



PLANNING COMMISSION

October 10, 2016 at 5:15pm
City Council Chambers, 3rd Floor, 1737 Main Street, Columbia, SC 29201

ZONING MAP AMENDMENT CASE SUMMARY

720 MAPLE STREET, N/S, 2801, 2813 & 2835 DEVINE STREET (TMS# 11316-04-19 THROUGH -22, 11316-13-12; AND 724 MAPLE STREET (TMS# 11316-04-23)

Council District: 3

Proposal: Request to rezone 720 Maple Street, N/S, 2801, 2813 & 2835 Devine Street from Neighborhood Commercial District & General Residential District (C-2 & RG-1) to PUD-C (Planned Unit Development–Commercial District); and 724 Maple Street from General Residential District, -Design Preservation Area (RG-1, -DP) to Planned Unit Development–Commercial District, -Design Preservation Area (PUD-C, -DP)

Applicant: Estates Properties, LLC / Devine Station, LLC / Devine Station Office, LLC

Staff Recommendation: Approval with conditions

PC Recommendation: 10/10/2016; Pending

CURRENT PARCEL CHARACTERISTICS/CONDITIONS

Acreage: ~3.86 acres
Current Use: Commercial Buildings, Parking Areas, and Shandon Terrace Apartments
Proposed Use: Mixed Use Commercial Development
Land Use Classification: Community Activity Corridor (AC-2) and Urban Core Residential – Small Lot (UCR-1)
Current Zoning: Neighborhood Commercial District (C-2), General Residential District (RG-1), and General Residential District, - Design Preservation Area (RG-1, -DP)
Proposed Zoning: Planned Unit Development – Commercial District, with -Design/Preservation Area where applicable (PUD-C, -DP where applicable)

PLANS, POLICIES, AND LAND USE

The Columbia Plan 2018: Comprehensive Plan Land Use Classification

The subject property is currently designated Community Activity Corridor (AC-2) along Devine Street and Urban Core Residential – Small Lot (UCR-1) along Maple Street in The Columbia Plan 2018 Future Land Use Map.

Community Activity Corridor (AC-2)

Community Activity Corridors are a linear extension of a Community Activity Center. They contain nearly identical building types and uses to a Community Activity Center; the primary difference is the configuration of the lots and the lack of an internal subdivision or street network. Uses are built on frontage lots along principal and minor arterial

roadways. They serve surrounding neighborhoods within a three to five mile drive and typically consist of a variety of commercial and service areas.

Primary Types:

- Small and Medium Business / Employment (excl. Flex)
- Multi-family small and Medium Mixed-use

Secondary Types:

- Multi-family Small and Medium

Tertiary Types:

- Civic / Institutional
- Large Format Business / Employment (excl. Flex)
- Single-family Attached
- Cemeteries & Mausoleums
- Parking Structures and Lots

Urban Core Residential – Small Lot (UCR-1)

Urban Core Residential Small Lot neighborhoods are common just outside the urban center; most were subdivided before 1950 and many continue the grid or street network from the original planned portion of the City. This development type may represent existing neighborhoods and is also a development form appropriate for medium to large scale redevelopments or infill sites. Traditional and contemporary architectural styles have a place in these neighborhoods. When infill development is designed, scale and orientation of existing structures on the block should be the cannon.

Primary Types:

- Single-family Detached

Secondary Types:

- Single-family Attached
- Two-family
- Three-family

Tertiary Types:

- Multi-family Small
- Small Format Business / Employment (except Flex)
- Cemeteries & Mausoleums

Existing Neighborhood, Small Area, Community, and/or Corridor Plans

The subject parcels are covered by the *Old Shandon - Valley Park Neighborhood Conservation Plan* (1980). The plan notes that residents in the Maple Street Area (identified as Area 2) wished to prevent further commercial intrusion. The Plan recommended that the frontage parcels be rezoned from C-3 to C-1, that the 720 Maple Street parcel be rezoned from C-3 to RG-2, and that the 724 Maple Street parcel be rezoned from RG-1 to RG-2 (Plan Exhibit 13).

PROPOSED ZONING DISTRICT SUMMARY

The subject property along Devine Street is currently zoned Neighborhood Commercial District (C-2); 720 Maple Street is currently zoned General Residential District (RG-1), and 724 Maple Street is currently zoned General Residential District, - Design Preservation Area (RG-1, -DP). Property along Devine Street is zoned C-1 to the West and C-2 to the East, and property along Maple Street is zoned PUD-R, -DP to the Northwest and RG-1 and RG-1, -DP to the Northeast.

Neighborhood Commercial District (C-2)

The C-2 district is intended to accommodate commercial and service uses oriented primarily to serving the needs of persons who live or work in nearby areas. Certain related structures and uses required to serve the needs of such areas are permitted outright or are permissible as special exceptions subject to restrictions and requirements intended to best fulfill the intent of this article.

General Residential District (RG-1)

The RG-1 district is intended as medium and high density residential area permitting progressively higher population densities, characterized by single-family detached, two-family detached and multiple-family structures, and garden type apartments. Certain structures and uses required to serve governmental, educational, religious, noncommercial recreational, and other needs of the areas are permitted outright or are permissible as special exceptions subject to restrictions and requirements intended to preserve and protect the residential character of the district.

Design and Preservation Area (-DP)

It is the intent of the -DP to protect and improve the quality of the environment of the city by the encouragement of identification, recognition, conservation, maintenance and enhancement of areas, sites, structures, fixtures and other features of the architectural, economic, social, cultural and political history of the city as well as its natural features; to encourage appropriate use of such features, areas, sites, structures and fixtures; and to restrain influences adverse to such purposes, and by so doing to promote the public welfare. To this end, the -DP designation, when appended to a basic district classification, is intended to coordinate the purposes and intent of this article with those regulations established by other provisions whose primary intent is to further the purposes set out in this section.

The subject property is proposed to be zoned Planned Unit Development – Commercial District, with - Design/Preservation Area where applicable (PUD-C, -DP where applicable).

Planned Unit Development Districts

(a) *Intent.* The intent of planned unit development districts is to derive the benefits of efficiency, economy and flexibility by encouraging unified development of large sites, while also obtaining the advantage of creative site design, improved appearance, compatibility of uses, optimum service by community facilities, and better functioning of vehicular access and circulation. It is the intent of this article to allow development of large sites subject to specific regulations concerning permitted uses, but only subject to regulations concerning lot area, building coverage, yard spaces and building height insofar as the city council shall deem appropriate to fulfill the intent of this article, upon presentation of certification from the owners, developers or other parties at interest in the development of such sites that they will adhere to development policies which will fulfill the intent of this article.

(b) *Types of districts.* Two types of districts accommodating primarily residential or nonresidential uses are created as follows:

(1) *PUD-R Planned Unit Development—Residential.* The PUD-R district is intended to accommodate residential uses, with nonresidential uses integrated into the design of such districts as secondary uses.

(2) *PUD-C Planned Unit Development—Commercial.* The PUD-C district is intended to accommodate primarily nonresidential uses, with residential uses integrated into the design of such districts as secondary uses.

(c) *Design and planning features.* The types of residential dwelling units and the types of nonresidential uses allowed to be established in such districts increase with increasing site size of such districts, based upon the premise that increased site size will allow proper design, including functional interrelations, buffer treatments separating uses with potentially incompatible characteristics of use, design of access patterns, and relationships of uses within such planned unit developments with uses in adjacent districts. It is the intent of this article that such design and planning features be incorporated properly into any PUD district hereafter created, and that the planning commission and city council shall consider the existence and appropriateness of such features before any amendment to the zoning map is adopted to create such district.

