

# RECODE YORK COUNTY

*Zoning & Subdivision Codes Rewrite*



## CHAPTER 154: LAND DEVELOPMENT CODE

### ***SUBCHAPTER B: SUBDIVISION AND SITE DESIGN STANDARDS***

**PUBLIC REVIEW DRAFT** | SEPTEMBER 23, 2021

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## ***SUBCHAPTER B: SUBDIVISION AND SITE DESIGN STANDARDS***

### ***PART 1: GENERAL PROVISIONS***

#### **§ 154.010 PURPOSE.**

The Purpose of this Subchapter is to establish standards for the subdivision of land and design of individual development sites in accordance with the goals and strategies of the Comprehensive Plan. Specifically, these regulations implement the policy of achieving quality new development throughout York County by utilizing thoughtful site planning in the urbanizing areas and context sensitive design solutions to preserve the rural character and integrity of the natural landscape.

#### **§ 154.011 APPLICABILITY.**

(A) The standards established in this Subchapter shall apply to all land subdivision and site development activity within the jurisdiction of the **York County Land Development Code**.

#### **§ 154.012 LAND SUITABILITY.**

(A) The Planning Commission shall not approve a subdivision where the soil conditions have been determined by DHEC as not suitable for the development proposed.

(B) Lands subject to flooding shall not be platted for residential occupancy, nor for such other uses as may increase danger to health, life, or property or aggravate erosion or flood hazard.

#### **§ 154.013 RESERVED.**

**PART 2: SITE DESIGN<sup>1</sup>**

**§ 154.014 PURPOSE.**

The purpose of this Part is to establish a common set of site design standards for non-residential and multi-family development projects that ensures a higher quality development outcome through careful site planning and consideration of the relationship of buildings to each other, the adjacent street network, and the supporting on-site infrastructure.

**§ 154.015 APPLICABILITY.**

- (A) The standards in this Part apply only to non-residential and multi-family developments.
- (B) Table 154.015-1: *Applicability of Site Design Standards* generally summarizes the applicability of the standards in this Part.

**Table 154.015-1: Applicability of Site Design Standards**

	General Parking Lot Design Standards	Parking Lot Landscaping	Relationship of Buildings to Parking Areas	Large Parking Lot and Circulation Design Standards	Site Design Standards for Pad Sites	Entrance Stacking	Vehicle Queuing
All non-residential and multi-family developments	●	●				●	
Buildings and developments in any zoning district with more than 50 parking spaces			●	●			
All individual buildings and developments in the RC District with more than 100 parking spaces				●			
All developments containing one or more primary buildings and subordinate pad sites / outparcels					●		

<sup>1</sup> This Section generally carries forward the current commercial site design standards in § 155.501: *General Commercial Design Standards* and expands their applicability. Graphics will be added in the final review draft.

**Table 154.015-1: Applicability of Site Design Standards**

	General Parking Lot Design Standards	Parking Lot Landscaping	Relationship of Buildings to Parking Areas	Large Parking Lot and Circulation Design Standards	Site Design Standards for Pad Sites	Entrance Stacking	Vehicle Queuing
All structures that contain any use or operation with associated drive-through service							●

**Key:** ● = the site design standard applies

**§ 154.016 GENERAL PARKING LOT DESIGN STANDARDS.**

**(A) Entrances and Exits.<sup>2</sup>**

(1) Curbing shall be provided along parking lot boundaries to control entrance and exit of vehicles and pedestrians.

(2) All parking facilities shall be designed so that all exiting movements onto a public street are in a forward motion.

**(B) Separation from Walkways and Streets.** Off-street parking spaces shall be separated from walkways, sidewalks, streets, alleys, and required yards by a wall, fence, or curbing.<sup>3</sup>

**§ 154.017 PARKING LOT LANDSCAPING.**

**(A) Landscaping Required.<sup>4</sup>** Parking lots shall be landscaped with a mixture of trees, shrubs, grasses, and groundcovers in accordance with the following standards:

(1) *Location.* Landscaped areas and islands shall:

(a) Be dispersed throughout the parking area so that parking stalls do not exceed more than 15 consecutive stalls without an island break; and

<sup>2</sup> Carries forward § 155.440(D). Slightly revises to only apply to uses that have parking lots. The current text seems to require curbing for all parking areas regardless of use or number of spaces.

