

Town of Pendleton

South Carolina

Corridor Overlay Design Guidelines

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Design Guidelines

The intent of these regulations is to establish design and development standards that foster high-quality, attractive, and sustainable development that is compatible with the town's existing character. These standards will act to protect and enhance the character and quality of the community's development while maintaining and strengthening a recognizable identity and character that is unique to Pendleton. These regulations are not intended to promote the replication of the existing built form or a certain stylistic result, but to allow imaginative design that is respectful of its neighborhood.

The guidelines include narrative descriptions that are intended to document the community's design objectives with the use of illustrations and other examples so that developers and consultants can visualize how their projects work towards the goals of the Town. In addition, the guidelines include a set of minimum site and building design standards, recognizing that all new development, regardless of size, should be subject to minimum standards. These two parts combine to create standards with rules and measures which raise standards for all development, but within a regulatory structure offering options and flexibility, not strict requirements.

The Design Guidelines are intended to serve a number of purposes. They:

1. Educate property owners, developers, the public, and plan reviewers on what is expected and desired for new development throughout the Town of Pendleton;
2. Present clear principles and priorities for achieving this vision;
3. Present clear policy guidelines and criteria for development to implement the design vision; and
4. Illustrate specific techniques to use when planning and designing developments.

All new construction shall conform to the design guidelines requirements. Town staff may approve minor variations to this section provided similar materials, configurations, and/or techniques are used that fulfill the intent of this Section. Major variation to building façade requirements due to unique building use requirements may be approved by the Design Review Board, provided the overall character of the site maintained in accordance with all other standards. All variations shall be noted on the final approved plan.

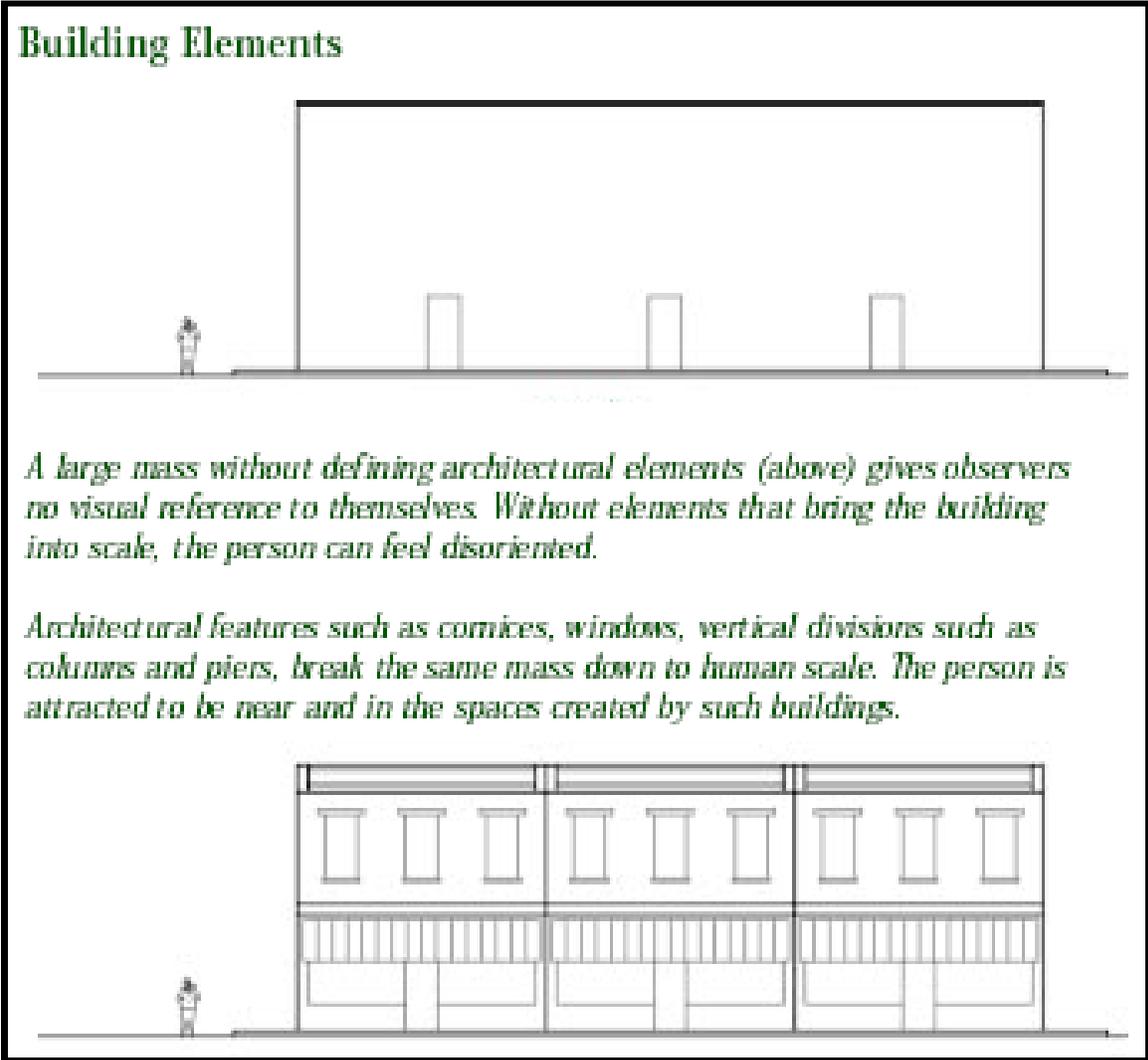
Design Principles

The narrative serves as a visual definition of the architectural building requirements that will be applied to the design overlay districts throughout the Town of Pendleton. This section sets out general principles intended to recognize and preserve the unique character and integrity of the community's special areas and properties while also allowing for their active use. They are intended to assist property owners, developers and town review boards with the preliminary planning, design and evaluation of proposals and approval of projects. By incorporating the standards in the early phases of design, time consuming and costly changes can often be avoided. In addition, they are intended to reduce or eliminate the more common architectural characteristics of sprawl development, and work towards a common vision for Pendleton's future.

