elevating nonresidential and mixed use buildings located in "A" flood zones be pursued. This may be accomplished by floodproofing or altering the elevation of the finished floor inside the building. However, in the event that these techniques are not feasible and the building must be elevated, such elevation may not exceed the minimum elevation required, which includes one foot of additional freeboard. To the greatest extent possible, elevating the building shall not compromise the width and integrity of the public realm.

2. *Buildings elevated for parking.* Buildings may be elevated to accommodate grade-level parking, pursuant to the provisions of division (A)(9)(f) of this section.

(n) *Gated access.* Gated access to a development shall not be permitted, although gated access to parking areas may be permitted subject to the Design Review Process, provided access to open space is not impeded.

(9) *Parking requirements.*

(a) *Shared parking requirements for mixed use developments.* Because one of the primary functions of the district is to provide a pedestrian-oriented experience and an overabundance of parking areas would detract from this goal, parking within a mixed use development shall be shared for all uses.

(b) *Parking for nonresidential uses.* Required parking shall be calculated utilizing the shared parking standards established by the Urban Land Institute. If shared parking standards cannot be achieved, Off-Street Parking and Loading Requirements, §§ 156.170 et seq. of this chapter, shall apply.

(c) *Parking for residential uses.* Parking spaces for residential uses shall be limited to a range of a minimum of 1.5 spaces and a maximum of 2.0 spaces per dwelling unit.

(d) *On-street parking.* On-street parking shall be allowed within the district; provided it is depicted on an on-street parking plan map, submitted with the development site plan, and approved through the Design Review Process. The on-street parking plan shall include detailed design guidelines for the spaces, specifying items such as paving materials and the manner in which the spaces shall be identified.

(e) *Design of parking lots and loading areas.* All parking lots and exterior loading areas shall be buffered from any adjacent pedestrian way by planting street trees and providing a landscaped area with a continuous row of high shrubs, or a fence or seating wall.

(f) *Parking structures.* All parking structures that front primary streets or relate to the public realm shall be screened. Screening may include residences, retail storefronts, other nonresidential uses, landscaping, or other appropriate architectural features as determined through the Design Review Process.

1. *Sloping floors.* Sloping floors shall not be visible from primary streets.

2. *Vehicular access.* Wherever possible, vehicular access shall be from side streets or alleys and not directly from the primary street.

(g) *Incentive for parking structures.* There shall be no maximum parking limits for nonresidential uses if a parking structure is utilized on site.

(h) *Parking for outdoor dining.* Parking for outdoor dining shall be as provided in § 156.171 et seq. for restaurant use and not based upon square footage of outdoor use area.

(i) *Parking for streetside dining uses.* Additional parking shall not be required for streetside dining uses.

(B) *WG-W, Wando River Waterfront Gateway District.*

(1) *Boundary of district.* The boundaries of the district are generally described as including those properties located on either side of Highway 41 north of Ayers Plantation Way, and expressly including the parcel known as the Republic Tract, and are more accurately depicted on the official zoning map, including any amendments thereto, now or in the future. The boundary of the district is graphically depicted in the following Figure 4.



Figure 4. Boundary of WG-W, Wando River Waterfront Gateway District.

(2) *Purpose and intent.* The purpose and intent of the district is to provide a mechanism for achieving a cohesive, mixed use gathering place that provides opportunities for waterfront access, housing, shopping, dining, and employment.

(3) *Goals.* The following goals are hereby stated to accomplish the purpose and intent of the district.

(a) This Waterfront Gateway District is intended to be less intensive than the Cooper River Waterfront Gateway, so development should be sensitive to the existing residential development along Highway 41 and this pristine area of the Wando River. Development should include opportunities for deep water access, to include both boating and fishing opportunities. The vision for this district is of a Lowcountry fishing village; and the scale, architecture, and variety of uses should reflect this vision. Development in this district should seek to take optimum advantage of the town's waterfront to serve as a gathering place for local residents.

(b) Development in the Waterfront Gateway District should be integrated with adjacent parcels, with pedestrian paths along the waterfront. Land uses should be mixed, including such uses as commercial, residential and tourist accommodations, recreational and marine facilities, and restaurants. The creation of public spaces is encouraged, and small, local events should be programmed to help keep the district active and lively. Also, as the term "Gateway" implies, the appearance of the Waterfront Gateway District must present an attractive image for the Mount Pleasant community.

(4) *Uses.* Permitted, conditional, and special exception uses for the WG-W District shall be in accordance with the Use Table contained in this chapter.

(5) *Mixing requirements.* In order to create a district that is successful and dynamic, an appropriate mix of complementary uses located in relatively close proximity to each other is required. To this end:

(a) *Horizontal or vertical mixed use.* Uses may be horizontally or vertically mixed. In order to facilitate the mixture of commercial and residential uses in the same building, residential uses may occur on the street level or any building level containing commercial uses.

