STATE OF SOUTH CAROLINA	)	**DEVELOPMENT AGREEMENT**
	)	
COUNTY OF JASPER	)	**NIMMER TRACT**

This Development Agreement ("***Agreement***") is made to be effective as of the 9th day of October, 2024 (the "***Effective Date***"), by and between **D.R. HORTON, INC.**, a Delaware corporation ("***Owner***") and the governmental authority of the **TOWN OF RIDGELAND, SOUTH CAROLINA** ("***Town***").

WHEREAS, the legislature of the State of South Carolina has enacted the "South Carolina Local Government Development Agreement Act," (the "***Act***") as set forth in Sections 6-31-10 through 6-31-160 of the South Carolina Code of Laws (1976), as amended; and,

WHEREAS, the Act recognizes that "[t]he lack of certainty in the approval of development can result in a waste of economic and land resources, can discourage sound capital improvement planning and financing, can cause the cost of housing and development to escalate, and can discourage commitment to comprehensive planning." [Section 6-31-10 (B)(1)]; and,

WHEREAS, the Act also states: "Development agreements will encourage the vesting of property rights by protecting such rights from the effect of subsequently enacted local legislation or from the effects of changing policies and procedures of local government agencies which may conflict with any term or provision of the Development Agreement or in any way hinder, restrict, or prevent the development of the project. Development Agreements will provide a reasonable certainty as to the lawful requirements that must be met in protecting vested property rights, while maintaining the authority and duty of government to enforce laws and regulations which promote the public safety, health, and general welfare of the citizens of our State." [Section 6-31-10 (B)(6)]; and,

WHEREAS, the Act further authorizes local governments, including municipalities, to enter Development Agreements with owners to accomplish these and other goals as set forth in Section 6-31-10 of the Act; and,

WHEREAS, Owner is the legal owner of approximately four hundred five and one hundred ninety-five thousandths (405.195) acres of real property located in Jasper County, South Carolina, consisting of TMS Nos 046-00-07-002, 046-00-07-001, 046-00-07-018, 063-00-01-007, and 046-00-06-120, and 063-00-01-006 known as the Nimmer Tract; and

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MAYNARD NEXSEN PC
205 KING STREET, SUITE 400
CHARLESTON, SC 29401

WHEREAS, The Owner proposes to develop, or cause to be developed, therein a mixture of residential, civic, recreational and open space uses as described in the Special District Master Plan Standards adopted contemporaneously herewith by separate Town Ordinance No. Ordinance No. 11-2024; and,

WHEREAS, the Town seeks to protect and preserve the natural environment and to secure for its citizens' quality, well planned and designed development and a stable and viable tax base; and,

WHEREAS, the Town finds that the program of development proposed by Owner for this Property is consistent with the Town 's comprehensive land use plan; and will further the health, safety, welfare and economic well-being of the Town and its residents; and,

WHEREAS, the program for development of the Property presents an opportunity for the Town to secure quality planning and growth to protect the environment and strengthen and revitalized the tax base; and,

WHEREAS, this Development Agreement is being made and entered between Owner and the Town, under the terms of the Act, for the purpose of providing assurances to Owner that it may proceed with its development plan under the terms hereof, as hereinafter defined, consistent with the Town of Ridgeland Zoning Ordinance and the Special District Master Plan for the Nimmer Tract (as hereinafter defined) without encountering future changes in law which would affect the ability to develop under the Town of Ridgeland Zoning Ordinance and the Special District Master Plan for the Nimmer Tract, and for the purpose of providing important protection to the natural environment and long term financial stability and a viable tax base to the Town, and for the purpose of providing certain funding and funding sources to assist the Town in meeting the service and infrastructure needs associated with the development authorized hereunder;

NOW THEREFORE, in consideration of the terms and conditions set forth herein, and other good and valuable consideration, including the potential economic benefits to both the Town and Owner by entering this Agreement, and to encourage well planned development by Owner, the receipt and sufficiency of such consideration being hereby acknowledged, the Town and Owner hereby agree as follows:

I. INCORPORATION.

The above recitals are hereby incorporated into this Agreement, together with the South Carolina General Assembly findings as set forth in Section 6-31-10(B) of the Act.

II. DEFINITIONS.

As used herein, the following terms mean:

"Act" means the South Carolina Local Government Development Agreement Act, as codified in Sections 6-31-10 through 6-31-160 of the Code of Laws of South Carolina (1976), as amended; incorporated herein by reference.

"Agreement" shall mean this Development Agreement as amended by the Town and Owner in writing from time to time.

"Association" shall mean one (1) or more property owners' associations established to maintain portions of the Property.

"Civic Site" shall mean that certain site as set forth in Section XI(A).

"Conceptual Master Plan" shall mean the Conceptual Master Plans adopted as part of or pursuant to the Special District Standards by the Town, as the same may be modified by agreement of the Owner and the Town, attached hereto as **Exhibit B-2**.

"Development" means the development of portions of the Property and construction of improvements thereon as contemplated in the Zoning Regulations.

"Development Fees" or **"Developer Fees"** shall have the meaning set forth in Section XI(B) of this Agreement.

"Development Rights" means all rights provided to the Owner, its successors and assigns in accordance with the Zoning Regulations and this Development Agreement.

"Civic Fund" shall mean the segregated interest bearing Escrow Account into which all Development Fees for Civic are contributed.

"Owner" means D.R. Horton, Inc., a Delaware corporation, together with all subsidiaries thereof and other entities, which have a legal interest on the date of execution hereof in any of the Property described on **Exhibit A** and includes its corporate successors and any assignee, whereby such interest is assigned in whole or in part in writing.

"Person" means any individual, limited liability company, limited liability partnership, corporation, trust or other legal entity.

"Project" means the Development that will occur within and upon any portion of the Property.

"Property" or "Nimmer Tract" means the that certain real property which consists of approximately three hundred sixty-nine and two hundred sixty-nine thousandths (369.226) acres of highland, with a total gross acreage of approximately four hundred five and one hundred ninety-five thousandths (405.195) acres, as more fully described on **Exhibits A** attached hereto.

"Special District Ordinance" means the Town of Ridgeland Ordinance No. 11-2024, adopted on September 19, 2024, thereby approving the Special District for the Property, and is attached hereto as **Exhibit B-1**.

"Special District Standards" or **"SD Standards"** means the Special District – Nimmer Tract Zoning Amendment Narrative and Concept Master Plans, attached here to as **Exhibit B-2** and incorporated herein by reference, including all narratives, attachments and appendices thereto, which sets forth the regulations governing Development of the Property, adopted by the Town via the Special District Ordinance.

"Term" means the duration of this Agreement as set forth in Section III hereof.

"Zoning Regulations" means the (i) Special District Standards for the Property, and all the attachments thereto, including but not being limited to the Conceptual Master Plans, all narratives, applications, and site development standards thereof (attached hereto marked **Exhibit B-2**), all as same may be hereafter amended by mutual agreement of the Town and the Owner, (ii) this Development Agreement, and (iii) the Town of Ridgeland Zoning Ordinance, adopted March 18, 2010, and the Town of Ridgeland Subdivision Regulations, each as amended through the date of

this Agreement, and except as the provisions thereof may be clarified or modified by the terms of the SD Standards and this Agreement.

III. TERM.

The term of this Agreement shall be for a period of ten (10) years, commencing on the Effective Date of this Agreement ("***Termination Date***"), which shall automatically renew for two (2) successive five-year terms provided Owner has not materially breached this Agreement. Nothing in this Agreement shall be interpreted to preclude the parties from extending the Termination Date by mutual agreement or from entering into subsequent development agreements.

IV. DEVELOPMENT OF THE PROPERTY.

The Property shall be developed in accordance with the Zoning Regulations and this Agreement. All costs charged by or to the Town for reviews required by the Town of Ridgeland Zoning Ordinance shall be paid by the Owner or other party applying for such review as generally charged throughout the Town for plan review. The Town shall, throughout the Term, maintain or cause to be maintained, a procedure for the processing of reviews as contemplated by the Zoning Regulations and this Agreement.

V. CHANGES TO ZONING REGULATIONS; NOTICE OF ASSIGNMENT; WATER AND SEWER SERVICE.

The Zoning Regulations relating to the Property subject to this Agreement shall not be amended or modified during the Term, without the express written consent of the Owner, except in accordance with the procedures and provisions of § 6-31-80 (B) of the Act, which Owner shall have the right to challenge. Owner does, for itself and its successors and assigns, and notwithstanding the Zoning Regulations, agrees to be bound by the following:

A. The Owner shall be required to notify the Town, in writing, as and when Development Rights are transferred to any other party. Such information shall include the identity and address of the acquiring party, a proper contact person, the location and number of acres of the portion of the Property so transferred, and the number of residential units and/or commercial acreage and associated square footage of structure, as applicable, subject to the transfer. Owners transferring Development Rights to any other party shall be subject to this requirement of notification, and any entity acquiring Development Rights hereunder shall be required to file with the Town an acknowledgment of this Agreement and a commitment to be bound by it.

B. The Owner and their respective heirs, successors and assigns agree that all Development, with the exception of irrigation, incidental maintenance facilities, earthwork and similar amenities which exist from time to time, and facilities existing at the date of this Agreement will be served by potable water and sewer prior to occupancy, except as otherwise provided herein for temporary use, temporary being defined as one year or less. Septic tanks and/or wells may be allowed with the permission of the Town and pursuant to the South Carolina Department of Environmental Services where there is a specific finding that such use for specific portions of the Property will comply with the overall environmental standards.

VI. DEVELOPMENT SCHEDULE.

The Project shall be developed in accordance with the development schedule, attached as **Exhibit D**, or as may be amended by Owner or in the future to reflect actual market absorption. Pursuant to the Act, the failure of the Owner to meet the initial development schedule shall not, in and of itself, constitute a material breach of this Agreement. In such event, the failure to meet the development schedule shall be judged by the totality of circumstances, including but not limited to the good faith efforts by the Owner to attain compliance with the development schedule. These schedules are planning and forecasting tools only, and shall not be interpreted as mandating the development pace initially forecast or preventing a faster pace if market conditions support a faster pace. The fact that actual development may take place at a different pace, based on future market forces, is expected and shall not be considered a default hereunder. Development activity may occur faster or slower than the forecast schedule, as a matter of right, depending upon market conditions. Furthermore, periodic adjustments to the development schedule, which may be made unilaterally by Owner at the annual reviews contemplated in Section XIV below or submitted to the Town, in the future, shall not be considered a material amendment or breach of the Agreement.

VII. LAND USES AND DENSITIES.

Overall, the Project will be a residential development, consisting of residential, recreation, open space and other supporting and related land uses. Development of the Property shall be in accordance with the densities and uses described below, and as further set forth in the SD Standards:

A. Permitted Land Uses and Intensities. The proposed Development of the Property shall be limited to the total densities and uses set forth in the SD Standards and as shown on the respective Conceptual Master Plan. As specified in the SD Standards, the location of the land use areas, lots, buildings, and other elements may vary at the time of Master Plan submittal when more specific designs are available, as long as the general concept of development shown on the Conceptual Master Plan is followed.

B. Building Development Criteria. The criteria as set forth in the SD Standards shall apply with respect to lot size, frontage, setbacks, impervious surface and height requirements, respectively, within the Project.

VIII. RESTRICTED ACCESS

The Owner shall have the right (but not the obligation) to create restricted access communities within the Property as long as such limited access does not adversely affect in any material respect adjacent traffic patterns located on public rights-of-way.

IX. EFFECT OF FUTURE LAWS.

Owner shall have vested rights to undertake Development of any or all of the Property in accordance with the Zoning Regulations, as defined herein and modified hereby, and as may be modified in the future with the approval of the Owner pursuant to the terms hereof, and of this Agreement for the entirety of the Term. Future enactments of, or changes or amendments to the Town ordinances, including zoning or development standards ordinances, which conflict with the Zoning Regulations shall not apply to the Property unless the procedures and provisions of § 6-31-80 (B) of the Act are followed, which Owner shall have the right to challenge. Notwithstanding the above, the Property will be subject to then current fire safety standards and state and/or federal environmental quality standards of general application.

The parties specifically acknowledge that this Agreement shall not prohibit the application of any present or future building, housing, electrical, plumbing, gas or other standard codes, or any ad valorem tax of general application throughout the Town found by the Ridgeland Town Council to be necessary to protect the health, safety and welfare of the citizens of the Town.

X. INFRASTRUCTURE AND SERVICES.

The Town and Owner recognize that the majority of the direct costs associated with the Development of the Project will be borne by the Owner, and many other necessary services will be provided by other governmental or quasi-governmental entities, and not by the Town. For clarification, the parties make specific note of and acknowledge the following:

A. Private Roads. All private roads within the Project shall be constructed by the Owner or other parties and maintained by such party(ies) and/or Association(s), or dedicated for maintenance to other appropriate entities. Unless set forth in this Agreement or the Town otherwise agrees, the Town will not be responsible for the construction or maintenance of any private roads within the Project.

B. Public Roads / Future Improvements. Tarboro Road and Nimmer Turf Road serve the Project. Tarboro Road is under the jurisdiction of the State of South Carolina regarding access, construction, improvements and maintenance. Owner acknowledges that it must comply with all applicable state statues and rules and regulations of the South Carolina Department of Transportation ("***SCDOT***") or its successor regarding access and use of Tarboro Road. Future public roads may serve the Property.

Owner has engaged Thomas and Hutton to prepare a traffic impact analysis ("**TIA**") which has been submitted to the SCDOT for review and comment. In accordance with the recommendations of the SCDOT, Owner will work with SCDOT and the Town to obtain two (2) full movement access points to the Project, as well as a fire station access, which shall provide direct access to Tarboro Road, as defined in the Special District Standards approved by the Town and as shown on the respective Conceptual Master Plan. Owner shall provide traffic mitigation to such extent necessary to support the increased traffic volumes resulting from the Development of the Project as set forth in the TIA. During the first phase of Development on the Property, the Owner will design and construct, at Owner's costs and expense, a northbound left-hand turn lane and southbound right-hand deceleration lane along Tarboro Road leading to the Property. The timing and construction of all other traffic mitigation improvements shall be determined by the TIA, or subsequent TIA Updates (hereinafter defined).

Owner hereby further agrees to conduct and submit an update to the TIA after the Town's issuance of the 200th certificate of occupancy for the Project ("***TIA Update***"). The TIA Update shall include a traffic signal warrant analysis for the intersection of Tillman Road and

Tarboro Road. In the event a traffic signal is warranted to avoid an unacceptable degradation of such intersection properly functioning, the traffic signal and associated intersection improvements shall be permitted and constructed at Owner's expense; provided, however, Town and Owner hereby mutually agree to use reasonable efforts to evaluate whether construction of a roundabout could be completed as a reasonable alternative to said traffic signal. Provided that the timing and costs of the design, permitting and construction of a roundabout are substantially similar to that of a traffic signal, and that Owner has received all necessary governmental approvals for the construction of the roundabout in lieu of a traffic signal, the Owner shall construct such roundabout and associated improvements at Owner's cost and expense. If the initial TIA Update does not support the installation of any additional traffic improvements, additional updates shall thereafter be conducted on a recurring basis at intervals of the Town's issuance of every additional 200th certificate of occupancy.

Upon completion of construction of any such improvements within the SCDOT right of way, and acceptance by SCDOT, the SCDOT shall maintain all roadway improvements within the public road right of way. Once constructed in accordance with the applicable road standards, Owner may offer to dedicate the Nimmer Turf Road and other internal roads to the Town, and the Town, in its discretion, may accept ownership and maintenance responsibility for the roads.

The access point locations described above and shown on the Conceptual Master Plan are preliminary. The final number and location of all access points will be determined at the time of a Master Plan submittal for these areas in consultation with SCDOT. These accesses may be relocated to accommodate a traffic modeling information, site specific characteristics, and adjacent land uses. Additional access points may be allowed, provided they are consistent with future access management plans and are approved as part of a Master Plan submittal.

To the extent that any third party is permitted by the Town to utilize any public road right-of-way within the Project to install underground utilities or other public services within such road right-of-way, then the Town shall require that such party perform such work in a good and workmanlike manner and restore any damage to such right-of-ways and/or landscaping or other improvements in connection therewith promptly. All utility improvements within such road right-of-way(s) shall be located underground, except such above ground improvements related thereto, such as lift stations, meter boxes, etc. To the extent practical, Owner will utilize construction accesses and temporary construction roads to minimize the use by construction vehicles and construction supply trucks of the public roads to be constructed, to avoid undue wear and tear.

C. Potable Water and Sanitary Sewer. Potable water and sanitary sewer shall be provided by the Town in accordance with that certain Water and Sewer Agreement between the Owner and the Town, attached hereto as **Exhibit E** and incorporated herein by reference.

D. Use of Effluent. Owner agrees that treated effluent will be disposed of only in such manner as may be approved by DHEC and the Town. The Town will use good faith efforts to cooperate with the Owner to support Owner in its obtaining gray water in connection with providing irrigation water for landscaped areas within the Property. The Owner shall have the right to operate an irrigation system to provide irrigation services in connection with all or any portion of the Property, provided such is approved by DHEC or other applicable regulatory authority.

E. Police Services. Town shall provide police protection services to the Property on the same basis as is provided to other similarly situated residents and businesses in the Town with the exception of restricted access communities, which may elect to provide in-house patrol services by security forces and/or constables and elect in writing to forego regular Town patrol functions. Owner acknowledges the jurisdiction of the Town police department on the Property and shall not interfere or in any way hinder law enforcement activities of either on the Property regardless of whether such may be a restricted access community. Should Owner desire an increased level of service above the normal Town level of police service, Owner shall be responsible for either providing such services through the use of private security forces or shall pay the Town's direct and indirect costs for providing such increased level of service.

F. Fire Services. Town shall provide fire protection services to the Property on the same basis as is provided to other similarly situated residents and businesses in the Town. Owner acknowledges the jurisdiction of the Town's fire department on the Property and shall not interfere or in any way hinder public safety activities on the Property regardless of whether such may be a restricted access community.

G. Sanitation Services. The Town will provide sanitation and trash collection services to the Property on the same basis as is provided to other similarly situated residents and businesses in the Town.

H. Recreation Services. Town shall provide recreation services to the Property on the same basis as is provided to other similarly situated residents and businesses in the Town.

I. Library Services. Town shall provide library services to the Property on the same basis as it is provided to other similarly situated residents and business in the Town.

J. Emergency Medical Services (EMS). EMS services are provided by Jasper County and are not the responsibility of the Town.

K. Drainage System. All stormwater runoff, treatment and drainage system improvements within the Property will be designed in accordance with the Zoning Regulations and Best Management Practices then current. All stormwater runoff, treatment and drainage system improvements for the Property shall be constructed by Owner or the Association. The Town will not be responsible for any construction or maintenance cost associated with the stormwater runoff, treatment and drainage system within the Property.

L. Storm Water Quality. Protection of the quality in nearby waters and wetlands is a primary goal of the Town. The Owner shall be required to abide by all provisions of federal, state and local laws and regulations, including those established by the Department of Health and Environmental Control, the Office of Ocean and Coastal Resource Management, and their successors for the handling of storm water. Further provisions regarding storm water are included within the SD Standards for this Project.

XI. CONVEYANCES AND CONTRIBUTIONS.

The Town and Owner understand and agree that future development of the Property shall result in additional public services being required to be provided by the Town and other governmental agencies. The Town and Owner acknowledge it is desirable that certain public facilities be located in the vicinity of the Property. The Owner agrees to participate in mitigating certain initial costs of the Town for such services as provided in this Agreement. The following items are hereby agreed upon to be provided by Owner, its successors and assigns, to offset such future costs and expenditures created by the Development of the Property:

A. Civic Site.

1. Owner shall convey to Town, at no costs to the Town, three (3) acres of land within the Project at a location to be utilized as a civic services site (the "***Civic Site***"), which may be used for fire facility, or other public safety and support facility, which site shall be conveyed to Town no later than ninety (90) days from Owner's receipt of a certification by the Town that all

necessary plans, permits, and funding have been obtained and completed in order to commence construction of a civic facility on the Civic Site. Owner shall also be entitled to reserve such easements, rights of way and encroachments as may be necessary for the further Development of the Project. The location of such Civic Site shall be mutually agreed upon by Owner and the Town, but shall be a location that allows for the provision of fire and other local governmental services to residents and others located upon the Property and adjacent areas in an efficient manner. The parties acknowledge that the value of the Civic Site shall be deemed to be Two Hundred Thousand Dollars ($200,000.00) per acre ("***Civic Site Value***") and Owner shall be entitled to credits against the Civic Development Fees payable with respect to the Property in the amount of the Civic Site Value.

2. The Town shall be responsible for obtaining the necessary zoning and permitting, including but not limited to any amendment to the SD Standards or the Master Plan that may be necessary for Development of the Civic Site. All Civic Development Fees as hereafter provided shall be placed in a segregated interest bearing account and such funds ("***Civic Funds***") shall be allocated and utilized to construct and equip a fire/emergency services and/or community services facility upon the Civic Site. Upon completion of the Development of the Civic Site by the Town, the Town shall be entitled to utilize any excess funds in such account which are not needed in connection with the Development of the Civic Site, an in conjunction with other Development Fees, to mitigate impacts relating to the Property.

B. Development Fees. To assist the Town in meeting expenses resulting from ongoing development, Owner shall pay the following development fees ("***Development Fees***") as follows:

DEVELOPMENT FEES	AMOUNT
Residential Dwelling Units	$2,103—Civic (Police and Fire) $450--Parks $175—Library $280—Schools $140--Downtown Redevelopment $140—Administration and Planning

(i) All Development Fees shall be collected at the time of obtaining a building permit and placed in separate interest bearing accounts which may be utilized for the purposes set forth in this Agreement.

(ii) Notwithstanding any provisions to the contrary contained within this Agreement, the Development Fees are being paid in lieu of any other impact fees, development fees or any other similar fees presently existing or adopted by the Town at any time hereafter during this term of this Agreement

(iii) Except as set forth in this Agreement, nothing herein shall be construed as relieving the Owner, its successors and assigns, from payment of any such fees or charges as may be assessed by entities other than the Town, provided however, if an entity other than the Town is permitted by Town to impose fees or obligations similar in nature to those contemplated by this Agreement, the Owner, its successors and assigns, shall be entitled to either an offset against the Development Fees of this Agreement the amount of such fees or obligations which are collected or a credit against the other fees allowed to be collected. It is the intent of the parties that the fees and obligations contemplated by this Agreement are the only obligations which will be imposed upon the Property and that Town shall not permit any other governmental authority to impose fees or obligations of a similar nature to that which are contemplated by this Agreement without providing for a credit against the other fees for the fees due under this Agreement; provided, however, the provisions of this paragraph shall not preclude the Town or another governmental authority from imposing a fee of a nature which is for services or improvements other than those contemplated under this Agreement - (i.e., roads, fire/public safety), which are imposed on a consistent basis

throughout the area regulated by such governmental authority imposing such obligations. The Town or other governing body shall not be precluded by this Agreement from charging fees for delivery of services to citizens or residents (i.e., an EMS response fee or the like), nor from charging fees statutorily authorized in the future (i.e., a real estate transfer fee or the like) which are not collected as a prerequisite to approval of a plat, plan or construction.

(iv) The fees set forth above in this Section XI are vested for the Property during the Term of this Agreement and shall not be increased except as set forth herein. Owner acknowledges and agrees to pay any increased amount in fees resulting from the implementation of development fee study that is currently underway or will soon be undertaken by the Town ("the Study Fees"). In the event that the Study Fees are not implemented by the Town on all development occurring within the Town by the first anniversary of this Agreement, as evidenced by adoption of an ordinance, Town agrees that the fees set forth above in this Section XI shall not increase unless mutually agreed upon by the Owner in writing. No other development obligations or fees, including, but not limited to development fees, impact fees or other similar fees, shall be imposed in connection with the Property, except as may be allowed pursuant to Section X and fees set out in generally applicable ordinances such as building permitting fees and inspection fees.

(v) Any Development Fees paid and/or credits for Development Fees with respect to property conveyed, services performed and/or money paid as provided in this Agreement may be assigned by the Owner owning such credits and all such credits shall remain valid until utilized. The Town shall recognize all such written assignments of such rights and shall credit same against any Development Fees which are owned pursuant to this Agreement.

XII. PERMITTING PROCEDURES.

A. The Town agrees to allow the Owner the ability to permit and construct model homes without utilities (i.e., "dry models") and to relocate the models as necessary within each subdivision.

B. The Town agrees that the Owner is not required to phase development but shall have the right to do so.

C. The Town agrees to review all land use changes, land development applications, and plats in an expeditious manner in accordance with procedures set forth in the Town Zoning Regulations, as modified by the SD Standards for this Project. Owner may submit these items for concurrent review with the Town and other governmental authorities. Town may

give final approval to any submission, but will not grant authorization to record plats or begin development construction activities until all permitting agencies have completed their reviews.

D. Signage for the Project is governed by the provisions of the SD Standards for this Project.

E. The Town agrees to allow plat recording with a financial security instrument acceptable to the Town prior to completion of infrastructure development and to issue building permits and permit sale of lots prior to completion of such bonded infrastructure; in accordance with the Town Zoning Regulations, as modified by the SD Standards for this Property.

F. In the event the SD Standards fail to address a particular zoning standard or regulation, the Town agrees the Property shall be governed by Town Zoning Regulations as in effect at the time of execution of this Agreement. If future codes are more desirable to Property, then Owner may request the Town to have such regulations become applicable to any portion of the Project that Owner designates.

H. The Town agrees that the Property is approved and fully vested for intensity, density, development fees, uses and height, and shall not have any obligations for on or off site transportation or other facilities or improvements other than as specifically provided in this Agreement, but must adhere to then current requirements of the SD Standards, including, but not limited to the Conceptual Master Plan, and subdivision plat and development plan procedural guidelines. The Town may not impose additional development obligations or regulations in connection with the ownership or development of the Property, except in accordance with the procedures and provisions of § 6-31-80 (B) of the Act, which the Owner shall have the right to challenge.

I. Private roadways may utilize swale drainage systems and are not required to have raised curb and gutter systems, provided that pedestrian and non-vehicular pathways or sidewalks are provided in order to provide interconnectivity between interior subdivisions, commercial or institutional areas and public gathering areas. Public road improvements are subject to the drainage requirements of the public agency having jurisdiction and/or ownership. Roadway cross sections utilizing swale drainage will be designed, constructed and maintained to meet BMP standards (imposed by regulatory agencies) for stormwater quality. Roadway cross sections will be reviewed at time of construction of such roadway based upon engineering and planning standards consistent with the SD Standards prepared by Owner subject to the approval of the Town Planning Administrator.

J. All plan review fees shall be consistent with the fees charged generally in the Town.

XIII. ENTITLEMENTS. Town acknowledges that Owner is vested with the following items:

A. The Town will, to the extent available, promote public transportation which exists within the Town to service the Property.

B. On-site burning will be permitted within the Property upon obtaining applicable permits.

C. The Town agrees to cooperate with the Owner with county, state and federal roadway permitting in connection with the Development of portions of the Property.

D. Town services, including, but not limited to, police, fire, sanitation, recreational parks and other governmental services shall be supplied to the Property in the same manner and to the same extent as provided to other properties within the Town, subject to the limitations (if any) of Section X above. Subject to the limitations of Section X above (if any), should the Owner require enhanced services beyond that which is routinely provided within the Town, then the Town agrees that upon the written request of Owner, it shall negotiate in good faith with the Owner to provide such enhanced services to the Property. Any enhanced services shall be at the sole cost, if any, of the Owner.

E. Owner agrees to use commercially reasonable efforts to limit construction activity on the Property to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday; provided, however, on any federally-recognized holiday that falls on a day that is Monday through Saturday, Owner agrees to use commercially reasonable efforts to limit construction activity on the Property to such hours to minimize unreasonable disturbances or disruptions to neighboring properties.

XIV. COMPLIANCE REVIEWS.

As long as Owner owns any portion of the Property, Owner or its designee, shall meet with the Town, or its designee, at least once, per year, during the Term to review Development completed by Owner in the prior year and the Development anticipated to be commenced or

completed by Owner in the ensuing year. The Owner, or its designee, shall provide such information as may reasonably be requested, to include but not be limited to, acreage of the Property sold in the prior year, acreage of the Property under contract, and the number anticipated to be issued in the ensuing year, Development Rights transferred in the prior year, and anticipated to be transferred in the ensuing year. The Owner, or its designee, shall be required to compile this information within a reasonable time after written request by the Town.

XV. DEFAULTS.

The failure of the Owner or the Town to comply with the terms of this Agreement not cured within thirty (30) days after written notice from the non-defaulting party to the defaulting party (as such time period may be extended with regard to non-monetary breaches for a reasonable period of time based on the circumstances, provided such defaulting party commences to cure such breach within such period and is proceeding diligently and expeditiously to complete such cure) shall constitute a default, entitling the non-defaulting party to pursue such remedies that are deemed appropriate, including specific performance; provided however no termination of this Agreement may be declared by the Town absent its according the Owner the notice, hearing and opportunity to cure in accordance with the Act; and provided any such termination shall be limited to the portion of the Property in default, and provided further that nothing herein shall be deemed or construed to preclude the Town or its designee from issuing stop work orders or voiding permits issued for Development when such Development contravenes the provisions of the Zoning Regulations or this Agreement.

Each party recognizes that the other party may suffer irreparable harm from a material breach of this Agreement and that no adequate remedy at law may exist to enforce this Agreement. Consequently, the parties agree that any non-breaching party who seeks enforcement of the Agreement is entitled to seek the equitable remedies of injunction and specific performance. However, if there is a dispute between the Town and Owner, or its successor or assign, concerning the terms, meaning, interpretation, rights or obligations under this Agreement (including any determination of material breach under the Act), the parties agree to submit such dispute to prompt mediation before invoking legal proceedings. This pre-litigation mediation, conducted pursuant to South Carolina Rules for Alternative Dispute Resolution with subsequent judicial action lying in the Court of Common Pleas for Jasper County, shall be initiated by one party notifying the other party or parties in writing of the dispute together with a request for mediation as described herein. The parties agree that disputes under this Agreement not involving the Zoning Regulations are contractual matters, not appealable to the Zoning Board of Appeals or the Planning Commission,

but to the Court of Common Pleas for Jasper County; however, matters involving the application of the Zoning Regulations are not contractual, but are subject to the administrative review and appellate provisions involving the Zoning Board of Appeals or the Planning Commission.