Design and Preservation Area (-DP)

It is the intent of the -DP to protect and improve the quality of the environment of the city by the encouragement of identification, recognition, conservation, maintenance and enhancement of areas, sites, structures, fixtures and other features of the architectural, economic, social, cultural and political history of the city as well as its natural features; to

encourage appropriate use of such features, areas, sites, structures and fixtures; and to restrain influences adverse to such purposes, and by so doing to promote the public welfare. To this end, the -DP designation, when appended to a basic district classification, is intended to coordinate the purposes and intent of this article with those regulations established by other provisions whose primary intent is to further the purposes set out in this section.

STAFF RECOMMENDATION

Staff recommends approval with conditions of this request, as the proposed PUD-C meets the intent of the AC-2 and UCR-1 future land use classification for the subject property and as it incorporates the existing -DP guidelines.

The following conditions of approval consists of the modifications of the following language for clarification purposes.

1. Modify Section III. C. to state: Any site plan review and approval shall not require or be contingent upon a traffic study due to minimal change (as defined by the City Traffic Engineer) in impact for the development. ~~per the City.~~
2. Modify Section IV. D. to state: Alternative to placing trees within protected curbed islands may be considered subject to approval of the Land Development Administrator or Designee. ~~tree locations shall be approved by the Land Development Administrator.~~
3. Modify Section IV. Tree grouping requirements shall be permissible within the right-of-way provided necessary approvals are granted by the City of Columbia and ~~on behalf of SCDOT where necessary. and City of Columbia as required.~~

The following conditions of approval consist of additions to the proposed language:

1. Bike Parking shall be provided for Retail and Restaurant uses. Parking shall be provided in visible locations generally near entries. Locations may be on private property or may be installed in the public right of way provided that proper permits are obtained. At a minimum of one rack that will hold two bikes is required per establishment.
2. Bike parking shall be provided for residential units. For new units bike parking shall be provided at a rate of .10 per DU. Such bike parking shall be located in a convenient accessible area within the building or covered structure. For existing residential units bike parking shall be provided at a rate of .10 per DU.
3. All bike racks shall meet APBP standards <http://www.apbp.org/?page=publications>
4. Automobile Parking requirements may be reduced provided that for each reduction of one parking space two bike parking locations shall be provided in addition to the requirements for bike parking within this PUD.



Future Land Use Map

N/S Devine Street, 2801 Devine Street, 2813 Devine Street, 2835 Devine Street, 720 Maple Street, 724 Maple Street; TMS# 11316-13-12, 11316-04-21, 11316-04-20, 11316-04-19, 11316-04-22, 11316-04-23; FLU: AC-2 and UCR-1

Department of Planning & Development Services

Legend

-  CITY LIMITS
-  PARCELS
-  UCMR-1 - Urban Core Mixed Residential 1
-  UCMR-2 - Urban Core Mixed Residential 2
-  UEMR - Urban Edge Mixed Residential
-  UEMF - Urban Edge Multi-Family
-  UCR-1 - Urban Core Residential Small Lot
-  UCR-2 - Urban Core Residential Large Lot
-  UER-1 - Urban Edge Residential Small Lot
-  UER-2 - Urban Edge Residential Large Lot
-  UCAC-1 - Urban Core Neighborhood Activity Center
-  UCAC-2 - Urban Core Community Activity Center
-  UEAC-1 - Urban Edge Community Activity Center
-  UCAC-3 - Urban Core Regional Activity Center
-  UEAC-2 - Urban Edge Regional Activity Center
-  AC-1 - Neighborhood Activity Corridor
-  AC-2 - Community Activity Corridor
-  AC-3 - Regional Activity Corridor
-  EC - Employment Campus
-  IND - Industrial
-  TU - Transportation & Utilities
-  SD-1 - Sports/Amusement District
-  SD-2 - Civic/Institutional Districts
-  SD-3 - Central Business District
-  SD-4 - Riverbanks Zoo and Garden
-  SD-5 - Universities/Colleges
-  SD-6 - Fort Jackson



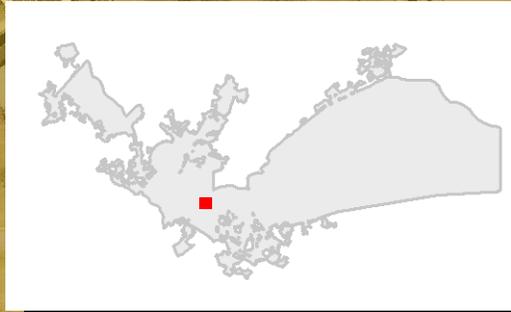
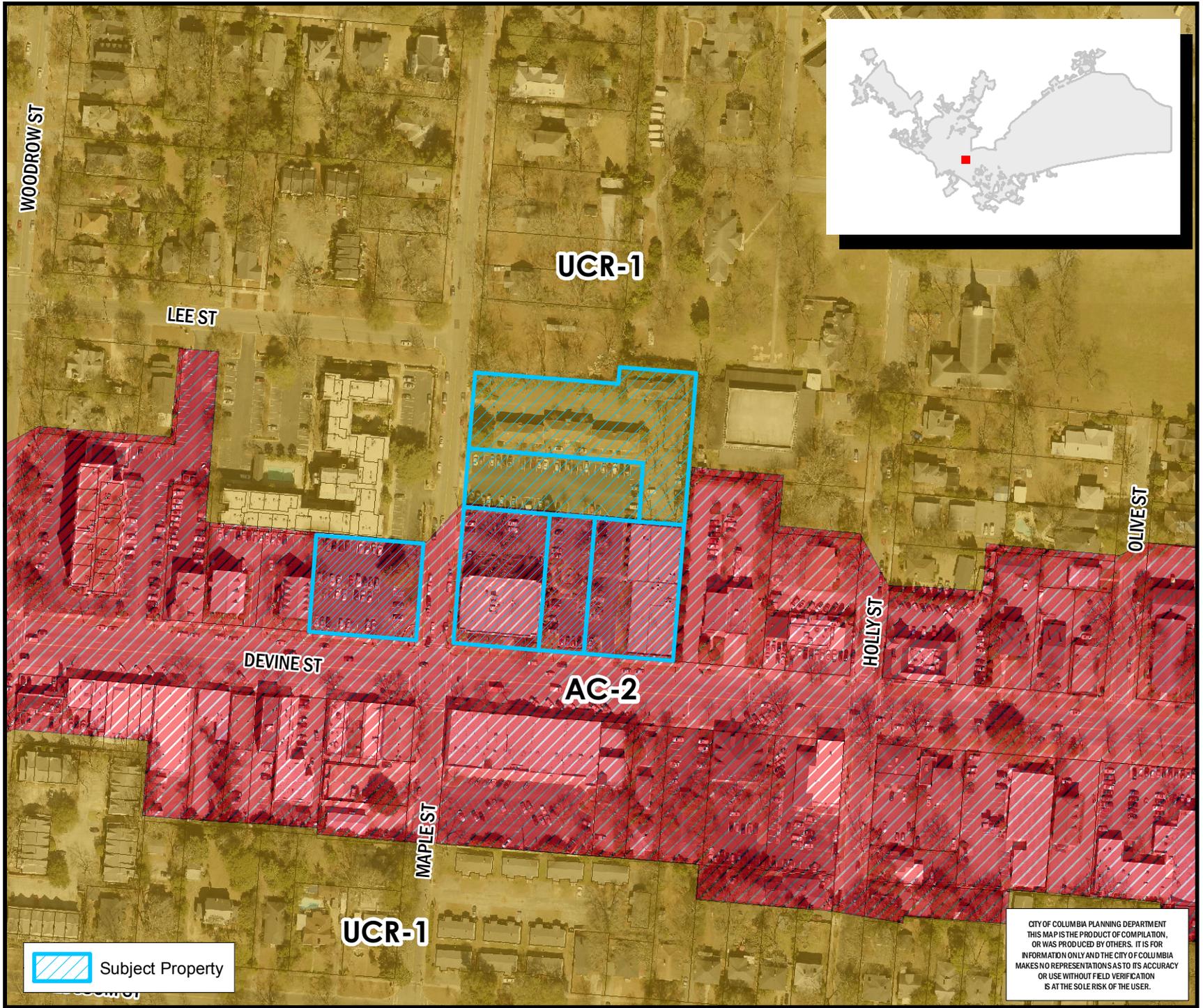
0 50 100 200 Feet