<sup>3</sup> Carries forward § 155.440(H) and clarifies the applicability.

<sup>4</sup> Carries forward § 155.440(E) and § 155.534(B), and revises/expands the requirements based on staff input.

(b) Not be placed around the parking lot perimeter.

(2) *Minimum Area.* Each landscaped area or island shall have a minimum planting area of 280 square feet.<sup>5</sup>

(3) *Shrubs, Grasses, and Groundcover.*

(a) An area equal to at least 5%<sup>6</sup> of the total impervious surface area on a lot shall be planted with shrubs, grasses, and groundcovers selected from the **Approved Species List**.

(b) An appropriate mixture of shrubs, grasses, and groundcover shall cover a minimum of 50% of the landscaped area at full maturity. The designated areas shall be planted utilizing industry-standard spacing requirements per plant species to ensure the required coverage is obtained.

(c) Groundcovers may not consume more than 30% of the dedicated area.

(4) *Tree Planting.*

(a) Each landscaped area or island shall include at least one tree of at least two inches caliper at the time of planting.

(b) Trees shall be planted so that each parking space is no more than 50 feet<sup>7</sup> from a tree trunk.

(c) At least 75% of trees planted in parking lots shall be large-maturing trees selected from the **Approved Species List**. Small-maturing trees may only be used near front entrances of buildings and along pedestrian walkways.

(d) Multi-stem trees are prohibited in parking lot islands and bulb-outs as they can restrict sight lines within the parking lot area.

(5) *Preservation of Existing Vegetation.*

(a) The natural landscape must be preserved in all possible instances.

(b) Wherever healthy plant material exists on a site, the minimum planting standards may be adjusted for the plant material, if the existing plant material otherwise meets the requirements in this Section.<sup>8</sup>

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<sup>5</sup> This proposes to increase the minimum area from 250 square feet to 280 square feet.

<sup>6</sup> Proposed is to reduce this from 10% to 5% and add building perimeter landscaping requirements.

<sup>7</sup> This proposes to reduce the current requirement from 75 feet to 50 feet.

<sup>8</sup> Revises the last sentence in § 155.440(E) (“...if in the opinion of the Zoning Administrator the adjustment is in the best interest of the County and preserves all intents of this Chapter”) to remove discretion.

**(B) Parking Lots Adjacent to Arterial Roads.<sup>9</sup>**

(1) In addition to the other standards in this Section, all non-residential and multi-family residential parking lots with more than 20 spaces and located adjacent to an arterial road shall be screened from public view by providing a continuous hedge.

(2) The screening shall be located immediately adjacent to the parking stalls and may be included within the right-of-way bufferyard area.

(3) Screening shall consist of evergreen shrubs, planted at a minimum height of 24 inches, with a spread of at least 24 inches, and planted no further apart than four feet on-center.

(4) The selected shrubs species shall be maintained to a maximum height of four feet.

**(C) Maintenance Standards.**

(1) Landscaped areas must be maintained in good condition and kept free of dead plants, weeds, or debris.

(2) Failure to maintain or replace dead, damaged, or diseased plant material or to repair a broken wall or fence within 30 days of notification will constitute a violation of this Section.

(3) If a catastrophic event occurs that destroys a large quantity of vegetation, the owner or lessee must replant within a reasonable time period determined by the Director, normally during the next planting season, which is November through March. Replaced plant material must be in compliance with the minimum size, spacing, and quantity standards of this Part.

**§ 154.018 RELATIONSHIP OF BUILDINGS TO PARKING AREAS.<sup>10</sup>**

The following standards shall apply to the location of buildings in relation to parking areas serving them:

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<sup>9</sup> This Paragraph converts the off-street parking requirements from the Arterial Roads Development Standards Overlay District (§ 155.290) to generally applicable development standards.