A default of one Owner shall not constitute a default by any other Owner. Notwithstanding the foregoing, the failure of the Owner to reasonably pursue the required permitting/approvals for and completion of required traffic mitigation measures shall be grounds for the cessation of the issuance of development permits for future sites; provided, however, that should the Town Administrator determine that there is a default by the Owner, he shall immediately notify the Owner in writing by certified mail, return receipt requested, and allow the Owner fifteen (15) days to respond with an explanation of why Owner is not in default or a plan for remedying the default. In the event the Owner presents a plan of remediation for approval by the Town Administrator, whose approval shall not be unreasonably withheld, the parties shall agree to a commercially reasonable time to complete the remediation plan, and during such time no negative action shall be taken against the Owner. Failure to submit such a response or failure to subsequently pursue a plan of remediation shall may result in a moratorium on future development permits, a stop work order, and any other consequences reasonably determined by the Town Administrator. The parties acknowledge that owners of completed buildings within the Project shall not be obligated for the obligations of the Owner set forth in this Agreement, unless the Property remains under unified ownership or unless such owners of completed buildings have been assigned any rights under this Agreement. In such case, the owners of completed buildings shall also be obligated for obligations set forth in this Agreement.

XVI. MODIFICATION OF AGREEMENT.

This Agreement may be modified or amended only by the written agreement of the Town and the Owner; such written agreement may be by resolution or ordinance at Town's discretion. No statement, action or agreement hereafter made shall be effective to change, amend, waive, modify, discharge, terminate or effect an abandonment of this Agreement in whole or in part unless such statement, action or agreement is in writing and signed by the party against whom such change, amendment, waiver, modification, discharge, termination or abandonment is sought to be enforced.

This Agreement may be modified or amended as to a portion of the Property only by the written agreement of the Town and the Owner of said portion of the Property. No statement, action or agreement hereafter made shall be effective to change, amend, waive, modify, discharge,

terminate, or effect an abandonment of this Agreement in whole or in part unless such change, amendment, waiver, modification, discharge, termination or abandonment is sought to be enforced.

If an amendment affects less than all the persons and entities comprising the Owner, then only the Town and those affected persons or entities need to sign such written amendment. Because this Agreement constitutes the plan for certain planned unit development under the zoning ordinance, minor modifications to a site plan or to development provisions may be made without a public hearing or amendment to applicable ordinances. Any requirement of this Agreement requiring consent or approval of one of the parties shall not require amendment of this Agreement unless the text expressly requires amendment, and such approval or consent shall be in writing and signed by the affected parties. Wherever said consent or approval is required, the same shall not be unreasonably withheld.

The master plans are not intended to be rigid, exact site plans for future development. The location of roads, buildings, recreational amenities and other elements may vary at the time of permit applications when more specific designs are available, as long as the maximum densities set herein and the general concept of environmentally sensitive residential and commercial developments suggested by the master plans are followed and respected; however, reductions in required buffers and setbacks in relation to external properties and roadways are a major modification. Such minor variations are eligible to be approved at staff level in accordance with the Zoning Regulations.

XVII. NOTICES.

Any notice, demand, request, consent, approval or communication which a signatory party is required to or may give to another signatory party hereunder shall be in writing and shall be delivered or addressed to the other at the address below set forth or to such other address as such party may from time to time direct by written notice given in the manner herein prescribed, and such notice or communication shall be deemed to have been given or made when communicated by personal delivery or by independent courier service or by facsimile or if by mail on the fifth (5th) business day after the deposit thereof in the United States Mail, postage prepaid, registered or certified, addressed as hereinafter provided. All notices, demands, requests, consents, approvals or communications shall be given at the following addresses:

To the County:

Town Administrator
Town of Ridgeland
P.O. Box 1119
1 Town Square
Ridgeland, SC 29936
ATTN: Dennis Averkin

With Copy to:

Town Attorney
Town of Ridgeland
P.O. Box 1119
1 Town Square
Ridgeland, SC 29936
ATTN: Warren Johnson

And to the Owner at:

D.R. Horton, Inc.
Attn: Sean T. Ware, Division Vice-President of City Operations
30 Silver Lake Road
Bluffton, SC 29909
Email: stware@drhorton.com

With Copy to:

Maynard Nexsen PC
205 King Street, Suite 401
Charleston, SC 29401
ATTN: Nicole Scott, Esq.

Russell P. Patterson, Esq.
P.O. Box 8047
Hilton Head Island, South Carolina 29938

XVIII. ENFORCEMENT.

Any party hereto shall have the right to enforce the terms, provisions and conditions of this Agreement (if not cured within the applicable cure period) by any remedies available at law or in equity, including specific performance, and the right to recover attorney's fees and costs associated with said enforcement.

XIX. GENERAL.

A. Subsequent Laws. In the event state or federal laws or regulations are enacted after the execution of this Agreement or decisions are issued by a court of competent jurisdiction which prevent or preclude compliance with the Act or one or more provisions of this Agreement ("***New Laws***"), the provisions of this Agreement shall be modified or suspended as may be necessary to comply with such New Laws. Immediately after enactment of any such New Law, or court decision, a party designated by the Owner and the Town shall meet and confer in good faith in order to agree upon such modification or suspension based on the effect such New Law

would have on the purposes and intent of this Agreement. During the time that these parties are conferring on such modification or suspension or challenging the New Laws, the Town may take reasonable action to comply with such New Laws. Should these parties be unable to agree to a modification or suspension, either may petition a court of competent jurisdiction for an appropriate modification or suspension of this Agreement. In addition, the Owner and the Town each shall have the right to challenge the New Law preventing compliance with the terms of this Agreement. In the event that such challenge is successful, this Agreement shall remain unmodified and in full force and effect.

B. Estoppel Certificate. The Owner may, at any time, and from time to time, deliver written notice to the Town requesting such party to certify in writing:

(1) that this Agreement is in full force and effect,

(2) that this Agreement has not been amended or modified, or if so amended, identifying the amendments,

(3) whether, to the knowledge of such party, the requesting party is in default or claimed default in the performance of its obligations under this Agreement, and, if so, describing the nature and amount, if any, of any such default or claimed default, and

(4) whether, to the knowledge of such party, any event has occurred or failed to occur which, with the passage of time or the giving of notice, or both, would constitute a default and, if so, specifying each such event.

C. Entire Agreement. This Agreement sets forth, and incorporates by reference all of the agreements, conditions and understandings among the Town and the Owner relative to the Property and its Development and there are no promises, agreements, conditions or understandings, oral or written, expressed or implied, among these parties relative to the matters addressed herein other than as set forth or as referred to herein.

D No Partnership or Joint Venture. Nothing in this Agreement shall be deemed to create a partnership or joint venture between the Town and the Owner or to render such party liable in any manner for the debts or obligations of another party.

E. Exhibits. All exhibits attached hereto and/or referred to in this Agreement are incorporated herein as though set forth in full.

F. Construction. The parties agree that each party and its counsel have reviewed and revised this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any amendments or exhibits hereto. This Agreement should be construed so as to effectuate the public purpose of settlement of disputes, while protecting the public health, safety and welfare, including but not limited to ensuring the adequacy of public facilities and compatibility between developed and undeveloped lands and their uses.

G. Reserved.

H. Governing Law. This Agreement shall be governed by the laws of the State of South Carolina.

I. Counterparts. This Agreement may be executed in several counterparts, each of which shall be deemed an original, and such counterparts shall constitute but one and the same instrument.

J. Agreement to Cooperate. In the event of any legal action instituted by a third party or other governmental entity or official challenging the validity of any provision of this Agreement, the parties hereby agree to cooperate in defending such action; provided, however, each party shall retain the right to pursue its own independent legal defense.

K. Eminent Domain. Nothing contained in this Agreement shall limit, impair or restrict the Town's right and power of eminent domain under the laws of the State of South Carolina.

L. No Third Party Beneficiaries. The provisions of this Agreement may be enforced only by the Town and the Owner. No other persons shall have any rights hereunder.

M. Recording. Within fourteen (14) days after execution of this Agreement, the Owner shall record the agreement with the Jasper County Register of Deeds. The burdens of this Agreement are binding upon, and the benefits of this Agreement shall inure to, all successors in interest and assigns of the parties to this Agreement.

N. Agreement to Run with the Land. This Agreement shall be recorded against the Property as described in **Exhibits A** attached hereto. The agreements contained herein shall be deemed to run with the land. The burdens of this Agreement are binding upon, and the benefits of the Agreement shall inure to, all successors in interest to the parties to the Agreement.

XX. SUCCESSORS AND ASSIGNS.

A. Binding Effect. This Agreement shall be binding on the successors and assigns of the Owner in the ownership or Development of any portion of the Property or the Project. Any Owner or other purchaser, lessee or other successor in interest of any portion of the Property shall be solely responsible for performance of obligations hereunder as to the portion or portions of the Property so transferred. Purchasers or other assignees of development tracts shall be required to execute a written acknowledgment accepting and agreeing to perform the obligations in this Agreement, said document to be in recordable form and provided to the Town at the time of the recording of any deed transferring a development tract. Following delivery of such documents, the previous Owner shall be released of any further liability or obligation with respect to the obligations.

The Owner shall not be required to notify the Town or obtain the Town's consent with regard to the sale of lots in residential areas.

B. Transfer of Project. The Owner shall be entitled to transfer any portion or all of the Property to a purchaser(s), subject to the following exceptions:

1. Transfer of Facilities and Service Obligations. Simultaneous with the Owner conveying any portion of the Property to a third party, the Owner shall be required to obtain a written agreement in substantially the same form as **Exhibit F**, attached hereto and incorporated herein by reference, expressly assuming the obligations with regard to the parcel conveyed and the potential Development of same. The Owner shall notify the Town within thirty (30) days after the conveyance of the property, provide the Town with the applicable documents assigning the development obligations to the transferee and record the same in the office of the Jasper County Register of Deeds.

2. Assignment of Development Rights. Any and all conveyances of any portion of the Property subject to the intensities/square footage set forth in

Section VII herein to third party developers shall, by written agreement in substantially the same form as **Exhibit F**, assign a precise number of residential units and/or commercial/office square footage along with the permitted land uses that may be constructed on the subject property being conveyed. The Owner shall notify the Town within thirty (30) days of the conveyance of the property, provide the Town with the applicable documents assigning the Development Rights to the transferee and record the same in the Office of the Jasper County Register of Deeds.

3. **Mortgage Lenders.** Notwithstanding anything to the contrary contained herein, the exceptions to transfer contained in this Section shall not apply: (i) to any mortgage lender either as the result of foreclosure of any mortgage secured by any portion of the Property or any other transfer in lieu of foreclosure; (ii) to any third party purchaser at such a foreclosure; or (iii) to any third party purchaser of such mortgage lender's interest subsequent to the mortgage lender's acquiring ownership of any portion of the Property as set forth above. Furthermore, nothing contained herein shall prevent, hinder or delay any transfer or any portion of the Property to any such mortgage lender or subsequent purchaser. Notwithstanding the foregoing, the obligations and restrictions arising under this Development Agreement run with the land, and a foreclosure or subsequent transfer does not extinguish the obligations and restrictions, arising hereunder, and such shall survive the foreclosure or subsequent transfer. It is not the intention of this subsection to merely forgo the prerequisite notice of transfer documentation contained in subsections 1 and 2 immediately above.

C. **Release of Property Owner.** In the event of conveyance of all or a portion of the Property and compliance with the conditions set forth herein, and specifically subsections XX(B) (1) and (2), D.R. Horton, Inc., shall be released from all obligations as to the portion of Property so transferred, and the transferee shall be substituted as the Owner under the Agreement as to the portion of the Property so transferred.

XXI. STATEMENT OF REQUIRED PROVISIONS.

A. **Specific Statements.** The Act requires that a development agreement must include certain mandatory provisions, pursuant to Section 6-31-60 (A). Although certain of these items are addressed elsewhere in this Agreement, the following listing of the required provisions is set forth for convenient reference. The numbering below corresponds to the numbering utilized

under Section 6-31-60 (A) for the required items:

1. **Legal Description of Property and Legal and Equitable Owners.** The legal description of the Property is set forth in **Exhibit A** attached hereto. The present legal owner of the Nimmer Tract is 3N Farm Nimmer Family D.R. Horton, Inc., is an equitable owner pursuant to a purchase and sale agreement with the 3N Farm Nimmer Family.

2. **Duration of Agreement.** The duration of this Agreement shall be as provided in Section III.

3. **Permitted Uses, Densities, Building Heights and Intensities.** A complete listing and description of permitted uses, population densities, building intensities and heights, as well as other development – related standards, are contained in the SD Standards, as supplemented by this Agreement.

4. **Required Public Facilities.** The utility services available to the Property are described generally above regarding water service, sewer service, cable and other telecommunication services, gas service, electrical services, telephone service and solid waste disposal. The mandatory procedures of the Zoning Regulations will ensure availability of roads and utilities to serve the residents on a timely basis.

5. **Dedication of Land and Provisions to Protect Environmentally Sensitive Areas**. All requirements relating to land transfers for public facilities are set forth in Section XI above. The Zoning Regulations described above, and incorporated herein, contain numerous provisions for the protection of environmentally sensitive areas. All relevant State and Federal laws will be fully complied with, in addition to the important provisions set forth in this Agreement.

6. **Local Development Permits.** The Development standards for the Property shall be as set forth in the Zoning Regulations. Specific permits must be obtained prior to commencing Development, consistent with the standards set forth in the Zoning Regulations. Building Permits must be obtained under applicable law for any vertical construction, and appropriate permits must be obtained from the

State of South Carolina (OCRM) and Army Corps of Engineers, when applicable, prior to any impact upon freshwater wetlands. It is specifically understood that the failure of this Agreement to address a particular permit, condition, term or restriction does not relieve the Owner, its successors and assign, of the necessity of complying with the law governing the permitting requirements, conditions, terms or restrictions, unless otherwise provided hereunder.

7. **Comprehensive Plan and Development Agreement.** The Development permitted and proposed under the Zoning Regulations and permitted under this Agreement is consistent with the Town of Ridgeland Comprehensive Plan and with current land use regulations of the Town, which include Special District Standards for the Property.

8. **Terms for Public Health, Safety and Welfare.** The Town Council finds that all issues relating to public health, safety and welfare have been adequately considered and appropriately dealt with under the terms of this Agreement, the Zoning Regulations and existing laws.

9. **Historical Structures.** Any cultural, historical structure or sites will be addressed through the applicable federal and state permitting process at the time of development.

[SIGANTURE PAGES TO FOLLOW]

IN WITNESS WHEREOF, the parties hereby set their hands and seals, effective the date first above written.

WITNESSES:

Tim Stone

DAVID SEWELL

D.R. HORTON, INC., a Delaware corporation

By: _____

Its: Vice President

STATE OF SOUTH CAROLINA)
) ACKNOWLEDGMENT
COUNTY OF JASPER)

I HEREBY CERTIFY, that on this 9 day of October, 2024, before me, the undersigned Notary Public of the State and County aforesaid, personally appeared the duly authorized official of D.R. Horton, Inc., known to me (or satisfactorily proven) to be the person whose name is subscribed to the within document, who acknowledged the due execution of the foregoing document.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year last above mentioned.

Notary Public for South Carolina
Printed Name: Morgan Iovine
My Commission Expires: 11/14/2029

MORGAN IOVINE
My Commission Expires
NOTARY PUBLIC
November 14, 2029
STATE OF SOUTH CAROLINA

IN WITNESS WHEREOF, the parties hereby set their hands and seals, effective the date first above written.

WITNESSES:

TOWN OF RIDGELAND, SOUTH CAROLINA

By:

Joseph N. Malphrus, Jr., Mayor

STATE OF SOUTH CAROLINA.)
) ACKNOWLEDGMENT
COUNTY OF JASPER.)

I HEREBY CERTIFY, that on this 24 day of October, 2024, before me, the undersigned Notary Public of the State and County aforesaid, personally appeared Joseph N. Malphrus, Jr., known to me (or satisfactorily proven) to be the person whose name is subscribed to the within document, as the appropriate official of Jasper County, South Carolina, who acknowledged the due execution of the foregoing document.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year last above mentioned.

Notary Public for South Carolina
Printed Name: Penelope B Daley
My Commission Expires: 9.23.2028

EXHIBIT A

TO DEVELOPMENT AGREEMENT

PROPERTY DESCRIPTION OF NIMMER TRACT

405.195 Acres

All that Certain Piece, Parcel or Tract of Land, Situate, lying and being in Robert Township, Jasper County, South Carolina and being more particularly described as follows: Beginning at the northeast corner of the lands of Terry D. Murphy et al, as recorded in Plat Book 11, Page 311, of the Jasper County, South Carolina Recorder's Office, said northeast corner being in the west right of way of Tarboro Road, also known as County Road S-27-22, being a 66 foot right of way and having the South Carolina State Plane Coordinates, East Zone, of N233,618.70, E1,997,222.23; Thence with the north line of said Terry D. Murphy et al., South 68°25'32" West, a distance of 426.91 feet to a concrete monument found; Thence South 20°39'12" East, a distance of 33.99 feet to an iron pin found and being in the north line of the lands of Jeffrey P. Richardson, as recorded in Plat Book 35, Page 249 of the Jasper County, South Carolina Recorder's Office; Thence with said north line, North 80°00'52" West, a distance of 669.04 feet to a concrete monument found and South 61°25'05" West, a distance of 743.55 feet to a point, said point is witnessed by a broken iron pin found at North 09°West, a distance of 3.0 feet; Thence along the west line of the lands of David G. Mills, as recorded in Plat Book 22, Page 81, of the Jasper County, South Carolina recorder's office, South 12°39'36" West, a distance of 735.72 feet to a point, said point is witnessed by a disturbed concrete monument found at South 60°East, a distance of 0.8 feet; Thence with the north line of "Subdivision of the Eastern Portion of Tract 'B', as prepared for Jasper County Land Development Company, Inc., as recorded at Plat Book 16, Page 388 of the Jasper County, South Carolina Recorder's Office, South 60°03' 43" West, a distance of 3023.18 feet to a point in the west right of way of Nimmer Turf Road, a 24' right of way, said point is witnessed by a disturbed iron pin found at South 43°West, a distance of 2.5 feet; Thence with said west right of way, North 44°19'51" west, a distance of 219.20 feet to a point; Thence along a curve, deflecting to the right, a distance of 392.34 feet, having a radius of 524.98 feet, a chord bearing of North 22°55'19" West and a chord of 383.28 feet to a point; Thence North 01°30'46" West, a distance of 609.41 feet to a point; Thence North 01°54'37" West, a distance of 589.44 feet to a point; Thence North 02°18'28" West, a distance of 95.59 feet to a point, said point is witnessed by an iron pin found at North 39°East, a distance of 5.0 feet; Thence along the lands of 3N Farm Nimmer Family, as recorded in Plat Book 29, Page 359, of the Jasper County, South Carolina Recorder's Office, South 88°40'05" East, a distance of 265.88 feet to a point, said point is witnessed by an iron pin found at North 75°East, a distance of 3.5 feet; Thence North 00°04'36" West, a distance of 369.82 feet to a point; Thence North 89°58'37" East, a distance of 50.00 feet to a point; Thence North 03°43'06" East, a distance of 400.00 feet to a point; Thence North 89°50'36" West, a distance of 280.80 feet to a point in the aforesaid west right of way of Nimmer Turf Road; Thence North 11°17'10" East, a distance of 329.38 feet to a point; Thence South 84°32'56" East, a distance of 4.80 feet to a point; Thence North 11°36'54" East, a distance of 1681.44 feet to a point; Thence North 10°55'18" East, a distance of 1214.37 feet to a point; Thence along a curve, deflection to the right, a distance of 83.16 feet, having a radius of 57.51 feet, a chord bearing of North 53°13'53" East and a chord of 76.10 feet to a point in the south right of

way of Nimmer Turf road, a 66 feet right of way; Thence with said south right of way, South 85°55'17" East, a distance of 1056.09 feet to a point in the west line of the lands of Helen R. Raye, as recorded in Deed Book 333, Page 34, of the Jasper County, South Carolina Recorder's Office; Thence with said west line, South 01°56'09" West, a distance of 842.67 feet to a point; Thence along the south line of said Helen R. Raye, South 87°57'14" East, a distance of 514.08 feet to a point; Thence along the east line of said Helen R. Raye, North 02°58'01" East, a distance of 827.90 feet to a point in said south right of way of Nimmer Turf Road; Thence along said south right of way of Nimmer Turf Road, South 85°54'35" East, a distance of 1392.12 feet to a point; Thence along a curve, deflecting to the left, a distance of 311.07 feet, having a radius of 15771.47 feet, a chord bearing of South 86°53'11" East and a chord of 311.07 feet to a point; Thence along a curve, deflecting to the left, a distance of 78.69 feet, having a radius of 469.31 feet, a chord bearing of North 87°44'43" East and a chord of 78.60 feet to a point in the west right of way of Tarboro Road, also known as County Road S-27-22 and being a 66 feet right of way; Thence with said west right of way, South 15°29'36" East, a distance of 982.09 feet to a point; Thence South 15°38'50" East, a distance of 142.45 feet to a concrete monument found; Thence leaving said west right of way and along the north line of the lands of Brian L. & Shannon S. Ratkovich, as recorded in Plat Book 25, Page 241 of the Jasper County, South Carolina Recorder's Office, South 77°02'49" West, a distance of 749.39 feet to a point; Thence with the west line of the lands of Brian L. & Shannon S. Ratkovich, South 15°35'18" East, a distance of 284.79 feet to a point; Thence with the south line of the lands of Brian L. & Shannon S. Ratkovich, North 77°04'27" East, a distance of 749.03 feet to a point in aforesaid west right of way line of Tarboro Road; Thence along said west right of way, South 15°43'48" East, a distance of 615.94 feet to a point; Thence South 12°55'32" East, a distance of 141.86 feet to a point; Thence along a curve, deflecting to the right, a distance of 625.52 feet, having a radius of 5022.64 feet, a chord bearing of South 09°31'57" East and a chord of 625.11 feet to a point; Thence South 06°34'33" East, a distance of 192.98 feet to the Point of Beginning. Containing 405.195 acres. Subject to all easements, rights of way and restrictions of record.

EXHIBIT B-1

TO DEVELOPMENT AGREEMENT

SPECIAL DISTRICT ORDINANCE

Ordinance Number 11-2024

AN ORDINANCE TO MODIFY THE OFFICIAL ZONING AND DEVELOPMENT STANDARDS MAP OF RIDGELAND, SOUTH CAROLINA, IN REGARD TO THE NIMMER TRACT, TMP NO. 046-00-07-001, 046-00-07-002 (EAST OF NIMMER TURF ROAD), 046-00-07-018, 046-00-06-120 (SOUTH OF NIMMER TURF ROAD), 063-00-01-006, AND 063-00-01-007 FROM T3 NEIGHBORHOOD GENERAL TO SPECIAL DISTRICT NIMMER AND ADOPTING THE NIMMER TRACT SPECIAL DISTRICT STANDARDS

WHER EAS, Ridgeland Town Council adopted the Town of Ridgeland Smartcode on March 18, 2010, for the purpose of guiding development in accordance with existing and future needs and promoting the public health, safety, morals, convenience, order, appearance, prosperity, and general welfare of the Town; and

WHEREAS, Ridgeland Town Council has determined that the rezoning or reclassification of the land designated herein is for the public good, morals and general welfare of the Town of Ridgeland and its citizens, and that it is consistent with the Town of Ridgeland Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED by the Ridgeland Town Council, in a meeting duly assembled, that the official Zoning and Development Standards Maps for the Town of Ridgeland, South Carolina, shall be modified as follows:

> That portion of the official Zoning Map regarding TMS Nos. 046-00-07-001, 046-00-07-002 (East of Nimmer Turf Road), 046-00-07-018, 046-00-06-120 (South of Nimmer Turf Road), 063-00-01-006, AND 063-00-01-007, as more clearly shown on the attached "Exhibit A", incorporated herein by reference, shall be modified from T3 General Neighborhood to Special District Nimmer.

BE IT FURTHER ORDAINED that the Nimmer Tract Special District Standards, attached hereto as "Exhibit B" and incorporated herein by reference are hereby approved and adopted.

THIS ORDINANCE SHALL BECOME EFFECTIVE IMMEDIATELY UPON ADOPTION.

ADOPTED this 19th day of September , 2024, at Ridgeland, South Carolina.

By: _____
Joseph N. Malphrus, Jr. Mayor

Attest: _____
Penelope B. Daley, Town Clerk

EXHIBIT B-2

TO DEVELOPMENT AGREEMENT

SPECIAL DISTRICT NIMMER TRACT STANDARDS AND CONCEPTUAL MASTER PLAN

NIMMER
SPECIAL DISTRICT

PREPARED FOR:
3N FARM NIMMER FAM PROPS LLC.
P.O BOX 1599
RIDGELAND, SC 29936-2627

SUBMITTED TO:
THE TOWN OF RIDGELAND, SOUTH CAROLINA
PLANNING AND ZONING BOARD
AND
TOWN COUNCIL
MAY 2024

REVISED JULY 2024

J – 30596.0000

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EXHIBIT C – AQUATIC RESOURCES DELINEATION EXHIBIT ..... Exhibit C

EXHIBIT D – INITIAL TRAFFIC ANALYSIS ..... Exhibit D

EXHIBIT E – PRELIMINARY PLAT ..... Exhibit E

ORDINANCE COMPLIANCE

Special District

This text and the attached exhibits, plans, and associated documents are included to meet the filing requirements of a Special District Consideration within the Town of Ridgeland Zoning/Smart Code.

SECTION 1

INTRODUCTION AND DESCRIPTION

The Nimmer SPECIAL DISTRICT is located west of downtown Ridge off of Tarboro Road and Nimmer Turf Road approximately 2.5 miles west of Interstate 95 (I–95). The site is known as Jasper County Parcel Map numbers 046–00–07–001, 046–00–07–002 (only the portion east of Nimmer Turf Road), 046–00–07–018,046–00–06–120(only the portion south of Nimmer Turf Road), 063–00–01–006, and 063–00–01–007. The main vehicular access points to the property will be via Tarboro Road with a secondary access further north on Tarboro Road and west at Nimmer Turf Road. Boundary for the subject property provided in Exhibit "A."

The total property is approximately four hundred and five acres (408 AC) consisting of approximately thirty–five acres (35 AC) of freshwater wetlands as indicated on the exhibit titled Aquatic Resources Delineation Exhibit as **Exhibit "C"** to the SPECIAL DISTRICT. The freshwater wetland and other aquatic resources boundaries are approximate. A US Army Corps of Engineers Jurisdictional Determination establishing the boundaries of wetlands will be in place prior to the submittal of any final development permit applications to the Town of Ridgeland. Any area that is determined to be either non–jurisdictional or is permitted for impacts shall be allowed to be developed based on the associated allowed land uses within that Planning Area. Freshwater wetlands on the property are typical of coastal South Carolina. These acreages are based on a preliminary wetlands assessment performed by Sligh Environmental Services in January 2023, then surveyed by Coastal and are suitable for master plan level planning. These acreages are likely to differ from the final surveyed wetland jurisdictional determination as verified by the USACE and the state of South Carolina. Therefore, final design plans will incorporate the verified wetlands information and not those included herein.

1.1 PROPERTY OWNERSHIP, LEGAL DESCRIPTION, AND CURRENT USE

The Nimmer SPECIAL DISTRICT is comprised of five tracts (046–00–07–001, 046–00–07–014, 046–00–07–018, 063–00–01–006, and 063–00–01–007) and a portion or two additional tracts (046–00–07–002 & 046–00–06–120).

The five tracts are contains 405.195 acres and are currently owned by 3N FARM NIMMER FAMILY. ,The property is currently mostly fields used for sod production as well as partly wooded on portions.

Exhibit "A" contains the property description surveys and deeds.

1.2 INTENT OF THE NIMMER SPECIAL DISTRICT

This SPECIAL DISTRICT will be developed with a variety of residential housing types with associated amenities as well as a dedicated site for municipal needs. The variation planned for the residential development will offer residential options with easy access to US Highway 17 and Interstate 95 via Tillman Road (Hwy. 336), the property will have convenient access to the two major north/south transportation corridors in the region.

Please refer to **Exhibit "B"** – "Conceptual Land Use Master Plan" for location of the various land use areas within property.

Zoning to SPECIAL DISTRICT, as allowed under the Special District, Section 4.5 of the Ridgeland Zoning Ordinance, which states:

"Areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any Transect Zone or combination of zones shall be designated as special districts by the Planning Office in the process of preparing an infill plan. Conditions of development for special districts shall be determined in public hearing of the Planning Commission and Town Council and recorded on Table 11."

1.3 PLANNED DEVELOPMENT DISTRICT PROCESS

The following process will be established for submittal and approval of Nimmer SPECIAL DISTRICT.

(1) The review and approval of the "Conceptual Land Use Master Plan" (rezoning) by the Ridgeland Planning Commission, and subsequently the Ridgeland Town Council. The "Conceptual Land Use Master Plan" establishes the framework for development of the property over an extended time frame. Land uses, density, environmental quality, and utility service are described in this document.

(2) Final Development Plans consist of: Preliminary and Final Plats for major subdivisions and Preliminary and Final Site Plans for Multifamily, Amenity Recreation areas, Industrial and / or Commercial uses.

(3) The Final Development Plans will be submitted for approval to the Town for each portion/phase of the tract to be developed. The Final Development Plans will describe specific developments in detail as studies and designs are prepared. Specific development standards for individual lot setbacks, buffers, minimum lot area, lot coverage, road design standards, building heights and other development standards shall be in accordance with those established in this document or as amended by the Owner and accepted by The Town of Ridgeland. Specific subdivisions (final plats), Multi–family, Amenity Recreation areas, Industrial and Commercial site plans will be submitted to the Town for development approval. Supporting documentation of the appropriate detail is required at each level of approval.

SECTION 2

LAND USE MASTER PLAN

2.1 CONCEPTUAL LAND USE MASTER PLAN" AND DEVELOPMENT SCHEDULE

The Nimmer SPECIAL DISTRICT is anticipated to be constructed in several phases over a period of approximately 5 to 10 years. Development will occur in accordance with the "Conceptual Land Use Master Plan" (**Exhibit B**) as set forth in this document or as amended in the future. The "Conceptual Land Use Master Plan" and this text, outline the general scope of the development including number of units, development standards, open space, and other issues.

The "Conceptual Land Use Master Plan" is nonspecific regarding the final location of specific land uses, lots, buildings, and other elements to allow flexibility in the future. Actual development may yield significantly less density. The goal of the development is to produce a high quality, environmentally sensitive, community. The SPECIAL DISTRICT designation is necessary to accommodate the anticipated mixture of land uses planned for the property while providing an enhanced mechanism to promote responsible planning and development of the property over an extended time frame.

The land use areas indicated on the Conceptual Land Use Master Plan are not intended to be rigid exact boundary lines for future land use and improvements. The boundaries of the SPECIAL DISTRICT may be modified to include adjacent acreage subject to the approval of the Town of Ridgeland by appropriate petition/application to the Town to amend the SPECIAL DISTRICT.

Any applicable conservation or agricultural tax benefits shall remain in place until such a time as a particular tract of land is approved for development permits and/or platted for subdivision.

