

## **Section 8:11 MSDD, Taylors Main Street Development District**

### **Section 8:11.1 Intent and Purpose**

The Taylors Main Street Development District (MSDD) aims to encourage development that is compatible with the traditional small town center, with a focus on commercial areas and immediately adjacent neighborhoods in the Taylors Main Street corridor. Considerations include site design of commercial properties, walkability, community vibrancy, and preservation of character consistent with neighborhoods that have historic ties to the textile industry and associated “mill village” development. The district also aims to protect investments in commercial and residential properties by ensuring new development is consistent with the community’s vision.

### **Section 8:11.2 Applicability**

MSDD is a zoning overlay district and does not change the underlying zoning classification of any existing property.

All land use and development actions shall comply with the requirements and standards herein and in all respects with other applicable codes and ordinances to the extent that they are not in conflict with these provisions. Where these standards are in conflict with the other sections of this ordinance, these standards shall apply.

Questions of interpretation and enforcement, including unnecessary hardship, shall be first presented to the Zoning Administrator. Appeal from the decision of the Zoning Administrator shall follow standard processes described in Section 3.5 of the Greenville County Zoning Ordinance.

### **Section 8:11.3 Official MSDD Boundary**

The official MSDD boundary shall be delineated and maintained as part of the Greenville County, South Carolina Official Zoning Map per Section 1.4 of the Greenville County Zoning Ordinance.

### **Section 8:11.4 Non-residential Setbacks and Façades**

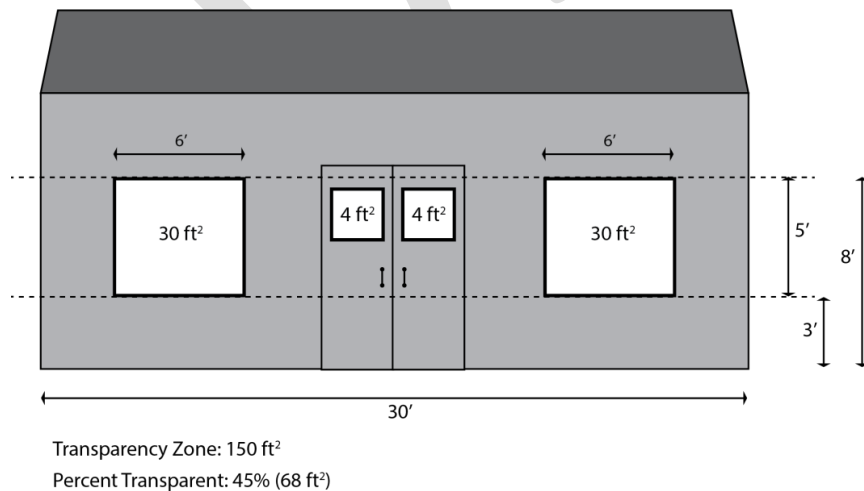
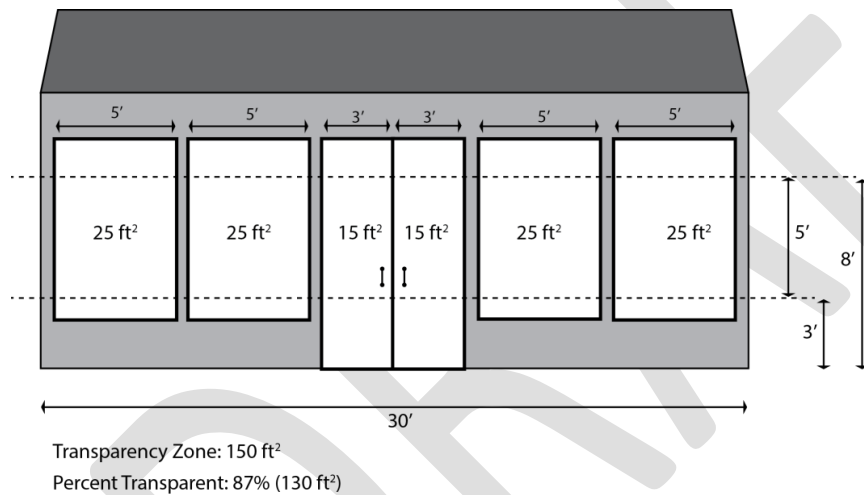
In order to better define Main Street and promote a building style consistent with historic neighborhood commercial areas, to protect the viability of existing historic structures that embody this character, and to promote pedestrian interest and access, non-residential setbacks may be adjusted in conjunction with façade design enhancements.