<sup>10</sup> Expands the applicability of the parking location requirements to include developments with more than 50 parking spaces. The current standards apply to developments with more than 100 parking spaces. Increases the percentage of parking spaces that must be located in areas other than between a building and a street from 40% to 60%. Continues to allow more than 40% of parking spaces in a development to be located between a building and a street, but increases the frontage requirement for buildings on pad sites from 30% to 50%. Adds new standards for buildings located in areas designated as Town Center on the Future Land Use Map.

(A) The following standards shall apply to developments in any **Base Zoning District** that provide more than 50 parking spaces, with the exception of the RC district, where the threshold for applicability is more than 100 parking spaces:

(1) No more than 40% of the parking spaces provided within a development may be located between the front façade of a building within the development and an abutting street, except as provided in (2), below.

(2) In developments containing multiple buildings with outparcels / pad sites, more than 40% of the parking spaces provided may be located in the area between the outparcels / pad sites and buildings located toward the rear of the development, provided that the buildings on the outparcels / pad sites occupy a minimum of 50% of the length of the abutting street frontage and all parking is located to the side or rear of the buildings on the outparcels / pad sites.

(B) Within areas designated as a Special District, no parking shall be permitted between the façade of the primary building(s) on a site and the abutting street, except that developments containing multiple buildings that are *required* to provide more than 100 parking spaces, combined, shall be permitted to provide parking between the primary building façade and an abutting street, if the parking area is screened by buildings occupying at least 80% of the abutting street frontage and all parking is located to the rear of the buildings screening the parking area.

#### **§ 154.019 LARGE PARKING LOT AND CIRCULATION DESIGN STANDARDS.<sup>11</sup>**

(A) Individual buildings and developments providing more than 50 parking spaces shall comply with the following standards, with the exception of parking lots associated with buildings in the RC District, which shall be required to meet these standards if 100 or more spaces are provided.

(1) Landscaped medians measuring at least eight feet in width as measured from back of curb to back of curb shall be installed between every third parking aisle. The landscaped median shall include ground cover and at least one tree at intervals of 30 feet, which may be counted towards other required landscaping on the site.<sup>12</sup>

(2) No parking space or parking access aisle shall take access from an entry drive within 60 feet of the entry drive's intersection with a collector or arterial street;<sup>13</sup>

(3) For parking lots that measure 300 feet or more in width as measured parallel to the fronting street:

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<sup>11</sup> Expands the applicability of the parking lot design requirements to include developments with more than 50 parking spaces, except in the RC District. The current standards apply to developments in any zoning district with more than 100 parking spaces.

<sup>12</sup> Clarifies the current requirements for parking lot trees by specifying the plantings required in landscaped medians.

<sup>13</sup> Carries forward current requirement [§ 155.501(B)(2)(c)].



(a) One landscaped pedestrian path with a paved sidewalk measuring at least eight feet in width and located outside of the driveways and parking aisles shall be constructed for each 300 feet in frontage;

(b) The landscaped strip along the walkway shall measure at least eight feet in width on each side of the walkway. The strip shall include ground cover and at least one tree staggered on each side of the walkway at intervals of 30 feet, which may be counted towards other required landscaping on the site;

(c) The pedestrian walkway shall extend from the sidewalk along the fronting street to the largest (principal) building on the site and shall connect all other buildings and pad sites with the principal building;

(d) The walkway shall be approximately equally spaced between side streets;  
and

(e) Where the pedestrian walkway crosses a driveway or parking aisle, the walkway shall be constructed in a texture and color that is distinct from the texture and color of the driveway or parking aisle.<sup>14</sup>

(4) An unobstructed sidewalk measuring at least eight feet in width shall be constructed along the full length of all building walls containing an entrance. Additional width shall be required if the sidewalk is used for seating, displays, or other purposes.<sup>15</sup>

#### § 154.020 SITE DESIGN STANDARDS FOR PAD SITES.<sup>16</sup>

(A) **In General.** Developments containing one or more primary buildings and subordinate pad sites / outparcels shall be developed as an integrated unit that respects the context of the overall site in terms of both layout and architectural consistency.

(B) **Building Orientation on Pad Sites.** The primary entrance to pad site buildings shall be oriented in the context-dependent manner specified below:

(1) To the maximum extent practical, buildings on pad sites shall be situated in a manner that creates consistent edges along streets and provide safe and convenient pedestrian connections between buildings.