Building Scale

Human scale is the proportional relationship of buildings and spaces to people. When components in the built environment are ordered in such a way that people feel comfortable then human scale has most likely been used. By contrast, a place that is out of human scale, either too small or too large, will tend to make people feel uncomfortable. The reaction is to avoid such a place or to move through it quickly. Significant buildings and sites use monumental scale to create a sense of importance. In these cases, the human scale elements are often incorporated into the project as well. Human scale can be further reinforced by the choice of materials, textures, patterns, colors, and details.

The dimensions of building height and width, street width, streetscape elements, building setback, and other elements should be planned so that they establish a comfortable realm for people to move around in and interact in. Two important considerations are how these elements relate to human size and how they relate to each other in terms of scale. Proportion is the relationship of one dimension to another and creates visual order among the elements of a building.



Height can lend a building dignity and grace. Conversely, it can contribute to unacceptable bulk and dominance. It is the height in combination with other features that results in a positive or negative outcome. The height and scale of each building should take into consideration its site and existing (or anticipated) neighboring buildings. Building articulation and design details can reduce the perceived mass of large buildings. Elements such as openings at street level, decorative elements that mark floor heights such as cornices, porches and awnings can be used to break the building down to human dimensions. Residential forms and proportions should be used on commercial and office buildings next to residential areas. Buildings should avoid long, monotonous, uninterrupted walls or roof planes on their visible facades. Building wall offsets, including projections, recesses, and changes in floor level should be used in order to: add architectural interest and variety; relieve the visual effect of a single, long wall; and subdivide the wall into human size proportions.

Window and Door Proportions and Design

The location and size of windows and doors also contributes to a sense of visual continuity along the street. In order to maintain this sense of visual continuity, a new building should maintain the basic window and door proportions and placement seen traditionally. The arrangement of windows and doors on a house also contributes to the character of a district. Most buildings have similar amounts of glass, resulting in a relatively uniform solid to void ratio. This ratio on a new building should be similar to that of traditional buildings.

Building and Street Lighting

The character and level of lighting that is used on a building is a special concern. Traditionally, exterior lights were simple in character and used to highlight entrances, walkways, and signs. Most fixtures had incandescent lamps that cast a color similar to daylight, were relatively low intensity and were shielded with simple shade devices. Although new lamp types may be considered, the overall effect of modest, focused light should be continued.

Signs

A sign typically serves two functions: first, to attract attention, and second to convey information, essentially identifying the business or services offered within. If it is well designed, a building front alone can serve the attention-getting function, allowing the sign to be focused on conveying information in a well-conceived manner. All new signs should be developed with the overall context of the building and of the area in mind.

Building Materials and Color

Building materials of new structures should contribute to the visual continuity of the neighborhood. They should appear similar to those seen traditionally to establish a sense of visual continuity. While color in itself does not affect the actual form of a building, it can dramatically affect the perceived scale of a structure and it can help to blend a building with its context.

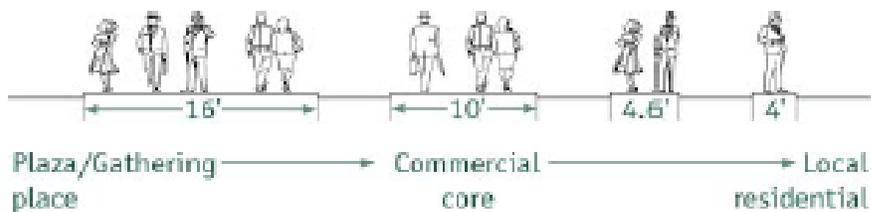
All sides of the building should use materials consistent with those on the front if visible from public streets or neighboring properties, and should be carefully designed with similar detailing, and be comparable in quality and materials. Materials should be selected for suitability to the type of building and design for which they are used. Piecemeal embellishment and frequent changes in material should be avoided. Metal buildings should be prohibited except as specifically allowed in the planning area regulations.

Street Design, Sidewalks, and Trees

“Streetscape” is the general term applied to all of the elements that make up the public realm surrounding thoroughfares: street paving, sidewalks, planting strips, lighting, traffic signals, outdoor street furniture, public signs, and utilities. Street trees with protective canopies can be used to enclose and define streetscapes. Street widths should be limited when possible with bulb-outs are used at crosswalks, and medians are recommended to break the street into dimensions comfortable for pedestrians. Streetscape elements such as sidewalks wide enough for comfortable pedestrian movement, distinctive sidewalk paving, pedestrian- scale streetlights and other fixtures also help to create a comfortable human dimension.

Along arterials that connect activity centers to each other or to other major developments, use of street trees, streetlights, planted medians, underground utilities and other features to strengthen the visual and physical link between destinations is encouraged. Gateways to activity centers, and possibly neighborhoods, should be delineated with distinctive streetscape elements. These can include signs, special paving at crosswalks, grouped plantings, fountains, and other signature features.

Coordinate the total visual effect of all streetscape elements within a development or along an arterial or major collector, including paving, sidewalks, street trees and plantings, lighting, traffic signals, signs, street furniture, and utilities. Develop and use a common palette of colors, materials, and design. Consideration should be given to coordinating streetscape elements of individual developments with adjacent developments. While they need not match, they should coordinate and not clash.