1. For non-residential uses on properties zoned C-1, C-2, C-3, and O-D, minimum front setback may be reduced, provided public-facing façade(s) include a transparency zone and pedestrian-oriented primary entry per Table 1. Transparency refers to the use of clear, non-mirrored glass windows, doors, and other architectural elements that are fundamentally see-through. Frosted, heavily tinted, and other semi-opaque glass materials shall not satisfy transparency zone requirements. Illustrated examples in Figure 1.

Table 1: Transparency Zone Requirements

Front Setback	Transparency Zone Requirements
0 feet – 10 feet	At least seventy percent (70%) of public facing façade surface area between 3 and 8 vertical feet from grade shall be transparent. Primary pedestrian-oriented entry required.
10 – 24 feet	At least forty percent (40%) of public facing façade surface area between 3 and 8 vertical feet from grade shall be transparent. Primary pedestrian-oriented entry required.
25 feet and greater	No transparency required. No additional entry requirements.

Figure 1: Transparency Zone Examples



2. All non-residential uses with a setback of less than twenty-five (25) feet shall include pedestrian facilities (walkway, at a minimum) that connect front-facing entry to an existing or planned sidewalk. Where a sidewalk does not exist, pedestrian facilities shall extend to the right-of-way boundary.
3. For non-residential uses on properties zoned C-1, C-2, C-3, and O-D, minimum side setbacks shall not apply, except where property abuts residential uses or districts.
4. For any special review district (PD, POD, FRD, NC, etc.), a twenty-five (25) foot buffer shall not be required on development boundaries directly adjacent to a public road right-of-way, provided this relief is used to support the development of commercial structures that meet public-facing façade requirements for reduced setbacks, described in this section. Additional buffer and/or screen may be required for parking facilities per Section 8:11.5 of this document. Twenty-five (25) foot buffer requirements shall remain for all special review district boundaries that are not adjacent to a public road right-of-way.
5. For front-facing façades of non-residential structures containing multiple contiguous units with discrete entries, no more than three contiguous units may utilize identical architectural elements. Acceptable variations in architectural elements may include design of entryway, location of window(s) and door(s), shape/slope of roofline, and architectural siding. Additional variations are encouraged, such as signage, lighting, canopies/awnings, and landscaping.
6. Setbacks or specific construction requirements may be further determined by pertinent building code requirements.

**Section 8:11.5 Parking Facilities for All Properties, with the Exception of Single-Family Residential**

In order to better define the character of Main Street and to support improved pedestrian safety and experience, the MSDD aims to reduce the visible impact of parking facilities from any public right-of-way.

1. For any use other than single-family residential, a limited number of parking spaces are permitted in the front setback yard, based on the parcel’s width (Table 2) measured at the front property line. The front setback yard is defined as the open space extending the full width of the lot, the depth of which is the minimum horizontal distance between the front lot line and the nearest projection of the main structure.

**Table 2: Permitted Parking Spaces in Front Setback Yard**

<b>Parcel Width at Front Property Line</b>	<b>Maximum Number of Parking Spaces permitted in Front Yard</b>
<40 feet	0
40 – 90 feet	3
90 – 180 feet	5
>180 feet	10

2. For any use other than single-family residential, alternatives to on-site parking are encouraged and may include off-site parking, shared parking agreements, and officially designated on-street parking spaces in order to meet minimum parking requirements.
3. All parking areas shall be designed to connect with parking areas on adjacent properties when possible, or designed to allow for logical future connectivity if no adjacent parking area exists. Lands reserved for future connectivity may be used for parking until connection with adjacent properties is realized.
4. For any use other than single-family residential, one (1) deciduous canopy tree shall be included for every ten (10) parking spaces. For parking areas requiring more than one tree, trees shall be configured such that parking surface is shaded to the greatest extent possible.
5. Required handicapped parking spaces shall be allowed in the front setback area and shall not be included when calculating the total number of parking spaces.