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<sup>14</sup> Carries forward current standards in § 155.501(B)(2)(d) and increases minimum width of pedestrian paths from five feet to eight feet.

<sup>15</sup> Carries forward § 155.501(B)(2)(f).

<sup>16</sup> Generally carries forward the requirements for pad site design. Clarifies the meaning of “pad site” and adds an orientation requirement for pad sites located in areas designated as Town Center on the Future Land Use Map. Pad site building design requirements are incorporated into **Error! Reference source not found.: Error! Reference source not found.**

(2) Buildings on pad sites shall be oriented toward the abutting street sidewalk, and shall have parking provided along the side and/or rear of the building.

(C) **Connections Between Pad Sites.**<sup>17</sup> Spaces between adjacent pad site buildings shall provide pedestrian connections and amenities between sites. Examples include: a landscaped pedestrian walkway linking customer entrances between pad site buildings, a public seating or outdoor eating area, sculptures or fountains, or other amenities approved by the Planning and Development Services Director.

**§ 154.021 ENTRANCE STACKING.**

(A) **Applicability.** This Section applies to all vehicular entrances to developments and parking lots.

(B) **Minimum Stacking Distance.** A stacking distance of at least the minimum specified in Table § 154.021-1: *Vehicle Stacking at Entrances* shall be provided at the entrance to a parking lot or development, between the lot line at the point of access and the first parking space, entry gate, perpendicular drive aisle, or internal street, as applicable.

<b>Number of Parking Spaces</b>	<b>Stacking Distance (min)</b>
0 to 99	20 ft
100 to 499	40 ft
500 to 999	60 ft
1,000 or more	100 ft

**Key:** min = minimum required | ft = feet

**§ 154.022 VEHICLE QUEUING.**<sup>18</sup>

(A) **Applicability.** This Section applies to any use or operation with associated drive-through service.

(B) **Vehicle Queuing Lanes.**

(1) *Minimum Length.*

<sup>17</sup> Carries forward § 155.501(B)(3)(b)2.

<sup>18</sup> This Section is new and implements Codes Assessment Recommendation 03-56.

- (a) All facilities subject to this Section shall provide a vehicle queuing lane or lanes with a minimum length in accordance with Table 154.021-1: *Vehicle Queuing Lane Lengths*.<sup>19</sup>
- (b) The total minimum length of a queuing lane is specified by the number of vehicles the lane must accommodate. The standard length of one vehicle is 21 feet.
- (c) A queuing lane is measured as the linear distance between the queuing lane entrance and the drive-through service area or the gated entrance.

**Table 154.021-1: Vehicle Queuing Lane Lengths**

Land Use	Number of Cars (per lane)	Length (min)
ATM (Standalone)	3	63 ft
Bank (ATM or Teller Window)	4	84 ft
Car Wash (Automatic)	5	105 ft
Car Wash (Full Service)	8	168 ft
Car Wash (Self-Service)	2 per bay	42 ft
Pharmacy	6	126 ft
Restaurant, with One Drive-Through Lane	8	168 ft
Restaurant, with Two Drive-Through Lanes	4	84 ft
Retail or Service (not otherwise listed)	3	63 ft
Vehicle Repair (Quick Service, such as oil changes)	3 per bay	63 ft

**Key:** min = minimum required | ft = feet

- (2) *Minimum Width.* Vehicle queuing lanes shall be at least 10 feet in width, excluding curbs.
- (3) *Location.* Vehicle queuing lanes:
  - (a) Shall be located entirely on the lot containing the use or operation subject to this Subpart;
  - (b) Shall not encroach into any public right-of-way;

<sup>19</sup> The proposed minimum number of cars per queuing lane is generally consistent with Rock Hill’s requirements (see Zoning Ordinance Section 8.8.8 B.).

(c) Shall be clearly marked; and

(d) Shall not interfere with or degrade the function of parking spaces, drive aisles, loading areas, internal circulation, driveway access, or fire lanes.