The "Conceptual Land Use Master Plan" (refer to **Exhibit B**) shows a maximum of 1,300 residential dwelling units within the Residential planning areas. All of which will likely be built in phases over an extended period. Allowed uses within each land use area of the SPECIAL DISTRICT are detailed under Section 2.b – Allowed Land Uses and Development Standards.

The "Conceptual Land Use Master Plan" and the elements of this text seek to maintain significant areas of open space. The open space and amenities will be owned and maintained by the developer, homeowner's association, or other legally designated entity. Property deeded to a governmental entity becomes the maintenance responsibility of that entity.

The "Conceptual Land Use Master Plan" and associated SPECIAL DISTRICT text includes amendments and/or exceptions to the current Town of Ridgeland Ordinances, as well as introduces land uses that may not exist or have different requirements than those found in the current Town of Ridgeland zoning ordinances. The provisions of the "Conceptual Land Use Master Plan," Exhibits, and Appendices shall apply to development of the Nimmer SPECIAL DISTRICT.

SECTION 3

DEDICATIONS TO THE TOWN OF RIDGELAND

3.1 DEDICATION OF ROADS AND DRAINAGE SYSTEMS

Except for infrastructure and systems that are specifically agreed to be private and privately maintained, the Owner will construct all roads and drainage systems in accordance with Town of Ridgeland and/or other applicable standards. Roads and drainage systems which are accessible by the public may either be dedicated to The Town of Ridgeland or owned and maintained by the community's Property Owners Association (POA) and / or other legally established entity. Should any of the residential communities be planned as gated, the Developer will establish a Homeowners Association (HOA) to own and maintain the roads and drainage system within the gated community.

3.2 DEDICATION OF WATER & SANITARY SEWER SYSTEMS

The proposed water and wastewater system will be designed and constructed to meet or exceed The Town of Ridgeland Specifications. A future water and sewer agreement between the Owner and/or assigns and the Town of Ridgeland will dictate the granting of utility easements, construction and ownership of water supply and wastewater conveyance and other terms related to water and sewer utilities.

SECTION 4

SITE CONDITIONS AND DESIGN CONSIDERATIONS

4.1 STORM WATER MANAGEMENT

Impacts due to stormwater runoff are expected to be minimal. State and local stormwater ordinances shall be complied with for the design and installation of the drainage system for each phase of development. Best Management Practices will be used as appropriate and required to control the impact of stormwater runoff. No significant groundwater recharge areas, water supply watersheds, or protected river corridors exist within the development.

Stormwater collection for the site will consist primarily of pipes, swales, and ditches; which will outfall to a series of interconnected onsite detention ponds. Both water quality and water quantity will be addressed in the site development design for each phase. Water quality will be controlled by allowing solids to settle in the onsite detention ponds before being released from the site. Water quantity will be maintained by sizing the outlets from onsite detention ponds in a manner such that post–development runoff rates do not exceed the pre–development runoff rates for applicable design storms. The interconnected ponds will discharge treated stormwater runoff into adjacent freshwater wetlands and ditches which will convey the runoff to tributaries of the Great Swamp east and west of the site. Town of Ridgeland, State, and Federal stormwater ordinances will be followed in the design of the stormwater system. Also, as the area is developed, a master plan will be developed to accommodate the specific development plans for individual phases / tracts.

As part of the development process, the Owner or its assignees will implement Best Management Practices (BMPs) for Storm Water Management as required. The regulatory requirements dictate BMPs be implemented to protect our water bodies to minimize impacts from development. Use of detention lagoons, where possible, is a practice of treating storm water prior to release to the receiving stream to meet water quality standards defined by local and state regulations.

4.2 WETLANDS

Freshwater wetlands on the property are typical of coastal South Carolina. Based on an estimate performed by Sligh Environmental Consultants, Inc., approximately 9 percent of the property consists of jurisdictional and isolated freshwater wetlands. These wetlands are subject to field verification by SCDHC–OCRM and the U.S. Corps of Engineers (USCOE). At this time no wetland impacts are proposed). Upon verification, a survey of the jurisdictional wetlands will be performed and a request for a Jurisdictional Determination letter from the USCOE will be submitted.

See Aquatic Resources Delineation **Exhibit "C"**

4.3 UTILITIES

The Nimmer SPECIAL DISTRICT will be served by extensions of the adjacent Town of Ridgeland water distribution system and wastewater collection system. A separate water and sewer agreement will govern the timing and amount of water and sewer capacity town allocated to the SPECIAL DISTRICT from the town of Ridgeland.

Palmetto Electric will provide Electrical Power.

Other utility services will be provided by legally established entities at the discretion of the Owner provided such are in accordance with the franchising ordinances/licenses of the Town of Ridgeland.

4.4 SITE ACCESS AND TRAFFIC

The Nimmer SPECIAL DISTRICT will have two direct accesses to State Rd S–27–22/Tarboro Road as well as potential additional access point to Nimmer Turf Road. The general planned location of access points is shown on the Conceptual Land Use Master. The final route of and access points for all new roads will be determined at the time of final site plan approval.

An initial traffic impact analysis was conducted as part of the SPECIAL DISTRICT. The analysis calculated average daily traffic and peak hour traffic that would be generated by the development of the SPECIAL DISTRICT based on the maximum allowable density detailed in Section 2(d) of the SPECIAL DISTRICT. The analysis also approximated the distribution of traffic to existing public roads.

See attached **Exhibit "D"** for Initial Traffic Analysis for Nimmer SPECIAL DISTRICT.

4.5 RESTRICTIVE COVENANTS

Restrictive Covenants will be applied to the property. The Developer will create and record the Restrictive Covenants prior to the sale of subdivided property.

(a) Development Standards

Site development within Nimmer SPECIAL DISTRICT will be controlled by the development standards that are established in Section 5 and Section 6 of this document.

SECTION 5

BUILDING SCALE PLANS

5.1 – INSTRUCTIONS.

5.1.1 Lots and buildings located within Nimmer SPECIAL DISTRICT are governed by this Code and previously approved by the Planning Commission shall be subject to the requirements of this article.

5.1.2 Design plans required under this article require administrative approval by the CRC.

5.1.3 Building and site plans submitted under this article shall show the following, in compliance with the standards described in this article:

A. For preliminary site and building approval:

- Building disposition.
- Building configuration.
- Building function.
- Parking location standards.
- Plans and drawings required by this Code shall be stamped by a South Carolina licensed engineer or architect.

B. For final approval, in addition to the above:

- Landscape standards.
- Signage standards.
- Special requirements, if any.

5.2 PRE–EXISTING CONDITIONS.

5.2.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in use as they are until a substantial modification is requested, at which time the CRC shall determine the provisions of this section that shall apply.

5.2.2 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this Code.

5.2.3 Where buildings exist on adjacent lots, the CRC may require that a proposed building match one or the other of the adjacent setbacks and heights rather than the provisions of this Code.

5.2.4 Any addition to or modification of a building of value that has been designated as such by the Town of Ridgeland Municipal Code, or to a building actually or potentially eligible for inclusion on a State, Local or National Historic Register, shall be subject to approval by the Town of Ridgeland Town Administrator.

5.2.5 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing nor (b) on–site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 6 and Table 7.

5.3 SPECIAL REQUIREMENTS

5.3.1 To the extent that a regulating plan for either a new community plan or an Infill Community Plan designates any of the following special requirements, standards shall be applied as follows:

5.3.2 Source water protection standards:

A. Building scale plans must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source water protection standards are as set forth in Ridgeland Code Chapter 51.

5.4 – CIVIC ZONES

5.4.1 General.

A. Civic Zones are designated on community plans as Civic Space (CS) or Civic Building (CB).

B. Parking provisions for Civic Zones shall be determined by warrant.

5.4.2 Civic Spaces (CS).

A. Civic Spaces shall be generally designed as described in Table 9.

5.4.3 Civic Buildings (CB).

A. Civic Buildings shall not be subject to the requirements of this article. The particulars of their design shall be determined by warrant.

5.5 – BUILDING DISPOSITION.

A. Newly platted lots shall be dimensioned according to Table 10 f. and Table 11.

B. Building disposition types shall be as shown in Table 5 and Table 10 i.

C. Buildings shall be disposed of in relation to the boundaries of their lots according to Table 10 g., Table 10 h., and Table 11.

D. One principal building at the frontage, and one outbuilding to the rear of the principal building, may be built on each lot as shown in Table 17C.

E. Lot coverage by building shall not exceed that recorded in Table 10 f. and Table 11.

F. Facades shall be built parallel to a rectilinear principal frontage line or to the tangent of a curved principal frontage line, and along a minimum percentage of the frontage width at the setback, as specified as frontage buildout on Table 10 g. and Table 11.

G. Setbacks for principal buildings shall be as shown in Table 10 g. and Table 11. In the case of an infill lot, setbacks shall match one of the existing adjacent setbacks. Setbacks may otherwise be adjusted by warrant.

H. Rear setbacks for outbuildings shall be a minimum of 12 feet measured from the centerline of the rear alley or rear lane easement. In the absence of rear alley or rear lane, the rear setback shall be as shown in Table 10 h. and Table 11.

I. To accommodate slopes over ten percent, relief from front setback requirements is available by warrant.

5.6 – BUILDING CONFIGURATION.

A. The private frontage of buildings shall conform to and be allocated in accordance with Table 4 and Table 10 j.

C. All facades shall be glazed with clear glass no less than 15% of the first story.

D. Building heights, stepbacks, and extension lines shall conform to Table 5 and Table 10 j.

E. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function, which shall be a minimum of 11 feet with a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional story.

F. In a parking structure or garage, each above–ground level counts as a single story regardless of its relationship to habitable stories.

G. Height limits do not apply to attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads. Attics shall not exceed 14 feet in height.

H. The habitable area of an accessory unit within a principal building or an outbuilding shall not exceed 440 square feet, excluding the parking area.

I. No portion of the private frontage may encroach the sidewalk.

5.7 – BUILDING FUNCTION.

5.7.1 Buildings in each transect zone shall conform to the functions on Table 6, Table 8 and Table 10 l. Functions that do not conform shall require approval by warrant or variance as specified on Table 8.

5.7.2 Accessory functions of restricted lodging or restricted office shall be permitted within an accessory building. See Table 6.

5.7.3 Accessory functions of limited lodging or limited office shall be permitted within an accessory building. See Table 6.

5.7.4 Structures for overnight habitation prohibited. No structure shall be allowed or permitted (either new construction or rehabilitated) for the purpose of overnight habitation (either on a short term or long-term basis) in the Town of Ridgeland other than unattached (non–conjoined) single family residential units on a separately platted lot. Any other type of construction, modifications to existing structure or change in use to provide housing (overnight habitation) is strictly prohibited without special exception being granted by Council; prohibited type of housing includes but are not limited to hotels, boarding houses, half–way houses, nightly or weekly rentals, apartments, duplexes, or multi–family of any kind.

5.8 – PARKING AND DENSITY CALCULATIONS.

5.8.1 General

A. Buildable density on a lot shall be determined by the actual parking provided within the lot as table 10.

5.9 – PARKING LOCATION STANDARDS.

5.9.1 General

A. Parking shall be accessed by rear alleys or rear lanes, when such are available.

B. Open parking areas may be located anywhere within the lot.

C. Garage doors may not be located closer than 20 feet from the right–of–way to accommodate driveway parking without protruding into public space

D. Driveways at frontages shall be no wider than 16 feet in the first layer.

5.10 – LANDSCAPE STANDARDS.

5.10.1 General

A. Landscaping for the creation of streetscapes in the public realm, with street trees, on–lot trees and preserved clusters of trees acting as the form of mitigation for the removal of grand tree resources. Grand trees are defined as any tree 24" dbh or greater or any live oak or palmetto tree 12" dbh or greater. The mitigation requirement is 1.5" to 1".

B. Street trees and spacing shall be coordinated and approved by the Planning Director in consultation with the CRC. Whenever possible the following should be used: Locally made soil amendments and compost for plant nourishment, improved water absorption, and holding capacity; drought tolerant and/or slow growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions; and mulches to minimize evaporation, reduce weed growth, and retard erosion.

C. Non–grand tree resources are permitted to be removed with CRC approval.

D. Grand tree are subject to removal only by warrant.

E. Impermeable surface shall be confined to the ratio of lot coverage specified in Table 10 f.

F. Landscape strips of at least 6 feet in width shall be provided between parking isles of either head–in or diagonal parking. Each landscape median shall have at least one tree for every 20 linear feet, or portion thereof, and be covered with grass, shrubs, or living ground cover. To minimize water consumption, the use of low–water vegetative ground cover other than turf is encouraged.

G. In lieu of landscape strips, landscape islands can be provided. No more than 6 consecutive parking stalls are permitted without a landscape island of at least 6 feet in width and extending the entire length of the parking stall. A minimum of one tree shall be planted in each landscape island.

H. The first layer may not be paved, with the exception of driveways as specified in Section 5.10.2 and Section 5.10.3. (Table 12 d.)

I. A minimum of two trees shall be planted within the first layer for each 30 feet of frontage line or portion thereof. (Table 12 d.)

J. Trees may be of single or multiple species as shown on Table 3B.

K. Trees shall be naturalistically clustered.

L. Lawn shall be permitted by warrant.

5.11 – SIGNAGE STANDARDS.

5.11.1 General

A. There shall be no signage permitted additional to that specified in this section.

B. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the principal entrance or at a mailbox.

C. Architecturally compatible ground level signs shall not exceed 6' in height, 16' in length and 2' in width, and they shall be authorized by CRC.

D. Signage shall be externally illuminated.

E. All proposed signage shall be reviewed and approved by the CRC.

5.12 – ARCHITECTURAL STANDARDS.

The following architectural standards shall apply to all structures

5.12.1 Walls – Materials.

A. Walls shall be finished in wood clapboard (sealed with paint or stain), board and batten, cedar shingles, "hardie plank," stucco, or brick. Walls may be finished in brick as approved by the CRC. Walls for single family residential units may be finished in vinyl siding provided the material thickness is not less than 0.42 millimeters.

B. Foundation walls, and piers may be parged block, smooth finished poured concrete, tabby, stucco, or brick.

C. Crawl space may be skirted with horizontal wood boards, or framed wood with not more than 1.5" spaces between boards or wood louvers. Lattice shall be installed between supports as approved by the CRC. Galvanized hardware cloth may be placed behind the lattice.

D. Garden walls shall be stucco or brick. Gates in garden walls shall be wood or iron. Garden walls shall not be perforated with precast elements, but may accommodate pierced brick.

E. Fences at frontages and in front yards shall be made of smooth cedar, or p.t. wood pickets; spacing between pickets shall not exceed 1.5". All other fences shall be governed by community covenants and restrictions, if applicable.

F. Retaining walls shall be built of stucco, brick, fractured face concrete or tabby.

5.12.2 Walls – Configurations and techniques.

A. Walls may be built of no more than two materials and shall only change material along a horizontal line, i.e. cedar shingles may be combined with wood siding when the material change occurs horizontally, (typical at floor line or a gable end), with the heavier material below the lighter. All the walls of a single building must be built of the same materials in the same configuration. Wood clapboard and shingles shall be horizontal.

B. Siding shall be maximum 8" to the weather.

C. Boards with more than 8" to the weather shall show a 1" variation from one board to the next. Shingles shall be maximum 8" to the weather. Decorative shingles shall not be permitted.

D. Stucco shall be smooth sand– or tabby–finished.

E. Trim used shall be minimum grade "B" trim lumber; or vinyl and shall be 3.5" to 6" in width at corners and around opening, except at the front door, which may be any size (3.5" minimum) or configuration.

F. Garden walls shall be minimum 8" thick and have a horizontal cap. Brick mortar joints shall be struck and no more than ⅜" wide.

H. Walls shall be one color for the same material style.

I. Colors: Colors for all materials shall be selected from a master list approved by the CRC. Masonry, siding and trim shall be a light color, which may or may not be the same as the wall color.

J. Paints and stains: All exterior smooth wood shall be painted. Wood shingles may be left to age naturally, or shall be stained.

5.12.3 Elements – Materials.

A. Chimneys shall be finished with stucco or brick. Flues for pot belly stoves shall be metal with an appropriate lintel or jack arch.

B. Piers and arches shall be made of stucco, brick, or tabby.

C. Porches, columns, posts, spindles and balusters shall be made of wood, vinyl, composite or fiber cement. Porches may be enclosed with glass or screens for a maximum of 30% of their length; however glass enclosures are not permitted at frontages. Porch ceilings may be enclosed with painted wood; exposed joists shall be painted.

D. Arcades are not permitted.

E. Stoops shall be made of wood, brick, or concrete.

F. Decks shall be located in rear yards only.

G. Awnings shall have a metal structure covered with canvas or synthetic canvas and shall be located in rear yards only. Temporary awnings allowed on model homes.

H. Metal elements shall be unpainted galvanized steel, anodized or ESP aluminum, or marine grade aluminum.

I. Patios and stoops may have horizontal surfaces made of brick, or tabby.

J. The following shall not be permitted: Panelized materials, keystones, quoins, window air conditioning units, above–ground pools (except those of the inflatable variety), antennas, free standing solar panels, signs (on private property).

5.12.4 Elements – Configurations and techniques.

A. Chimneys shall be a minimum 2:1 proportion in plan and capped to conceal spark arresters. Fireplace enclosures and chimneys shall extend to the ground.

B. Porch piers of masonry construction shall be no less than 12' × 12".

C. Arches of masonry construction shall be no less than 12" in depth.

D. Breezeways shall have vertically proportioned openings.

E. Screen porches shall have screens framed in wood and aluminum installed behind framed railings.

F. Post exterior cladding dimension shall be no less than 6" × 6", except at outbuildings. Railings shall have horizontal top and bottom rails. Wood and vinyl top rails shall be eased and bottom rails shall have a vertical section. Top and bottom rails shall be centered on the pickets. The opening between spindles and balusters shall not exceed 4".

G. Balconies which cantilever shall be structurally supported by brackets.

H. Signs attached to buildings shall be integral to the building, no larger than 18" in height and externally lit.

I. Awnings shall be rectangular in shape with straight edges except temporary awings.

J. Awnings may have side panels but shall not have a bottom soffit panel. Awnings shall not be backlit.

K. Spotlights attached to building walls or roof eaves are only permitted in rear yards and illuminating cone shall not emit excess or direct light beyond property line.

L. Wood elements must be painted or stained with an opaque or semi–solid stain, except walking surfaces which may be left natural.

5.12.5 Roofs—Materials.

A. Roofs shall be clad in wood shingles, (corrugated, 5 V crimp or standing seam) galvanized steel, galvalume or copper. Asphaltic or fiberglass shingles shall be architectural grade and shall be submitted for approval.

B. Gutters and downspouts, when used, shall be made of galvanized steel, copper (not copper–coated), anodized or ESP aluminum.

C. Flashing shall be copper, lead or anodized aluminum.

D. Copper roofs, flashing, gutters, and downspouts shall be allowed to age naturally (not painted or sealed).

5.12.6 Roofs—Configurations and techniques.

A. Principal roofs shall be a symmetrical gable or hip with a slope of 6:12 to 10:12.

B. Ancillary roofs (attached to walls at the highest portion pf the principal building) may be shed sloped no less than 2:12. Roofs on towers shall be flat or have a slope of 4:12 to 8:12.

C. Flat roofs, including flat roofs on towers, shall be permitted only when occupiable and accessible from an interior room. Flat roofs shall have a railing or parapet wall no less than 36" high.

D. Parapets are not permitted

E. Eaves shall be continuous. Eaves which overhang less than 8" shall have a closed soffit. Eaves which overhang more than 16" shall have exposed rafters. Eaves which overhang between 8" and 16" shall have either a closed soffit or exposed rafters. Rafter tails may not exceed 8" in depth.

F. Dormers shall be accessible, placed a minimum of 3' from side building walls and have gable or shed roofs with a slope to match the principal structure or shed roofs with a slope 3:12. Dormers shall not be excessively larger than windows, i.e. no siding at either side of windows. Dormer eaves and rake trim should be scaled down from primary eaves and rake trim proportions (66%).

G. Skylights shall be flat and mounted so as not to be visible from any fronting street.

5.12.7 Openings—Materials.

A. Windows shall be made of vinyl wood (painted) or aluminum clad and shall be glazed with clear glass. All trim, if used, shall be no less than 3.5". Bay windows shall be made of trim lumber. Corner trim shall be no less than 4".

B. Doors (including garage doors) shall be wood or metal. Wood doors shall be painted or stained.

C. Storefront shall be made of wood, or metal.

D. Shutters shall be wood, PVC, painted and meet the width of the window when closed.

E. Security doors with window grilles must be approved.

5.12.8 Openings—Configurations and techniques.

A. Windows rectangular single–, double–, or triple–hung, awning, fixed (under 2 sf), or operable casement types, with a square to vertical proportion. Transoms may be oriented horizontally with panes of vertical proportions. In masonry walls the centerline of the window sash shall align with the centerline of the wall.

B. Window muntins shall be grill between glass, truedivided light or simulated divided light windows or fixed on the interior and exterior surface and create panels of square or vertical proportion.

C. Bay windows shall have a minimum of 3 sides and shall extend to the floor inside and to the ground outside, if located on the ground floor or, if not, be structurally supported by brackets.

D. Storm windows and screens shall be integral with the window. Screens shall be made of brass, bronze, or dark vinyl.

E. Front doors, including the entry door to the porch on side yard houses, shall be located parallel with the frontage line. (Paired doors are not permitted at frontages. Windows in doors must be rectangular and vertically–oriented.)

F. Doors shall be hinged. Doors, except garage doors, shall be constructed of planks or raised panels not flush with applied trim which express the construction technique.

G. Garage doors facing a street frontage shall be a maximum of 16' in width. Garage doors facing an alley shall have a light fixture with an incandescent bulb activated by a photocell. Wood garage doors shall be painted or stained. Storefronts shall be painted a dark gloss color.

H. Shutters shall be sized and shaped to match the openings.

I. Stucco trim articulations shall be subject to approval by the CRC.

J. An accent color, for items such as the front door and shutters, may be used subject to approval from the CRC.

SECTION 6

STANDARDS AND TABLES

TABLE 2. – TRANSECT ZONE DESCRIPTIONS

NIMMER	SPECIAL DISTRICT: NIMMER SPECIAL DISTRICT

Nimmer SPECIAL DISTRICT consists of a medium density residential area. Home occupations and accessory buildings are permitted. Medium to large–sized blocks define neighborhood general and are typically not serviced by rear lanes/alleys.

Permitted uses:

By right: Live/work unit, bungalow, sideyard house, cottage, house, accessory unit, open market building, bus shelter, fountain or public art, outdoor auditorium, playground, library, religious assembly, childcare center, fire station, EMS station, recreational amenity.

By warrant: Greenhouse, electric substation, elementary school.

Civic spaces: Parks, green, playgrounds, and square.

Base residential density: 4 dwelling units per acre maximum.

Block size/perimeter: 3,000 feet.

Permitted thoroughfares: See thoroughfare standards for T4 and T5.

Building configuration:
Principal building: 2 stories max.
Outbuilding: 1 story max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 15 ft. min. Garage setback: 20 ft. min.
(G.2) Front setback (secondary): 10 ft. min. Garage setback: 20 ft. min.
(G.3) Side setback: 6 ft. min.
(G.4) Rear setback: 15 ft. min.
Frontage buildout: 0% minimum.

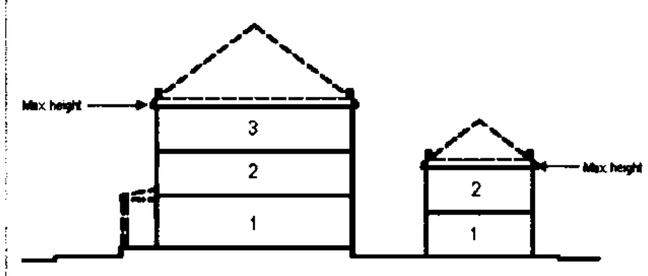
Outbuilding:
(H.1) Front setback: 40 ft. from rear property line.
(H.2) Side setback: 6 ft. min.
(H.3) Rear setback: 5 ft. min.

Building disposition:
Edgeyard: Permitted.
Sideyard: Permitted.
Rearyard: Permitted.
Courtyard: Permitted.
specialized: Permitted.

Lot width: 20 ft. min. and 80 ft. max.
Lot coverage: 70%.

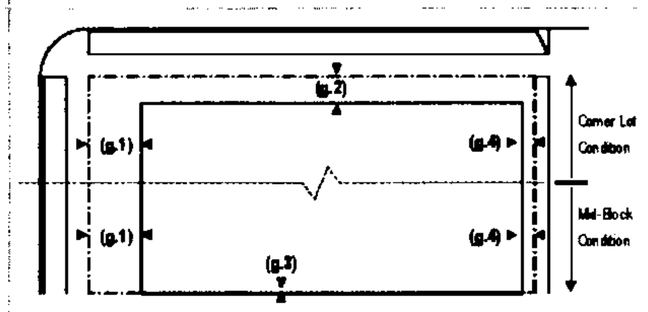
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics, and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling
3. Height shall be measured to the eave or roof deck as specified on Table 8.



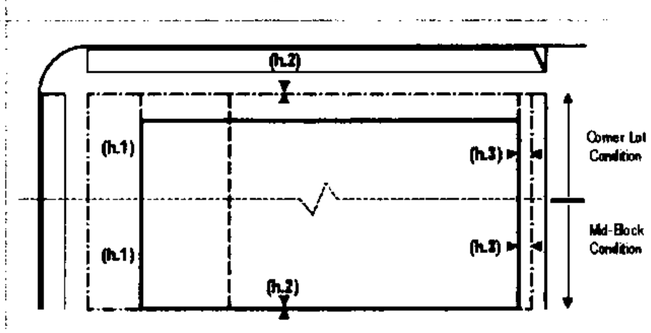
SETBACKS – PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



SETBACKS – OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the first, second, or third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the second and third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.

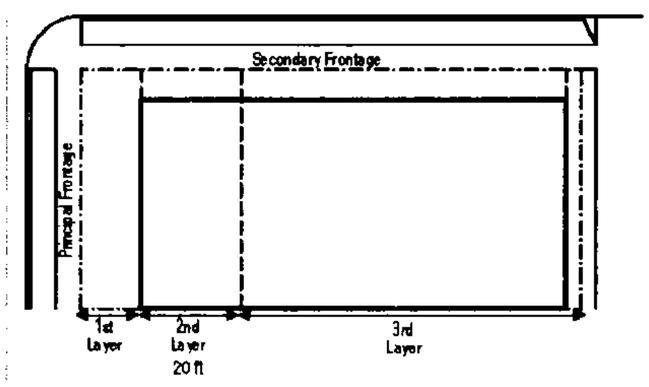
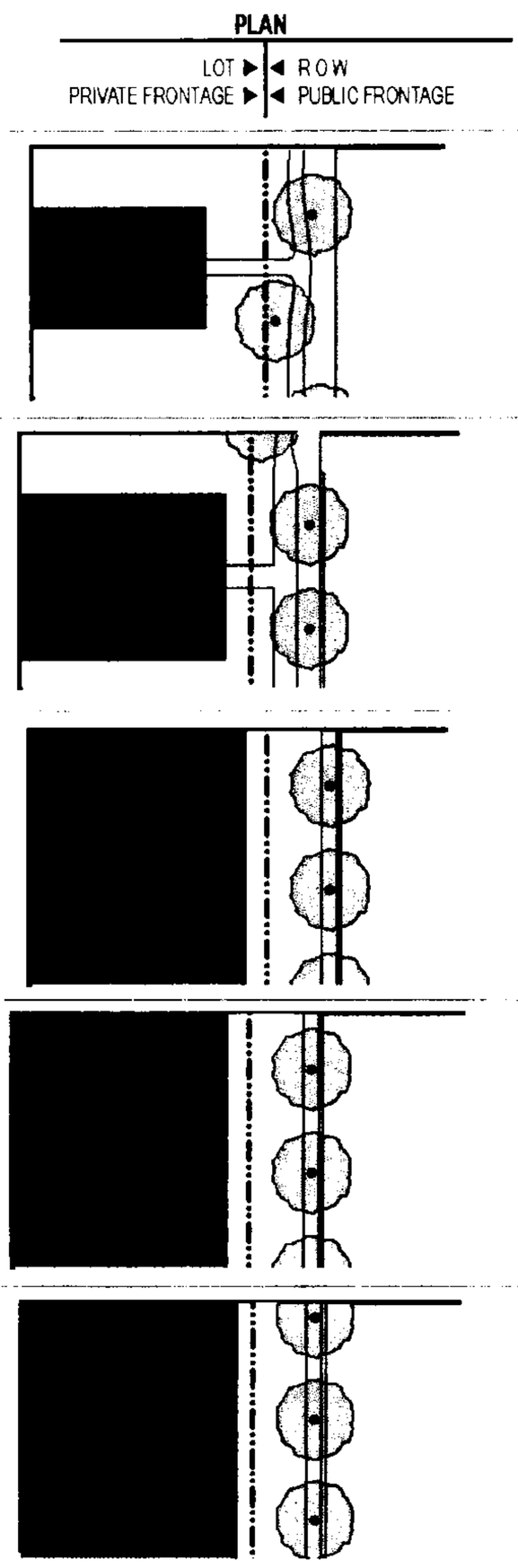


TABLE 3A. – PUBLIC FRONTAGES – GENERAL

The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 3B.



a. **(RD) For Road:** This Frontage has open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides and Yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.

b. **(ST) For Street:** This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee, with the exception that Streets with a right–of–way (R.O.W.) width of 40 feet or less are exempt from tree requirements.

c. **(DR) For Drive:** This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.

d. **(AV) For Avenue:** This Frontage has raised Curbs drained by inlets and wide Sidewalks separated from the vehicular lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Allee.

e. **(BV) For Boulevard:** This Frontage has Slip Roads on both sides. It consists of raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Allee.

TABLE 3B. – PUBLIC FRONTAGES – SPECIFIC

This table assembles prescriptions and dimensions for the Public Frontage elements – Curbs, walkways, and Planters – relative to specific Thoroughfare types within Transect Zones. Table 3B–a assembles all of the elements for the various street types. Locally appropriate planting species should be filled in to the calibrated Code.