Reduce Crossing Distance

To improve pedestrian safety at corner crossings, limit the distance from curb to curb.

Keep curb radius to a minimum to reduce length of crosswalk

Another option for local access roads is the extended curb that further reduces the crosswalk.

① Avoid this
② Do this

Avoid a wide turning radius, which makes it harder for pedestrians to cross because of reduced sight distance, increased speed of cars, and greater distance that must be covered. When wide turning radius is required, place the pedestrian crossing at the narrowest part of the throat of the intersection.

Mechanical Screening

Utilities that serve properties may include telephone and electrical lines, ventilation systems, utility meters, mechanical equipment, transformers, generators, air conditioners, and similar features or other utility hardware. Adequate space for these utilities should be planned in a project from the outset and they should be designed such that their visual impacts are minimized. Service areas for trash, recycling containers, loading facilities, and site maintenance equipment should be carefully planned as an integral part of a site. At the same time, the visual impacts of service areas should be minimized. When laying out a site, adequate provisions should be made for service areas. They should not simply be located in left over side yards, for example.

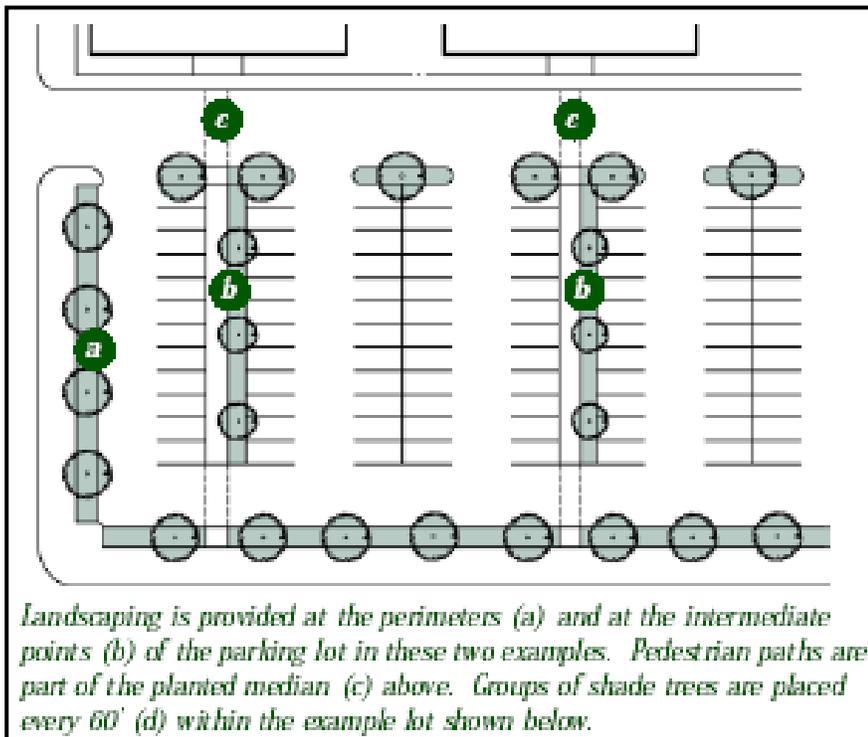
Accessory buildings, particularly in residential areas, must be of similar design, materials, and colors as the principal building and should be appropriately landscaped. Vinyl siding is discouraged but may be appropriate for some single-family attached or detached residential structures.

Parking

The intent of these regulations is to offer safe pedestrian movement to and from the parking lot, to add human scale to the parking lot, to improve the physical and aesthetic integration of the parking with the building, and to ensure safety and security of the parking lot. This goal includes reducing the image of the “sea of parking” one finds along corridors at retail centers and the “garage-scape” in neighborhoods. Parking is necessary at work, at home, and at destinations throughout the town. However, there is no reason why it needs to dominate the view.

Break parking lots into modules or multiple smaller lots using techniques such as the natural

topography, logically placed landscaped pedestrian paths to destinations, and by linear aisles of plantings should be utilized. Avoid large expanses of asphalt. Reducing the amount of parking lots through such methods as providing on-street parking, using off site parking such as municipal lots, sharing parking among complementary uses, providing pull-in spaces in front of shops and creating overflow lots is also encouraged. These techniques may require some flexibility when applying parking standards.



General Requirements (applies to all structures)

All new construction, additions as defined in this section as well as major rehabilitation shall conform to the requirements of this section. The base or underlying zoning use district regulations shall also apply. When there is a conflict in regulations, the most restrictive shall apply.