(4) *Queuing Lane Bypass.*

(a) Vehicle queuing lanes shall be designed so that vehicles may exit the queuing lane at any point. This may be accomplished by locating the vehicle queuing lane on one side of a parking lot drive aisle or through the use of a separate bypass lane located adjacent to the queuing lane.

(b) Where two parallel queuing lanes are provided, only one bypass lane is required.

(5) *Pedestrian Crossing Areas.* Pedestrian areas that cross a vehicle queuing lane shall be provided with a sign and clearly painted, stamped, or constructed with alternative materials.

**§ 154.023 RESERVED.**

### ***PART 3: BLOCK AND LOT LAYOUT***

#### **§ 154.024 PURPOSE.**

The purpose of this Part is to establish general standards for the design and layout of blocks and lots created through the land subdivision process.

#### **§ 154.025 APPLICABILITY.**

These standards shall apply to all proposed subdivisions of land subject to the jurisdiction of the **York County Land Development Code**.

#### **§ 154.026 LOT STANDARDS.**

- (A) **Street Access.** Every lot created under this Ordinance shall front upon or abut a legally established public or private street that meets the design and construction standards established **Subchapter C: Infrastructure Standards**. This standard shall not apply to individually platted lots within a Cottage Court or parcels within a non-residential subdivision that have a cross-access easement guaranteeing the right of access to a public street.
- (B) **Irregular Lot Shapes.** Lots shall be generally rectangular in shape. Unnecessarily curved, triangular, or excessively jagged (zig-zag) lot shapes are discouraged.
- (C) **Lot Orientation.** All new lots shall be designed to face the primary street frontage. Wherever feasible, lots shall be arranged so that the rear line does not abut the side line of an adjacent lot.
- (D) **Side Lot Lines.** To the greatest extent practical, side lot lines shall be at approximate right angles to straight street lines or radial to curved street lines.
- (E) **Minimum Lot Dimensions.** All lots shall meet the minimum dimensional standards for the zoning district in which they are located, as established in **Subchapter B, Subpart 2.2: Base District Dimensional Standards**, of the Zoning Code, or the applicable standards imposed by a Special District or Overlay District.
- (F) **Flag Lots.** Flag lots shall meet the following standards:
- (1) Flag lots within major single-family residential subdivisions are prohibited.

(2) No flag lot may be separated from the road from which it takes access by more than one intervening lot.<sup>20</sup>

(3) The “flagpole” portion of the lot shall not begin less than 100 feet from the right-of-way from which it takes access, shall be a minimum of 50 feet in width, and shall not extend more than 300 feet from the right-of-way from which access is taken.

(4) Where more than one “flagpole” section of a lot meets at the right-of-way line, no more than one driveway access point shall be permitted to serve the two adjacent flag lots.

(G) **Through Lots (Double Frontage Lots).** The creation of through lots within major single-family residential subdivisions shall be prohibited except in the following circumstances:

(1) Through lots located along the exterior of a subdivision adjacent to an existing road are permitted, provided that driveway access is only permitted from such lots to the new internal street.

(2) Through lots adjoining a rear alley are permitted, provided that driveway access is only permitted from the alley.

(H) **Jurisdictional Boundaries.** Lots shall be designed, to the extent practical, to not cross jurisdictional boundaries, such as being split between County jurisdiction and the jurisdiction of a municipality.

## § 154.027 BLOCK LAYOUT

(A) **Street Network Coordination.** Blocks shall be designed and platted in a manner that provides for an integrated street system that is coordinated with the surrounding street network.

(B) **Residential Block Design.** Residential blocks shall generally be designed in a manner that permits the development of two rows of lots, back-to-back, within each block, unless the block is located along the perimeter of the development tract or abuts a major watercourse, rail line, or major road right-of-way along the rear of the block.

(C) **Block Orientation.** Residential blocks shall be generally oriented so that their short side is oriented toward the higher capacity road, while non-residential blocks shall be generally oriented so that their longer side is oriented to the higher capacity road.

(D) **Integration of Open Space.** Where included within a development, blocks should be designed and oriented to frame open spaces, such as a square or park.

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<sup>20</sup> Illustration to be added here.

