



**Agenda
City Council
July 20, 2026
5:30 PM
Council Chamber, Clemson City Hall**

Call to Order: Work Session

Work Session: Parking Study

Note: The regular council meeting will begin at the conclusion of the Work Session.

- a. Parking Study Draft Report. - Walker Consultants

Adjourn: Work Session

Call to Order: Regular Council Meeting

Invocation and Pledge of Allegiance: Council Member Scott

Public Session (3-minute limit per speaker)

Approval of Minutes

- a. July 6, 2026

Reports/Discussion (2-minute limit per speaker)

- a. Discuss allowing the Holiday East neighborhood to install twenty-five (25) feet of wood palisade fence on the ROW of Holiday East. - City Engineer Nathan Hinkle
- b. Discuss a request from First Baptist Clemson to be included as one of the nonprofit agencies allowed to use the electronic message board. - City Administrator Andy Blondeau
- c. Staff Reports

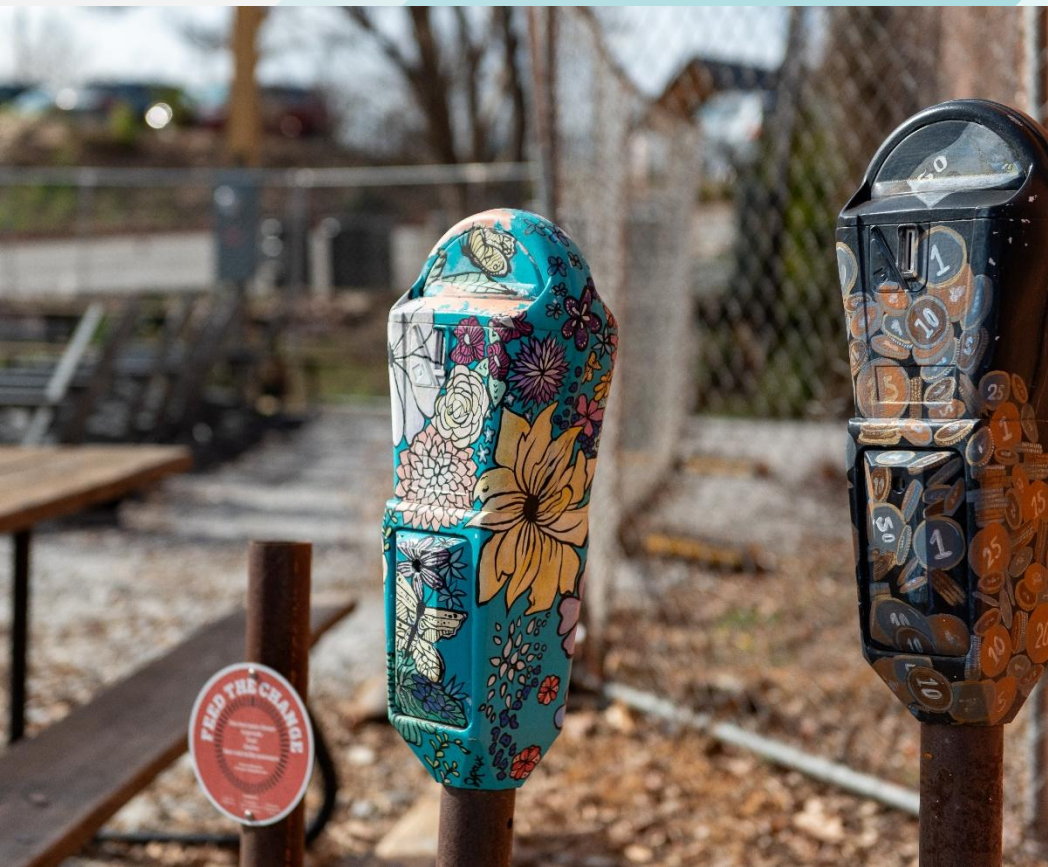
Policy Action (2-minute limit per speaker)

- a. Consider 2nd Reading of 1310 Tiger Boulevard Planned Development. - Assistant City Administrator Nathan Woods
- b. Consider 1st Reading of Proposed Text Amendment, Middle Housing Standards. - Zoning Official Jacob Peabody
- c. Consider 1st Reading of Proposed Map Amendment, Rezoning Hamilton Drive. - Zoning Official Jacob Peabody

Other Policy Items

Mayor-Council reports/comments/new business

Adjourn



Prepared for City of Clemson

City of Clemson Comprehensive Parking Study

June 15, 2026



WALKER
CONSULTANTS



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June 15, 2026

Rebekah Wilbanks
Office Manager
Planning and Development
Parking Services
1250 Tiger Boulevard
Clemson, SC 29631

Re: *Report for the City of Clemson Comprehensive Parking Study
Clemson, South Carolina
Walker Consultants Project #19-001684.00*

Dear Rebekah:

Walker Consultants is pleased to submit this draft report for your review of the City of Clemson Comprehensive Parking Study. This document summarizes our findings and recommendations for the scope of services identified in the city's Request for Qualifications (RFQ 2025-08-001) issued on August 7, 2025.

We appreciate the opportunity to be of service to you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,

WALKER CONSULTANTS

DRAFT

Jim Corbett
Director of Planning and Operational Services
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Cc: *Bobby Mordenti, M.U.P., Walker Consultants
Leslie Jo Hurwitz, PE, Walker Consultants*

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Executive Summary

The recommendations presented in this report focus on maximizing the effectiveness of existing parking infrastructure before pursuing costly expansions of parking supply. By implementing strategic improvements in parking management, technology, enforcement, communications, and wayfinding, the community can improve access to key destinations, support local businesses, enhance the visitor experience, and create a more efficient, sustainable parking system.

Parking System Assessment

These recommendations establish a framework for addressing both current parking challenges and future growth while ensuring that parking resources continue to support the community's broader transportation, economic development, and quality-of-life objectives.

Recommendation 1 – Corridor Review

The 85th percentile occupancy threshold is a widely accepted parking planning benchmark used to determine when a parking facility is approaching practical capacity. Facilities that consistently exceed 85 percent occupancy often experience reduced parking availability, increased vehicle circulation, longer search times, and diminished user satisfaction. Rather than immediately expanding parking supply, the city should first implement demand management strategies such as improving wayfinding, optimizing existing parking resources, adjusting parking regulations and pricing, expanding shared parking opportunities, and monitoring occupancy trends. If parking demand continues to exceed the 85 percent threshold after these measures are implemented, the city should evaluate opportunities for additional public parking capacity to support future growth.

Recommendation 2 – Parking Fee and Violation

The parking assessment recommends a series of operational and policy enhancements designed to improve parking turnover, increase customer access, and maximize the efficiency of Downtown Clemson's existing parking resources. Key recommendations include evaluating parking rate structures and permit pricing, reducing reliance on reserved parking spaces, modifying employee parking subsidy programs, extending paid parking operations to Saturdays, and removing expired reserved-space agreements within public parking facilities. Additional recommendations include establishing additional commercial loading zones to support downtown businesses, continuing enforcement of the overnight parking ordinance, and increasing selected parking violation fines to improve compliance. Collectively, these strategies aim to optimize existing parking assets, support economic activity, enhance the customer experience, and defer the need for costly parking expansion projects.

Recommendation 3 – Enforcement Review

As Downtown Clemson continues to experience increased visitation and parking demand, particularly on Saturdays, the City should expand parking enforcement operations to better align with current usage patterns. Saturday enforcement will improve parking availability, support local businesses, increase turnover in high-

demand areas, and provide a more consistent and predictable parking program for residents and visitors. To support expanded enforcement coverage, an additional part-time Parking Enforcement Officer is recommended.

The assessment also recommends transferring responsibility for enforcing the city's overnight parking ordinance from the Clemson Police Department to Parking Enforcement Officers. This operational change would allow sworn police personnel to focus on public safety priorities while consolidating parking-related enforcement responsibilities within the city's parking management program. To effectively administer overnight parking enforcement, staffing schedules should be adjusted to align with ordinance enforcement hours, including assigning one Parking Enforcement Officer to begin their shift at 5:00 a.m.

Stakeholder Surveys

Separately from this document, Walker representatives hosted stakeholder listening sessions at Clemson City Hall on Wednesday, January 21st: church leaders at 10:00 a.m. and downtown merchants at 2:30 p.m. The meeting summary identified the various stakeholder groups and their participants and reflected the bullet-point topics discussed at each scheduled meeting. A final copy of the stakeholder listening sessions was provided to the city's project review team on January 21, 2026.

Additionally, in coordination with the city's project team, Walker representatives developed a 22-question digital survey, which the city published and hosted via a link on its website and social media outlets. A draft summary of the survey presented key findings, highlighting patterns in parking usage, satisfaction levels, and perceptions from residents, university students, visitors, and business owners. The survey was conducted over a 6-week period (2/10/2026 – 3/22/2026) during which 1,510 responses were collected. A final copy of the survey summary and results was delivered to the city's project review team on May 21, 2026.

01 Study Corridor Review

01: Study Corridor Review

To address the city's need for a study corridor review, Walker representatives teamed up with field staff from Bolton and Menk's Greenville, SC, office. Prior to beginning fieldwork, the Walker Team reviewed the proposed study area to identify the number of properties (parcels), current land use, the number of existing parking facilities, and the anticipated total number of parking spaces. Parcels were grouped into blocks or clusters that would be reasonable for shared parking calculations. The formatted database was then shared with the city's project review team for quality control. Special attention was given to parcel-level parking details, including the current land use classification, public or private ownership, and the number of parking spaces by user type (accessibility, loading, reserved, time-restricted, unreserved, or other). The accuracy of this information would improve the efficiency of parking occupancy counts and the future parking demand projections by parcel, block, and district.

Working closely with the city's project review team, we selected the most appropriate dates for fieldwork, incorporating the city's desire to collect parking occupancy counts under the following different conditions:

- Two (2) typical weekday sessions (Tuesday-Thursday) between February and March, 2026, and
- One (1) Sunday count of the Keith Street parking deck and vicinity parking lots.

We agreed to a modified data-collection approach focused on weekday parking and viewed this typical time as an important set of conditions because it represents periods when current street parking regulations are in effect. Although the city implemented paid parking in the spring of 2025, it is only in effect during normal weekday business hours. It was essential to understand how these regulations affect parking behavior compared to when parking is free and time limits are in place.

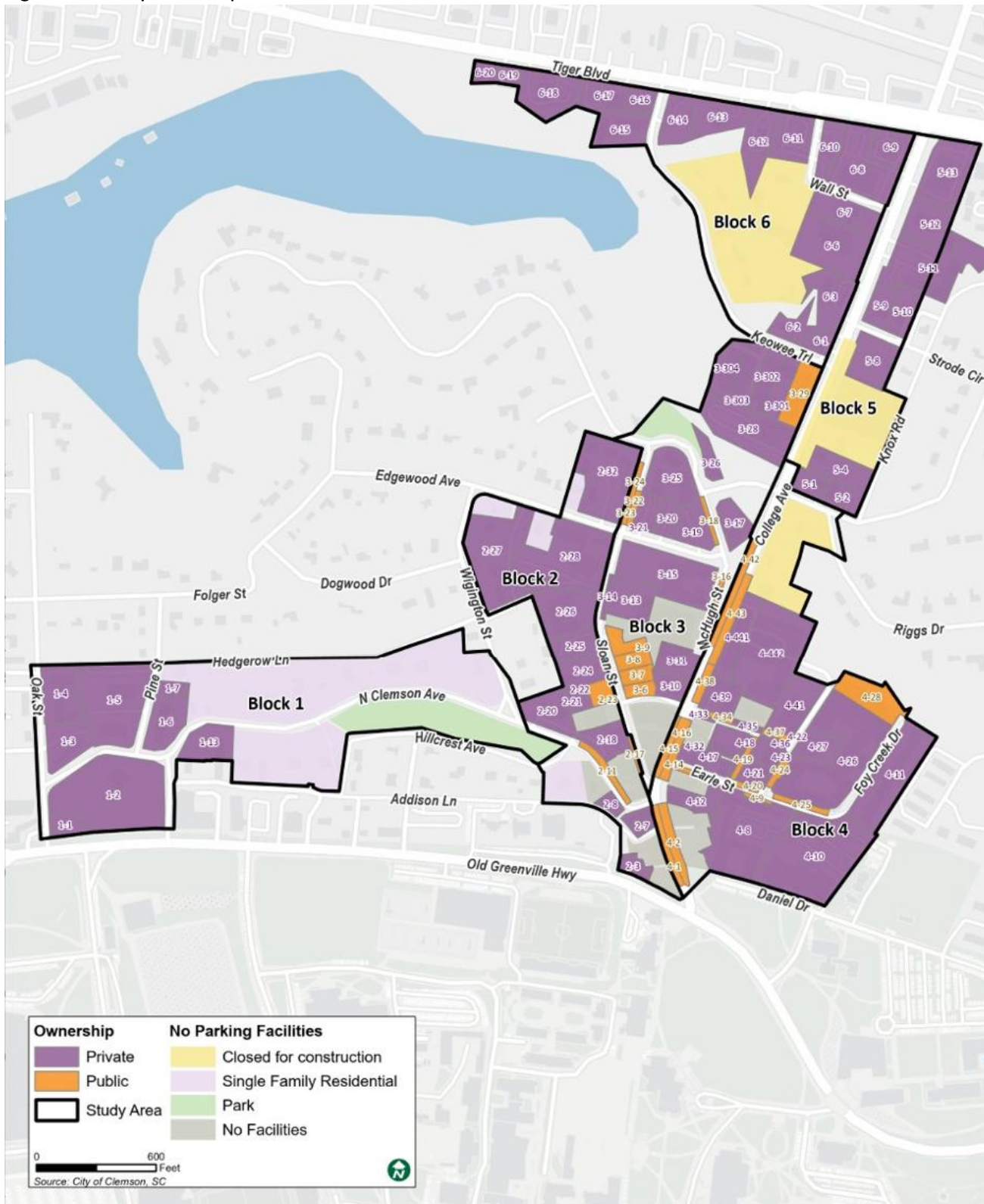
Our fieldwork team documented the current parking supply and usage (occupancy) for both private and public parking facilities with the intent to capture typical weekday and Sunday activities and collect parking data in selected time blocks across the entire study area. Outside of parking occupancy periods, our fieldwork team reviewed current signage and wayfinding in the public rights-of-way of the project study area, documented deficiencies and inconsistencies, and identified potential recommendations to enhance signage and curbside on-street parking management. (See separate *Signage and Wayfinding Review* document dated May 2026)

To visually demonstrate the study area boundaries, the Walker Team opted to further subdivide the study area into six (6) unique blocks, each with relevance to similar areas of activity:

1. Block 1 = North Clemson Avenue, between Wiggington Street and Oak Street
2. Block 2 = South of Edgewood Avenue, between Wiggington Street and Sloan Street
3. Block 3 = South of Keowee Trail, between Sloan Street and College Avenue
4. Block 4 = East of College Avenue, between Daniel Drive and Strode Circle
5. Block 5 = East of College Avenue, between Strode Circle and Tiger Boulevard
6. Block 6 = West of College Avenue, between Keowee Trail and Tiger Boulevard

Figure 01 on the following page has been provided for visual reference.

Figure 01: Study Area Map



Source: Bolton & Menk; March 2026

Study Corridor Review Findings

The current parking supply was confirmed by Bolton & Menk's field staff on Wednesday, February 11, 2026. A total of 4,084± parking spaces within the six blocks, of which 549± spaces were identified as public parking under the management control of the City of Clemson, and the remaining 3,535± spaces were identified as private parking under the management of private sector organizations and institutions.

Table 01: Parking Supply by Type and Ownership

Block	# Lots	# Spaces	% Total	Public	Private
1	8	241	6%	-	241
2	16	342	8%	41	301
3	26	955	23%	329	626
4	38	1,858	45%	179	1,679
5	12	255	6%	-	255
6	18	433	11%	-	433
118		4,084		549	3,535

Source: Bolton & Menk, March 2026

Field staff walked through each parking facility to confirm the total number of spaces and observed the number of parked vehicles on 10 occasions to determine the busiest time on a typical weekend and a weekend day. The field data collection schedule is shown in **Table 02**.

Table 02: Field Data Collection Periods

Count #	Day	Date	Period	Time
1	Wednesday	2/11/2026	Afternoon	12 - 2 p.m.
2	Wednesday	2/11/2026	Evening	5 - 7 p.m.
3	Wednesday	2/25/2026	Afternoon	12 - 2 p.m.
4	Wednesday	2/25/2026	Evening	5 - 7 p.m.
5	Saturday	2/28/2026	Morning	10 - 12 p.m.
6	Saturday	2/28/2026	Afternoon	1 - 3 p.m.
7	Sunday	3/1/2026	Morning	8:30–11 a.m.
8	Sunday	3/1/2026	Lunch	11–12:30 p.m.
9	Saturday	3/7/2026	Morning	10 - 12 p.m.
10	Saturday	3/7/2026	Afternoon	1 - 3 p.m.

Source: Bolton & Menk, March 2026

There were a limited number of private parking facilities (approximately 4) that were 'gated,' and therefore, the best estimate was based on development review permits provided by the City of Clemson. A smaller number of parking areas (on-street) were closed for construction (approximately three), and therefore, the current parking supply will be different in the near future as these return to service.

The pattern of parking occupancy (current demand) varies over time and between public and private parking areas.

Public and Private Parking Facilities - Combined

The maximum number of vehicles observed across the occupancy counts was **2,450 cars** (60% occupied). **Table 03** displays the parking periods and their occupancy, sorted from highest to lowest. Note that afternoon time periods (12–3 p.m.) represent the four highest, and the morning time periods (weekends before 12 p.m.) represent the three lowest.

The difference between the highest and lowest parking periods was ~500 cars, or roughly 12%.

Table 03: Peak Period Occupancy – Total Parking Areas

Count #	Day	Date	Period	Time	Vehicles	Occupancy
10	Saturday	3/7/2026	Afternoon	1 - 3 p.m.	2,450	60%
1	Wednesday	2/11/2026	Afternoon	12 - 2 p.m.	2,434	60%
3	Wednesday	2/25/2026	Afternoon	12 - 2 p.m.	2,417	59%
6	Saturday	2/28/2026	Afternoon	1 - 3 p.m.	2,355	58%
8	Sunday	3/1/2026	Lunch	11–12:30 p.m.	2,303	56%
2	Wednesday	2/11/2026	Evening	5 - 7 p.m.	2,297	56%
4	Wednesday	2/25/2026	Evening	5 - 7 p.m.	2,263	55%
9	Saturday	3/7/2026	Morning	10 - 12 p.m.	2,110	52%
5	Saturday	2/28/2026	Morning	10 - 12 p.m.	2,104	52%
7	Sunday	3/1/2026	Morning	8:30–11 a.m.	1,979	48%

Source: Bolton & Menk, March 2026

A tabular demonstration of the number of vehicles parked by block for each count is shown in **Table 04**.

Table 04: Number of Vehicles Observed by Block – Total Parking Areas

Block	Wed-1	Wed-1	Wed-2	Wed-2	Sat-1	Sat-1	Sat-2	Sat-2	Sun-1	Sun-2
1	132	151	122	124	131	130	154	184	134	118
2	189	214	195	225	158	176	141	176	233	279
3	499	520	522	484	460	605	420	591	437	636
4	1,364	1,252	1,361	1,298	1,226	1,315	1,253	1,374	1,118	1,181
5	112	39	117	42	28	45	30	45	6	13
6	138	121	100	90	101	84	112	80	51	76
Total	2,434	2,297	2,417	2,263	2,104	2,355	2,110	2,450	1,979	2,303
	60%	56%	59%	55%	52%	58%	52%	60%	48%	56%

Source: Bolton & Menk, March 2026

Public Parking Facilities Only – City of Clemson

The City of Clemson does not manage (nor enforce) private parking facilities, though the city does lease some parking spaces within private garages or lots. Public parking accounts for only 13% (549 spaces) of total parking within the downtown study area. For this reason, it is important to review public parking facilities regarding observed cars and occupancy.

The maximum number of vehicles observed within public parking areas was **464 cars** (85% occupied). **Table 05** displays the parking periods and their occupancy for only public parking facilities. Note that the afternoon periods (1–3 p.m.) on Saturdays represented the two highest periods, and the morning periods (9–12 p.m.) represented the three lowest periods.

The difference between the highest and lowest parking periods (for public parking only) was ~300 cars, or roughly 170%. This is a much more significant difference than total parking trends, as public parking is a much smaller percentage. From this perspective, it is easier to see that the perception of a parking shortfall in public parking is directly influenced by a relatively small increase in parked cars.

Table 05: Peak Period Occupancy – Public Parking Areas

Count #	Day	Date	Period	Time	Vehicles	Occupancy
6	Saturday	2/28/2026	Afternoon	1 - 3 p.m.	464	85%
10	Saturday	3/7/2026	Afternoon	1 - 3 p.m.	437	80%
8	Sunday	3/1/2026	Lunch	11–12:30 p.m.	391	71%
3	Wednesday	2/25/2026	Afternoon	12 - 2 p.m.	361	66%
1	Wednesday	2/11/2026	Afternoon	12 - 2 p.m.	305	56%
2	Wednesday	2/11/2026	Evening	5 - 7 p.m.	303	55%
4	Wednesday	2/25/2026	Evening	5 - 7 p.m.	288	52%
5	Saturday	2/28/2026	Morning	10 - 12 p.m.	252	46%
9	Saturday	3/7/2026	Morning	10 - 12 p.m.	245	45%
7	Sunday	3/1/2026	Morning	8:30–11 a.m.	172	31%

Source: Bolton & Menk, March 2026

A tabular demonstration of the number of vehicles parked by block for each count is shown in **Table 06**.

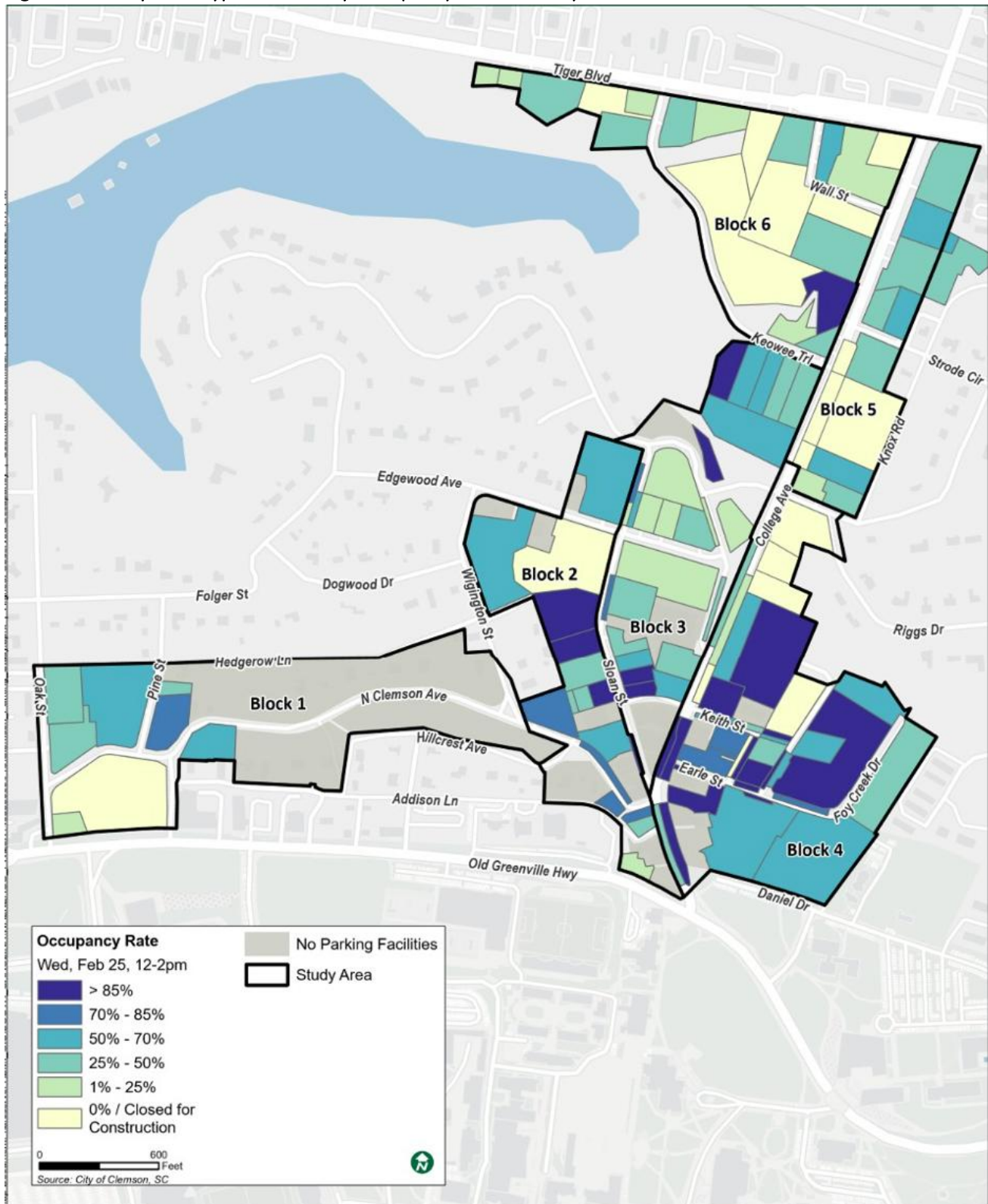
Table 06: Number of Vehicles Observed by Block – Public Parking Areas

Block	Wed-1	Wed-1	Wed-2	Wed-2	Sat-1	Sat-1	Sat-2	Sat-2	Sun-1	Sun-2
1	-	-	-	-	-	-	-	-	-	-
2	28	37	38	32	24	37	27	35	12	36
3	186	165	199	161	120	268	121	248	139	259
4	91	101	124	95	108	159	97	154	21	96
5	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-
Total	305	303	361	288	252	464	245	437	172	391
	56%	55%	66%	52%	46%	85%	45%	80%	31%	71%

Source: Bolton & Menk, March 2026

The fourth highest peak period (Wednesday afternoon) was chosen to represent the ‘busiest time of a typical weekday’ for the purpose of visualizing the pattern of parking occupancy across all parking facilities.

Figure 02: Study Area Typical Weekday Occupancy – Wednesday



Source: Bolton & Menk, March 2026

Occupancy percentages were calculated for each of the six blocks and each of the ten observation counts. The following tables show occupancy percentages for the total parking areas and for the city-controlled public parking areas. The color-coded cells reflect varying degrees of occupancy temperature. Red represents the highest occupancy percentage, while green represents the lowest.

Table 07: Parking Occupancy Percentage Observed by Block – Total Parking Areas

Block	Wed-1	Wed-1	Wed-2	Wed-2	Sat-1	Sat-1	Sat-2	Sat-2	Sun-1	Sun-2
1	55%	63%	51%	51%	54%	54%	64%	76%	56%	49%
2	55%	63%	57%	66%	46%	51%	41%	51%	68%	82%
3	52%	54%	55%	51%	48%	63%	44%	62%	46%	67%
4	73%	67%	73%	70%	66%	71%	67%	74%	60%	64%
5	44%	15%	46%	16%	11%	18%	12%	18%	2%	5%
6	32%	28%	23%	21%	23%	19%	26%	18%	12%	18%

Source: Bolton & Menk, March 2026

Table 08: Parking Occupancy Percentage Observed by Block – Public Parking Areas

Block	Wed-1	Wed-1	Wed-2	Wed-2	Sat-1	Sat-1	Sat-2	Sat-2	Sun-1	Sun-2
1										
2	68%	90%	93%	78%	59%	90%	66%	85%	29%	88%
3	57%	50%	60%	49%	36%	81%	37%	75%	42%	79%
4	51%	56%	69%	53%	60%	89%	54%	86%	12%	54%
5										
6										

Source: Bolton & Menk, March 2026

It is important to recognize that all city-controlled public parking is located within Blocks 2, 3, 4, and 5, with the majority of the spaces located in Block 3 (329), followed by Block 4 (179), Block 2 (41), and Block 5 (17). The 17 spaces in Block 5 were removed from the current supply due to current construction projects. The following table shows the city-controlled public parking inventory by block, including the maximum number of vehicles and their occupancy percentages.

Table 09: City-Controlled Public Parking Inventory by Block with Maximum Observed Occupancy Counts

Block	# Lots	# Spaces	Max Cars	Max Occupancy
1	-	-	-	
2	3	41	38	93%
3	7	329	268	81%
4	16	179	159	89%
5	3	Construction	Construction	
6	-	-	-	
	29	549	465	85%

Source: Bolton & Menk, March 2026

Walker Recommends

The 85th percentile is a commonly used planning and engineering metric that helps determine whether a parking facility is operating efficiently or approaching capacity constraints. In parking planning, the 85th percentile occupancy represents the parking demand level that is equaled or exceeded only 15% of the time during the measurement period. In other words:

- 85% of the observed time periods have parking occupancy at or below this level.
- 15% of the observed time periods have parking occupancy above this level.

This metric is often preferred over absolute peak occupancy because it removes unusual spikes that may occur only during special events, holidays, or isolated circumstances. Using the 85th percentile helps answer questions such as:

- Do we really need to build another parking deck?
- Can parking demand be managed instead of expanding supply?
- Is parking demand concentrated during a few periods?

The parking inventory within the City of Clemson that consistently exceeds the 85th percentile occupancy threshold should be considered functionally constrained and operating at or near practical capacity during peak demand periods. While these facilities may not be physically full, occupancy levels above 85 percent often result in increased vehicle circulation, longer parking search times, user frustration, and a diminished customer experience.

To address these conditions, the city should prioritize demand management strategies before developing additional parking supply. Recommended actions include:

1. **Optimize Existing Capacity** – Improve utilization of underused parking assets through enhanced wayfinding, parking guidance, and targeted communications that direct motorists to available parking resources.
2. **Implement Demand-Based Management** – Consider adjustments to parking regulations, permit allocations, time limits, and pricing strategies to encourage turnover and better distribute parking demand throughout the system.
3. **Expand Shared Parking Opportunities** – Partner with private property owners, churches, and institutional stakeholders to increase the availability of parking during periods of peak demand and special events.
4. **Monitor Occupancy Trends** – Continue collecting occupancy data on an annual basis to determine whether elevated utilization levels represent sustained growth in parking demand or temporary fluctuations associated with special events, seasonal activity, or university-related demand.
5. **Plan for Future Supply Enhancements** – If parking facilities continue to exceed the 85th percentile threshold despite implementation of demand management measures, the City should evaluate strategic opportunities for additional public parking supply, including structured parking, shared-use facilities, or redevelopment projects that incorporate public parking components.

02 Parking Fee & Violation

02: Parking Fee & Violation

Walker representatives conducted a comprehensive evaluation of the City of Clemson's parking fee and violation structure, comparing it against peer municipalities and universities within 10-, 50-, and 100-mile radius. This analysis was undertaken to understand how the City of Clemson's approach aligns with regional and aspirational best practices and to assess where the city's current pricing and enforcement policies stand relative to regional peers. A final draft copy of the analysis was provided to the city's project review team on March 18, 2026, and is available for reference separately from this report.

Parking Fee and Violation Review Findings

When compared to surrounding municipalities, the City of Clemson (population 18.6K) operates one of the most structured parking systems in the region. Within a **10-mile radius**, the City of Clemson stands apart from its immediate municipal neighbors of the Town of Pendleton (population 3.8K), the Town of Central (population 5.3K), and the City of Seneca (population 9.2K), all of which provide free public parking and rely on time limits and enforcement to encourage turnover. With the exception of Clemson University (enrollment 29.5K), nearby universities, including Southern Wesleyan University (enrollment 1.2K), similarly offer free visitor parking. In this local context, the City of Clemson and Clemson University represent leading organizations in the overall management of their parking systems.

Within a **50-mile radius**, the city and the university continue to lead the way in prevailing practices. The City of Anderson (population 31K) and the City of Easley (population 27K) maintain free, time-limited downtown parking, prioritizing accessibility and turnover. The City of Greenville (population 74K), with a larger urban center, provides a hybrid model with free short-term parking and modest hourly rates in parking decks, capped at a relatively low daily maximum. Universities such as Anderson University (enrollment: 4.5K) and Furman University (enrollment: 2.6K) typically offer free visitor parking. Compared to these peers, the city and the university's parking assets require greater emphasis on managing vehicular and pedestrian access to local businesses and destinations.

At the **100-mile radius**, the City of Clemson's approach begins to resemble that of larger municipalities such as Asheville (population 98K), which operates tiered parking systems supported by parking decks, automated payment technologies, and significant downtown demand. While the City of Clemson aligns in theory with these systems, it does not yet match them in size or scale. Many larger cities still offer free short-term parking or lower daily caps than the City of Clemson. As a result, the city's fee structure is more advanced than most regional peers, perhaps in large part because the regional peers do not support a major university, and is comparable to systems serving significantly larger, denser, or tourism-driven markets.

In contrast to its parking fees, the City of Clemson's parking violation and fine structure is comparable to those of other nearby municipalities. The city's minimum fine of \$10.00 is among the lowest observed across peer jurisdictions and aligns closely with those of cities and universities such as Greenville, Spartanburg (population 39.6K), and UNC Asheville (enrollment 3.1K). The City of Clemson's graduated fine structure for overtime and expired meter violations mirrors best practices observed across the region, emphasizing progressive penalties for repeat offenses rather than high first-offense fines.

When compared to municipalities within a 100-mile radius, the city's maximum municipal fine of \$120.00 remains modest. Many peer cities, including Central, Easley, Spartanburg, Asheville, and Greer (population 41.5K), authorize maximum fines of \$250.00 to \$500.00, particularly for safety-related violations such as handicapped parking and fire lanes. The city's penalties for these violations are lower than those in larger cities and comparable to those in similarly sized towns.

Walker Recommends

Best practices established by organizations such as the International Parking & Mobility Institute and widely adopted in successful downtown parking programs recommend maintaining a pricing differential between on-street and off-street parking. This differential encourages short-term visitors to utilize premium curbside spaces while directing longer-term parking customers to off-street facilities. The result is improved parking turnover, increased customer access for downtown businesses, and more efficient utilization of the overall parking system.

The City of Clemson's current parking structure generally supports this principle. Downtown on-street parking (148 spaces) is limited to 2 hours and costs approximately \$1.50 per 2 hours after an initial free period, while parking decks offer a larger inventory of spaces (Keith Street Deck – 250 spaces and Fendley Street Deck 40 spaces) and accommodate longer parking durations. However, as downtown visitation continues to grow, the City should periodically evaluate whether the existing rate differential is sufficient to influence parking behavior and maintain curbside availability.

From a parking management perspective, the city's current pricing structure does not fully reflect the common best practice of charging a premium for the most convenient curbside spaces. In many downtowns, on-street parking is priced higher on an hourly basis than parking decks to encourage turnover and direct longer-term visitors into off-street facilities. The city's rates are relatively close, but the current structure provides only a modest financial incentive for a visitor staying more than two hours to relocate to a deck.

Facility Type	Cost	Effective Hourly Rate
On-Street Parking	\$1.50 for 2 hours (first 30 minutes free)	\$0.75/hour
Parking Decks	\$4.00 for 4 hours	\$1.00/hour

Source: City of Clemson, 2026

The City of Clemson currently offers **reserved (leased) parking permits** in both the Keith Street (110 permits) and Fendley Street (20 permits) Parking Decks at \$40 per month (\$480 annually), while reserved parking in the Sloan Street surface lot is available for \$30 per month (\$360 annually). These permits provide weekday access (Monday–Friday, 8:00 a.m.–5:00 p.m.) and are intended primarily for downtown employees and businesses rather than residential parking.

The City of Clemson charges \$45 per month for its **24/7 reserved parking spaces** in the Keith Street Parking Deck. According to the city's parking ordinance, 20 dedicated 24/7 reserved spaces are available, and these spaces are leased for the exclusive use of the permit holder at all times. The fact that 24/7 access costs only \$5 per month more than a standard weekday permit is noteworthy from a parking management perspective; however, Walker

representatives believe the permit fee is undervalued when compared to the Monday through Friday \$40 permit fee. Walker representatives suggest increasing the 24/7 permit fee to \$75-\$85 per month.

Permit Type	Monthly Rate
Weekday Reserved Permit	\$40/month
24/7 Reserved Permit	\$45/month

Source: Current Permit Rates - City of Clemson, 2026

Walker representatives recommend that the city consider gradually **reducing or eliminating reserved parking spaces** within the Keith Street and Fendley Street parking decks if the primary goal is to maximize public access, improve parking utilization, and increase operational flexibility. While reserved parking provides convenience for individual permit holders, it can also reduce the overall efficiency of a public parking facility, particularly during periods of high demand.

A fundamental principle of parking management is that publicly owned parking assets should be utilized as efficiently as possible. Reserved parking spaces are unavailable to the general public, regardless of whether the permit holder is actively using the space. As a result, reserved spaces may remain vacant for significant portions of the day while other users search for available parking elsewhere in the facility. This creates what parking professionals refer to as "underutilized inventory", or spaces that are technically occupied by permit assignment but physically vacant.

Removing reserved spaces and transitioning to a shared permit parking model can significantly improve parking utilization. Under a shared parking approach, permit holders are guaranteed access to the facility but not a specific space. This allows all available spaces to be used by the next arriving customer, employee, or permit holder, increasing the parking deck's overall efficiency and reducing the number of unused spaces.

While there are strong operational arguments for removing reserved spaces, the city should also recognize the value that reserved parking provides to downtown businesses, property owners, and employees. Reserved parking may be an important recruitment and retention tool for employers and may provide a reliable parking option for business owners who contribute significantly to downtown activity.

For this reason, the city may wish to consider a phased approach rather than complete elimination. Potential alternatives include:

- Converting reserved spaces to non-reserved permit parking.
- Reducing the number of reserved spaces over time.
- Retaining a limited number of premium reserved spaces at higher rates.
- Implementing demand-based pricing for reserved parking.
- Reserving spaces only for users with demonstrated operational needs.

The primary purpose of the city's **Downtown Business Prepaid Meter Parking Program** is to allow downtown merchants, restaurants, service providers, and entertainment venues to conveniently validate or prepay parking for their employees, thereby supporting employee parking needs for downtown businesses while supporting the city's overall parking management objectives.

With the city's transition to paid on-street parking, the City Council's stated objective was to increase turnover in premium curbside spaces and improve parking availability for customers visiting downtown businesses. A business prepaid parking program directly supports this goal by allowing merchants to absorb a portion of an employee's parking cost while preserving the pricing structure necessary to manage demand.

The current program is valid at all city-controlled paid parking spaces, both on-street and off-street, and allows employees to park for \$0.25 per hour, or up to an 82% fee discount. Walker representatives recommend reducing the discount to 25% of the hourly fee or introducing a \$5.00 per-5-hour average employee shift in the Keith Street deck and a flat rate of \$3.50 in the Fendley Street deck. The employee discount program should be limited to the use of the parking decks only.

Saturday Hours and Program Operations

As Downtown Clemson continues to evolve into a regional destination for dining, entertainment, retail, and special events, parking demand is no longer concentrated solely during traditional weekday business hours. Observations of downtown activity indicate that Saturdays often have the highest parking demand of the week, driven by restaurant patrons, retail customers, visitors, university-related activity, and special events. (See *Study Corridor Review* section of this report) Despite these demand patterns, the current paid parking program is primarily focused on weekdays, creating an inconsistency between peak-demand periods and parking management practices.

A fundamental objective of paid parking is to promote turnover in high-demand parking areas and ensure convenient access to downtown destinations. When parking controls are not enforced during periods of elevated demand, vehicles often occupy premium curbside spaces for extended durations, reducing availability for customers and increasing the time motorists spend searching for parking. This can negatively affect the visitor experience and limit access to downtown businesses.

Extending paid parking hours to Saturdays would align parking management practices with actual demand. The city's most valuable parking resource, its on-street spaces along College Avenue and adjacent downtown streets, should remain available for short-term visitors throughout the week, including weekends when demand is frequently at its highest. By applying the same parking management principles on Saturdays that currently apply during the week, Clemson can improve parking turnover, increase customer access, and make more efficient use of its parking supply.

From a customer perspective, Saturday paid parking would not necessarily require a change in parking rates. Rather, it would extend the existing parking management framework to a day when demand often warrants active management. Visitors taking short trips would continue to benefit from convenient access to downtown destinations, while longer-duration parkers would be encouraged to use the city's parking decks and off-street facilities, which are better suited to extended stays.

In addition to operational benefits, Saturday hours of operation may yield a modest increase in parking revenue, which can be reinvested in the parking system. Additional revenue could support parking facility maintenance, technology upgrades, wayfinding improvements, parking enforcement operations, and future mobility initiatives that enhance access to Downtown Clemson.

Walker representatives recommend that the city consider extending paid parking hours in the downtown core to Saturdays, particularly in areas that consistently experience high parking demand. Implementation should be supported by parking occupancy data and customer outreach efforts. As it currently stands, a motorist may park their vehicle in an on-street paid parking space from 5:00 p.m. on Friday until 9:00 a.m. on Monday without moving it. Maintaining existing rates while expanding operating hours would improve parking turnover, increase customer access to downtown businesses, encourage greater use of public parking decks, and align parking management practices with actual parking demand patterns.

In exchange for adding Saturday hours of operation, we suggest changing the Saturday hourly rates to allow for the first two hours free in the Keith Street and Fendley Street parking decks. The regular hourly rates would apply after the first two hours.

Downtown Parking Deck Agreement – Keith Street Parking Deck

The city entered into an agreement with Downtown Clemson Partners, LLC, and the First Baptist Church of Clemson to purchase land and build the 250-space Keith Street parking deck in 2002. In exchange for this land purchase, the city agreed to grant 10 reserved parking spaces in the deck to Downtown Clemson Partners, LLC, and 14 spaces to create a program for Downtown Clemson's churches. The Internal Revenue Code of 1986, as amended, imposes certain restrictions on the use of tax-exempt facilities, allowing the city facility to remain tax-exempt by limiting the non-qualifying use of the parking deck to less than the 10% of the total parking deck inventory. The agreement has remained in force for 15 years from the City of Clemson's Tax Increment Bond closing date of June 19, 2002. Since this agreement has since expired, Walker recommends removing the reserved space allocation for transient parking access gain.

Commercial Loading and Delivery Zones

As Downtown Clemson continues to experience increased commercial activity, restaurant growth, retail expansion, and mixed-use development, the efficient movement of goods and services has become an increasingly important component of downtown operations. While much of the city's parking management efforts focus on accommodating customers, visitors, residents, and employees, the needs of delivery vehicles, service providers, and commercial vendors must also be considered to maintain a safe and functional downtown environment.

Currently, many commercial deliveries occur from travel lanes, alleys, private parking areas, or by temporarily occupying on-street parking spaces. During peak business hours, these practices can create conflicts with pedestrians, bicyclists, motorists, and customers seeking parking. Delivery vehicles stopping in travel lanes can impede traffic flow, reduce visibility, create safety concerns, and contribute to congestion along key downtown corridors such as College Avenue and adjacent streets.

Establishing additional designated commercial loading and delivery zones would provide a structured solution that supports both downtown businesses and overall transportation operations. Loading zones are intended to accommodate short-duration commercial activities such as package deliveries, food and beverage shipments, maintenance services, and business-related loading and unloading. By providing designated curbside spaces for these activities, the city can reduce illegal parking, improve traffic flow, and preserve customer parking spaces for their intended use.

From a parking management perspective, loading zones should be strategically located in areas with a high concentration of restaurants, retail establishments, and businesses that receive frequent deliveries. Locations should be selected based on observed delivery patterns, curbside utilization, building access needs, and operational constraints. Unfortunately, strategically adding commercial loading and delivery space is limited to areas where the delivery vehicle's dimensions are best suited.

To meet these objectives, Walker representatives recommend adding a delivery zone on **North Clemson Avenue** from 7:00 a.m. to 11:00 a.m., then converting the space back to paid parking inventory after 11:00 a.m. Additionally, we recognize a 24/7 opportunity on **Addison Lane behind the Pop Up Park** and a limited-use opportunity for the three spaces on **Keowee Trail at the Bixby Apartments**. Similar to the North Clemson Avenue program, we recommend designating these Keowee Trail spaces for commercial loading and delivery from 7:00 a.m. to 11:00 a.m. and then returning them to paid parking inventory thereafter.

Overnight Parking Ordinance

The city's overnight parking ordinance remains an important component of the City's overall parking management strategy and should continue to be actively enforced within the downtown area. The ordinance helps preserve the availability of public parking resources, supports the intended use of downtown parking facilities, enhances public safety, and contributes to the long-term sustainability of the city's parking system.

Continued enforcement of the overnight parking ordinance helps ensure that public parking facilities remain available for their intended purpose during operating hours. The ordinance discourages long-term vehicle storage in public parking facilities and reduces the likelihood that vehicles will remain parked for days or weeks without oversight. This practice aligns with parking management best practices and helps maintain an orderly, well-managed parking environment.

From an operational perspective, overnight parking restrictions also support routine maintenance and cleaning, pavement repairs, striping, utility work, and other facility management activities. Parking facilities that remain occupied overnight can create challenges for maintenance crews and increase operating costs associated with facility upkeep. For the limited number of bar and restaurant staff who work past 4:00 a.m. and are unable to comply with the overnight parking ordinance conditions, we suggest obtaining an approved license plate list for parking enforcement to verify permissible use. Likewise, create a similar license plate list for employees arriving for the start of their day, between 4:00 a.m. and 7:00 a.m.

Parking Violations and Fines

The city has a tiered enforcement approach that increases fines based on the severity of the violation and the number of prior violations an individual may have. At the lower end of the table, there are smaller fines of \$10 for minor infractions such as obstructing a driveway. Fines gradually increase for medium-level violations, such as parking in a fire lane or a reserved space, ranging from \$50 to \$75. The most severe infractions include parking in a handicapped space or in a prohibited overnight parking space, which carry fines of \$100 to \$120.

Walker representatives recommend increasing the minimum fine for non-overtime and expired meter parking violations to \$25 to better align with the Town of Pendleton, the Town of Central, and Clemson University. (See previous *Parking Fee and Violation Review* document delivered March 18, 2026)

03 Enforcement Review

03: Enforcement Review

Walker representatives met virtually with the city's parking enforcement officers on Tuesday, December 22, 2025, to learn of the challenges and opportunities associated with parking compliance issues in Downtown Clemson. A summary of the meeting minutes was provided to the city's project review team on January 29, 2026, and is available for reference separately from this report.