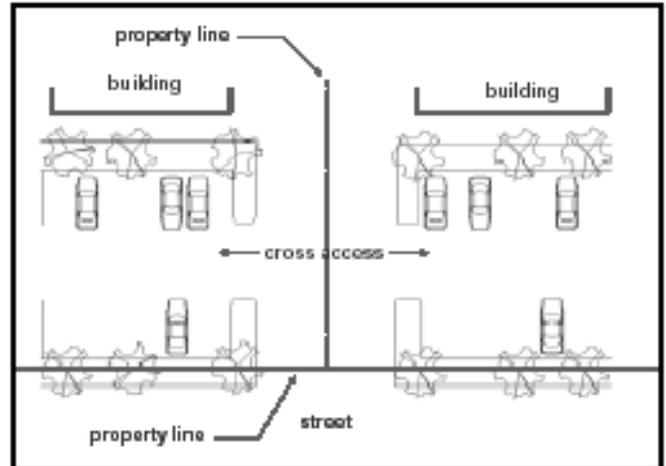
1. To perpetuate the unique building character of the Town, development shall generally employ building types that are sympathetic to the traditional architectural vocabulary of the area in their massing and external materials.
2. Front elevations facing the street and overall massing shall be pedestrian in scale.
3. Adjacent buildings shall be architecturally compatible through similar silhouettes, spacing between facades, setbacks, proportions, treatments, exterior materials, scale, massing, and/or architectural style.
4. The Primary Entrance shall be both architecturally and functionally designed on the front façade of the building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting façade. The use of fire escape or exit-only doors as Primary Entrances is explicitly prohibited.
5. All new construction shall generally conform in street orientation, massing, lot width and setbacks to adjacent existing and proposed structures.
6. Project elements like mechanical equipment, electrical and telephone lines, utility meters, storage areas, trash enclosures, transformers, generators and similar features or other utility hardware on roof, ground, or buildings shall be screened from public view of the façade with materials similar to the structure. Ground mounted mechanical equipment shall be located to the rear or side yard and screened from off-site view. Roof-mounted mechanical equipment shall be screened from off-site view by a parapet wall and shall not be visible from the street. Unused equipment should be removed. Noise from HVAC or other operation equipment associated with the function of proposed structures shall not exceed 55 decibels as defined by the manufacturer.
7. Loading and service delivery areas shall be located to the rear or side yard away from the primary street frontage.
8. Canopies and awnings shall be canvas or similar material and shall be permitted to encroach over a sidewalk to within two feet of a public street curb and may be illuminated by external lighting only.
9. Open decks, patios, and steps are permitted with rear and side yards and may encroach into required setback to within 5 feet of all property lines.
10. Colors should be used to create coordinated color schemes for buildings. Employ color schemes that are simple in character with one base color that should be muted and only one or two accent colors. Reserve the use of bright colors for accents only.

Parking

Automobiles are so much a part of everyday life that space needs to be made for them wherever people live, work, and play. New parking facilities should be designed to be attractive, compatible additions to the district. In general, a new parking facility should remain subordinate to the street scene. These guidelines will address how parking can be adequate, convenient but unobtrusive.

1. Reduce the scale of parking lots.

- Break parking lots into pods or multiple smaller lots using techniques such as the natural topography, logically placed landscaped pedestrian paths to destinations, and by linear aisles of plantings. Avoid large expanses of asphalt.
- A maximum of 20 spaces shall be allowed per pod. All parking areas shall be connected to building entrances with delineated pedestrian connections.



2. Site a portion of parking out of view. Generally, site a minimum of 20-40 percent of parking to the rear and sides of buildings.

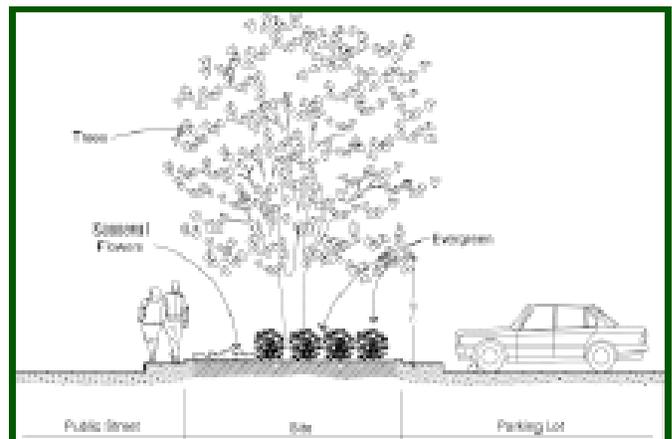
- Limit the amount of parking between the street and principal buildings oriented to streets, (such as outparcels in shopping centers) to no more than one double row of nose-in parking between the building and the street to which it is oriented.
- Screen parking lots from the street and from adjoining development, using low fences or walls, berms, or year round landscaping.

3. Accommodate pedestrian needs around parking areas.

- Provide clear pedestrian paths and crossings from parking spaces to main entrances and the street.
- Plan parking so that it least interferes with appropriate pedestrian access and connections to adjoining developments.

4. Where a parking lot abuts a public sidewalk, provide a visual buffer.

- Use landscaped strips or planters.
- Consider the use of a wall as screen for the edge of the lot.
- Use a combination of trees and shrubs to create a landscape buffer.
- Where a parking lot exists that is presently not screened or landscaped, consider a landscaping program or an infill building that relates to the surrounding district context.



Signs

A sign typically serves two functions: first, to attract attention, and second to convey information, essentially identifying the business or services offered within. If it is well designed, a building front alone can serve the attention-getting function, allowing the sign to be focused on conveying information in a well-conceived manner. All new signs should be developed with the overall context of the building and of the area in mind.

These guidelines are to ensure that signs are integrated in the architectural design and consistent with the character of the development. Signs for multi-tenant or phased developments should remain consistent in terms of materials, design features, and scale. Ultimately, these guidelines are intended to reduce the visual clutter of numerous signs placed along arterial roadways.