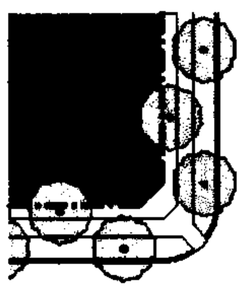
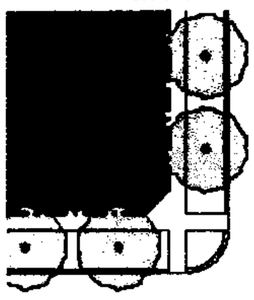
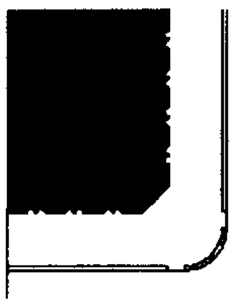
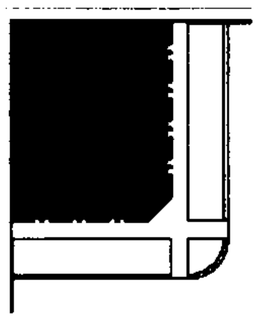
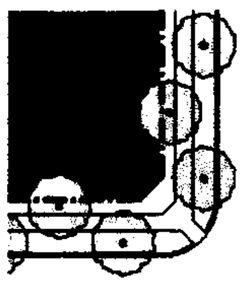
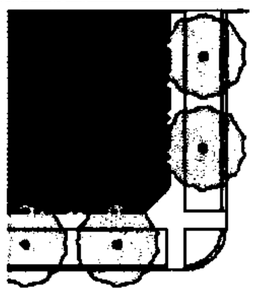
	Nimmer SPECIAL DISTRICT	
	ST–DR–AV	ST–DR–AV–BV
Frontage Type		
a. Assembly: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.	12–18 feet	12–18 feet
Total Width		
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.	Raised Curb 5–20 feet	Raised Curb 5–20
Type Radius		
c. Walkway: The pavement dedicated exclusively to pedestrian activity.	Sidewalk 4–8 feet	Sidewalk 4–8 feet
Type Width		
d. Planter: The layer which accommodates street trees and other landscape.	Regular Alternating Continuous Planter 8 feet–12 feet	Regular Single Continuous Planter 8 feet–12 feet
Arrangement **Species** **Planter Type** **Planter Width**		

TABLE 3C. – THOROUGHFARE ASSEMBLIES

THOROUGHFARE DESIGN STANDARDS

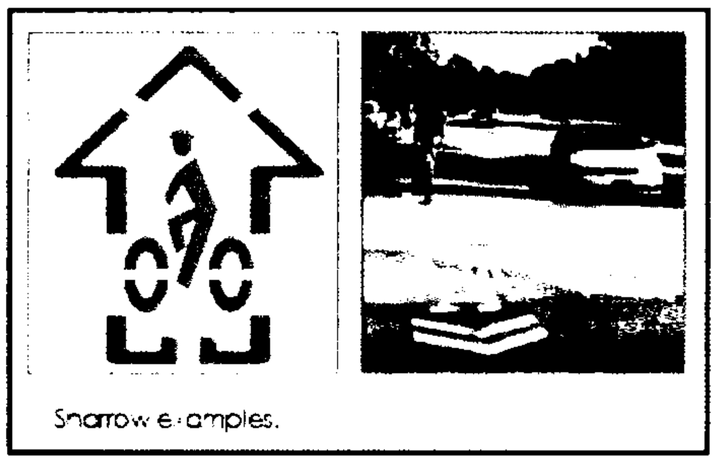
A. General requirements: Thoroughfares shall be designed to balance safety, mobility, community goals and the environment. Thoroughfares shall provide appropriate pedestrian and vehicle mobility options, shall provide appropriate locations for utilities and shall be designed to support adjacent future development. Thoroughfares addressed in this section are to have low to moderate vehicular speed (25 mph or less), varying traffic volumes and shall serve a range of land uses. The layout of thoroughfares as to arrangement, character, width, grade, and location may be required to conform to the general plan of the entire tract where completed, to adjoining thoroughfare systems of adjoining properties, to the major thoroughfare plans of the city, and to the topography, natural features, and drainage systems to be provided.

B. Contextual design & transect zones: Thoroughfares shall be designed in context with the urban form, intended users (motorists, pedestrians, bicyclists, transit users) and desired design speed of the transect zone through which the thoroughfares pass. The transect zones shall be utilized when determining the appropriate context sensitive thoroughfare design for thoroughfare assemblies and corresponding land use areas). Several thoroughfare types may be allowed in each transect zone.

C. Emergency/service vehicle access and Building Code and Fire Code compliance: Emergency and service vehicle access shall be considered in the design of thoroughfares and thoroughfare systems and minimum requirements shall be met for the proposed subdivision to be approved. Failure to satisfy all emergency vehicle access requirements of ratified building codes and fire codes in the design of thoroughfares and thoroughfare systems will result in additional requirements when constructing buildings to include, but not be limited to, a requirement for installation of a building fire sprinkler system.

D. Public transit: Thoroughfares shall be designed to accommodate existing, planned and future public transit. Design accommodations may include provisions for transit pull off areas and modified curb radii. Curb radii may be tested with turn simulation software for feasibility.

E. Bicycle provisions: Thoroughfares and community design should provide an opportunity for bicycle travel via a network of bicycle routes, lanes and trails. Bicycle travel networks shall be connected to existing or proposed regional networks wherever possible. A bicycle route shall be provided within the vehicular thoroughfare where suitable for shared use of bicycles and vehicles traveling at low speeds and may be indicated with the use of "sharrows" (see Figure 821.1). A dedicated and marked bicycle lane shall be provided within a moderate–speed vehicular thoroughfare. A bicycle trail may be provided separately from the vehicular thoroughfare.



F. Accessibility: Thoroughfares shall be designed to accommodate ADA requirements.

G. Utilities: Thoroughfares shall be designed to accommodate utilities within the right–of–way including, but not limited to, stormwater drainage, lighting, water, sewer, electric, gas, telephone, cable, etc.

H. Gates and thoroughfare access restrictions: Reserve strips or parcels controlling access to thoroughfares shall be prohibited. Gates shall not be permitted to block thoroughfares.

I. Thoroughfare narrowing devices: Thoroughfare narrowing devices including, but not limited to, curb extensions, bulbouts, neckdowns and corner bulges shall not be permitted unless approved by the SCDOT.

J. Thoroughfare construction requirements: All thoroughfares shall be paved in accordance with minimum requirements on file in the office of the SCDOT engineer.

K. Existing thoroughfares: Thoroughfares of an existing subdivision shall not be used as the sole means of ingress and egress in developing a new subdivision or extending an existing one, when other access can be made available and when in the opinion of the town engineer such use would create a safety hazard.

L. Jurisdictional wetlands and critical area: No thoroughfare shall be located within a critical area or freshwater or saltwater wetland unless the applicant shall supply to the SCDOT written approval of OCRM or the U.S. Army Corps of Engineers, or both, as appropriate.

M. Connectivity: Thoroughfares shall be designed as an interconnected thoroughfare system. An interconnected thoroughfare system is necessary in order to provide for access between developments without returning to major roadways, in order to provide access for emergency and service vehicles, in order to enhance and encourage non–vehicular travel, in order to plan for future development and transportation needs and in order to create neighborhoods. The following thoroughfare connectivity requirements shall apply:

N. Curb radius modifications & intersection sight triangles:

1. The dimensions for curb radii standards are provided to accommodate pedestrians as well as emergency and service vehicles. Smaller curb radii provide for a narrower street crossing, reduces vehicle travel speed. Larger curb radii allow higher turning speeds which compromise community walkability. The following graphic illustrates the difference between the curb radius and effective turning radius.

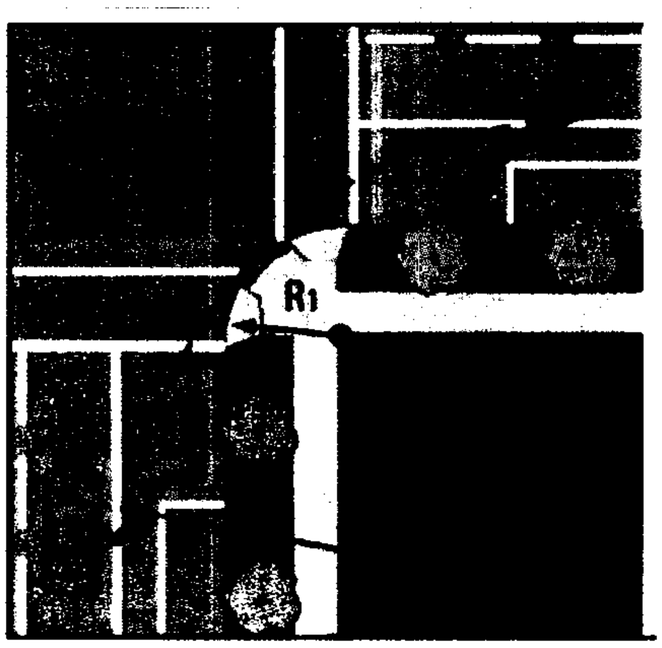


Diagram of Actual Curb Radius and Effective Radius; Based on AASHTO Policy of Geometric Design of Highways and Street, 2004.

In the event that a curb radius needs to be modified to accommodate emergency and service vehicles, turn simulation software should be used and the radius should

be increased incrementally until it is just large enough to allow safe, slow passage of the design emergency or service vehicle.

2. Standard minimum sight triangle for stop conditions at street intersections shall be accommodated for on all thoroughfares and shall be reviewed by the SCDOT engineer at the time of thoroughfare construction plan submittal.

O. Garbage service: For properties platted after the effective date of this ordinance, garbage service shall only be provided to the nearest thoroughfare.

P. Pavement and parking markings and signage: The SCDOT engineer shall determine when and where pavement markings and on–street parking related signs will be installed on all thoroughfares. Pavement markings include but are not limited to parking delineation lines, lane delineation lines and arrows. Final determination of pavement markings and parking signs, including location and type, will be made during thoroughfare construction plan review.

Q. Lots abutting major thoroughfares: Subdivisions which abut or have included within the proposed area to be subdivided any limited access, or major thoroughfare shall provide:

1. A marginal access thoroughfare, or
2. Reverse frontage with screen planting contained in a non–access reservation along the rear property line, or
3. Lots with rear service drives, or
4. Other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

The SCDOT shall specify which of the above requirements apply to each individual case based upon adequate service to the public interest.

R. Thoroughfare types: Thoroughfares types shall be defined as follows:

Avenue (AV): A thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers and usually equipped with a landscaped median.

Bicycle lane (BL): A dedicated lane for cycling within a moderate speed vehicular thoroughfare, demarcated by striping.

Bicycle route (BR): A thoroughfare suitable for the shared use of bicycles and automobiles moving at slow speeds.

Bicycle trail (BT): A bicycle way running independently of a vehicular thoroughfare.

Boulevard (BV): A thoroughfare designed for high vehicular capacity and moderate speed, traversing an urbanized area. Boulevards are usually equipped with slip roads buffering sidewalks and buildings.

Drive (DR): A thoroughfare along the boundary between an urbanized and a natural condition, usually along a waterfront, park or promontory. One side has the urban character of a thoroughfare, with sidewalk and building, while the other side has the qualities of a road or parkway, with naturalistic planting and rural details.

Park street (PS): A sub–urban, urban general or urban center thoroughfare with a wide center median (width may vary) that may serve as an open space feature.

Path (PT): A pedestrian way traversing a park or rural area, with landscape matching the contiguous open space, ideally connecting directly with the urban sidewalk network.

Rear alley (RA): A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and containing utility easements. Rear alleys should be paved from building face to building faces or lot lines.

Rear lane (RL): A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. The streetscape consists of gravel or landscaped edges.

Road (RD): A local, rural and sub–urban thoroughfare of low–to–moderate vehicular speed and capacity. This type is allocated to more rural areas.

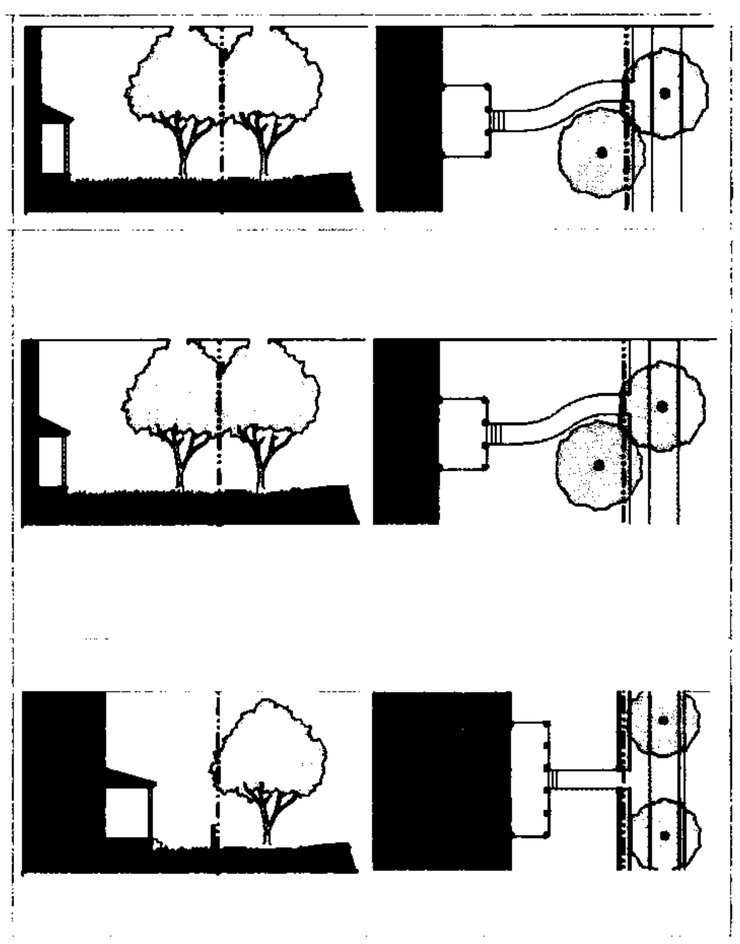
Slip road (SR): An outer vehicular lane or lanes of a thoroughfare designed for slow speeds while inner lanes carry higher speed traffic and separated from them by a planted median. (Syn: Access lane, service lane)

Street (ST): Sub–urban and urban thoroughfare of low speed and capacity.

Yield (Y): Characterizing a thoroughfare that has two–way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation.

TABLE 4. – PRIVATE FRONTAGES

The Private Frontage is the area between the building Facades and the Lot lines.



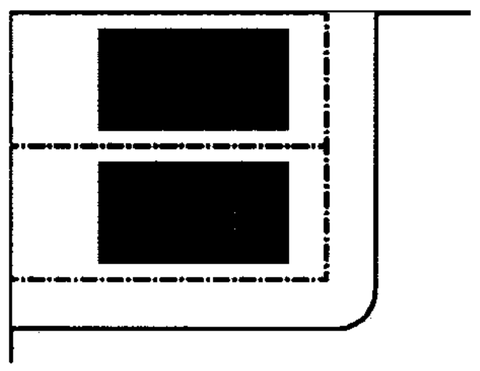
a. **Common Yard:** A planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.

b. **Porch & Fence:** A planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition.

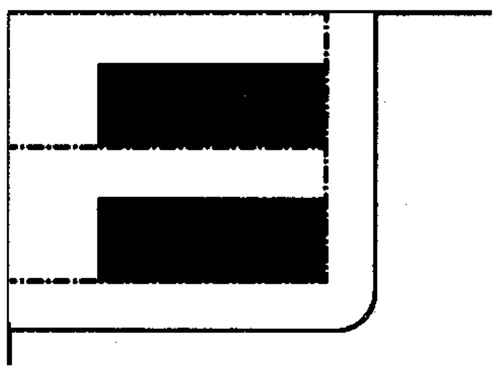
TABLE 5. – BUILDING DISPOSITION

This table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types.

a. **Edgeyard:** Specific Types – single family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well–placed Backbuilding and/or Outbuilding.



b. **Sideyard:** Specific Types – Charleston single house, double house, zero lot line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition.



c. **Rearyard:** Specific Types – Townhouse, Rowhouse, Live–Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.

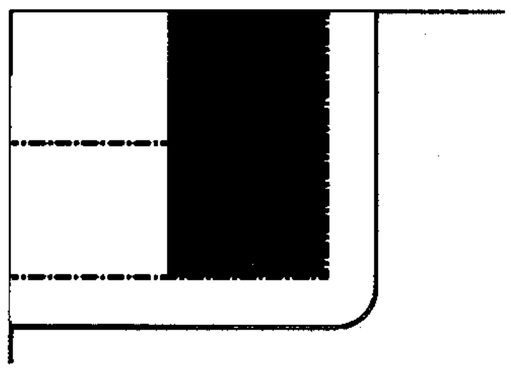


TABLE 6. – BUILDING FUNCTION

This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 8.

	NIMMER SPECIAL DISTRICT
a. RESIDENTIAL	**Restricted Residential:** The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 440 sf, excluding the parking area.
b. LODGING	**NOT PERMITTED**
c. OFFICE	**Restricted Office:** The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling.
d. RETAIL	NOT PERMITTED
e. CIVIC	See Table 8
f. OTHER	See Table 8

TABLE 7. – PARKING CALCULATIONS

Each use shall meet parking requirements independently.

	REQUIRED PARKING (See Table 6)	**SHARED PARKING FACTOR**
	NIMMER SPECIAL DISTRICT	
RESIDENTIAL	2.0/dwelling	No shared parking is permitted. Each use shall meet parking requirements independently.
CIVIC	To be determined by Warrant	
OFFICE	3.0/1,000 sq. ft.	
OTHER	To be determined by Warrant	

TABLE 8. – SPECIFIC FUNCTION & USE

Specific Function & Use. This table expands the categories of Table 6 to delegate specific Functions and uses within Nimmer SPECIAL DISTRICT.

Nimmer SPECIAL DISTRICT	USE
a. RESIDENTIAL	
Mixed Use Block	
Flex Building	
Apartment Building	
Live/Work Unit	■
Row House	■
Duplex House	■
Courtyard House	
Sideyard House	■
Cottage	■
House	■
Bungalow	■
Accessory Unit	■
b. LODGING	
Hotel (no room limit)	
Inn (up to 12 rooms)	
Bed & Breakfast (up to 5 rooms)	
Short Term Rental	
S.R.O. hostel	
School Dormitory	
c. OFFICE	
Office Building	
Live–Work Unit	□
d. RETAIL	
Open–Market Building	
Retail Building	
Display Gallery	
Restaurant	
Kiosk	
Push Cart	
Liquor Selling Establishment	

e. CIVIC

Bus Shelter	■
Convention Center	
Conference Center	
Exhibition Center	
Fountain or Public Art	■
Library	■
Live Theater	
Movie Theater	
Museum	
Outdoor Auditorium	■
Parking Structure	
Passenger Terminal	
Playground	■
Sports Stadium	
Surface Parking Lot	
Religious Assembly	■

f. OTHER: AGRICULTURE

Grain Storage	
Livestock Pen	
Greenhouse	□
Stable	□
Kennel	

f. OTHER: AUTOMOTIVE

Gasoline	
Automobile Service	
Truck Maintenance	
Drive–Through Facility	
Rest Stop	
Roadside Stand	□
Billboard	
Shopping Center	
Shopping Mall	

f. OTHER: CIVIL SUPPORT

Fire Station	■

Police Station	■
Cemetery	
Funeral Home	
Hospital	
Medical Clinic	

f. OTHER: EDUCATION

College	
High School	
Trade School	
Elementary School	
Other–Childcare Center	□

g. OTHER: INDUSTRIAL

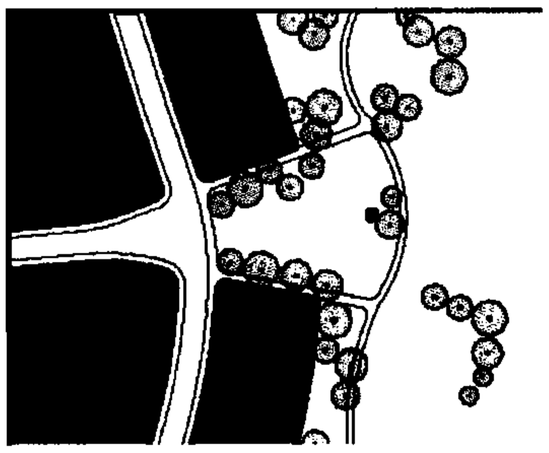
Heavy Industrial Facility	
Light Industrial Facility	
Truck Depot	
Laboratory Facility	
Water Supply Facility	
Sewer and Waste Facility	
Utility Substation	□
Wireless Transmitter	□
Cremation Facility	
Warehouse	
Produce Storage	
Mini–Storage	

■ BY RIGHT

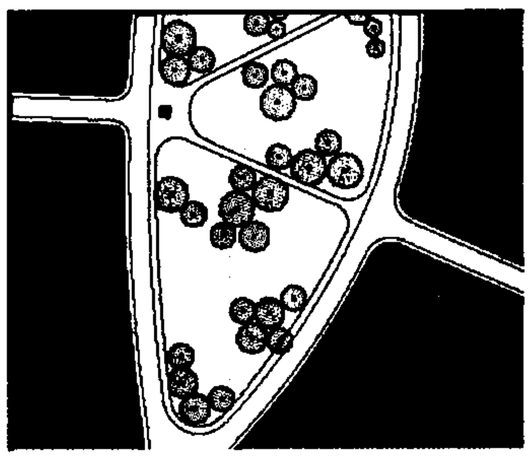
□ BY WARRANT

TABLE 9. – CIVIC SPACE

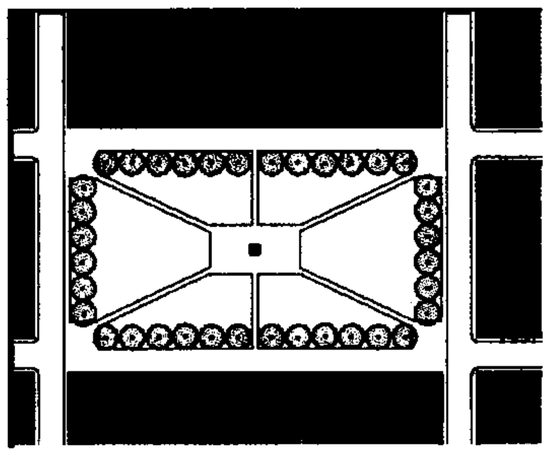
a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.



b. Green: An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be ½ acre and the maximum shall be 8 acres.



c. Square: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be ½ acre and the maximum shall be 5 acres.



e. Playground: An Open Space designed and equipped for the recreation of children. A playground shall be fenced and shall include an open picnic shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.

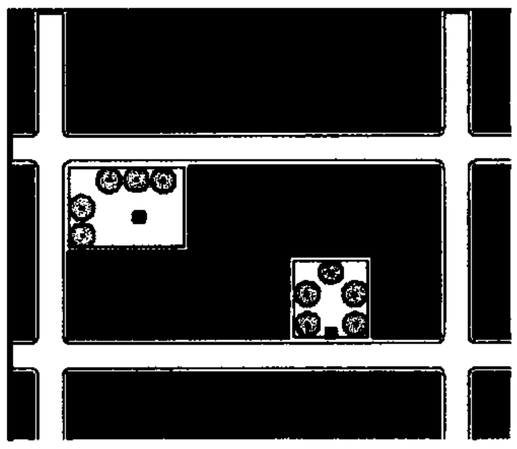
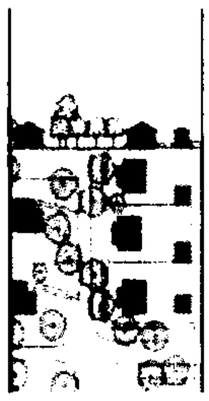


TABLE 10. – CODE SUMMARY

	 Nimmer Special District
a.	**b. ALLOCATION OF ZONES per Pedestrian Shed (Not Applicable)**
CLD requires	N/A
TND requires	N/A
RCD requires	N/A
	b. BASE RESIDENTIAL DENSITY (see Section 3.4)
By Right	6 units/ac. gross
By TDR	N/A
Other Functions	N/A
	c. BLOCK SIZE
Block Perimeter	3,000 ft. max
	d. THOROUGHFARES (see Table 3)
HW	not permitted
BV	permitted
AV	permitted
CS	permitted
DR	permitted
ST	permitted
RD	permitted
Rear Lane	permitted
Rear Alley	permitted
Path	permitted
Passage	permitted

Bicycle Trail	permitted
Bicycle Lane	permitted
Bicycle Route	permitted
e. CIVIC SPACES (see Table 9)	* permitted within Open Spaces
Park	permitted
Green	permitted
Square	permitted
Plaza	not permitted
Playground	permitted
f. LOT OCCUPATION	
Lot Width	20 ft. min. 80 ft. max
Lot Coverage	70% max
g. SETBACKS - PRINCIPAL BUILDING (see Table 11)	
(g.1) Front Setback (Principal)	15 ft. min. 20 ft. min. garage setback
(g.2) Front Setback (Secondary)	10 ft. min. 20 ft. min. garage setback
(g.3) Side Setback	6 ft. min
(g.4) Rear Setback	15 ft. min. *
Frontage Buildout	0% min
h. SETBACKS - OUTBUILDING (see Table 11)	
(h.1) Front Setback	40 ft. min.
(h.2) Side Setback	6 ft. min.
(h.3) Rear Setback	5 ft. min.
i. BUILDING DISPOSITION (see Table 5)	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted

	j. PRIVATE FRONTAGES (see Table 4)
Common Yard	permitted
Porch & Fence	permitted
Terrace or Dooryard	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront & Awning	not permitted
Gallery	not permitted
Arcade	not permitted

	k. BUILDING CONFIGURATION
Principal Building	2 Stories max
Outbuilding	2 Stories max

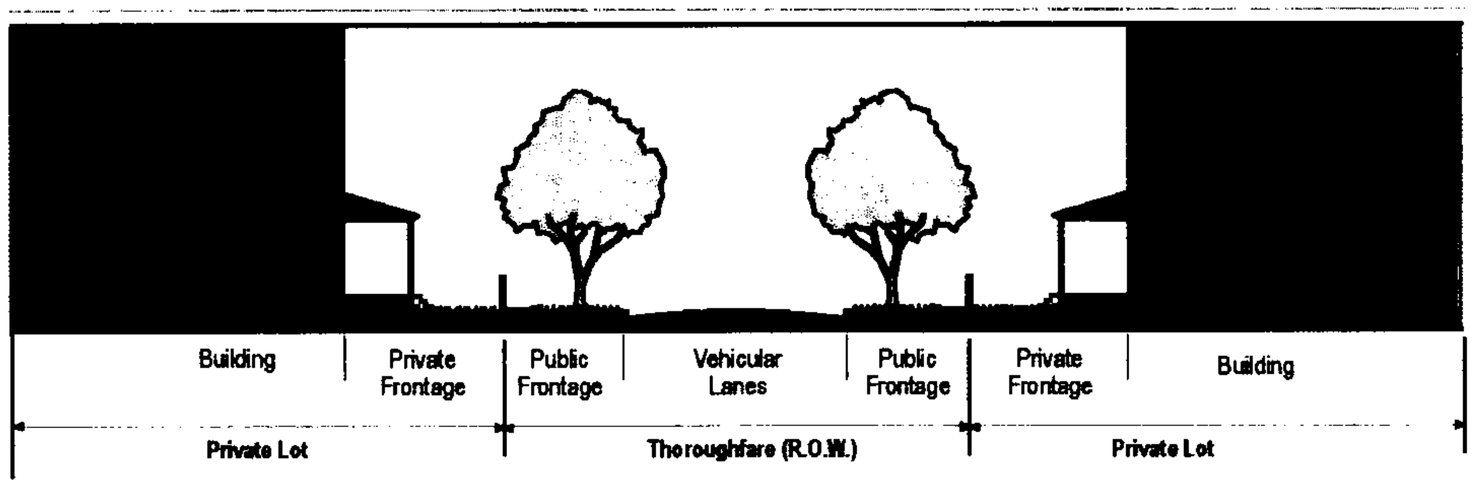
	l. BUILDING FUNCTION (see Table 6 & Table 8)
Residential	limited use
Lodging	restricted use
Office	limited use
Retail	restricted use

TABLE 11. – ADDITIONAL SPECIAL DISTRICT STANDARDS

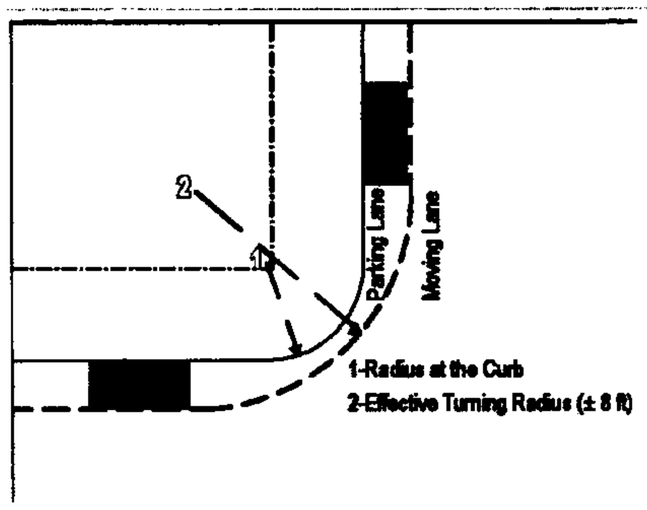
Intentionally Omitted

TABLE 12. – DEFINITIONS ILLUSTRATED

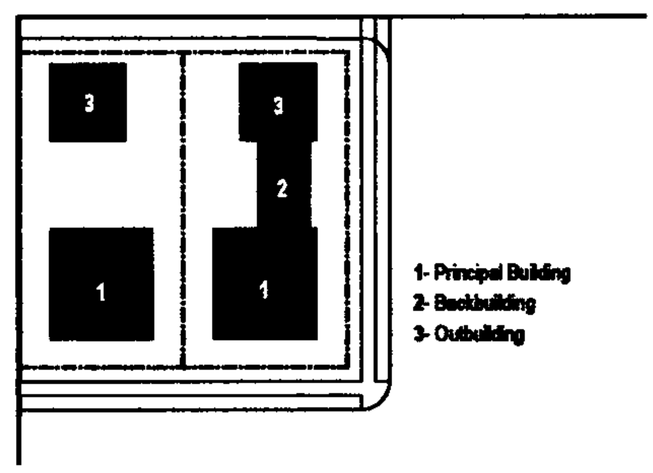
a. THOROUGHFARE & FRONTAGES



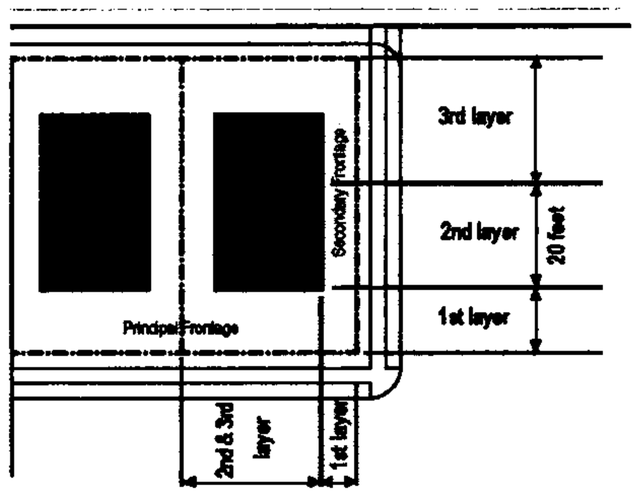
b. TURNING RADIUS



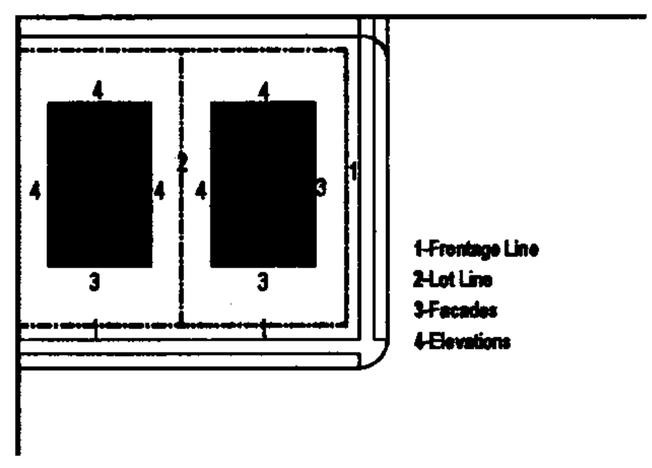
c. BUILDING DISPOSITION



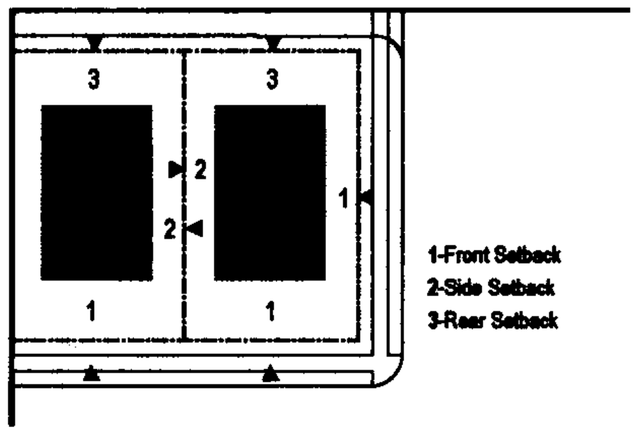
d. LOT LAYERS



e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. NETWORK–BASED PEDESTRIAN SHED

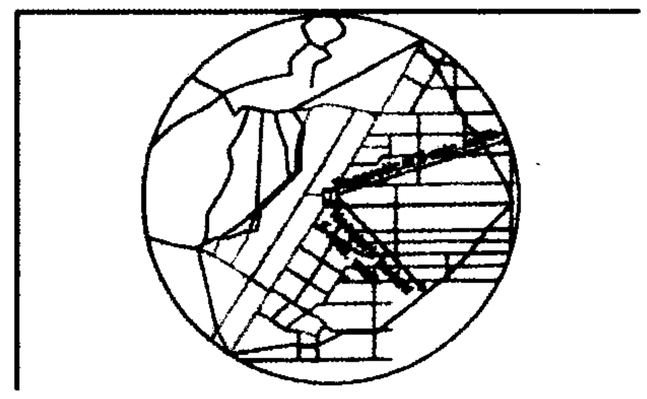


TABLE 13. – SUSTAINABILITY

Developers are encouraged to include alternative energy production systems if their plans permit.