Additionally, Walker representatives met with the city's parking enforcement officers in the field on Tuesday, March 3, 2026, to follow up on the comments received in the December listening session and better understand their operations. The purpose of the field visit was to observe the officers as they carried out their daily responsibilities and to learn more about their standard operating procedures. During the visit, Walker representatives accompanied the officers as they performed routine enforcement activities, allowing our team to see firsthand how parking regulations are monitored and enforced throughout the area. This field observation provided valuable insight into the officers' workflow, the tools and methods used to issue citations, and the challenges they encounter while overseeing parking compliance.

Enforcement Review Findings

Walker representatives observed that parking enforcement officers generally take a casual, **reasonable approach to enforcement, often giving motorists the benefit of the doubt** when addressing violations of paid or time-limited parking. The team also understands that the handheld devices used by officers communicate in real time with the city's back-office platform to confirm payment status and track citation activity. Officers noted that motorists occasionally claim they received citations after paying for parking. In these cases, the parking manager reviews the timing of the parking transaction and the citation issuance and may void the citation if system records verify that payment was made. Further, it was shared that some motorists may wait until they notice an officer nearby before initiating their parking payment. When an officer observes a motorist actively completing a payment transaction, they typically move on to the next vehicle to allow sufficient time for the transaction to be finalized.

Walker representatives and enforcement officers discussed potential ways to better **differentiate privately controlled on-street parking spaces from publicly regulated spaces**. During our walk-around with the officers, we were shown several curbside areas with privately controlled parking. These areas appeared to resemble adjacent public right-of-way areas, without a clear distinction from private parking. In some cases, however, "customer parking only" signs were affixed to the building façade or to pole-mounted applications, and in other cases, on-street spaces had "reserve parking" stenciled on the pavement.

Walker understands that this distinction can be confusing for motorists, particularly when a citation is issued in a publicly controlled space while vehicles parked nearby on private property are not subject to the same public parking regulations. From a motorist's perspective, there may be little visible difference between angled or parallel parking spaces located along the curb or within what appears to be the public right-of-way, which can contribute to misunderstandings about where parking ordinances apply.

On-street loading zones with time limits are enforced using the T2 device's electronic tire-chalking feature. This tool allows officers to record the position of a vehicle's tire valve stem when the vehicle is first observed. During

subsequent patrols, the officer can compare the valve stem position to determine whether the vehicle has moved. If the valve stem remains in the same position and the vehicle has exceeded the designated time limit, the officer will issue a “parked overtime” violation.

Walker understands that the enforcement officers tend to be more lenient toward large delivery trucks during morning deliveries, especially when delivery drivers are mindful of traffic and pedestrian flow. During field observations, we observed several large beer and refrigeration trucks parked in official and unofficial loading zones. Unofficial loading zones in the vehicular right-of-way occasionally use recessed curbs and sidewalks on private property. Walker understands officially designated loading zones allow 60 minutes for vehicles actually engaged in loading and unloading, pickup, or delivery of merchandise to or from a business during the hours of 7:00 a.m. to 5:00 p.m., Monday through Saturday.

Because the enforcement of the **overnight parking ordinance** within the Downtown District falls outside of the regular scheduled hours of the designated parking enforcement officers, the procedure is handled by Clemson Police Department officers during the hours of 4:00 a.m. and 7:00 a.m. daily.

Under the City of Clemson’s charter, **Scofflaws** are defined as motorists with more than \$50 in unpaid parking citations and may be subject to vehicle towing. Walker representatives understand that the city typically waits until a vehicle has accumulated between \$100 and \$150 in unpaid citations before requesting a tow. Vehicles are removed by the city’s contracted towing provider, Tiger Towing, and transported to an impound lot located in Seneca, South Carolina. To retrieve a towed vehicle, the owner must pay a \$130.00 towing fee in addition to any outstanding parking citation fines.

Walker Recommends

As Downtown Clemson continues to grow as a regional destination for dining, shopping, entertainment, and special events, parking demand has expanded beyond traditional weekday business hours. While current parking enforcement efforts effectively manage parking turnover and availability during the workweek, parking activity on Saturdays now mirrors or exceeds weekday demand in many areas of the downtown district.

Saturday Hours and Program Operations

Saturday enforcement supports the fundamental goal of parking management: maximizing the availability of convenient parking spaces for customers, visitors, and patrons of downtown businesses. Without enforcement, employees, students, and other long-term parking customers can occupy prime curbside spaces intended for short-term customer use. This reduces parking turnover, increases driver frustration, and may negatively affect local businesses that rely on convenient access to attract customers.

Implementing Saturday enforcement will provide several benefits:

- **Improved Parking Availability:** Regular enforcement encourages compliance with posted time limits and payment requirements, resulting in greater turnover and more frequent availability of convenient parking spaces.
- **Support for Local Businesses:** Customer-oriented parking management helps ensure that visitors can find parking close to their destination, supporting retail sales, restaurant activity, and overall economic vitality.

- **Consistent User Expectations:** Applying parking regulations seven days a week creates a predictable parking environment and reduces confusion regarding when parking regulations are in effect.
- **Enhanced Fairness and Compliance:** Saturday enforcement ensures that all users are subject to the same parking regulations and discourages misuse of limited parking resources.
- **Better Event Management:** Clemson frequently experiences increased parking demand associated with athletic events, university activities, festivals, and special events. Saturday enforcement provides an important tool for managing these peak-demand periods.
- **Protection of Parking Investments:** The City has invested in parking infrastructure, technology, and management programs designed to improve access and mobility. Consistent enforcement helps maximize the effectiveness of these investments.

Expanding enforcement to Saturdays is not intended solely as a revenue-generating measure. Rather, it is a parking management strategy designed to promote turnover, improve customer access, and support the long-term success of Downtown Clemson. By aligning enforcement hours with actual parking demand, the city can better serve residents, visitors, businesses, and the broader Clemson community while ensuring that parking remains available for those who need it most.

The recommendation is to implement Saturday enforcement during the same hours as weekdays, creating a simple, easy-to-understand parking program that reflects contemporary parking demand patterns in Downtown Clemson. To meet this objective, Walker representatives recommend adding an additional part-time employee to the organization chart.

Overnight Parking Ordinance

As the City of Clemson continues to enhance the efficiency and effectiveness of its parking management program, a logical operational improvement is to transition responsibility for enforcing the city's overnight parking ordinance from the Clemson Police Department to the City's Parking Enforcement Officers. This change would allow both departments to focus on their core missions while improving the consistency and administration of parking regulations throughout the city.

The primary role of the Clemson Police Department is to protect public safety, prevent crime, respond to emergencies, and maintain community well-being. Enforcement of parking regulations, including overnight parking restrictions, is a specialized parking management function that can be effectively administered by trained Parking Enforcement Officers. Shifting this responsibility would allow police personnel to dedicate more time and resources to higher-priority public safety activities while maintaining compliance with the City's parking ordinances. To meet this objective, Walker representatives recommend adjusting the parking enforcement schedules to align with the overnight parking ordinance and have one officer begin their scheduled shift at 5:00 a.m.

04 Signage and Wayfinding Review

04: Signage and Wayfinding Review

As Downtown Clemson continues to evolve as a vibrant destination for residents, students, visitors, and businesses, an effective signage and wayfinding system is essential to supporting accessibility, economic vitality, and a positive visitor experience. A comprehensive wayfinding program is a critical component of the city's transportation and parking infrastructure, helping people navigate downtown efficiently, locate parking resources, and reach their destinations with confidence.

Many visitors to Downtown Clemson, particularly those attending university events, athletic competitions, conferences, festivals, and other special activities, may be unfamiliar with the downtown street network, parking facilities, and key destinations. Without clear and consistent directional signage, motorists often spend unnecessary time searching for parking and destinations, contributing to congestion, driver frustration, and inefficient use of available parking resources.

Walker representatives completed an evaluation of the current state of wayfinding and signage in Downtown Clemson. To understand the broader context of the parking ecosystem, Walker assessed all signage from the user's perspective, including what visitors experience as they enter downtown, park, pay, and navigate downtown after parking to their final destinations. Walker identified opportunities for improvement that will create a more cohesive and enjoyable experience for both visitors and residents. A final document was delivered to the city's project review team on May 28, 2026, and is available for reference separately from this report.

Signage and Wayfinding Review Findings

The assessment was developed from a site visit conducted on March 9, 2026, and highlights the following key observations:

- Inconsistent or a lack of entrance signage in downtown.
- Lack of signage communication at key decision points.
- Inconsistent parking signage and sign styles.
- Improved public parking exterior facility signage.
- Need for clear communication of paid parking signage.
- No directional signage for pedestrians when exiting parking decks.
- Outdated or irrelevant directional signage and limited coverage in Northeast Downtown.
- Confusion between on-street privately controlled spaces and publicly controlled spaces.
- Additional signage is needed to locate payment kiosks.
- Evaluation of 15-minute parking spaces and sign design.

Walker Recommends

The following is provided to highlight Walker's recommendations for improvement.

- Install newly branded gateway signs at all city entrance points.
- Install directional signage "To Downtown" at key decision points.
- Provide parking directional signage at key decision points.

- Develop consistent branding and colors for parking signs.
- Add “pay-by-plate” language to paid parking signs.
- Add entrance signage to the Fendley Street parking deck.
- Add pedestrian directional signage or map kiosks near the parking deck exits.
- Restripe or paint private on-street spaces.
- Develop a maintenance plan for signage.
- Provide additional pedestrian signs in Northeast Downtown.
- Implement regulatory and paid parking signage strategies.
- Install elevated signage near on-street payment kiosks.

The City of Clemson should continue to build on its comprehensive downtown signage and wayfinding program, which includes gateway signage, vehicular directional signs, parking guidance signs, pedestrian wayfinding elements, parking facility identification, destination mapping, and digital navigation integration. The program should establish a consistent visual identity that reflects the city’s character while improving navigation, parking utilization, accessibility, and the overall downtown experience.

05 Additional Recommendations

05: Additional Recommendations

In addition to the primary parking management strategies identified throughout this report, several supplemental recommendations have been developed to further enhance the efficiency, accessibility, and long-term performance of the parking system. While these recommendations may not address immediate parking capacity concerns, they represent opportunities to improve operational effectiveness, strengthen customer service, support economic development objectives, and enhance the overall user experience. Collectively, these initiatives aim to complement the city's broader parking management goals by optimizing existing resources, promoting compliance, improving access to downtown destinations, and positioning the parking system to effectively accommodate future growth and evolving mobility needs. Walker representatives have identified these recommendations in our separate document on the recommendation-by-implementation phase.

Shared Parking Agreements

Educate, advocate for, and facilitate the development of Shared Parking Agreements between and with location businesses. Consider incentives for sharing public parking in downtown residential buildings to provide additional parking during non-peak residential hours of operation. Revenues become the property of the residential building management company.

Merchant Validation Program

To address local residents' concerns about parking costs, develop a merchant-validation program that allows merchants to validate short-term visitor parking for patrons visiting their businesses. A validation code may be applied to a parking session that has already been initiated.

Parking Space Availability

Procure and install a façade-mounted digital display sign for parking space availability that updates vehicle availability when vehicles enter and exit the facility. Tie this digital information to the city's website and allow consumers to access space availability in real time via the city's uniform resource locator (URL) in a web browser.

Designated Golf Cart Parking

Design section of Addison Lane at College Avenue for angled golf cart parking spaces.

398 College Avenue Public Parking

This mixed-use development will provide the city with control over 120 regular parking stalls and 24 compact parking stalls. Increased transient and visitor parking inventory will increase the city's controllable parking inventory from 468 spaces to 612 spaces.

Edgewood Avenue Parking Lane

Remove one of two bicycle lanes from Edgewood Avenue from Sloan Avenue to McHugh Lane and replace it with two 11' vehicular travel lanes and one 7' parking lane.

Regular Council Meeting
July 6, 2026
Council Chamber-Clemson City Hall

Call to Order Public Hearing: Mayor Halfacre at 5:30 p.m.

Public Hearing: Proposed Text Amendment (Middle Housing Standards) and Proposed Map Amendment (Hamilton Drive) Zoning and Codes Administrator Jacob Peabody explained the Middle Housing Standards and the Proposed Map Amendment on Hamilton Drive.

There being no further business, a motion was made, duly seconded, and unanimously approved to adjourn the Public Hearing at 5:41 p.m.

Call to Order Regular Council Meeting: Mayor Halfacre at 5:41 p.m.

Invocation and Pledge of Allegiance: Council Member Sherrill

Members present: Mayor Halfacre presiding, Council Members Evans, Fulmer, Jones, Scott, Sherrill, and Smith.

Absent: None

Notification emailed: July 2, 2026 to the *Greenville News*, the *Journal*, the *Independent Mail*, the *Post and Courier*, the *Pickens Sentinel*, the *Easley Progress*, WSNW Radio, WYFF, WSPA, and Fox Carolina.

Oath of Office: Police and Detention Officers: Christina Hall Dispatcher/Jailer and Police Officer David Thompson.

Public Session: Mayor Pro Tem Scott presiding. MyCivic comment from Gay Ferree-Eitenmiller, 210 Strawberry Lane, regarding Water Meter Readers. MyCivic comment from Stephanie Platt, 103 Mountain View Lane, regarding banners.

Approval of Minutes: Minutes from the June 15, 2026 Regular Council Meeting were approved as presented.

Reports/Discussion

Discuss proposed text amendment (middle housing standards). – Zoning and Codes Administrator Jacob Peabody explained the Middle Housing Standards and various design styles.

Discuss proposed map amendment (Hamilton Drive). - Zoning and Codes Administrator Jacob Peabody gave some background on the request. Tyrone Mattison, son of the property owner explained he wanted to put a security office there.

Staff Reports

City Administrator Andy Blondeau: Next week is the Municipal Association Annual Meeting in Greenville. Andy and Nathan Woods will be going to the FTA office in Atlanta to lobby for a change to the grant regarding the compressed natural gas buses changing to diesel buses instead due to the fueling station not being funded.

Policy Action

Consider 3rd reading of proposed planned development (201 Pine Street). - Assistant City Administrator Nathan Woods explained the history of the project. MyCivic comment from Johannes Schmidt, 112 Folger Street, in opposition. MyCivic comment from Brett Hahulski, 106 Folger Street, in opposition. Comment from Paul Bowen, 215 Strawberry Lane, in opposition. Lauren Crouch, 104 Folger Street, in opposition. Anna Fairey, 220 Strawberry Lane, in opposition. Katie Healey, 150 Folger Street, in opposition. Judy Fairey, 218 Strawberry Lane, in opposition. Daron Bates, 149 Folger Street, in opposition. Robert Lee, 113 Pressley Drive, in favor. Council Member Fulmer made a motion, seconded by Council Member Jones, to approve 3rd Reading of Proposed Planned Development (201 Pine Street). Mayor Halfacre did a roll call vote. Council Member Fulmer yes. Council Member Sherrill no. Council Member Evans no. Mayor Halfacre yes. Council Member Scott no. Council Member Smith no. Council Member Jones yes. The motion failed 3 to 4.

Consider 2nd reading of an ordinance authorizing the execution and delivery of a franchise agreement between the City of Clemson and Wire3; and providing for related matters. - City Administrator Andy Blondeau explained they will offer internet service and recommended the standard fee of 5%. Robert Lee, 113 Pressley Drive, regarding installation. Council Member Scott made a motion, seconded by Council Member Fulmer to approve 2nd reading of an ordinance authorizing the execution and delivery of a franchise agreement between the City of Clemson and Wire3; and providing for related matters. Vote on this motion was unanimous.

Consider 1st reading of proposed planned development (1310 Tiger Blvd). - Assistant City Administrator Nathan Woods explained the history of the project and the differences between the by right option and a planned development. Nick Imerman representing the developer Kennedy Wilson presented the project. He detailed a community benefits package totaling \$1.825 million. Donations to the City of Clemson for Catbus (\$750,000), for CAAAM (\$150,000), and for affordable housing production or repair and aging in place upgrades for low-income residents (\$200,000); Golden View Baptist Church roof replacement (\$75,000), parking lot repaving (\$50,000), and other deferred maintenance (\$50,000); installation of two bus shelters at Highway 76 (\$50,000); and \$500,000 in retail leasing incentives. Vernika Foster, Nick and Mikes Bar and Grill, in favor. Viola Austin, Goldenview Baptist Church, in favor. Linda Davis, New Hope Baptist Church, in favor. Russell Oglesby, 211 Lynwood Drive Central, SC, in favor. Rosa Graydon, Central, SC, in favor. Robert Lee, 113 Pressley Drive, in a neutral position. Ethel Pettigrew, 109 Hillcrest Avenue, in favor. Council Member Fulmer made a motion, seconded by Council Member Scott to approve 1st reading of proposed planned development (1310 Tiger Blvd). Mayor Halfacre did a roll call vote. Council Member Fulmer yes.

**Regular Council Meeting
July 6, 2026**

Council Member Sherrill yes. Council Member Evans yes. Mayor Halfacre yes. Council Member Scott yes. Council Member Smith yes. Council Member Jones yes. The motion passed 7-0.

Other Policy Items

Consider a contractual agreement between the School District of Pickens County and the City of Clemson for supplying a School Resource Officer at Clemson Elementary for the 2026 - 2027 school year. - Police Chief Jorge Campos explained this is the same contract as last year. Council Member Scott made a motion, seconded by Council Member Fulmer, to approve a contractual agreement between the School District of Pickens County and the City of Clemson for supplying a School Resource Officer at Clemson Elementary for the 2026 - 2027 school year. Vote on this motion was unanimous.

Mayor-Council reports/comments/new business

Council Member Scott: Commended the Parks and Recreation staff for the various camps.

Mayor Halfacre: Thanked staff for their hard work for the Morgan Wallen concert. The new Anmed Hospital is under construction and noted the Tri-County Tech newsletter.

Council Member Smith: The Red Hill Family Fun Day was a great event both Friday and Saturday nights.

There being no further business, a motion was made, duly seconded, and unanimously approved to adjourn the meeting at 7:54 p.m.

Respectfully submitted,

Jeremiah Jackson, MBL

Approved

By: _____
G. Robert Halfacre, Mayor



CITY OF CLEMSON AGENDA ITEM REQUEST FORM

Requested By:
Nathan Hinkle, City Engineer

Date Submitted: 7/13/2026

Council Meeting Date: July 20, 2026

Type of Request: (Choose Only One)
Policy/Action

Agenda Item Summary: (brief for public information and posted agenda)

Discuss allowing the Holiday East neighborhood to install twenty-five (25) feet of wood palisade fence on the ROW of Holiday East.

Agenda Item Detail: (expand as necessary for clarification)

The Holiday East Neighborhood would like to install 25 feet of wood palisade fence within the ROW of Holiday East

The neighborhood association has provided a letter to the City stating their responsibility for all maintenance, installation, modification and removal.

The proposed fence has been conditionally approved by Zoning & City Horticulture before being presented to council. Consider approving the Holiday East neighborhood to to install twenty-five (25) feet of wood palisade fence on the ROW of Holiday East.



Encroachment Permit for Street Right of Way

Refer to City Ordinance 16-4 <https://online.encodeplus.com/regs/clemson-sc/doc-viewer.aspx#secid-1012>

Name Jim Brown Date 6/4/20
Address 236 Holiday East Phone 864-505-5228

Location of Work 236 Holiday East

Dates of Work upon approval All Utilities Notified By _____

Sketch
picture of fencing is attached

Description of Work
25' of fencing to connect w/ lot 5 fencing
We are trying to block the commercial +
123 Hwy noise to give us privacy.

The undersigned applicant hereby requests this permit and agrees to meet all city specifications as outlined on the back of this form and subject to all work to city inspection.

Signature James Brown Date 6/4/20

APPROVAL

Amount of Cash Bond Required \$ _____

Director of Public Works _____ Date _____

06/08/2026

Nathan Hinkle
City of Clemson
Clemson, SC

Subject: Request for Fence Approval – Holiday East Neighborhood

Dear Mr. Hinkle,

We respectfully submit this request for approval to construct a fence along Holiday East Road between the residential properties of the Holiday East neighborhood and the adjacent commercial property.

The proposed fence will be approximately 26 feet in length and 8 feet in height. Its purpose is to provide an appropriate buffer between the residential and commercial areas.

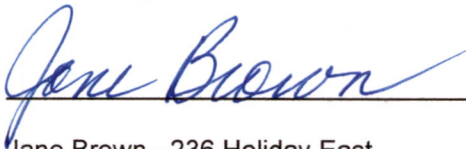
We would also like to note that there is no homeowners association (HOA) governing the Holiday East neighborhood. The residents of the neighborhood have discussed this request and agree to build and maintain the proposed fence at their own expense.

We appreciate your consideration of this request and look forward to your response. Please let us know if any additional information is needed.

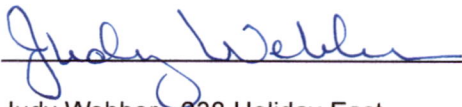
Sincerely,



Al Mathiasen - 232 Holiday East



Jane Brown - 236 Holiday East



Judy Webber - 238 Holiday East

864-704-4950

The Residents of Holiday East Neighborhood



← Hwy 123 →

Vet Hospital

* Lot 5
Gate

Parking Lot

fence

fence

fence

fence *

Tokyo Restaurant

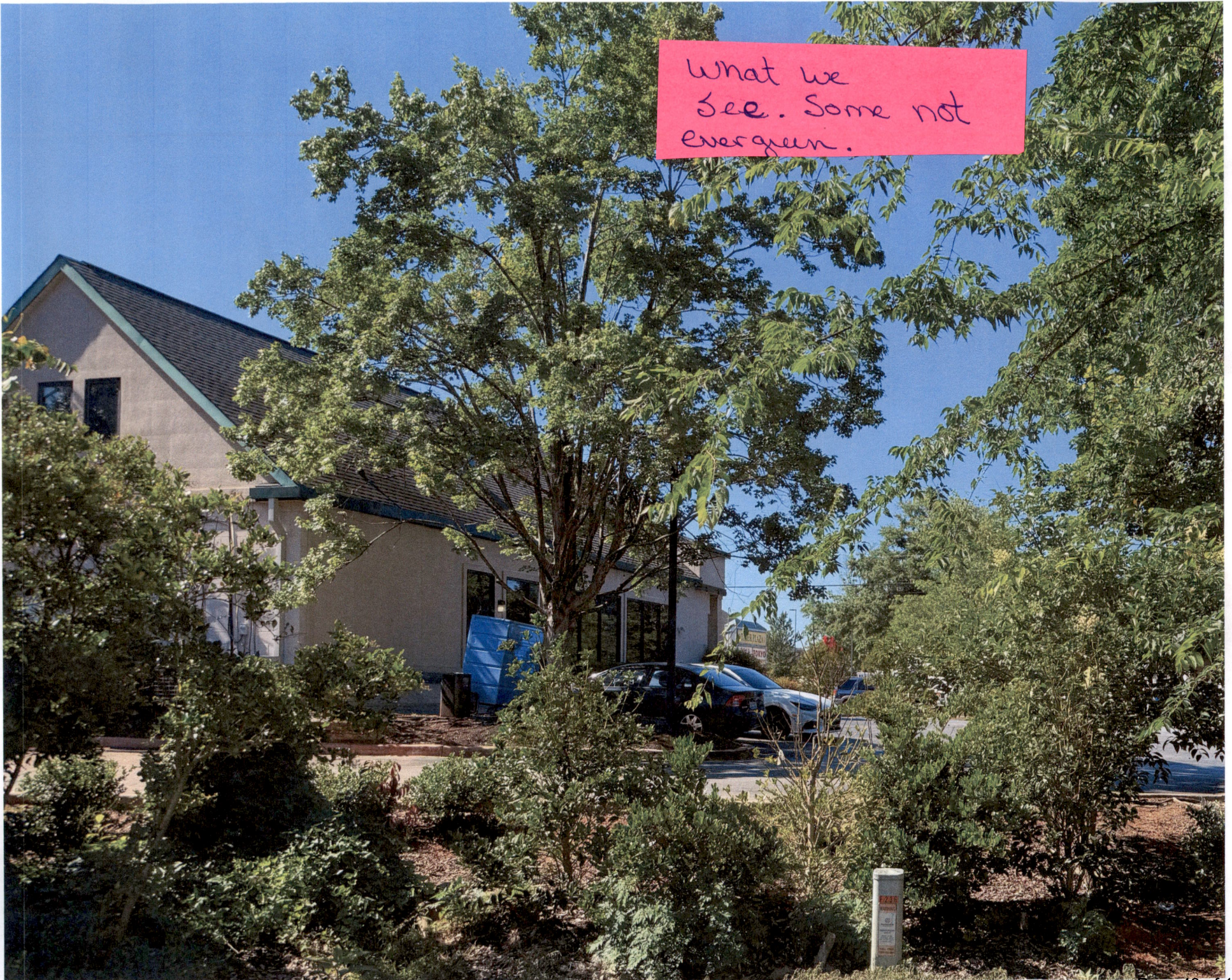
Tall
Bushes





The rest of Street
Nicely Covered

What we
see. Some not
ever again.





CITY OF CLEMSON AGENDA ITEM REQUEST FORM

Requested By:
Andy Blondeau, City Administrator

Date Submitted: 7/15/26

Council Meeting Date: July 20, 2026

Type of Request: (Choose Only One)

Agenda Item Summary: (brief for public information and posted agenda)

Discuss a request from First Baptist Clemson to be included as one of the nonprofit agencies allowed to use the electronic message board.

Agenda Item Detail: (expand as necessary for clarification)

First Baptist Church of Clemson began as Clemson College Baptist Church in 1907. Today, the Church is located in the City at 397 College Avenue. They are seeking to be included as one of the non-profit agencies permitted to use the electronic message board located by the City Hall flag plaza on Hwy 123. They are specifically seeking to advertise the second annual Masterworks concert called "These Ancient Words," an event featuring local singers and musicians presenting various vocal and choral works with orchestra along with two of Colorado's best classical vocal soloists. The event is free and open to the public with donations accepted for First Baptist Clemson.

City Council must approve all agencies allowed to advertise events on the message board. The promotion policy for outside events, including the electronic sign specific policy is attached.



CITY OF Clemson SOUTH CAROLINA

Promoting Events via the City of Clemson

PURPOSE

While the City of Clemson would love to be able to promote every event, organization, service, meeting, etc., to do so would be overwhelming to the staff handling these promotions and could lead to an oversaturation of content. This policy outlines the City's qualifications for events to be considered for promotion.

HIERARCHY OF CONSIDERATION

1. City notices and events
2. Events and Notices from City affiliated non-profits
 - a. Chamber of Commerce
 - b. Clemson Community Care
 - c. Clemson Free Clinic
 - d. Littlejohn Community Center
 - e. Clemson Child Development Center
3. Events and Notices regarding City sponsored events
4. Occasional approved, qualifying community organizations notices and events**

**Only applies to certain events and organizations for certain methods. All events will not be eligible for all media. Some events may not be eligible for promotion at all.

ELIGIBILITY

A qualifying community event is defined as any cultural, civic, charitable, educational, or recreational event taking place in the City of Clemson that is beneficial to all residents of the overall community and/or that will provide economic benefit or encourage tourism in the area. The requesting organization must be a nonprofit and events must be free and open to the general public and/or all proceeds must be donated to a nonprofit.

PROHIBITED

- Solicitation of funds or promoting the sale of products other than for eligible organizations
- Unauthorized use of copyrighted information or trademarking
- Messages involving anything illegal, sexually explicit, offensive, or obscene, or those that violate any of the City's equal opportunity or anti-discrimination /harassment policies
- Advertising or promotion of businesses, group fundraisers or events that do not serve a cultural, social, or educational purpose or promote the general health and welfare of the community
- Commercial postings
- Political notices/petitions except for those required by law
- Personal notices

RESPONSIBILITIES OF REQUESTING ORGANIZATION

- Creates written copy/brochure/flyer/etc for promotional purposes
- Submits formal request at least 2 weeks prior to the event via Google form located at <https://forms.gle/VWeZnqvKnrWJXvSGA>

RESPONSIBILITIES OF CITY OF CLEMSON

- Determines availability of space and considers applications
- Approves information/designs
- Reserves editing rights
- Determines appropriate placement

DISCLAIMER

Promotions through the City of Clemson's channels are provided as a free public service for qualifying events. Therefore, while the City shall endeavor to ensure messages are transmitted accurately and in a timely manner, the City assumes no liability in connection with non-city material and makes no warranties or representations that any message will in fact be transmitted accurately or at any particular time. In some situations, the message may not be transmitted at all if space does not allow. The responsibility for the factual accuracy of the information as submitted rests with the originator of the information.



Message Board Policy

The purpose of the Community Access Message Board is to make public notices and inform citizens of upcoming community events. As space allows, the City will use the message board to promote “qualifying community events” on a first come-first served basis. Priority will be given to City events and notices. A community event is defined as any charitable, educational, cultural or recreational event taking place in the City of Clemson and is sponsored by one of the pre-approved nonprofit organizations. Nonprofits can become approved organizations by making a request to the Clemson City Council.

Approved nonprofits/events:

Pickens County Guardian ad Litem
The Clemson Area Chamber of Commerce
Relay for Life
Clemson United Methodist Church
The Clemson Farmers Market
Littlejohn Community Center
Clemson Child Development Center
Clemson Community Care
Clemson Free Clinic
March for Babies
Conquer Chiari
Minister’s Cook Off
St. Andrews Church
Clemson Elementary School

Foothills Conservatory of the Arts
South Carolina Botanical Gardens
Central-Clemson Regional Library
Abel Baptist Church
Hospice Christmas Tree Festival
Family Promise of Pickens County
Foothills Community Health
Rotary Club
Sunrise Rotary Club
Clemson SERTOMA
NAMI
Boy Scouts of America
Shaw Center
Clemson 8

Procedure

- Each message will be reviewed by the City of Clemson for conformance with eligibility and content guidelines. Priority is given first to City events and information.
- Messages must be submitted in writing to the Administration Department.
- Messages must be submitted as least 1 week prior to the scheduled event.
- All messages are subject to editing and condensation
- Messages may not be posted more than 15 consecutive days



CITY OF
Clemson
CITY ADMINISTRATOR

TO: The Citizens and City Council

FROM: Andy Blondeau

DATE: July 20, 2026

SUBJECT: Executive Summary and Agenda Review for the July 20, 2026 City Council Meeting

5:30: Work Session: Parking Study. The regular meeting will begin at the conclusion of the work session. Walker Consultants will review their comprehensive parking study findings and recommendations.

Invocation and Pledge of Allegiance: Council Member Scott will lead our invocation and Pledge of Allegiance. The Council Meeting order of business and required content is specified by Ordinance. While the Invocation and Pledge of Allegiance are ordained meeting requirements, Council participation is voluntary.

Public Session: 3-minutes per speaker. Speakers may discuss any topic that is not on the agenda. If needed, responses to comments made during the Public Session will be addressed at the closing of the Public Session.

Approval of Minutes: Council will vote to approve the minutes of the previous Council Meeting either as presented or amended by the Council. Minutes for each meeting are prepared by the Municipal Clerk. Meeting minutes are the official record of the meeting and are made available to the public once approved by City Council.

Reports/Discussion: Public comments are welcomed for topics on the Reports/Discussion agenda. There is a 2-minute limit for each speaker. Council will not vote on Reports and Discussion Items. The intent of this meeting segment is for Council and the Public to learn about and provide input on items that will come up for a vote at a later meeting.

Discuss a request from Clemson First Baptist Church to be included as one of the nonprofit agencies allowed to use the electronic message board. Clemson First Baptist Church began as Clemson College Baptist Church in 1907. Today, the Church is located in the City at 397 College Avenue. They are seeking to be included as one of the nonprofit agencies permitted to use the electronic message board located by the City Hall flag plaza on Hwy 123. They are specifically seeking to advertise the second annual Masterworks concert called "These Ancient Words," an event featuring local singers and musicians presenting various vocal and choral works with orchestra along with two of Colorado's best classical vocal soloists. The event is free and open to the public with donations accepted for the Church.

City Council must approve all agencies allowed to promote events on the message board.

David A. Blondeau

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CITY OF Clemson CITY ADMINISTRATOR

The purpose of the Community Access Message Board is to make public notices and inform citizens of upcoming community events. As space allows, the City will use the message board to promote “qualifying community events” on a first come-first served basis. Priority will be given to City events and notices. A community event is defined as any charitable, educational, cultural or recreational event taking place in the City of Clemson and is sponsored by one of the pre-approved nonprofit organizations. Nonprofits can become approved organizations by making a request to the Clemson City Council. The list of approved nonprofits is:

- Pickens County Guardian ad Litem
- The Clemson Area Chamber of Commerce
- Relay for Life
- Clemson United Methodist Church
- Littlejohn Community Center
- Clemson Child Development Center
- Clemson Community Care
- Clemson Free Clinic

The Message Board Policy and Google request form are located at this link. <https://forms.gle/VWeZnqvKnrWJXvSGA>.

Discuss allowing the Holiday East Neighborhood to install 25 feet of wood palisade fence along the right of way on Holiday East. Residents will be responsible for all maintenance, installation, modification and removal. The proposed fence has been conditionally approved by Zoning & the Urban and Parkland Management Divisions.

The proposed fence will be approximately 26 feet in length and 8 feet in height. The purpose of the fence is to provide a buffer between the neighborhood and adjacent commercial properties.

Staff Reports: This item is for staff to remind Council of important dates and upcoming events.

Policy Action: Policy Action Items include Ordinances and Resolutions. This is where policy is set by the City Council. 2-minutes per speaker

Consider 2nd Reading of proposed planned development (1310 Tiger Blvd). This property is commonly known as the Best Western and former site of the Ramada Inn. As proposed, the project would replace the existing Best Western Hotel with a 6-story mixed-use, student focused multi-family complex. The site would contain approximately 226 housing units and 752 total beds. The project includes 15,000 square feet of retail space consisting of restaurants, coffee shops, fitness studios, salons and other neighborhood serving uses. All retail will be oriented toward Tiger Blvd.

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with secondary access on Hwy 76. Vehicle access to Greenlee Street will be constructed and signed to prohibit left turns into the adjacent residential areas.

The proposed overall parking count is 566 spaces in a parking garage and another 71 surface parking spaces. There will also be indoor parking for bicycles and scooters due to the project's proximity to Clemson University. The proposal includes a bus shelter along Hwy 76 to provide connectivity to the nearby neighborhoods. A designated rideshare drop-off and pick up area will also be provided with appropriate signage.

Proposed Community Benefits:

Donation to City for CATbus: \$750,000 Golden View Church parking lot repaving: \$50,000 Golden View Church maintenance contribution: \$50,000 Golden View Church roof replacement: \$75,000 Donation to City for affordable housing and support for residents that qualify as having a low to moderate income: \$200,000

Donation to City for the Clemson Area African American Museum: \$150,000 Two bus shelters at Hwy 76: \$50,000 Retail leasing incentives: \$500,000 *In addition to a bond in the amount of 150% of the estimated cost for building out the commercial space*

Total: \$1,825,000

This proposal comes to Council with a positive recommendation from the Planning Commission.

The site is currently zoned CP-2 (Community Business District), which is intended to support business and commercial uses of greater magnitude than what could be built under CP-1. CP-1 is intended for convenience goods and localized service. CP-2 would be a commercial activity that is less of a matter of convenience and more destination oriented. The future land use map in the Comprehensive Plan shows the property is recommended for mixed-use, which is consistent with the current proposal.

Consider 1st Reading of a proposed text amendment to create middle housing standards. The proposed amendment is intended to facilitate the development of middle housing by permitting townhomes and quadplexes in the RM-1 and RM-2 Two-family Residential Districts; architectural standards ensuring compatibility of scale and appearance are included in the draft. The proposal also establishes a new Middle Housing (MH) District in zoning standards to allow for greater density than permitted in the RM-1 and RM-2 Districts and awards density bonuses for approved affordable housing developments. Some limited low-intensity commercial uses would, under very specific circumstances, be allowed in residential districts. The Planning Commission approved a positive recommendation to City Council on the

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proposed text amendment at their April 13, 2026 meeting. The proposed amendment attempts to create the basic conditions needed to help middle housing grow in the City of Clemson and bring the Zoning Ordinance into compliance with the Comprehensive Plan.

Today, having affordable housing is a critical issue. Communities across the nation are changing their rules to make sure citizens can find homes they can afford. Because land prices and building costs are rising, duplexes and townhomes are proving to be the most affordable options for the future, especially as people prioritize walkable neighborhoods.

This proposed zoning change is the result of a staff review conducted over several years. The draft amendment consists of several parts intended to work together:

- **Expanding Where Middle Housing Can Go:** The changes will allow townhomes and quadplexes to be built in the RM-1 and RM-2 zoning districts. To ensure these new buildings fit in and look compatible with the neighborhood, they must follow new architectural standards and get approval from the Board of Architectural Review (BAR).
- **Creating a New Middle Housing District (MH):** This new district will allow projects to have more density (i.e. more homes per acre) than the RM-1 and RM-2 districts. To minimize the attraction of student-oriented housing in this district, it maintains a strict occupancy limit of 2 unrelated people, which matches our single-family neighborhoods. *Please Note:* This amendment only creates the option to use this new district in the future; it does not actually add it to the city zoning map yet.
- **Options for Affordable Housing:** The draft creates a path for affordable housing developments, which will be reviewed as Special Exceptions by the Board of Zoning Appeals. It sets official definitions for affordability based on federal HUD standards. Approved projects will be awarded "density bonuses" (allowing them to build more units).
- **Allowing Small Neighborhood Businesses:** In response to numerous calls from citizens for small, local businesses, the amendment will allow limited, low-intensity commercial uses in residential districts. Building size, lighting, signs, and parking are strictly controlled to protect the surrounding area. The BAR must approve all new construction. The goal is to allow a small walkable bodega, specialty shop, or professional service with limited impacts on neighbors.

Consider 1st Reading of a proposed map to rezone property on Hamilton Drive. An application for a zoning map amendment (rezoning) was submitted by Mr. Melvin Mattison, Sr., owner of a .853-acre parcel (TMP# 4054-008-78-8516) located near the intersections of West Lane and Hamilton Drive with Old Central Road, on March 23, 2026. As proposed, the property (addressed 209 Hamilton Drive) would be rezoned from RM-3 Multi-family District to RIL

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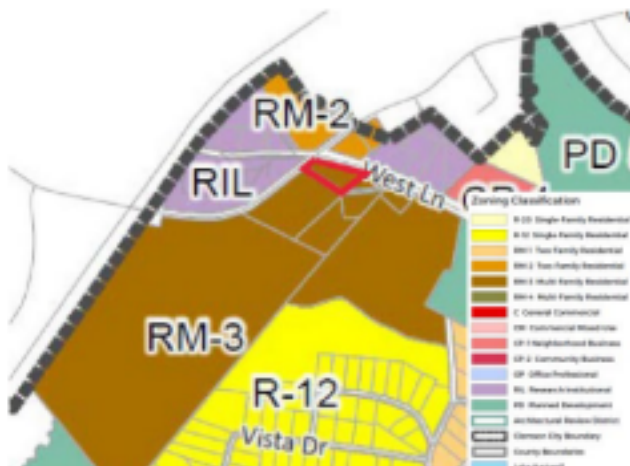


CITY OF Clemson CITY ADMINISTRATOR

Research Institutional District. The Planning Commission approved a positive recommendation to City Council on the proposed rezoning at their April 13, 2026 meeting.



Because the property is smaller than 2 acres, it cannot be zoned differently than its neighbors. This limits the rezoning options to either the RIL District or the RM-2 District. The owner wants to use the property as an office for a private security firm. Since this type of office is not allowed under the parcels current zoning or the RM-2 District, the owner is requesting the RIL District, which does allow it.



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Both of the nearby RIL properties are owned by the City of Clemson (the CATbus headquarters is to the northeast, and the Public Works Department is to the west). If approved, this rezoning would "link" these properties together into a continuous band of RIL District.

Respectfully Submitted,

David A. Blondeau
City Administrator

David A. Blondeau

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CITY OF CLEMSON AGENDA ITEM REQUEST FORM

Requested By:
Nathan Woods, Assistant City Administrator

Date Submitted: 7/13/2026

Council Meeting Date: July 20, 2026

Type of Request: (Choose Only One)
Policy/Action

Agenda Item Summary: (brief for public information and posted agenda)
Consider 2nd Reading of 1310 Tiger Boulevard Planned Development.

Agenda Item Detail: (expand as necessary for clarification)

An application for a proposed planned development was received from Mr. Doug Smythe of Kennedy Wilson on October 10, 2025. The project is proposed to be located on a parcel (TMP# 4054-13-13-3566) near the intersection of US 123 (Tiger Boulevard) and US 76 (Anderson Highway). As proposed, the project would replace the existing Best Western Hotel with a 6-story mixed-use student-focused multifamily complex with approximately 226 units and 752 beds. The project will also include a 15,000+ sq.ft. retail component, and a 566-space parking garage. The Planning Commission approved a positive recommendation on the proposal to City Council on May 11, 2026; and a public hearing was held on June 15, 2026. The proposed planned development was approved on first reading on July 6, 2026.

Proposed Planned Development (1310 Tiger Blvd)
Report
July 20, 2026

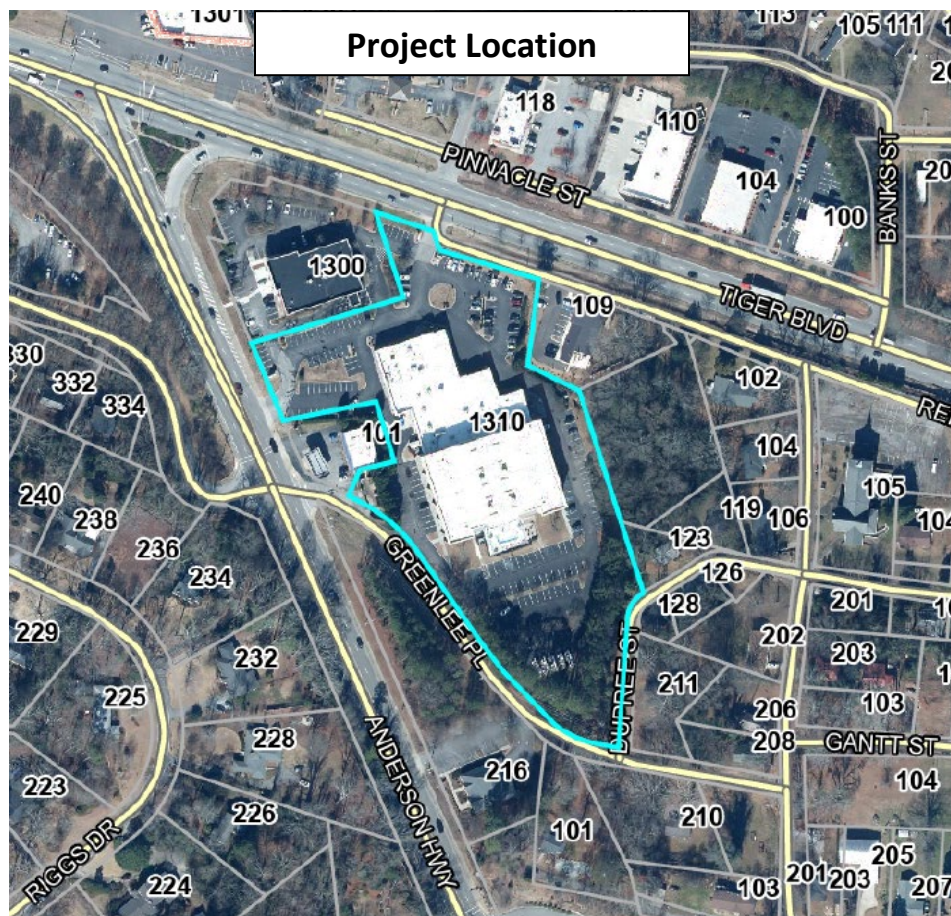
Overview

An application for a proposed planned development was received from Mr. Doug Smythe of Toll Brothers Development (subsequently acquired by Kennedy Wilson) on October 10, 2025. As proposed, the project would replace the existing Best Western Hotel with a 6-story mixed-use student-focused multifamily complex with approximately 226 units and 752 beds. The project will also include a 15,000+ sq.ft. retail component, and a 566 space parking garage.

Location

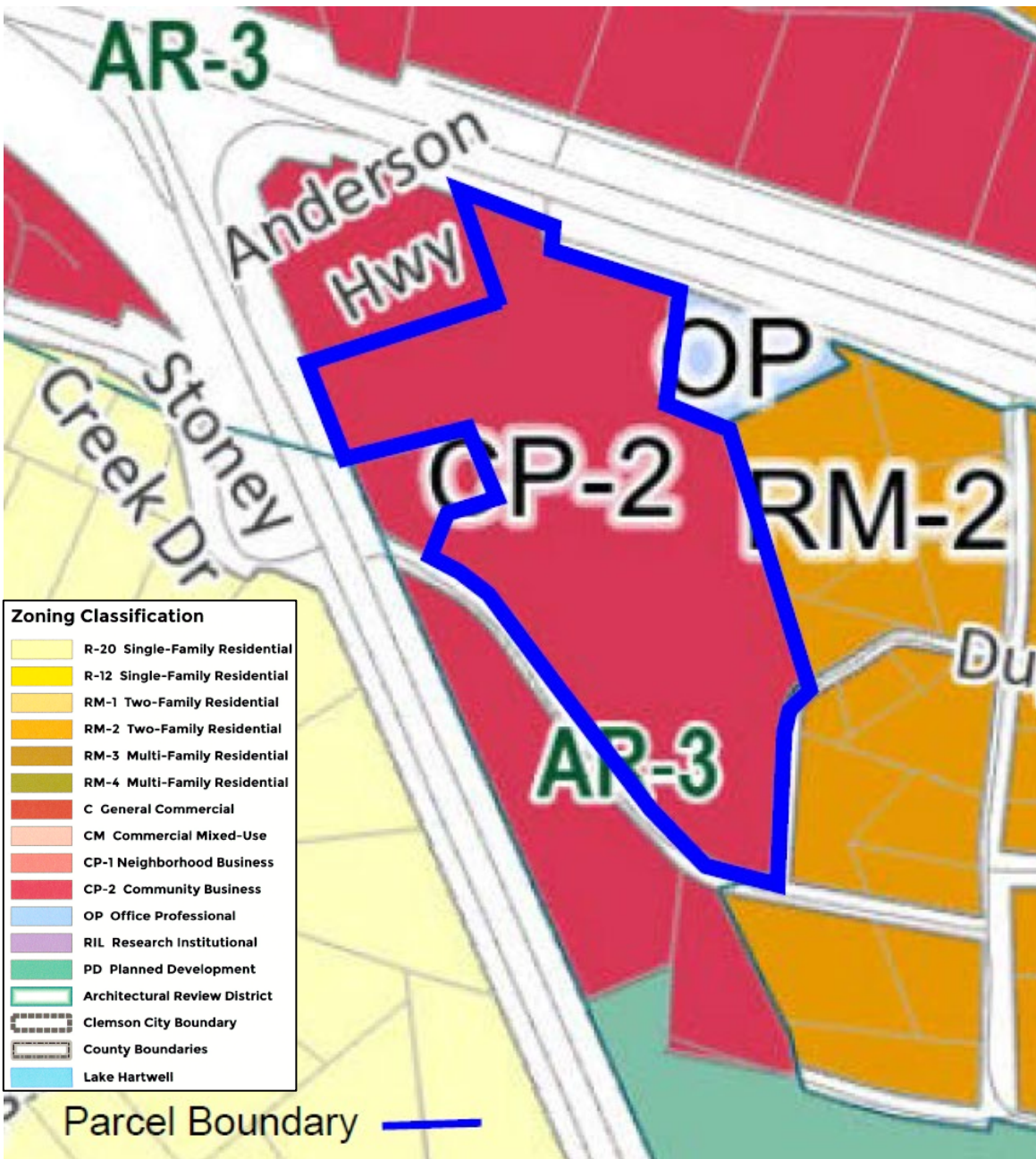
The project site is proposed to be located on a parcel (TMP# 4054-13-13-3566) at the intersection of US 123 (Tiger Boulevard) and US 76 (Anderson Highway). As noted above, the property is currently occupied by the Best Western Hotel, which is proposed to be demolished and replaced by the new student-oriented development.