ORIGINAL PREPARATION/DATE:
This map was prepared by:

Leigh DeForth
September 30, 2016



We Are Columbia



 Subject Property

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** DATA SOURCE - CITY OF COLUMBIA, GIS DIVISION

Zoning Map

Department of Planning & Development Services

N/S Devine Street, 2801 Devine Street, 2813 Devine Street, 2835 Devine Street, 720 Maple Street, 724 Maple Street;
 TMS# 11316-13-12, 11316-04-21, 11316-04-20, 11316-04-19, 11316-04-22, 11316-04-23;
 Existing Zoning: C-2, RG-1, and RG-1, -DP; Proposed Zoning: PUD-C and PUD-C, -DP

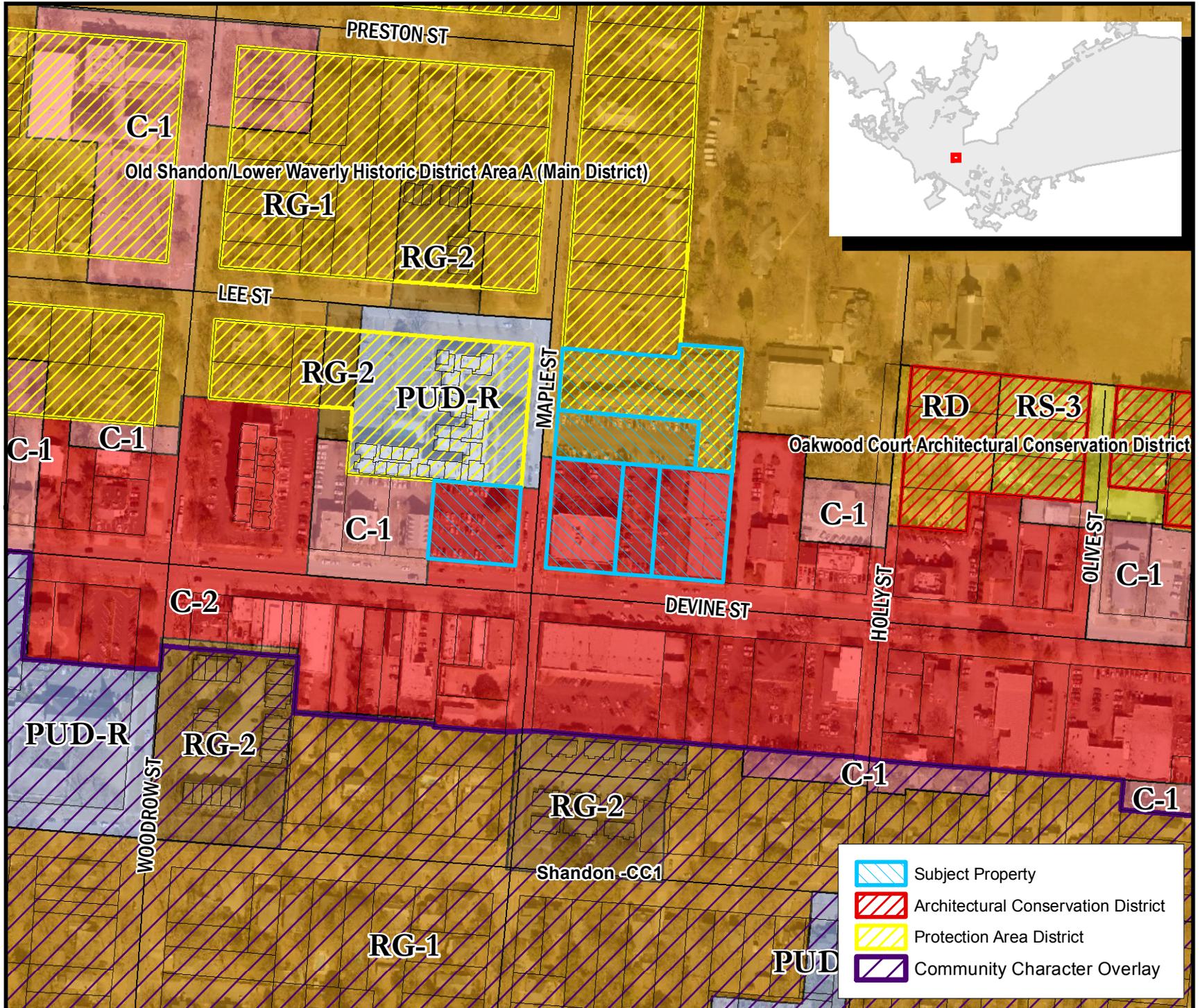
Legend

CITY LIMITS
 PARCELS

	D-1		C-1
	RS-1		C-2
	RS-1A		C-3
	RS-1B		C-3A
	RS-2		C-4
	RS-3		C-5
	RD		M-1
	RD-2		M-2
	RG-1		PUD-C
	RG-1A		PUD-LS
	RG-2		PUD-LS-E
	RG-3		PUD-LS-R
	UTD		PUD-R
	MX-1		OUT OF CITY
	MX-2		

0 50 100 200 Feet

ORIGINAL PREPARATION/DATE:
 This map was prepared by:
 Leigh DeForth
 September 30, 2016



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Subject Property
 Architectural Conservation District
 Protection Area District
 Community Character Overlay

**PLANNED UNIT DEVELOPMENT SUBMITTAL
PUD-C**

FOR



Approved_

_____, 2016

Owners:

Devine Station, LLC
1401 Main Street, Suite 650
Columbia, SC 29201
Attn: Matt Mundy
Email: mmundy@estatesinc.com

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I. GENERAL DESCRIPTION OF PROPOSED PROJECT

The project, known as “Devine Station” is located on approximately 3.86 acres in the City of Columbia, Richland County, South Carolina (the “City”) (TMS# 11316-13-12, 11316-04-23, 11316-04-22, 11316-04-21, 11316-04-20, and 11316-04-19) as more particularly shown on Exhibit A.

The Devine Station Planned Unit Development (the “Devine Station PUD”) will guide the land use regulations for Devine Station. General building locations for new buildings to be permitted within Devine Station are indicated by the shaded areas in Exhibit B. These shaded areas represent the outer most boundaries where new buildings shall be permitted to be constructed. For so long as new buildings or any modifications thereto are located within these shaded areas, it shall not be considered a change. Conceptual Site Plans for the general layout of the improvements to be constructed are shown for illustrative purposes attached hereto as Exhibit C. These options are shown for illustrative purposes. The development of Devine Station will be permitted for so long as it abides by the regulations as set forth in the Devine Station PUD and pertinent City Regulations and Ordinances.