Bicycle Trail	permitted
Bicycle Lane	permitted
Bicycle Route	permitted
e. CIVIC SPACES (see Table 9)	* permitted within Open Spaces
Park	permitted
Green	permitted
Square	permitted
Plaza	not permitted
Playground	permitted
f. LOT OCCUPATION	
Lot Width	20 ft. min. 80 ft. max
Lot Coverage	70% max
g. SETBACKS - PRINCIPAL BUILDING (see Table 11)	
(g.1) Front Setback (Principal)	15 ft. min. 20 ft. min. garage setback
(g.2) Front Setback (Secondary)	10 ft. min. 20 ft. min. garage setback
(g.3) Side Setback	6 ft. min
(g.4) Rear Setback	15 ft. min. *
Frontage Buildout	0% min
h. SETBACKS - OUTBUILDING (see Table 11)	
(h.1) Front Setback	40 ft. min.
(h.2) Side Setback	6 ft. min.
(h.3) Rear Setback	5 ft. min.
i. BUILDING DISPOSITION (see Table 5)	
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	j. PRIVATE FRONTAGES (see Table 4)
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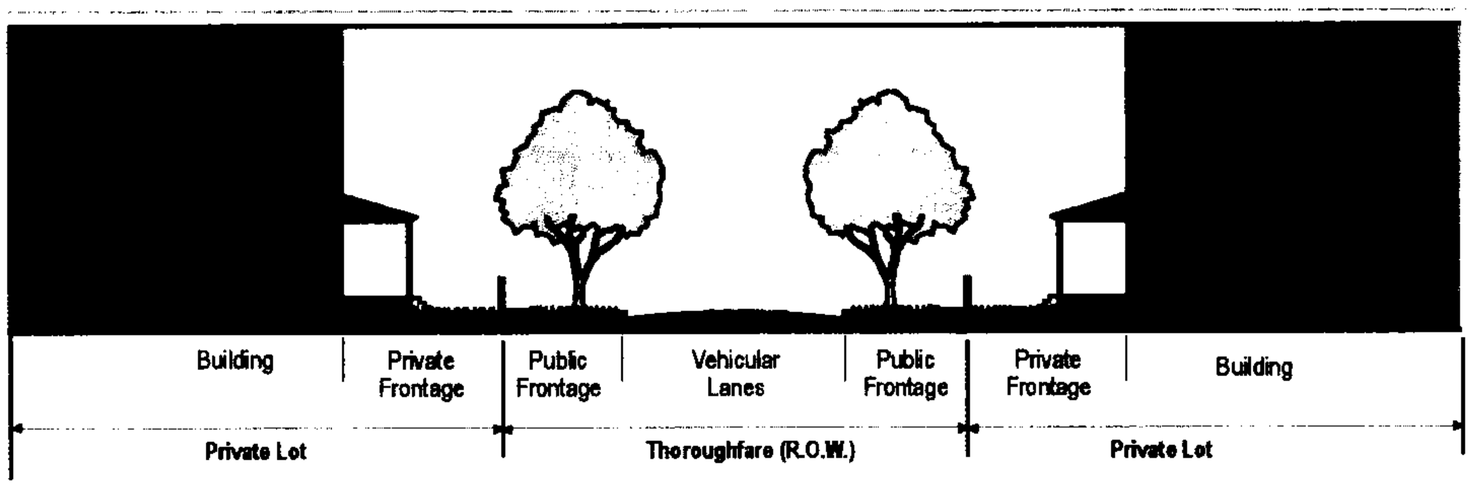
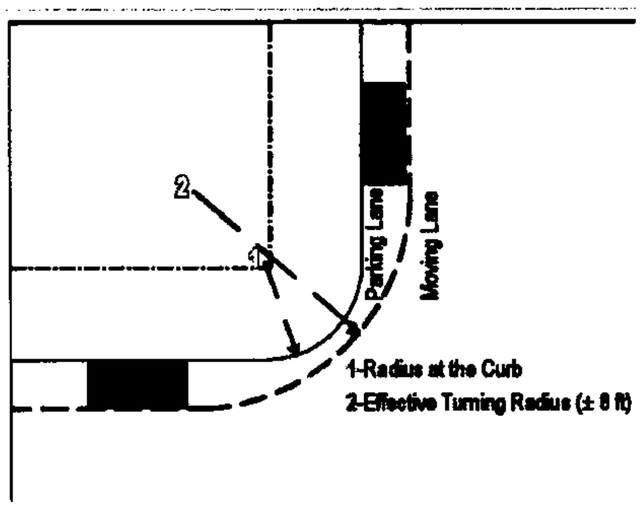
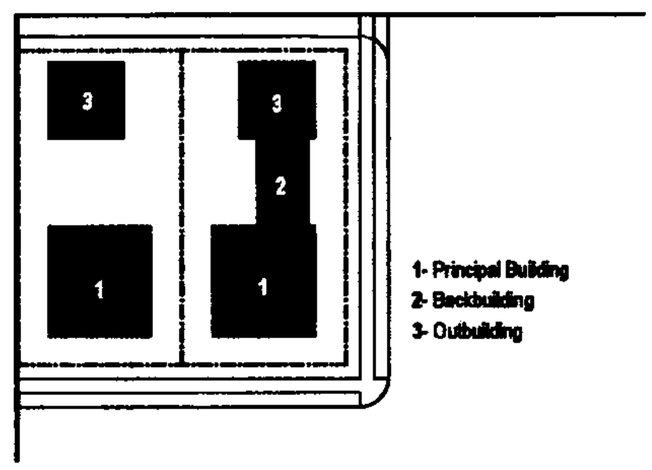


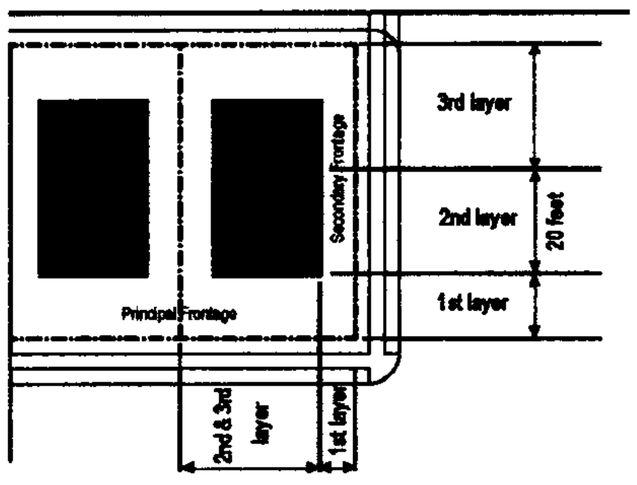
b. TURNING RADIUS



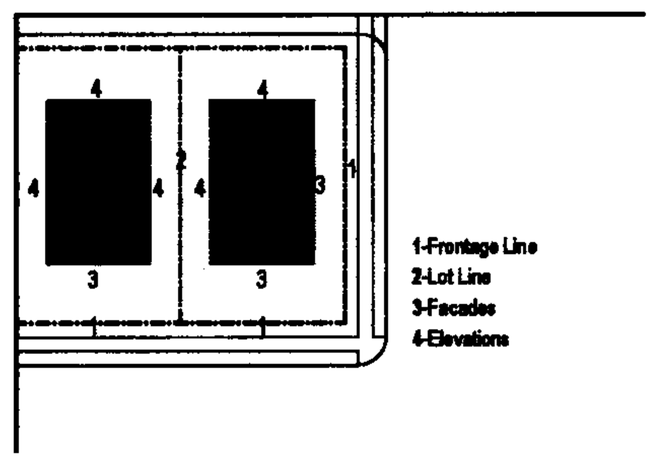
c. BUILDING DISPOSITION



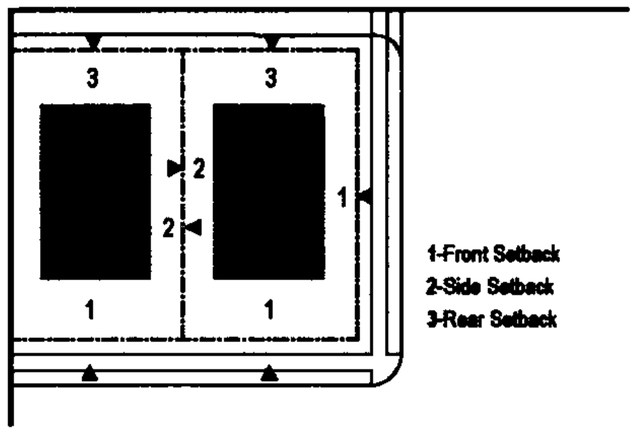
d. LOT LAYERS



e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. NETWORK–BASED PEDESTRIAN SHED

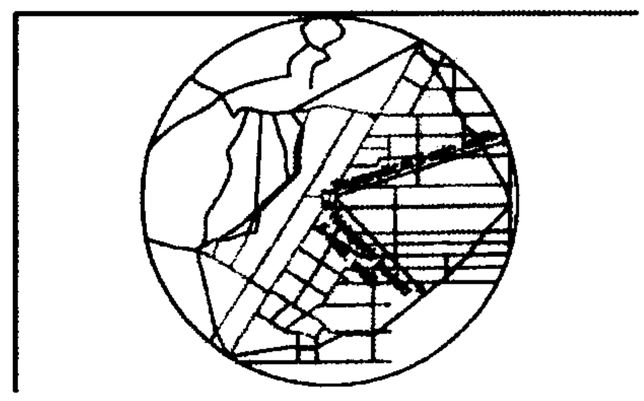


TABLE 13. – SUSTAINABILITY

Developers are encouraged to include alternative energy production systems if their plans permit.

NIMMER SPECIAL DISTRICT

EXHIBITS

J – 30596.0000

JULY 2024

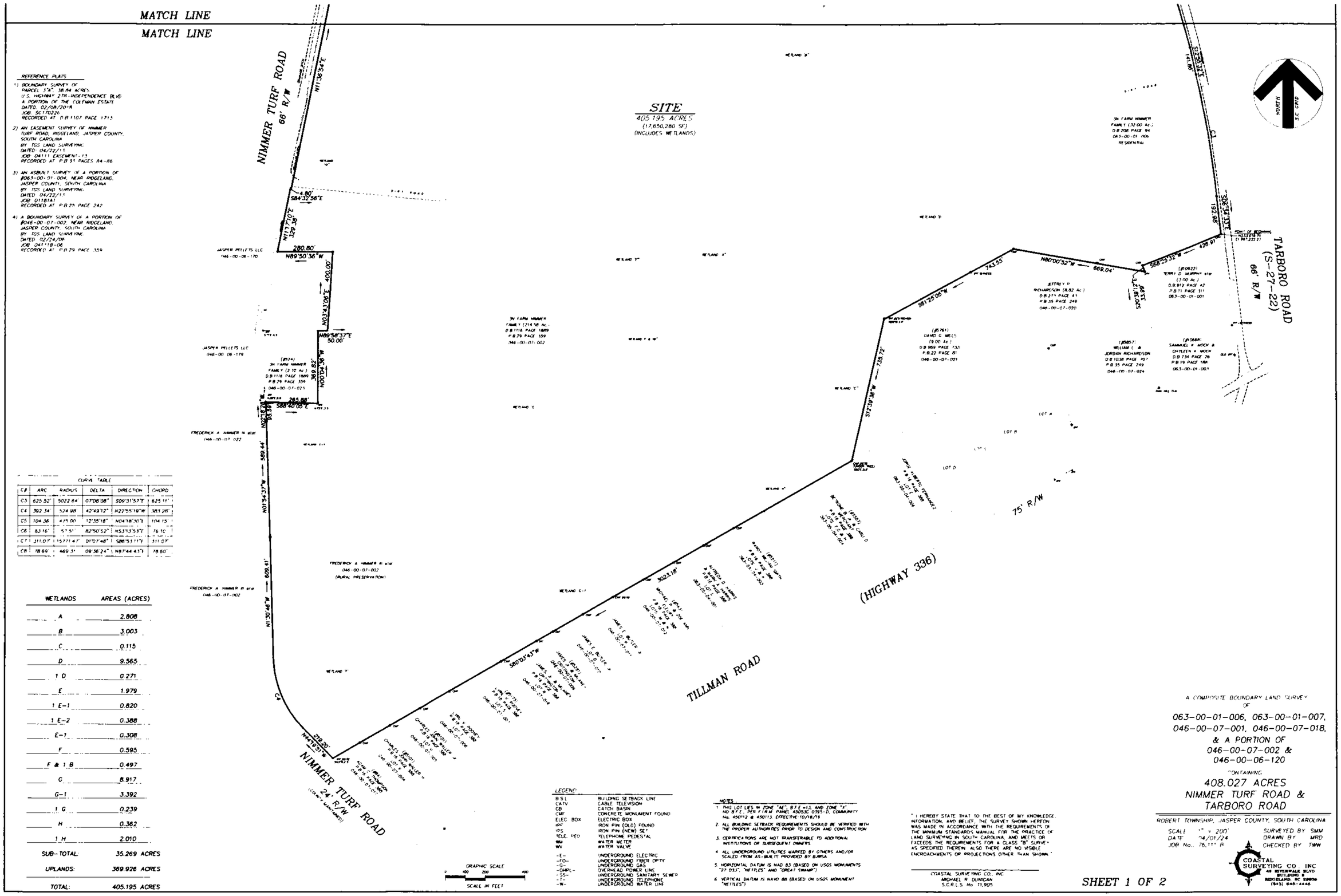
NIMMER SPECIAL DISTRICT

EXHIBIT A

LEGAL DESCRIPTION
DEEDS
BOUNDARY SURVEYS

J – 30596.0000

JULY 2024



WETLANDS	AREAS (ACRES)
A	2.808
B	3.003
C	0.115
D	9.565
1 D	0.271
E	1.979
1 E-1	0.820
1 E-2	0.388
E-1	0.308
F	0.595
F & 1 B	0.497
G	8.917
G-1	3.392
1 G	0.239
H	0.362
1 H	2.010
SUB-TOTAL:	35.269 ACRES
UPLANDS:	389.926 ACRES
TOTAL:	405.195 ACRES

LEGEND

B.S.L.	BUILDING SETBACK LINE
CATV	CABLE TELEVISION
CB	CATCH BASIN
CMF	CONCRETE MONUMENT FOUND
ELEC. BOX	ELECTRIC BOX
IPF	IRON PIN (OLD) FOUND
IPS	IRON PIN (NEW) SET
TELE. PED	TELEPHONE PEDESTAL
WM	WATER METER
WV	WATER VALVE
-E-	UNDERGROUND ELECTRIC
-FO-	UNDERGROUND FIBER OPTIC
-G-	UNDERGROUND GAS
-OHPL-	OVERHEAD POWER LINE
-SS-	UNDERGROUND SANITARY SEWER
-T-	UNDERGROUND TELEPHONE
-W-	UNDERGROUND WATER LINE

NOTES

1. THIS LOT LIES IN ZONE "AE", B.F.E.=13, AND ZONE "X" NO B.F.E., PER F.I.R.M. PANEL 45053C 0195-D, COMMUNITY No. 450112 & 450113, EFFECTIVE: 10/18/19
2. ALL BUILDING SETBACK REQUIREMENTS SHOULD BE VERIFIED WITH THE PROPER AUTHORITIES PRIOR TO DESIGN AND CONSTRUCTION
3. CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS
4. ALL UNDERGROUND UTILITIES MARKED BY OTHERS AND/OR SCALED FROM AS-BUILTS PROVIDED BY BJWSA
5. HORIZONTAL DATUM IS NAD 83 (BASED ON USGS MONUMENTS "27 DST", "NETTLES" AND "OREAT SIMMAPS")
6. VERTICAL DATUM IS NAVD 88 (BASED ON USGS MONUMENT "NETTLES")

"I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN. ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN."

COASTAL SURVEYING CO., INC.
MICHAEL R. DUNIGAN
S.C.R.L.S. No. 11,905

A COMPOSITE BOUNDARY LAND SURVEY OF
063-00-01-006, 063-00-01-007,
046-00-07-001, 046-00-07-018,
& A PORTION OF
046-00-07-002 &
046-00-06-120
CONTAINING
408.027 ACRES
NIMMER TURF ROAD &
TARBORO ROAD

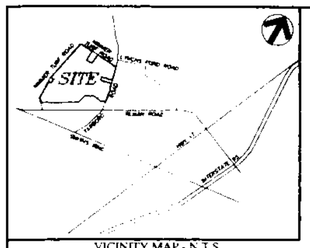
ROBERT TOWNSHIP, JASPER COUNTY, SOUTH CAROLINA

SCALE 1" = 200'
DATE 04/01/24
JOB No. 76,111 B

SURVEYED BY SMM
DRAWN BY MRD
CHECKED BY TWW

COASTAL SURVEYING CO. INC
48 RIVERWALK BLVD
BUILDING B
RIDGELAND, SC 29936
(843) 846-4446

SHEET 1 OF 2



VICINITY MAP - N.T.S

405.195 Acres

All that Certain Piece, Parcel or Tract of Land, Situate, lying and being in Robert Township, Jasper County, South Carolina and being more particularly described as follows:

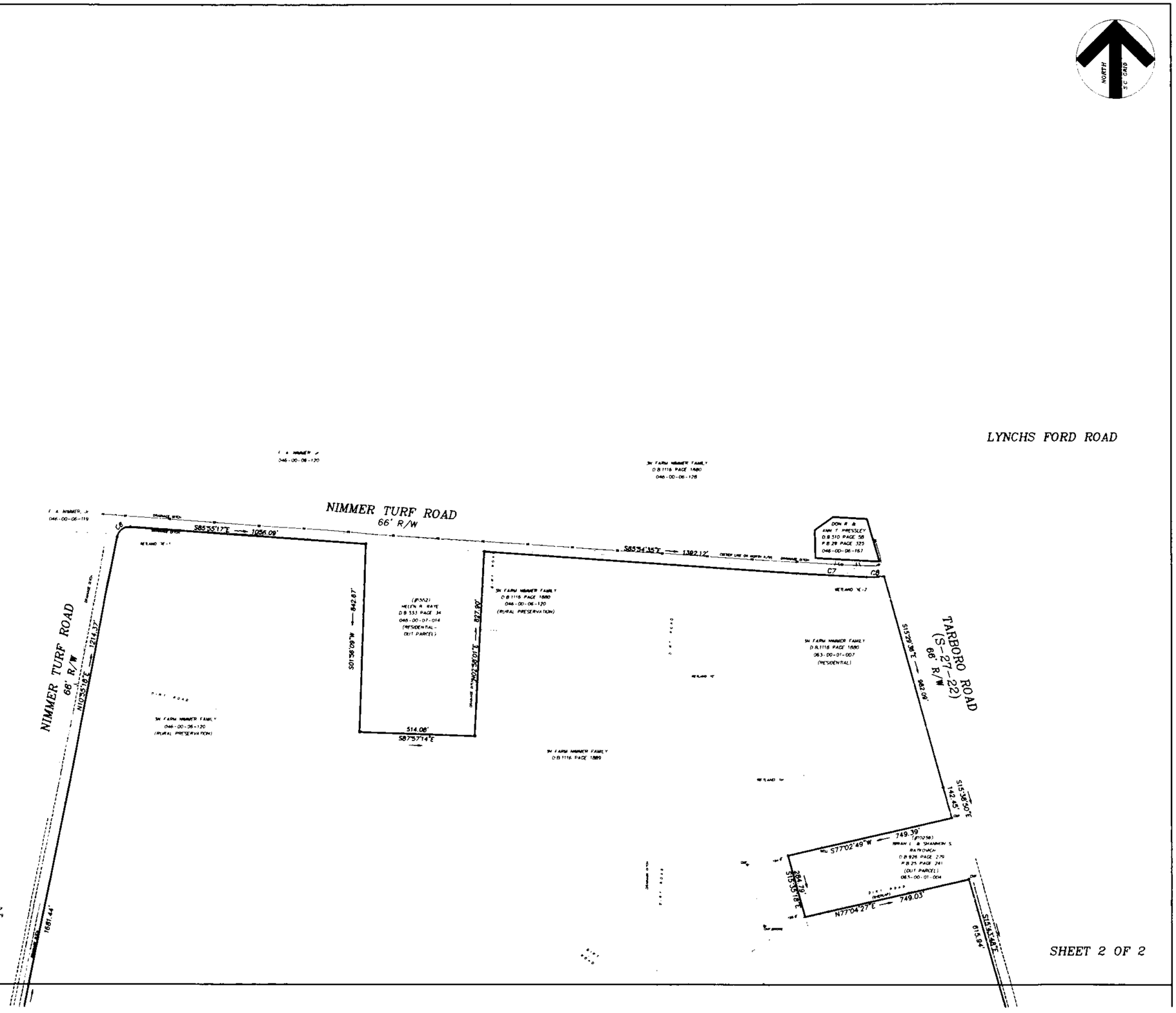
Beginning at the northeast corner of the lands of Terry D. Murphy etal, as recorded in Plat Book 21, Page 311 of the Jasper County, South Carolina Recorder's Office said northeast corner being in the west right of way of Tarboro Road, also known as County Road S-27-22, being a 66 foot right of way and having the South Carolina State Plane Coordinates, East Zone, of N233,618.79, E1,997,222.31.

Thence with the north line of said Terry D. Murphy etal, South 68°25.32" West, a distance of 426.91 feet to a concrete monument found. Thence South 20°10'12" East, a distance of 33.99 feet to an iron pin found and being in the north line of the lands of Jeffrey P. Richardson, as recorded in Plat Book 35, Page 249 of the Jasper County, South Carolina Recorder's Office. Thence with said north line, North 80°00'52" West, a distance of 669.04 feet to a concrete monument found and South 61°25'05" West, a distance of 743.55 feet to a point, said point is witnessed by a broken iron pin found at North 09°West, a distance of 3.0 feet. Thence along the west line of the lands of David G. Mills, as recorded in Plat Book 22, Page 81, of the Jasper County, South Carolina recorder's office, South 12°59'36" West, a distance of 735.72 feet to a point, said point is witnessed by a disturbed concrete monument found at South 80°East, a distance of 0.8 feet. Thence with the north line of "Subdivision of the Eastern Portion of Tract 'B', as prepared for Jasper County Land Development Company, Inc., as recorded at Plat Book 16, Page 188 of the Jasper County, South Carolina Recorder's Office, South 60°01'45" West, a distance of 1023.18 feet to a point in the west right of way of Nimmer Turf Road, a 24' right of way, said point is witnessed by a disturbed iron pin found at South 41°West, a distance of 2.5 feet. Thence with said west right of way, North 44°19'51" West, a distance of 219.20 feet to a point. Thence along a curve, deflecting to the right, a distance of 392.34 feet, having a radius of 524.98 feet, a chord bearing of North 22°55'19" West and a chord of 383.28 feet to a point. Thence North 01°10'46" West, a distance of 699.43 feet to a point. Thence North 01°54'37" West, a distance of 549.44 feet to a point. Thence North 02°18'28" West, a distance of 95.59 feet to a point, said point is witnessed by an iron pin found at North 39°East, a distance of 5.0 feet. Thence along the lands of 3N Farm Nimmer Family, as recorded in Plat Book 29, Page 350, of the Jasper County, South Carolina Recorder's Office, South 88°40'05" East, a distance of 265.88 feet to a point, said point is witnessed by an iron pin found at North 35°East, a distance of 3.5 feet. Thence North 00°04'36" West, a distance of 369.82 feet to a point. Thence North 89°58'17" East, a distance of 50.00 feet to a point. Thence North 03°43'06" East, a distance of 200.00 feet to a point. Thence North 89°50'36" West, a distance of 280.80 feet to a point in the aforesaid west right of way of Nimmer Turf Road. Thence North 11°17'10" East a distance of 329.38 feet to a point. Thence South 84°32'56" East, a distance of 4.80 feet to a point. Thence North 11°30'54" East, a distance of 1681.44 feet to a point. Thence North 10°55'08" East, a distance of 12.14.37 feet to a point. Thence along a curve, deflection to the right, a distance of 83.16 feet, having a radius of 57.57 feet, a chord bearing of North 33°13'53" East and a chord of 76.10 feet to a point in the south right of way of Nimmer Turf road, a 66 feet right of way. Thence with said south right of way, South 85°55'17" East, a distance of 1056.09 feet to a point in the west line of the lands of Helen R. Raye, as recorded in Deed Book 333, Page 34, of the Jasper County, South Carolina Recorder's Office. Thence with said west line, South 01°56'09" West, a distance of 842.67 feet to a point. Thence along the south line of said Helen R. Raye, South 87°57'14" East, a distance of 514.08 feet to a point. Thence along the east line of said Helen R. Raye, North 02°58'01" East, a distance of 827.90 feet to a point in said south right of way of Nimmer Turf Road. Thence along said south right of way of Nimmer Turf Road, South 85°54'35" East, a distance of 1392.12 feet to a point.

Thence along a curve, deflecting to the left, a distance of 411.07 feet, having a radius of 1577.17 feet, a chord bearing of South 86°53'11" East and a chord of 411.07 feet to a point. Thence along a curve, deflecting to the left, a distance of 78.69 feet, having a radius of 369.31 feet, a chord bearing of North 87°44'43" East and a chord of 78.64' feet to a point in the west right of way of Tarboro Road, also known as County Road S-27-22 and being a 66 feet right of way. Thence with said west right of way, South 15°29'16" East, a distance of 982.09 feet to a point. Thence South 15°38'50" East, a distance of 142.45 feet to a concrete monument found. Thence leaving said west right of way and along the north line of the lands of Brian L. & Shannon S. Ratkovich, as recorded in Plat Book 25, Page 241 of the Jasper County, South Carolina Recorder's Office, South 77°02'49" West, a distance of 749.39 feet to a point. Thence with the west line of the lands of Brian L. & Shannon S. Ratkovich, South 15°35'10" East, a distance of 284.79 feet to a point. Thence with the south line of the lands of Brian L. & Shannon S. Ratkovich, North 77°04'27" East, a distance of 749.03 feet to a point in aforesaid west right of way line of Tarboro Road. Thence along said west right of way, South 15°43'48" East, a distance of 615.94 feet to a point. Thence South 12°55'32" East, a distance of 141.86 feet to a point. Thence along a curve, deflecting to the right, a distance of 625.52 feet, having a radius of 5022.64 feet, a chord bearing of South 09°31'57" East and a chord of 625.11 feet to a point. Thence South 06°34'33" East, a distance of 192.98 feet to the Point of Beginning.

Containing 405.195 acres.

Subject to all easements, rights of way and restrictions of record.



SHEET 2 OF 2

NIMMER SPECIAL DISTRICT

EXHIBIT B

CONCEPTUAL LAND USE MASTER PLAN

J – 30596.0000

JULY 2024

CONCEPT LAND USE MASTER PLAN
NIMMER

RIDGELAND, SOUTH CAROLINA

JULY 2024

	RESIDENTIAL	±382.0 AC
	AMENITY	± 20.0AC
	MUNICIPAL SITE	± 3.0 AC

PERIMETER BUFFER STANDARDS

Condition 1
Where sufficient natural vegetation exists as determined by Town of Ridgeland Director of Planning, the perimeter buffer shall remain undisturbed

Condition 2
At community entry points a landscape plan shall be prepared by a registered landscape architect and approved by the Town of Ridgeland Director of Planning.

Condition 3
Areas of buffers without existing vegetation shall plant a minimum of the following for every 100 linear feet
Three (3) – 3" caliper canopy trees,
Six (6) – 2" caliper evergreen understory trees
Fifteen (15) – 3–gallon evergreen shrubs
The plantings shall be done in a natural manner versus regularly spaced, uniform plantings. Once the planted trees and shrubs are established and healthy, the area should be allowed to naturalize and should not be heavily manicured or maintained. Volunteer native evergreens should not be removed as they will increase the quality of the buffer over time

GRAPHIC SCALE 1 INCH = 250 FEET

PREPARED BY:

50 PARK OF COMMERCE WAY
SAVANNAH, GA 31405 • 912.234.5300
WWW.THOMASANDHUTTON.COM

The map illustrates a general plan of the development which is for discussion purposes only. Does not limit or bind the owner/developer, so is subject to change and revision without prior written notice to the holder. Dimensions, lot sizes and position locations are for illustrative purposes only and are subject to an accurate survey and property description.