See map below.



Current Zoning

The current zoning of the property on which the project is proposed to be located is CP-2 Community Business District, which is a district intended to provide for areas within the community where commercial and business development supports community-wide shopping centers and business complexes of greater magnitude than permitted by the CP-1 district.



Existing Development

Tax records show that the existing 82,844 sq.ft. 4-story hotel was built in 1982. The streetview images below illustrate existing conditions as seen from both US 123 and US 76.



Future Land Use

The Future Land Use Map in the Comprehensive Plan shows the property being recommended for mixed-use, which is consistent with the current proposal.



Review Process Status

A concept presentation workshop, the first of the three required Planning Commission sessions in a planned development review, was held on November 10, 2025. Due to significant changes being made to the proposal following the initial session, a second concept presentation workshop was held on January 13, 2026 to ensure the Commission was duly informed prior to moving ahead. Following that, the required public session was held on February 9, 2026; and on May 11, 2026 the Commission approved a positive recommendation to City Council on the proposal. A public hearing was held by Council on June 15, 2026, and the proposed development was approved on first reading at the July 6, 2026 Council meeting. Second reading is scheduled for July 20, 2026.

Site Plan



Proposed Planned Development (1310 Tiger Blvd)

July 20, 2026 Second Reading

*See published plan set for more details

Application

DocuSign Envelope ID: D0340CC7-0D82-475B-8B3A-AC841A4C1DEE



**CITY OF
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PLANNING &
DEVELOPMENT

1250 Tiger Blvd, Suite 4 • Clemson, SC 29631-2662
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Fax (864) 653-2057
www.cityofclemson.org

PC

PLANNING COMMISSION PLANNED DEVELOPMENT APPLICATION – FORM 3 ZONING MAP AMENDMENT

Please complete in ink and return to the Planning and Codes Administration Department with required attachments, information, and filing fee. Planned Development Zoning Map Amendment applications require a **filing fee of \$1000**, a current survey of the property, a copy of the deed, a designation of agent if owner is not the applicant, and all required information as required by City code. **Incomplete applications will not be accepted.**

File no.: R - _ _ _	PIN: _ _ _ _ _	Date submitted: / /	Planning Commission meeting date: 05 / 11 / 2026
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OWNER(S) INFORMATION

Last name: Patel	First: Haresh	Middle:	Interest ☒ Sole owner ☐ Co-owner
Mailing address: 171 Palisade Drive	City: Brunswick	State: GA	ZIP Code: 31523
Daytime phone no.: (912) 571-6121	Fax no.: ()	E-mail: hareshcpatel@bellsouth.net	

APPLICANT INFORMATION

To be completed only if Owner is not Applicant:

Applicant's last name: Smythe	First: Doug	Middle:	ZIP Code: 20036
Mailing address: 1800 M Street NW, #950N	City: Washington	State: DC	E-mail: dsmythe@kennedywilson.com
Daytime phone no.: (216) 408-3882	Fax no.: ()		

PROPERTY INFORMATION

Property address: 1310 Tiger Blvd., Clemson SC	Property dimensions:	Property area: 5.92 acres	Current zoning district: CP-2
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DESIGNATION OF AGENT

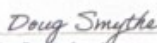
To be completed by Owner(s) only if Owner is not Applicant. All owners must sign.

I (we) hereby appoint the person named as Applicant as my (our) agent to represent me (us) in this request for a planned development rezoning. By signing below, I (we) understand that the planned development application consists of three (3) separate forms and my (our) agent may represent me (us) in all three phases of the application process. I (we) certify that all information in this request is correct.

Haresh Patel	 Designated by Owner signature	Apr 13, 2026	
Owner name		Date	
Owner name	Owner signature	Date	

To be completed by Applicant:

I certify that the information in this request is correct.

Doug Smythe	 Applicant signature	04/13/2026	
Applicant name		Date	

Rev. 11-14-05; 06-15-07

Proposed Planned Development (1310 Tiger Blvd)

July 20, 2026 Second Reading

REQUIRED INFORMATION			
<i>For the purpose of processing and coordination of this application, the following person is my (our) designated contact person:</i>			
CONTACT PERSON			
Last name: Stillwell	First: Rivers	Name of firm, if applicable: Maynard Nexsen	
Mailing address: 104 South Main Street, Suite 900	City: Greenville	State: SC	ZIP Code: 29601
Daytime phone no.: () (864) 232-1168	Fax no.: ()	E-mail: rstillwell@maynardnexsen.com	
PROJECT DEVELOPER			
Last name: Smythe	First: Doug	Name of firm: Kennedy-Wilson	
Mailing address: 1800 M Street NW, #950N	City: Washington	State: DC	ZIP Code: 20036
Daytime phone no.: () 216 408-3882	Fax no.: ()	E-mail: dsmythe@kennedywilson.com	
PROJECT ARCHITECT			
Last name: Sacks	First: Josh	Name of firm: Dwell Design Studio	
Mailing address: 1280 Hightower Trail	City: Atlanta	State: GA	ZIP Code: 30350
Daytime phone no.: () 470-668-0770	Fax no.: ()	E-mail: jsacks@dwelldesignstudio.com	
PROJECT ENGINEER			
Last name: LeBrun	First: Aaron	Name of firm: Seamon Whiteside	
Mailing address: 701 Easley Bridge Rd	City: Greenville	State: SC	ZIP Code: 29464
Daytime phone no.: () (843) 884-1667	Fax no.: ()	E-mail: alebrun@seamonwhiteside.com	

WRITTEN ORDINANCE – 1310 Tiger Boulevard Mixed-Use Planned Development

Section 101 - Descriptive Statement

The provisions of this Ordinance shall apply to the 1310 Tiger Boulevard Mixed-Use Planned Development (“Planned Development” or “PD”), located within the corporate limits of the City of Clemson, Pickens County, South Carolina, at the intersection of U.S. Highway 123 (Tiger Boulevard) and U.S. Highway 76. The property is currently developed with a four-story hotel and associated surface parking and is proposed to be redeveloped as a mixed-use development consisting of ground-level commercial uses, student-oriented multifamily residential uses, structured and surface parking, and associated public and private open spaces.

This Ordinance is intended to regulate and guide the redevelopment of the subject property by establishing use limitations, development standards, design criteria, and performance requirements tailored to the unique characteristics of the site. Adoption of this Ordinance shall supersede the underlying zoning district regulations to the extent of any conflict, while remaining subject to all applicable City of Clemson codes and ordinances not expressly modified herein.

Ownership of the development shall remain private. All buildings, parking areas, open spaces, landscaping, amenities, and internal circulation improvements shall be owned, operated, and maintained by the property owner or its successors in interest, except for utilities and public improvements expressly dedicated to the City of Clemson, which shall be constructed and dedicated in accordance with City standards.

PROPOSED USES

The Planned Development shall consist of the following principal use areas and associated improvements, as generally shown on the approved PD Site Plan:

Area 1: Open Space and Public Realm Improvements

The Planned Development shall include public and private open space areas consisting of plazas, pedestrian paseos, sidewalks, streetscape improvements, landscaped buffers, courtyards, rooftop amenity areas, and related hardscape features. Public-facing open space areas shall include seating, lighting, landscaping, bicycle parking, trash receptacles, pet waste stations, and pedestrian amenities designed to support walkability and place-making along Tiger Boulevard and U.S. Highway 76. All open space areas shall be owned and maintained by the property owner unless expressly dedicated to the City of Clemson.

Area 2: Commercial Area

The Planned Development shall include a commercial area consisting of approximately 15,650 square feet of single-story retail, restaurant, food and beverage, fitness, and personal service uses, including active patio and outdoor seating areas. Commercial units shall have a minimum depth of 40 feet. Commercial uses shall be oriented toward Tiger Boulevard and the internal public plaza and may include restaurants, coffee shops, fitness studios, salons, and similar neighborhood-serving uses. All commercial spaces shall be provided with required utilities and associated parking in accordance with this Ordinance and the

approved PD Site Plan. A minimum of three (3) 1,500-gallon grease traps shall be installed to serve the commercial uses. Chases for hood vents shall be installed to serve at least 50% of the commercial square feet. Commercial spaces may be delivered as warm shell unless otherwise required by this Ordinance.

Area 3: Student Multifamily Rental Housing

The Planned Development shall include student-oriented multifamily rental housing consisting of a maximum of 226 dwelling units and a maximum of 752 beds, located within a mixed-use building as described in Section 108. Residential units shall be marketed primarily to students and may include a mix of studio, one-bedroom, two-bedroom, three-bedroom, four-bedroom, and five-bedroom units (not to exceed 10% of the total number of residential units). Residential uses shall include customary accessory amenities such as leasing offices, lobby areas, fitness facilities, club rooms, study areas, interior courtyards, and rooftop amenity spaces. Maximum occupancy, density, and bedroom counts shall be governed by Section 111 of this Ordinance.

Area 4: Parking Facilities

Parking for the Planned Development shall be provided through a combination of structured and surface parking, including a multi-level parking garage containing 566 spaces and 71 surface parking spaces. Parking shall be allocated as follows: a minimum of 67 commercial spaces; a minimum of 15 spaces for commercial employees; a minimum of 530 and maximum of 540 spaces for residential use; and a minimum of 20 spaces for residential guests. Shared parking arrangements are expressly permitted. Signage shall be installed designating commercial parking spaces for commercial use only, explicitly stating the commercial operating hours. The property owner shall be responsible for enforcement.

Accessory Uses

Accessory uses customarily incidental and subordinate to the permitted uses described above shall be allowed, including but not limited to refuse and recycling facilities, utility infrastructure, loading areas, bicycle parking, signage, and site amenities.

ACCESS

Vehicular Access

Vehicular access to the Planned Development shall be provided as follows:

- (a) Primary vehicular access shall be provided from U.S. Highway 123 (Tiger Boulevard);
- (b) Secondary vehicular access shall be provided from U.S. Highway 76;
- (c) Vehicular access shall be provided from Greenlee Place, and the exit onto Greenlee Place shall be constructed and signed to prohibit left turns;
- (d) Internal circulation connections shall be provided as shown on the approved PD Site Plan.

Access locations may include full-movement and/or restricted-movement driveways as approved by the City of Clemson and the South Carolina Department of Transportation, as applicable.

Pedestrian Access

Pedestrian access to the Planned Development shall be provided as follows:

- (a) Direct pedestrian access shall be provided to the public right-of-way along U.S. Highway 123 (Tiger Boulevard);
- (b) Direct pedestrian access shall be provided to the public right-of-way along U.S. Highway 76;
- (c) Pedestrian access shall be provided along Greenlee Place, including construction of a new sidewalk; and
- (d) Internal pedestrian circulation shall connect commercial areas, residential building entrances, parking facilities, open space areas, and public plaza spaces.

As part of the project, enhanced streetscape improvements shall be constructed along the project frontage, including sidewalks, pedestrian lighting, landscaping, and related amenities, consistent with City of Clemson standards. Final design and alignment of pedestrian facilities shall be approved by the Zoning and Codes Administrator or the Board of Architectural Review.

Integration with Transit and Alternative Modes of Transportation

The Planned Development shall incorporate access to public transit and alternative modes of transportation. A new bus shelter and associated improvements shall be provided along U.S. Highway 76 as shown on the approved PD Site Plan. The development shall include a minimum of 64 bicycle parking spaces (equal to 10% of the total vehicle parking spaces provided). Due to the site's proximity to Clemson University and surrounding neighborhoods, the development shall also include scooter parking, which may be provided within the parking garage. The development shall include pedestrian connections with property lighting designed to support walking, cycling, and transit use. A designated rideshare drop-off and pick-up area shall be provided with appropriate signage.

The project is located within proximity to existing Clemson Area Transit (CAT) routes and is designed to provide connectivity between the surrounding roadway network, nearby neighborhoods, and Clemson University.

Ownership and Covenants/Conditions/Restrictions

Ownership of the Planned Development shall remain private. All future property owners shall be bound by and subject to the provisions of this Ordinance. Management, operation, and maintenance of the development shall be the responsibility of the property owner and/or a property management entity retained by the owner.

Any covenants, conditions, and restrictions applicable to the property shall be consistent with and governed by this Ordinance. No private restriction shall be recorded that conflicts with the provisions of this Ordinance.

Community Open Space for Residents

In addition to public open space areas, the Planned Development shall include community open space and amenity areas reserved for use by residents. These areas may include interior courtyards, rooftop amenity decks, pool areas, fitness and recreation spaces, and other resident-serving amenities as shown on the approved PD Site Plan. All rooftop amenities shall be open only from 9:00 a.m. to 10:00 p.m.

Impact on Public Facilities

Development of the Planned Development will impact public facilities including water, sanitary sewer, stormwater infrastructure, fire protection, police protection, emergency services, and transportation facilities. Any improvements required to serve the development shall be constructed or funded by the developer in accordance with City of Clemson requirements. The developer shall be responsible for all applicable impact fees, utility connection fees, and off-site improvements identified through the development review process. Public utility infrastructure shall be dedicated to the City of Clemson where required, subject to applicable bonding and easement requirements.

Section 102 - Index of Exhibits

Exhibit [A]: Legal Description

Exhibit [B]: PD Site Plan

Exhibit [C]: PD Architectural Set

Exhibit [D]: PD Landscape Plan and Lighting Plan

Exhibit [E]: PD Utility Plan

Exhibit [F]: PD Grading and Stormwater Plan

Exhibit [G]: [Other approved exhibits, if any – TBD]

Section 103 - Offsite Improvements

The developer shall be responsible for offsite and public improvements required to serve the Planned Development, including any necessary extensions or upgrades to public water, sanitary sewer, and stormwater infrastructure, as well as the following:

- Stormwater Improvements required on the site and within the public right-of-way directly in front of the development, to bring the site into compliance with applicable local and state requirements for water quality and quantity.
- Water system improvements necessary to serve the development, including upgrades or extensions to the public water system as required by the City of Clemson.
- Sanitary sewer improvements necessary to serve the development, including upgrades or extensions to the public sanitary system as required by the City of Clemson.
- Sidewalk improvements including construction of a new sidewalk along Greenlee Place as shown on the approved PD Site Plan.

- Sidewalks along Greenlee Place and Church Street, not to exceed 1,400 linear feet, as determined by the City Engineer.
- Reid Street traffic calming measures as determined by the City Engineer.
- Transit improvements including provision of a new bus shelter along U.S. Highway 76 at/near the existing bus stop, as shown on the approved PD Site Plan.
- Additional Improvements as may be identified during the development review, permitting, or agency coordination processes, including any required right-of-way, drainage, curb and gutter, or signal/striping modifications.
- Community benefits:

Item	Dollars
City Donation for CAT Bus	\$750,000
Golden View Church - Parking Lot Repaved	\$50,000
Golden View Church - other deferred maint.	\$50,000
Golden View Church - New Roof	\$75,000
City Donation for affordable housing production or housing repair and aging in place upgrades for low-income residents	\$200,000
City Donation for CAAM	\$150,000
Two Bus Shelters at Highway 76	\$50,000
Retail Leasing Incentives	\$500,000
	\$1,825,000

Section 104 – Permitted Uses

Use of the property will consist of public and private open space, plazas, courtyards, sidewalks, and pedestrian amenities; commercial uses, including but not limited to restaurants, coffee shops, retail establishments, fitness studios, and personal service uses; student-oriented multifamily rental housing with associated amenities; structured and surface parking, including designated public parking spaces. All uses allowed in the CP-2 zoning district are allowed in the commercial areas.

Section 105 – Bonding of Vacant Commercial Space

A bond in an amount equal to 150% of the estimated cost for building out the commercial space (based on the current average cost for commercial construction in the area as determined by the City) shall be posted at the time of the issuance of the first Certificate of Occupancy issued for any portion of the residential component of the mixed-use structure. The bond, which shall have a 2-year expiration date, may be either a cash or surety bond, and shall be released upon completion of the upfit of the commercial

space. In the event the commercial space upfit is completed by units or phases, the bond amount may be proportionately reduced based on square footage as the space is occupied by a viable commercial entity possessing a business license issued by the City. The City shall reserve the right to call the bond for any uncompleted commercial space two weeks prior to the expiration of the bond.

Section 106 - Hours of operation

Hours of operation of the commercial tenants will conform to CP-2 zoning district standards, as well as city and state regulations.

Section 107 – Site

The Planned Development consists of approximately 5.92 acres located at 1310 Tiger Boulevard, Clemson, South Carolina. The site is generally bounded by U.S. Highway 123 (Tiger Boulevard), U.S. Highway 76, Greenlee Place, Reid Street, Dupree Street, and adjacent commercial properties.

The property is currently developed with a four-story hotel and associated surface parking and will be redeveloped in accordance with this Ordinance.

Section 108 – Standards and Dimensions

Minimum/Maximum lot area(s) – N/A

Minimum/Maximum lot width(s) – N/A

Minimum building setback (from property line) –

Reid Street: 8' Minimum

Anderson Hwy/ US HWY 76: 8' Minimum

Greenlee Place: 8' Minimum

Dupree Street: 8' Minimum

Abutting residential: 30' Minimum

Abutting commercial: 8' Minimum

Site buffers –

Residential: Modified 15' Type (C) - Each 100 linear feet shall include: (i) three (3) deciduous/flowering understory trees; (ii) four (4) understory evergreen trees, such as dwarf magnolia, Nellie Stevens holly, or similar species; (iii) thirty (30) evergreen/deciduous shrubs, with a minimum of 50% evergreen shrubs; and (iv) an eight-foot (8') high wooden shadowbox fence. Final planting design shall be coordinated with

Duke Energy and shall remain subject to any applicable Duke Energy easement requirements and restrictions.

OC Zoning: 5' Type (A)

Greenlee Place: 10' Type (G)

Maximum structure height – Structure height for this section is measured as the vertical dimension between the average grade along the Greenlee Place building frontage, and top of the roof.

- Maximum height of mixed use building: six (6) stories 75'-8" Max Height (73'-2" actual from Plaza elevation), excluding elevator/stair overruns and mechanical penthouses.
- Maximum height of parking structure: up to seven (7) tiers or 84'-8" Max (84'-7.25" Actual from Plaza elevation), excluding parapets and screening elements.

Section 109 – Impervious Area

Impervious materials will include the building, sidewalks, curb and gutter, patios, asphalt paving, etc. Maximum impervious coverage will be 75%.

Section 110 –Open Space

Open space shall consist of public and private areas including plazas, courtyards, landscaped buffers, sidewalks, hardscape, and rooftop amenity areas as shown on the approved PD Site Plan. The Planned Development shall include a publicly accessible plaza area of approximately 7,215 square feet and shall preserve and/or enhance natural buffer areas along Greenlee Place and Dupree Street to the extent depicted on the approved PD Site Plan. All open space shall be owned and maintained by the property owner unless expressly dedicated to the City of Clemson.

The minimum open space will be 35%.

Public open space on the property shall be governed by a use and liability agreement to be established between the developer (property owner) and the City.

Section 111 – Occupancy/Density

Occupant means a natural family or an individual unrelated by blood to a second degree of consanguinity, marriage, adoption, or guardianship to any other occupant of the dwelling unit. A natural family shall be counted as one occupant.

Occupancy for all residential units shall be limited to two (2) occupants per bedroom.

The maximum number of dwelling units, bedrooms, and beds permitted within the Planned Development shall be limited as follows:

Maximum dwelling units: 226

Maximum bedrooms: [•]

Maximum beds: 752

Section 112 – Design Standards

Building materials and architectural character shall be consistent with the conceptual architectural plans presented to the Board of Architectural Review, including the use of brick masonry, metal panels, fiber cement panels, glazing systems, and complementary contemporary materials.

Section 113 – Parking/Circulation

Parking and circulation for this PD shall adhere to Chapter 19 - Article VIII of the City of Clemson Code of Ordinance, except as may be modified herein.

The Planned Development shall include 566 structured parking garage spaces and 71 surface parking spaces. Parking shall be allocated as follows: a minimum of 67 commercial spaces; a minimum of 15 spaces for commercial employees; a minimum of 530 and maximum of 540 spaces for residential use; and a minimum of 20 spaces for residential guests. Residential parking will be provided at a 70% ratio of parking garage spaces to beds.

All roads will meet emergency access and Fire Code standards.

Section 114 – Landscaping/Buffers

All landscaping and buffering shall be installed in accordance with a Final Landscape Plan approved by the Board of Architectural Review or Director of Urban Land Management. Landscaping shall include street trees, buffer plantings, plaza landscaping, and screening of service and utility areas.

Section 115 - Signage

Signage for this PD shall adhere to Chapter 19 - Article VII of the City of Clemson Code of Ordinance and will conform to the standards of the CP-2 District and the AR-3 architectural review district. Final Signage & Illumination Plan will be completed to meet the requirements during the permitting process, which may include BAR approval.

Section 116 – Lighting

Proposed light locations are shown on the [PD Lighting Plan] which shows lighting installed on building and/or street lighting necessary to illuminate any public sidewalk. A lighting photometric plan will be completed to meet City of Clemson Lighting Ordinance during permitting process.

Section 117 – Utilities

Project will be serviced by City of Clemson water and sanitary sewer. Connection and service fees will be the responsibility of the developer.

Increases in fire, police, emergency management, and roadway use will be offset by substantial increase in property taxes and sales tax generated by commercial and residential components of development.

Section 118 – Connectivity

The Planned Development will have direct access to the public right of way. The developer will make a capital contribution to the CATBus System and add a new bus shelter along US-76 for the utilization of the development's residents and the surrounding neighborhood.

Section 119 – Stormwater

Stormwater management facilities shall comply with all local and state requirements and shall be maintained by the property owner unless otherwise dedicated.

Section 120 – Trash

Trash collection shall be provided by the City of Clemson. In the event the City of Clemson is unable to provide such service, the developer shall utilize a private trash collection company.

Section 121 – Maintenance

The property owner shall be responsible for all maintenance of the Planned Development in perpetuity, including buildings, parking areas, open spaces, landscaping, lighting, signage, stormwater facilities, and internal circulation improvements, except for public utilities or public improvements dedicated to the City of Clemson.

The exterior of all buildings and all land and hardscapes shall be kept clean and free of junk and debris. The Zoning Official may require power washing of any surface that has become unsightly due to mold, dirt, or residue.

Section 122 – Construction Activity

Construction hours and noise guidelines shall adhere to Sec 13-10 of the City of Clemson Code of Ordinances. Construction Schedule and Site Management Plan for allowable construction times and sequencing will be submitted by Developer and Contractor for approval during permitting.

Section 123 – Transfer of Ownership

This Ordinance will remain in place through any transfer of ownership of property. Any transfer of ownership of the property does not release the property owner of maintenance and management of property per this Ordinance. Any new owner will take over maintenance and management per this Ordinance. Nothing herein shall be construed to limit developer's right to sell, assign or convey the project in accordance with applicable law.

Section 124 – Future Zoning District Inclusion

In the event the City of Clemson creates a zoning district that is materially consistent with this Planned Development, the property owner(s) and their heirs or assigns shall not object to the inclusion of the property within such a district, provided that:

(a) the right to rebuild in accordance with the approved site plan and density is preserved; and

(b) no additional restrictions or conditions are imposed that would:

(i) limit or prohibit student housing;

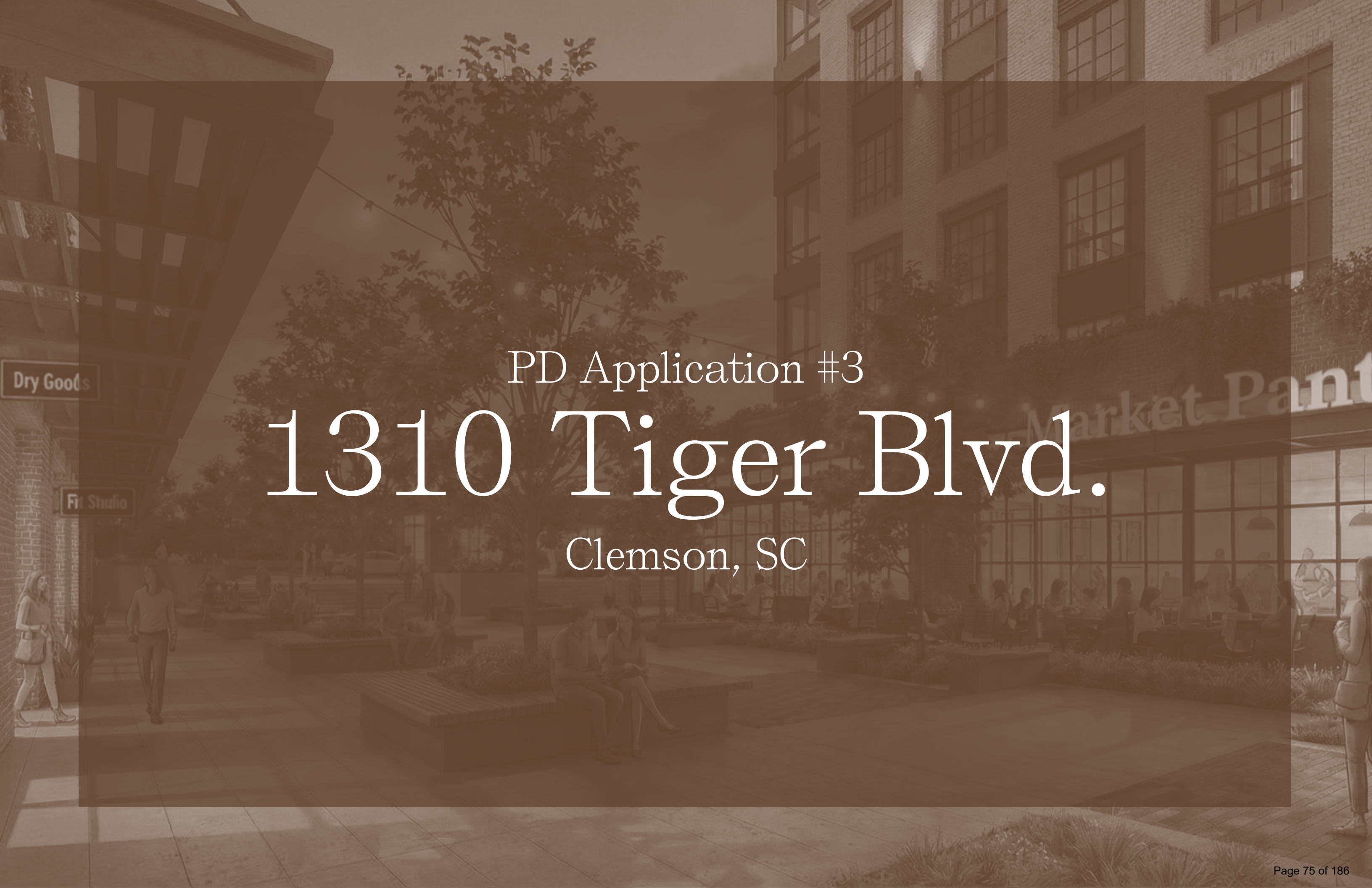
(ii) require affordability set-asides or income restrictions;

(iii) reduce approved building height, parking ratios, or residential unit count; or

(iv) otherwise conflict with the uses, entitlements, or development standards established under this Planned Development.

EXHIBIT A
LEGAL DESCRIPTION

All that certain piece, parcel or lot of land, with all improvements thereon, lying and being in the State of South Carolina, County of Pickens, being shown and designated as Parcel #1, containing 5.919 acres, more or less, on plat entitled "Subdivision Plat for Upstate Hotel Associates, LLC prepared by Freeland & Associates, Inc., dated September 26, 2003, last revised October 29, 2003, recorded in the Office of the Register of Deeds for Pickens County in Plat Book 488 at Page 1, and shown as 5.919 acres, more or less, on a more recent survey entitled "ALTA/ACSM Land Title Survey prepared for Herli Aum, LLC", prepared by Site Design, Inc., dated July 28, 2006, last revised on October 10, 2006, recorded in the Office of the Register of Deeds for Pickens County in Plat Book 564 at Page 15, reference being made to the most recent survey for a more complete metes and bounds description hereof.



PD Application #3

1310 Tiger Blvd.

Clemson, SC

Project Team Introduction



Owner/Developer:
Kennedy Wilson



Architect:
Dwell Design Studio



Retail Real Estate Consultant:
Revel



Landscape Architect:
Ironwood Design Group



Civil Engineering:
Seamon Whiteside

- 01 Site Maps
- 02 Concept Site Plan
- 03 Concept Renderings
- 04 Concept Floor Plans
- 05 Concept Building Elevations
- 06 Material Board + Signage

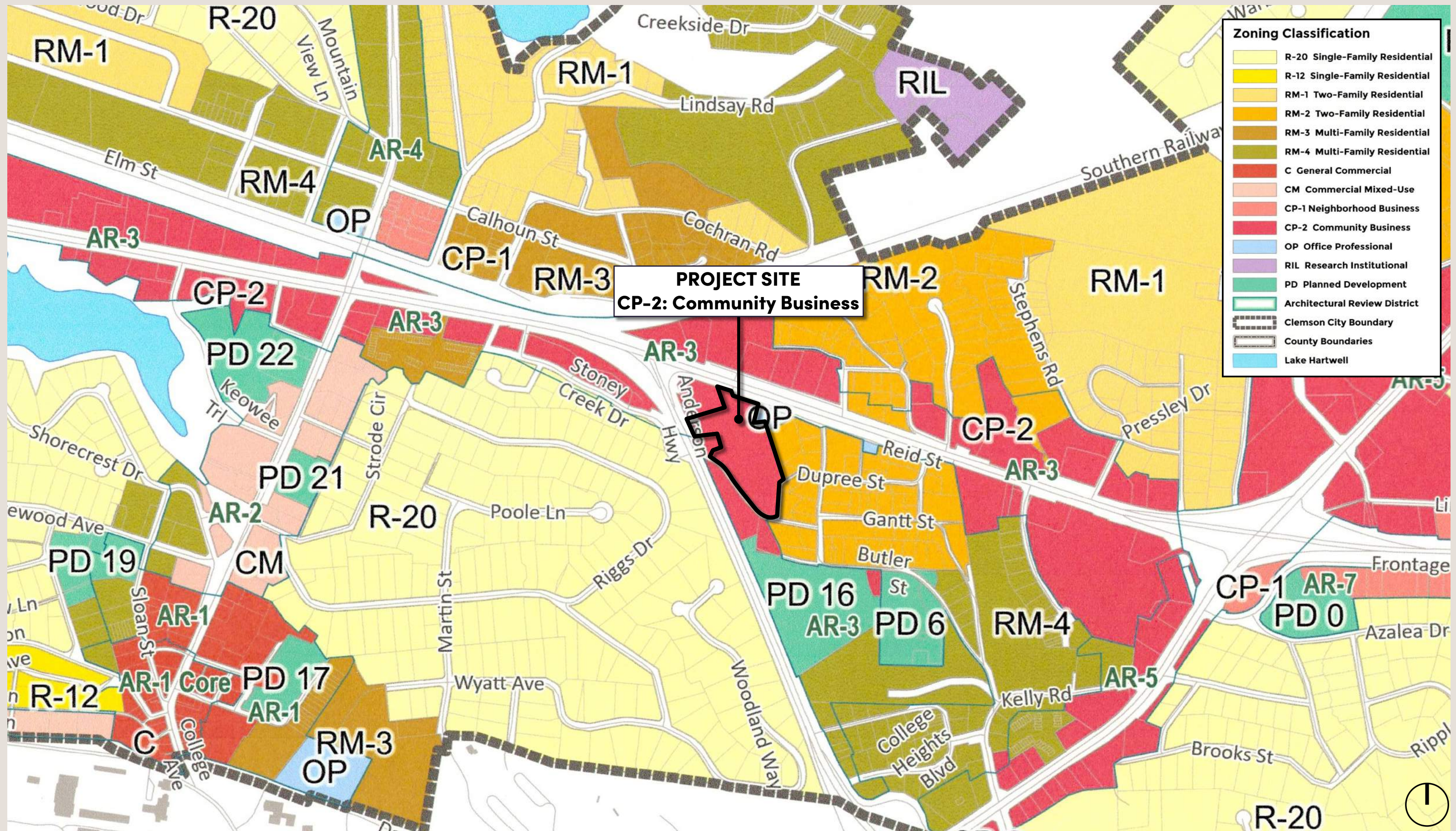
Clemson Context Map

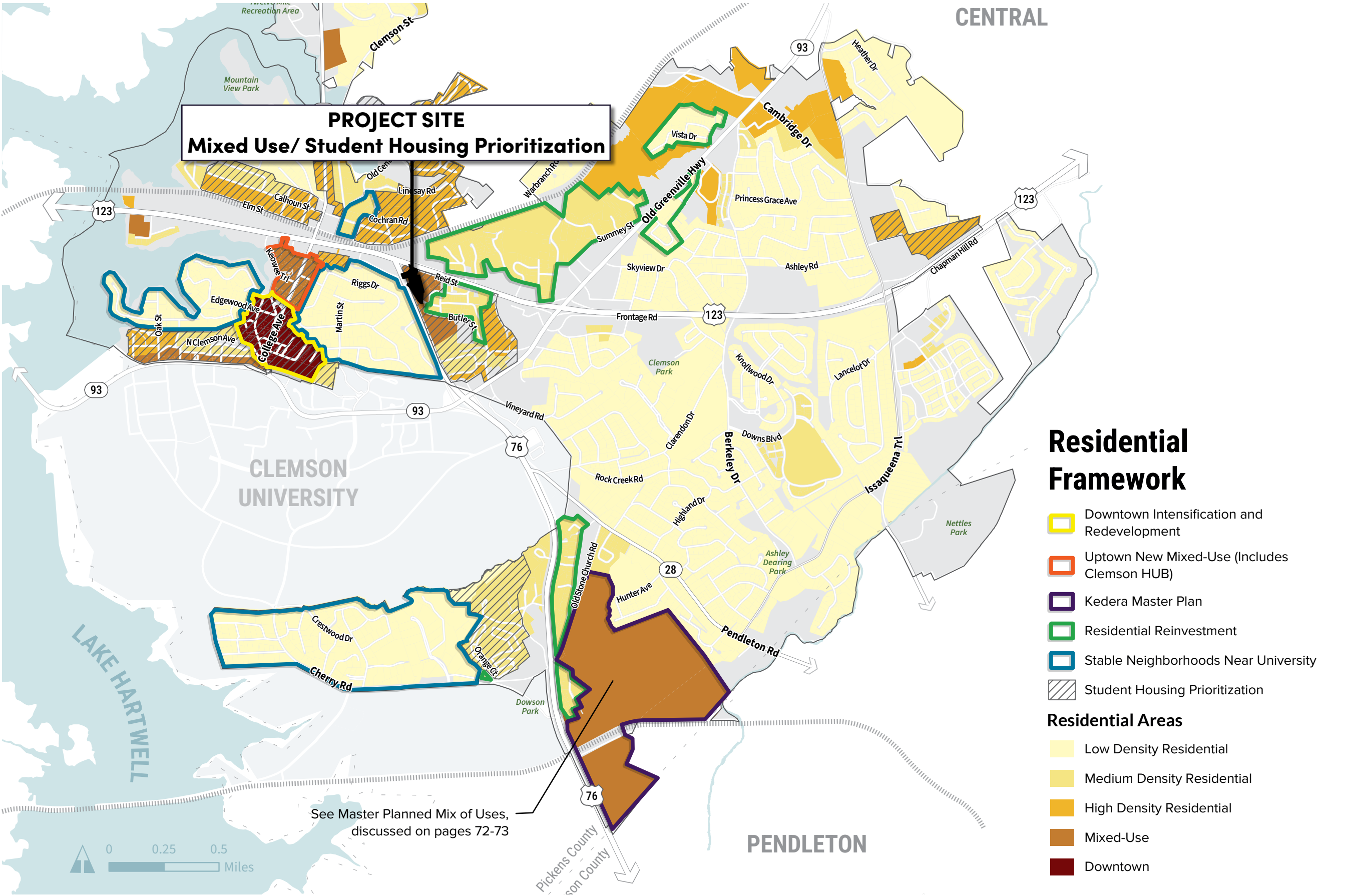


Clemson Context Map



Existing Zoning Map

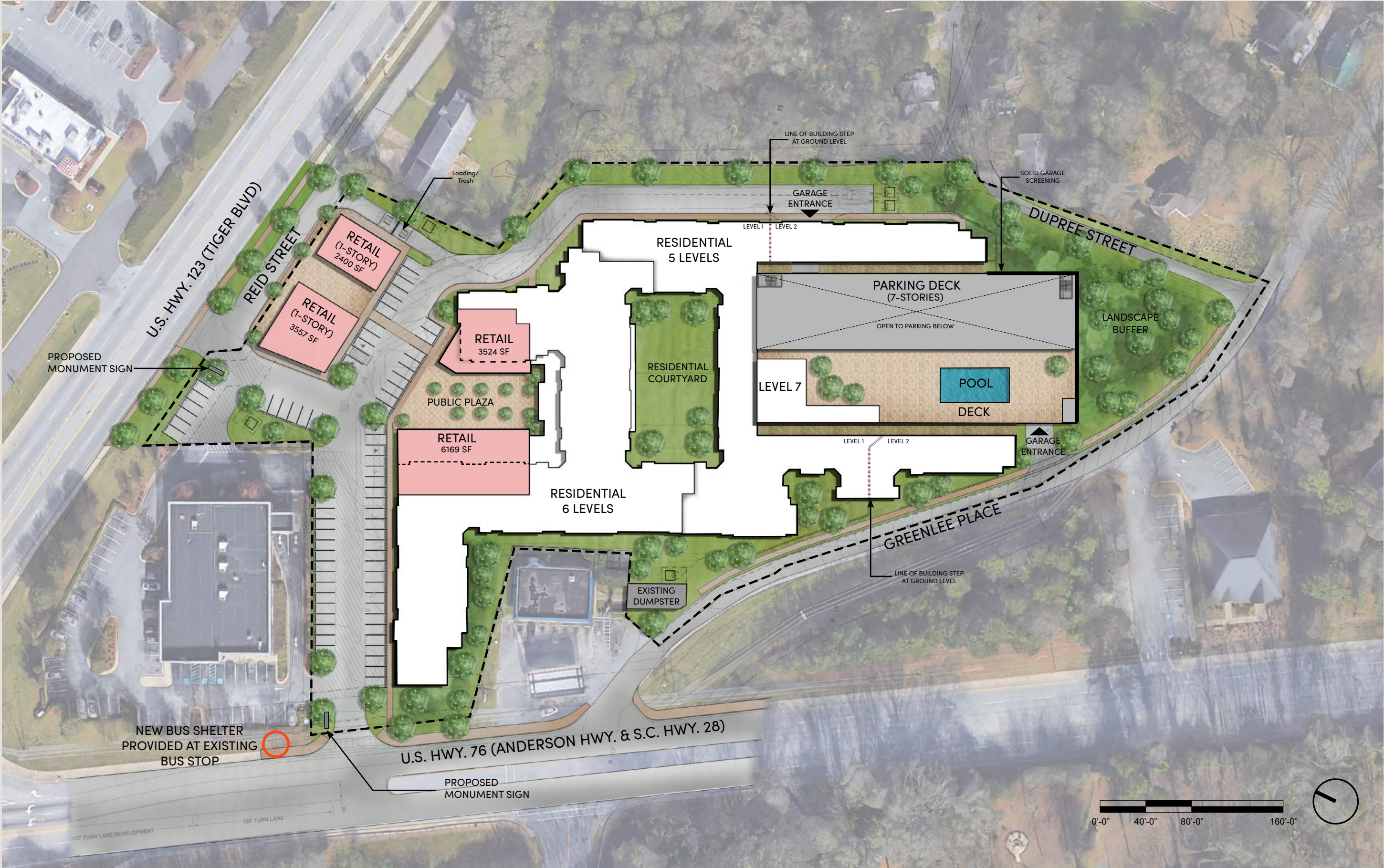




Existing Conditions



Current - Concept Site Plan



03 Concept Renderings



Project Entry View from Tiger Blvd. facing South



View of Retail/ Lobby Plaza facing Guest Parking



View from within Retail/ Lobby Plaza



Overhead View of Retail/ Lobby Plaza

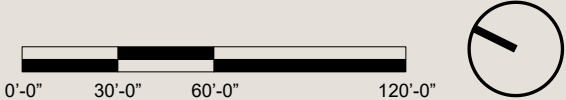
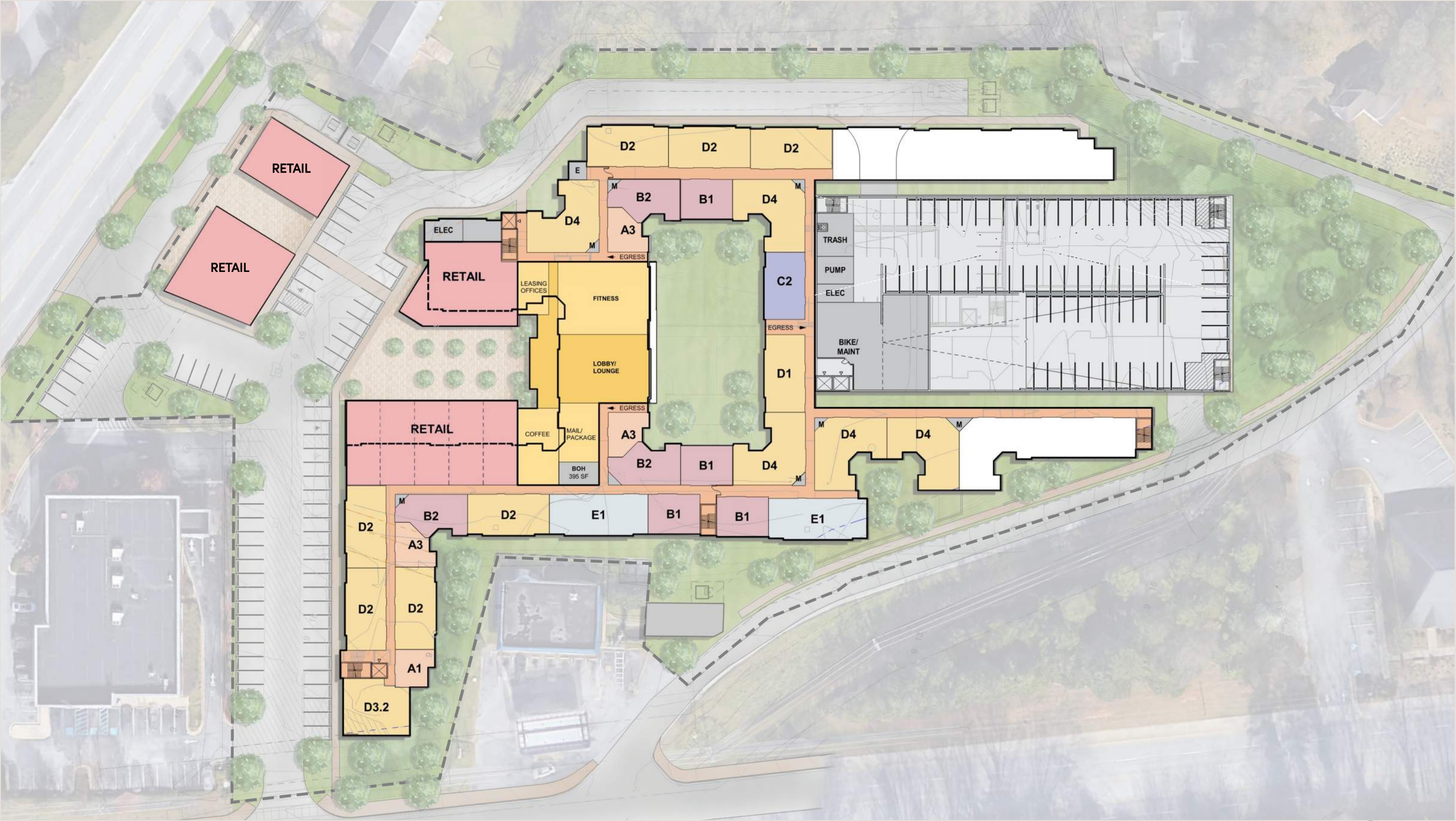