(E) **Mid-Block Connections.** All blocks within a residential subdivision that are 800 feet in length or longer shall include a mid-block pedestrian connection between the opposite block faces. Such connection shall be situated within a dedicated open space area with a minimum width of 20 feet, and shall be aligned to form a continuous pedestrian path through adjacent blocks.

(F) **Block Length.** The following block length standards shall apply in the applicable circumstances:

(1) Block lengths within single-family residential subdivisions shall be governed by the standards in Table 154.027-1 below:

<b>Zoning District</b>	<b>Maximum Length (ft)</b>
AGC	1,200
RUD	1,200
RSF-40	1,000
RSF-30	1,000
RMX-20	800
RMX-10	600
RMX-6	600

(2) Blocks designed for non-residential development along major streets shall be designed to meet the minimum street intersection spacing standards in the **SCDOT Access and Roadside Management Standards**.

(G) **Reserve Strips Prohibited.** The platting of reserve strips or similar impediments to the extension of development between adjacent tracts is prohibited. Where a bufferyard is required on the external perimeter of a subdivision, the bufferyard shall include breaks to provide for future street connections at such locations where a street stub is required under **154.046(E)**. Perimeter bufferyard plantings shall not be required along the width of the dedicated right-of-way in these locations.

**§ 154.028 RESERVED.**

## **PART 4: TOWNHOUSE SUBDIVISIONS**

### **§ 154.029 PURPOSE.**

The purpose of this Part is to establish additional standards for the design and development of Townhouse Subdivisions.

### **§ 154.030 APPLICABILITY.**

The standards contained in this Part shall apply to all proposed Townhouse Subdivisions subject to the jurisdiction of the York County Land Development Code.

### **§ 154.031 DESIGN STANDARDS.**

(A) **Block Length.** The maximum block length in a Townhouse Subdivision shall be 400 feet for developments where front-loaded driveway access is provided and 600 feet where rear-loaded driveway access is provided via an alley that provides at least one mid-block access point.

(B) **Sublot Access.** Each sublot within a Townhouse Subdivision shall be provided with driveway access from either a public or private street or an alley. Where a townhome sublot is less than 24 feet wide, access may only be taken from the rear of the sublot.

(C) **Front-Loaded Driveway Separation.** Where driveway access is provided to the front of a sublot within a Townhouse Subdivision, each driveway shall be separated from each other driveway by a minimum of eight feet, and shall be designed in a manner to provide the maximum practical separation from driveway edge to driveway edge.

(D) **Sublot Separation.** The rear property lines of all sublots and exterior side property lines of each individual group of contiguous sublots within a Townhouse Subdivision shall be separated by a minimum distance of 20 feet.<sup>21</sup>

(E) **Sublot Outdoor Living Area.** An outdoor living area shall be provided upon each sublot within a Townhouse Subdivision in accordance with the following standards:

(1) The total outdoor living area must be the product of 12 feet multiplied by the width of the lot. (For example, a 24-foot-wide lot would require a 288 square foot outdoor living area.)

(2) The minimum depth of any outdoor living area must be six feet.

(3) The required total area must be contiguous, except where the total area is divided between the levels of a two-story front porch.

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<sup>21</sup> Illustration to be added here.



(4) The outdoor living area must be clearly delineated from common areas with a fence or a hedge

(5) Parking areas, sidewalks, walkways, and driveways do not count towards this requirement

(F) **Relationship to Open Space.** In addition to the open space requirements of **Subchapter D, Part 3: Open Space**, when open space is required as part of a Townhouse Subdivision, at least 10% of the dwelling units of the overall development must front onto open space that is interior to the development. This percentage may be reduced if the opportunities to front appropriately designed common open spaces have been maximized, but this percentage cannot be reasonably met

(1) Streets and buildings should be arranged to frame open space to the maximum extent practicable.

(2) Dwelling units that are separated by a street from an open space may be included in the 10% requirement.

(3) Required open space areas must have a minimum width and depth of at least 40 feet, excluding right-of-way. Areas that are at least 20 feet wide and that have hard surface trails at least five feet wide connecting at least two points in a sidewalk system may also count towards required open space area.