COPYRIGHT © 2023 THOMAS + HUTTON

NIMMER SPECIAL DISTRICT

EXHIBIT C

AQUATIC RESOURCES DELINEATION EXHIBIT

J – 30596.0000

JULY 2024

Preliminary wetland lines are not final and are subject to change following surveying and U.S. Army Corps of Engineers (USACE) verification. SECI recommends that no land disturbance activities take place until final USACE verification is received.

Wetland Project Boundary

Prepared By
sligh environmental consultants, inc.
31 Park of Commerce Way, Suite 200B
Savannah, Georgia 31405
phone (912) 232-0451
fax (912) 232-0453

Wetland Field Sketch
Nimmer Sod Farm
Jasper County, South Carolina

0 300 600 Feet
Scale: 1 inch = 600 Feet

Exhibit Date: July 11, 2022
Drawn By: DJP
Reviewed By: BWW
Job Number : 01-12-077

NIMMER SPECIAL DISTRICT

EXHIBIT D

INITIAL TRAFFIC ANALYSIS

J – 30596.0000

JULY 2024

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

RIDGELAND, SOUTH CAROLINA

Prepared for:
D.R. HORTON

J – 30596.0000

JANUARY 2024

thomasandhutton.com

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2. Existing Conditions ..... Page 1
3. Historical Volumes ..... Page 2
4. Trip Generation ..... Page 3
5. Trip Distribution ..... Page 3
6. Future (No-Build / Build Out) Conditions ..... Page 4
7. Future (No-Build / Build Out) Conditions with Improvements ..... Page 6
8. Summary / Conclusions ..... Page 8

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2035 Build Out Peak Hour Volumes ..... Figure 7
2023 Existing Lane Geometry ..... Figure 8A
2035 Build Out Lane Geometry ..... Figure 8B

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SCDOT Count Station Data Volumes ..... Appendix C
Trip Generation Calculations ..... Appendix D
Synchro HCM 6 Analysis, 2035 No-Build Peak Hour Volumes ..... Appendix E
Synchro HCM 6 Analysis, 2035 Build Out Peak Hour Volumes ..... Appendix F
Synchro HCM 6 Analysis, 2035 Build Out Peak Hour Volumes with Improvements ..... Appendix G
Auxiliary Turn Lane Analysis ..... Appendix H
Signal Warrant Analysis ..... Appendix I

1. INTRODUCTION

The Nimmer Tract site proposes a residential development and a fire station. The site is located between Tarboro Road (SC 27-22), Tillman Road (SC 336), and Nimmer Turf Road, the site is west of Interstate 95 in Ridgeland, South Carolina (**Figure 1**). The proposed development currently includes 1,150 single-family detached houses, 150 townhomes, and a 10,000 SF fire station. The residential site proposes 3 access points, two are located on Tarboro Road (SC 27-22) and one is located on Nimmer Turf Road, the access to the fire station is located on Tarboro Road (SC 27-22). A Conceptual site plan is shown in **Figure 2**.

2. EXISTING CONDITIONS

Roadway Conditions
Tarboro Road (SC 27-22) is a north-south 2-lane roadway with no posted speed limit; however a 55-mph speed limit is assumed for the roadway as it is a state road.

Tillman Road (SC 336) is a generally east-west, two-lane roadway with a 55-mph posted speed limit.

Nimmer Turf Road is two-lane roadway that is an east-west roadway that is located north of the site and has a 90-degree curve that transforms the road to a north-south roadway located to the east of the site. Nimmer Turf has no posted speed limit.

The study intersections for the traffic impact analysis are the following:

- Tarboro Road (SC 27-22) & Tillman Road (SC 336)
- Tarboro Road (SC 27-22) & Nimmer Turf Road
- Tillman Road (SC 336) & Nimmer Turf Road
- Proposed access points:
    - Tarboro Road (SC 27-22) & Access 1
    - Tarboro Road (SC 27-22) & Access 2
    - Nimmer Turf Road & Access 3
    - Tarboro Road (SC 27-22) & Fire Station Access

Traffic Conditions
Traffic operations at intersections are typically evaluated in terms of "Level of Service" or LOS. The LOS is defined by the Transportation Research Board's Highway Capacity Manual (HCM) from which LOS A represents free flow conditions with minimal delays; LOS F represents congested conditions. Generally, an LOS D or better is considered acceptable.

Table 1 shows the HCM criteria for both signalized and unsignalized intersections.

Table 1. Level of Service definitions

LEVEL OF SERVICE	Control Delay per Vehicle (seconds)	
	Unsignalized & Roundabouts	Signalized
A	≤ 10	≤ 10
B	>10 and ≤ 15	>10 and ≤ 20
C	>15 and ≤ 25	>20 and ≤ 35
D	>25 and ≤ 35	>35 and ≤ 55
E	>35 and ≤ 50	>55 and ≤ 80
F	>50	>80

Morning and afternoon peak hour turning movement counts were collected at the following intersections in November 2023:

- Tarboro Road (SC 27-22) & Tillman Road (SC 336)
- Tarboro Road (SC 27-22) & Nimmer Turf Road
- Tillman Road (SC 336) & Nimmer Turf Road

A 24 hour count was collected near the site access point on the roadway of Tarboro Road (SC 27-22), and an additional count was collected east of the site on Tillman Road (SC 336).

AM and PM peak hour volumes are shown in **Figure 3**. Traffic count data is included in Appendix A.

Capacity analyses were completed based on the counts using Trafficware's Synchro software. Results are shown in Table 2 and included in Appendix B.

Table 2. Current Levels of Service (2023)

Intersection	Control	2023 AM Peak Hour		2023 PM Peak Hour	
		LOS	DELAY (sec)	LOS	DELAY (sec)
Tarboro Road (SC 27-22) & Tillman Road (SC 336)	Minor Stop				
EB approach lefts (Tillman Road)		A	7.4	A	7.6
WB approach lefts (Tillman Road))		A	0	A	7.4
NB approach (Tarboro Road)		B	11.5	B	10.8
SB approach (Tarboro Road)		B	11.8	B	10.5
Tillman Road (SC 336) & Nimmer Turf Road	Minor Stop				
EB approach lefts (Tillman Road)		A	7.4	A	0
SB approach (Nummer Turf Road)		B	10.2	A	9.6
Tarboro Road (SC 27-22) & Nimmer Turf Road	Minor Stop				
EB approach (Nimmer Turf Road)		A	9.8	A	9.2
NB approach lefts (Tarboro Road)		A	7.5	A	0

The study intersections operate at acceptable levels of service during the AM and PM peak hours.

3. HISTORICAL VOLUMES

South Carolina Department of Transportation (SCDOT) count stations are located on Tillman Road (SC 336) to the west of the project location and Smiths Crossing (SC 27-29) to the southwest. The SCDOT Annual Average Daily Traffic (AADT) data from the count stations is shown in Table 3; the data is included in Appendix C.

Table 3. GDOT Count Station Data

Count Station	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
#027-0191 Tillman Road (SC 336)	1,800	1,900	1,950	2,000	2,000	2,000	2,200	2,000	2,000	2,100
#027-0242 Smiths Crossing (SC 27-29)	1,100	1,050	1,150	1,150	1,150	1,150	1,900	1,750	1,250	1,300

South Carolina Department of Transportation has count stations located near the project site. The calculated growth rate based on an average of the last 10 years of daily traffic data is 1.3%, and twelve years of growth at 1.3% per year is added to the existing traffic volumes to calculate 2035 No-Build volumes.

4. TRIP GENERATION

Trips generated are estimated using the standard rates and equations from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Trip generation is shown in Table 4, and the calculations and truck trip percentages are included in Appendix D.

Table 4. Trip Generation

ITE Category	Land Use	Daily	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
210	Single-Family Detached Housing 1,150 Dwelling Units	9,544	172	516	622	365
215	Single-Family Attached Housing 150 Dwelling Units	1,093	18	54	51	35
575	Fire and rescue Station 10,000 SF Gross Floor Area	48	4	1	1	4
Totals		***10,685***	***194***	***571***	***674***	***404***

5. TRIP DISTRIBUTION

The primary site trip distribution patterns are assumed to split in accordance with the directional patterns observed in the recent counts and the site layout and surrounding road network. The trip distribution and assignment is shown in **Figure 5**. For this study, the general distribution assumptions are as follows:

- 25% to/from the West on Tillman Road (SC 336)
- 5% to/from the North on Tarboro Road (SC 27-22)
- 45% to/from the South on Tarboro Road (SC 27-22)
- 25% to/from the East on Tillman Road (SC 336)

6. FUTURE (NO-BUILD/BUILD OUT) CONDITIONS

The site generated volumes (**Figure 6**) are added to the No-Build volumes to determine the 2035 morning and afternoon Build out peak hour volumes (**Figure 7**). Table 5 shows the intersection levels of service with and without the proposed development. Synchro reports are included in Appendix E for the 2035 no-build condition and Appendix F for the 2035 build out condition.

Table 5. Future Levels of Service (2035)

Intersection	Control	2035 AM Peak Hour		2035 PM Peak Hour	
		No-Build (LOS/DELAY)	Build Out (LOS/DELAY)	No-Build (LOS/DELAY)	Build Out (LOS/DELAY)
Tarboro Road (SC 27-22) & Tillman Road (SC 336)	Minor Stop				
EB approach lefts (Tillman Road)		A / 7.4	A / 7.6	A / 7.7	A / 8.4
WB approach lefts (Tillman Road))		A / 0	A / 0	A / 7.4	A / 7.5
NB approach (Tarboro Road)		B / 12.1	D / 27	B / 11.3	F / 144.3
SB approach (Tarboro Road)		B / 12.8	F / 279.1	B / 10.9	F / >300
Tillman Road (SC 336) & Nimmer Turf Road	Minor Stop				
EB approach lefts (Tillman Road)		A / 7.4	A / 7.6	A / 0	A / 8.1
SB approach (Nummer Turf Road)		B / 10.5	B / 11.9	A / 9.9	B / 14.1
Tarboro Road (SC 27-22) & Nimmer Turf Road	Minor Stop				
EB approach (Nimmer Turf Road)		B / 10.1	B / 10.8	A / 9.3	B / 10.0
NB approach lefts (Tarboro Road)		A / 7.6	A / 7.6	A / 0	A / 0
Tarboro Road (SC 27-22) & Access 1	Minor Stop				
EB approach (Access 1)		-	B / 13.2	-	B / 12.2
NB approach lefts (Tarboro Road)		-	A / 8.1	-	A / 8.5
Tarboro Road (SC 27-22) & Access 2	Minor Stop				
EB approach (Access 1)		-	B / 10.0	-	A / 9.9
NB approach lefts (Tarboro Road)		-	A / 7.6	-	A / 7.8
Nimmer Turf Road & Access 3	Minor Stop				
WB approach (Access 3)		-	A / 9.5	-	A / 9.9
SB approach lefts (Nimmer Turf Road)		-	A / 7.3	-	A / 7.6
Tarboro Road (SC 27-22) & Fire Station Access	Minor Stop				
EB approach (Fire Station Access)		-	B / 11.9	-	B / 10.6
NB approach lefts (Tarboro Road)		-	A / 8.6	-	A / 8.1

The study intersections are projected to operate at acceptable levels of service during the 2035 no-build. During the 2035 build out conditions, at the intersection of Tarboro Road (SC 27-22) & Tillman Road (SC 336), the southbound approach will experience LOS F in the AM and PM peak hour and the northbound approach will experience LOS F in the PM peak hour.

Auxiliary Turn Lane Analysis

The Warrants for Left and Right Turn Lanes were consulted using the SCDOT Roadway Design Manual. The following study intersections were analyzed:

- Tarboro Road (SC 27-22) & Nimmer Turf Road
- Tarboro Road (SC 27-22) & Tillman Road (SC 336)
- Tillman Road (SC 336) & Nimmer Turf Road
- Tarboro Road (SC 27-22) & Access 1
- Tarboro Road (SC 27-22) & Access 2
- Nimmer Turf Road & Access 3
- Tarboro Road (SC 27-22) & Fire Station Access

Tarboro Road (SC 27-22) & Nimmer Turf Road does not meet the minimum thresholds for a southbound right turn lane or for a northbound left turn lane.

Tarboro Road (SC 27-22) & Tillman Road (SC 336) meets for a right turn lane at the westbound approach and a left turn lane at the eastbound approach.

Tillman Road (SC 336) & Nimmer Turf Road meets for a left turn lane at the eastbound approach, the minimum thresholds are not met for westbound right.

Tarboro Road (SC 27-22) & Access 1 meets for a left turn lane on the northbound approach, the minimum threshold is not met for the southbound right turn lane.

Tarboro Road (SC 27-22) & Access 2 meets for a left turn lane on the northbound approach, the minimum threshold is not met for the southbound right turn lane.

Nimmer Turf Road & Access 3 meets for a right turn lane on the northbound approach, the minimum threshold is not met for the southbound left turn lane. Traffic along Nimmer turf is not significant enough to require a turn lane, the intersection will operate at an acceptable LOS.

Tarboro Road (SC 27-22) & Fire Station Access does not meet the minimum thresholds for a left turn lane on the northbound approach or for the southbound right turn lane.

The auxiliary turn lane analysis is shown in Appendix G.

Signal Warrant Analyses

Signal Warrants have been reviewed for Tarboro Road (SC 27-22) & Tillman Road (SC 336) in the 2035 build out condition. The results are summarized in the table below:

Table 6: Signal Warrant Results

	Warrant	*8-hr Warrant		4-hr Warrant	
		100 % Vols	70 % Vols	100 % Vols	70 % Vols
Intersection					
Tarboro Road (SC 27-22) & Tillman Road (SC 336)		N	Y	N	Y

*Counts were collected from 6-9AM & 2-6PM.

The 70% volume warrant is applicable due to the speed limit on Tarboro Road (SC 27-22).

Signal Warrants have been reviewed for Tarboro Road (SC 27-22) & Tillman Road (SC 336) and are met in the 2035 build out condition. Additional data will need to be collected once the buildings are occupied to confirm the 8-hour warrant is met. At Tarboro Road (SC 27-22) & Tillman Road (SC 336), the northbound and southbound approaches are used for the major street approach due to higher ADT generated from the site traffic. The signal warrant analysis is included in Appendix H.

The signal warrant is met when using a one-lane major approach and one-lane minor approach, this is the only scenario where warrants are met. If signals are used the auxiliary turn lanes should not be included unless queuing and blocking is an issue.

7. FUTURE (NO-BUILD/BUILD OUT) CONDITIONS WITH IMPROVEMENTS

Various roadway and traffic control modifications are modelled to mitigate unacceptable levels of service in the 2035 build out condition. Table 7 presents a summary of the study intersections with improved levels of service. Table 7 presents a summary of alternate XXXX for the intersection of Tarboro Road (SC 27-22) & Tillman Road (SC 336). Synchro reports are included in Appendix G for the 2035 build out with improvements condition.

Table 7. Future Levels of Service with Improvements (2035)

Intersection	Control	2035 AM Peak Hour		2035 PM Peak Hour	
		Build Out (LOS/DELAY)	Build Out w/ Improvements (LOS/DELAY)	Build Out (LOS/DELAY)	Build Out w/ Improvements (LOS/DELAY)
Tillman Road (SC 336) & Nimmer Turf Road	Minor Stop				
EB approach lefts (Tillman Road)		A / 7.6	A / 7.6	A / 8.1	A / 8.1
SB approach (Nummer Turf Road)		B / 11.9	B / 11.9	B / 14.1	B / 14.0
Tarboro Road (SC 27-22) & Access 1	Minor Stop				
EB approach (Access 1)		B / 13.2	B / 13.2	B / 12.2	B / 12.1
NB approach lefts (Tarboro Road)		A / 8.1	A / 8.1	A / 8.5	A / 8.5
Tarboro Road (SC 27-22) & Access 2	Minor Stop				
EB approach (Access 1)		B / 10.0	B / 10.0	A / 9.9	A / 9.9
NB approach lefts (Tarboro Road)		A / 7.6	A / 7.6	A / 7.8	A / 7.8

The study intersections are projected to operate at acceptable levels of service during the 2035 build out condition with the recommended improvements installed.

Table 8. Tarboro Road (SC 27-22) & Tillman Road (SC 336) Future Improvements (2035)

Intersection	AM Peak Hour				PM Peak Hour			
	Future Build Out LOS/Delay	Future Build Out w/ Improvements LOS/Delay			Future Build Out LOS/Delay	Future Build Out w/ Improvements LOS/Delay		
Tarboro Road (SC 27-22) & Tillman Road (SC 336)	Minor Stop	Minor Stop w/ Turn Lanes	Traffic Signal	Roundabout	Minor Stop	Minor Stop w/ Turn Lanes	Traffic Signal	Roundabout
EB approach (Tillman Road)	A / 7.6 (lefts)	A / 7.6 (lefts)	B / 16.1	B / 10.3	A / 8.4 (lefts)	A / 8.4 (lefts)	A / 8.8	A / 6.3
WB approach (Tillman Road)	A / 0 (lefts)	A / 0 (lefts)	B / 13.4	A / 4.7	A / 7.5 (lefts)	A / 7.5 (lefts)	B / 10.1	A / 9.7
NB approach (Tarboro Road)	D / 27	C / 24.9	A / 6.7	A / 6.1	F / 144.3	F / 134.5	A / 9.8	A / 8.0
SB approach (Tarboro Road)	F / 279.1	F / 249.8	B / 11.4	A / 8.9	F / >300	F />300	A / 9.8	A / 7.0
Overall Intersection	-	-	B / 12.3	A / 8.5	-	-	A / 9.7	A / 7.8

The intersection of Tarboro Road (SC 27-22) & Tillman Road (SC 336) is projected to operate at acceptable levels of service during the 2035 build out condition with the use of the traffic signal or the roundabout improvements. The intersection does not operate at acceptable levels of service for the minor stop with turn lanes improvement.

8. SUMMARY / CONCLUSIONS

The Nimmer Tract site proposes a residential development and a fire station. The site is located between Tarboro Road (SC 27-22), Tillman Road (SC 336), and Nimmer Turf Road, the site is west of Interstate 95 in Ridgeland, South Carolina. The proposed development currently includes 1,150 single-family detached houses, 150 townhomes, and a 10,000 SF fire station. The residential site proposes 3 access points, two are located on Tarboro Road (SC 27-22) and one is located on Nimmer Turf Road, the access to the fire station is located on Tarboro Road (SC 27-22).

As a result of the highway capacity and auxiliary turn lane warrants studied in this report, no mitigation is required at the intersections of Tarboro Road (SC 27-22) & Nimmer Turf Road and Nimmer Turf Road & Access 3.

Based upon auxiliary turn lane requirements, mitigation is recommended as discussed below:

Install 150 ft left turn lanes on Tarboro Road (SC 27-22), northbound, at the approaches to Access 1 and Access 2.

Install a 150 ft left turn lane on Tillman Road (SC 336), eastbound, at the approach to Nimmer Turf Road.

At the Intersection of Tillman Road (SC 336) & Tarboro Road (SC 27-22), traffic signal warrants are met in the build out scenario. A roundabout is an alternate recommendation to mediate the site generated traffic.

9/16/24

The study intersections are projected to operate at adequate levels of service during the 2035 Build Out condition with the recommended improvements installed.

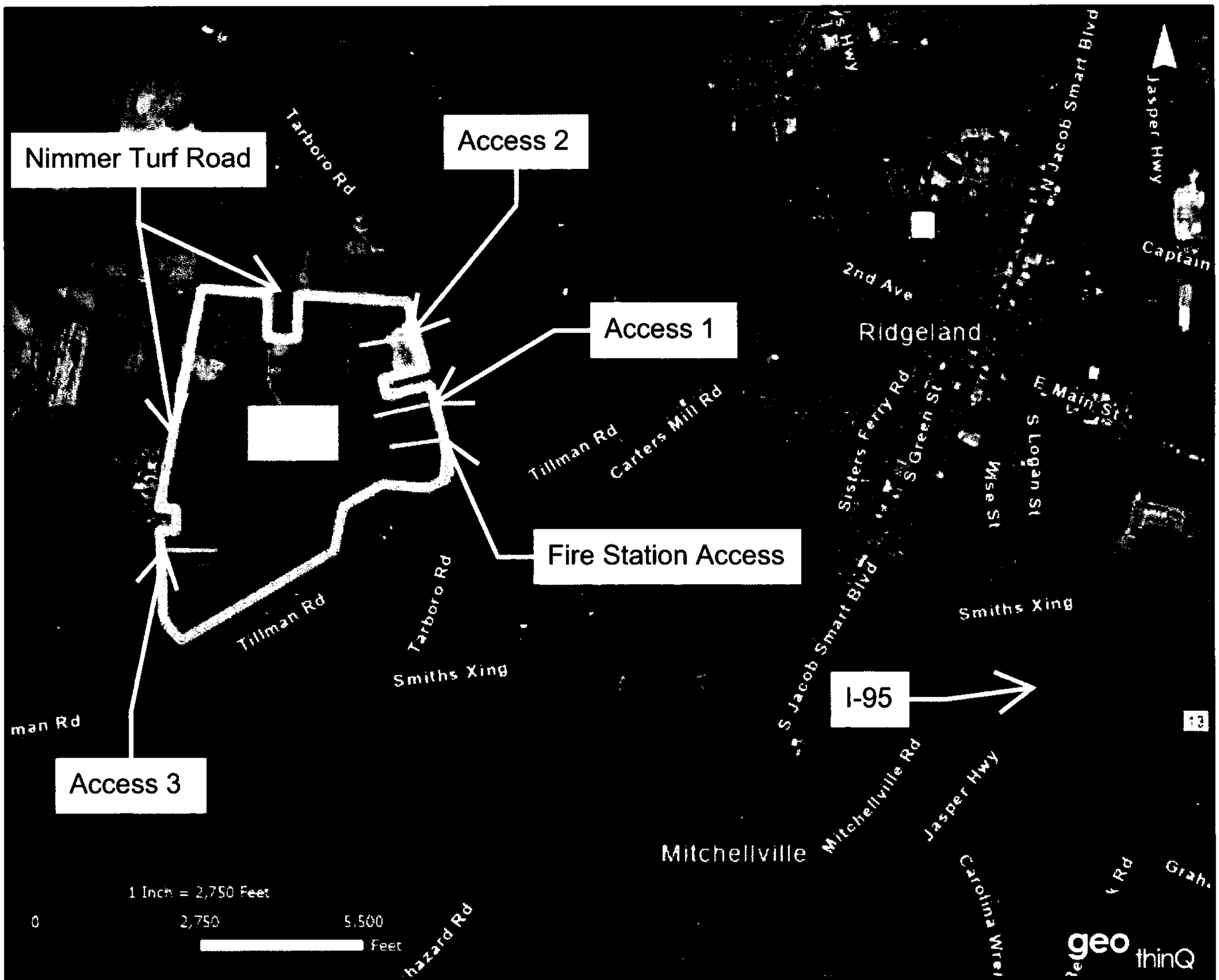

FIGURE 1 - PROJECT SITE MAP

TRAFFIC IMPACT ANALYSIS:
NIMMER TRACT
RIDGELAND, SC

J - 30596.0000

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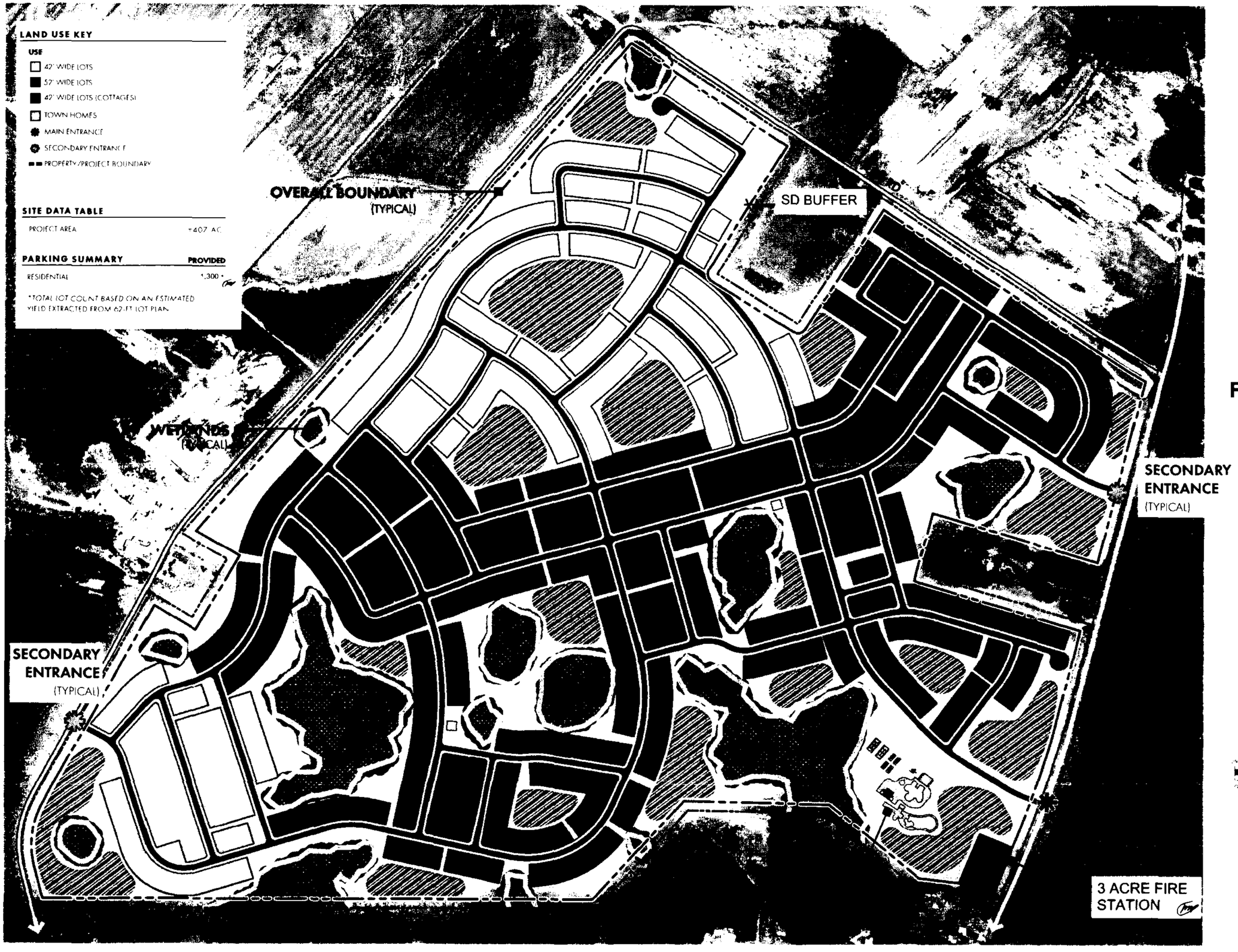
This map was created using geothinQ | www.geothinQ.com | Mapping Smart Land Decisions



D·R·HORTON
America's Builder

SPECIAL DISTRICT MASTER PLAN

NIMMER

RIDGELAND, SOUTH CAROLINA

DECEMBER 2023

FIGURE 2 - SITE PLAN

THIS GRAPHIC ILLUSTRATES A GENERAL PLAN OF THE DEVELOPMENT DOES NOT LIMIT OR BIND THE OWNER/DEVELOPER AND IS SUBJECT TO CHANGE AND REVISION. DIMENSIONS, BOUNDARIES, AND IMPROVEMENTS ARE FOR ILLUSTRATIVE PURPOSES ONLY.

THE OWNER/DEVELOPER RESERVES THE RIGHT TO ADJUST FEATURES SUCH AS BUT NOT LIMITED TO LOT LINES, ROADS, LAGOONS/STORM WATER, ACTIVE OPEN SPACE, ETC. WHILE MEETING THE INTENT OF THE PUD AND MASTER PLAN APPROVED BY THE JURISDICTION OF AUTHORITY.

GRAPHIC SCALE: 1 INCH = 250 FEET

PREPARED BY

THOMAS HUTTON
50 PARK OF COMMERCE WAY
SAVANNAH, GA 31405 · 912.234.5300
WWW.THOMASANDHUTTON.COM

The map depicts a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, lot sizes and position locations are for illustrative purposes only and are subject to an accurate survey and property description.