View of Retail Building Paseo - On Axis with Retail/ Lobby Plaza

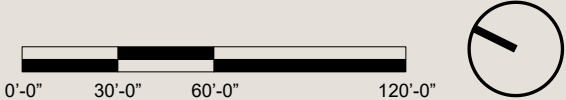
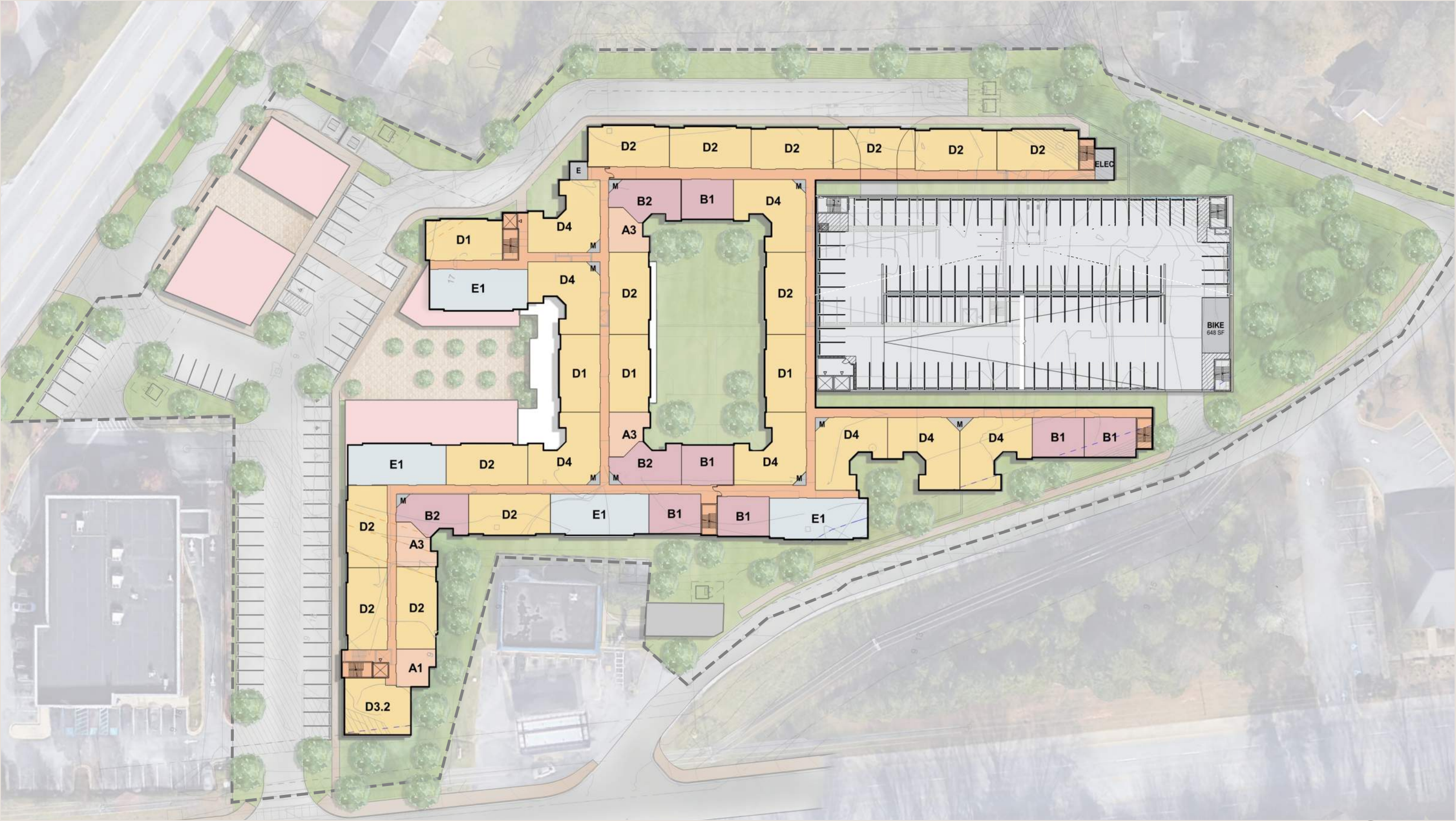


View of Retail Building Paseo - On Axis with Retail/ Lobby Plaza

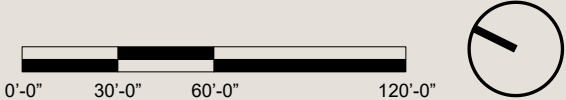
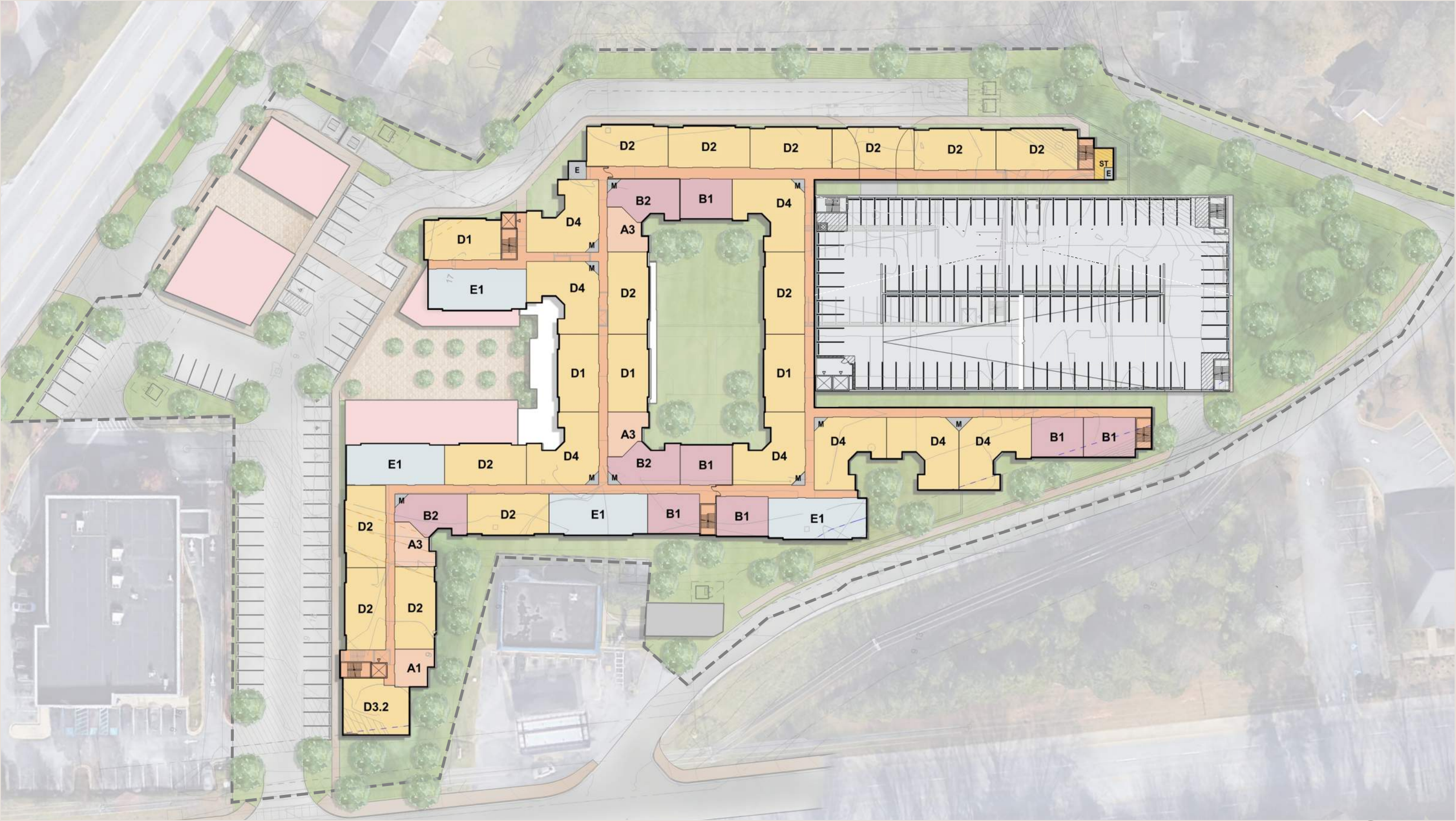
Concept Plan: Level 1



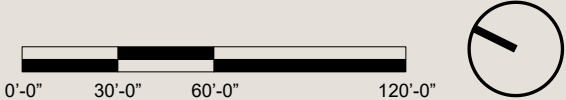
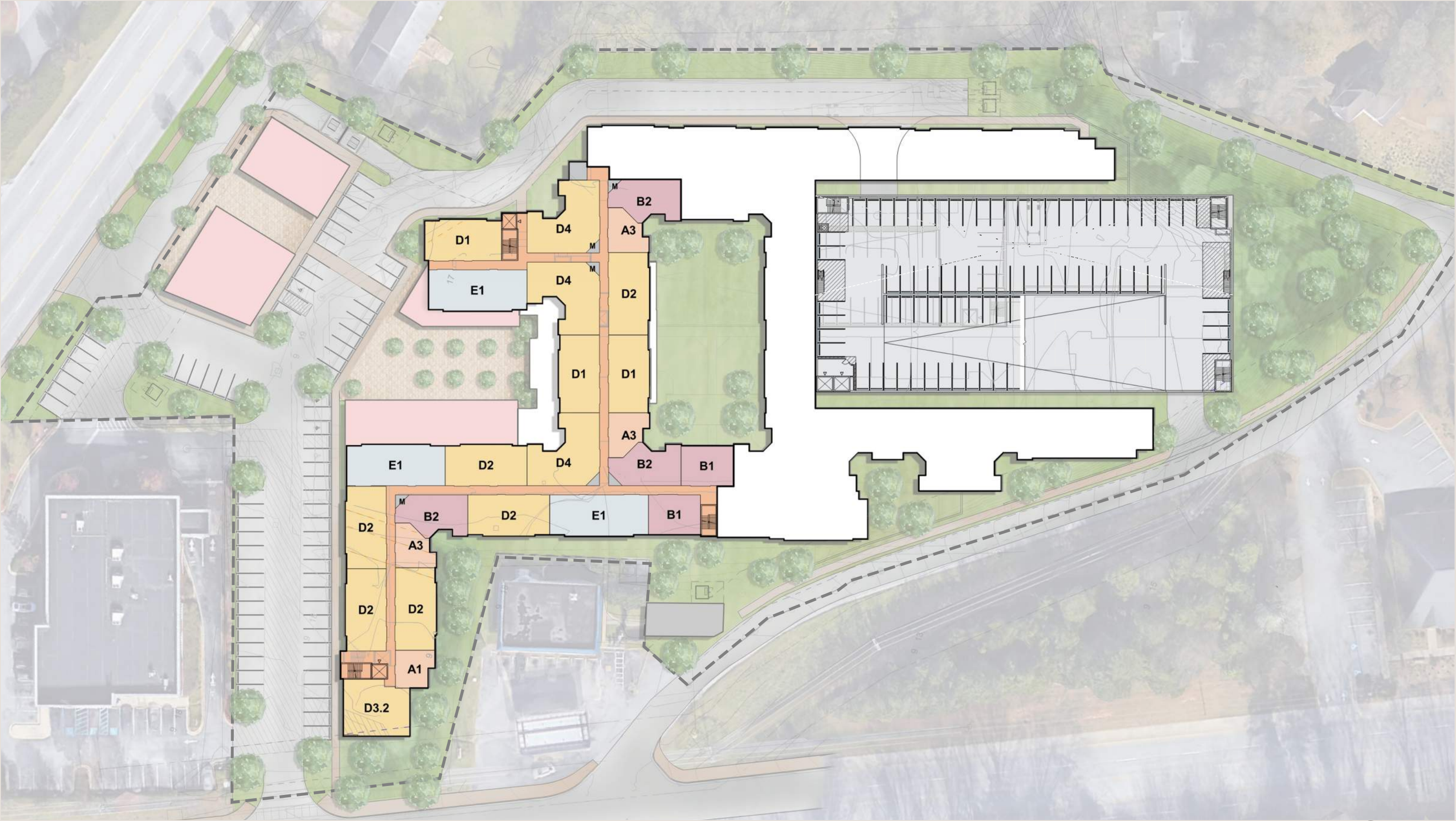
Concept Plan: Level 2



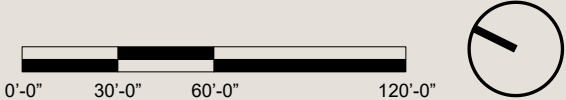
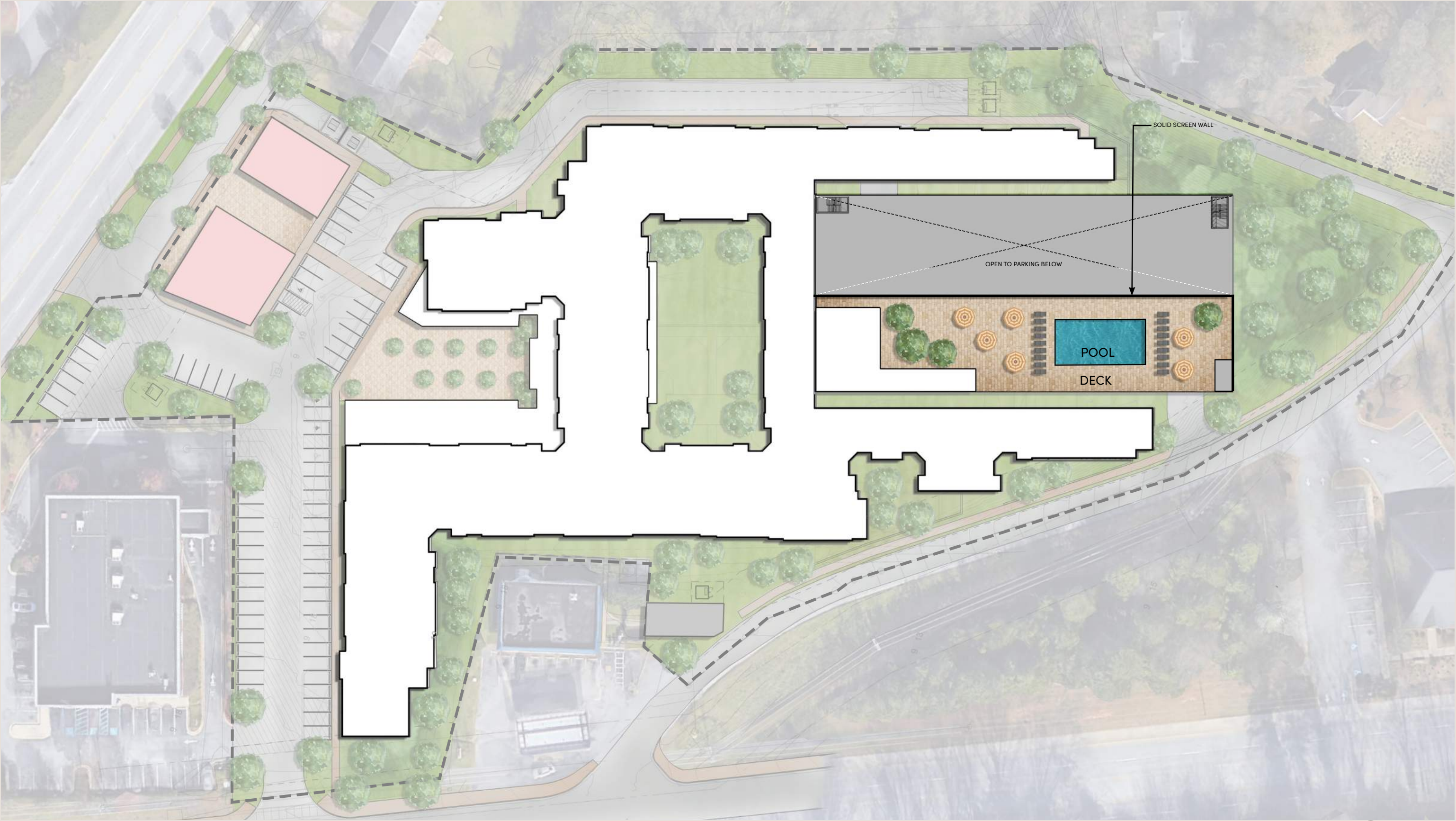
Concept Plan: Level 3-5



Concept Plan: Level 6

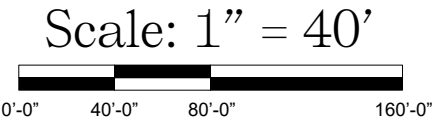
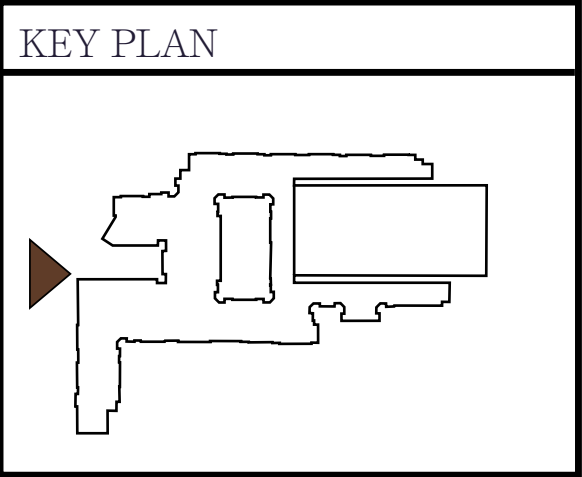


Concept Plan: Level 7



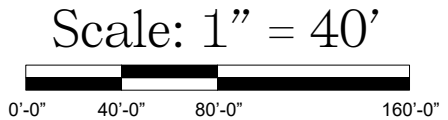
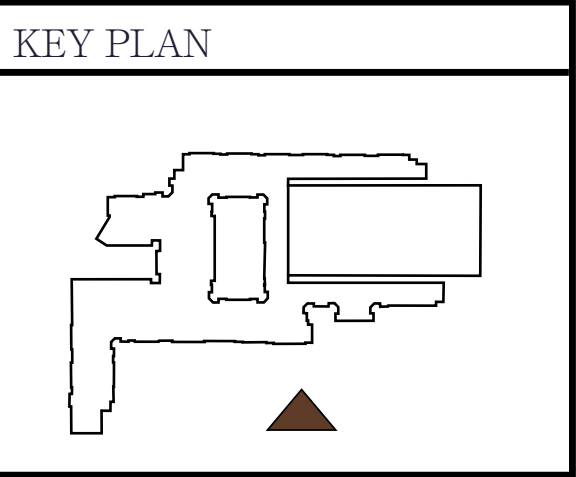
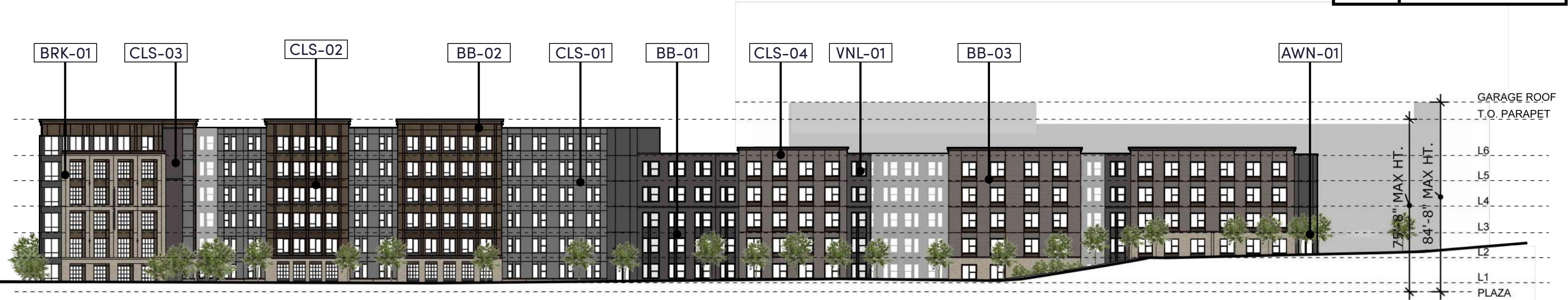
North Elevation

MATERIAL LEGEND	
BRK-01	BRICK - TAN
BRK-02	BRICK - RED
BB-01	CEM. BOARD & BATTEN 1
BB-02	CEM. BOARD & BATTEN 2
BB-03	CEM. BOARD & BATTEN 3
CLS-01	CEM. LAP SIDING 1
CLS-02	CEM. LAP SIDING 2
CLS-03	CEM. LAP SIDING 3
CLS-04	CEM. LAP SIDING 4
VNL-01	VINYL WINDOWS 1
STO-01	STOREFRONT
AWN-01	ARCH. CANOPY
PW-01	PAINTED PRECAST WALL



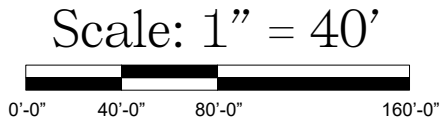
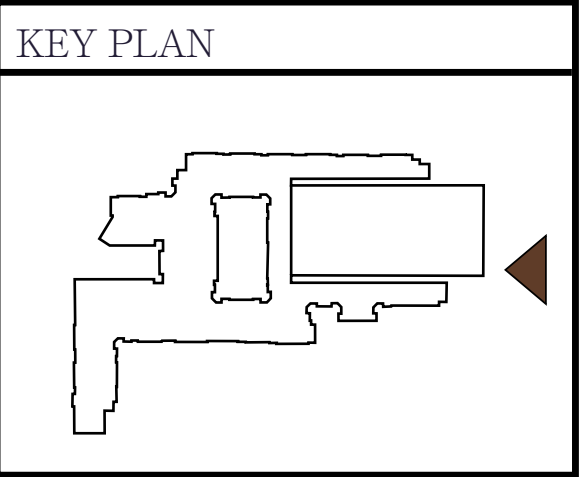
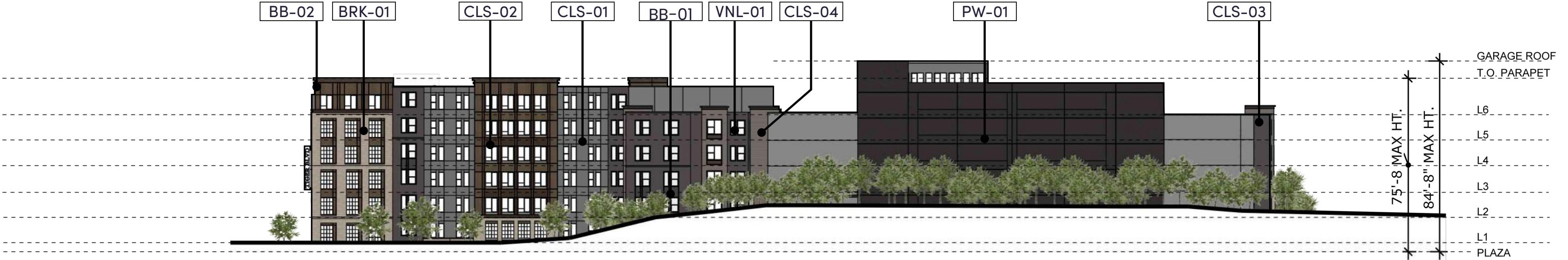
West Elevation

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BB-02	CEM. BOARD & BATTEN 2
BB-03	CEM. BOARD & BATTEN 3
CLS-01	CEM. LAP SIDING 1
CLS-02	CEM. LAP SIDING 2
CLS-03	CEM. LAP SIDING 3
CLS-04	CEM. LAP SIDING 4
VNL-01	VINYL WINDOWS 1
STO-01	STOREFRONT
AWN-01	ARCH. CANOPY
PW-01	PAINTED PRECAST WALL



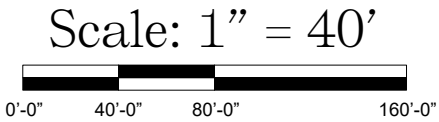
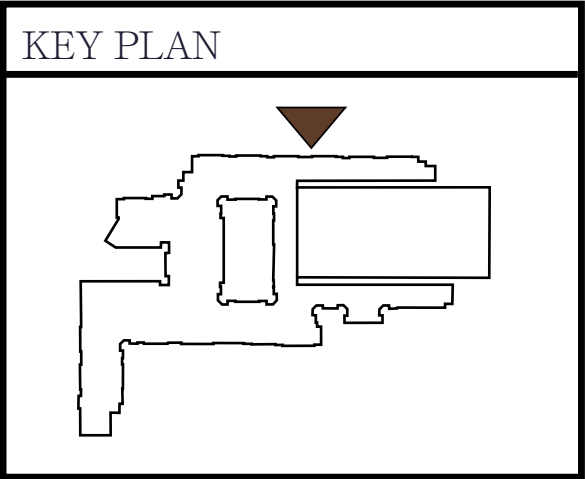
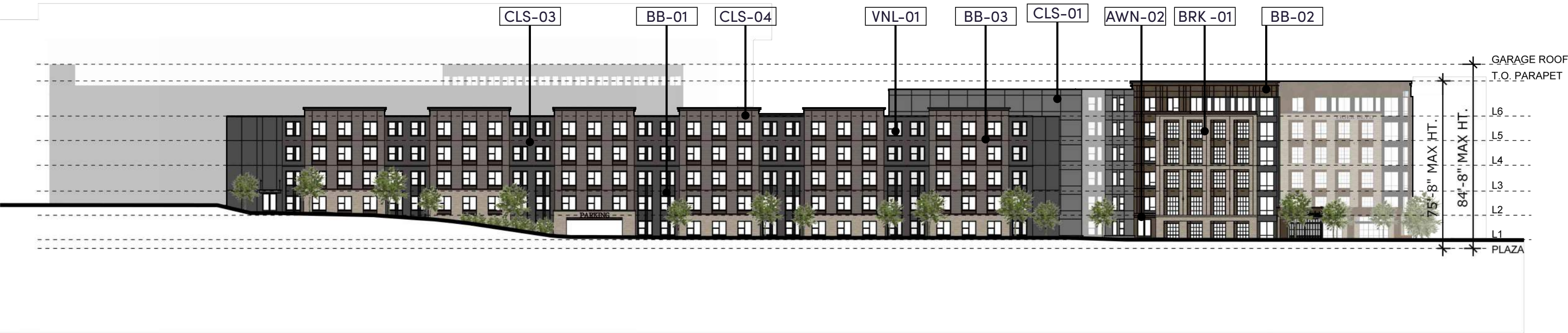
South Elevation

MATERIAL LEGEND	
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BB-02	CEM. BOARD & BATTEN 2
BB-03	CEM. BOARD & BATTEN 3
CLS-01	CEM. LAP SIDING 1
CLS-02	CEM. LAP SIDING 2
CLS-03	CEM. LAP SIDING 3
CLS-04	CEM. LAP SIDING 4
VNL-01	VINYL WINDOWS 1
STO-01	STOREFRONT
AWN-01	ARCH. CANOPY
PW-01	PAINTED PRECAST WALL



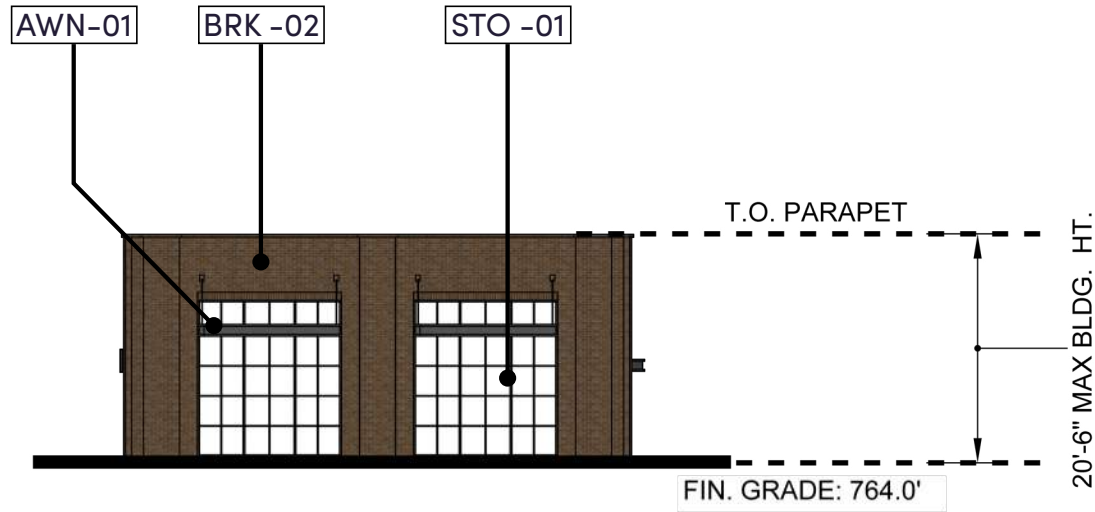
East Elevation

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CLS-03	CEM. LAP SIDING 3
CLS-04	CEM. LAP SIDING 4
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STO-01	STOREFRONT
AWN-01	ARCH. CANOPY
PW-01	PAINTED PRECAST WALL

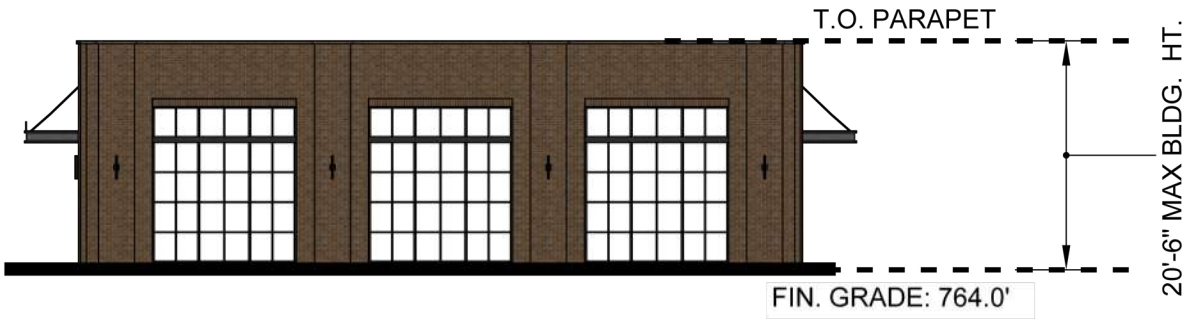


Retail Elevation

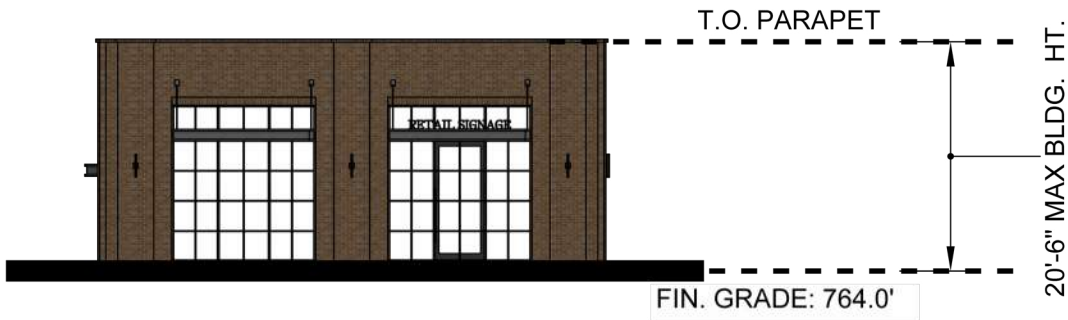
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BRK-02	BRICK - RED
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BB-02	CEM. BOARD & BATTEN 2
BB-03	CEM. BOARD & BATTEN 3
CLS-01	CEM. LAP SIDING 1
CLS-02	CEM. LAP SIDING 2
CLS-03	CEM. LAP SIDING 3
CLS-04	CEM. LAP SIDING 4
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STO-01	STOREFRONT
AWN-01	ARCH. CANOPY
PW-01	PAINTED PRECAST WALL



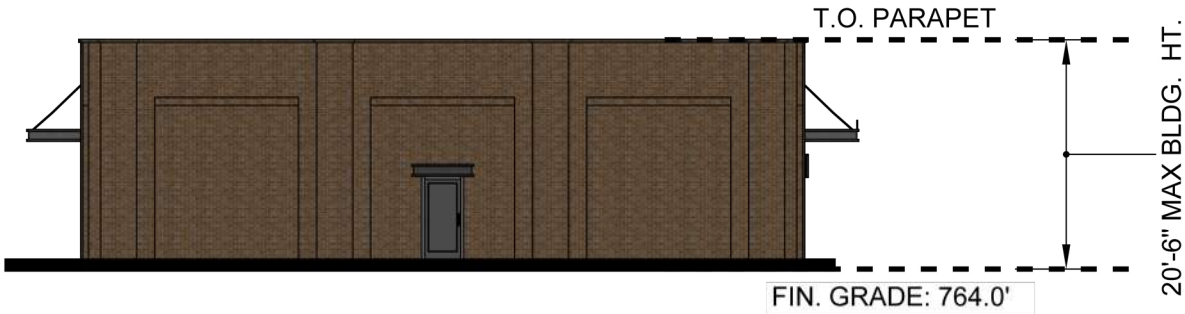
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Scale: 1" = 10'



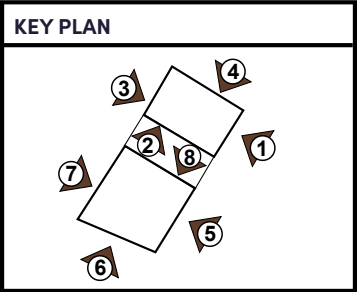
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Scale: 1" = 10'



3 Retail North Elevation
Scale: 1" = 10'

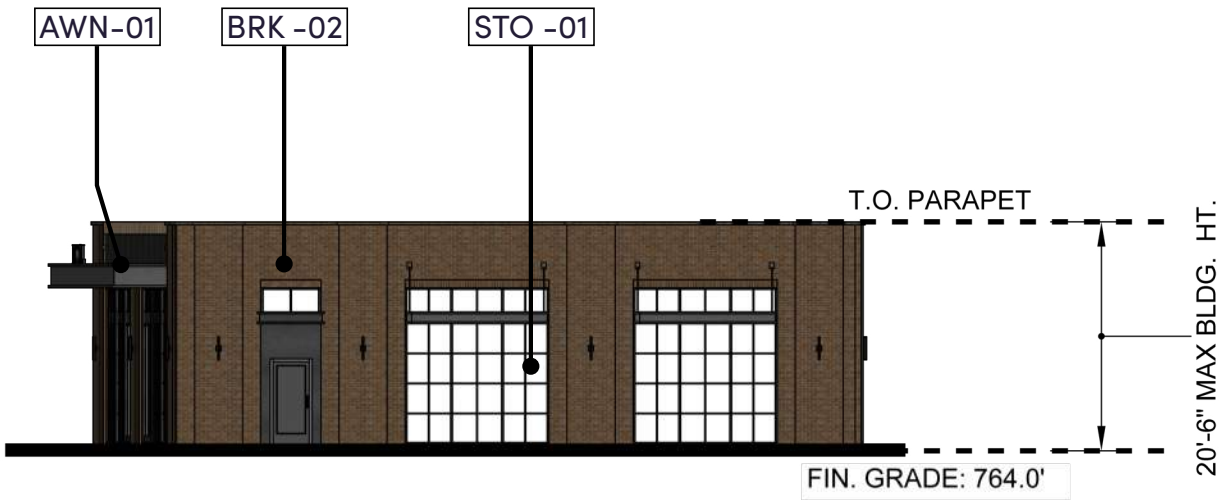


4 Retail East Elevation
Scale: 1" = 10'



Retail Elevation

MATERIAL LEGEND	
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BB-02	CEM. BOARD & BATTEN 2
BB-03	CEM. BOARD & BATTEN 3
CLS-01	CEM. LAP SIDING 1
CLS-02	CEM. LAP SIDING 2
CLS-03	CEM. LAP SIDING 3
CLS-04	CEM. LAP SIDING 4
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STO-01	STOREFRONT
AWN-01	ARCH. CANOPY
PW-01	PAINTED PRECAST WALL



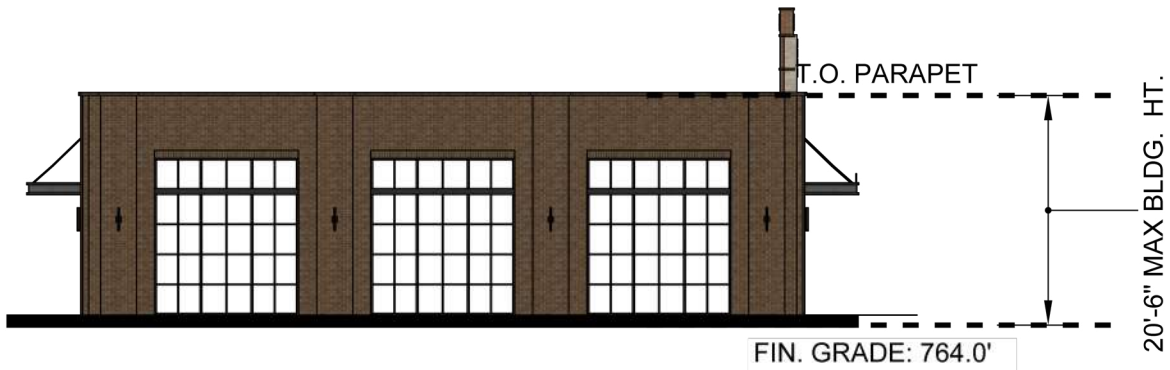
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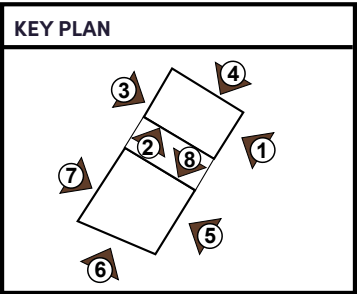
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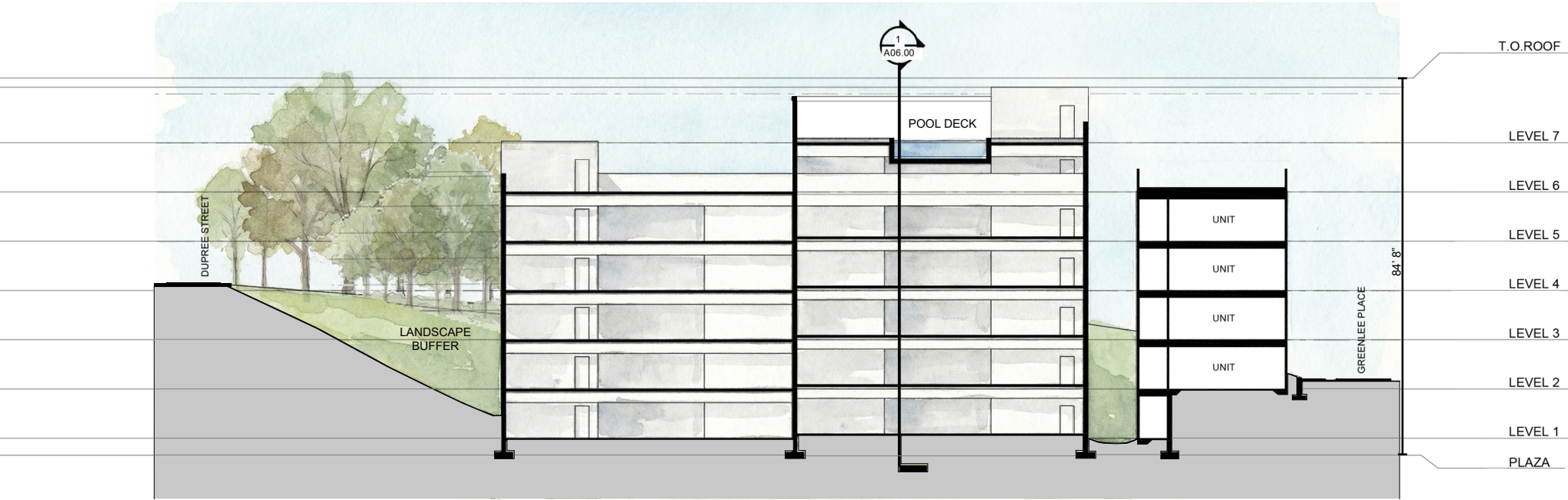
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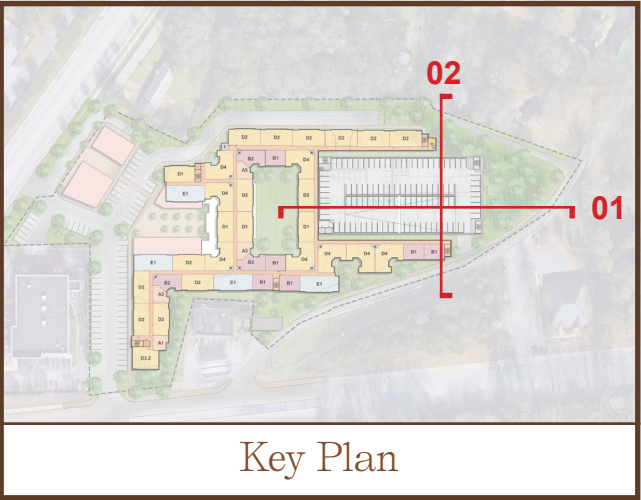
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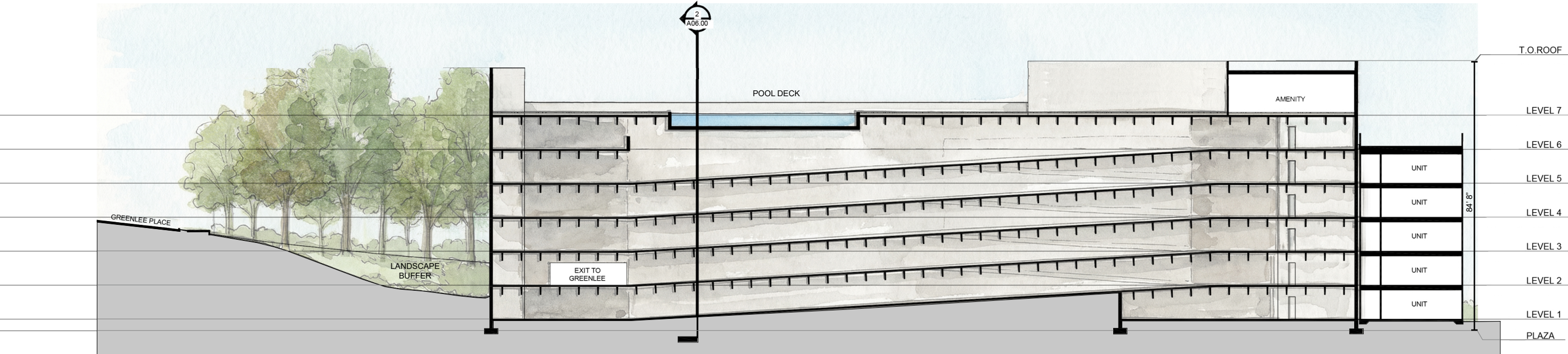
Building Sections



2 TRANSVERSE PARKING DECK SECTION
1/32" = 1'-0"



Key Plan



1 LONGITUDINAL PARKING DECK SECTION
1/32" = 1'-0"

06 Material Board + Signage

Material Board



BRK-01
BRICK VENEER 1
TAN



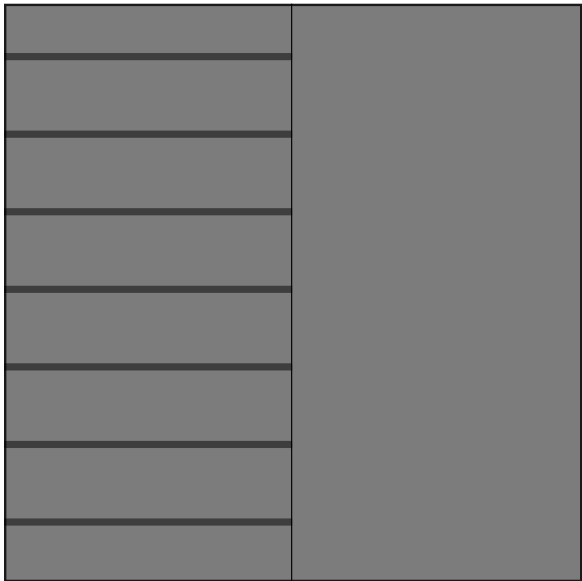
BRK-02
BRICK VENEER 2
RED



STO-01 & AWN-01
STOREFRONT AND CANOPY
DARK BRONZE FINISH



VW-01
VINYL WINDOWS



CLS-01 / BB-01
CEM. LAP SIDING /
BOARD & BATTEN ACCENT
COLOR 1



CLS-02 / BB-02
CEM. LAP SIDING /
BOARD & BATTEN ACCENT
COLOR 2



CLS-03 / BB-03
CEM. LAP SIDING /
BOARD & BATTEN ACCENT
COLOR 3

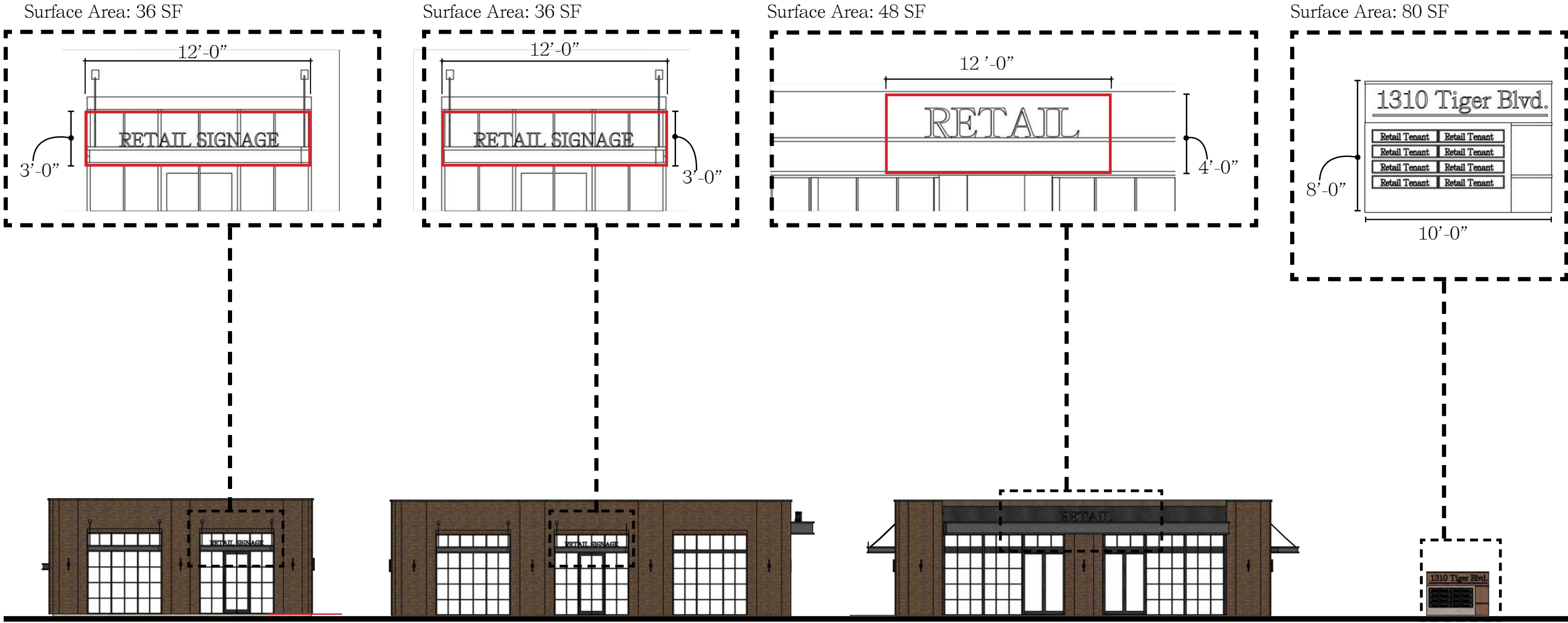


CLS-04
CEM. LAP SIDING
COLOR 4

Signage Diagram



Signage Diagram - Retail



Retail Elevation along Reid Street

Monument Sign
See site plan for locations



Thank you!