### **Section 8:11.6 Commercial Signs**

For the purposes of commercial signage, the MSDD shall follow guidelines for a “Special Use Area” per Chapter 19 of the Greenville County Sign Ordinance, with the following exceptions.

1. No sign shall be internally lit, with the exception of digital message center signs. Acceptable lighting includes static spotlights (either from ground level or from above) and backlights (halo effect), assuming County light emissions standards are met.
2. No freestanding sign shall exceed eight (8) feet in height.
3. No sign shall exceed forty (40) square feet in size.

### **Section 8:11.7 Residential and Office Uses on Commercial Properties**

Where a commercial use is present on the ground floor of a multi-story commercial structure, residential and office uses shall be permitted on upper level(s) of the same structure with the following conditions.

1. Front setback is ten (10) feet or less and transparency requirements reflect setback per Section 8:11.4 of this document.
2. Parking facilities meet minimum requirements for all uses or demonstrate alternative parking arrangements per Section 8:11.5 of this document.

### **Section 8:11.8 New Streets and Sidewalks**

Any new street shall be part of the public realm and, in addition to providing access to new properties, shall play a role in community mobility by ensuring connectivity of transportation networks.

1. All new street(s) and right(s)-of-way shall be public, designed and constructed to meet all standards for public roads per Greenville County and/or South Carolina Department of Transportation regulations.

2. All new street(s) shall be designed to include connectivity with existing or planned streets at both termini, with no dead-ends or cul-de-sacs. In addition to construction standards required by Greenville County and/or the South Carolina Department of Transportation, new streets shall follow the guidelines of Traditional Neighborhood Development, as presented in Section 13.4 of the Greenville County Land Development Regulations.
3. All new streets shall include two sidewalks (one on each side of the street) designed to connect to an existing and/or planned pedestrian network. If required new sidewalk(s) are unable to connect to an existing pedestrian network, new sidewalk(s) shall be designed to accommodate future connectivity.

#### **Section 8:11.9 Infill Residential Development**

Standards for new infill residential development are designed to allow for site-specific design that is harmonious with existing neighborhood patterns.

1. New single-family residential parcel(s) may be created as part of a minor subdivision (6 new parcels on an existing street), where the minimum lot size of new parcel(s) zoned for single-family residential use may be reduced to match the lot size of any abutting single-family residential parcel, provided:
  - a) At least one new parcel shares a side boundary with the parcel to be matched, and all new parcels of a similar scale are contiguous.
  - b) All new parcels front an existing public right-of-way.
  - c) Minimum lot size for new parcels is 6,000 square feet, even if the lot size of the property to be matched is less than 6,000 square feet.
  - d) Minimum frontage for new parcels is 50 feet.
  - e) On-site parking facilities are not located between the primary structure and the fronting right-of-way.
  - f) Attached garage is not oriented such that the garage door is an element of the structure's front-facing façade.
  - g) All new parcels that reflect existing neighborhood patterns shall be zoned R-6 or the most appropriate zoning designation available at the time of establishment.
2. For parcels created following the guidelines of this section, the front setback of any single-family residential structure may be reduced to match the setback of a single-family residential structure on an abutting property that fronts the same public right-of-way, provided:
  - a) On-site parking facilities are not located between the primary structure and the fronting right-of-way.
  - b) Attached garage is not oriented such that the garage door is an element of the structure's front-facing façade.

#### **Section 8:11.10 Special Review Districts**

All development within special review districts, regardless of scope or acreage, shall refer to this document and the County Land Development Regulations Article 13: Traditional Neighborhood Development, to provide general development principles and guidelines.

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# Taylor's Main Street Development District

- Street Center Line
- Parcel Line
- River/Waterbody
- Railroad
- Main Street Development District