1. Signs should be coordinated with the composition of the overall façade and in proportion to the building such that it does not dominate the appearance. Incorporate design elements for on-site signs that are consistent with each other and with the overall architectural character of the development, in terms of their materials, height, colors, and lettering style, to reinforce visual continuity. Sign materials should be compatible with that of the building façade and should use colors that are compatible with those of the building front.
2. Locate signs on a building such that it will emphasize design elements of the façade itself and fit within existing architectural features.
3. Window signs may be painted on the glass or hung inside the window and should cover no more than 25% of the total window area on the side of the building on which it is displayed.
4. Projecting signs may be considered. Small projecting signs should be located near the business entrance, just above the door or to the side of it, while large projecting signs should be mounted higher and centered on the façade or positioned at the corner. All attached signage shall meet size requirements as specified in the Zoning Ordinance.
5. Signs not attached to buildings shall be ground mounted signs. Such signs shall be no larger than the width and area allowed in the Zoning Ordinance for each respective zoning district. The height of all signs within the Corridor shall not exceed six (6) feet tall. All ground mounted signs shall be located a minimum of five (5) feet behind the street right-of way. No ground-mounted sign greater than five (5) square feet in area shall be located closer than ten (10) feet to any adjacent lot line. A fifteen- (15) foot side-yard setback shall be required if the side lot line abuts a residential use or district. The use of berms or raised landscape areas is only permitted to raise the base of the sign to the mean elevation of the fronting street.
6. The most appropriate lighting of a sign is with ground mounted lights directed at the signage. All lighted signs shall have their lighting directed in such a manner as to illuminate only the face of the sign. No commercial sign within 100 linear feet of a pre-existing residential structure may be illuminated between the hours of 12:00 midnight and 6:00 a.m. A residence shall be deemed "pre-existing" for purposes of this Section if it has a valid building permit in effect for construction of said structure or if construction of said structure was complete on or prior to the effective date of this provision.
7. Internally illuminated signs are discouraged, however, only the letters and logo may appear lit with the remaining background of the sign opaque.

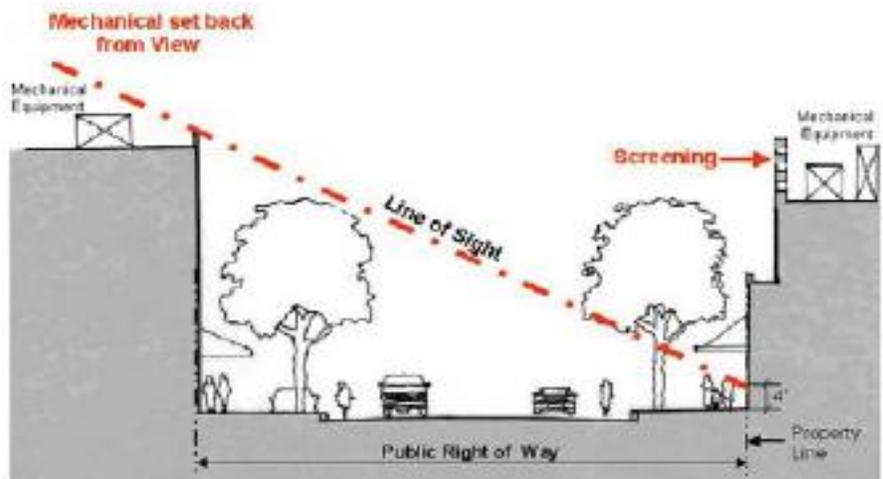
8. Flashing signs, signs with flashing or reflective disks, signs with flashing lights or lights of changing degree of intensity or color or signs with electrically scrolled messages (except government signs and signs which give time and temperature information) are prohibited. If a time and temperature sign alternates between a time message and a temperature message it shall continuously show one message a minimum of three (3) seconds in time before switching to the other message.

Mechanical Screening and Service Areas

Utilities that serve properties may include telephone and electrical lines, ventilation systems, utility meters, mechanical equipment, transformers, generators, air conditioners, and similar features or other utility hardware. These items are among the variety of equipment that may be attached to a building that can affect the character of the area. Adequate space for these utilities should be planned in a project from the outset and they should be designed such that their visual impacts are minimized.

Trash and recycling storage areas also are concerns. Service areas for trash, recycling containers, loading facilities, and site maintenance equipment should be carefully planned as an integral part of a site. To the greatest extent feasible, these areas should be screened from public view to reduce the visual impacts. When laying out a site, adequate provisions should be made for service areas. They should not simply be located in left over side yards, for example.

1. Minimize the visual impacts of utility connections and service boxes.
 - Project elements like mechanical equipment, electrical and telephone lines, utility meters, transformers, generators and similar features or other utility hardware on roof, ground, or buildings shall be screened from public view with materials similar to the structure.
 - Ground mounted mechanical equipment shall be located to the rear or side yard and screened from off-site view.
 - Roof-mounted mechanical equipment shall be screened from off-site view by a parapet wall and shall not be visible from the street. Unused equipment should be removed.
 - Locate a satellite dish out of public view, to the extent feasible, and in compliance with other regulations.



2. Minimize the visual impacts of trash storage and service areas.

- Loading and service delivery areas shall be located to the rear or side yard away from the primary street frontage and away from major pedestrian routes; typically place them at the rear of a building when feasible.
- Locate storage, solid waste collection, and loading areas at least 20 feet from any public street, public sidewalk, internal pedestrian walkway, or building with a residential use.
- Incorporate loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions into the overall design of the building and landscaping so that the visual and acoustic impacts of these functions are fully contained/screened and out of view from adjacent properties and public streets.
- Use screening materials for solid waste collection and loading areas that are the same and of equal quality to the materials used for the primary building and landscaping.