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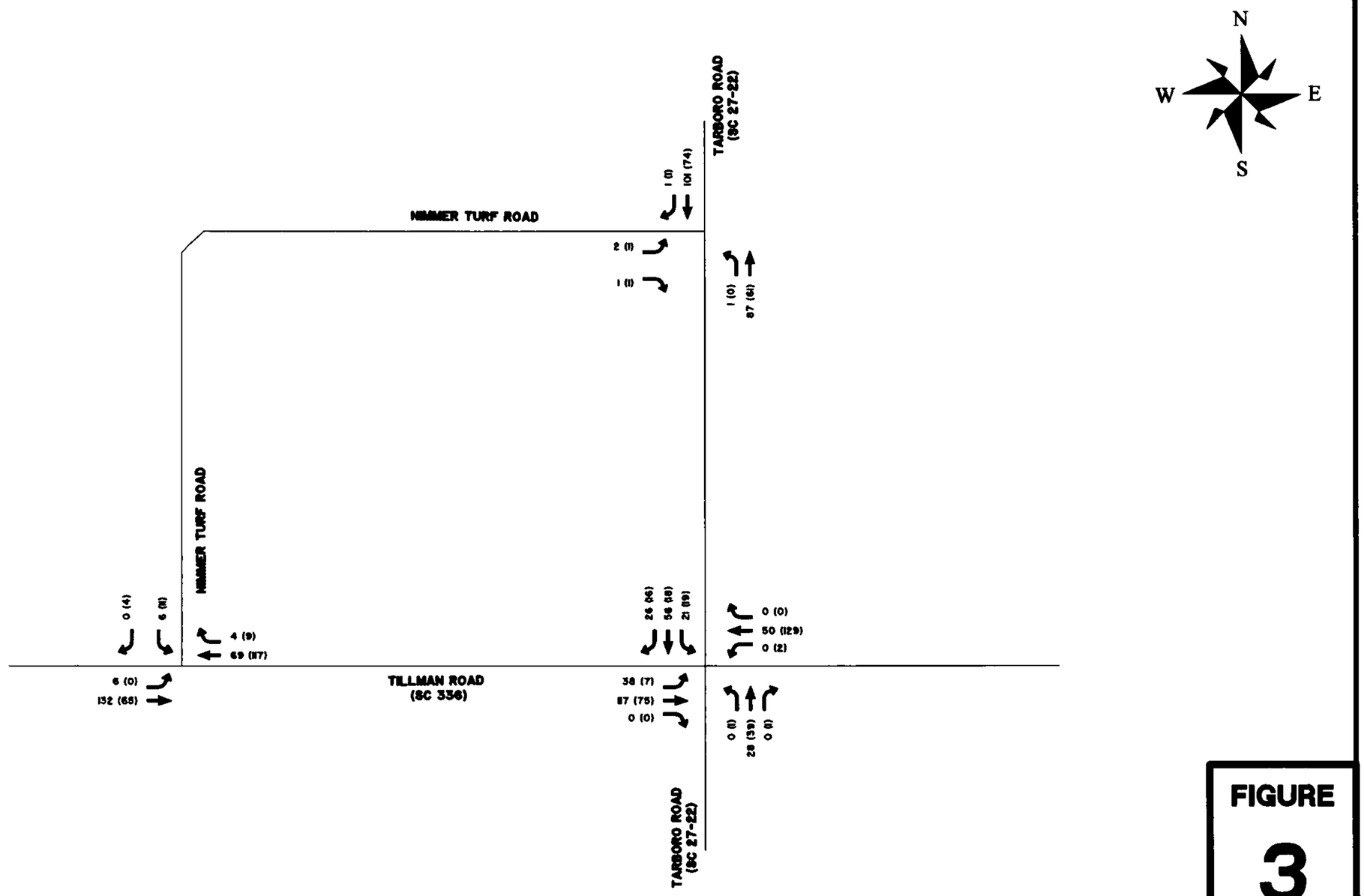

FIGURE
3

AM PEAK HR (PM PEAK HR) →

NIMMER TRACT TIA

2023 EXISTING PEAK HOUR TRAFFIC VOLUMES

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000
DRAWN BY: MHH
REVIEWED BY: TAO
SHEET: FIGURE 3
SCALE: NTS

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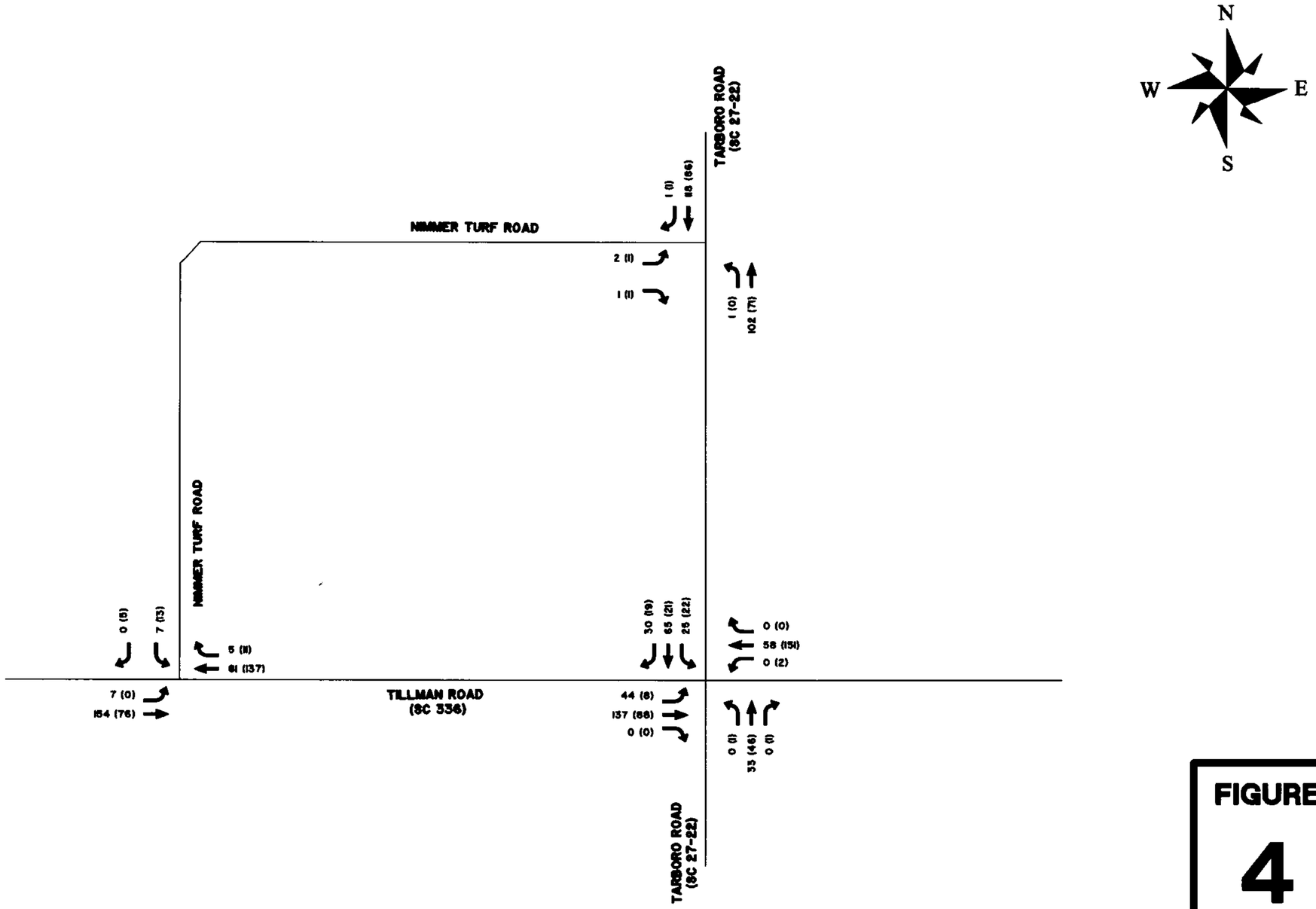

FIGURE
4

12 Years of projected growth, at 1.3% per year added to Existing Volumes.
Total Factor = 1.168

AM PEAK HR (PM PEAK HR) →

NIMMER TRACT TIA

2035 NO-BUILD PEAK HOUR TRAFFIC VOLUMES

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000
DRAWN BY: MHH
REVIEWED BY: TAO
SHEET: FIGURE 4
SCALE: NTS

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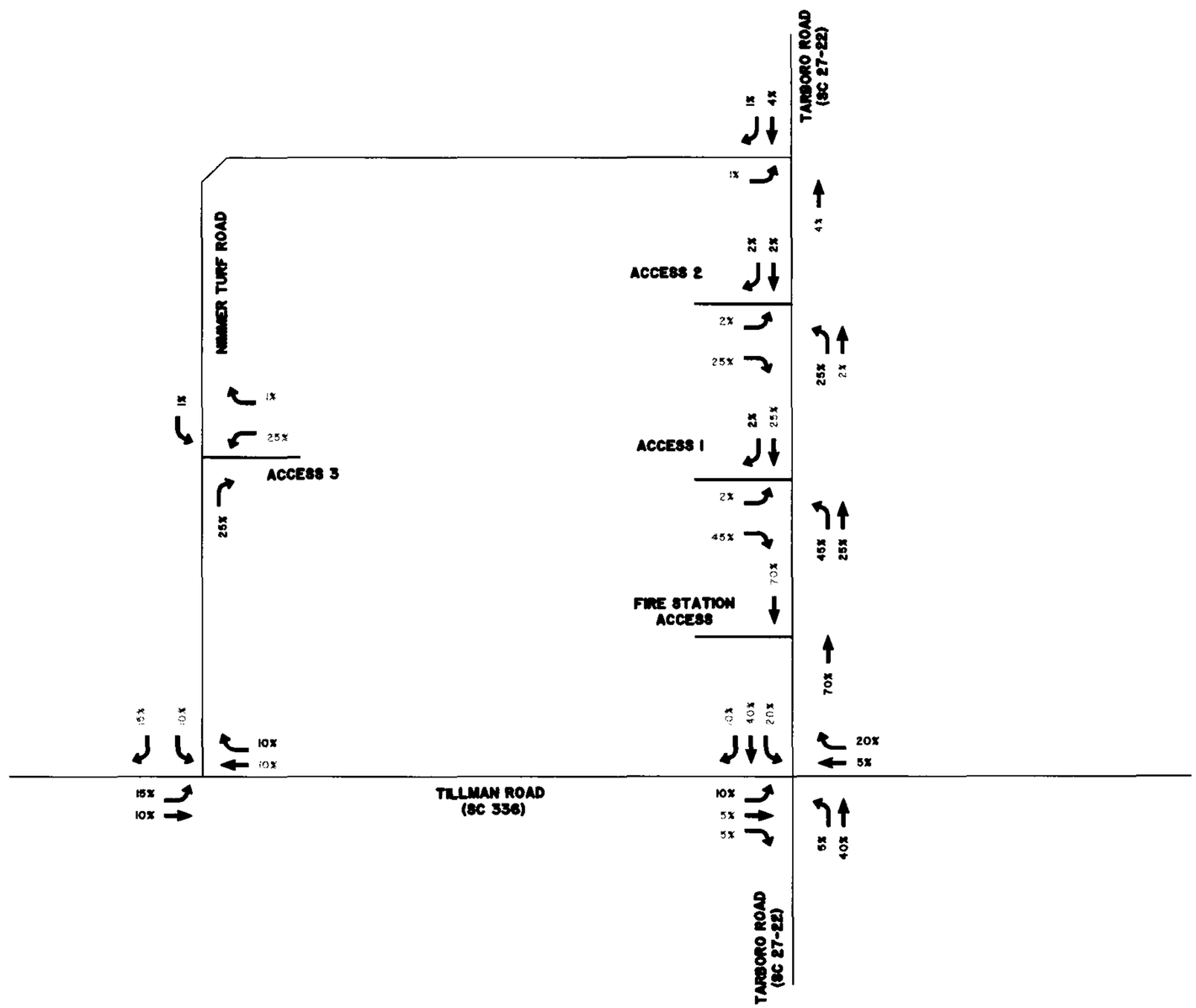

FIGURE

5

INBOUND %
OUTBOUND %

NIMMER TRACT TIA

SITE TRIP DISTRIBUTION

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000
DRAWN BY: MHH
REVIEWED BY: TAO
SHEET: FIGURE 5
SCALE: NTS

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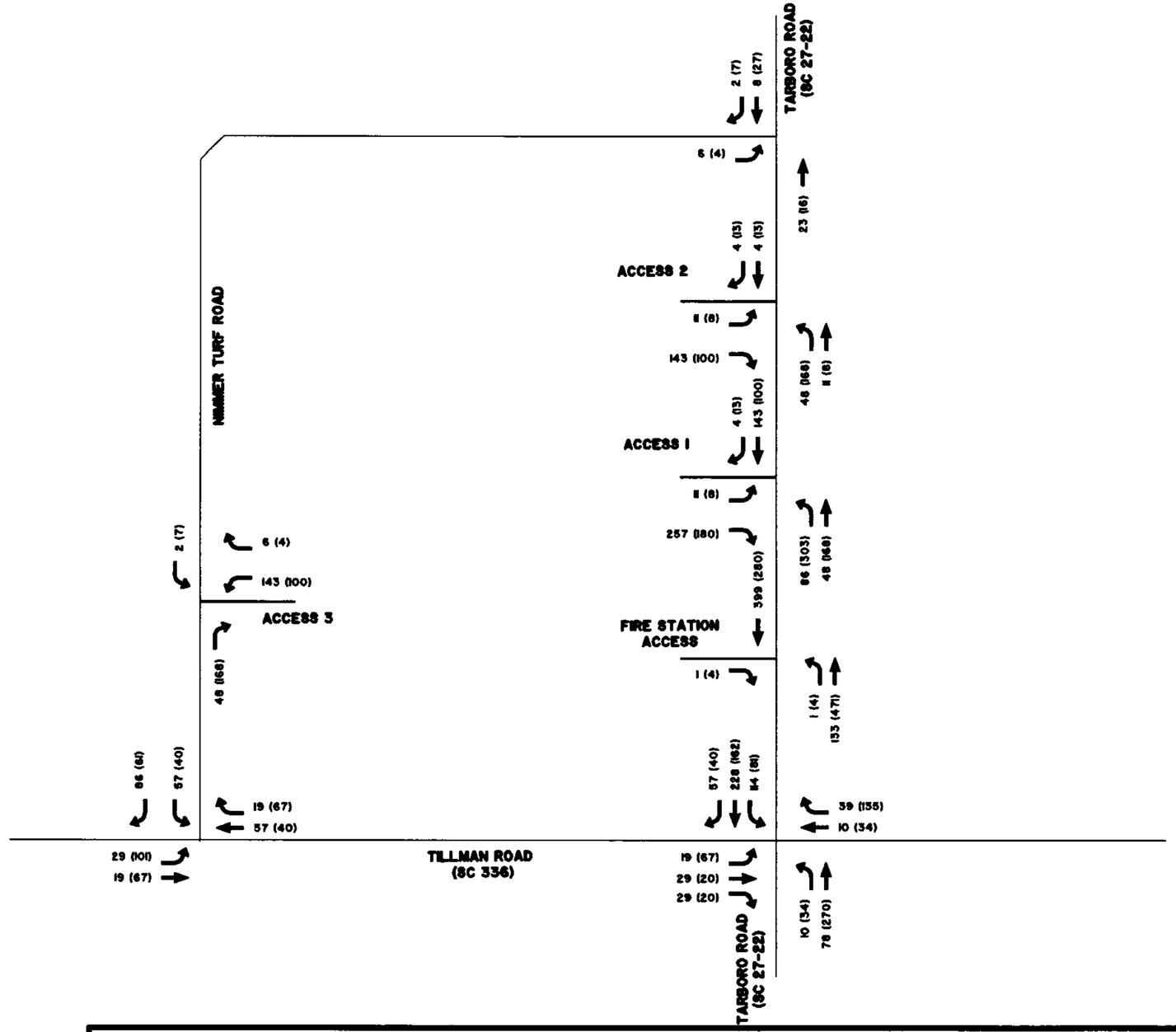

FIGURE 6

RESIDENTIAL SITE TRIPS

AM:
ENTER= 190
EXIT= 570

PM:
ENTER= 673
EXIT= 400

FIRE STATION

AM:
ENTER= 4
EXIT= 1

PM:
ENTER= 1
EXIT= 4

AM PEAK HR (PM PEAK HR) →

NIMMER TRACT TIA

SITE GENERATED TRIPS

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000

DRAWN BY: MHH
REVIEWED BY: TAO

SHEET: FIGURE 6
SCALE: NTS

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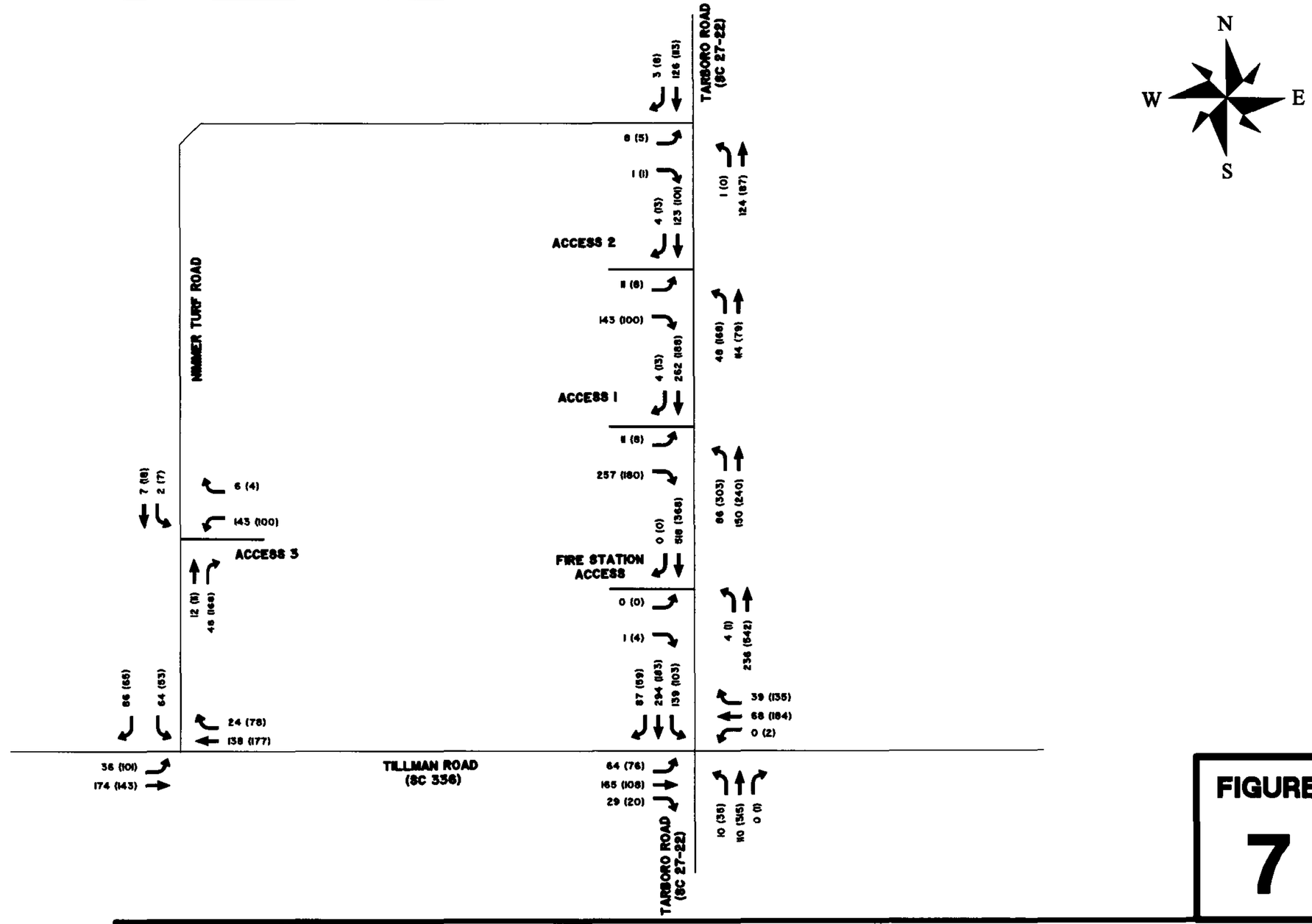

FIGURE 7

AM PEAK HR (PM PEAK HR) →

NIMMER TRACT TIA

2035 BUILD OUT PEAK HOUR TRAFFIC VOLUMES

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000
DRAWN BY: MHH
REVIEWED BY: TAO
SHEET: FIGURE 7
SCALE: NTS

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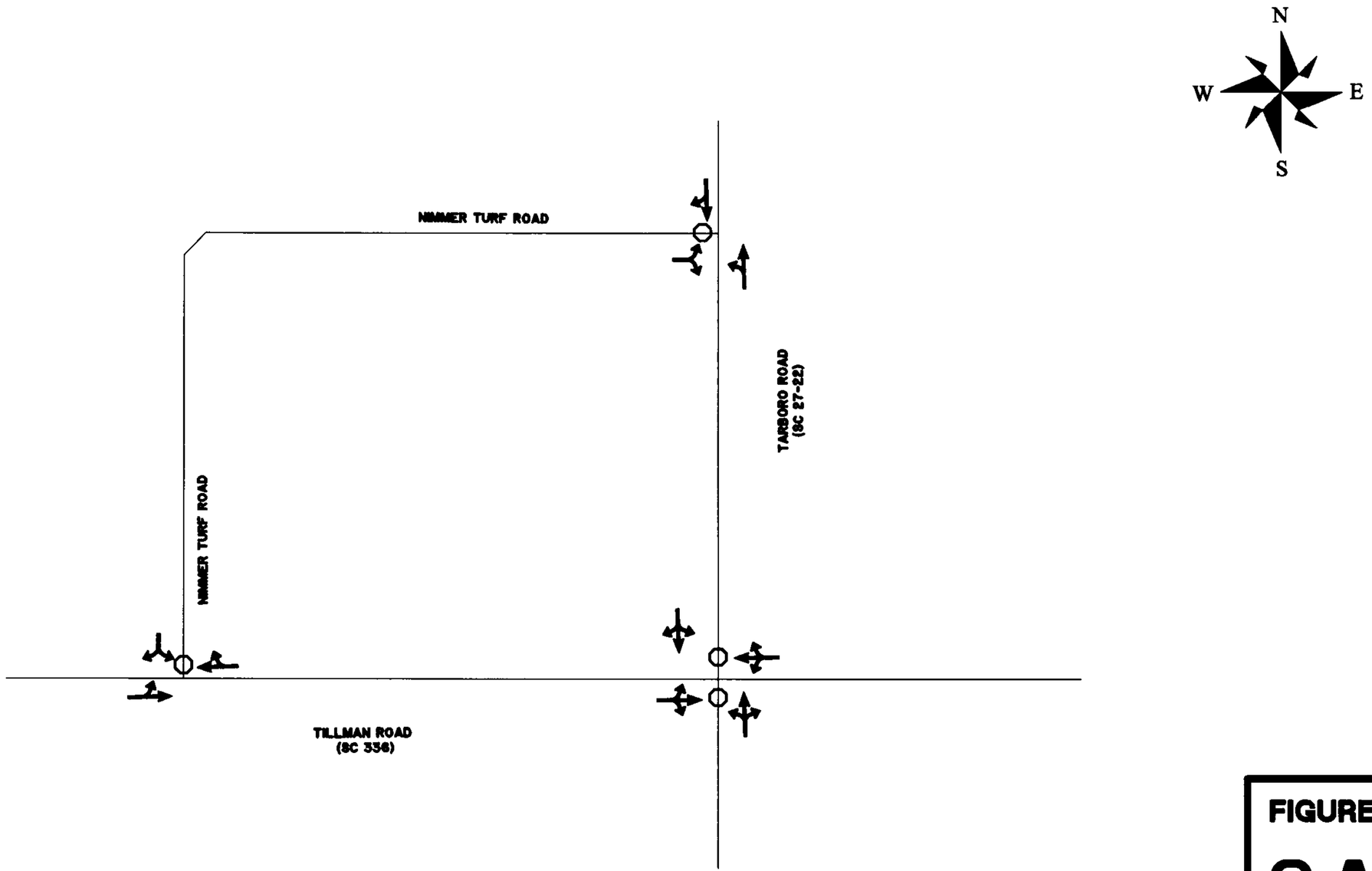

FIGURE
8A

MINOR STOP CONTROL
ROADWAY
EXISTING TRAFFIC MOVEMENT

NIMMER TRACT TIA

2023 EXISTING ROADWAY GEOMETRY

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000
DRAWN BY: MHH
REVIEWED BY: TAO
SHEET: FIGURE 8A
SCALE: NTS

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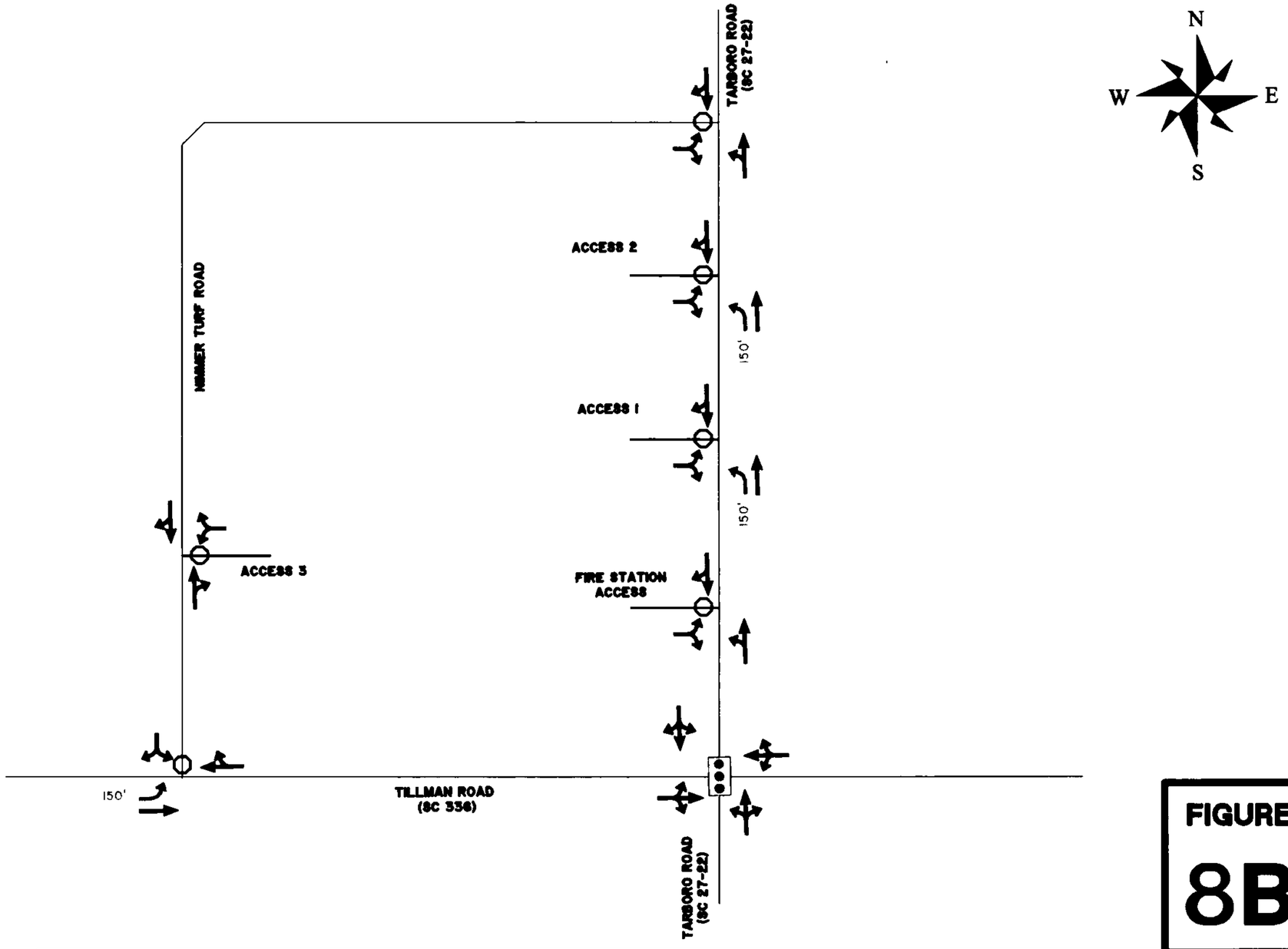

FIGURE
8B

EXISTING MINOR STOP CONTROL
ROADWAY
EXISTING TRAFFIC MOVEMENT
RECOMMENDED TRAFFIC MOVEMENT
RECOMMENDED TRAFFIC SIGNAL

NIMMER TRACT TIA

2035 BUILD OUT ROADWAY GEOMETRY

CLIENT:
D.R. HORTON

LOCATION: RIDGELAND, SC
DATE: JANUARY 2024
JOB NUMBER: J-30596.0000
DRAWN BY: MHH
REVIEWED BY: TAO
SHEET: FIGURE 8B
SCALE: NTS

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TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX A