(b) *Land use groups.* The required mixture of uses shall include uses from the following three land use groups, as specified in Table 2 and as permitted by the underlying zoning district:

1. *Group 1.* Restaurant, entertainment, recreation, and civic uses.
2. *Group 2.* Retail, office, and hotel uses.
3. *Group 3.* Residential uses.

TABLE 2. MIXING REQUIREMENTS					
	<i>Tracts with less than 1.0 acres of high ground</i>	<i>Tracts with more than 1.0 acre to 10.0 acres of high ground</i>		<i>Tracts with more than 10.0 acres of high ground</i>	
Land Use Group		Must include uses from at least two land use groups.		Must include uses from all three land use groups.	
		Minimum percentage of high ground acreage.*	Maximum percentage of high ground acreage.*	Minimum percentage of high ground acreage.*	Maximum percentage of high ground acreage.*
TABLE 2. MIXING REQUIREMENTS					
	<i>Tracts with less than 1.0 acres of high ground</i>	<i>Tracts with more than 1.0 acre to 10.0 acres of high ground</i>		<i>Tracts with more than 10.0 acres of high ground</i>	
Land Use Group		Must include uses from at least two land use groups.		Must include uses from all three land use groups.	
		Minimum percentage of high ground acreage.*	Maximum percentage of high ground acreage.*	Minimum percentage of high ground acreage.*	Maximum percentage of high ground acreage.*
Group 1: Restaurant, entertainment, recreation, and civic uses.	No mixing requirement. Developments may consist of one or many uses.	10%	95%	20%	90%
Group 2: Retail, office, and hotel uses.		5%	90%	10%	80%
Group 3: Residential uses.**		0%	50%	0%	50%
* Open venues for entertainment, recreation, and civic uses, such as playing fields, amphitheaters, or concert lawns, shall include the open area square footage.					
** Residential uses are further limited by the density provisions of division (B)(7) of this section.					

(c) *Parcels less than 1.0 acre in size.* The mixed use requirement shall not apply on parcels 1.0 acre or less in size

where a mixture of uses is not feasible. However, aggregation of multiple smaller parcels is highly encouraged in order to promote a more effective utilization of land in creating well designed projects, connected and unified in design and function. The maximum benefit allowed by the provisions of this district will result from such aggregation of properties.

(d) *Subdivision.* Subdivision of property in order to subvert the mixing requirement shall not be permitted.

(6) *Phasing requirements.* Since a goal of this district is to achieve a variety of uses that will create a vibrancy and attractiveness of use by the public, it is important for the first phase of a mixed use development to include uses from at least two land use groups as specified in division (B)(5) of this section. In consideration that market factors may make this provision difficult to achieve, a phasing plan shall be submitted for approval in conjunction with a concept plan or sketch plan, as applicable, for any development proposing not to include two or more uses in the first phase of construction.

(7) *Development and design standards.*

(a) *Design review required.* All nonresidential development within the WG-W shall be subject to the CDR-OD, Commercial Design Review Overlay District, process as provided in this chapter. However, in order to achieve the goals of the WG-W, when in conflict, the site development requirements as set forth in this section shall take precedence over those found within the CDR-OD.

(b) *Civic uses.* Because of the nature of their uses, build-to lines, setbacks, and other design elements for civic uses shall be determined through the Design Review Process.

(c) *Character of development.* Site and building design should reflect a more Lowcountry character.

(d) *Interconnectivity.* Streets should be interconnected where possible. Site plans should provide opportunities for future interconnectivity if such cannot be accomplished at the time of development. Cul-de-sacs or dead ends should be sparingly used, unless they have a terminal vista of the Wando River or the marsh.

(e) *Terminal vistas.* Properties that terminate views down streets shall be identified during the Design Review Process, and will be held to a higher architectural standard along this visible facade. Such identified properties are those that are located across from side streets that intersect the primary street and terminate or intersect and continue at a different angle. Properties that are at the end of a straightaway on a primary street shall also meet this requirement.

(f) *Open space.* A minimum of 10% of the total project area shall be reserved as contiguous open space, at least half of which shall be natural open space in order to serve as wildlife corridors/conservation areas. Acreage of critical line buffer areas may be used in calculations of natural open space.

(g) *Public realm.* An engaging public realm is critical to the success of this district and its importance cannot be overstated. To this end, a high degree of design and material quality is expected. The various public realm components shall be subject to approval through the Design Review Process, but shall generally adhere to the specifications listed below.