Residential Buildings

General Requirements

1. When adapting a residence to a commercial use, respect the residential character of the building. Seek uses that are compatible with the traditional character of the building.
2. Maintain the line of building fronts in a block. The front yard setback of a new building should match the established range of adjacent buildings. Where setbacks are uniform, the new building should be placed in general alignment with its neighbors. In those areas where setbacks vary, new buildings should be placed within 10 feet of the average setback along the block.
3. Orient the front of the house to the street and clearly identify the front door.
4. Exterior lights should be simple in character and low in intensity so as to minimize the visual impacts of exterior lighting.
5. Garages with front loading bays shall be recessed from the front facade of the house and visually designed to form a secondary building volume. Two car garages visible from the street should be designed with two single doors or visually similar to two single doors for consistency of visual proportion. All garages with more than two bays should be turned such that the bays are not visible from the street. At no time shall the width of an attached garage exceed 40% of the total building facade. Exception: Corner lots may have garage access (side loaded) from the non-fronting street.
6. Side Loaded Garages may be permitted on corner lots from the non-fronting street.
7. Garage doors are not permitted on the front elevation of any multi-family dwelling.
8. New outbuildings should be subordinate to the primary structure on a site, located to the rear of the lot and should be similar in character to those seen traditionally.

Materials

1. Accessory buildings with a floor area greater than 150 square feet shall be clad in materials similar in appearance to the principal structure.
2. Garden walls may be of brick, stone or stucco matching the principal building. Front yard fences shall be wood picket, wrought iron, or similar material only. Side and rear yard fences may be chain link, wood, wrought iron, or similar material. All side and rear yard fences over 5 ft in height shall be wood or similar material.

Configurations

1. Main roofs on residential buildings shall be symmetrical gables or hips with a pitch between 4:12 and 12:12. Monopitch (shed) roofs are allowed only if they are attached to the wall of the main building. No monopitch roof shall be less than 4:12.

2. Design of new additions should be such that the original character of the building can be clearly seen and should be compatible in scale, materials and character with the main building.
3. Any roof-top addition should keep the mass and scale subordinate to the primary building and be in character with the primary structure's design.
4. Two wall materials may be combined horizontally on one facade. The heavier material should be below.
5. Exterior chimneys shall be finished in brick or other material approved by the Design Review Board.
6. The crawlspace of buildings shall be enclosed.

Techniques

1. Overhanging eaves may expose rafters.
2. Flush eaves shall be finished by profiled molding or gutters.
3. Water from downspouts should drain away properly.
4. All rooftop equipment shall be enclosed in building material that matches the structure or is visually compatible with the structure.

Commercial Buildings

General Requirements

1. Maintain the alignment of buildings at the sidewalks edge by locating the front building wall at the sidewalk line when feasible. Where a building must be set back from the sidewalk, use landscape elements to define the sidewalk edge.
2. Orient the front entrance of the building toward the street and clearly identify the primary entrance. A secondary public entrance to commercial spaces is also encouraged on larger buildings.
3. New outbuildings should be subordinate to the primary structure on a site, located to the rear of the lot and should be similar in character to those seen traditionally.
4. When adapting a residence to a commercial use, respect the residential character of the building. Seek uses that are compatible with the traditional character of the building.
5. Use of trees and flowering plants is strongly encouraged to enhance the pedestrian experience.
6. Minimize the visual impacts of a parking lot by locating surface lots in the interior of a block whenever possible. Where a parking lot shares a site with a building, place the parking at the rear of the site or beside the building.
7. Where a parking lot abuts a public sidewalk, provide a visual buffer such as a landscaped strip, planter, or wall.

Materials

1. All accessory buildings shall be clad in materials similar in appearance to the principal structure.
2. Pitched roofs shall be clad in wood shingles, standing seam metal, corrugated metal, slate, diamond tab asphalt shingles or similar material.
3. Windows shall be vertically proportioned wherever possible. Also, to the extent possible, upper story windows shall be vertically aligned with the location of windows and doors on the ground level, including storefront or display windows.
4. Signs on the inside of glazed openings may be neon.

Configurations

1. Two wall materials may be combined horizontally on one facade. The heavier material should be below.
2. Skylights shall be flat (non-bubble).
3. At least 70% of the street level frontages should be in windows or doorways. Street level windows shall be visually permeable. Mirrorized glass is not permitted in any

location. Faux or display casements are not permitted in lieu of exterior window treatments for the frontage elevation.

4. No frontage wall shall remain without a window or functional general access doorway for more than 16 feet.
5. Design of new additions should be such that the original character of the building can be clearly seen and should be compatible in scale, materials and character with the main building.
6. An addition should not damage or obscure architecturally important features.
7. Any rooftop addition should keep the mass and scale subordinate to the primary building and be in character with the primary structure's design.

Techniques

1. Stucco shall be float finish.
2. Windows shall be set to the inside of the building face wall in most cases unless otherwise provided for by the decision of the Design Review Board.
3. All rooftop equipment shall be enclosed in building material that matches the structure or is visually compatible with the structure.

Lighting

1. Street lighting should be used to enhance the pedestrian experience at night by providing a well-lit environment.
2. Light pole and lamp design should be similar to those used by the City of Landrum.
3. Streetlights should convey a pedestrian oriented scale and convey a color spectrum that is similar to daylight.
4. Exterior lights should be used to accent architectural details, building entrances, signs, and illuminate sidewalks.
5. Minimize the visual impacts of site and architectural lighting through the use of low intensity white lights that are similar to daylight.
6. Prevent glare by using shielded and focused light sources that focus light downward. Unshielded, high intensity lights sources and those that direct light upward should not be permitted.
7. Shield lighting associated with service areas, parking lots, and parking structures.

Civic Buildings (Churches, Schools, Government Offices, other Civic Facilities)

Schools, churches, and government buildings should be built so that they shall be of sufficient design to create visual anchors for the community. Civic buildings shall adhere to the provisions as marked below.

Materials

1. Gutters and down spouts shall be made of copper or galvanized painted metal and do not expel onto the street.
2. The columns, if provided, shall be made of wood or cast concrete or other appropriate material.
3. Stained glass or other decorative window treatments are encouraged.