(G) **Parking and Garages.**

(1) *Off-Street Parking Areas.*

(a) Each single-family attached development shall provide guest parking areas at a rate of one space for every three units.

(b) Off-street parking areas and drive aisles must be screened from public view with a decorative wall or hedging that is at least four feet tall.

(c) Off-street parking areas must be no more than 500 feet from the entrance to any dwelling within the townhouse building that the parking serves.

(2) Front-loaded garages must be flush with or recessed from the front façade (habitable area).

(3) Garage doors facing a street or open space must be recessed within the façade and include windows and detailing elements to create visual interest.

(4) The parking or storage of trailers, boats, recreational vehicles, or other major recreational equipment must either be prohibited through covenants, rules, and restrictions, or

must be provided in a parking area separate from regular automotive parking for the residents. Such parking areas do not count towards required off-street parking spaces.

(5) The driveway width shall be no more than 18 feet within the right of way, and 20 feet within the given property.

(H) **Perimeter Bufferyards.** Townhouse Subdivisions shall provide a perimeter bufferyard between the development and adjacent properties in accordance with Zoning Code Subchapter D, Part 3, [Subpart 3.2: Perimeter and Right-of-Way Bufferyards](#).

(I) **Centralized Mail Facility.** Townhouse subdivisions shall provide a centralized mail facility in accordance with the standards of [Subchapter C, Part 6: Centralized Mail Delivery](#).

(J) **Solid Waste.** Communal solid waste collection points shall be established for all Townhouse Subdivisions that provide front-loaded driveway access. Where such facility is required or provided, no subplot shall be located more than 500 feet from the most distant solid waste collection point.

**§ 154.032 RESERVED.**

## **PART 5: CLUSTER SUBDIVISIONS<sup>22</sup>**

### **§ 154.033 PURPOSE.**

(A) **General.** The value of conserving natural resources and increasing the amount of open space in new subdivisions is recognized as an important consideration in subdivision development and design. Therefore, a cluster subdivision is a permitted development design alternative to a conventional subdivision.

(B) **Cluster Subdivisions.** A cluster subdivision is the grouping of dwelling units within a development site, permitting a reduction in the otherwise applicable lot size, while preserving substantial open space on the remainder of the parcel.

#### **(C) Cluster Subdivision Design:**

- (1) Encourages the designation and protection of open space in new subdivisions;
- (2) Preserves existing, healthy vegetation and wildlife habitat;
- (3) Maintains existing wooded areas along roads;
- (4) Protects water quality;
- (5) Reduces infrastructure construction and maintenance costs;
- (6) Reduces demand for publicly funded open space;
- (7) Provides a wider range of feasible sites to locate stormwater BMPs;
- (8) Reduces soil erosion potential by reducing the amount of clearing and grading on the site; and
- (9) Reduces the impervious cover in a development.

### **§ 154.034 APPLICABILITY.**

The Cluster Subdivision provisions may be utilized for the design and construction of a subdivision in any of the base residential zoning districts.

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<sup>22</sup> This Part carries forward the cluster subdivision regulations adopted by York County in February 2021. The provisions for a perimeter buffer are proposed to be incorporated into Zoning Code Subchapter D, Part 3: *Buffers and Screening*.

**§ 154.035 MINIMUM OPEN SPACE REQUIREMENT.**

(A) Cluster Subdivisions shall provide the amount of open space as set forth in **Table 154.075-1: Minimum Amount of Open Space Required in Base Districts.**

(B) All required open space shall meet the standards established in Subchapter D, **Part 3: Open Space.**

**§ 154.036 GENERAL DESIGN STANDARDS.**

(A) **Cluster Groups.** Residential lots within Cluster Subdivisions shall be designed within a series of one or more Cluster Groups in accordance with the following standards:

(1) Dwellings shall be located in distinct cluster groups of 15 or fewer dwellings.

(2) Cluster groups shall be visually defined and separated by open space.

(3) A cluster group is defined by the outer perimeter of contiguous lots and abutting streets and open space.

(4) All lots in a cluster group shall abut open space to the front or rear. This includes open space located directly across a street from a lot.

(B) **Pedestrian Network.** Cluster Subdivisions shall include an interconnected pedestrian network comprised of sidewalks and multi-use trails that meet the following requirements.