The 1994 Act for Planned Development District (S.C. Code 6-29-740) permits what is traditionally known as the Planned Unit Development. Planned Development Districts allow flexibility to improve the design, character, and quality of a mixed use development. The Devine Station PUD provides a cohesive zoning ordinance to permit a responsibly designed, creative mixed-use community on a pedestrian scale. It will create a gathering place for a vibrant work, live and play community that will encourage use of Devine Station by residents, businesses, and visitors alike to compliment the boutique style and vibrancy of Devine Street. The proposed Devine Station PUD is in concert with many of the recommendations, character, and intent of the 2018 Comprehensive Plan including defining Devine Street as a major commercial corridor, defining a sense of community, land use distribution, environmental sustainability, and addressing sprawl by providing living options for more people.

Access to Devine Station shall be from Devine Street and Maple Street.

II. EXISTING CONDITIONS

The existing zoning for the Devine Station PUD are C-2 for four of the six parcels (TMS# 11316-13-12, 11316-04-21, 11316-04-20, and 11316-04-19) and RG-1 for two of the six parcels (TMS# 11316-04-22 and 11316-04-23). Per the Land Use Comprehensive Plan, Plan Columbia, by the City of Columbia, parcels 11316-04-22 and 11316-01-23 are UCR-1. Urban Core Residential is common just outside the urban center. This development type may represent existing neighborhoods and is also a development form appropriate for medium to large scale redevelopments or infill sites. Traditional and contemporary architectural styles have a place in these neighborhoods. The remaining parcels are a Community Activity Corridor, AC-2. Streets are principal or minor arterial roads carrying high traffic volumes. Lots are large and adequately deep to accommodate

groups of medium to larger format buildings. They serve surrounding neighborhoods within a 3-5 mile drive and typically consist of a variety of commercial and services uses.

All existing conditions and structures, as shown on Exhibit D, include a commercial parking lot with a curb cut off of Maple Street on parcel 11316-13-12; 11316-04-21 an existing commercial structure, commercial parking lot, and a curb cut off of Maple Street; 11316-04-20 an existing commercial parking lot with a curb cut off of Devine Street; 11316-04-19 an existing commercial structure with a commercial parking lot; 11316-04-22 an existing commercial parking lot with a curb cut off of Maple Street; and 11316-04-23 an existing parking lot with five (5) vintage multi-family buildings. All existing conditions and structures present at the time of the approval of the PUD are deemed to be conforming conditions and structures, including any alterations to these structures as approved by Devine Station Design Review Board (the “DRB”). Any existing structures are permitted to be demolished as approved by the DRB.

III. PERMITTED LAND USES

Devine Station will be a mixed use project with permitted uses including multifamily, office, commercial, retail, restaurant, amenity, storage, and flex space use. The permitted land uses for Devine Station are as follows:

Multi-family Residential: up to 145 Units throughout the Devine Station PUD

Commercial (office, retail, restaurant, etc.): Commercial uses are only permitted on the following parcels TMS# 11316-13-12; 11316-04-21, 11316-04-20, and 11316-04-19

Prohibited Uses: Convenience stores and sexually oriented businesses

Devine Station will be subject to the health of the national and local economics, the demand for various housing types in the region, and the supply of competing products within the area. The development plan for Devine Station must maintain flexibility to accommodate existing conditions, market conditions, specific physical constraints, geotechnical and soil conditions, environmental conditions, and design parameters. Devine Station must maintain the ability to respond sustainably and responsibly to future economic cycles to be able to adapt to a range of market conditions and use preferences. The exact location of boundary lines between parcels, the location and size of uses, and the preliminary design concepts for uses described herein may be subject to change.

A. Current Regulations

The current regulations affecting Devine Station shall be the City of Columbia Zoning Ordinance Supplement 18 (the “Zoning Ordinance”), attached hereto as Exhibit E, in effect at the time of PUD approval. To the extent that this ordinance or subsequent amendments hereto not specifically address certain zoning/development standards, the provisions of the Zoning Ordinance shall control and C-2 shall be established as the least restrictive district for the Devine Station PUD.

B. Major and Minor Changes

Major changes to the Devine Station PUD will require the approval of the City Council of the City of Columbia. Minor changes will require approval by the Planning Commission not to be unreasonably withheld. Any changes to the PUD that are not deemed major or minor per the Zoning Administrator shall be classified as administrative adjustments to be handled by the Zoning Administrator. Major amendments are defined below and all other amendments shall be determined by the Zoning Administrator as to whether they are minor or can be handled by an administrative adjustment.

Major Amendments

1. Increase(s) in the Permitted Land Uses
2. Changes to the external boundaries of the Devine Station PUD that increase the maximum acreage of the Devine Station PUD
3. Revision(s) to the Off-Street Parking Requirements
4. Any major revisions to Section IV(A)(3)(a) and IV(A)(3)(b)

C. Site Plan Review, Approval, and Phasing

Final site plan(s), including if necessary for each phase, of Devine Station shall be submitted for review and approved by the Planning Commission pursuant to the provisions of the City of Columbia Code of Ordinances and Land Development Regulations. Any site plan review and approval shall not require or be contingent upon a traffic study due to minimal change in impact for the development per the City.

IV. DEVELOPMENT STANDARDS

A. Generally

1. Height: Buildings located within TMS 11316-13-12, 11316-04-21, 11316-04-20, and 11316-04-19, may not exceed five stories or seventy-five (75') feet in height. Buildings located within TMS 111316-04-22 and 11316-04-23 may not exceed three (3) stories in height for the portion of the building(s) that front Maple Street for a minimum depth of twenty (20) feet as measured from the outer edge of the building façade and the remaining of the building(s) or portions thereof shall not exceed four stories or fifty five (55') feet in height. All structures within these heights shall be considered low to mid-rise structures for the purpose of the Devine Station PUD and City Ordinances and shall not require additional setbacks. Height shall be measured from the average finished ground elevation at the base of each structure to the highest point of the roof structure. Building height shall not include improvements such as cupolas, chimneys, elevators, stairs, HVAC, building systems, building mechanical, antennae, lighting and building communications.

2. Lot Size & Set Back: There are no minimum lot areas nor lot widths for any structures. The minimum yard requirements for front, side, and rear yards shall be established by set-backs only on the external, perimeter boundaries of Devine Station. There shall be no internal minimum yard requirements. For the establishment of yard orientation, Devine Street shall be established as the front yard. Maple Street shall be established as the second front yard. The second front yard shall be established at the same minimum set-back as the front yard with the exception of TMS1131-04-23 shall maintain a set-back of fifteen (15) feet from Maple Street. For engagement of Devine Street, there shall be no minimum front set-back. The minimum side yard set-back shall be three (3) feet and the minimum rear yard set-back shall be five (5) feet.

3. The Old Shandon/Lower Waverly Protection Area: Parcel R11316-04-23 shall abide by the Old Shandon/Lower Waverly Protection Area guidelines for work to be performed to the existing structures on this parcel. In regards to new construction within the Protection Area under the Devine Station PUD including existing and future structures to be built, the following development standards will guide these standards within the Protection Area:
 - a. Principles: To keep within the General Principles, the main strengths of the Protection Area includes the many diverse housing styles, aesthetically pleasing and pedestrian friendly streetscape, and an appreciation of the diversity of the area. New construction need not imitate past architectural styles. They may reflect the era of their own construction to carry on the tradition of diversity in building styles present

 - b. Guidelines:
 - i. Height: The Devine Station PUD shall govern height

 - ii. Size & Scale: The size and scale of the new building will be visually compatible with the surrounding buildings within the Devine Station PUD to be complimentary to the Old Shandon Neighborhood and the Devine Street corridor.