Configurations

1. Two wall materials may be combined horizontally on one facade. The heavier material should be below.
2. Flat roofs are allowed, but principal civic buildings adjacent to residential structures are encouraged to have pitched roofs or similar architectural features to ensure compatibility.

Techniques

1. Windows shall be set to the inside of the building face wall.
2. All rooftop equipment shall be enclosed in building material that matches the structure or is visually compatible with the structure.

Light and Heavy Industrial Buildings

Materials

1. All accessory buildings shall be clad in materials similar in appearance to the principal structure.

Configurations

1. Two wall materials may be combined horizontally on one facade. The heavier material should be below.
2. Skylights shall be flat (non-bubble).

Techniques

1. Windows shall be set to the inside of the building face wall in most cases unless otherwise provided for by the decision of the Design Review Board.
2. All rooftop equipment shall be enclosed in building material that matches the structure or is visually compatible with the structure.

Renovation of Existing Structures

1. All new construction, including additions to existing buildings, must comply with these regulations.
2. Changing or rebuilding 75% or more of any façade of a building requires the entire building to comply with the regulations.
3. Changing or rebuilding less than 75% of any façade of a building, requires only that façade to comply.
4. All new windows, entrances, storefronts, and doorways must be designed in accordance with these regulations.
5. Any addition of 50% or more of the first floor area requires the entire building to come into compliance.
6. Routine maintenance and repair are exempt from these requirements.

Building Materials

The following chart is intended as a general guide to the materials most and least preferred for use within the District. It is not intended to be comprehensive. Actual exterior materials and colors should be approved by the Town. Materials listed in the 'Not Recommended' column, or materials not specifically listed in this chart, may be permitted, but are subject to review and approval by the Review Board to ensure appropriateness.

Element	Recommended	Not Recommended
Façade	Common Red Brick	Multi – colored Brick
	Bare (consistent tone)	
	Painted (approved color)	
	Special Masonry Units	Plain (bare) Concrete Masonry
	Textured Concrete Block	Metal Siding
	Colored Concrete Block	Exterior Insulation Finish Systems
	Split-faced Block	
	Natural Stone / Imitation Stone	
	Wood Clapboard	
	Wood Shingle	Asphalt Siding
Trim	Wood (Painted or Stained Finish Grade)	Bare Wood Lumber Grade
	Aluminum	
Windows	Anodized Aluminum Frame	
	Wood Frame	
	Vinyl Clad	
	Expressed Lintels (over openings)	Steel Plate or Angle
	Brick	
	Limestone	
	Colored Concrete	
	Clear, Etched or Frosted Glass	Mirrored Glass
Stained Glass		
Roof	Natural Slate	
	Standing Seam Metal	
	Small Seam Width	
	Asphalt Shingles	
	Parapet Caps / Chimney Caps	
	Stone, Pre-cast Concrete or	
Other	Canvas Awnings	Plastic Awnings
	3 color maximum, approved colors	
	Walkway Pavers / Sidewalk	
	Stamped or Poured Concrete	
	Brick or Colored Paving Stone	

Interpretation of Terms used in this Section

These definitions apply to terms related to compliance in the preceding text:

Appropriate – In some cases, a stated action or design choice is defined as being “appropriate” in the text. In such cases, by choosing the design approach referred to as “appropriate,” the reader will be in compliance with the guideline. However, in other cases, there may be a design that is not expressly mentioned in the text that also may be deemed “appropriate” by the Design Review Board.

Consider – When the term “consider” is used, a design suggestion is offered to the readers as an example of one method of how the design guidelines at hand could be met. Applicants may elect to follow the suggestion, but may also seek alternative means of meeting it. In other cases, the reader is instructed to evaluate the ability to take the course recommended in the context of the specific project.

Context – In many cases, the reader is instructed to relate to the context of the project area. The “context” relates to those properties and structures adjacent to, and within the same block as, the proposed project.

Should – If the term “should” appears in a design guideline, compliance is strongly encouraged, but is not required.

Definitions

Addition: (1) A structure added to the original structure after the completion of the original; (2) An extension or increase in floor area or height of a building or structure.

Adjacent, Adjoining Lot or Land: A lot or parcel of land that shares all or part of a common lot line or boundary with another lot or parcel of land or that is directly across a public street or right-of-way.

Alteration: Any change or expansion in the size, configuration, or location of a structure; or any change or expansion in the use of a structure or lot, from a previously approved or legally existing size, configuration, location, or use.

Arcade: A walkway adjacent to a building that is covered by a roof, yet is not fully enclosed.

Architectural Feature: A prominent or significant part or element of a building, structure, or site.

Architectural Style: The characteristic form and detail of buildings. Common styles in Landrum include Colonial, Neo-Classical, Federal, American Victorian, and Arts & Crafts.

Attached Home: Rear yard buildings that share common side walls. Attached homes may be townhomes or condominium units.

Awning: A structure made of cloth, metal, or other material affixed to a building in such a manner that the structure may be raised or retracted from a building to a flat position against the building, but not a canopy.

Building Mass: The height, width, and depth of a structure.

Civic Uses: Uses intended to serve as public gathering places. Such uses include governmental offices, churches or other places of worship, schools, post offices, and non-profit or charitable clubs and organizations.

Community Character: The image of a community or area as defined by such factors as its built environment, natural features and open space elements, type of housing, architectural style, infrastructure, and the type and quality of public facilities and services.

Detached Home: Buildings that function as a principal residential for one or two families.

Expansion: An increase in the size of an existing structure or use, including physical size of the property, building, parking, and other improvements or structures.

Façade: Front or principal face of a building, any side of a building that faces a street or other public open space

Frontage: The lot boundary that coincides with a public thoroughfare or space. The facade of a structure facing the street.