Project Contacts:

Doug Smythe
Director Of Acquisitions
Phone: 216-408-3882
Email: dsmythe@kennedywilson.com

Nick Imerman
Sr Development Manager
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Email: nimerman@kennedywilson.com

Mariel Arias
Sr Development Analyst
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Email: marias@kennedywilson.com

501 WANDO PARK BOULEVARD, SUITE 200, MOUNT PLEASANT, SC 29464 | JUDSON HILL & BUILDING GROUP, 701 EASLEY DRIVE, SUITE 200, GREENVILLE, SC 29611 | 250 PETERSON DR., CHARLOTTE, NC 28207 | 1101 N. CEDAR STREET, SUMMERVILLE, SC 29583 | 1501 N. DANIEL MORGAN AVENUE, SUITE 300, SPARTANBURG, SC 29306
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DEVELOPMENT SITE DATA TABLE:

- TAX MAP NUMBER: 4054-13-13-3566
- PARCEL / SITE AREA: ± 5.92 ACRES
- CURRENT ZONING: CP2 | AR-3 OVERLAY PD
- PROPOSED ZONING: PD
- PROPOSED USE: MIXED USE (RETAIL & MF)

BUILDING SETBACKS:

- | | |
|----------------------|-------------|
| REID STREET | 8' MINIMUM |
| ANDERSON HWY (76) | 8' MINIMUM |
| GREENLEE PLACE | 8' MINIMUM |
| DUPREE STREET | 8' MINIMUM |
| ABUTTING RESIDENTIAL | 30' MINIMUM |
| ABUTTING COMMERCIAL | 8' MINIMUM |

SITE BUFFERS:

- | | |
|-------------|-----------------------|
| RESIDENTIAL | MODIFIED 15' TYPE (C) |
| OC ZONING | 5' TYPE (A) |
| GREENLEE PL | 10' TYPE (G) |

MIXED-USE BUILDING:

- 6 STORIES / 75' - 8" MAXIMUM HEIGHT

PARKING DECK HEIGHT:

- 7 TIERS / 84' - 8" MAXIMUM HEIGHT

NOTE: HEIGHT IS TO THE TOP OF THE HIGHEST PARAPET & DOES NOT INCLUDE STAIR OR ELEVATOR OVERRUNS.

OPEN SPACE CALCULATIONS:

- | | |
|---------------------|-----------------|
| PUBLIC OPEN SPACE: | ± 15,375 (6%) |
| PRIVATE OPEN SPACE: | ± 88,050 (34%) |
| TOTAL | ± 103,425 (40%) |

IMPERVIOUS AREA CALCULATIONS:

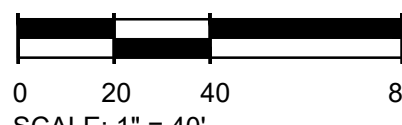
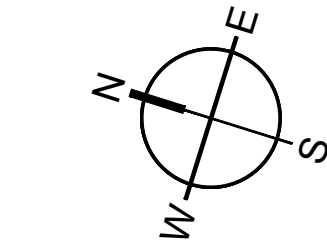
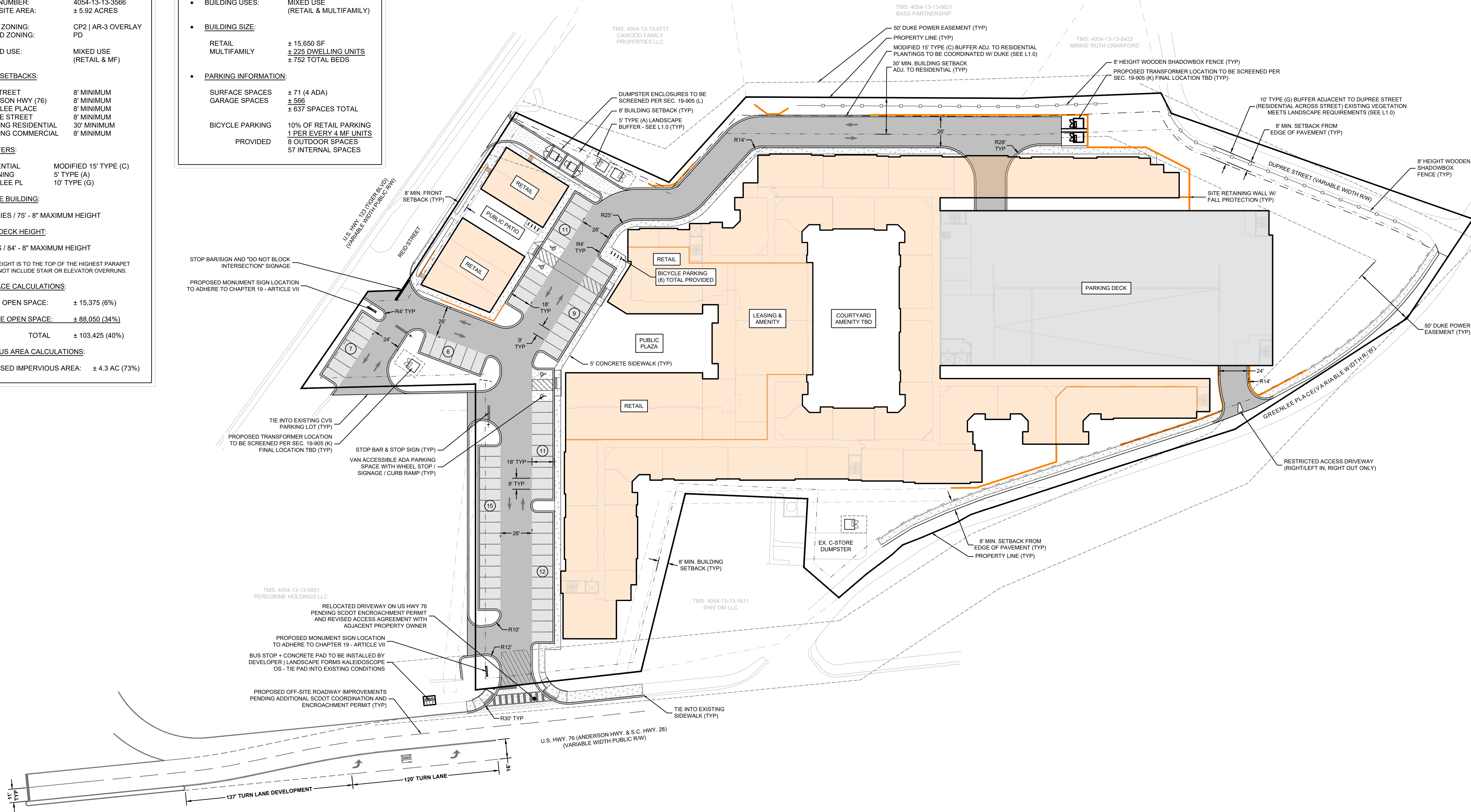
- | | |
|---------------------------|----------------|
| PROPOSED IMPERVIOUS AREA: | ± 4.3 AC (73%) |
|---------------------------|----------------|

PARKING SUMMARY TABLE:

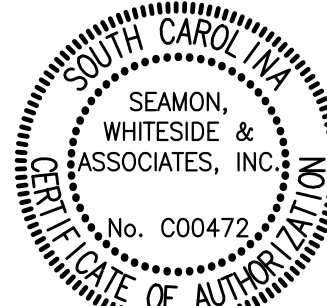
- BUILDING USES: MIXED USE (RETAIL & MULTIFAMILY)
- BUILDING SIZE:

RETAIL	± 15,650 SF
MULTIFAMILY	± 225 DWELLING UNITS
	± 752 TOTAL BEDS
- PARKING INFORMATION:

SURFACE SPACES	± 71 (4 ADA)
GARAGE SPACES	± 566
	± 637 SPACES TOTAL
BICYCLE PARKING	10% OF RETAIL PARKING
PROVIDED	1 PER EVERY 4 MF UNITS
	8 OUTDOOR SPACES
	57 INTERNAL SPACES



MOUNT PLEASANT, SC 843.884.1667
GREENVILLE, SC 864.298.0534
SUMMERVILLE, SC 843.972.0710
SPARTANBURG, SC 864.272.1272
CHARLOTTE, NC 980.312.5450
RALEIGH, NC 980.312.5450
WWW.SEAMONWHITESIDE.COM



NOT FOR CONSTRUCTION

1310 TIGER BLVD
KENNEDY WILSON
CITY OF CLEMSON, SOUTH CAROLINA

SW+ PROJECT: 12582
DATE: 6/6/25
DRAWN BY: AC | ZB
CHECKED BY: DM | AL

REVISION HISTORY

A	04/17/26

ZONING SITE PLAN

C4.0



1310 TIGER BLVD
KENNEDY WILSON
CITY OF CLEMSON, SOUTH CAROLINA

SW+ PROJECT: 12582
DATE: 6/6/25
DRAWN BY: AC | ZE
CHECKED BY: DM | AL

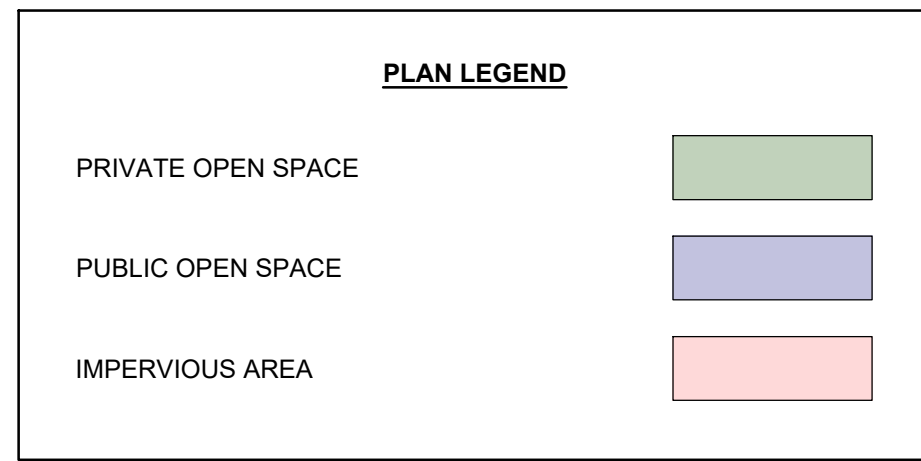
REVISION HISTORY

A	04/17/26	

OPEN SPACE &
IMPERVIOUS
AREA PLAN

C4.1

Page 113 of 18



DEVELOPMENT SITE DATA TABLE:

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- PARCEL / SITE AREA: ± 5.92 ACRES
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- PROPOSED USE: MIXED USE
(RETAIL & MF)

- BUILDING SETBACKS:

REID STREET	8' MINIMUM
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GREENLEE PLACE	8' MINIMUM
DUPREE STREET	8' MINIMUM
ABUTTING RESIDENTIAL	30' MINIMUM
ABUTTING COMMERCIAL	8' MINIMUM

- SITE BUFFERS:

RESIDENTIAL	MODIFIED 15' TYPE (C)
OC ZONING	5' TYPE (A)
GREENLEE PL	10' TYPE (G)

- MIXED-USE BUILDING:

6 STORIES / 75' - 8" MAXIMUM HEIGHT

- PARKING DECK HEIGHT:

7 TIERS / 84' - 8" MAXIMUM HEIGHT

NOTE: HEIGHT IS TO THE TOP OF THE HIGHEST PARAPET
& DOES NOT INCLUDE STAIR OR ELEVATOR OVERRUNS.

- OPEN SPACE CALCULATIONS:

PUBLIC OPEN SPACE:	± 15,375 (6%)
<u>PRIVATE OPEN SPACE:</u>	<u>± 88,050 (34%)</u>
TOTAL	± 103,425 (40%)

- IMPERVIOUS AREA CALCULATIONS:

PROPOSED IMPERVIOUS AREA: ± 4.3 AC (73%)

PARKING SUMMARY TABLE:

- BUILDING USES: MIXED USE
(RETAIL & MULTIFAMILY)

- BUILDING SIZE

RETAIL	± 15,650 SF
MULTIFAMILY	<u>± 225 DWELLING UNITS</u>
	± 752 TOTAL BEDS

- PARKING INFORMATION:

SURFACE SPACES	± 71 (4 ADA)
GARAGE SPACES	<u>± 566</u>
	± 637 SPACES TOTAL

BICYCLE PARKING	10% OF RETAIL PARKING
PROVIDED	1 PER EVERY 4 MF UNITS
	8 OUTDOOR SPACES
	57 INTERNAL SPACES

SITE PLAN NOTES:

1. CONTRACTOR TO ENSURE THAT ADA ACCESSIBLE ROUTE MEET THE ADA STANDARDS FOR ACCESSIBLE DESIGN (LATEST EDITION) AND LOCAL ACCESSIBILITY REGULATIONS.
2. ALL ROADWAY AND DRIVEWAY DIMENSIONS ARE SHOWN TO FACE OF CURB WHERE APPLICABLE. WHERE CURB AND GUTTER IS NOT SHOWN, DIMENSIONS ARE SHOWN TO EDGE OF PAVEMENT.
3. PAVEMENT SECTION DESIGNS SHALL BE CONFIRMED BY GEOTECHNICAL ENGINEER PRIOR TO CONSTRUCTION. CONCRETE JOINT LAYOUTS SHALL BE SUBMITTED TO GEOTECHNICAL ENGINEER FOR REVIEW AND APPROVAL.
4. ALL STRIPING WITHIN PUBLIC RIGHT OF WAY BE IN ACCORDANCE WITH AUTHORITY HAVING JURISDICTION REQUIREMENTS.

RETAINING WALL NOTES:

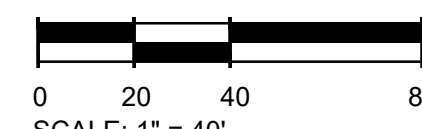
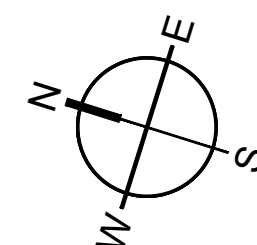
1. THE RETAINING WALLS SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR AS A DESIGN / BUILD COMPONENT OF THE PROJECT. SUBMITTALS SHALL BE SIGNED AND SEALED BY A REGISTERED SC PROFESSIONAL ENGINEER AND SUBMITTED TO THE GEOTECHNICAL ENGINEER FOR REVIEW AND TO THE CIVIL ENGINEER FOR GRADING & LINE REVIEW ONLY. THE DESIGN SHALL ENCOMPASS COMPONENTS AND ASPECTS OF THE RETAINING WALL TO CONSTITUTE A COMPLETE INSTALLATION, INCLUDING BUT NOT LIMITED TO FOUNDATIONS, TIEBACKS, DRAINAGE PROTECTION (SURFACE AND GROUNDWATER), AND EROSION PROTECTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE GEOTECHNICAL ENGINEER TO PROVIDE ACCEPTABLE BACKFILL MATERIAL FOR THE DESIGN AND INSTALLATION OF THE WALL.
2. RETAINING WALL COLOR AND FINISH SHALL BE SUBMITTED TO THE ARCHITECT FOR REVIEW AND APPROVAL.

EXISTING UTILITY NOTE:

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING ANY WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT OCCUR DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.



Know what's below.
Call before you dig.



501 VANDERBILT AVENUE, SUITE 200, MOUNT PLEASANT, SC 29564 | JUDSONVILLE BUILDING 6000, 701 EASLEY AVENUE, SUITE 200, GREENVILLE, SC 29611 | 201 PETERSON DR., CHARLOTTE, NC 28207 | 1101 N. CEDAR STREET, SUMMERVILLE, SC 29583 | 1501 N. DANIEL MORGAN AVENUE, SUITE 300, SPARTANBURG, SC 29306
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 - TOTAL ± 103,425 (40%)
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 - PROPOSED IMPERVIOUS AREA: ± 4.3 AC (73%)

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 - BICYCLE PARKING 10% OF RETAIL PARKING
 - PROVIDED 1 PER EVERY 4 MF UNITS
 - 8 OUTDOOR SPACES
 - 57 INTERNAL SPACES

Outdoor Lighting

ENTERPRISE LED



ENTERPRISE LED

LED Light emitting diode 150 / 220 watts

Mounting height 20' - 30'

Color Black Green (Special Conditions) Bronze (Special Conditions) Gray (Special Conditions)

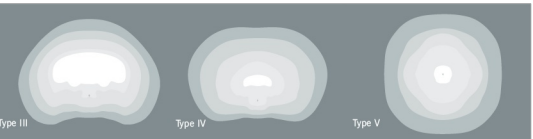
Pole Style A

IESNA color classification: Full-cutoff

Color temperatures: 3,000K, Warmwhite, 4,000K, Available

FIXTURE	WATTS	LUMENS	PATTERN	BUG RATING
Enterprise 150	15,000	15,000	II	BS-UG-03
	15,000	15,000	IV	BS-UG-03
	15,000	15,000	V	BS-UG-02
Enterprise 220	22,000	22,000	II	BS-UG-03
	22,000	22,000	IV	BS-UG-03
	22,000	22,000	V	BS-UG-04

LIGHT DISTRIBUTION PATTERNS



POLE AVAILABLE: Style A

MOUNTING HEIGHT: 20', 25', 30'

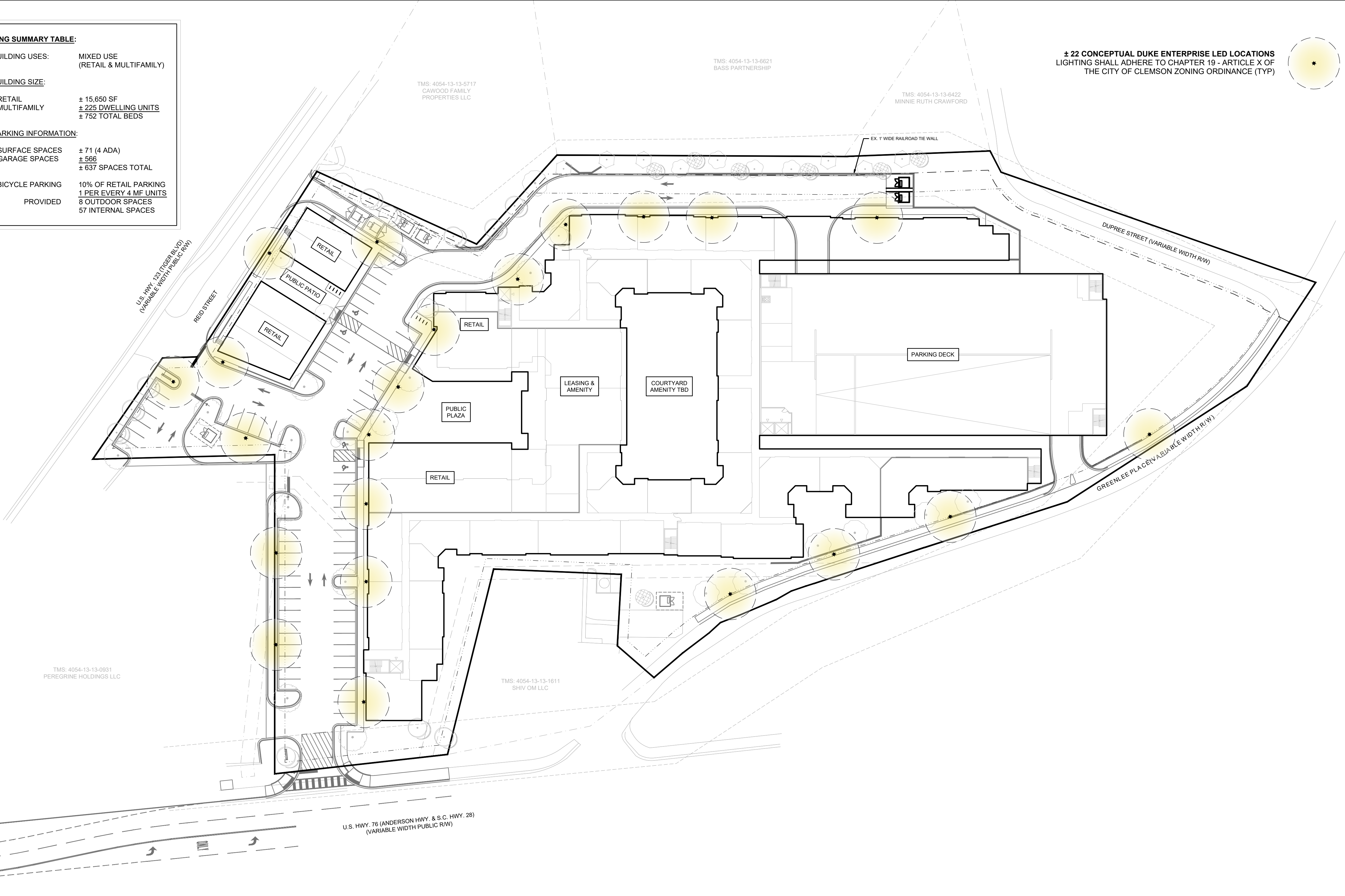
FOUNDATION: Direct Bury, Anchor Base

For additional information, contact us at 800.666.6666 or www.dukeenergy.com



LIGHTING PLAN NOTES:

- LIGHTING TO MEET REQUIREMENTS OF CITY OF CLEMSON ZONING ORDINANCE ART. X
- PRELIMINARY LIGHTING PLAN IS CONCEPTUAL IN NATURE & SUBJECT TO CHANGE; INCLUDING FIXTURE TYPES & LOCATION.
- PHOTOMETRIC ANALYSIS TO BE PROVIDED ALONG WITH FUTURE SUBMITTALS.
- INTERNAL LIGHT SOURCES SHALL NOT BE DIRECTED OUTWARD TOWARD PROPERTY BOUNDARIES OR ADJACENT RIGHTS-OF-WAY AND NO OUTDOOR LIGHTING SHALL SHINE DIRECTLY INTO THE YARD OR INTO THE WINDOWS OF AN ADJACENT RESIDENCE.
- TO AVOID FUTURE LIGHTING CONFLICTS, SAFETY ISSUES, UNHEALTHY & UNSIGHTLY TREE PRUNING, STREETLIGHTS WILL BE INSTALLED AWAY FROM TREES. MAXIMUM TREE CANOPY SIZE WILL BE CONSIDERED.



± 22 CONCEPTUAL DUKE ENTERPRISE LED LOCATIONS
LIGHTING SHALL ADHERE TO CHAPTER 19 - ARTICLE X OF
THE CITY OF CLEMSON ZONING ORDINANCE (TYP)



MOUNT PLEASANT, SC
843.884.1667
GREENVILLE, SC
864.298.0534
SUMMERVILLE, SC
843.972.0710
SPARTANBURG, SC
864.272.1272
CHARLOTTE, NC
980.312.5450
RALEIGH, NC
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WWW.SEAMONWHITESIDE.COM



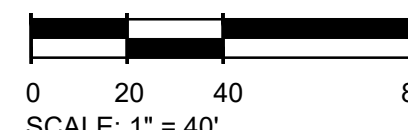
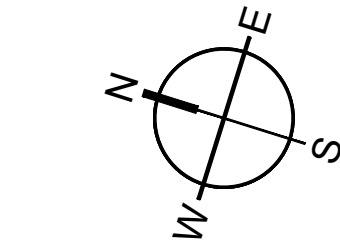
NOT FOR
CONSTRUCTION

1310 TIGER BLVD
KENNEDY WILSON
CITY OF CLEMSON, SOUTH CAROLINA

SW+ PROJECT: 12582
DATE: 6/6/25
DRAWN BY: AC | ZB
CHECKED BY: DM | AL

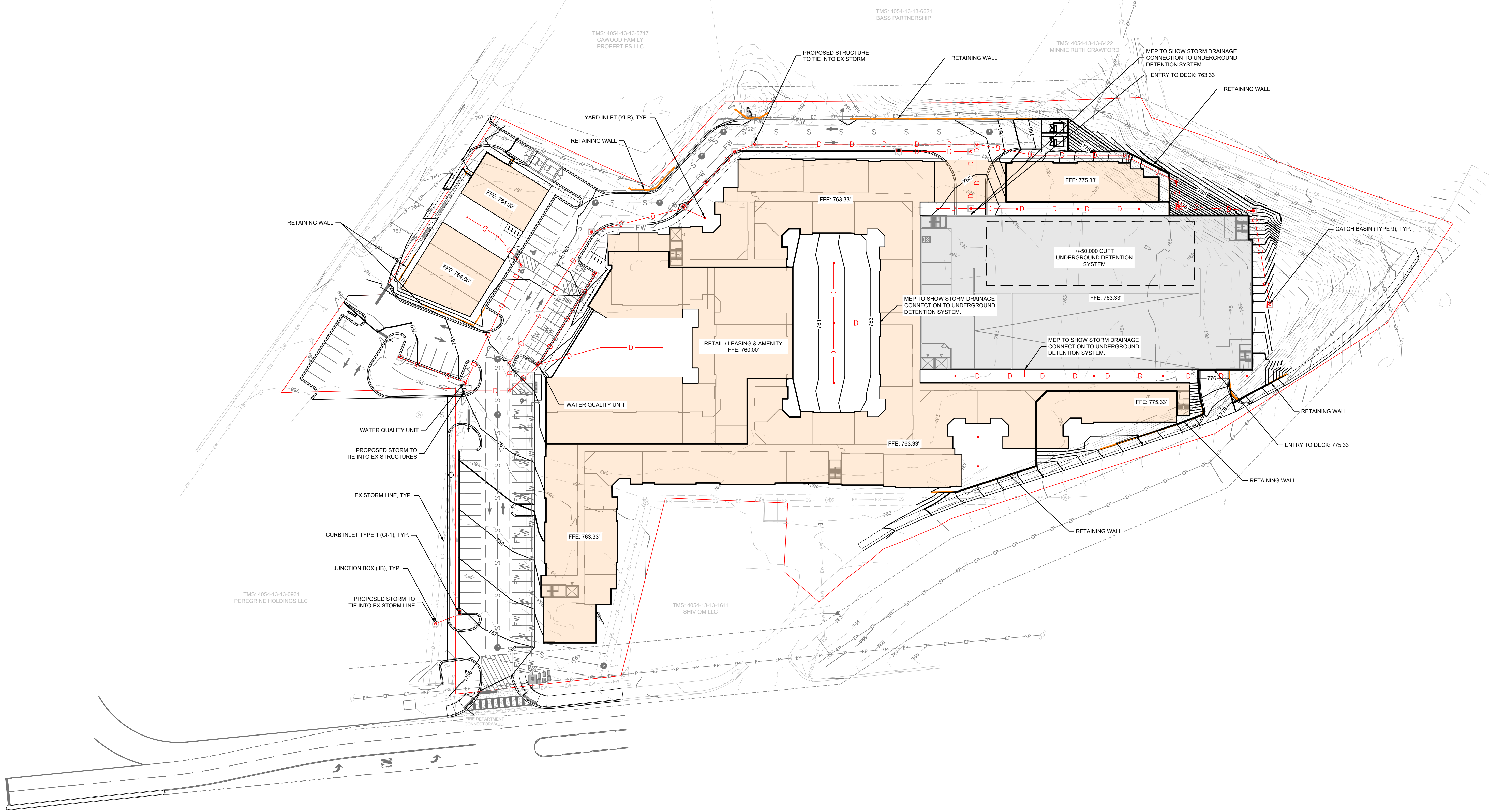
REVISION HISTORY	
A	04/17/26

CONCEPTUAL
LIGHTING PLAN

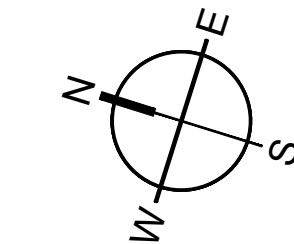


C4.2

501 WANDO PARK BOULEVARD, SUITE 200, MOUNT PLEASANT, SC 29464 | JUDSONVILLE BUILDING 6000, 701 EASLEY BRIDGE RD, SUITE 6000, GREENVILLE, SC 29611 | 200 PETERSON DR, CHARLOTTE, NC 28207 | 710 N CEDAR STREET, SUMMERVILLE, SC 29583 | 184 N DANIEL MORGAN AVENUE, SUITE 300, SPARTANBURG, SC 29306
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NOTE:
GEOTECHNICAL REPORT PROVIDED BY TERRACON CONSULTANTS, INC. DATED JUNE 9, 2025.



0 20 40 80
SCALE: 1" = 40'



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843.884.1667
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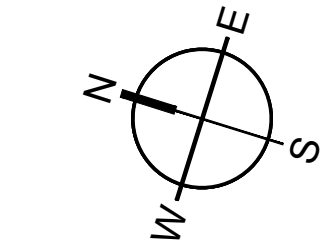
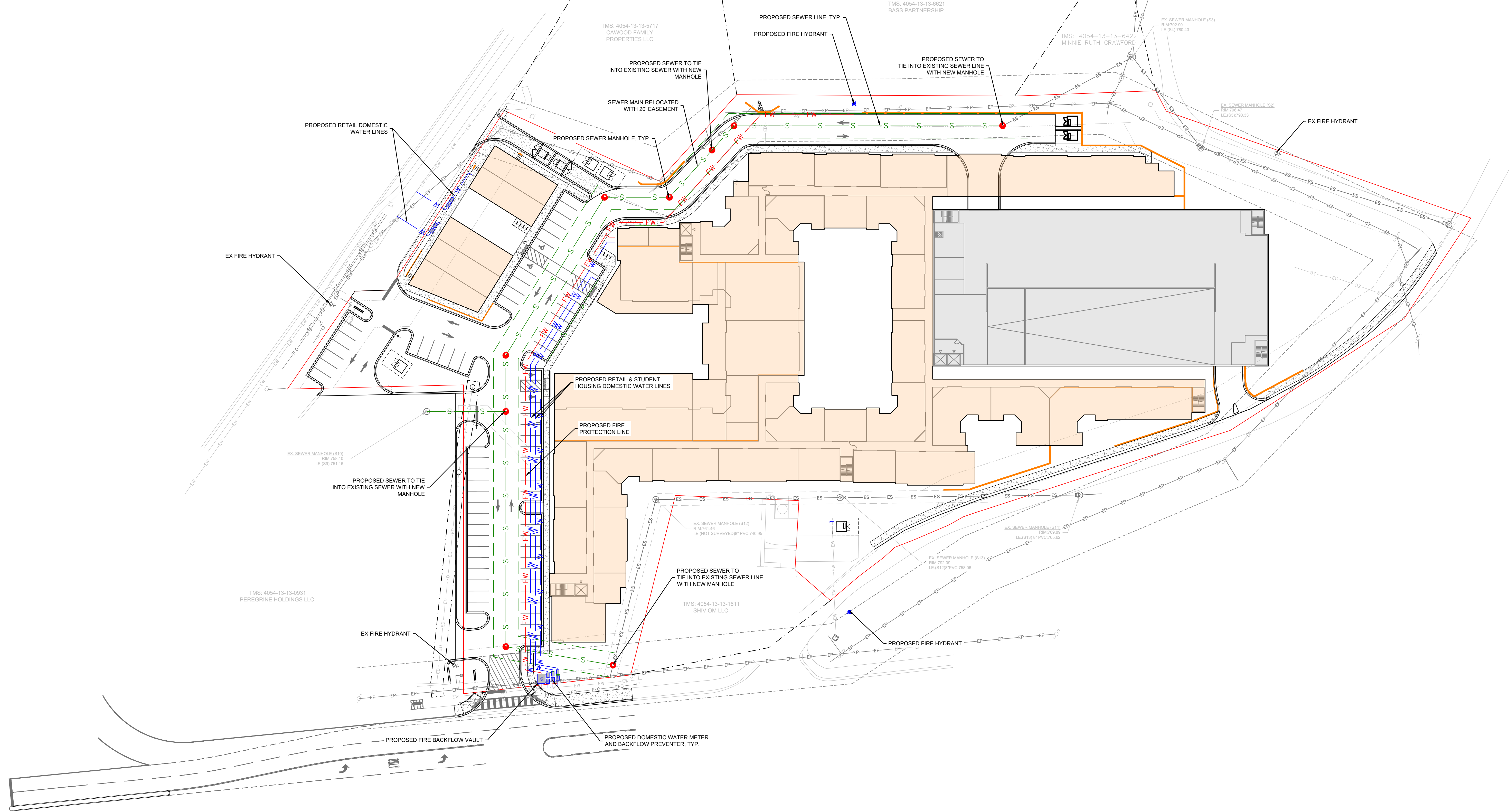
REVISION HISTORY

A	04/17/26

**GRADING &
DRAINAGE
PLAN**

C5.0
Page 115 of 186

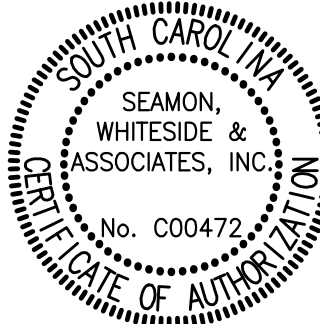
501 WANDO PARK BOULEVARD, SUITE 200, MOUNT PLEASANT, SC 29464 | JUDSONVILLE BUILDING 6000, 701 EASLEY BRIDGE RD, SUITE 6000, GREENVILLE, SC 29611 | 200 PETERSON DR, CHARLOTTE, NC 28207 | 101 N CEDAR STREET, SUMMERVILLE, SC 29583 | 100 N DANIEL MORGAN AVENUE, SUITE 300, SPARTANBURG, SC 29306
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0 20 40 80
SCALE: 1" = 40'



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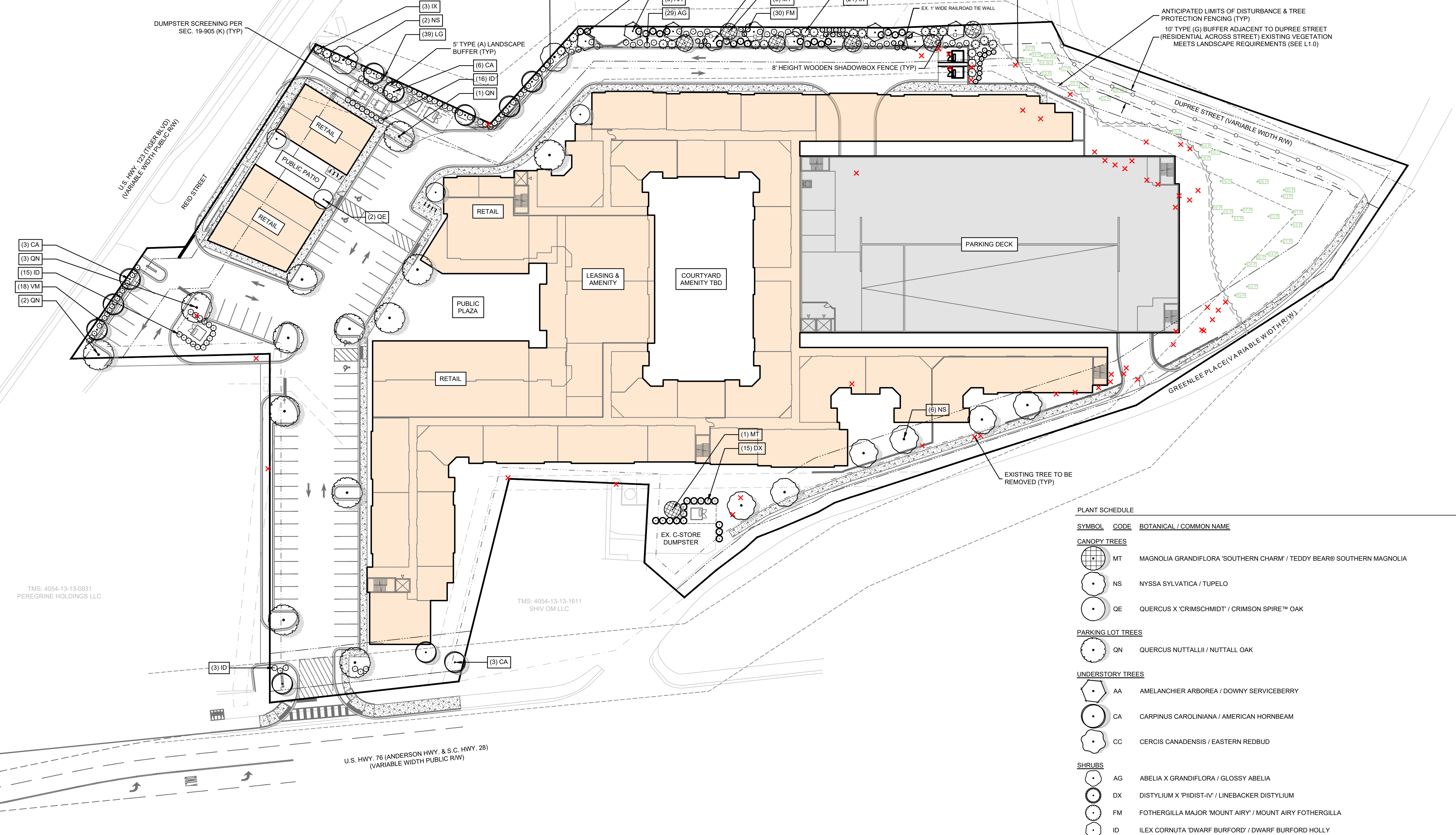
UTILITY PLAN

501 WANDO PARK BOULEVARD, SUITE 200, MOUNT PLEASANT, SC 29664 | JUDSON WILSON & BUILDING GROUP, INC. | 100 PETERSON DR., CHARLOTTE, NC 28207 | 101 N. CEDAR STREET, SUMMERVILLE, SC 29586 | 150 N. DANIEL MORGAN AVENUE, SUITE 300, SPARTANBURG, SC 29306

Existing Trees ≥ 8" Caliper Per Sec. 19-906					
Trees to be removed		Trees to remain			
Size	Species	Size	Species	Tree Credits	
14"	CED	14"	P	4	
18"	PEAR	12"	P	3	
14"	LO	19"	P	4	
14"	MAP	18"	WO	4	
12"	CED	20"	WO	5	
12"	CED	12"	P	3	
13"	CED	17"	P	4	
16"	MAP	15"	P	4	
19"	MAP	17"	P	4	
21"	LO	12"	P	3	
19"	WO	20"	WO	5	
17"	WO	15"	P	4	
12"	P	14"	P	4	
18"	P	18"	P	4	
19"	P	16"	P	4	
15"	P	15"	P	4	
17"	P	20"	P	5	
15"	P	13"	P	3	
12"	WO	20"	P	5	
21"	P	16"	P	4	
12"	MAP	16"	P	4	
19"	P	17"	P	4	
12"	P	17"	P	4	
17"	P	13"	P	3	
12"	P	17"	P	4	
13"	P	15"	P	4	
19"	P	21"	P	5	
12"	P	14"	P	4	
12"	P	20"	P	5	
14"	P	24"	P	5	
12"	P	12"	P	3	
13"	P	18"	P	4	
12"	P			TOTAL	
13"	P			129	
13"	P				
13"	P				
14"	P				
12"	P				
13"	P				
15"	P				
12"	P				
18"	P				
19"	P				
12"	P				
12"	BOXE				
27"	P				
13"	WO				
22"	P				
23"	P				
16"	P				
24"	P				

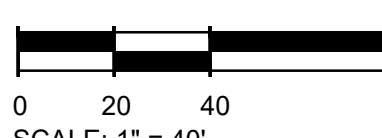
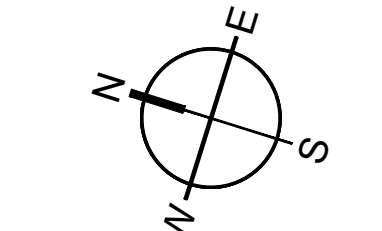
Tree Calculations	
Total (From Survey)	1328
Caliper Inches Removed	-801
Caliper Inches Retained	527
Caliper Inches Planted	86
Net Loss	613 Caliper Inches

± 52 TREES TO BE REMOVED AS SHOWN = \$26,000 TO BE PAID INTO CITY OF CLEMSON TREE FUND PENDING FINAL LIMITS OF SITE DISTURBANCE

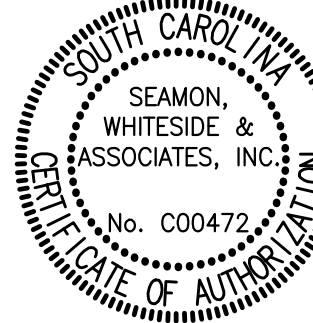


PLANT SCHEDULE		
SYMBOL	CODE	BOTANICAL / COMMON NAME
CANOPY TREES		
	MT	MAGNOLIA GRANDIFLORA 'SOUTHERN CHARM' / TEDDY BEAR® SOUTHERN MAGNOLIA
	NS	NYSSA SYLVATICA / TUPELO
	QE	QUERCUS X 'CRIMSCHMIDT' / CRIMSON SPIRE™ OAK
PARKING LOT TREES		
	QN	QUERCUS NUTTALLII / NUTTALL OAK
UNDERSTORY TREES		
	AA	AMELANCHIER ARBOREA / DOWNY SERVICEBERRY
	CA	CARPINUS CAROLINIANA / AMERICAN HORNBEAM
	CC	CERCIS CANADENSIS / EASTERN REDBUD
SHRUBS		
	AG	ABELIA X GRANDIFLORA / GLOSSY ABELIA
	DX	DISTYLUM X 'PIIDIST-IV' / LINEBACKER DISTYLUM
	FM	FOTHERGILLA MAJOR 'MOUNT AIRY' / MOUNT AIRY FOTHERGILLA
	ID	ILEX CORNUTA 'DWARF BURFORD' / DWARF BURFORD HOLLY
	IX	ILEX X 'MAGLAND' / OAKLAND HOLLY
	LG	LOROPETALUM CHINENSE / CHINESE FRINGE FLOWER
	VM	VIBURNUM OBOVATUM 'MRS. SCHILLER'S DELIGHT' / MRS. SCHILLERS DELIGHT WALTER'S VIBURNUM

- GENERAL LANDSCAPE NOTES:**
1. APPLY MULCH RING TO TREES IN TURF AREAS. SOD/SEED ALL DISTURBED AREAS NOT COVERED BY MULCH, VEGETATION, OR HARDSCAPE. DO NOT LEAVE BARE SOIL EXPOSED.
 2. NO IRRIGATION COMPONENTS, INCLUDING BUT NOT LIMITED TO, VALVE BOXES, CONTROL BOXES, BACKFLOW PREVENTERS, AND/OR RAIN SENSORS ARE ALLOWED TO BE INSTALLED WITHIN DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY.
 3. NO SUBSTITUTIONS / DELETIONS / ADDITIONS W/O LANDSCAPE ARCHITECT APPROVAL.
 4. NO MORE THAN 30' OF BUFFER ZONE MAY CONSIST OF ANY ON SINGLE SPECIES OF TREE.
 5. TREE PROTECTION FENCE (1' x 1" OF TRUNK DBH FORMULA) WILL BE PROVIDED FOR EXISTING TREES TO REMAIN. DETAIL TO BE PROVIDED.