1. *Waterfront public walkways and pedestrian waterfront connections.* Recognizing the importance of public access to the waterfront, a public walkway shall be required for properties adjacent to the river/marsh. A strong emphasis shall also be placed on areas which connect pedestrians from the street to the waterfront. Such pedestrian waterfront connections shall be required for properties adjacent to the river/marsh. Generally, these areas shall consist of the following elements:

a. *Dimensions and location of waterfront public walkways.* Waterfront public walkways shall be generally located parallel to the shoreline and shall include a primary path or boardwalk with a minimum clear width of eight feet, located to the greatest extent possible adjacent to the shoreline. The primary path may be located within the required critical line buffer. Secondary paths may be provided and shall be at least six feet in width.

b. *Dimensions and location of pedestrian waterfront connections.* Pedestrian waterfront connections shall be generally located perpendicular to the shoreline and shall include a primary path with a minimum clear width of eight feet. The number and location of pedestrian waterfront connections shall be determined through the Design Review Process.

c. *Landscaping.* Public walkways and waterfront connections shall be planted with high quality native or naturalized coastal vegetation, to include understory trees, shrubs, and grasses, in addition to canopy trees. A minimum amount of lawn area may be used but it must remain accessible.

d. *Acreage to count towards open space requirements.* Waterfront public walkways may satisfy all or a portion of the open space requirements of this section.

2. *Streetscape.* As another critical component of the public realm, a strong emphasis shall be placed on the appearance of the streetscape, which should reflect the vision of this district as a Lowcountry fishing village. Generally, this area shall consist of the following elements:

a. *Landscaping.* Three canopy trees of a minimum four-inch caliper shall be required for each 100 linear feet of street frontage using species approved during the Design Review Process. Planters may be used as a design element to soften the building exterior and enhance the streetscape appearance.

b. *Sidewalks.* There shall be a public sidewalk, either within the right-of-way or within a pedestrian easement on private property, on both sides of all streets within the WG-W, which shall be a minimum of ten feet in width where the sidewalk fronts a nonresidential, mixed use, multi-family, or townhouse building; and a minimum of six feet in width where the sidewalk fronts detached single family or big house dwellings.

3. *Site furnishings.* To ensure consistency throughout the WG-W, site furnishings should complement the style of furnishings used in other developments within the district. Permanent or temporary design features shall not impede pedestrian access on the public sidewalk. Benches shall be located in visible and convenient locations. The public realm should also include trash receptacles at sufficient intervals, as well as strategically placed bicycle parking facilities. All site furnishings shall be installed at the time of construction.

4. *Lighting.* At a minimum, safety lighting shall be provided along the length of the walkways and waterfront connections and shall be installed at the time of construction.

5. *Signage.* Standard wayfinding signage shall be placed in strategic locations throughout the public realm. Wayfinding signage is intended to convey navigational directions to pedestrians and bicyclists.

6. *Maintenance responsibility.* The waterfront public walkways and pedestrian waterfront connections shall be established within a recorded public access easement. The waterfront public walkways and pedestrian waterfront connections, as well as all site furnishings/public amenities, shall be installed and maintained by the property owner.

(h) *Bufferyards.* In general, bufferyard requirements on individual parcels are specified in § 156.201; except that front bufferyards are not required in lieu of the streetscape requirements contained in this section. However, contingent upon approval through the Design Review Process, developments providing opportunities for interconnectivity with adjacent parcels may forego side and rear bufferyards along parcel lines, except where the development abuts detached single family and/or big house dwellings.

(i) *Build-to line.* Build-to lines shall be as specified in § 156.310, except for uses located adjacent to the Wando River which shall be required to have a minimum setback of 50 feet from the water. No streets or parking areas may be located between buildings and the water.

(j) *Elevated buildings.*

1. *Buildings in flood zones.* In order to project a pedestrian-friendly streetscape, it is highly recommended that alternatives to elevating nonresidential and mixed use buildings located in "A" flood zones be pursued. This may be accomplished by floodproofing or altering the elevation of the finished floor inside the building. However, in the event that these techniques are not feasible and the building must be elevated, such elevation may not exceed the minimum elevation required, which includes one foot of additional freeboard. To the greatest extent possible, elevating the building shall not compromise the width and integrity of the public realm.

2. *Buildings elevated for parking.* Buildings may be elevated to accommodate grade-level parking, pursuant to the provisions of division (A)(9)(f) of this section. Single-family and big house dwellings may be elevated to accommodate grade-level parking with no additional design requirements.

(C) *Reference to additional regulations.* In addition to the above, all other applicable regulations of this chapter shall apply to the development and use of property within this district. When in conflict, the provisions of this section shall take precedence.

(Ord. 14047, passed 8-12-14; Am. Ord. 15037, passed 10-15-15; Am. Ord. 19080, passed 12-11-19)