 - iii. Massing: The mass of a new building will provide varied masses breaking up uninteresting boxlike forms addressing the street front in order to maintain the character of the streetscape.

 - iv. Directional Expression: Entrances of the new building will relate to vertical adjacent structures within the Devine Station PUD and compliment the Old Shandon Neighborhood and the Devine Street Corridor to create a unique community

 - v. Set-Backs: The Devine Station PUD shall govern set-backs

- vi. Sense of Entry: Entrances will create a strong sense of entry in intuitive locations that provide for a welcoming environment
- vii. Rhythm of Openings: Construct new buildings so that the relationship of width to height of windows, doors, and rhythm of solids to voids is visually compatible with buildings within the Devine Station PUD and complimentary to the Old Shandon Neighborhood and the Devine Street Corridor.
- viii. Roof Shape: Roof shapes, pitches, and materials will be visually compatible to those of the surrounding buildings within the Devine Station PUD to be complimentary to the Old Shandon Neighborhood and the Devine Street Corridor.
- ix. Materials, Texture, Details: Use materials, textures, and architectural features complimentary with the Old Shandon Neighborhood, the Devine Street Corridor, and the Devine Station PUD. Vinyl siding shall be prohibited including any

B. Multi-family Structures

- 1. Dwelling units (the “Units”) shall be at least 400 square feet

C. Sign Regulation

- 1. All signage must be architecturally compatible and approved by the DRB. Those applying for signage within the Devine Station PUD must have a letter of approval from the DRB prior to submission to the City. The following constitutes the common signage plan for this district:
 - a) For each business, an individual blade sign or wall sign shall be allowed on primary and secondary pedestrian frontages. Total individual blade sign or wall sign area shall not exceed 20% of the business’ façade on which the sign fronts. Such sign may be attached to the façade, should clear 8 feet above the pedestrian surface, shall not project more than 5’ into the right-of-way, and shall not exceed 5’ in width
 - b) Up to two external permanent blade signs for the development may be applied to the façade of each building, providing that such sign not exceed 35 feet in height by 5 feet in width and clear 8 feet above the pedestrian surface. The signs will not project more than 5’ into the right-of way. Each external permanent blade sign must be located on a different side of the building.
 - c) Up to two external permanent wall signs for the development may be applied to each building. When such sign is applied horizontally to

the structure it shall not exceed 6 feet in height by any length. When such sign is applied vertically, it shall not exceed 35 feet in height by 6 feet in width. Each external permanent wall sign must be located on a different side of the building.

- d) Collectively, the external permanent blade signs and wall signs specifically referenced in b and c above may not exceed 750 gross square feet per building.
 - e) Vinyl window &/or painted signs shall be allowed on primary and secondary pedestrian frontages. Total vinyl and painted signs shall not exceed 10% of the business' facade on which the sign(s) fronts.
 - f) A-Frame signs shall be allowed and are regulated in size to a maximum of 8 square feet per sign face, placed within 5 feet of the business entry not to obstruct the pedestrian, and are to have display hours of 8:00am to 10:00pm. If an A-Frame sign shall be located within the right of way it shall require the necessary encroachment permits on behalf of the City and SCDOT.
 - g) Special events signage shall be allowed up to a maximum of 500 square feet of display area. Such signs may be displayed 60 days prior to the beginning of the festival or event and must be removed within 7 days after the end of the festival or event. Such signs may not be displayed for more than 70 days.
 - h) Up to (3) Monument Signs for the development shall be allowed on the property and shall not exceed six (6) feet in height, eight (8) feet in length, and two (2) feet in depth.
 - i) Exterior building murals shall be allowed. Individual murals may not exceed 350 square feet. Collectively, there shall not be more than 1,500 gross square feet of murals. Murals may include logos, branding, and/or names associated with Devine Station to help create a sense of place for so long as they do not constitute more than twenty five percent (25%) of the mural. Murals must be approved by the DRB prior to installation.
2. Signage that does not comply with Section 1 above must obtain the appropriate approval(s) from the City. All signage must be reviewed by the City for permit.

D. Landscaping and Buffering

1. Buffer Yards. Devine Station shall maintain a minimum five feet (5') Buffer Yard on all external, perimeter boundaries of Devine Station. Buffer Yard Requirements are not required where Devine Station maintains street frontage. Accessory structures including green, living fences and fences shall be permitted but not required within Buffer Yards. Adequate screening, per the landscaping ordinance, must be accomplished with either a green, living fence; an opaque wall; rot-resistant wood; or evergreen landscaping. Any

existing condition of surface parking within the Buffer Yards shall be deemed a conforming existing condition.

2. Parking Lots. Devine Station’s surface parking lots shall provide at a minimum average density of one tree for every fifteen parking spaces per row. Such trees shall be planted within protected islands as close as possible to the curb or within protective tree grates. Alternate tree locations shall be approved by the Land Development Administrator.
3. Street Frontages. Devine Station shall maintain a minimum street protective yard of five feet (5’) along all vehicular surface areas except where existing conditions and structures already exist. Tree grouping requirements shall be permissible within the right-of-way provided necessary approval on behalf of SCDOT.
4. Alternative compliance(s). Any alternative compliance(s) not outlined herein will be reviewed and approved by the City’s Landscaping Administrator.
5. Devine Street Corridor: Should the City decide to improve the safety and beauty of Devine Street, the owner of the Devine Station PUD will use reasonable efforts to coordinate with City’s efforts to accommodate streetscape.

E. Parking

1. Off-street Automobile Parking & Storage

Subject to the Shared Parking Calculations in Table -2 below, Devine Station shall utilize the below minimum parking requirements outlined in Table-1: Off Street Parking Requirements. The purpose of the required parking spaces is to provide enough on-site parking to accommodate the majority of parking required by the range of uses which might locate on the site over time. The overall number of parking spaces serving multiple uses may be reduced through shared parking arrangements. Devine Station’s number of parking spaces for two or more distinguishable land uses shall be determined by the following procedure:

TABLE-1: Off-Street Parking Requirements

USE	PARKING	SQUARE FOOTAGE OR UNITS
Office	Three (3.00) parking spaces per	1,000 sf of Gross Floor Area
Retail	Three (3.00) parking spaces per	1,000 sf of Gross Floor Area
Residential	One and three tenths (1.30)	Unit

	parking space per	
Restaurant	Eight (8) parking spaces per	1,000 sf of Gross Floor Area

TABLE-2: Shared Parking Calculations

LAND USE	WEEKDAY		WEEKEND		NIGHTTIME
	DAYTIME	EVENING	DAYTIME	EVENING	
	6am-5pm	5pm-12am	6am-5pm	5pm-12am	
Office	100%	10%	10%	5%	5%
Retail	60%	90%	100%	70%	5%
Residential	30%	90%	80%	90%	100%
Restaurant	50%	100%	100%	100%	10%

2. Shared Parking Calculation:

- a. Multiply the minimum parking required for each individual use, as set forth in Table 1 Off-Street Parking Requirements, by the appropriate percentage indicated in Table 2 Shared Parking Calculations, for each of the five designated time periods.
- b. Add the resulting sums for each of the five (5) columns.
- c. The minimum parking requirements shall be the highest sum among the five (5) columns resulting from the above calculations.
- d. Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

If one (1) or all of the land uses proposing to make use of the shared parking facilities do not conform to the general land use classifications in Table-1: Off Street Parking Requirements, Shared Parking Calculations, then the applicant shall submit sufficient data to indicate the principle operating hours of the uses. Based upon this information, the Zoning Administrator shall determine the appropriate shared parking requirement, if any, for such uses. The existing basement located at 2801 Devine Street (TMS# 11316-04-21) shall not require parking.