Gazebo: A free standing, roofed, open sided structure providing a shady resting place.

Open Space: Any area which does not consist of buildings, streets, right of ways, parking, or easements, and serves as a passive or active recreational area or as conservation land for important vistas and topographic features

Overlay District: A set of regulations that add an additional layer of design provisions to an underlying zoning district.

Porch: A projection from the outside wall of a dwelling covered by a roof that can project beyond setback. Roofed open areas may be screened, attached to or part of and with direct access to or from a building.

Portico: An open porch or walkway covered by a roof and typically leading to the building entrance.

Public Street: Any public right of way used for vehicular traffic that is permanently maintained by the City or State of South Carolina and is open to all traffic.

Traditional: Based on or established by the history of the area.

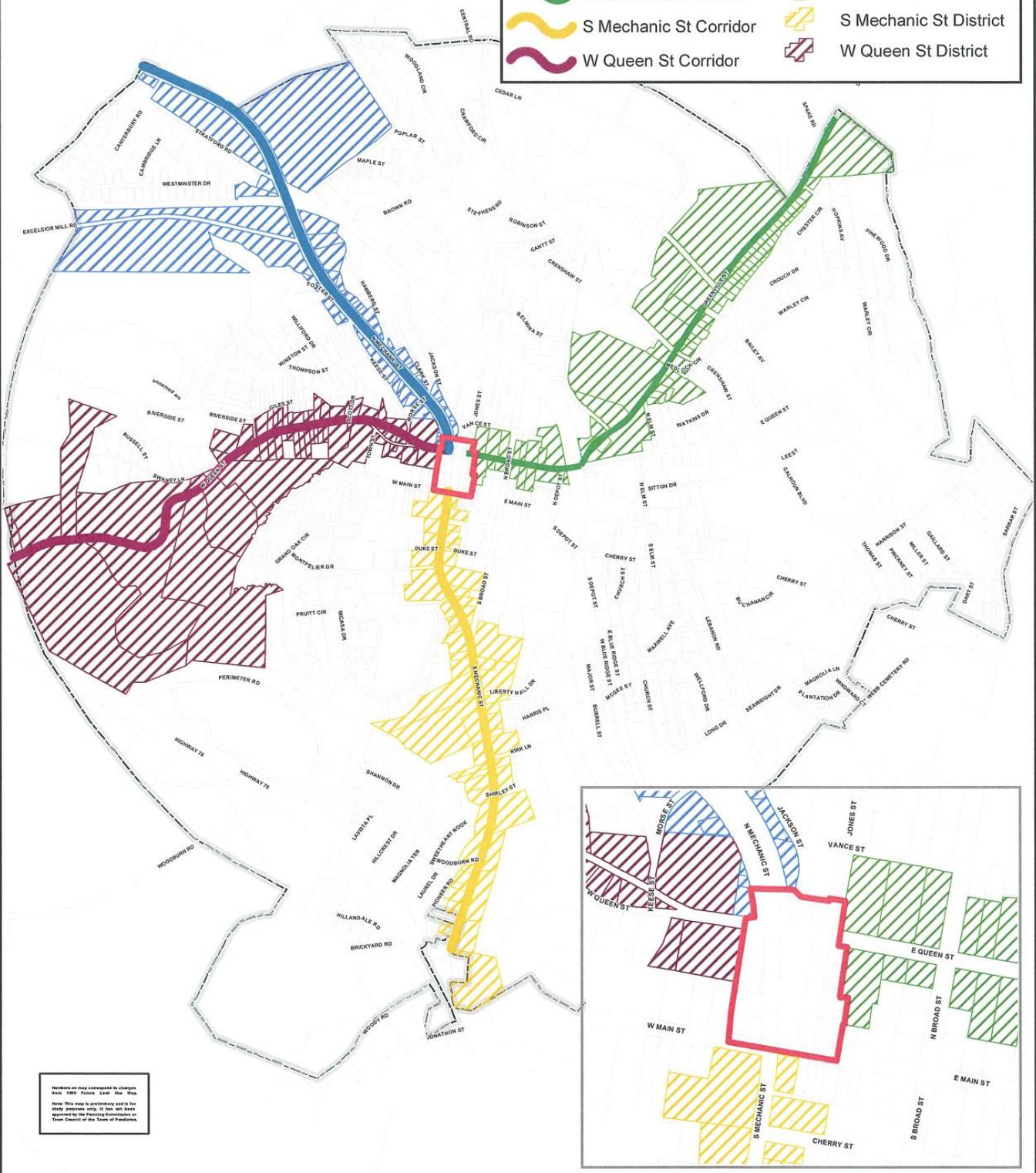
Design Corridor Area

The design corridor area shall extend 200 feet into adjacent properties on both sides of the corridor right-of-ways. The 200 feet shall be measured from the centerline of the road into each parcel. If a parcel is larger than 200 feet deep, the remaining portion of the parcel shall not be subject to the design guidelines. If a parcel is less than 200 feet deep, then only that parcel fronting on the corridor right-of-way shall be subject to the design guidelines.



Draft Overlay District Boundaries

- | | | | |
|---|------------------------|---|------------------------|
|  | N Mechanic St Corridor |  | N Mechanic St District |
|  | Greenville St Corridor |  | Greenville St District |
|  | S Mechanic St Corridor |  | S Mechanic St District |
|  | W Queen St Corridor |  | W Queen St District |



Boundaries as they appeared in 1980s
Note: This map is preliminary and is for
study purposes only. It has not been
approved by the Planning Commission or
Town Council of the Town of Franklin.