MOUNT PLEASANT, SC
843.884.1667
GREENVILLE, SC
864.298.0534
SUMMERVILLE, SC
843.972.0710
SPARTANBURG, SC
864.272.1272
CHARLOTTE, NC
980.312.5450
RALEIGH, NC
980.312.5450
WWW.SEAMONWHITESIDE.COM



NOT FOR CONSTRUCTION

1310 TIGER BLVD
KENNEDY WILSON
CITY OF CLEMSON, SOUTH CAROLINA

SW+ PROJECT: 12582
DATE: 6/6/25
DRAWN BY: AC | ZB
CHECKED BY: DM | AL

REVISION HISTORY	
A	04/17/26

LANDSCAPE PLAN

GENERAL PLANTING NOTES:

1. THE LANDSCAPE CONTRACTOR SHALL MEET WITH LANDSCAPE ARCHITECT PRIOR TO BEGINNING WORK SO THAT THERE IS A CLEAR UNDERSTANDING OF PROJECT REQUIREMENTS. FAILURE TO DO SO JEOPARDIZES FINAL ACCEPTANCE OF WORK.
2. THE LANDSCAPE CONTRACTOR IS HEREBY NOTIFIED OF THE EXISTENCE OF UNDERGROUND UTILITIES WITHIN THE LIMITS OF THE PROJECT AREA. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITY LINES PRIOR TO COMMENCEMENT OF DIGGING OPERATIONS. THE LANDSCAPE CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING, PROTECTING, AND REPAIRING ALL DAMAGE TO BUILDINGS, UTILITIES, PAVEMENT, AND CURB & GUTTER. ANY REPAIRS SHALL BE DONE PROMPTLY AT LANDSCAPE CONTRACTOR'S EXPENSE. NOTIFY THE OWNER'S REPRESENTATIVE IMMEDIATELY OF ANY POSSIBLE CONFLICTS BETWEEN PROPOSED IMPROVEMENTS AND UTILITIES, SIGNS, AND/OR OTHER STRUCTURES.
3. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO VERIFY THAT EACH EXCAVATED TREE OR SHRUB PIT WILL PERCOLATE (DRAIN) PRIOR TO ADDING TOPSOIL, AND INSTALLING TREES OR SHRUBS. THE LANDSCAPE CONTRACTOR SHALL FILL THE BOTTOM OF HOLES WITH 6" (6) INCHES OF WATER. THIS WATER SHOULD PERCOLATE WITHIN A TWENTY-FOUR (24) HOUR PERIOD. IF WATER DOESN'T PERCOLATE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLING PLANTS.
4. SHOULD THE LANDSCAPE CONTRACTOR ENCOUNTER UNSATISFACTORY SURFACE OR SUBSURFACE DRAINAGE CONDITIONS, SOIL DEPTH, LATENT SOILS, HARD PANS, STEAM OR OTHER UTILITY LINES OR OTHER CONDITIONS THAT WILL JEOPARDIZE THE HEALTH AND VIGOR OF THE PLANTS, THE LANDSCAPE CONTRACTOR MUST ADVISE THE LANDSCAPE ARCHITECT IN WRITING OF THE CONDITIONS PRIOR TO INSTALLING THE PLANTS. OTHERWISE, THE LANDSCAPE CONTRACTOR WARRANTS THAT THE PLANTING AREAS ARE SUITABLE FOR PROPER GROWTH AND DEVELOPMENT OF THE PLANTS TO BE INSTALLED.
5. THE LANDSCAPE CONTRACTOR WILL BE RESPONSIBLE FOR STAKING AND LAYOUT OF PLANTINGS ON THIS PROJECT. THE LANDSCAPE ARCHITECT OR OWNER SHALL BE ADVISED WHEN STAKES ARE READY FOR INSPECTION ON VARIOUS PLANTING AREAS. ALL LAYOUT WORK SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO OPENING ANY PLANTING PITS.
6. **PLANT MATERIAL QUANTITIES PROVIDED IN THE PLANT SCHEDULE ARE FOR REFERENCE ONLY AND THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE ACTUAL PLANT MATERIAL QUANTITIES.** DISCREPANCIES BETWEEN QUANTITIES SHOWN ON THE PLANTING PLAN AND THOSE IN THE PLANT SCHEDULE SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR CLARIFICATION. IF CLARIFICATION OF DISCREPANCIES FROM THE LANDSCAPE ARCHITECT IS NOT POSSIBLE, THEN QUANTITIES SHOWN ON THE PLANTING PLAN SHALL TAKE PRECEDENCE.
7. REQUIREMENTS FOR THE MEASUREMENTS, BRANCHING, GRADING, QUALITY, BALLING AND BURLAPPING OF PLANTS IN THE PLANT LIST SHOULD FOLLOW OR EXCEED THE STANDARDS CURRENTLY RECOMMENDED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, INC. IN THE AMERICAN STANDARD FOR NURSERY STOCKS (ANSI Z-60.1), UNLESS OTHERWISE SPECIFIED, ANY SIZE SPECIFIED SHALL BE CONSIDERED MINIMUM. **MINIMUMS FOR HEIGHT, SPREAD, OR CALIPER SHALL TAKE PRECEDENCE OVER A SPECIFIED CONTAINER SIZE.**
8. ALL PLANTS SHALL HAVE A WELL FORMED HEAD WITH MINIMUM CALIPER, HEIGHT AND SPREAD OF THE SIDE BRANCHES AS SHOWN ON THE PLANT LIST. TRUNKS SHALL BE UNDAMAGED AND SHAPE SHALL BE TYPICAL OF THE SPECIES.
9. MEASUREMENT OF CONIFER HEIGHT SHALL INCLUDE NOT MORE THAN FIFTY (50) PER CENT OF THIS YEAR'S VERTICAL GROWTH (TOP CANDLE).
10. NO EXCAVATION OR PLANTING PIT SHALL BE LEFT UNATTENDED OVERNIGHT.
11. REMOVE BURLAP STRIPES AND WIRE BASKETS AND TOP 1/3 OF ROOT BALL ON TREES.
12. REMOVE PAPER, PLASTIC OR METAL AROUND ROOT BALLS OF SHRUBS.
13. DO NOT WRAP TREES.
14. WATER ALL PLANT MATERIAL IMMEDIATELY AFTER PLANTING.
15. TREE GUYING MATERIAL SHALL BE "ARBOR-TIE" OR EQUIVALENT.
16. ALL PLANT BEDS WITH 4" OF DOUBLE SHREDDED HARDWOOD MULCH UNLESS OTHERWISE SPECIFIED.
17. ALL AREAS OF PLANTING, INCLUDING AREAS OF GRASS SEEDING AND SOD, SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE AND SHALL BE PROVIDED APPROPRIATE SOIL FOR THE PROPOSED PLANTINGS. SEE SOIL NOTES.
18. ALL EXISTING VEGETATION WITHIN AREAS TO BE PLANTED, SODDED AND/OR SEEDS SHALL BE REMOVED PRIOR TO PLANTING, SODDING, AND SEEDING. ALL AREAS INDICATED TO BE GRASS SEED SHALL BE SEED PER GRASSING SPECIFICATIONS FOR PERMANENT STABILIZATION.
19. ALL DISTURBED AREAS NOT SPECIFICALLY CALLED OUT ON THIS PLAN SHALL BE SEED PER THE PROVIDED SEEDING SCHEDULE. ALL DISTURBED NATURAL AREAS SHALL BE MULCHED (SEE MULCH SPECIFICATIONS).
20. DRAINAGE TO BE PROVIDED FOR ALL ABOVE GROUND PLANTINGS.
21. PLANTINGS SHALL BE PRUNED TO CONFORM WITH THE REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION, INCLUDING BUT NOT LIMITED TO THE CITY, COUNTY, STATE AND FEDERAL REQUIREMENTS.
22. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING UP THE SITE AT THE COMPLETION OF THE PROJECT AND SHALL MAINTAIN THE SITE IN A REASONABLY NEAT AND CLEAN STATE THROUGHOUT THE INSTALLATION PROCESS. STREETS AND PAVED AREAS SHALL BE CLEANED REGULARLY TO REMOVE CONSTRUCTION MATERIALS AND OTHER DEBRIS RESULTING FROM WORK.
23. REPLACEMENTS OF DEAD OR UNSATISFACTORY MATERIAL SHALL BE MADE AS SPECIFIED IN THE PLANT LIST. THE OWNER OR LANDSCAPE ARCHITECT SHALL INSPECT REPLACED PLANTS WHEN ALL REPLACEMENTS HAVE BEEN MADE. REPLACEMENTS ARE TO BE ALIVE AND IN A HEALTHY CONDITION WHEN THE REPLACEMENTS ARE COMPLETE. REPLACEMENTS ARE NOT SUBJECT TO AN ADDITIONAL GUARANTEE, BUT THE LANDSCAPE CONTRACTOR SHALL CONSULT WITH THE LANDSCAPE ARCHITECT ON REASON FOR PLANT DECLINE/DEATH AND HOW TO AVOID FUTURE INSTANCES.
24. SHOULD THE LANDSCAPE CONTRACTOR NOT MAKE REPLACEMENTS IN A SATISFACTORY AND TIMELY FASHION IN ACCORD WITH THE PLANTING NOTES, THE OWNER, AFTER PROPER NOTIFICATION TO THE LANDSCAPE CONTRACTOR MAY UTILIZE THE FUNDS OF THE RETAINAGE TO HAVE THE REPLACEMENTS MADE IN ACCORDANCE WITH THE SPECIFICATIONS BY ANOTHER CONTRACTOR.

SOIL NOTES:

1. FOR EACH UNAMENDED SOIL TYPE, FURNISH SOIL ANALYSIS AND A WRITTEN REPORT BY A QUALIFIED SOIL-TESTING LABORATORY STATING PERCENTAGES OF ORGANIC MATTER, GRADATION OF SAND, SILT, AND CLAY CONTENT; CATION EXCHANGE CAPACITY; SODIUM ADSORPTION RATIO; DELETERIOUS MATERIAL; BUFFER PH LEVELS; AND MINERAL AND PLANT-NUTRIENT CONTENT OF THE SOIL.
2. A MINIMUM OF THREE REPRESENTATIVE SAMPLES SHALL BE TAKEN FROM VARIED LOCATIONS FOR EACH SOIL TO BE USED OR AMENDED FOR PLANTING PURPOSES.
3. LANDSCAPE CONTRACTOR SHALL SUBMIT TO LANDSCAPE ARCHITECT THE LAB RECOMMENDATIONS FOR SOIL TREATMENTS AND SOIL AMENDMENTS TO BE INCORPORATED. INDICATE LAB RECOMMENDATIONS IN WEIGHT PER 1000 SQ. FT. OR VOLUME PER CU. YD. FOR NITROGEN, PHOSPHORUS, AND POTASH NUTRIENTS AND ORGANIC AND INORGANIC SOIL AMENDMENTS TO BE ADDED TO PRODUCE PLANTING SOIL SUITABLE FOR HEALTHY, VIABLE PLANTS.
4. ALL SOILS USED FOR PLANTING SHALL BE PREPARED AS NECESSARY USING ORGANIC AND INORGANIC SOIL AMENDMENTS AND FERTILIZERS IN THE QUANTITIES RECOMMENDED IN THE SOIL ANALYSIS REPORT TO PRODUCE SATISFACTORY PLANTING SOIL FOR HEALTHY, VIABLE PLANTS. PLANTING SOILS SHALL HAVE A PH LEVEL BETWEEN 6.0 AND 7.0.
5. IN ALL PLANTING AREAS, SPREAD PLANTING SOIL TO A DEPTH OF 8 INCHES BUT NOT LESS THAN REQUIRED TO MEET FINISH GRADES AFTER NATURAL SETTLEMENT.

IRRIGATION NOTES:

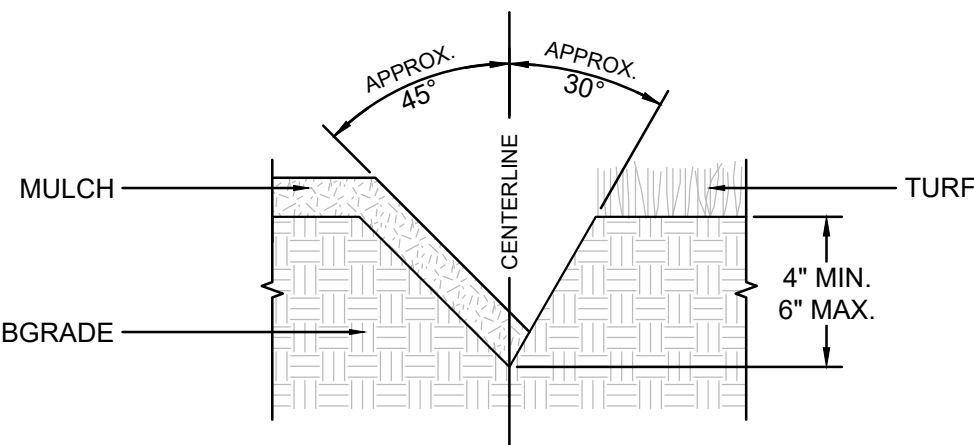
1. LANDSCAPE CONTRACTOR SHALL PROVIDE SHOP DRAWINGS OF PROPOSED IRRIGATION SYSTEM TO LANDSCAPE ARCHITECT AND OWNER FOR ACCEPTANCE. LANDSCAPE CONTRACTOR TO SUPPLY AUTOMATIC IRRIGATION SYSTEMS, COMPLETE AND INSTALLED. SYSTEM TO INCLUDE ALL VALVES, PIPES, HEADS, FITTINGS, RAIN SENSOR, AND CLOCK AND TO PROVIDE 100% HEAD TO HEAD COVERAGE OF ALL NEW SODDED AND IMPROVED EXISTING GRASS AREAS, TREES, SHRUBS AND PLANTING BEDS. COORDINATE IRRIGATION WITH OWNER'S REPRESENTATIVE.
2. LANDSCAPE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR AUTOMATIC IRRIGATION SYSTEMS. LANDSCAPE CONTRACTOR SHALL PROVIDE ELECTRIC METER, BACKFLOW PREVENTER AND SERVICE IN ACCORDANCE WITH STATE AND LOCAL CODES FOR IRRIGATION SYSTEM. LOCATION OF METERS AND CONTROL PANELS FOR IRRIGATION SHALL BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION. COORDINATE WATER METER REQUIREMENTS WITH CIVIL ENGINEER.
3. LANDSCAPE CONTRACTOR TO PROVIDE DRIP IRRIGATION TO ALL ABOVE GROUND PLANTERS. IRRIGATION LINE TO BE INSTALLED BENEATH ADJACENT HARDSCAPE AS NECESSARY.
4. IRRIGATION PIPING, SPRINKLERS, AND OTHER EQUIPMENT MAY BE SHOWN OUTSIDE OF LANDSCAPE AREAS ON DRAWING FOR GRAPHIC CLARITY. ALL VALVE BOXES AND EQUIPMENT VAULTS SHALL BE LOCATED IN MULCH BEDS.
5. NO IRRIGATION COMPONENTS, INCLUDING BUT NOT LIMITED TO, VALVE BOXES, CONTROL BOXES, BACKFLOW PREVENTERS, AND/OR RAIN SENSORS ARE ALLOWED TO BE INSTALLED WITHIN DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY.

PLANT SCHEDULE NOTES:

1. LANDSCAPE CONTRACTOR SHALL NOTIFY THIS OFFICE OF DISCREPANCIES PRIOR TO BEGINNING OR CONTINUING WORK.
2. THERE WILL BE NO SUBSTITUTIONS, DELETIONS OR ADDITIONS WITHOUT APPROVAL OF THIS OFFICE.
3. SIZE OF PLANT MATERIAL IN THE CURRENT EDITION OF AMERICAN STANDARD FOR NURSERY STOCK FOR NUMBER ONE GRADE NURSERY STOCK AS ADOPTED BY THE AMERICAN ASSOCIATION OF NURSERYMEN AND AMERICAN NATIONAL STANDARDS INSTITUTE.
4. THE QUANTITIES ON THE SCHEDULE ARE ONLY A GUIDE. ALL QUANTITIES SHALL BE VERIFIED BY THE LANDSCAPE CONTRACTOR ON THE PLANTING PLAN.

1 Landscape Notes

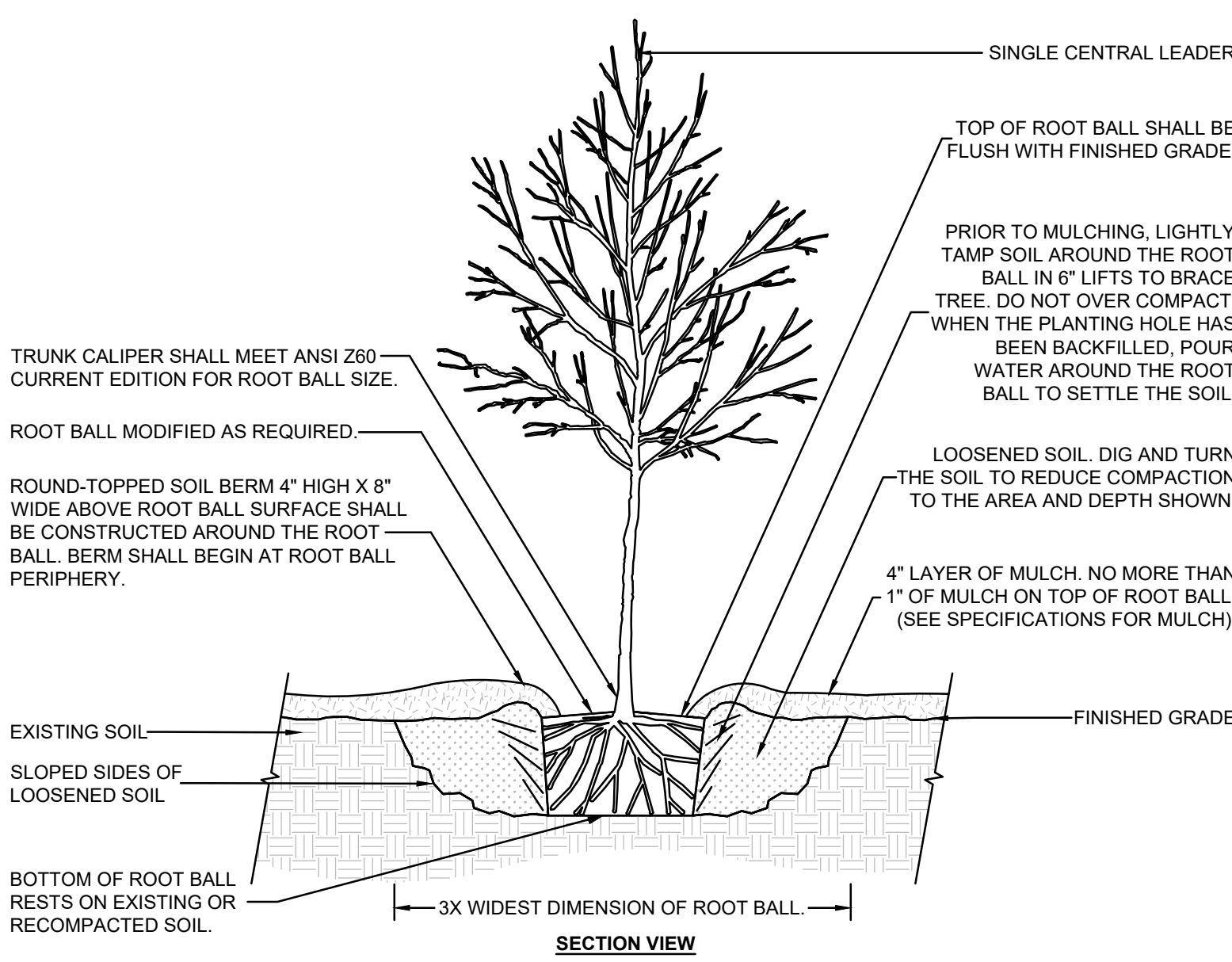
SCALE: NOT TO SCALE



- NOTES:**
1. SEE LANDSCAPE NOTES AND SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.
 2. EXCAVATE TRENCH BY HAND WITH SPADE.
 3. ADD EXCESS SOIL TO ADJACENT PLANT BED AFTER PULLING BACK EXISTING MULCH. RAKE SOIL AND SMOOTH BEFORE MULCHING.

2 Lawn Edge Detail

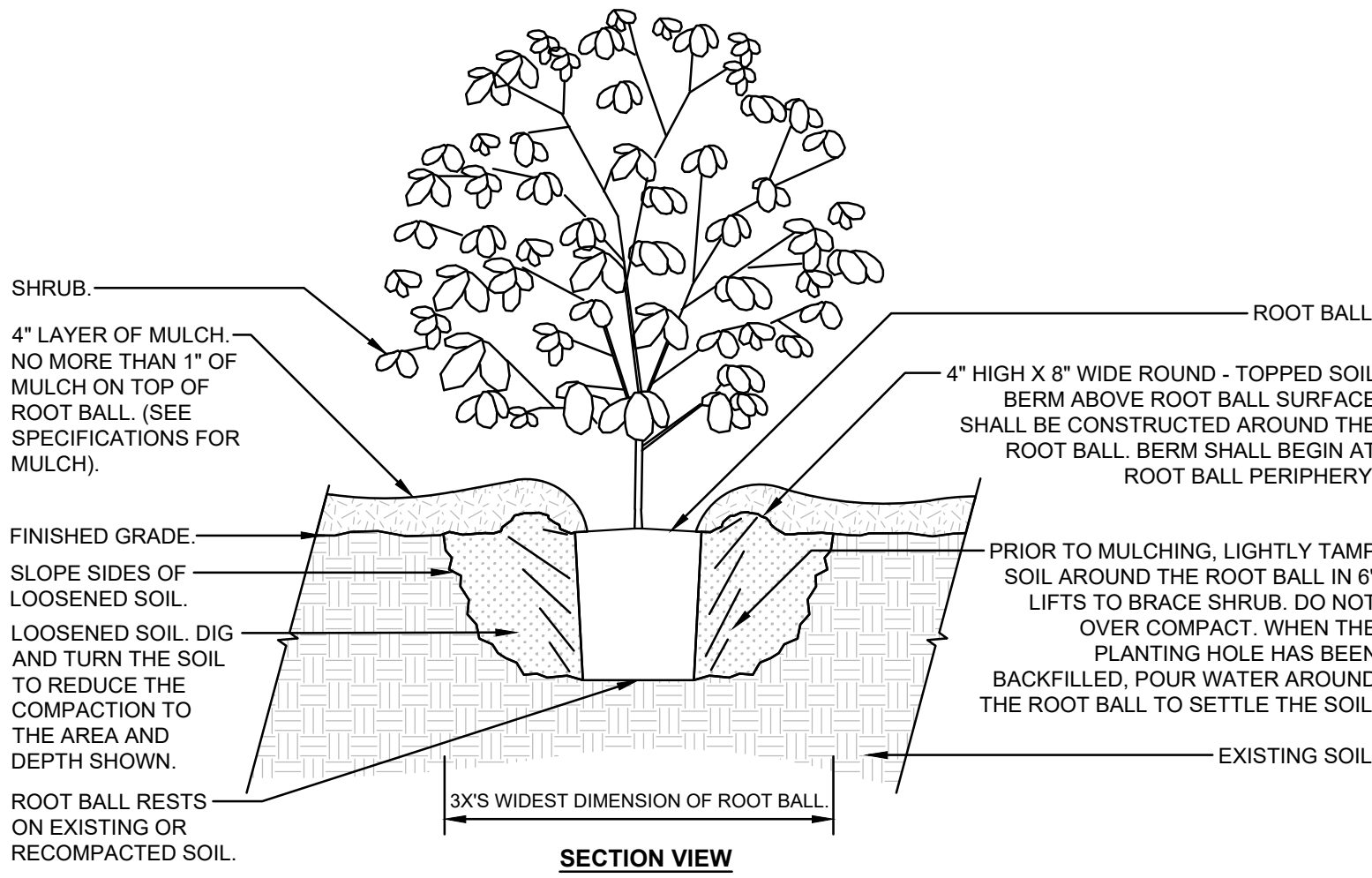
SCALE: NOT TO SCALE



- NOTES:**
1. SEE LANDSCAPE NOTES AND SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.

3 Tree With Berm - Existing Soil Unmodified

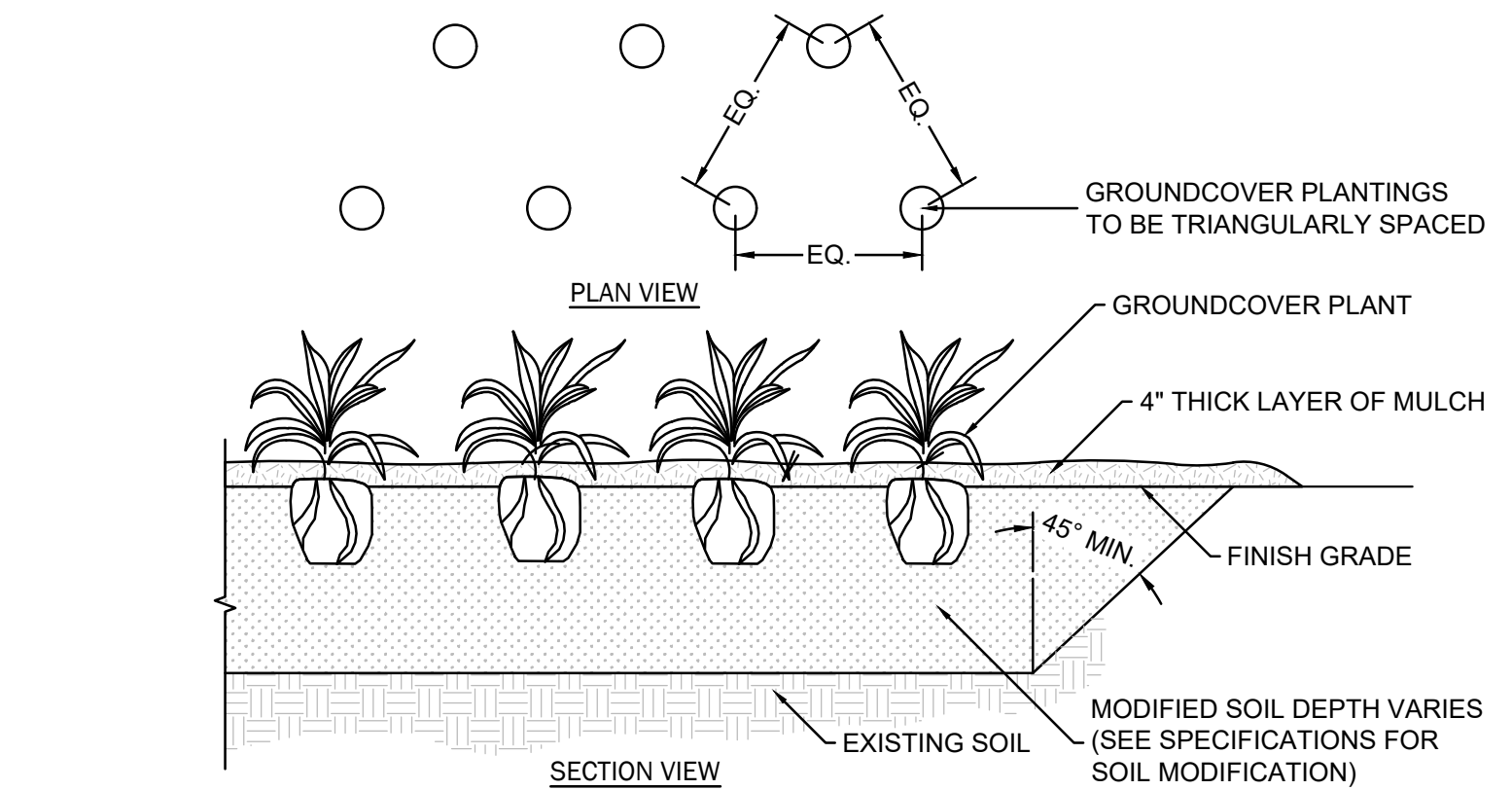
SCALE: NOT TO SCALE



- NOTES:**
1. SEE LANDSCAPE NOTES AND SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.

4 Shrub Planting - Unmodified Soil

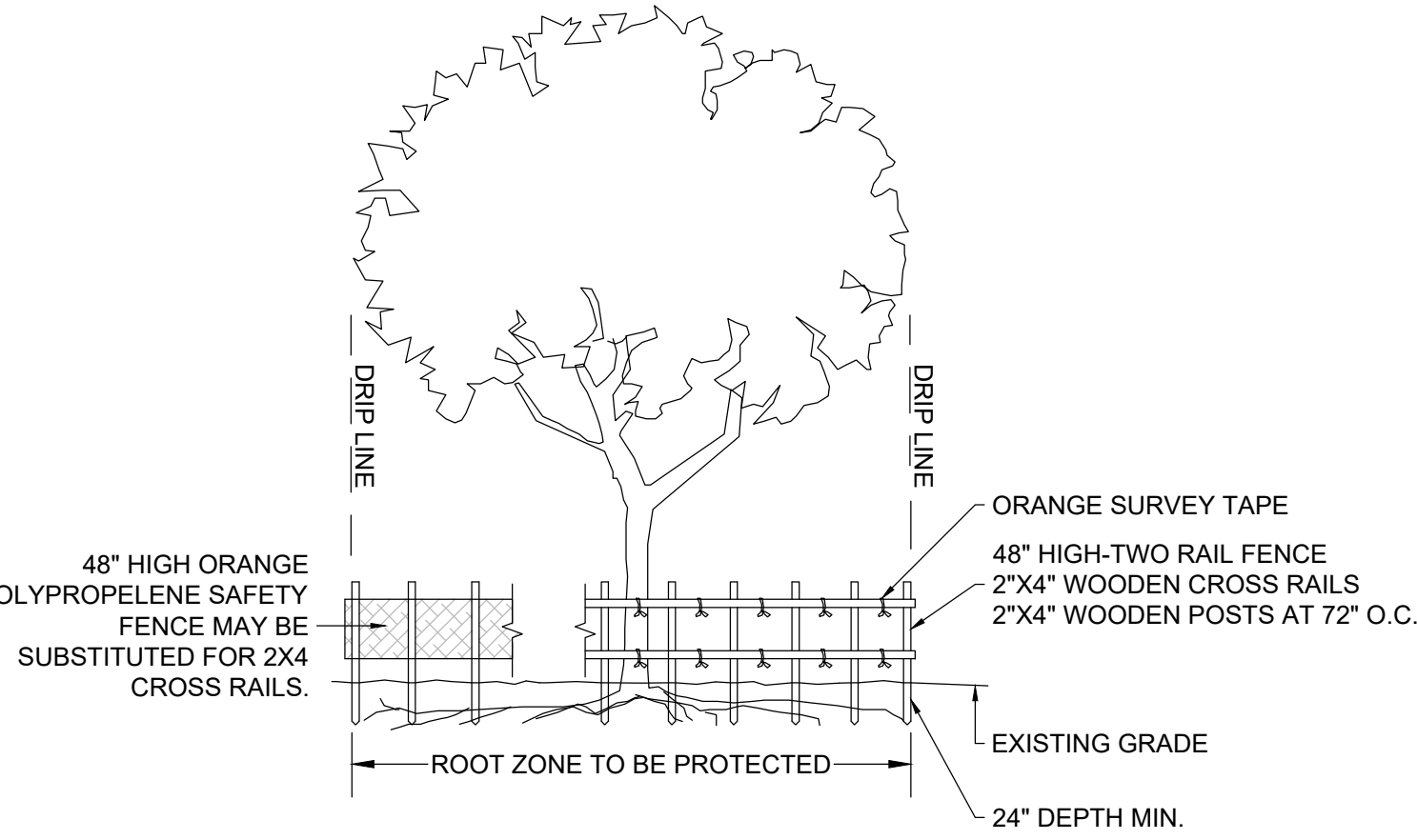
SCALE: NOT TO SCALE



- NOTES:**
1. SEE LANDSCAPE NOTES AND SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.
 2. SEE PLANT SCHEDULE FOR PLANT SPECIES, SIZE, AND SPACING DIMENSION.
 3. SMALL ROOTS (1/2\"/>

5 Groundcover / Ornamental Grass Planting Detail

SCALE: NOT TO SCALE



- NOTES:**
1. BARRICADES SHALL BE INSTALLED AROUND ALL TREES INDICATED ON THE PLANS ACCORDING TO THE FOLLOWING STANDARDS:
 - 1.1. WHERE POSSIBLE, LOCATE ALONG THE PERIMETER OF THE OUTER MOST SPREAD OF THE PROTECTED TREE'S BRANCHES (DRIP LINE).
 - 1.2. IN NO CASE SHALL THE TREE PROTECTION BE LOCATED LESS THAN A DISTANCE EQUAL TO THE DIAMETER OF THE TREE AT BREAST HEIGHT (IN INCHES) MULTIPLIED BY 6\"/>

6 Tree Protection Fence

SCALE: NOT TO SCALE

PLANT SCHEDULE				SIZE	HEIGHT	SPACING
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME			
CANOPY TREES						
	MT	7	MAGNOLIA GRANDIFLORA 'SOUTHERN CHARM' / TEDDY BEAR® SOUTHERN MAGNOLIA FWF / FTG	N/A	10' MIN	AS SHOWN
	NS	8	NYSSA SYLVATICA / TUPELO FWF	2" CAL	10'-12'	AS SHOWN
	QE	4	QUERCUS X 'CRIMSCHMIDT' / CRIMSON SPIRE™ OAK FWF	2" CAL	10'-12'	AS SHOWN
PARKING LOT TREES						
	QN	13	QUERCUS NUTTALLII / NUTTALL OAK FWF / 6' CT	2" CAL	12' MIN	AS SHOWN
UNDERSTORY TREES						
	AA	6	AMELANCHIER ARBOREA / DOWNY SERVICEBERRY FWF	N/A	8' MIN	AS SHOWN
	CA	11	CARPINUS CAROLINIANA / AMERICAN HORNBEAM FWF	N/A	8' MIN	AS SHOWN
	CC	4	CERCIS CANADENSIS / EASTERN REDBUD FWF / MS (3-5)	N/A	8' MIN	AS SHOWN
SHRUBS						
	AG	29	ABELIA X GRANDIFLORA / GLOSSY ABELIA	3 GAL	12"-18"	AS SHOWN
	DX	37	DISTYLIUM X 'PIIDIST-IV' / LINEBACKER DISTYLIUM	3 GAL	12"-18"	AS SHOWN
	FM	30	FOTHERGILLA MAJOR 'MOUNT AIRY' / MOUNT AIRY FOTHERGILLA	3 GAL	12"-18"	AS SHOWN
	ID	37	ILEX CORNUTA 'DWARF BURFORD' / DWARF BURFORD HOLLY	3 GAL	12"-18"	AS SHOWN
	IX	24	ILEX X 'MAGLAND' / OAKLAND HOLLY	3 GAL	12"-18"	AS SHOWN
	LG	40	LOROPETALUM CHINENSE / CHINESE FRINGE FLOWER	3 GAL	12"-18"	AS SHOWN
	VM	18	VIBURNUM OBOVATUM 'MRS. SCHILLER'S DELIGHT' / MRS. SCHILLERS DELIGHT WALTER'S VIBURNUM	3 GAL	12"-18"	AS SHOWN

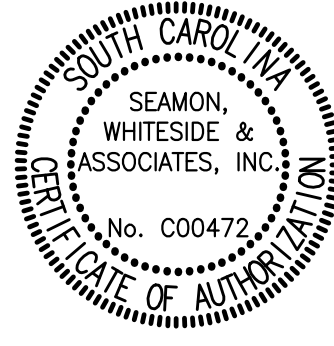
ABBREVIATIONS:		
B&B = BALLED & BURLAPPED	FTG = FULL TO GROUND	OC = ON-CENTER
BR = BARE ROOT MATERIAL	FWF = FULL WELL FORMED	RF = REFOLIATED
CAL = TRUNK CALIPER (MIN)	GAL = GALLON CONTAINER	SP = SPECIMEN MATERIAL
CT = CLEAR TRUNK	HC = HURRICANE CUT	TF = TREE FORM HABIT
ESP = ESPALIER	MS = MULTI-STEMMED TRUNK	TYP = TYPICAL

7 Plant Schedule

SCALE: NOT TO SCALE



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843.884.1667
GREENVILLE, SC
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843.972.0710
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REVISION HISTORY

A	04/17/26

PLANT
SCHEDULE &
DETAILS



CITY OF CLEMSON AGENDA ITEM REQUEST FORM

Requested By:
Jacob Peabody, Zoning and Codes Administrator

Date Submitted: 7/13/2026

Council Meeting Date: July 20, 2026

Type of Request: (Choose Only One)
Policy/Action

Agenda Item Summary: (brief for public information and posted agenda)
Consider 1st Reading of Proposed Text Amendment, Middle Housing Standards.

Agenda Item Detail: (expand as necessary for clarification)

The proposed amendment is intended to facilitate the development of middle housing by permitting townhomes and quadplexes in the RM-1 and RM-2 Two-family Residential Districts; architectural standards ensuring compatibility of scale and appearance are included in the draft. The proposal also establishes a new Middle Housing (MH) District in zoning standards to allow for greater density than permitted in the RM-1 and RM-2 Districts, and awards density bonuses for approved affordable housing developments. Some limited low-intensity commercial uses would, under very specific circumstances, be allowed in residential districts. The Planning Commission approved a positive recommendation to City Council on the proposed text amendment at their April 13, 2026 meeting, and a public hearing was held on July 6, 2026.

Middle housing is typically defined to include duplexes, triplexes, quadplexes, and townhomes; because they are neither single-family or truly multi-family, but really something in between, they're said to be in the 'middle'. In the past, middle housing was often either overlooked or made difficult to build by zoning rules and priorities focused elsewhere. Today, however, with the need for more affordable housing options a critical issue, communities around the nation have begun to assess their rules to be sure their future housing stock is something their citizens can both find and afford. And with rising land prices and development costs, duplexes, townhomes, and other middle housing components are proving to be among the most affordable options for future housing, particularly as walkable neighborhoods are increasingly prioritized. This proposed zoning text amendment, which resulted from a staff review conducted over several years, attempts to establish the basic conditions needed to facilitate the growth of middle housing in the City of Clemson.

Please note that the draft amendment consists of several elements intended to work as a piece in the effort to facilitate development of middle housing. First, the proposed changes will expand where middle housing can be developed by allowing townhomes and quadplexes in the RM-1 and RM-2 Districts. And, to ensure the development coming from this is compatible in scale and appearance, it establishes new architectural standards and mandates BAR approval.

The proposed amendment also establishes a new Middle Housing District (MH) in our zoning standards that will permit projects to have more density than the RM-1 and RM-2 Districts do. But, to help guarantee this district will not be attractive to student-oriented housing development, the district maintains an occupancy limit of 2, which as a reminder, matches the occupancy limit in our single-family residential districts. It should be emphasized that the proposed amendment will *only establish the new district as an option* for future use should the City wish to implement it – it does not add it anywhere on the zoning map.

Another important step taken by the draft is to create the option for affordable housing developments, which will be reviewed as Special Exceptions by the Board of Zoning Appeals. The draft formally establishes definitions based on HUD standards for affordability, and it creates the rules under which affordable housing projects will be reviewed. Density bonuses will be awarded to approved developments.

Finally, in an effort to respond to numerous calls from citizens for small, local neighborhood businesses, the proposed amendment allows for the introduction of limited, low-intensity commercial uses in residential districts. Building size, lighting, signage, access and parking are addressed to ensure compatibility with the surrounding neighborhood, and the BAR will approve all new construction. The goal is to enable the establishment of a small bodega or specialty shop or professional service that is walkable for neighbors but has limited impacts on the surrounding area.

The Planning Commission approved a positive recommendation to City Council on the proposal at their April 13, 2026 meeting, and a public hearing was held on July 6, 2026.

CODE OF ORDINANCES

CHAPTER 19 ZONING (1)

ARTICLE I . ADOPTION AND INTERPRETATION

Sec. 19-107. Definitions.

Adult day care facility See *Child day care facility*.

Affordable Housing Development means a development in which 25% of the residential units are Affordable Unit's

Affordable Unit means a housing unit occupied by low or very low income households, where the payment of monthly housing cost is no more than thirty (30) percent of adjusted gross annual income of the occupants. Unit must be monitored by a city-recognized housing authority.

Aggrieved party means a person who has a substantial interest in any decision of the Zoning and Codes Administrator, the board of zoning appeals, or the appearance review board, and who has a right of appeal pursuant to S.C. Code §§ 6-29-800, 6-29-820, or 6-29-920, as and if amended

...

Lot width means the mean horizontal distance between the side lot lines of a lot measured at right angles to the depth; or the same distance measured at a point midway between the front lot line and rear lot line; or at the rear line of the required front setback (building line), especially on irregularly shaped lots.

Low Income Household means a household making less than 80% AMI (Area Median Income).

Maintained foot-candles means luminous intensity of lighting fixtures adjusted for a maintenance factor accounting for dirt build-up and lamp output depreciation. The maintenance factor used in the design process to account for this depreciation cannot be lower than 0.72 for high-pressure sodium and 0.64 for metal halide and mercury vapor.

...

Modular building means a building of closed construction, other than a mobile home or manufactured home, constructed off-site in accordance with the applicable codes and transported to the point of use for installation or erection, as defined in S.C. Code, § 23-43-20(2), as amended, and which is certified by the South Carolina Building Codes Council in accord with S.C. Code § 23-43-80, as amended, and which bears evidence of such certification by attachment of a label issued by the South Carolina Building Codes Council.

Monthly Housing Cost means the total monthly cost of rent or mortgage payment, home insurance and property taxes.

Monument sign means a freestanding ground sign supported by an internal structural framework or structurally integrated into landscaping or other solid structural features generally having a low profile with no open space between the ground and the sign. This sign is designed to incorporate design and building materials which complement the architectural theme of the buildings on the premises.

...

Principal structure or use means a structure or use which is significant or primary rather than accessory.

Professional Services or Office (In Residential Districts) means specialized services provided by an expert, consultant, or licensed professional. Examples include, but are not limited to, a lawyer, accountant, massage therapist, financial advisor, or art instructor.

...

Residential care facility means a facility that provides primarily nonmedical resident services to individuals in need of personal assistance essential for sustaining the activities of daily living, or for the protection of the individual, excluding members of the resident family or persons employed as facility staff, on a 24-hour-a-day basis.

Retail Store means an establishment primarily engaged in the sale or rental of new or used goods, merchandise, and consumer services directly to the end consumer for personal, household, or business use. This term includes, but is not limited to, shops selling groceries, clothing, electronics, and furniture. For the purposes of these standards, retail stores cannot include a drive-through.

...

Vehicular use area means any area used for movement, circulation, parking and/or display of any type of vehicle, including but not limited to parking lots, loading and unloading areas and sales service areas. Driveways and parking spaces serving detached single-household dwellings are exempt from this definition.

Very Low Income Household means a household making less than fifty (50) percent of AMI (Area Median Income).

Veterinary services means a place where animals or pets commonly kept in a residential dwelling are given medical or surgical treatment with indoor boarding of animals limited as an accessory use. (Also includes the term "animal hospital.")

ARTICLE III. RESIDENTIAL DISTRICTS AND DISTRICT REGULATIONS

DIVISION 1. RESIDENTIAL DISTRICTS

Sec. 19-301. Residential districts described.

...

I. MH, Middle Housing residential district. The purpose of the MH residential district is to establish conditions where naturally occurring affordable and attainable housing can be created by developers without the need of government subsidies. This district allows for higher density development while keeping occupancy levels low to encourage housing for non-student residents. Housing constructed in this district is not intended to be rented by the bed, but must be rented by unit.