An example of the Shared Parking calculation is attached hereto as Exhibit F for illustrative purposes only.

3. Size of Required Parking Spaces

Devine Station's minimum parking space dimensions will be 9' in width by 18' in depth plus sufficient areas for access to and maneuvering for parking in any respective space. Compact spaces with dimensions of 8' x 16' will be allowed up to 35% of the gross off street parking provided.

4. Drive Aisles

Drive aisle minimums shall be twenty four (24) feet in width except where existing conditions of any drive aisles than the minimum may exist.

5. Off-street Loading Requirements

There are no off-street loading requirements.

V. PROPERTY OWNERS ASSOCIATION

Prior to the sale of any parcel, a Master Property Owners Association (the "MPOA") shall be established by the Master Declaration of Covenants, Conditions and Restrictions of Devine Station (the "Master Declaration"). Membership in the MPOA will be mandatory for any property owner. There may be individual property owner associations (POA's) established for each parcel or group of parcels, as the case may be, which will incorporate its own common areas and be managed by each POA and governed by the MPOA. The MPOA may be funded by dues to be established in the recorded Master Declaration. The MPOA's responsibility will be to manage the affairs of the MPOA including the enforcement of the recorded documents and the maintenance of common areas.

VI. DESIGN REVIEW PROCESS

Prior to the sale of any parcel within Devine Station, Developer will prepare design guidelines (the "Design Guidelines") addressing the following:

- Architectural standards which shall exclude vinyl siding or any building predominantly stucco
- Site development standards;
- Buffer requirements, if any;
- Landscaping;
- Signage requirements;
- Exterior lighting;

The Design Guidelines will also detail the formation and responsibilities of the DRB which may be established by the Developer under the Master Declaration. All new structures or major alterations to existing structures, including accessory structures, shall be reviewed by the DRB for conformance with the Design Guidelines prior to submittal to the City for review and approval by the appropriate official(s).

VII. DEVELOPMENT SCHEDULE

Devine Station will have a build-out program that may last up to ten (10) years. The time of development within Devine Station will be subject to the health of the national and local economics, the demand for various housing types in the region, and the supply of competing products within the area. Devine Station must maintain the ability to respond sustainably and responsibly to future economic cycles to be able to adapt to a range of market conditions and use preferences.

The Devine Station PUD has commenced with construction of the office building located at 2801 Devine Street (TMS# 11316-04-21). Phasing of the Devine Station PUD, if any, will be respective of the current businesses and residents,

EXHIBIT A
LEGAL DESCRIPTION

ALL that certain piece, parcel, or tract of land, with improvements thereon, if any, situate, lying and being in the City of Columbia, County of Richland, State of South Carolina, being shown and delineated as Parcel "C" vacant lot, as .56 Acres, 24,306 square feet on a plat prepared for Leon S. Goodall by Cox & Dinkins dated May 27, 1992 and recorded July 11, 1992 in the Office of the Register of Deeds for Richland County, South Carolina in Plat Book 54, at page 905, reference being made to the said plat which is incorporated herein by reference for a more completed and accurate description; all measurements being a little more or less.

TMS: 11316-13-12
PARCEL 1

TOGETHER WITH

ALL that certain piece, parcel or tract of land, with the improvements thereon, if any, situated, lying and being in the City of Columbia, County of Richland, State of South Carolina, being shown on and delineated as 0.64 Acres, 27,711 square feet and shown on a plat prepared by Leon S. Goodall, prepared by Cox & Dinkins, Inc. dated May 27, 1992 and recorded July 11, 1992 in the Office of the Register of Deeds for Richland County, South Carolina in Plat Book 54, at page 905, reference being made to the said plat which is incorporated herein by reference for a more completed and accurate description; all measurements being a little more or less

TMS: 11316-04-21
PARCEL 2

TOGETHER WITH

ALL that certain piece, parcel or lot of land, with improvements thereon, situate, lying and being located on the northern side of Devine Street in the City of Columbia, County of Richland, State of South Carolina, containing 0.33 Acres, and being shown and designated on a plate prepared for Continental American Insurance Group by Larr W. Smith, S.C.P.L.S. No 3724, Associated E&S, Inc., dated December 1, 2004, and recorded in the Office of the Register of Deeds for Richland County, South Carolina in Plat Book 1013 at Page 2770; and, having the following boundaries and measurements as shown on said plat, to wit: On West by property now or formerly of Goodall, whereon it measures 207.74 feet; on the North by property now or formerly of Shandon Investments, whereon it measures 69.70 feet; on the East by property now or formerly of Shandon Investments, whereon it measures 207.74 feet, and on the South by the 100-foot right-of-way whereon it fronts and measures 69.68 feet, reference being made to said plat for a complete description of the metes and bounds; be all measurements a little more or less.

DERIVATION: Deed to Continental American Insurance Company from Metro Associates dated January 6, 2005 and recorded January 10, 2005 in the Office of the Register of Deeds for Richland County, South Carolina in Book 1013, at page 2771.

TMS: 11316-04-20
PARCEL 3

TOGETHER WITH

ALL that certain piece, parcel, or lot of land, with improvements thereon, situate, lying, and being in the City of Columbia, County of Richland, State of South Carolina, consisting of 1.21 Acres, shown and delineated as on a plat prepared for Leon S. Goodall by Inman Land Surveying Company, Inc., dated September 14, 1998 and recorded October 1, 1998 in the Office of the Register of Deeds for Richland County, South Carolina in Play Book 192, at page 665; reference being made to the said plat for a more complete description of the subject property

DERIVATION: Deed to Carolina Continental Insurance Company from Bernice D. Stubbs dated September 23, 1998 and recorded October 1, 1998 in the Office of the Register of Deeds for Richland

County, South Carolina in Book 192, at page 671 (conveying an undivided one-half interest); and Deed to Carolina Continental Insurance Company from Shandon Investment Company, a Partnership, dated September 23, 1998 and recorded October 1, 1998 in the Office of the Register of Deeds for Richland County, South Carolina in Book 192, at page 673 (conveying an undivided one-half interest)

TMS: 11316-4-19 & 11316-04-22
PARCEL 4 & 5

TOGETHER WITH

ALL that certain, piece, parcel, lot or tract of land, with any improvements therein, situate, lying and being in the City of Columbia, County of Richland, State of South Carolina, being shown as 1.12 Acres on a plat prepared for Epworth Children's Home by W. Frank McAulay, Jr. dated April 22, 1999 and recorded in the Office of the Register of Deeds for Richland County, South Carolina in Plat Book 305, at page 44, said property having such boundaries and measurements as shown on the above described plat, which is specifically incorporated by reference herein.

DERIVATION: Limited Warranty Deed to JMO-Maple, LLC from J. Michael Otis, Rachel R. Otis, and J. Michael Otis as Trustee of the Nancy C. Otis Irrevocable Trust for the benefit of J. Michael Otis and Family dated July 1, 2005 and recorded August 19, 2005 in the Office of the Register of Deeds for Richland County, South Carolina in Book 1088, at page 2922.