(1) **Sidewalks.** Sidewalks shall be provided on both sides of roads within a cluster group to connect lots and open space.

(2) **Multi-Use Trails.** Multi-use trails shall:

(a) Be located in open space areas between cluster groups;

(b) Connect to the sidewalks located in cluster groups;

(c) Have a minimum width of ten feet; and

(d) May be located on one or both sides of the road.

(3) **Connectivity.** The pedestrian network within a Cluster Subdivision shall be designed to meet the following standards:

(a) Sidewalks and multi-use trails shall provide a continuous pedestrian network throughout a cluster subdivision.

(b) The pedestrian network shall connect to all existing sidewalks or multi-use trails that abut the cluster subdivision boundary.

(c) At least one sidewalk or multi-use trail shall extend to the cluster subdivision boundary at each subdivision entrance and connect with the existing sidewalk, if present.

(d) Where property adjacent to the cluster subdivision is undeveloped, a sidewalk or multi-use trail shall extend to the property line to provide at least on connection to each adjacent undeveloped property.

(C) **Perimeter Bufferyards.** Cluster Subdivisions shall provide a perimeter bufferyard between the development and adjacent properties in accordance with Zoning Code Subchapter D, Part 3, **Subpart 3.2: Perimeter and Right-of-Way Bufferyards**.

**§ 154.037 RESERVED.**

## **PART 6: COTTAGE COURTS**

### **§ 154.038 PURPOSE.**

The purpose of this Part is to establish development standards for Cottage Courts to supplement the general use and zoning standards established for developments of this type in **Subchapter B Part 2, Subpart 2.2: Base District Dimensional Standards** and **Subchapter C, Part 3, Subpart 3.12: Cottage Courts of the Zoning Code**.

### **§ 154.039 APPLICABILITY.**

These standards shall apply to all proposed developments designed as a Cottage Court, as defined in the Zoning Code, and shall apply equally to Cottage Courts designed with individual lots and those designed to be under common ownership. Cottage Courts may be developed individually, as a series of two or more individual Cottage Courts, or may be included within a larger common development plan, as either a separate component of the development or included within a conventional neighborhood.

### **§ 154.040 GENERAL SITE DESIGN STANDARDS.**

- (A) **Site Design.** Cottage courts shall be designed with individual dwelling units / lots surrounding and fronting upon a central courtyard that is adjacent to the primary roadway.
- (B) **Open Space.** The central courtyard shall contain the minimum required open space for the site as set forth in **Table 154.075-1**.
- (C) **Courtyard Requirements.** The following shall govern the design and use of central courtyards in cottage courts.
- (1) Courtyards shall be designed as a single, contiguous open space.
  - (2) Courtyards shall have a minimum width of 50 feet along the primary street frontage.
  - (3) No portion of the courtyard shall have a dimension (length or width) of less than 20 feet at any point.
  - (4) A continuous pedestrian path meeting the minimum standards of the **York County Land Development Manual** for on-street sidewalks shall run through the courtyard and connect each dwelling unit to each other, any common structure, the adjacent street sidewalk, and to the parking area(s) provided for the development.
  - (5) Parking and vehicular access within courtyards is prohibited.

- (D) **Access.** The only permitted means of vehicular access to a cottage court shall be from an alley that provides access to the side(s) and/or rear of the cottage court. Direct access from a public street to an individual lot or dwelling unit within a cottage court is prohibited.
- (E) **Parking.** Off-street parking shall be provided in accordance with the standards established in [Table 155.541-1](#). Where desired, the developer may construct carports, detached garages, or other detached covered enclosed parking structures to serve the dwelling units in the cottage court. All parking areas and structures shall be located off of an alley serving the cottage court
- (F) **Solid Waste.** A single solid waste collection point shall be established for the cottage court, which shall be located at the rear alley access, and preferably collocated with the off-street parking area.
- (G) **Centralized Mail Facility.** Cottage courts shall provide a centralized mail facility in accordance with the standards of [Subchapter C, Part 6 of the Land Development Code](#).

**§ 154.041 RESERVED.**