ARTICLE III. RESIDENTIAL DISTRICTS AND DISTRICT REGULATIONS

DIVISION 1. RESIDENTIAL DISTRICTS

Table 19-302. Table of Uses for Residential Districts

				P = Permitted Use C = Conditional Use SE = Special Exception Dash (-) = Use not Permitted								
USE CATEGORY	USE TYPE	NAICS CODE	R-20	R-12	R-7	RM-1	RM-2	RM-3	RM-3.5	RM-4	MH	C/SE Reference
A.	B. RESIDENTIAL USES											
Single-Family Residential Dwelling	Single-family Dwelling	NA	P	P	P	P	P	P	C	P	P	
	Manufactured Home	NA	-	-	-	-	C	-	-	-	-	

Two-Family Residential Dwelling	Duplex Dwelling	NA	–	-	C	P-C	P-C	P	C	P	C	
Residential Developments, Various	Patio Home Development	NA	–	–	C	C	C	C	C ²	C	C	See Endnote 2
	Zero-Lot-Line Development	NA	–	–	C	C	C	C	C ²	C	C	See Endnote 2
	Conservation Development	NA	SE ²	SE ²	SE ²	C ²	C ²	C ²	C ³	C ²	-	See Endnotes 2,3,4
	Townhouse Development	NA	--	-	C	C	C	C	C	C	C	
	Multi-family Development	NA	–	-	C	C	C	C	C	C	C	
	Affordable Housing Development	NA	-	-	SE	SE	SE	SE	-	SE	SE	
Group Homes	Group Home including Group Home for Young Adults Transitioning out of Foster Care	6232 62399 07	SE	SE	SE	SE	SE	C	C	C	C	See Endnote 4
	Group Home for the Care of Individuals with Physical Handicaps and/or Special Needs	6232 10 6239 90	SE	SE	SE	SE	SE	C	C	C	C	See Endnote 4
B. OTHER USES												
Amenity and Support Uses Serving a Neighborhood or Residential Complex	Private Recreational Facilities Serving a Neighborhood or Residential Complex, (new development)	NA	C	C	C	C	C	C	C	C	C	
	Private Recreational Facilities Serving a Neighborhood or Residential Complex, (existing development)	NA	SE ⁶	SE ⁶	SE	SE ⁶	SE ⁶	SE ⁶	SE ⁶	SE ⁶	C	See Endnote 5
	Storage of Watercraft and Utility Trailers on Commonly Owned Property	NA	–	–	–	–	–	C	C	C	C	
	Management Office, Serving a Duplex, Townhouse, or Multi-Family Development	5311 10	–	–	–	C	C	C	C	C	C	
Public Utilities	Electric Power Generation, Transmission and Distribution (Minor)	2211	P	P	P	P	P	P	P	P	P	
	Natural Gas Distribution (Minor)	2212	P	P	P	P	P	P	P	P	P	

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	Water, Sewage and Other Systems (Major), Including Water Towers, but Excluding Treatment Facilities	2213	C	C	C	C	C	C	C	C	C	
	Water, Sewage and Other Systems (Minor), including pump/lift stations	2213	P	P	P	P	P	P	P	P	P	
Public Services	Telecommunication Facilities	517	SE	SE	SE	SE	SE	SE	SE	SE	SE	
Nursing Residential Care Facilities	Nursing Care Facilities	6231 10	-	-	-	-	-	C	C	C	C	
	Community Care Facilities for the Elderly	6233 1	-	-	C	C	C	C	C	C	C	
Educational Services	Kindergarten (with Academic Program) and Elementary & Secondary Schools	6111	SE	SE	SE	SE	SE	SE	C	SE	C	
Religious, Civic, and Similar Organizations	Religious Organizations (expansion on existing land) ⁷	8131	C	C	C	C	C	C	C	C	C	See Endnote 6
	Religious Organizations (expansion of land assemblage)	8131	SE	SE	SE	C	C	C	C	C	C	See Endnote 6
	Religious Organizations (new) ⁷	8131	SE	SE	SE	SE	SE	SE	SE	SE	C	See Endnote 6
Public Recreational Facilities	Public Recreational Facilities, Passive	NA	P	P	P	P	P	P	P	P	P	
	Public Recreational Facilities, Active	NA	SE	SE	SE	C	C	C	C	C	C	
General Government	Library, Public	5191 20	SE	SE	SE	SE	SE	SE	C	SE	P	
	Public Safety Facilities (including Police, Fire, and EMS, but excluding jails and detentions centers)	9221 20 9221 60	SE	SE	SE	SE	SE	SE	C	SE	SE	
Other Services	Cemetery (excluding crematory)	8122 20	SE	SE	SE	SE	SE	SE	SE	SE	SE	
	Retail Store		SE	SE	SE	SE	SE	SE	SE	SE	SE	
	Professional Services or Office		SE	SE	SE	SE	SE	SE	SE	SE	SE	

ARTICLE III. RESIDENTIAL DISTRICTS AND DISTRICT REGULATIONS
DIVISION 1. RESIDENTIAL DISTRICTS

Table 19-303. Table of Accessory Uses for Residential Districts

			P = Permitted Use C = Conditional Use SE = Special Exception Dash (-) = Use not Permitted										
USE CATEGORY	USE TYPE	NAICS CODE	R-20	R-12	R-7	RM -1	RM -2	RM -3	RM-3.5	RM-4	MH	C/SE Reference	
A. RESIDENTIAL ACCESSORY USES AND/OR STRUCTURES													
Residential Accessory Uses and/or Structures	Apartment (within principal structure)	NA	C	C	C	C	C	C	C	C	C		
	Adult Care Services, Family Adult Care Home, 6 or Fewer Clients	624120	C	C	C	C	C	C	C	C	C		
	Adult Care Services, Group Adult Care Home 7 to 12 Clients	624120	-	-	-	C	C	C	C	C	C		
	Bed & Breakfast Inn	721191	SE	SE	SE	C	C	C	C	C	C		
	Childcare Services, Family Child Care Home, 6 or Fewer Children	624410	C	C	C	C	C	C	C	C	C		
	Childcare Services, Group Child Care Home 7 to 12 Children	624410	-	-	C	C	C	C	C	C	C		
	Cultivation of Land, Noncommercial	NA	C	C	C	C	C	C	C	C	C		
	Customary & Typical Structures/Uses (Non-habitable) including non-commercial greenhouses, garages and storage buildings	NA	C	C	C	C	C	C	C	C	C		
	Detached Garage (non-habitable/non-commercial, serving townhouse/multi-family dwellings)	NA	-	-	-	-	-	C	C	C	C		
	Equipment for Solar Energy Generation	NA	C	C	C	C	C	C	C	C	C		
	Fences and Walls	NA	C	C	C	C	C	C	C	C	C		
	Guest Cottage	NA	C	C	C	C	C	C	C	C	C		
	Home Occupations	NA	C	C	C	C	C	C	C	C	C		
	Honey Bees, including offsite or online sale of honey (excluding beekeepers selling bees, queens, nuclei, etc.)	112910	C	C	C	-	-	-	-	-			
Keeping of Chickens	NA	C	C	C	C	C	C	C	C	C			

	Keeping of Livestock (except chickens)	NA	SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	
	Parking Structure, Freestanding	812930	SE	SE	SE	SE	SE	C	C	C	C	C	See Section 19-303 Endnote 2
	Private Recreational Facilities (swimming pools, hot tubs, tennis courts, etc)	NA	C	C	C	C	C	C	C	C	C	C	
	Short-term Rentals	NA	C	C	C	C	C	C	C	C	C	C	
	Retail Store		SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	
	Professional Services or Office		SE	SE	SE	SE	SE	SE	SE	SE	SE	SE	

ARTICLE III. RESIDENTIAL DISTRICTS AND DISTRICT REGULATIONS**DIVISION 1. RESIDENTIAL DISTRICTS****Table 19-304. Density, Bulk, and Dimensional Requirements and Standards for Residential Districts.**

USE		DISTRICTS									
		R-20	R-12	R-7	RM-1	RM-2	RM-3	RM-3.5	RM-4	MH	Reference
	A. RESIDENTIAL USES										
	1. Single-Family Residential Dwelling										
	a. Single-Family Dwelling										
1)	Tract area required, min. (acres)	NA	NA	NA	NA	NA	NA	2	NA	NA	
2)	Lot area, min. (square footage)	20,000'	12,000'	7,000'	7,000'	7,000'	6,000'	NA	3,000'	7,000	
3)	Lot width at front building line, min.	100'	80'	60'	60'	60'	50'	40'	40'	NA	
4)	Front setbacks, min.	25'	25'	25'/15' ²	25'/ 15' ²	25'/15' ²	25'/ 15' ²	25'/15' ²	25'/ 15' ²	10'	See Section 19-304 Endnote 2
5)	Side setbacks, min.	10'	10'	8'	8'	8'	5'	5'	5'	8'	

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	R-20	R-12	R-7	RM-1	RM-2	RM-3	RM-3.5	RM-4	MH	Reference
6) Rear setbacks, min.	40'	40' ³	15	15'	15'	15'	15'	15'	8'	See Section 19-304 Endnote 3
7) Dwelling occupancy	2	2	2	2	2	3	3	4	2	
8) Structure height, max. In stories	35' 3	35' 3	35' ⁵ 3	35' 3	35' 3	35' 3	35' 3	35' 3	3	See Section 19-304 Endnote 5
9) Lot area coverage, max. (percentage)	40 / 30	40 / 30 ⁴								See Section 19-304 Endnote 4
b. Manufactured Home										
1. Lot area, min. (square footage)					7,000'					
2. Lot width at front building line, min.					65'					
3. Front setbacks, min.					25'					
4. Side setbacks, min.					8'					
5. Rear setbacks, min.					15'					
6. Dwelling occupancy, max.					2					
7. Structure height, max.					35'					
2. Two-Family Residential Dwelling										
a. Duplex Dwelling										
1. Development tract requirements										
a. Tract area required, min. (acres)				NA	NA	NA	2	NA	NA	
b. Density, max. (structures/acre)				5	5	6	7	10	10	
c. Structure spacing				16'	16'	16'	16'	16'	16"	
d. Front setback, min overall site				25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	Endnote 2
e. Side setback, min overall site				8'	8'	8'	8'	8	8	
f. Rear setback, min				15'	15'	15'	15'	15'	15'	

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	R-20	R-12	R-7	RM-1	RM-2	RM-3	RM-3.5	RM-4	MH	Reference
overall site										
g. Structure <u>height</u>				35'	35'	35'	35'	35'	35'	
h. Dwelling occupancy, max.			2	2	2	3	3	4	2	
2. Development requirements for individual lots										
a. Lot area, min. (square footage)			7,000'	8,000'	8,000'	7,000'	6,000'	4,000'	4,000'	
b. Lot width at front building line, min.			70'	75'	75'	70'	50'	50	50	
c. Front setbacks, min.			25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	Endnote 2
d. Side setbacks, min.			8'	8'	8'	8'	8'	8	8	
e. Rear setbacks, min.			15'	15'	15'	15'	15'	15'	15'	
f. Dwelling occupancy, max.			2	2	2	3	3	4	2	
g. Structure <u>height</u> , max. <u>In stories</u>			3	3 5 ' 3	3 5 ' 3	3 5 ' 3	3 5 ' 3	3 5 ' 3	3	
h. Conditional Use Standards [RM-3.5 District Only]										See Section 19-309
3. Residential Developments, Various ¹¹										
a. Patio Home Development										Endnote 11
1. Development tract requirements										
a. Tract Acreage, min.				4	4	4	2	4		
b. Density ⁶ , max. (dwellings/acre)				10	10	14	17	21	21	Endnote 6
c. Front setbacks, min. for overall site				25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	Endnote 2
d. Side setbacks, min. for overall site				10'	10'	10'	10'	10'	10'	
e. Structure spacing, side				10' 1-story 16' 2-story	10' 1-story 16' 2-story	10' 1-story 16' 2-story	10' 1-story 16' 2-story	10' 1-story 16' 2-story	10' 1-story 16' 2-story	
f. Rear setbacks, min. for overall site				15'	15'	15'	15'	15'	15'	
g. Structure spacing, rear				30'	30'	30'	30'	30'	30'	
h. Dwelling occupancy, max.				2	2	3	3	4	2	
i. Structure <u>height</u> , max.				3 5 ' 3	3 5 ' 3	3 5 ' 3	3 5 ' 3	3 5 ' 3	3	
2. Development requirements for individual lots										
a. Lot area per dwelling unit ⁷ , min. (square footage)				4,000'	4,000'	3,000'	2,500'	2,000'	3,000' 2,000'	Endnote 7
b. Lot width at front				None	None	None	None	None	None	

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	R-20	R-12	R-7	RM-1	RM-2	RM-3	RM-3.5	RM-4	MH	Reference
building line, min.										
c. Front setbacks, min.				25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	
d. Side setbacks, min.				5' 1-story 8' 2-story	5' 1-story 8' 2-story	5' 1-story 8' 2-story	5' 1-story 8' 2-story	5' 1-story 8' 2-story	5' 1-story 8' 2-story	
e. Rear setbacks, min.				15'	15'	15'	15'	15'	15'	
f. Dwelling occupancy, max.				2	2	3	3	4	2	
g. Structure height, max in stories				35' 3	35' 3	35' 3	35' 3	35' 3	3	
3. Conditional Use Standards [RM-1, RM-2, RM-3, & RM-4 Districts Only]										See Section 19-305
4. Conditional Use Standards [RM-3.5 District Only]										See Section 19-309
5. Conditional Use Standards [R-7, MH, RM-1, RM-2, RM-3, & RM-4 Districts Only]										See Section 19-305
6. Conditional Use Standards [RM-3.5 District Only]										See Section 19-309
b. Zero-Lot-Line Development										Endnote 11
1. Development requirements for individual lots										
a. Lot width at front building line, min.				None	None	None	None	None		
b. Lot area per dwelling unit ⁷ , min. (square footage)				4,000'	4,000'	3,000'	2,500'	2,000'		Endnote 7
c. Front setbacks, min.				25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²		Endnote 2
d. Side setbacks ⁸ , min.				0'/5' 1-story 0'/8' 2-story	0'/5' 1-story 0'/8' 2-story	0'/5' 1-story 0'/8' 2-story	0'/5' 1-story 0'/8' 2-story	0'/5' 1-story 0'/8' 2-story		Endnote 8
e. Rear setbacks, min.				15'	15'	15'	15'	15'		
f. Dwelling occupancy, max.				2	2	3	3	4		
g. Structure height, max in stories				35' 3	35' 3	35' 3	35' 3	35' 3		
2. Conditional Use Standards [RM-1, RM-2, RM-3, & RM-4 Districts]										See Section 19-305

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USE	DISTRICTS									
	R-20	R-12	R-7	RM-1	RM-2	RM-3	RM-3.5	RM-4	MH	Reference
3. Conditional Use Standards [RM-3.5 District Only]										See Section 19-309
c. <u>Conservation Development</u>										Endnote
1. Conditional Use Standards [R-7, MH, RM-1, RM-2, RM-3, & RM-4]										See Section 19-305
2. Conditional Use Standards [RM-3.5 District Only] ⁹										Endnote
3. <u>Special Exception</u> Standards [R-20 & R-12 Districts Only]										See Section 19-305
d. Townhouse Development										Endnote
	1. Development tract requirements									
a. Tract area required, min.(acres)						NA	2	NA	NA	
b. Density, max. (dwelling units/acre						21	29	29	29	
c. Front setbacks, min. for overall site						25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	Endnote 2
d. Side setbacks, min. for overall site						0' interior; 15' exterior	0' interior; 15' exterior	0' interior; 15' exterior	0' interior; 15' exterior	
e. Rear setbacks, min. for overall site						15'	15'	15'	15'	
f. Impervious surface coverage, max.						60%	60%	60%	60%	
g. Open space requirements, min						25%	25%	25%	25%	
h. Common open space requirements, min.						3%	4%	4%	4%	
i. Building spacing, min.						30'	30'	30'	30'	
j. Dwelling occupancy, max						3	3	4	2	
k. Structure height, max Stories						40'-3	40'-3	40'-3	3	
2. Development requirements for individual lots/dwellings										
a. Lot area, min(square footage)			3,500	3,500	3,500	2,000	1,500	1,500	1,500	

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USE	DISTRICTS									
	R-20	R-12	R-7	RM-1	RM-2	RM-3	RM-3.5	RM-4	MH	Reference
b. Front Setbacks, min			25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	25'/15' ²	See Section 19-304 Endnote 2
c. Side setbacks, min.			0' interior; 15' exterior	0' interior; 15' exterior	0' interior; 15' exterior	0' interior; 15' exterior	0' interior; 15' exterior	0' interior; 15' exterior	0' interior; 15' exterior	
d. Rear setbacks, min.			15'	15'	15'	15'	15'	15'	15'	
e. Dwelling occupancy, max			2	2	2	3	3	4	2	
f. Structure height, max Stories			3	3	3	40' 3	40' 4	40' 4	3	
3. Conditional Use Standards <i>[RM-3 & RM-4 Districts Only]</i>										See Section 19-305
4. Conditional Use Standards <i>[RM-3.5 District Only]</i>										See Section 19-310
e. Multi-Family Development										Endnote 11
1. Development tract requirements										
a. Tract area required, min. (acres)							2			
b. Lot width at front building line, min.						80'	80'	80'	80'	
c. Density, max. (bedrooms/acre)						48 25	See Section 19-311	56		See Section 19-311
d d. Density, max units per/acre									40	
d e. Impervious surface coverage, max.						60%	60%	60%	60%	
e f. Open space requirements, min.						25%	25%	25%	25%	
f g. Common open space requirements, min.						3%	4%	4%	4%	
g h. Building spacing, min.						30'	30'	30'	30'	

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USE	DISTRICTS									
	R-20	R-12	R-7	RM-1	RM-2	RM-3	RM-3.5	RM-4	MH	Reference
h i. Front setbacks, min. (exterior)						15'	15'	15'	15'	
i j. Side setbacks, min. (exterior)						15'	15'	15'	15'	
j k. Rear setbacks, min. (exterior)						25'	25'	25'	25'	
k l. Dwelling occupancy, max.						3	4	4	2	
l m. Structure <u>height</u> , max in stories						40' 3	See Section 19-311	40' 4	3	See Section 19-311
2. Development requirements for individual lots										
a. Lot area, min. (square footage)			8,000'	8,000'	8,000'	6,000'	3,000	3,000'	7,000	
b. Lot width at front building line, min.			60'	60'	60'	50'	40'	40'	NA	
c. Front setbacks, min.			25'/15' ²	25'/ 15' ²	25'/15' ²	25'/ 15' ²	25'/15' ²	25'/ 15' ²	10'	
d. Side setbacks, min.			8'	8'	8'	5'	5'	5'	8'	
e. Rear setbacks, min.			15	15'	15'	15'	15'	15'	8'	
f. Dwelling occupancy			2	2	2	3	3	4	2	
g. Structure height, max. in stories			3	3	3	3	NA	4	3	
h. Lot area coverage, max. (percentage)										
f. Affordable Housing Developments										Board of Zoning Appeals (BZA) to set dimensional standards
1. All Dimensional Standards	All Dimensional Standards set by the BZA in conformance with Special Exception Standards									
g. Retail Stores										
1. Tract area required, min. (acres)	20,000'	12,000'	7,000'	7,000'	7,000'	6,000'	NA	3,000'	7,000	
2. Lot area, min. (square footage)	20,000'	12,000'	7,000'	7,000'	7,000'	6,000'	NA	3,000'	7,000	
3. Lot width at front building line, min.	100'	80'	60'	60'	60'	50'	40'	40'	NA	
4. Front setbacks, min.	25'	25'	25'/15' ²	25'/ 15' ²	25'/15' ²	25'/ 15' ²	25'/15' ²	25'/ 15' ²	10'	
5. Side setbacks, min.	10'	10'	8'	8'	8'	5'	5'	5'	8'	
6. Rear setbacks, min.	40'	40' ³	15	15'	15'	15'	15'	15'	8'	

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USE	DISTRICTS									
	R-20	R-12	R-7	RM-1	RM-2	RM-3	RM-3.5	RM-4	MH	Reference
7. Dwelling occupancy	2	2	2	2	2	3	3	4	2	
8. Structure height, max. in stories	3	3	3	3	3	3	3	3	3	
9. Lot area coverage, max. (percentage)	40 / 30	40 / 30 ⁴								
h. Professional Services or Offices										
1. Tract area required, min. (acres)	20,000'	12,000'	7,000'	7,000'	7,000'	6,000'	NA	3,000'	7,000	
2. Lot area, min. (square footage)	20,000'	12,000'	7,000'	7,000'	7,000'	6,000'	NA	3,000'	7,000	
3. Lot width at front building line, min.	100'	80'	60'	60'	60'	50'	40'	40'	NA	
4. Front setbacks, min.	25'	25'	25'/15' ²	25'/ 15' ²	25'/15' ²	25'/ 15' ²	25'/15' ²	25'/ 15' ²	10'	
5. Side setbacks, min.	10'	10'	8'	8'	8'	5'	5'	5'	8'	
6. Rear setbacks, min.	40'	40' ³	15	15'	15'	15'	15'	15'	8'	
7. Dwelling occupancy	2	2	2	2	2	3	3	4	2	
8. Structure height, max. In stories	3	3	3	3	3	3	3	3	3	

4. Group Homes										
a. Group Home										
1. Lot area, min. (acres)	1	1	1	1	1	1	1	1	1	
2. Lot width at front building line, min.	150'	150'	150'	150'	150'	150'	150'	150'	150'	
3. Front setbacks, min.	40'	40'	40'	40'	40'	40'	40'	40'	40'	
4. Side setbacks, min.	40'	40'	40'	40'	40'	40'	40'	40'	40'	
5. Rear setbacks, min.	40'	40'	40'	40'	40'	40'	40'	40'	40'	
6. Structure <u>height</u> , max.	35'	35'	35'	35'	35'	35'	35'	35	35	
7. Impervious surface coverage, max.	30%	30%	30%	30%	30%	30%	30%	30%	30%	
8. Conditional Use Standards [RM-3, RM-3.5, & RM-4 Districts only]										See Section 19-305
9. Special Exception Standards [R-20, R-12, R-7 , MH , RM-1, & RM-2 Districts only]										See Section 19-305
b. Group Home for the Care of Individuals with Physical Handicaps and/or Special Needs										
1. Conditional Use Standards [RM-3, RM-3.5, & RM-4 Districts only]										Subject to the requirements of

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										SC Code of Laws, Section 6-29-770, is and if amended
2. Special Exception Standards <i>[R-20, R-12, RM-1, & RM-2 Districts only]</i>										Subject to the requirements of SC Code of Laws, Section 6-29-770, as and if amended
B. OTHER USES										
1. Amenity and Support Uses Serving a Neighborhood or Residential Complex										
a. Private Recreational Facilities Serving a Neighborhood or Residential Complex										
1. Lot area, min. (square footage)	20,000'	12,000'	7,500'	7,500'	7,500'	7,500'	6,000'	6,000'	6,000'	
2. Lot width at front setback line, min.	100'	80'	60'	60'	60'	60'	50'	50'	50'	
3. Front setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
4. Side setbacks, min.	10'	10'	10'	10'	10'	10'	10'	10'	10'	
5. Rear setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
6. Structure <u>height</u> , max.	35'	35'	35'	35'	35'	35'	35'	35'	35'	
7. Lot area coverage, max.	45%	45%								
8. Conditional Use Standards for New Developments <i>[All Residential Districts]</i>										See Section 19-305
9. Special Exception Standards for Facilities Serving an Existing Development/Neighborhood Not Previously Deeded to a Homeowners Association <i>[All Residential Districts]</i>										See Section 19-305
b. Storage of Watercraft and Utility Trailers on Commonly Owned Property										
1. Conditional Use Standards <i>[RM-3, RM-3.5, and RM-4 Districts only]</i>										See Section 19-305
c. Management Office Serving a Duplex, Townhouse, or Multi-family Development										
1. Conditional Standards <i>[RM-1, RM-2, RM-3, RM-3.5, and RM-4 Districts]</i>										See Section 19-304-A.3.
2. Public Utilities										
a. Electric Power Generation, Transmission and Distribution (Minor)										
1. Front setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
2. Side setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
3. Rear setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
4. Structure <u>height</u> , max.	35'	35'	35'	35'	35'	35'	35'	35'	35'	
b. Natural Gas Distribution (Minor)										

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1. Front setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
2. Side setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
3. Rear setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
4. Structure <u>height</u> , max.	35'	35'	35'	35'	35'	35'	35'	35'	35'	
c. Water, Sewage and Other Systems (Major), including water towers but excluding treatment facilities										
1. Front setbacks, min.	50'	50'	50'	50'	50'	50'	50'	50'	50'	
2. Side setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
3. Rear setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
4) Structure <u>height</u> max.	Set by the Zoning and Codes Administrator upon receipt and review of the Project Engineer's Report									
5. Conditional Use Standards <i>[All Districts]</i>										See Section 19-305
d. Water, Sewage and Other Systems (Minor), including pump/lift stations										
1. Front setbacks, min.	50'	50'	50'	50'	50'	50'	50'	50'	50'	
2. Side setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
3. Rear setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
4) Structure <u>height</u> max.	35'	35'	35'	35'	35'	35'	35'	35'	35'	
3. Public Services										
a. Telecommunication Facilities										
1) Special Exception Conditions [All Residential Districts]										See ARTICLE VI. DIVISION 3.
4. Nursing Residential Care Facilities										
a. Nursing Care Facilities										
1. Lot area, min. (acres)						2	2	2	2	
2. Lot width at front building line, min.						150'	150'	150'	150'	
3. Front setbacks, min.						50'	50'	50'	50'	
4. Side setbacks, min.						25'	25'	25'	25'	
5. Rear setbacks, min.						40'	40'	40'	40'	
6. Structure <u>height</u> , max <u>in stories</u>						35' 3	35' 3	40' 4	3	
7. Conditional Use Standards <i>[RM-3, RM-3.5, & RM-4 Districts Only]</i>										See Section 19-305
b. Community Care Facilities for the Elderly										
1. Lot area, min. (acres)				1	1	1	1	1	1	

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2. Lot area per <u>dwelling unit</u> ⁷ , min. (square footage)				4,000'	4,000'	4,000'	4,000'	4,000'	4,000'	Endnote 7
3. Density ⁶ , max. (dwellings/acre)				11	11	14	17	21	11	Endnote 6
4. Lot width at front building line, min.				100'	100'	100'	100'	100'	100'	
5. Front setbacks, min.				25'	25'	25'	25'	25'	25'	
6. Side setbacks, min.				10'	10'	10'	10'	10'	10'	
7. Rear setbacks, min.				25'	25'	25'	25'	25'	25'	
8. Structure <u>height</u> , max.				35'	35'	35'	35'	35'	35'	
9. Residential <u>occupancy</u> , max.				2	2	3	4	4	2	
10. Conditional Use Standards [RM-1, RM-2, RM-3, RM-3.5, & RM-4 Only]										See Section 19-305
5. Educational Services										
a. Kindergarten (with Academic Program) and Elementary & Secondary Schools										
1. Lot area, min. (acres)	5	5	5	5	5	5	5	5	5	
2. Front setbacks, min.	50'	50'	50'	50'	50'	50'	50'	50'	50'	
3. Side setbacks, min.	50'	50'	50'	50'	50'	50'	50'	50'	50'	
4. Rear setbacks, min.	50'	50'	50'	50'	50'	50'	50'	50'	50'	
5. Structure <u>height</u> , max.	40'	40'	40'	40'	40'	40'	40'	40'	40'	
6. Impervious surface coverage, max.	30%	30%	30%	30%	30%	60%	60%	60%	30%	
7. Conditional Use Standards [RM-3.5 District Only]										See Section 19-305
8. Special Exception Standards [R-20, R-12, R-7, MH, RM-1, RM-2, RM-3, RM-4 Districts Only]										See Section 19-305
6. Religious, Civic, and Similar Organizations										
a. Religious Organizations										
1. Lot area, min. (acres)	3	3	3	3	3	1.5	1.5	1.5	3	
2. Front setbacks ¹⁰ , min.	50'	50'	50'	50'	50'	25'	25'	25'	50'	Endnote 10
3. Side setbacks ¹⁰ , min.	50'	50'	50'	50'	50'	15'	15'	15'	50'	Endnote 10
4. Rear setbacks ¹⁰ , min.	50'	50'	50'	50'	50'	30'	30'	30'	50'	Endnote 10
5. Structure <u>height</u> , max in stories	40' 3	40' 3	3	40' 3	40' 3	40' 3	40' 3	40' 3	3	

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6. Open space requirement, min.	20%	20%	20%	20%	20%	20%	20%	20%	20%	
7. Conditional Use Standards for Expansion of Existing Religious Organizations (expansion on existing land) <i>[All Districts]</i>										See Section 19-305
8. Conditional Use Standards for Religious Organizations (expansion of land assemblage of existing religious organization) <i>[All RM Districts]</i>										See Section 19-305
9. Special Exception Standards for Religious Organizations (expansion of land assemblage of existing religious organization) <i>[R-20 & R-12 Districts Only]</i>										See Section 19-305
10. Special Exception Standards for New Religious Organizations <i>[All Residential Districts]</i>										See Section 19-305
7. Public Recreational Facilities										
a. Public Recreational Facilities, Passive										
1. Front setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
2. Side setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
3. Rear setbacks, min.	25'	25'	25'	25'	25'	25'	25'	25'	25'	
4. Structure height, max. (excluding lighting structures/poles which are subject to ARTICLE IX)	15'	15'	15'	15'	15'	15'	15'	15'	15'	See ARTICLE X
b. Public Recreational Facilities, Active										
1. Front setbacks, min.	50'	50'	50'	50'	50'	50'	50'	50'	50'	
2. Side setbacks, min.	50'	50'	50'	50'	50'	50'	50'	50'	50'	
3. Rear setbacks, min.	50'	50'	50'	50'	50'	50'	50'	50'	50'	
4. Structure height, max. (excluding lighting structures/poles which are subject to ARTICLE IX)	40'	40'	40'	40'	40'	40'	40'	40'	40'	See ARTICLE X
5. Conditional Use Standards <i>[All RM Districts]</i>										See Section 19-305
6. Special Exception Standards <i>[R-20 & R-12 Districts Only]</i>										See Section 19-305
8. General Government										
a. Library, Public										
1. Building size, max. (<u>gross floor area</u>)						4,000'	4,000'	4,000'	4,000'	
2. Front setbacks, min.						50'	50'	50'	50'	
3. Side setbacks, min.						50'	50'	50'	50'	
4. Rear setbacks, min.						50'	50'	50'	50'	

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5. Structure <u>height</u> , max.						40'	40'	40'	40'	
6. Conditional Use Standards <i>[RM-3.5 District only]</i>										See Section 19-305
9. Special Exception Conditions <i>[R-20, R-12, R-7, RM-1, RM-2, RM-3, RM-4 Districts Only]</i>										See Section 19-305
10. Other Services										
a. Cemetery (excluding Crematory)										
1. Lot area, min. (acres)	2	2	2	2	2	1	1	1		
2. Lot width at front building line, min.	250'	250'	250'	250'	250'	250'	250'	250'		
3. Front setbacks, min. (including graves)	25'	25'	25'	25'	25'	25'	25'	25'		
4. Side setbacks, min. (including graves)	10'	10'	10'	10'	10'	10'	10'	10'		
5. Rear setbacks, min. (including graves)	10'	10'	10'	10'	10'	10'	10'	10'		
6. Structure <u>height</u> , max.	15'	15'	15'	15'	15'	15'	15'	15'		
7. Special Exception Standards <i>[All Residential Districts]</i>										See Section 19-305

No more than one principal use structure shall be permitted per lot with the exception of permitted accessory apartment or guest cottage per Section 19-305 C.1 or 19-303 C.12.

²The front setback shall be 25 feet unless rear yard parking or rear alleys loading driveways are provided. In such cases, the front setback may be reduced to 15 feet.

³ The rear yard setback for properties abutting lands owned by the US Army Corps of Engineers shall be five feet.

⁴ For parcels containing less than one acre, the maximum lot area coverage shall be 40 percent. For lots equal to or over one acre, the maximum lot area coverage shall be 30 percent. See Section 19-107 for definition of lot area coverage.

⁵ No identical homes shall be side by side. Adjacent homes must have different architecture. A variation of roofing material, siding material or color alone does not fulfill this requirement.

⁶ Maximum density calculations shall be applied for detached, single-household horizontal property regimes/condominium developments or if the property shall be owned and managed by a single legal entity.

⁷ Minimum lot area shall apply for developments subdivided as fee simple lots.

⁸ Side setback on the "zero side" shall be measured at the drip-line of the roof overhang. The entire structure must be contained on the lot containing the zero-lot-line structure.

⁹ Base development standards for all uses shall be used as the conditional standards for conservation developments in the RM-3.5 District.

¹⁰ The minimum setbacks for new structures serving a religious organization established before July 1, 1998 shall be 25 feet on the front, 25 feet on the side, and 40 feet on the rear.

¹¹ All residential developments of 3 or more units shall adhere to the design standards established in Table 19-1110-2.d. Exterior Building Design - Facade Design of Duplexes and Residential Developments, Various

(Ord. No. CC-2014-05, § 1, 8-18-14; Ord. No. CC-2015-24, 7-20-15; Ord. No. CC-2016-19, 7-5-16; Ord. No. CC-2017-02, 2-20-17; Ord. No. [CC-2021-24](#), 10/04/2021; Ord. No. [CC-2022-02](#), 01/03/2022); **Ord No. CC-202X-XX, XX/XX/XXXX**

ARTICLE III. RESIDENTIAL DISTRICTS AND DISTRICT REGULATIONS

DIVISION 2. CONDITIONAL USE AND SPECIAL EXCEPTION STANDARDS FOR RESIDENTIAL DISTRICT

19-305 Conditional Use and Special Exception Standards for Residential Districts

A. RESIDENTIAL USES

1. Single-Family Residential Dwelling

a. Single-Family Dwelling

1. Conditional use standards [RM-3.5 District Only]: See Sections [19-307](#), [19-308](#)

b. Manufactured Home

1. Conditional Use Standards [RM-2 *District Only*]

- a. No more than one manufactured housing unit per lot.
- b. Units shall be placed on permanent foundation supports of concrete or other suitable material adequate for the load.
- c. Mobile features shall be removed and underpinning or skirting shall be installed around the entire unit.

2. Two-Family Residential Dwelling

a. Duplex Dwelling

1. Conditional Use Standards [RM-3.5 *District Only*] : See Section [19-309](#)

2. Conditional Use Standards [*R-7 District Only*]

- a. For Duplexes with front loading garages onto a public street, the garage shall comprise less than 50% of the individual dwelling's width.
- b. One upper story tree shall be required along the front property line of the Duplex for every 50 feet of street frontage.
 - i. The required street trees must be indicated on the landscape plan; and
 - ii. New trees planted to meet this requirement shall be a minimum two-inch caliper.
- c. Parallel parking shall be designed as part of new streets and may be permitted subject to approval by City Council on existing city-owned streets.
- d. Underground utilities shall be provided on lots and in the adjacent rights-of-way. This may be waived with or without conditions by the Zoning Official if deemed unfeasible for cause (example: the utilities in question are transmission lines).
- e. Board of Architectural Review (BAR) approval is required for all developments. Homes must conform to the architectural styles as depicted in Section 19-312 or to an architectural style of extraordinary

quality approved by the BAR. Homes shall be designed to look like a large single-family structures.

- f. Driveways shall be located no closer than ten (10) feet apart, and separated from each other by a landscaped area containing a tree.
- g. A wall or fence shall be erected to screen the view of any utility equipment from the public right-of-way or sidewalk; the BAR reserves the right to approve a landscaped hedge sufficient to achieve the required visual screening.
- h. All homes shall have a minimum of two (2) bushes and one (1) tree planted in its yard.
- i. A parking area may hold no more than two (2) cars unless located in the rear of the building, where they may hold a maximum of six (6) cars without a separation of a landscaped parking island ten (10) feet wide with a tree planted in it.

3. Conditional Use Standards *[RM-1, RM-2, RM-3, RM-4 & MH Districts Only]*

- a. For Duplexes with front loading garages onto a public street, the garage shall comprise less than 50% of the individual dwelling's width.
- b. One upper story tree shall be required along the front property line of the Duplex for every 50 feet of street frontage.
 - i. The required street trees must be indicated on the landscape plan; and
 - ii. New trees planted to meet this requirement shall be a minimum two inch caliper.
- c. Parallel parking shall be designed as part of new streets and may be permitted subject to approval by City Council on existing city-owned streets.
- d. Underground utilities shall be provided on lots and in the adjacent rights-of-way. This may be waived with or without conditions by the Zoning Official if deemed unfeasible for cause (example: the utilities in question are transmission lines).
- e. Board of Architectural Review (BAR) approval is required for all developments. Homes must conform to the architectural styles as depicted in Section 19-312 or to an architectural style of extraordinary quality approved by the BAR. Homes shall be designed to look like a large single-family structures.
- f. Driveways shall be located no closer than ten (10) feet apart, and separated from each other by a landscaped area containing a tree.
- g. Houses with roof overhangs are permitted to encroach into required setbacks up to a maximum of thirty-six (36) inches.
- h. Tract Developments must provide open space as follows:

- i. For projects involving the creation of 10 units or less a minimum of ten (10) percent of the area shall be open space with no less than four (4) percent being common open space (as defined by this ordinance);
- ii. For projects involving the creation of eleven (11) to twenty (20) units and are less than five (5) acres in area, a minimum of fifteen (15) percent of the area shall be open space with no less than four (4) percent being common open space (as defined by this ordinance);
- iii. For projects involving the creation of twenty-one (21) or more units and are greater than five (5) acres in area, a minimum of twenty-five (25) percent of the site shall be open space with no less than five (5) percent being common open space (as defined by this ordinance).
- iv. No construction, clearing, grubbing or other land disturbance shall be permitted in the areas set aside to fulfill any open space requirement unless otherwise approved in writing by the Zoning & Codes Administrator prior to the start of any such activity.
- v. A wall or fence shall be erected to screen the view of any utility equipment from the public right-of-way or sidewalk; the BAR reserves the right to approve a landscaped hedge sufficient to achieve the required visual screening.
- i. Shared parking for residents or guests shall be located behind the rear building line of structures facing the public right-of-way and shall be subject to landscape requirements for vehicular use areas; long-term maintenance of such areas shall be guaranteed by the covenants or other appropriate documentation of a homeowners association or management organization.
- j. A parking area may hold no more than two (2) cars unless located in the rear of the building, where they may hold a maximum of six (6) cars without a separation of a landscaped parking island ten (10) feet wide with a tree planted in it.
- k. Projects with side or rear yards directly abutting an R-20 or R-12 District shall provide a buffer-yard ten (10) feet in width with a six (6) to eight (8) feet high wood or masonry fence along the common property line. Properties separated by a publicly owned alley shall be required to meet this requirement.
- l. The primary entrance of each building shall accommodate pedestrian access from the street(s) and parking lot(s) by the provision of sidewalks connecting shared parking lots to the dwellings and to the adjacent public right-of-way. If an existing sidewalk along the public right-of-way does not exist at the time of construction, one spanning the entire length of the property's frontage shall be provided.

- m. Detached garages must be located behind the front building line and must utilize architectural design and materials consistent with the principal structures. Garages integrated into the primary façade of the structure shall comprise less than 50% of the façade width.
- n. No homes with the same architectural style shall be situated side by side. All adjacent homes must have different architecture; limited cosmetic changes resulting from altering roofing and/or siding materials or color, or other similar variations, shall not fulfill this requirement.
- o. Prior to the issuance of a certificate of occupancy for any structure within a tract development, an executed copy of covenants and restrictions including provisions for long-term property maintenance shall be provided to the City Zoning & Codes Administrator.
- p. The manager of developments with onsite resident property management shall be deemed responsible for day-to-day oversight of the development and meeting City standards, and as such will be the primary point of contact for both residents and the Zoning and Codes Director in dealing with problematic issues; included among the priority issues related to such developments shall be compliance with zoning occupancy limits, and keeping the site well-maintained and free of trash.
- q. Homes shall have a minimum of two (2) bushes and one (1) tree planted in its yard.
- r. Dog waste stations must be provided and maintained for all developments permitting residents to have dogs. If required, dog waste stations shall be provided at a ratio of one (1) per every one hundred (100) beds.

3. Residential Developments, Various

a. Patio Home and Zero-Lot-Line Development

1. Conditional Use Standards [R-7, MH, RM-1, RM-2, RM-3, & RM-4 Districts Only]

- a. ~~A minimum of one acre shall be required for any patio home or zero-lot-line development.~~ Board of Architectural Review (BAR) approval is required for all developments. Homes must conform to the architectural styles depicted in Section 19-312 or to an architectural style of extraordinary quality approved by the BAR.
- b. Houses with roof overhangs are allowed to encroach into required setbacks up to a maximum of 36 inches.
- c. Developments must provide open space as follows:

- i. For projects involving the creation of 10 or less units, a minimum of 10 percent of the area shall be open space with no less than 4 percent being common open space as defined by the ordinance;
 - ii. For projects involving the creation of 11 to 20 units ~~less than 5 acres~~, a minimum of 15 percent of the area shall be open space with no less than 4 percent being common open space as defined by the ordinance;
 - iii. For projects involving the creation of 21 or more units ~~greater than five acres~~, a minimum of 25 percent of the site shall be open space with no less than 5 percent being common open space as defined by the ordinance; and
 - iv. No construction, clearing, grubbing or other land disturbance shall be permitted in the areas set aside to fulfill the open space requirement unless otherwise approved in writing by the Zoning & Codes Administrator prior to any such activity.
- d. A wall or fence shall be erected to screen the view of any utility equipment from the public right-of-way or sidewalk, except however, the ~~Zoning & Codes Administrator~~ **Board of Architectural Review** may approve a landscaped hedge sufficient to achieve the required visual screening.
- e. For any zero-lot-line lot, a minimum five foot wide maintenance easement shall be placed on the adjacent lot sharing the zero setback to enable the property owner to locate the house on the zero side yard setback side.
- f. Shared parking for residents or guests shall be located behind the rear building line of structures facing the public right-of-way and shall be subject to landscape requirements for vehicular use areas and shall have established ~~a~~ long-term maintenance by a homeowners association or management organization.
- g. Parallel parking shall be designed as part of new streets within the development and may be permitted subject to approval by City Council on existing city-owned streets.
- h. Projects with side or rear yards directly abutting an R-20 or R-12 District shall provide a 10' buffer-yard with a 6' to 8' wood or masonry fence along the common property line. Properties separated by a publicly owned alley shall be required to meet this requirement.
- i. The primary entrance of each building shall accommodate pedestrian access from the street(s) and parking lots by the provision of sidewalks that connect shared parking lots to the dwellings and to the adjacent public right-of-way. If an existing sidewalk along the public right-of-way does not currently exist, one shall be provided spanning the entire length of the property's frontage.
- j. Detached garages must be located behind the front building line and must utilize architectural design and materials consistent with the principal structures. Garages integrated into the primary façade of the structure shall comprise less than 50% of the width of that

- ~~k. No identical homes shall be side by side. Adjacent homes must have different architecture. A variation of roofing material, siding material or color alone does not fulfill this requirement. No homes with the same architectural style shall be situated side by side. All adjacent homes must have different architecture; limited cosmetic changes resulting from altering roofing and/or siding materials or color, or other similar variations, shall not fulfill this requirement.~~
 - l. Underground utilities shall be provided on lots and in the adjacent rights- of-way. This may be waived with or without conditions by the Zoning Official if deemed unfeasible for cause (example: the utilities in question are transmission lines).
 - m. Single-family residential developments in the RM-3.5 District, including Patio Home and Zero-Lot-Line Developments, that utilize single-family lot configurations shall meet the requirements described in ARTICLE III, DIVISION 3.
 - n. Prior to the issuance of a certificate of occupancy for any structure within the development, an executed copy of deed restrictions including provisions for long-term property maintenance shall be provided to the City Zoning & Codes Administrator.
 - o. The onsite resident property manager shall be responsible for providing day-to-day oversight of the development, including compliance with zoning occupancy limits, keeping the site maintained and free of trash, and serving as a point of contact for both the residents and the City Zoning & Codes Administrator regarding issues as they arise.
 - p. Vinyl siding or vinyl faux stone or brick shall not be permitted.
 - q. Homes shall have windows on all sides. Any street-facing façade shall have at least two windows.
 - r. Homes shall have a minimum of two bushes and one tree planted in its yard.
 - s. Dog Waste Stations must be provided and maintained for all developments allowing the residents to have dogs. If required, dog waste stations will be provided at a ratio of 1 per every 100 beds.
 - ~~t. A parking area may hold no more than two (2) cars unless located in the rear of the building, where they may hold a maximum of six (6) cars without a separation of a landscaped parking island ten (10) feet wide with a tree planted in it.~~
 - ~~u. An upper story tree shall be required every 50 ft of street frontage.~~
- b. Conservation Development
(No changes)
...
- c. Townhouse Development
- 1. Conditional Use Standards [*MH, RM-3 & RM-4 Districts Only*]
 - a. Buildings housing a series of townhouse units having ~~a width of over 80 feet a maximum length of 120 feet~~ shall be constructed to look like a series of attached buildings or units. ~~have a change in plane or significant architectural detail for each 40 feet of unbroken plane having a minimum depth of five feet.~~

- b. Buildings housing a series of townhouse units having a maximum length exceeding 120 feet ~~shall have a change in plane or significant architectural detail for each 40 feet of unbroken plane having a minimum depth of five feet with—a~~ shall have a significant feature such as a courtyard or plaza incorporated into the façade's overall length. The plaza or courtyard shall have a minimum depth of 20' in depth and 20' in width. In no case shall an individual building exceed 200' in length.
- c. Doors that operate as sliding-glass doors shall not be permitted on the front public-street frontages.
- d. For townhouses with front loading garages ~~onto a public street~~, the garage shall comprise less than 50% of the individual dwelling's width.
- e. Detached garages serving multiple townhouses shall comply with the requirements of Section 19-305, Table 19-305C.9.
- f. Driveways and walkways accessing individual townhouses shall be separated by landscaped strips at least 3' in width.
- g. One upper story tree shall be required along the front property line of the townhouses for every ~~20~~ 50 feet of street frontage.
 - i. The required street trees must be indicated on the landscape plan; and
 - ii. New trees planted to meet this requirement shall be a minimum two inch caliper.
- h. Parallel parking shall be designed as part of new streets and may be permitted subject to approval by City Council on existing city-owned streets.
- i. Underground utilities shall be provided ~~on lots and in the adjacent rights-of-way. This may be waived with or without conditions by the Zoning Official if deemed unfeasible for cause (example: the utilities in question are transmission lines).~~
- j. Prior to the issuance of a certificate of occupancy for any structure within the development, an executed copy of deed restrictions including provisions for long-term property maintenance shall be provided to the City Zoning & Codes Administrator.
- k. Dog Waste Stations must be provided and maintained for all developments allowing the residents to have dogs. If required, dog waste stations will be provided at a ratio of 1 per every 100 beds.
- l. ~~Board of Architectural Review approval is required for all developments. Homes must conform to the Architectural Styles as depicted in Section 19-312 or to an architectural style of extraordinary quality approved by the BAR.~~
- m. ~~Where feasible, townhouses must be ally loaded. Driveways shall be located no closer than ten (10) feet apart, and separated from each other by a landscaped area containing a tree.~~

- n. A parking area may hold no more than two (2) cars unless located in the rear of the building, where they may hold a maximum of six (6) cars without a separation of a landscaped parking island ten (10) feet wide with a tree planted in it.
 - o. An upper story tree will be provided every 50 ft length of street frontage.
2. Conditional Use Standards *[R-7, RM-1 & RM-2 Districts Only]*
- a. Townhouse units shall be constructed to look like a series of attached buildings or a single unit.
 - b. Buildings housing a series of townhouse units shall have a maximum length of 135 feet.
 - c. Doors that operate as sliding-glass doors shall not be permitted on the front of public street frontages.
 - d. For townhouses with front loading garages onto a public street, the garage shall comprise less than 50% of the individual dwelling's width.
 - e. Detached garages serving multiple townhouses shall comply with the requirements of Section 19-305, Table 19-305C.9.
 - f. Driveways and walkways accessing individual townhouses shall be separated by landscaped strips of at least 3' in width.
 - g. One upper story tree shall be required along the front property line of townhouses for each 50 feet of street frontage length.
 - i. The required street trees must be indicated on the landscape plan; and
 - ii. New trees planted to meet this requirement shall be a minimum two inch caliper.
 - h. Parallel parking shall be designed as part of new streets and may be permitted subject to approval by City Council on existing city-owned streets.
 - i. Underground utilities shall be provided on lots and in the adjacent rights-of-way. This may be waived with or without conditions by the Zoning Official if deemed unfeasible for cause (example: the utilities in question are transmission lines).
 - j. Prior to the issuance of a certificate of occupancy for any structure within the development, an executed copy of the covenants and restrictions including provisions for long-term property maintenance shall be provided to the City Zoning & Codes Administrator.
 - k. Dog Waste Stations must be provided and maintained for all developments allowing the residents to have dogs. If required, dog waste stations will be provided at a ratio of 1 per every 100 beds.
 - l. Board of Architectural Review approval is required for all developments. Homes must conform to the Architectural Styles as depicted in Section 19-312 or to an architectural style of extraordinary quality approved by the BAR.

- m. Where feasible, townhouses must be ally loaded. Driveways shall be located no closer than ten (10) feet apart, and separated from each other by a landscaped area containing a tree.
- n. A parking area may hold no more than two (2) cars unless located in the rear of the building, where they may hold a maximum of six (6) cars without a separation of a landscaped parking island ten (10) feet wide with a tree planted in it.
- o. An upper story tree shall be provided for each 50 ft length of street frontage.

3. *Conditional Use Standards [RM-3.5 District Only]*: See Section [19-310](#)

d. Multi-Family Development

1. Conditional Use Standards *[RM-3 & RM-4 Districts Only]*

- i. A bus stop or turnaround designed to meet the operational specifications of the Clemson Area Transit System (CAT) shall be provided if required by the CAT depending on availability of service;
- ii. Facilities adequate to support the provision of household recycling services shall be provided to serve the development if required by the Department of Public Works; and
- c. Underground utilities shall be provided on lots and in the adjacent rights-of-way. This may be waived with or without conditions by the Zoning Official if deemed unfeasible for cause (example: the utilities in question are transmission lines).
- d. For structures over 24' in height, the façade shall be designed to present a top, middle, and bottom story as described in [ARTICLE XI](#), Table 19-1110.2.d.
- e. Multi-family buildings that face the street shall orient the front door to face the street or a central courtyard. All entries shall be made visually prominent and receive architectural emphasis such as a recessed entry, corner entry, projecting feature such as a porch, canopy or articulated lintels, or a framing feature such as pilasters or columns.
- f. Buildings having a length of 120 feet or less shall have a change in plane or significant architectural detail for each 40 feet of unbroken plane having a minimum depth of five feet.
- g. Buildings having a maximum length exceeding 120 feet in length shall have a change in plane or significant architectural detail for each 40 feet of unbroken plane having a minimum depth of five feet with a significant feature such as a courtyard or plaza incorporated into the façade's overall length. The plaza or courtyard shall have a minimum depth of 20' in depth and 20' in width. In no case shall an individual building exceed 200' in length.
- h. Doors that operate as sliding-glass doors shall not be permitted on the front public-street frontages.

- i. At least 15% of the total wall area of the front facades of any multi-family structures shall be composed of transparent glass and a minimum of 15% of the front facades shall incorporate materials or paint schemes that contrast to those used for the primary coverage.
 - a. No outdoor grills, bicycles, or other personal items of the tenants shall be stored on front porches or balconies other than outdoor furniture designed for that purpose. No flags, towels, clothing or other similar items may be displayed or hung to dry from any balcony visible from adjacent properties or the public right-of-way.
 - b. Prior to the issuance of a certificate of occupancy for any structure within the development, an executed copy of deed restrictions including provisions for long-term property maintenance shall be provided to the City Zoning & Codes Administrator.
 - c. Dog Waste Stations must be provided and maintained for all developments allowing the residents to have dogs. If required, dog waste stations will be provided at a ratio of 1 per every 100 beds.
 - d. An upper story tree will be provided every 50 ft length of street frontage.
- v. Conditional Use Standards *[MH, RM-1 & RM-2, Districts Only]*
- a. Board of Architectural Review (BAR) approval is required for all developments. Homes must conform to the architectural styles depicted in Section 19-312 or to an architectural style of extraordinary quality approved by the BAR. The building shall be designed to look like a large single-family home.
 - b. A parking area may hold no more than two (2) cars unless located in the rear of the building, where they may hold a maximum of six (6) cars without a separation of a landscaped parking island ten (10) feet wide with a tree planted in it.
 - c. Facilities adequate to support the provision of household recycling services shall be provided to serve the development if required by the Department of Public Works; and
 - d. Underground utilities shall be provided on lots and in the adjacent rights-of-way. This may be waived with or without conditions by the Zoning Official if deemed unfeasible for cause (example: the utilities in question are transmission lines).
 - e. Buildings shall not have a width or depth of greater than 80ft in the MH district and a width and depth of no greater than 60ft in the RM-1 and RM-2 districts.
 - f. In the MH District no more than 6 units can be in a building, and in RM-1 and RM-2 District no more than 4 units can be in a building.
 - g. Doors that operate as sliding-glass doors shall not be permitted on the front on public street frontages.