TMS NO.: 11316-04-23
PARCEL 6

**THE DEVINE STATION PUD
PARCEL OVERVIEW**

Parcel No.	Acreage	Existing Zoning	Tax Map	Ownership
1	0.56	C-2	11316-13-12	Devine Station, LLC
2	0.64	C-2	11316-04-21	Devine Station Office, LLC
3	0.33	C-2	11316-04-20	Devine Station, LLC
4	0.65	C-2	11316-04-19	Devine Station, LLC
5	0.56	RG-1	11316-04-22	Devine Station, LLC
6	1.12	RG-1	11316-04-23	JMO-MAPLE, LLC
Total(s)		3.86		



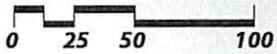
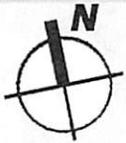
Reference:

External, perimeter boundaries of the Devine Station PUD

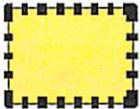
1-6 Parcel Number reference indicated in lower right hand corner of each parcel

EXHIBIT B
GENERAL BUILDING LOCATIONS

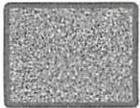
EXHIBIT E
Building Location Boundary



--- PROPERTY LINE



OUTER-MOST BOUNDARY
OF NEW BUILDING FOOTPRINTS



EXISTING STRUCTURES

Maple Street

Devine Street

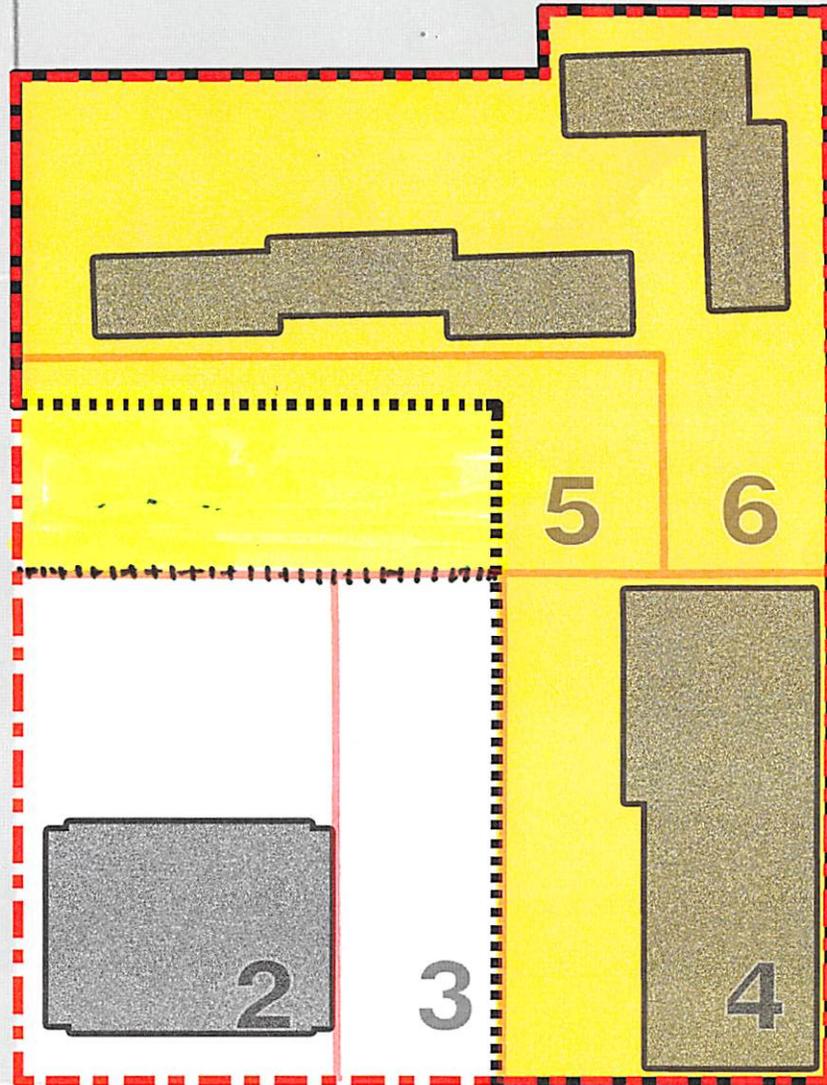
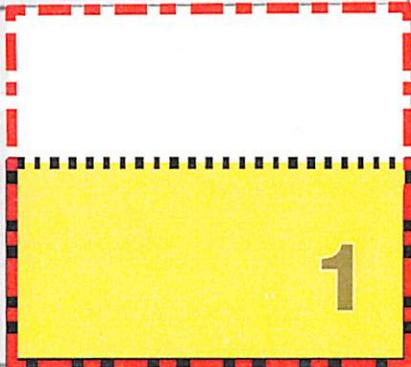
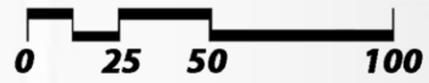


EXHIBIT C
CONCEPTUAL SITE PLAN(S)