- h. No outdoor grills, bicycles, or other personal items of the tenants shall be stored on front porches or balconies other than outdoor furniture designed for that purpose. No flags, towels, clothing or other similar items may be displayed or hung to dry from any balcony visible from adjacent properties or the public right-of-way.
 - i. An upper story tree will be provided every 50 ft length of street frontage.
 - f. Affordable Housing Developments
 - 1. Special Exception Standards (RM-7, RM-1, RM-2, MH, RM-3 and RM-4 Districts)
 - a. Must meet the definition of Affordable Housing Development
 - b. Project must consist of housing types permitted in the zoning district.
 - c. Approved Affordable Housing Developments may develop up to a density of 150% of what would be allowed in the zoning district. (Example: if 10 units permitted by zoning, up to 15 units allowed if approved as Affordable Housing Development)
 - d. In the event 25% of proposed housing units in approved Affordable Housing Development conform to the definition of Very Low Income Households, permitted density increased to 200% of what would otherwise be allowed in the district.
 - e. The Board of Zoning Appeals (BZA) shall establish setbacks, building heights, parking requirements, and lot coverage and open space requirements for approved Affordable Housing Developments, and may, if deemed appropriate, increase landscaping and buffers requirements beyond that required by the zoning district. Additionally, the BZA shall, on a case-by-case basis, reserve the right to decrease allowed district occupancy limits for some or all of the units in a development, but may not increase established district occupancy limits.
 - f. The maximum height to be permitted by the BZA shall be 4 stories in all districts except in the RM-3 and RM-4 Districts, where up to 5 stories shall be permitted.
 - g. The BZA may require a traffic study to help make an assessment of allowed density.
 - h. Units in an approved Affordable Housing Development must have appropriate deed restrictions put in place to keep them affordable for a minimum period of 20 years.
 - i. Affordable units must be monitored by a housing authority recognized by the City of Clemson.
- 4. Group Homes
 - 1. Group Home
 - a. Special Exception Standards [*R-20, R-12, R-7, RM-1, & RM-2 Districts only*] AND

- b. Conditional Use Standards [*MH, RM-3, RM-3.5, & RM-4 Districts only*]
 - 1. The maximum occupancy, excluding staff, shall be subject to the following ratio:
 - 1. 12 residents for the first one acre; and
 - 2. One additional resident for every additional 12,000 square feet of area in the parcel to a maximum of 20 residents.
 - b. All parking shall be a minimum of 25 feet from any property line.
 - c. One sign identifying the establishment shall be permitted subject to the following:
 - i. The sign shall not be greater than four square feet in area;
 - ii. No closer than 15 feet to any property; and
 - iii. May be externally illuminated only.
 - d. A 25 foot, type "C" bufferyard shall be provided between the use and adjacent parcels.
 - e. One upper story tree per 30 lineal feet shall be planted within eight feet of the front property line.
 - f. The use shall not be located closer than 1,000 feet (measured from any property line) from another such use.
 - g. Group homes for young adults transitioning out of foster care shall be licensed as per South Carolina [Chapter 14](#) Statutory Authority: 1981 Code Sections 20-7-2250.
 - h. If new construction, the building must receive Board or Architectural Review approval and the building must conform to the architectural standards as shown in Section 19-312 or an architectural style of extraordinary quality approved by the BAR. BAR approval needed for all site improvements.
- b. *Group Home for the Care of Individuals with Physical Handicaps and/or Special Needs*
 - 1. Conditional Use Standards [*MH, RM-3, RM-3.5, & RM-4*] AND
 - 2. Special Exception Standards [*R-20, R-12, R-7, RM-1, & RM-2*]: Subject to the requirements of SC Code of Laws, Section 6-29-770, as and if amended.
 - a. If new construction, the building must receive Board or Architectural Review approval and the building must conform to the architectural standards as shown in Section 19-312 or an architectural style of extraordinary quality approved by the BAR. BAR approval needed for all site improvements.

B. Other Uses

- 1. Amenity and Support Uses Serving a Neighborhood or Residential Complex

a. *Private Recreational Facilities Serving a Neighborhood or Residential Complex*

1. Conditional Use Standards for New Developments Involving the Creation of Individual Lots [*All Residential Districts*]

- a. Shall be located on a separately deeded parcel of land designated as common property for the development.
- b. Parcel of land shall be owned by or titled to the development's Homeowner's Association, Neighborhood Association, or developer of the property.
- c. All amenities shall be maintained pursuant to a recorded document providing for private maintenance for the life of the amenity.

2. Special Exception Standards for Facilities Serving an Existing Development/Neighborhood Not Previously Deeded to a Homeowners Association [*All Residential Districts*]

- a. May be located on a separately deeded parcel of land designated as common property for the development.
- b. Parcel of land shall be owned by or titled to the development's Homeowner's Association, Neighborhood Association, or developer of the property.
- c. All amenities shall be maintained pursuant to a recorded document providing for private maintenance for the life of the amenity.

b. *Storage of Watercraft and Utility Trailers on Commonly Owned Property*

1. Conditional Use Standards [*MH, RM-3, RM-3.5, and RM-4 Districts only*]: See Section [19-908](#)

- a. A 25 foot setback shall be required on the placement of watercraft or utility trailers in the storage area along all property lines.
- b. A 10 foot type "B" bufferyard (see Section [19-908](#)) utilizing evergreen materials for understory trees shall be required along the frontage of the storage area and along any property lines that abut adjacent residential uses.
- c. No watercraft and/or utility trailers other than those owned by a property owner in the development shall be stored in the common area.
- d. The Zoning and Codes Administrator may permit the substitution of existing plant material for new material where it is determined adequate screening of the storage area is provided.

b. *Management Office Serving a Duplex, Townhouse, or Multi-family Development*

1. Conditional Standards [*MH, RM-1, RM-2, RM-3, RM-3.5, and RM-4 Districts*]: See Section 19-304-A.3

- a. Management Office shall comply with all site development standards applicable to the type of residential development served.
 - b. Management Office shall serve onsite units only.
- 2. Public Utilities
 - a. *Water, Sewage and Other Systems (Major), including water towers but excluding treatment facilities*
 - 1. Conditional Use Standards *[All Districts]*: See Section [19-908](#).
 - a. Access must be provided from an arterial or collector street.
 - b. A type "A" Bufferyard (see Section [19-908](#)) with a minimum six-foot opaque wall or fence shall be provided along any property line where parking directly abuts a residential use or district.
- 3. Public Services
 - a. *Telecommunication Facilities*
 - 1. Special Exception Conditions *[All Residential Districts]*: See ARTICLE VI, DIVISION 3.
- 4. Nursing Residential Care Facilities
 - b. Nursing Care Facilities
 - 1. Conditional Use Standards *[~~MH~~, RM-3, RM-3.5, & RM-4 Districts Only]*
 - a. Documentation of all required state statutory licensing must be submitted prior to permit issuance.
 - b. This use may include dwelling units that are exclusively restricted to visitors, patients, or members of the staff.
 - c. A minimum of one upper story tree, a minimum two inch caliper in size, shall be planted at 30 foot intervals along the entire length of the street frontage of the tract.
 - d. A minimum of 20 percent open space shall be required with no less than three percent common open space.
 - e. Required employee parking shall be provided behind the front building line; however, guest parking may be provided at the front entrance of the principal structure(s).
 - f. Designated areas for loading and unloading clients shall be provided onsite and may be located within the front setback area at the entrance of the principal structure(s).
 - g. An unlit monument sign not exceeding 42 square feet in area may be permitted.
 - h. An externally illuminated wall sign or individually mounted channel letters shall be permitted at the main entrance to the building. The letters shall be no larger than 18 inches in height and shall contain only the name and address of the facility.

- i. If new construction, the building must receive Board or Architectural Review approval and the building must conform to the architectural standards as shown in Section 19-312 or an architectural style of extraordinary quality approved by the BAR. BAR approval needed for all site improvements.
- b. Community Care Facilities for the Elderly
 - 1. Conditional Use Standards [*MH*, *RM-1*, *RM-2*, *RM-3*, *RM-3.5*, & *RM-4 Only*]
 - a. Management services consistent with the needs of the complex shall be permitted, including meal services and day-to-day support for elder or conveyance care complexes.
 - b. The management office may either be located within a dwelling unit or in a separate structure subject to the dimensional requirements of the district.
 - c. Required employee parking shall be provided behind the front building line; however, guest parking may be provided at the front entrance of the principal structure.
 - d. Documentation of all required state statutory licensing must be submitted prior to permit issuance.
 - e. This use may include dwelling units that are exclusively restricted to visitors, patients, or members of the staff.
 - f. A minimum of one upper story tree, a minimum two inch caliper in size, shall be planted at 30 foot intervals along the entire length of the street frontage of the tract.
 - g. A minimum of 20 percent open space shall be required with no less than three percent common open space.
 - h. An unlit monument sign not exceeding 42 square feet in area may be permitted.
 - i. An externally illuminated wall sign or individually mounted channel letters shall be permitted at the main entrance to the building. The letters shall be no larger than 18 inches and contain only the name and address of the facility.
 - j. If new construction, the building must receive Board or Architectural Review approval and the building must conform to the architectural standards as shown in Section 19-312 or an architectural style of extraordinary quality approved by the BAR. BAR approval needed for all site improvements.

5. Educational Services

- b. *Kindergarten (with Academic Program) and Elementary and Secondary Schools*
 - 1. Conditional Use Standards *[RM-3.5 District Only]* AND
 - 2. Special Exception Standards *[R-20, R-12, R-7, MH RM-1, RM-2, RM-3, RM-4 Districts Only]*: See Section [19-908](#)
 - a. Access must be provided from an arterial or collector street.
 - b. All parking shall be provided behind the front building line of the principal structure.
 - c. Designated areas for loading and unloading clients shall be provided onsite and may be located within the front setback area at the entrance of the principal structure(s).
 - d. A type "A" bufferyard (see Section [19-908](#)) shall be provided along any property line where parking directly abuts a residential use or district.
- 6. Religious, Civic, and Similar Organizations
 - 1. *Religious Organizations*
 - 1. Conditional Use Standards for Expansion of Existing Religious Organizations (expansion on existing land) *[All Districts]*
 - a. Any additional parking shall be no closer than 25 feet to any property line.
 - b. No driveway connections shall be allowed onto residential streets having less than 50 feet in right-of-way width.
 - c. Driveway connections onto residential streets will be permitted subject to the following:
 - i. One two-way driveway connect **is** not greater than 24 feet in width; or
 - ii. Two one-way driveways not greater than twelve 12 feet in width.
 - d. Designated areas for drop-off and pick-up of passengers shall be provided onsite.
 - e. If landscape buffers as required by ARTICLE XI have not been previously provided, bufferyards shall be required as follows:
 - i. A minimum 10-foot type "A" bufferyard with a six-foot high fence or wall shall be installed along all property lines not fronting a right-of-way where the structure and/or parking is within 50 feet of the property line; and
 - ii. A minimum 10-foot type "A" bufferyard with a three-foot landscaped berm shall be provided along any public right-of-way where parking directly abuts the property line.

2. Conditional Use Standards for Religious Organizations (expansions of land assemblage) *[All RM Districts]*;
3. Special Exception Standards for Religious Organizations (expansion of land assemblage) *[R-20 and R-12]* AND
4. Special Exception Standards for Religious Organizations (new) *[All Residential Districts]*
 - a. No driveway connections shall be allowed onto residential streets having less than 50 feet in right-of-way width.
 - b. Residential structures shall meet the setback standards of the zoning district.
 - c. Uses shall be in a permanent structure.
 - d. Parking shall be no closer than 25 feet to any property line.
 - e. Driveway connections onto residential streets will be permitted subject to the following:
 - i. One two-way driveway connection **is** not greater than 24 feet in width; or
 - ii. Two one-way driveways not greater than 12 feet in width.
 - f. Designated areas for drop-off and pick-up of passengers shall be provided onsite.
 - g. In addition to any landscape buffers required by *ARTICLE IX*, a minimum 10 foot type "A" bufferyard with a three foot landscaped berm shall be provided along any public right-of-way where parking directly abuts the property line.
7. Public Recreational Facilities
 1. *Public Recreational Facilities, Active*
 1. Conditional Use Standards *[All RM Districts Only]* AND Special Exception Standards *[R-20 & R-12 Districts Only]*: See Section [19-908](#)
 - a. A minimum set back 50 feet from all property lines shall apply to all structures, parking, uses, unloading/drop-off areas, equipment, and lighting.
 - b. Solid wall or fence, or vegetative screening adequate to protect adjacent property from noise and light is provided.
 - c. A 10-foot, type "B" bufferyard shall be provided for parcels directly abutting any residentially zoned property.
8. General Government
 1. *Library, Public*
 1. Conditional Use Standards *[RM-3.5 District only]* AND
 2. Special Exception Standards *[R-20, R-12, R-7, RM-1, RM-2, RM-3, RM-4 Districts Only]*: See Section [19-908](#)

- a. Access must be provided from an arterial or collector street.
 - b. All parking shall be provided behind the front building line of the principal structure.
 - c. Areas for client drop-off and pick-up shall be provided onsite.
 - d. An eight foot type "A" bufferyard shall be provided along any property line where parking directly abuts a residential use or district.
 - b. Public Safety Facilities (including Police, Fire and EMS, but excluding Jails And Detention Centers)
 1. Conditional Use Standards [RM-3.5 District Only] AND
 2. Special Exception Conditions [R-20, R-12, R-7, **MH**, RM-1, RM-2, RM-3, RM-4 Districts Only]: See Section [19-908](#)
 - a. Access must be provided from an arterial or collector street.
 - b. All parking shall be provided behind the front building line of the principal structure.
 - c. An eight foot type "A" bufferyard (see Section [19-908](#)) shall be provided along any property line where parking directly abuts a residential use or district.
 - d. Any fixed training equipment shall be behind the front building line and shall be setback a minimum of 50 feet from any abutting property line.
9. Other Services
 1. Cemetery (excluding Crematory)
 1. Special Exception Standards [All RM Districts & **MH**]: See Section [19-908](#)
 - a. No dwelling unit for a caretaker shall be permitted.
 - b. All grave sites shall be a minimum of 10 feet from a property line.
 - c. One unlit sign may be permitted subject to the following:
 - i. Maximum size shall be six square feet, and
 - ii. Maximum height 10 feet.
 - d. A five-foot type "A" bufferyard (see Section [19-908](#)) with a four to six-foot-high fence or wall shall be maintained along all residential property lines.
 - b. Game Day Parking
 1. Conditional Use Standards [All R & RM Districts]
 - a. Acquisition and maintenance of a yearly Special Event Permit, Game Day Parking.
 - b. May be located on a vacant lot if **the** owner is the same owner as an adjacent lot.

c. Retail Store

1. Special Exception Use Standards *[All Districts]*

- a. May utilize existing building, but if new construction, Board of Architectural Review (BAR) approval is required for all new construction. Building must conform to the Architectural Styles as depicted in Section 19-312 or an architectural style of extraordinary quality approved by the BAR. BAR approval needed for all site improvements.
- b. Hours of operation shall be limited to hours between 6 am to 9 pm.
- c. The Board of Zoning Appeals (BZA) shall determine maximum and minimum number of parking spaces.
- d. All lighting must be dark sky compliant.
- e. Must be located on arterial and major collector roads.
- f. New buildings are limited to 4,000 sq/ft of conditioned space.
- g. Free standing signs limited to 24 sq/ft.
- h. Wall mounted signs limited to 40 sq/ft.
- i. No signage shall be internal lit.
- j. Wall mounted signs shall consist of channel letters or be made of wood, stone or be metal faced.
- k. Free standing signs shall be made of wood, stone, or be metal faced.
- l. Provisions for a loading zone must be addressed.
- m. Provision for a dumpster must be addressed.
- n. No drive-throughs will be allowed.
- o. No sale of gasoline or other fuels or hazardous materials shall be allowed.

d. Professional Services

2. Special Exception Use Standards *[All Districts]*

- a. Can utilize existing build, but if new construction, Board of Architectural Review (BAR) approval is required for all new construction. Building must conform to the Architectural Styles as depicted in Section 19-312 or to an architectural style of extraordinary quality approved by the BAR. BAR approval needed for all site improvements.
- b. Board of Zoning Appeals (BZA) shall determine hours of operation.
- c. BZA shall determine maximum and minimum number of parking spaces.
- d. All lighting must be dark sky compliant.
- e. Must be located on arterial and major collector roads

- f. New buildings are limited to 4,000 sq/ft of conditioned space.
- g. Free standing signs limited to 24 sq/ft
- h. Wall mounted signs limited to 40 sq/ft
- i. No signage shall be internal lit.
- j. Wall mounted signs shall consist of channel letters or be made of wood, stone or be metal faced.
- k. Free standing signs shall be made of wood, stone, or be metal faced.

RESIDENTIAL ACCESSORY STRUCTURES & USES ²: See Section 19-305, Endnote 2

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3. Adult Care Services, Group Adult Care Home, 7 to 12 clients

- a. Conditional Use Standards [*MH*, RM-1, RM-2, RM-3, RM-3.5, & RM-4 Only]

No other changes

4. *Bed and Breakfast Inn*

- a. Conditional Use Standards [*MH*, RM-1, RM-2, RM-3, RM-3.5, and RM-4 Districts]
AND

- b. Special Exception Standards [R-20, R-12, and R-7 Districts Only]

No other changes

6. *Childcare Services, Group Child Care Home*, 7 to 12 children

- Conditional Use Standards [*MH*, RM-1, RM-2, RM-3, RM-3.5, & RM-4 Districts Only]

No other changes

9. *Detached Garage (non-habitable/non-commercial, serving townhouse/multi-family dwellings)*

- a. Conditional Use Standards [*MH*, RM-3, RM-3.5, and RM-4 Districts Only]

No other changes

18. *Parking Structures, Freestanding*

- a. Special Exception Standards [R-20, R-12, R-7, *MH*, RM-1, & RM-2 Districts Only]

No other changes

21. Retail Store (as accessory use)

- a. Special Exception Use Standards [*All Districts*]

- 1. May utilize existing building, but if new construction, Board of Architectural Review (BAR) approval is required for all new construction. Building must conform to the Architectural Styles as depicted in Section 19-312 or an architectural style of extraordinary quality approved by the BAR. BAR approval needed for all site improvements.

2. New or existing building limited to 1,200 sq/ft of conditioned space for the business.
3. New or existing building must be farther away from any road than primary structure, and set off of other property lines by a minimum of 20ft.
4. Hours of operation are limited to hours between 6 am to 9 pm.
5. Board of Zoning Appeals (BZA) shall determine max and minimum number of parking spaces.
6. All lighting must be dark sky compliant.
7. Must be located on arterial and major collector roads.
8. Free standing signs limited to 24 sq/ft.
9. Wall mounted signs limited to 40 sq/ft.
10. No signage shall be internal lit.
11. Wall mounted signs shall be channel letters or made of wood stone or metal faced.
12. Free standing signs shall be made of wood, stone, or be metal faced.
13. Provisions for a loading zone must be addressed.
14. Provisions for a dumpster must be addressed.
15. No drive-through will be allowed.
16. No sale of gasoline or other fuels or hazardous materials will be allowed.

22. Professional Services

a. Special Exception Use Standards *[All Districts]*

1. Can utilize existing build, but if new construction, Board of Architectural Review approval is required for all new construction. Building must conform to the Architectural Styles as depicted in Section 19-312 or an architectural style of extraordinary quality approved by the BAR. BAR approval needed for all site improvements.
2. New or existing building limited to 1,200 sq/ft of conditioned space for the business.
3. New or existing building must be farther away from any road than primary structure and set off of other property lines by a minimum of 20ft.
4. BZA shall determine hours of operation.
5. BZA shall determine maximum and minimum number of parking spaces.
6. All lighting must be dark sky compliant.
7. Must be located on arterial or major collector roads.
8. Free standing signs limited to 24 sq/ft.
9. Wall mounted signs limited to 40 sq/ft.
10. No signage shall be internal lit.

11. Wall mounted signs shall consist of channel letters or made of wood, stone or be metal faced.
12. Free standing signs shall be made of wood, stone, or be metal faced.

Chapter 19 Zoning

ARTICLE III. RESIDENTIAL DISTRICTS AND DISTRICT REGULATIONS

Contents:

DIVISION 1. RESIDENTIAL DISTRICTS

DIVISION 2. CONDITIONAL USE AND SPECIAL EXCEPTION STANDARDS FOR
RESIDENTIAL DISTRICTS

DIVISION 3. DEVELOPMENT STANDARDS FOR THE RM-3.5 DISTRICT

DIVISION 4. RESIDENTIAL ARCHITECTURAL STYLES

Section 19-312: Residential Architectural Styles

Approved architectural designs shall be inspired by the styles of the nineteenth and early twentieth centuries found in the eastern part of the United States. They are the Carolina, Craftsman, Victorian, Colonial, Greek Revival, and Georgian styles. These styles are well suited to the climate and are frequently found in the surrounding cities and towns throughout the region and the state. The following books are suggested as references regarding specific components of the various styles:

"A Field Guide to American Houses" (McAlester & McAlester, 1984)

"The American Vignola: A Guide to the Making of Classical Architecture" (Ware, 1903)

"Traditional Construction Patterns: Design & Detail Rules of Thumb" (Mouzon, 2004)

"American Shelter: An Illustrated Encyclopedia of the American Home" (Walker, 1981)

All residences shall incorporate a stoop and/or porch element. The facades of all proposed residences shall be approved by the Board of Architectural Review (BAR) to ensure conformity to this section.



Carolina



Craftsman



Carolina



Craftsman



Victorian



Colonial



Colonial



Victorian



Colonial



Georgian

CAROLINA



The Carolina style houses are designed in response to the heritage of the area. These houses usually have front porches that wrap around the sides of the house. The first story of the house is usually taller than the upper stories to facilitate cross breezes. Wooden shutters and a metal roof are also common features. Some general characteristics of the South Carolina style also include:

1. Wood clapboard or board and batten siding
2. Shallow pitched roof, gable or hip, metal or shingle
3. Large porch that may wrap around the side of the house
4. Tall first story with elongated windows

Windows



1. Rectangular punched window openings with recessed windows
2. Dormers
3. Vertical format, double hung
4. Trim around the jamb and head
5. Wooden shutters

Doors



1. Recessed multi-paneled door
2. Vertical format
3. Decorative wooden trim
4. Transom, side lights and/or shutters

Details  1. Simple detailing to columns and railings 2. Doric or square columns 3. Porches rest on brick, stone or stucco piers	Porches  1. Major feature of the house; large in proportion to the mass of the house, may cover front and sides 2. May have a metal roof 3. Raised above grade 4. May be two-stories in some cases
Massing  1. Simple rectangular forms (rectangle or box) 2. Gable or hipped roof 3. First floor taller than other floors	Typical Materials Cladding: Typical Materials Wood, fiber-cement, clapboard (masonry shall only be used on duplex housing) Roofing: Metal or Asphalt Shingle Windows: Wood, vinyl or aluminum clad with traditional profiles Trim: Wood or EIFS Shutters: Wood Soffits: Wood or wood composite Gutters: Metal Downspouts: Metal Columns: Wood, fiberglass or wood composite Railings: Wood or wood composite Foundations: Brick Fencing: Wood Colors: Approved by the BAR

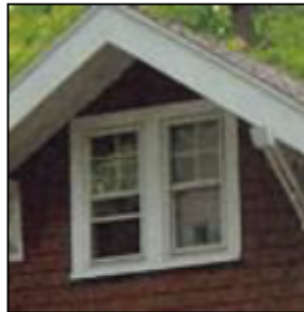
CRAFTSMAN



The Craftsman style expresses the materials of the building, using clean lines, sturdy structure and natural materials. Very large gable roofs with exaggerated overhangs and brackets are typical. Most houses are one to two stories tall with simple rectangular plans and generous front porches. Some general characteristics of the Craftsman style also include:

1. Low-pitched gable roof (5:12 to 8:12)
2. Front dormer with shed or gable-end roof
3. Decorative beams or brackets under gables
4. Exposed rafter ends
5. Wide overhanging roofs and porches
6. Deep porches
7. Materials and colors may change from first to second floors (contrasting colors are encouraged)

Windows



1. Rectangular punched window openings with recessed windows
2. Horizontal or square format, double hung
3. Multi-pane units
4. Trim around the jamb and head
5. Stone, wood or precast sill with some detail
6. No Shutters

Doors



1. Recessed multi-paneled door
2. Vertical format
3. Multi-pane units
4. Decorative wooden trim
5. Transom and side lights are optional

Details  1. Large overhangs 2. Decorative vergeboard and oversized brackets 3. Details emphasize the structure of the building	Porches  1. The porch is a major feature of the house; large in proportion to the overall mass of the house 2. Porch is a deep horizontal mass with large overhanging roof 3. Wooden, with carved ornamentation 4. Raised above grade 5. Usually a contrasting color to the house 6. Framed by massive square columns with heavy bases
Massing  1. Simple rectangular forms (rectangle or box) with exaggerated roof proportions 2. Gable or hipped roof 3. Two (2) or three (3) stories 4. Horizontally proportioned	Typical Materials Cladding: Wood, fiber-cement, clapboard Roofing: Cedar shake, Simulated Slate or Asphalt Shingle Windows: Wood, vinyl or aluminum clad with traditional profiles Trim: Wood or EIFS Shutters: None Soffits: Wood or wood composite Gutters: Metal Downspouts: Metal Columns: Wood, fiberglass or wood composite Railings: Wood or wood composite Foundations: Brick, stone, or stucco Fencing: Wood Colors: Approved by the BAR

VICTORIAN



Victorian houses are typically characterized by front-facing, vertically oriented gables and *asymmetrical facades*. They are also easily recognized by the elaborate vergeboard, also known as gingerbread, below the gables and the strong vertical emphasis of the windows and rooflines.

Some general characteristics of the Victorian style also include:

1. All wood construction
2. Wood clapboard or board and batten siding
3. Steeply pitched roof (8:12 to 14:12)
4. Partial or full width porches or verandas
5. Patterned and multiple types of siding
6. Contrasting colors in trim and roof vergeboard
7. Asymmetrical and complex massing, with one gable facing the street

Windows



1. Rectangular punched window openings with recessed windows
2. Multi-pane units
3. Vertical format, double hung
4. Trim around the jamb and head
5. Stone, wood or precast sill with some detail
6. Wooden shutters

Doors



1. Recessed multi-paneled door
2. Vertical format
3. Decorative wooden trim
4. Transom and side lights

Details  1. Moderate or Large overhangs 2. Decorative vergeboard 3. Carved woodwork as decorative trim around windows and doors	Porches  1. The porch is a major feature of the house; large in proportion to the overall mass of the house 2. Wooden, with carved ornamentation 3. Raised above grade 4. Usually a contrasting color to the house
Massing  1. Simple rectangular forms, asymmetrical massing of additive forms 2. Gable or hipped roof 3. Two (2) or three (3) stories 4. First floor taller than other floors	Typical Materials Cladding: Typical Materials Wood, fiber-cement, clapboard (masonry shall only be used on duplex housing) Roofing: Metal, Cedar shake, or Asphalt Shingle Windows: Wood, vinyl or aluminum clad with traditional profiles Trim: Wood or EIFS Shutters: Wood Soffits: Wood or wood composite Gutters: Metal Downspouts: Metal Columns: Wood, fiberglass or wood composite Railings: Wood or wood composite Foundations: Brick, stone, or stucco Fencing: Wood Colors: Approved by the BAR

COLONIAL



Colonial houses are typically characterized by a symmetrical facade and gables parallel to the street. They are also easily recognized by their simple massing and elegant classical details. Some general characteristics of the Colonial style also include:

1. Medium pitched roof
2. Multi-paned windows with shutters
3. Entry porches with classical columns and cornices
4. Ornamental front doors framed with side lights, fan lights or glass transoms
5. An orderly arrangement of windows, doors, porches and roof forms, usually symmetrical

Windows



1. Rectangular punched window openings with recessed windows
2. Horizontal or square format, double hung
3. Multi-pane units
4. Trim around the jamb and head
5. Stone, wood or precast sill with some detail
6. Shutters

Doors



1. Recessed multi-paneled door
2. Vertical format
3. Decorative wooden trim
4. May have Transom and side lights

Details  1. Moderate overhangs with classical details 2. Trim is usually white	Stoop/Porches  1. The porch or stoop is used as an entry 2. Wooden, with carved ornamentation 3. Raised slightly above grade 4. Classical in style, features large Doric, Ionic and Corinthian columns
Massing  1. Simple rectangular forms (rectangle or box) proportions 2. Gable roof 3. Two (2) or three (3) stories	Typical Materials Cladding: Brick, Wood, or fiber-cement Roofing: Metal, Cedar shake, Slate or Asphalt Shingle Windows: Wood, vinyl or aluminum clad with traditional profiles Trim: Wood or EIFS Shutters: Wood Soffits: Wood or wood composite Gutters: Metal Downspouts: Metal Columns: Wood, fiberglass or wood composite Railings: Metal, Wood or wood composite Foundations: Brick, stone, or stucco on block Fencing: Metal or Wood Colors: Approved by the BAR

GEORGIAN



Georgian houses are typically characterized by a symmetrical facade and gables parallel to the street. They are also easily recognized by their horizontal or square format and elegant classical details.

Some general characteristics of the Georgian style also include:

1. Medium pitched roof
2. Multi-paned windows with shutters
3. Entry porches with classical columns and cornices
4. Front door centrally located, framed with light, fan lights or a decorative crown
5. An orderly arrangement of windows, doors, porches and roof forms, usually symmetrical, usually five windows on the second floor

Windows



1. Rectangular punched window openings with recessed windows
2. Vertical or double square format, double hung
3. Multi-pane units
4. Trim around the jamb and head
5. Stone, wood or precast sill with some detail
6. Shutters

Doors



1. Recessed multi-paneled door
2. Vertical format
3. Decorative wooden trim
4. Transom and side lights

Details 1. Moderate overhangs with classical details 2. Elegant and symmetrical	Stoop/Porches 1. The porch or stoop is used as an entry 2. Wooden, with carved ornamentation 3. Raised slightly above grade 4. Classical in style, features large Doric, Ionic and Corinthian columns
Massing 1. Simple rectangular forms (rectangle or box), usually horizontal in proportions 2. Gable roof 3. Two (2) or three (3) stories	Typical Materials Cladding: Brick, Wood, or fiber-cement Roofing: Metal, Cedar shake, Slate or Asphalt Shingle Windows: Wood, vinyl or aluminum clad with traditional profiles Trim: Wood or EIFS Shutters: Wood Soffits: Wood or wood composite Gutters: Metal Downspouts: Metal Columns: Wood, fiberglass or wood composite Railings: Metal, Wood or wood composite Foundations: Brick or stone Fencing: Metal or Wood Colors: Approved by the BAR

GREEK REVIVAL



Greek Revival houses are typically characterized by the adoption of the Architectural Orders and decorative motifs of the classical Greeks, primarily drawing on the Doric and Ionic orders. Early expressions of this style retained massing and composition rules from the Federal style, but applied Greek revival details, proportions in place of Adamesque. As the style matured, its expression became increasingly monumental, but remained adaptable to humbler dwellings.

1. Roofs should be gabled or hipped with a low pitch.
2. Multi paned windows
3. The cornice line of roofs and porches should be emphasized with a wide band of trim
4. Entry porches with classical columns and cornices
5. Front door may include narrow sidelights and a rectangular transom light above

Windows



1. Rectangular punched window openings with recessed windows
2. Vertical or square format, double hung
3. Multi-pane units
4. Trim around the jamb and head
5. Stone, wood or precast sill

Doors



1. Residential entry doors should be 2 or 4 or 6 panel doors
2. Entry door surrounds with pilasters and a flat entablature appropriate to the architectural style shall be provided

Details  1. Moderate overhangs with classical details 2. Elegant and symmetrical	Stoop/Porches  1. The porch of stoop is used as an entry 2. Wooden, with carved ornamentation 3. Raised slightly above grade 4. Classical in style, features large Doric, Ionic and Corinthian columns
Massing  1. Simple rectangular forms (rectangle or box), usually horizontal in proportions 2. Gable roof 3. Two (2) or three (3) stories	Typical Materials Cladding: Brick, Wood, or fiber-cement Roofing: Metal, Cedar shake, Slate or Asphalt Shingle Windows: Wood, vinyl or aluminum clad with traditional profiles Trim: Wood or EIFS Shutters: Wood Soffits: Wood or wood composite Gutters: Metal Downspouts: Metal Columns: Wood, fiberglass or wood composite Railings: Metal, Wood or wood composite Foundations: Brick or stone Fencing: Metal or Wood Colors: Approved by the BAR

Secs. 19-31~~2~~3—19-400. Reserved.



CITY OF CLEMSON AGENDA ITEM REQUEST FORM

Requested By:
Jacob Peabody, Zoning and Codes Administrator

Date Submitted: 7/13/2026

Council Meeting Date: July 20, 2026

Type of Request: (Choose Only One)

Agenda Item Summary: (brief for public information and posted agenda)
Consider 1st Reading of Proposed Map Amendment, Rezoning Hamilton Drive.

Agenda Item Detail: (expand as necessary for clarification)

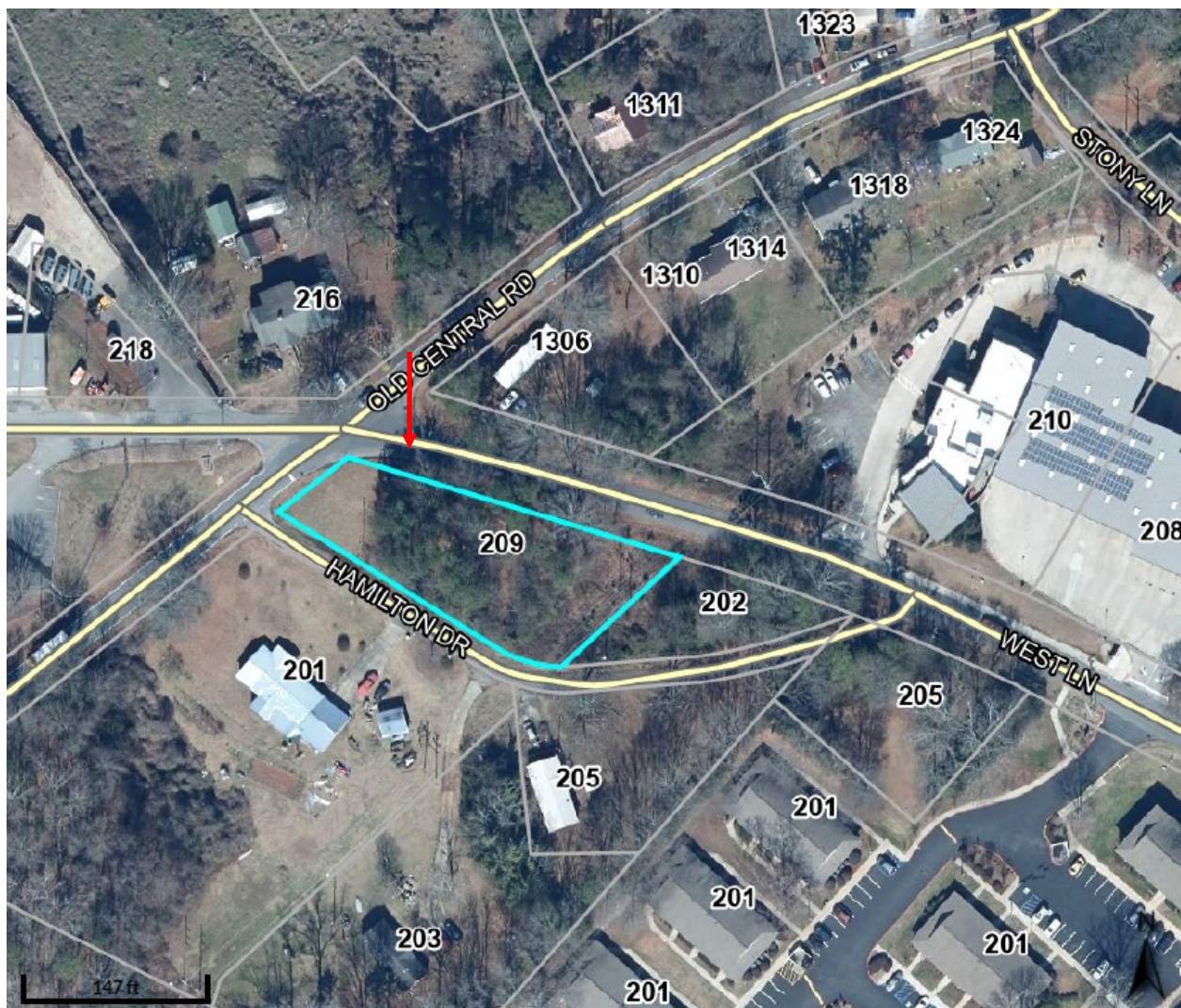
An application for a zoning map amendment (rezoning) was submitted by Mr. Melvin Mattison, Sr., owner of a .853 acre parcel (TMP# 4054-008-78-8516) located near the intersections of West Lane and Hamilton Drive with Old Central Road, on March 23, 2026. As proposed, the property (addressed 209 Hamilton Drive) would be rezoned from RM-3 Multi-family District to RIL Research Institutional District. The Planning Commission approved a positive recommendation on the proposed rezoning to City Council at their April 13, 2026 meeting, and a public hearing was held on July 6, 2026.

Report on RZNE-000547-2026 Proposed Map Amendment (Hamilton Drive)

July 20, 2026

An application for a zoning map amendment (rezoning) was submitted by Mr. Melvin Mattison, Sr., owner of a .853 acre parcel (TMP# 4054-008-78-8516) located near the intersections of West Lane and Hamilton Drive with Old Central Road, on March 23, 2026. As proposed, the property (addressed 209 Hamilton Drive) would be rezoned from *RM-3 Multi-family District* to *RIL Research Institutional District*. It should be noted that, because the parcel is less than 2 acres in area, the property is not allowed by City Code to be zoned differently than at least one adjacent property, thereby limiting the possible districts to RIL District or RM-2 District. Because the rezoning request is noted on the application to allow for an office for a private security firm, which is not allowed under either current zoning or the RM-2 District, RIL District, which will allow it, is being requested. The Planning Commission approved a positive recommendation on the proposed rezoning to City Council at their April 13, 2026 meeting.

LOCATION



Existing Condition Images



View From Northeast Corner on West Lane



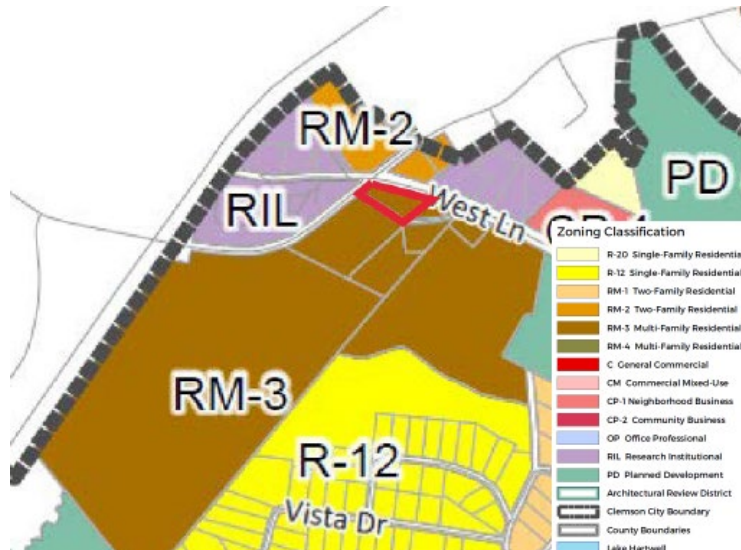
View From Northwest Corner Near Intersection of West Lane and Old Central Road



View From Southeast Corner on Hamilton Drive

Zoning

As stated above, the parcel proposed for rezoning is currently zoned RM-3 Residential Multi-family District, which is a district intended, among other things, to permit a range of housing types that serves the needs of a multi-generational housing market. The requested rezoning would change the parcel's zoning to Research-Limited Industrial District, which although primarily focused on research, institutional, and light industrial uses, does permit a range of office uses, and therefore will allow for the future proposed use.

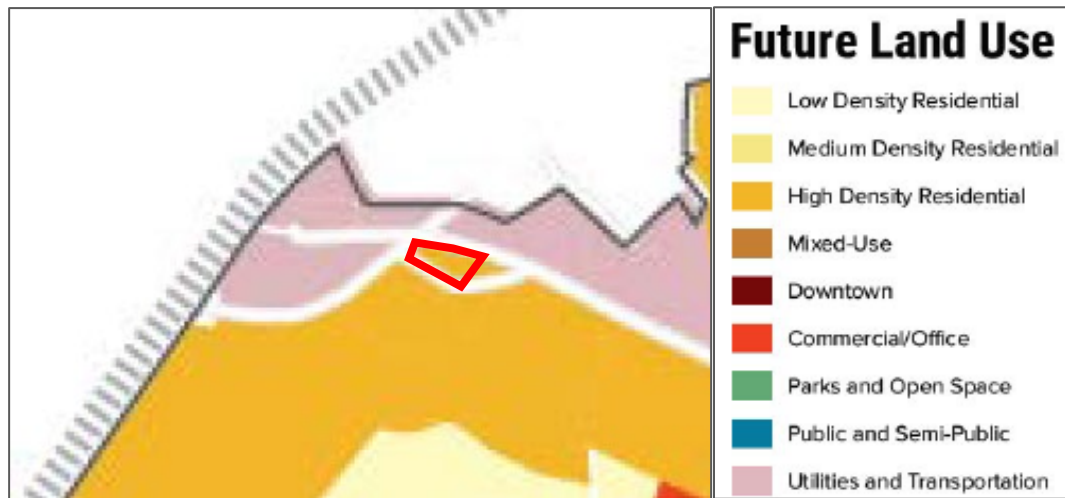


Neighboring properties situated on the north and northeast of the reference property include both RM-2 Residential District and RIL Research Limited-Industrial District parcels; and, to the south is RM-3 Residential property. Across Old Central Road on the west of the reference property is an additional RIL District property. It is worth noting that both of the adjacent existing RIL District properties are owned by the City of Clemson, with the CAT Bus headquarters and shop situated to the northeast; and, the Public Works Department and City Recycling Center to the west. If approved, the result of the rezoning would be to effectively 'link' the two RIL properties into a band of RIL District.

Comprehensive Plan

The Comprehensive Plan shows the property as part of the area called out for future High Density Residential. But, because the plan is itself is not regulatory, and the Future Land Use Map is not parcel based, but merely indicative of the use recommended for the area, it should be remembered that the proposed rezoning is not prohibited. That said, the Plan does identify the parcel as part of a small area for infill and redevelopment.

Future Land Use



Impact On Services

Comments on the proposed rezoning were solicited from pertinent City departments to identify a possible impacts of the change on service delivery. No impacts from rezoning the property were identified.

Review Status

The Planning Commission took the matter up on April 13, 2026 and approved a positive recommendation on the matter to City Council, and a public hearing was held on July 6, 2026. Council is scheduled to consider first reading of the proposed rezoning on July 20, 2026.

Application



**CITY OF
Clemson**
PLANNING &
DEVELOPMENT

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Fax (864) 653-2057
www.cityofclemson.org

PC

PLANNING COMMISSION ZONING AMENDMENT APPLICATION

Please complete in ink and return to the Planning and Codes Administration Department with required attachments, information, and filing fee. Zoning Map Amendment (Rezoning) applications require a **filing fee of \$250**, a current survey of the property, a copy of the deed, and a designation of agent if owner is not the applicant. **Both sides of this application must be completed; incomplete applications will not be accepted.**

- An amendment to the zoning ordinance text or the zoning map may be initiated by the city council, the planning commission, or the board of zoning appeals.
- An amendment to the zoning map for changing a zoning district designation of property may be initiated by the owner of the property affected or by an agent authorized by the owner in writing.

File no.: R - _ _ -	PIN: <u>4054-08-78-8516</u>	Date submitted: <u>3/23/26</u>	Planning Commission meeting date: <u> / / </u>
Amendment type: ☒ Map amendment (Rezoning) ☐ Text amendment			
Initiated by: ☒ Owner/Agent ☐ City Council ☐ Planning Commission ☐ Board of Zoning Appeals			

OWNER(S) INFORMATION			
Last name: MATTISON	First: MELVIN	Middle: SR.	Interest: ☒ Sole owner ☐ Co-owner
Mailing address: 201 HAMILTON DRIVE	City: CLEMSON	State: SC	ZIP Code: 29631
Daytime phone no.: (864) 508-6867	Fax no.: ()	E-mail: MELVINMATTISON9@GMAIL.COM	

APPLICANT INFORMATION			
<i>To be completed only if Owner is not Applicant:</i>			
Applicant's last name: MATTISON	First: TYRONE	Middle: DAVIS	
Mailing address: 101 LYLE STREET	City: MAULDIN	State: SC	ZIP Code: 29662
Daytime phone no.: (864) 414-3707	Fax no.: ()	E-mail: TMATTISON44@GMAIL.COM	

PROPERTY INFORMATION			
THE OWNER/APPLICANT HEREBY REQUESTS that the property described below be rezoned from <u>RM-3</u> to <u>RM-3 RIL</u>			
Property address: 209 HAMILTON DRIVE, CLEMSON SC	Property dimensions:	Property area:	0.853 AC

DESIGNATION OF AGENT		
<i>To be completed by Owner(s) only if Owner is not Applicant. All owners must sign.</i>		
I (we) hereby appoint the person named as Applicant as my (our) agent to represent me (us) in this request for a zoning map amendment.		
MELVIN MATTISON, SR.		Date <u>3/13/26</u>
Owner name	Owner signature	
<i>To be completed by Applicant:</i>		
I certify that the information in this request is correct.		

TYRONE D. MATTISON

Applicant name

Rev. 12-09-05; 06-15-07



Applicant signature

Date

3/13/26

REQUIRED INFORMATION

REASONS FOR ZONING AMENDMENT REQUEST: I (we) request the rezoning for the following reasons:

Property Dimensions: 99' x 183.40' x 113.25' x 186.25' x 20' x 233.53' 0.853 Acres

The purpose of this zoning amendment request is to allow the property owner to place a small professional office building on the property. The owner is planning on placing a small Private Contract Security office space on this property. The office space will be used as a base of operations for the owners and staff, and a place to offer security related services to potential clients. The office building is expected to attract minimum to little traffic due to the nature of the services offered. Private Contract Security is generally performed off-site and serves a niche market for those who are in need of security related services.

Plat