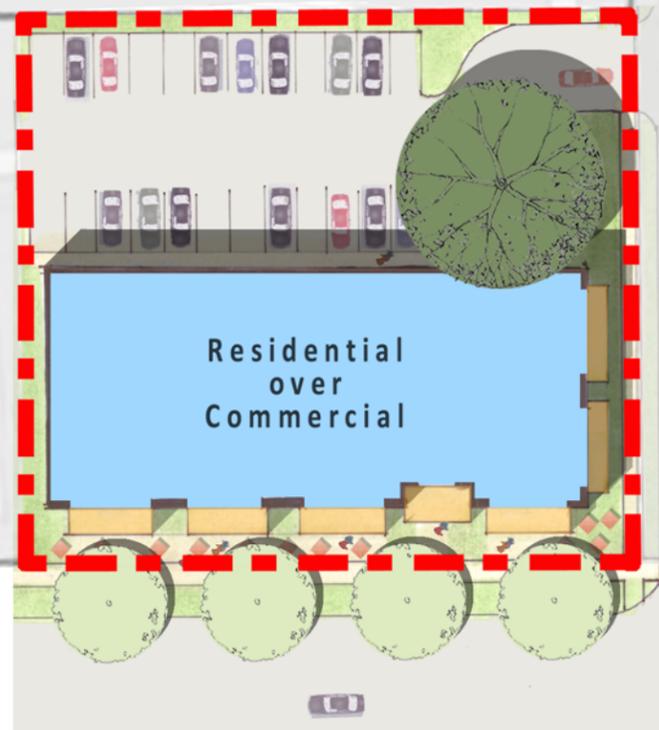
EXHIBIT B
Site Illustration Option 2



----- PROPERTY LINE

**RESIDENTIAL
USE ONLY**

**RESIDENTIAL OVER
COMMERCIAL USE**

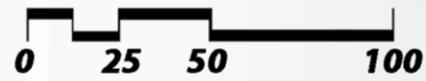


Maple Street



Devine Street

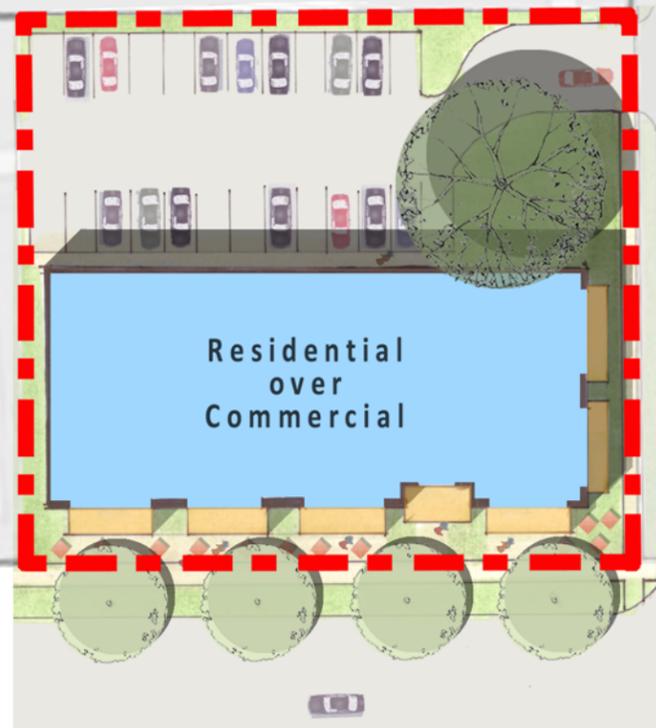
EXHIBIT B
Site Illustration Option



--- PROPERTY LINE

**RESIDENTIAL
USE ONLY**

**RESIDENTIAL OVER
COMMERCIAL USE**



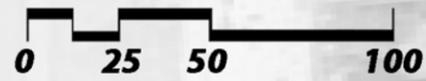
Maple Street



Devine Street

EXHIBIT D
EXISTING CONDITIONS AND STRUCTURES

EXHIBIT C
Existing Conditions and Structures



----- PROPERTY LINE

↔ CURB CUTS

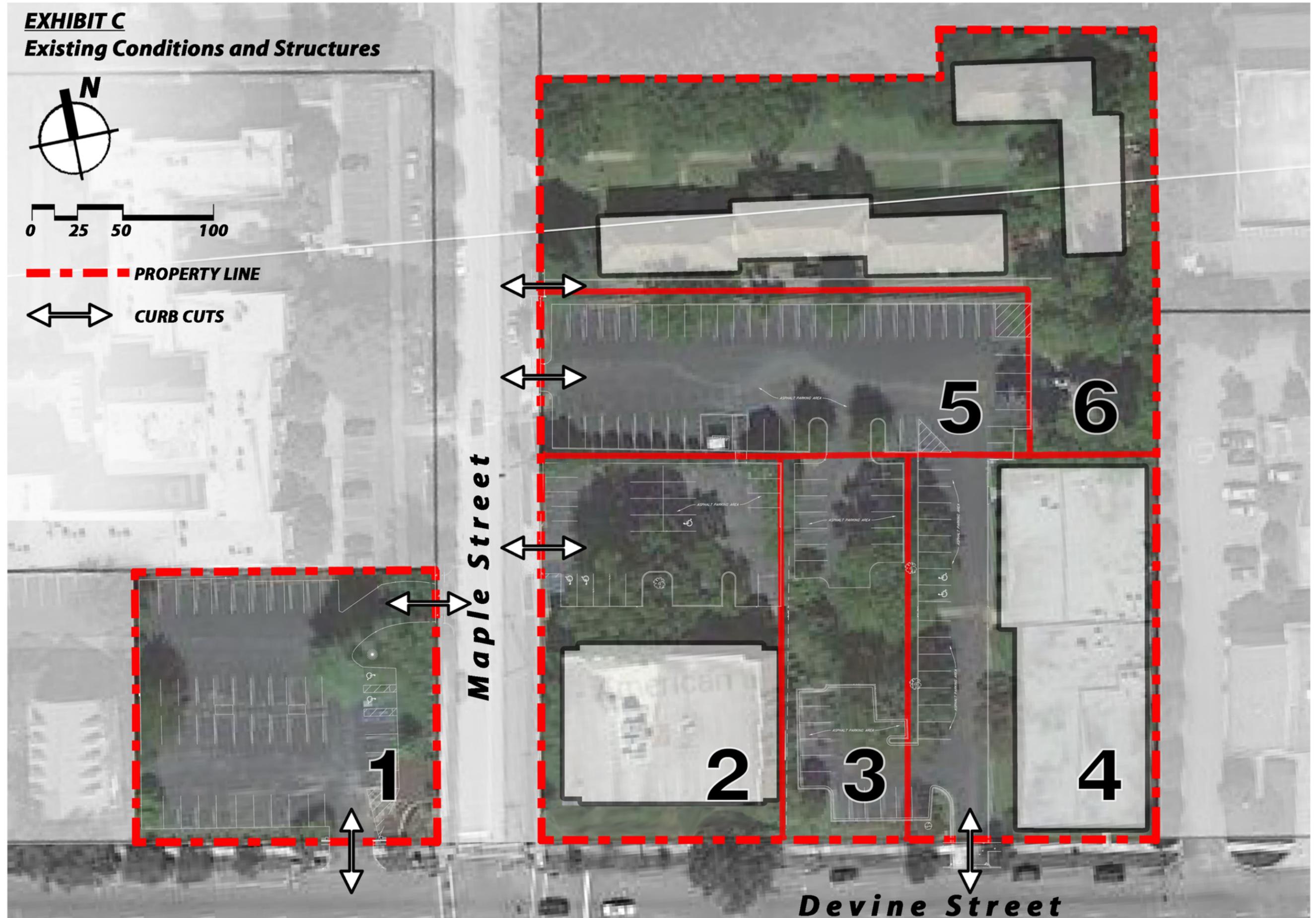


EXHIBIT E

CITY OF COLUMBIA ZONING ORDINANCE SUPPLEMENT 18

EXHIBIT F

EXAMPLE SHARED PARKING CALCULATION

Shared Parking Requirements

ULI Cross-Park Percentages

LAND USE	WEEKDAY		WEEKEND		NIGHTTIME
	DAYTIME	EVENING	DAYTIME	EVENING	
	6am-5pm	5pm-12am	6am-5pm	5pm-12am	
Office	100%	10%	10%	5%	5%
Retail	60%	90%	100%	70%	5%
Residential	30%	90%	80%	90%	100%
Restaurant	50%	100%	100%	100%	10%
Hotel/motel	75%	100%	75%	100%	75%

Units	Required		Description
30,000	3	per 1,000 sf	Office
5,000	3.5	per 1,000 sf	Retail
115	1.3	per unit	Residential
2,500	8	per 1,000 sf	Restaurant(s)

Parking Spaces Required Under Cross-Park

Office	90	9	9	5	5
Retail	11	16	18	12	1
Residential	45	135	120	135	150
Restaurant	10	20	20	20	2
Hotel	0	0	0	0	0
	155	179	166	171	157

Total Parking Required

179

Shared Parking Requirements

ULI Cross-Park Percentages

LAND USE	WEEKDAY		WEEKEND		NIGHTTIME
	DAYTIME	EVENING	DAYTIME	EVENING	
	6am-5pm	5pm-12am	6am-5pm	5pm-12am	
Office	100%	10%	10%	5%	5%
Retail	60%	90%	100%	70%	5%
Residential	30%	90%	80%	90%	100%
Restaurant	50%	100%	100%	100%	10%
Hotel/motel	75%	100%	75%	100%	75%

Units	Required	Description
30,000	3 per 1,000 sf	Office
5,000	3.5 per 1,000 sf	Retail
145	1.3 per unit	Residential
2,500	8 per 1,000 sf	Restaurant(s)

Parking Spaces Required Under Cross-Park

Office	90	9	9	5	5
Retail	11	16	18	12	1
Residential	57	170	151	170	189
Restaurant	10	20	20	20	2
Hotel	0	0	0	0	0
	167	214	197	206	196

Total Parking Required

214