EXISTING TRAFFIC COUNTS

J – 30596.0000

January 2024

thomasandhutton.com

BK 1165 PG 533 DOC# 202400006514

SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tarboro Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Tarboro Rd Southbound				Westbound				Tarboro Rd Northbound				Nimmer Turf Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	17	0	0	0	0	0	0	0	8	0	0	0	0	0	0	25
07:15	0	19	1	0	0	0	0	0	1	7	0	0	0	0	1	0	29
07:30	0	15	0	0	0	0	0	0	0	26	0	0	0	0	0	0	41
07:45	0	33	0	0	0	0	0	0	0	39	0	0	1	0	0	0	73
Total	0	84	1	0	0	0	0	0	1	80	0	0	1	0	1	0	168
08:00	0	34	0	0	0	0	0	0	0	15	0	0	1	0	0	0	50
08:15	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0	0	9
08:30	0	8	0	0	0	0	0	0	0	9	0	0	0	0	0	0	17
08:45	0	8	0	0	0	0	0	0	0	4	0	0	2	0	0	0	14
Total	0	54	0	0	0	0	0	0	0	33	0	0	3	0	0	0	90
14:00	0	7	0	0	0	0	0	0	0	17	0	0	0	0	0	0	24
14:15	0	19	0	0	0	0	0	0	0	22	0	0	1	0	1	0	43
14:30	0	38	0	0	0	0	0	0	0	12	0	0	0	0	0	0	50
14:45	0	10	1	0	0	0	0	0	0	10	0	0	0	0	0	0	21
Total	0	74	1	0	0	0	0	0	0	61	0	0	1	0	1	0	138
15:00	0	10	0	0	0	0	0	0	0	9	0	0	0	0	1	0	20
15:15	0	14	2	0	0	0	0	0	0	5	0	0	3	0	0	0	24
15:30	0	11	0	0	0	0	0	0	0	8	0	0	0	0	0	0	19
15:45	0	12	1	0	0	0	0	0	0	16	0	0	0	0	0	0	29
Total	0	47	3	0	0	0	0	0	0	38	0	0	3	0	1	0	92
16:00	0	12	0	0	0	0	0	0	0	13	0	0	0	0	0	0	25
16:15	0	16	0	0	0	0	0	0	0	7	0	0	2	0	0	0	25
16:30	0	17	1	0	0	0	0	0	0	15	0	0	0	0	0	0	33
16:45	0	13	1	0	0	0	0	0	1	10	0	0	0	0	1	0	26
Total	0	58	2	0	0	0	0	0	1	45	0	0	2	0	1	0	109
17:00	0	14	1	0	0	0	0	0	0	18	0	0	2	0	0	0	35
17:15	0	12	0	0	0	0	0	0	0	18	0	0	1	0	0	0	31
17:30	0	15	1	0	0	0	0	0	0	17	0	0	0	0	0	0	33
17:45	0	9	0	0	0	0	0	0	0	20	0	0	0	0	0	0	29
Total	0	50	2	0	0	0	0	0	0	73	0	0	3	0	0	0	128
Grand Total	0	367	9	0	0	0	0	0	2	330	0	0	13	0	4	0	725
Apprch %	0	97.6	2.4	0	0	0	0	0	0.6	99.4	0	0	76.5	0	23.5	0	
Total %	0	50.6	1.2	0	0	0	0	0	0.3	45.5	0	0	1.8	0	0.6	0	
Passenger Vehicles	0	364	5	0	0	0	0	0	2	326	0	0	7	0	4	0	708
% Passenger Vehicles	0	99.2	55.6	0	0	0	0	0	100	98.8	0	0	53.8	0	100	0	97.7
Heavy Vehicles	0	3	4	0	0	0	0	0	0	4	0	0	6	0	0	0	17
% Heavy Vehicles	0	0.8	44.4	0	0	0	0	0	0	1.2	0	0	46.2	0	0	0	2.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tarboro Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
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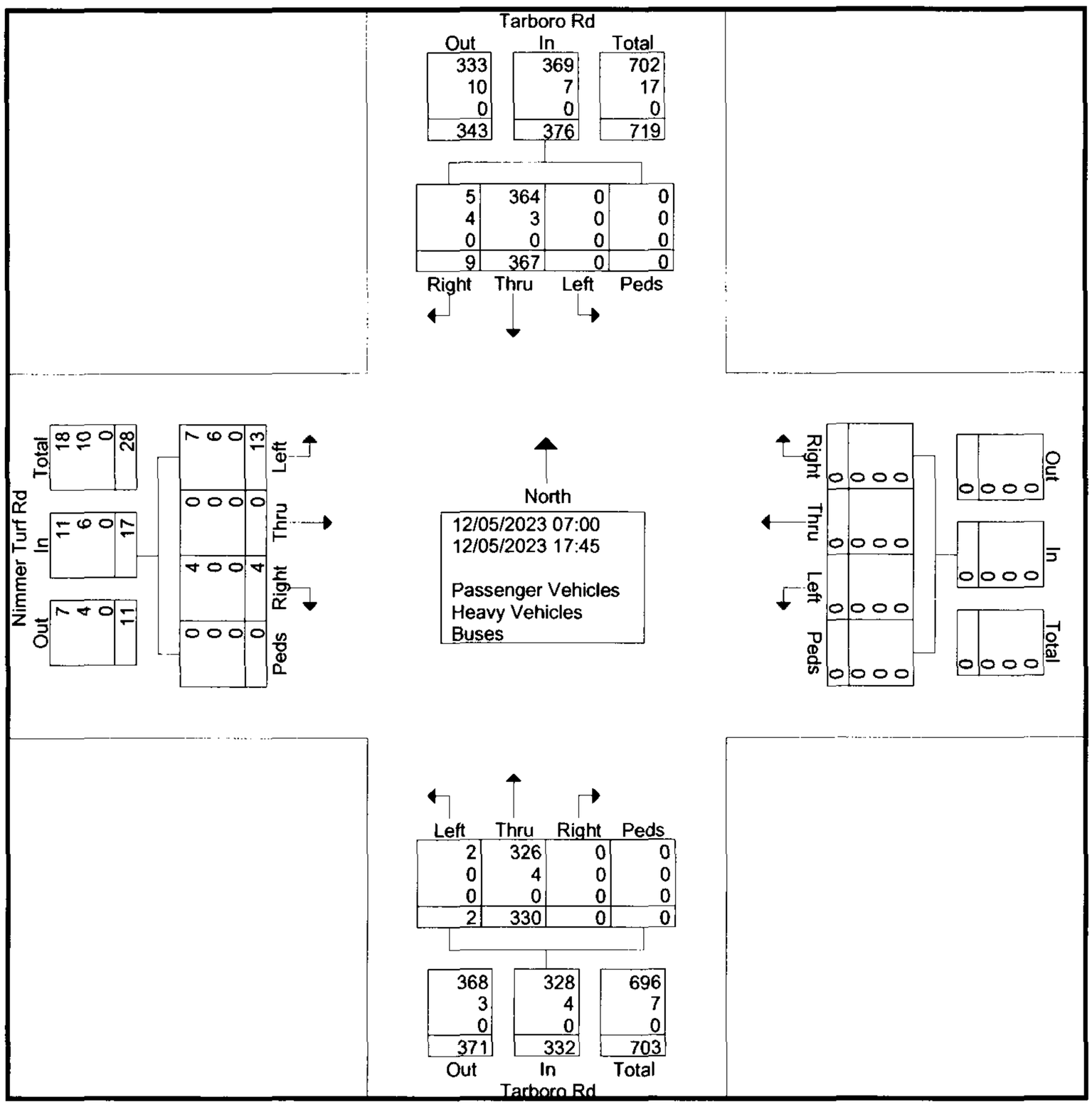
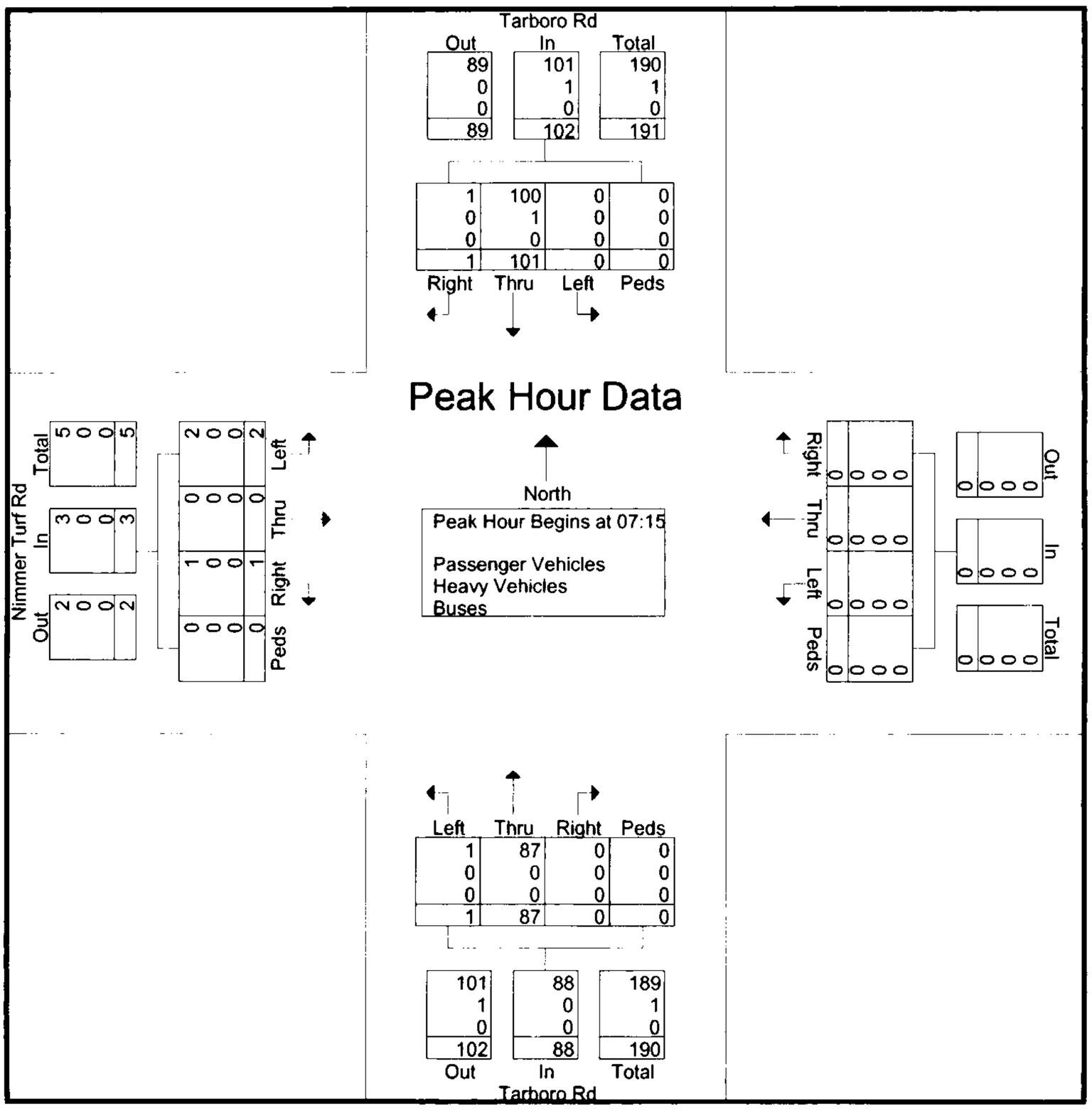


SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tarboro Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
Page No : 3

	Tarboro Rd Southbound					Westbound					Tarboro Rd Northbound					Nimmer Turf Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	19	1	0	20	0	0	0	0	0	1	7	0	0	8	0	0	1	0	1	29
07:30	0	15	0	0	15	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	41
07:45	0	33	0	0	33	0	0	0	0	0	0	39	0	0	39	1	0	0	0	1	73
08:00	0	34	0	0	34	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	50
Total Volume	0	101	1	0	102	0	0	0	0	0	1	87	0	0	88	2	0	1	0	3	193
% App. Total	0	99	1	0		0	0	0	0		1.1	98.9	0	0		66.7	0	33.3	0		
PHF	.000	.743	.250	.000	.750	.000	.000	.000	.000	.000	.250	.558	.000	.000	.564	.500	.000	.250	.000	.750	.661
Passenger Vehicles	0	100	1	0	101	0	0	0	0	0	1	87	0	0	88	2	0	1	0	3	192
% Passenger Vehicles																					
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	0	1.0	0	0	1.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

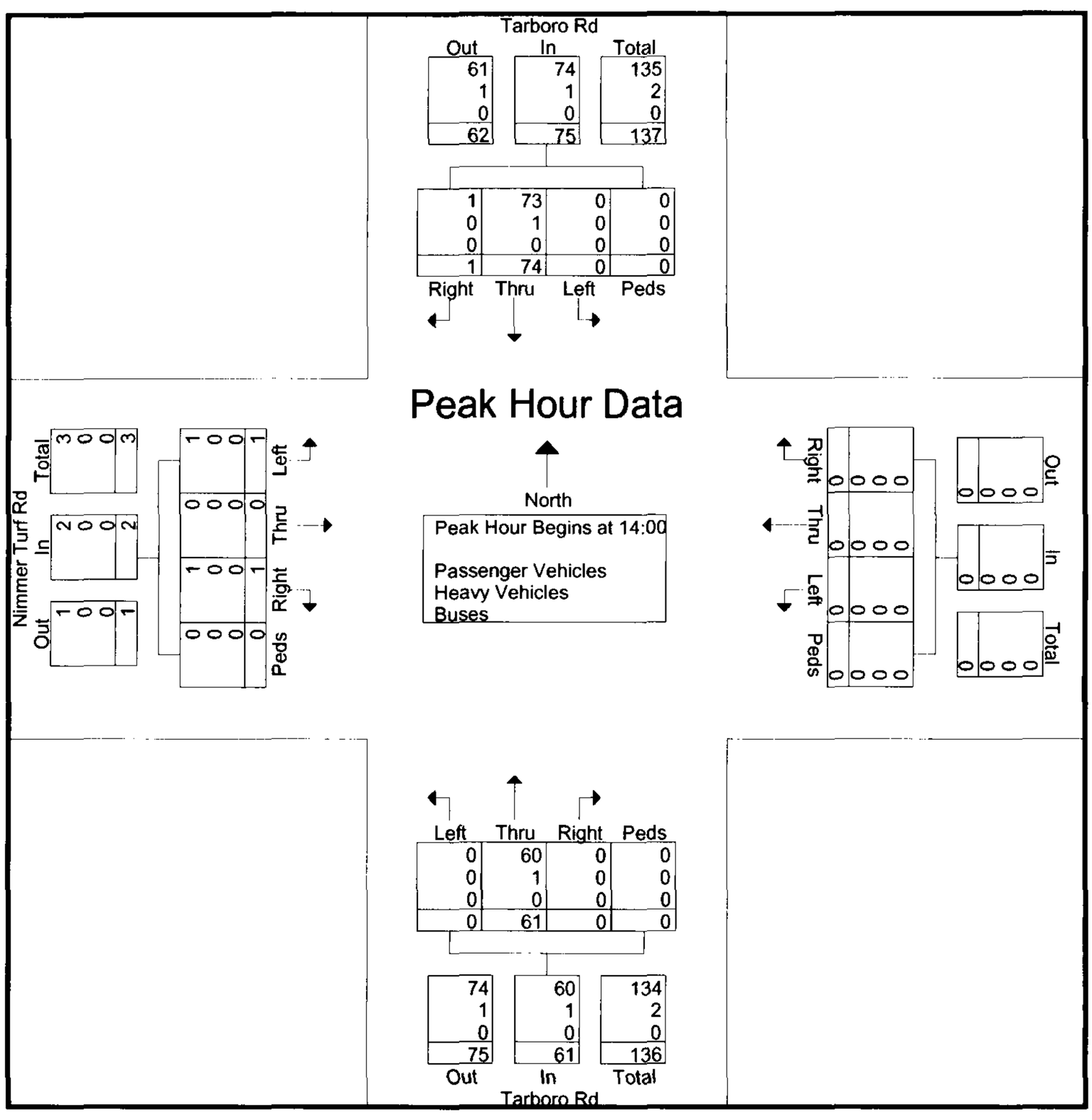


SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tarboro Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
Page No : 4

	Tarboro Rd Southbound					Westbound					Tarboro Rd Northbound					Nimmer Turf Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:00																					
14:00	0	7	0	0	7	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	24
14:15	0	19	0	0	19	0	0	0	0	0	0	**22**	0	0	**22**	**1**	0	**1**	0	**2**	43
14:30	0	**38**	0	0	**38**	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	**50**
14:45	0	10	**1**	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21
Total Volume	0	74	1	0	75	0	0	0	0	0	0	61	0	0	61	1	0	1	0	2	138
% App. Total	0	98.7	1.3	0		0	0	0	0		0	100	0	0		50	0	50	0		
PHF	.000	.487	.250	.000	.493	.000	.000	.000	.000	.000	.000	.693	.000	.000	.693	.250	.000	.250	.000	.250	.690
Passenger Vehicles	0	73	1	0	74	0	0	0	0	0	0	60	0	0	60	1	0	1	0	2	136
% Passenger Vehicles																					
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Heavy Vehicles	0	1.4	0	0	1.3	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	1.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tarboro Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
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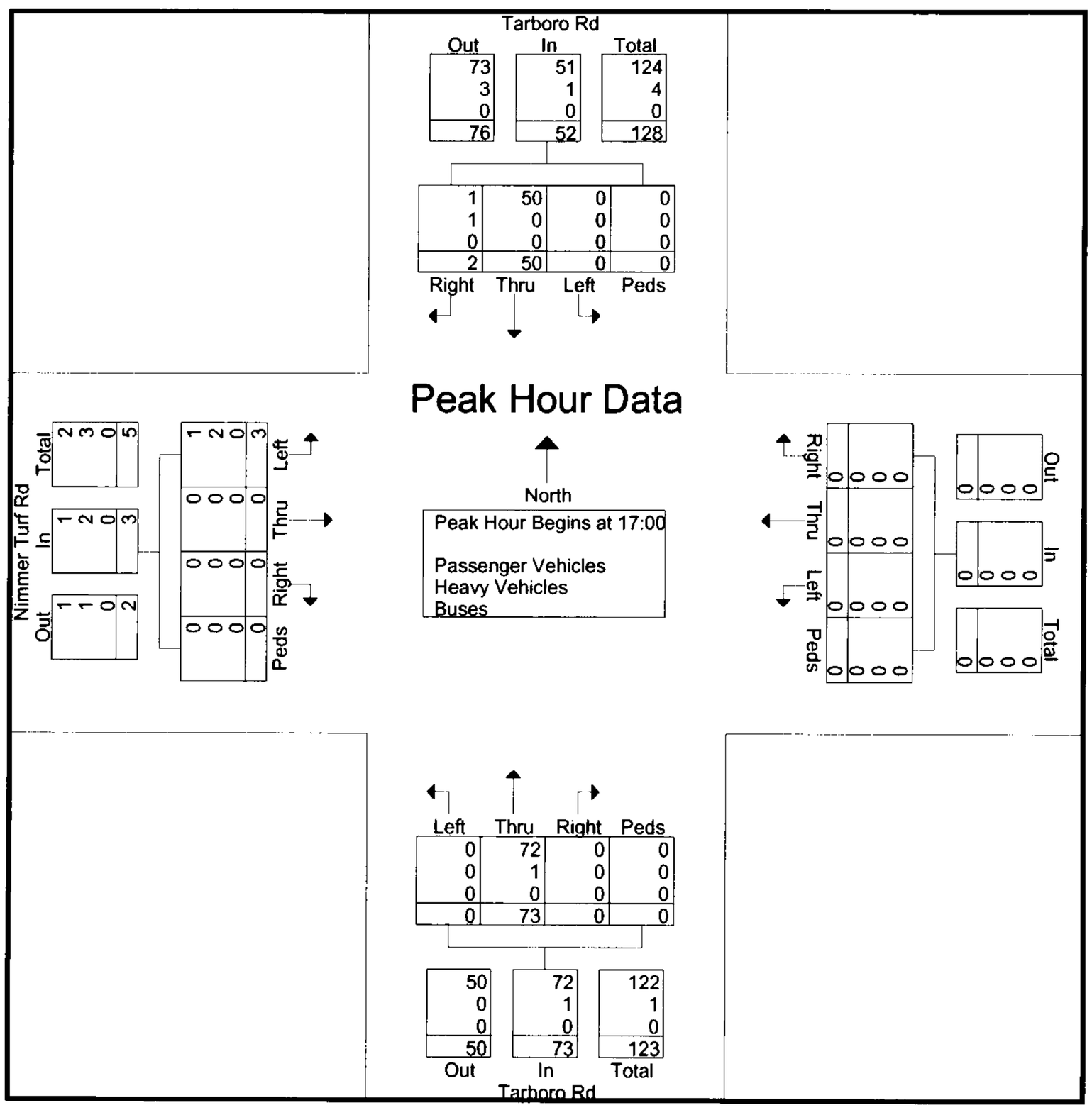
	Tarboro Rd Southbound					Westbound					Tarboro Rd Northbound					Nimmer Turf Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	14	**1**	0	15	0	0	0	0	0	0	18	0	0	18	**2**	0	0	0	**2**	**35**
17:15	0	12	0	0	12	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	31
17:30	0	**15**	1	0	**16**	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	33
17:45	0	9	0	0	9	0	0	0	0	0	0	**20**	0	0	**20**	0	0	0	0	0	29
Total Volume	0	50	2	0	52	0	0	0	0	0	0	73	0	0	73	3	0	0	0	3	128
% App. Total	0	96.2	3.8	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.000	.833	.500	.000	.813	.000	.000	.000	.000	.000	.000	.913	.000	.000	.913	.375	.000	.000	.000	.375	.914
Passenger Vehicles	0	50	1	0	51	0	0	0	0	0	0	72	0	0	72	1	0	0	0	1	124
% Passenger Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	4
% Heavy Vehicles	0	0	50.0	0	1.9	0	0	0	0	0	0	1.4	0	0	1.4	66.7	0	0	0	66.7	3.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



BK 1165 PG 538 DOC# 202400006514

SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tillman Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
Page No : 1

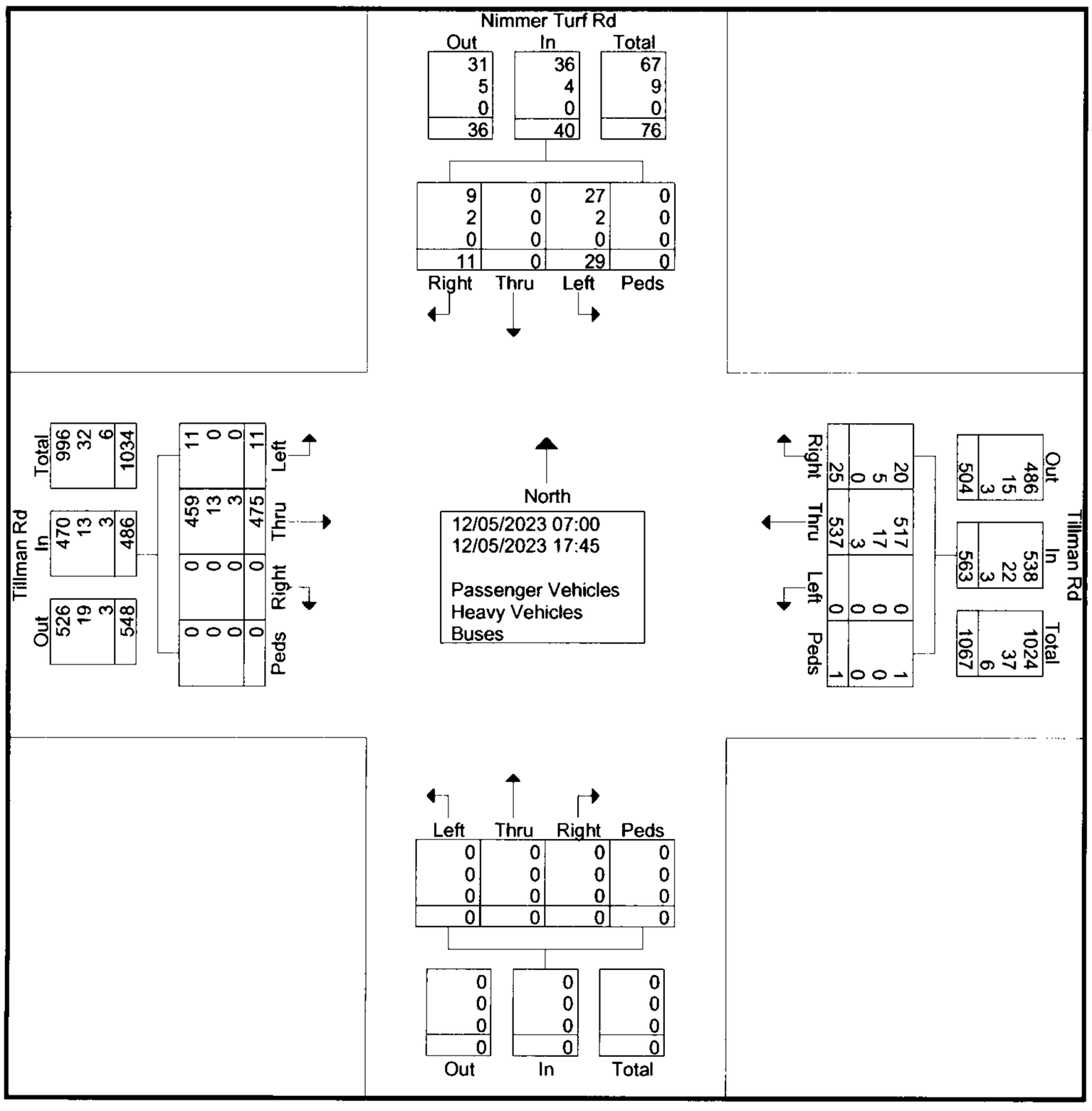
Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Nimmer Turf Rd Southbound				Tillman Rd Westbound				Northbound				Tillman Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	1	0	0	9	3	0	0	0	0	0	1	27	0	0	41
07:15	2	0	0	0	0	13	0	0	0	0	0	0	2	33	0	0	50
07:30	2	0	0	0	0	13	3	0	0	0	0	0	3	33	0	0	54
07:45	1	0	0	0	0	16	1	0	0	0	0	0	0	40	0	0	58
Total	5	0	1	0	0	51	7	0	0	0	0	0	6	133	0	0	203
08:00	1	0	0	0	0	27	0	0	0	0	0	0	1	26	0	0	55
08:15	0	0	0	0	0	11	1	0	0	0	0	0	0	18	0	0	30
08:30	0	0	1	0	0	12	0	0	0	0	0	0	1	19	0	0	33
08:45	1	0	0	0	0	15	0	0	0	0	0	0	0	14	0	0	30
Total	2	0	1	0	0	65	1	0	0	0	0	0	2	77	0	0	148
14:00	0	0	0	0	0	17	1	0	0	0	0	0	1	14	0	0	33
14:15	0	0	1	0	0	22	0	1	0	0	0	0	1	22	0	0	47
14:30	4	0	1	0	0	33	1	0	0	0	0	0	0	21	0	0	60
14:45	1	0	0	0	0	22	0	0	0	0	0	0	1	14	0	0	38
Total	5	0	2	0	0	94	2	1	0	0	0	0	3	71	0	0	178
15:00	0	0	0	0	0	27	0	0	0	0	0	0	0	10	0	0	37
15:15	0	0	0	0	0	27	0	0	0	0	0	0	0	15	0	0	42
15:30	1	0	0	0	0	25	1	0	0	0	0	0	0	16	0	0	43
15:45	0	0	1	0	0	17	1	0	0	0	0	0	0	12	0	0	31
Total	1	0	1	0	0	96	2	0	0	0	0	0	0	53	0	0	153
16:00	1	0	1	0	0	28	1	0	0	0	0	0	0	20	0	0	51
16:15	0	0	0	0	0	31	0	0	0	0	0	0	0	18	0	0	49
16:30	4	0	1	0	0	32	3	0	0	0	0	0	0	22	0	0	62
16:45	0	0	0	0	0	23	0	0	0	0	0	0	0	16	0	0	39
Total	5	0	2	0	0	114	4	0	0	0	0	0	0	76	0	0	201
17:00	2	0	3	0	0	24	3	0	0	0	0	0	0	8	0	0	40
17:15	3	0	0	0	0	29	2	0	0	0	0	0	0	21	0	0	55
17:30	2	0	1	0	0	32	1	0	0	0	0	0	0	16	0	0	52
17:45	4	0	0	0	0	32	3	0	0	0	0	0	0	20	0	0	59
Total	11	0	4	0	0	117	9	0	0	0	0	0	0	65	0	0	206
Grand Total	29	0	11	0	0	537	25	1	0	0	0	0	11	475	0	0	1089
Apprch %	72.5	0	27.5	0	0	95.4	4.4	0.2	0	0	0	0	2.3	97.7	0	0	
Total %	2.7	0	1	0	0	49.3	2.3	0.1	0	0	0	0	1	43.6	0	0	
Passenger Vehicles	27	0	9	0	0	517	20	1	0	0	0	0	11	459	0	0	1044
% Passenger Vehicles	93.1	0	81.8	0	0	96.3	80	100	0	0	0	0	100	96.6	0	0	95.9
Heavy Vehicles	2	0	2	0	0	17	5	0	0	0	0	0	0	13	0	0	39
% Heavy Vehicles	6.9	0	18.2	0	0	3.2	20	0	0	0	0	0	0	2.7	0	0	3.6
Buses	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	6
% Buses	0	0	0	0	0	0.6	0	0	0	0	0	0	0	0.6	0	0	0.6

SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tillman Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
Page No : 2

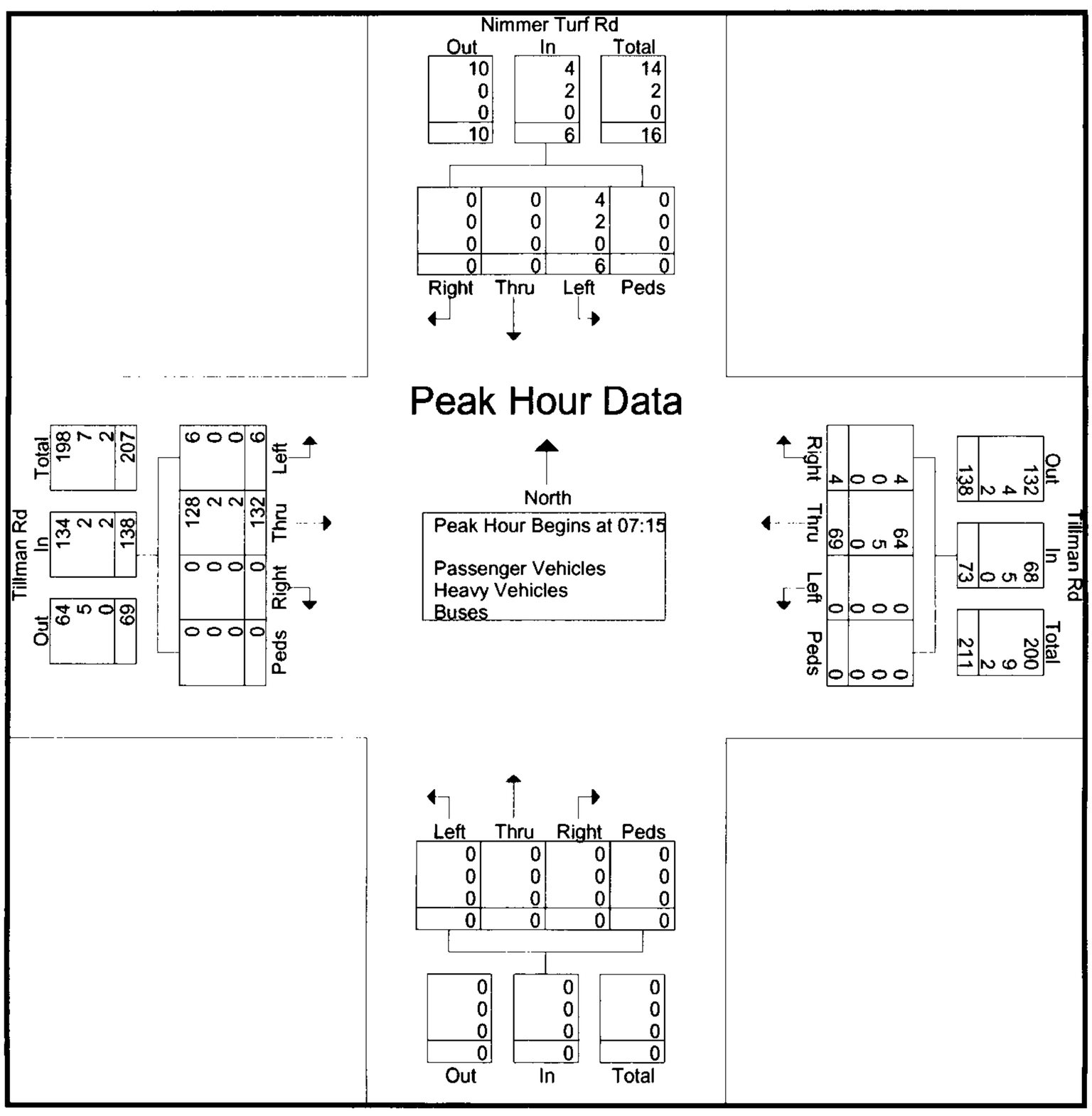


SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tillman Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
Page No : 3

	Nimmer Turf Rd Southbound					Tillman Rd Westbound					Northbound					Tillman Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	**2**	0	0	0	**2**	0	13	0	0	13	0	0	0	0	0	2	33	0	0	35	50
07:30	2	0	0	0	2	0	13	**3**	0	16	0	0	0	0	0	**3**	33	0	0	36	54
07:45	1	0	0	0	1	0	16	1	0	17	0	0	0	0	0	0	**40**	0	0	**40**	**58**
08:00	1	0	0	0	1	0	**27**	0	0	**27**	0	0	0	0	0	1	26	0	0	27	55
Total Volume	6	0	0	0	6	0	69	4	0	73	0	0	0	0	0	6	132	0	0	138	217
% App. Total	100	0	0	0		0	94.5	5.5	0		0	0	0	0		4.3	95.7	0	0		
PHF	.750	.000	.000	.000	.750	.000	.639	.333	.000	.676	.000	.000	.000	.000	.000	.500	.825	.000	.000	.863	.935
Passenger Vehicles	4	0	0	0	4	0	64	4	0	68	0	0	0	0	0	6	128	0	0	134	206
% Passenger Vehicles																					
Heavy Vehicles	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	9
% Heavy Vehicles	33.3	0	0	0	33.3	0	7.2	0	0	6.8	0	0	0	0	0	0	1.5	0	0	1.4	4.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0	0	1.4	0.9



SHORT COUNTS
Traffic Data Specialists

735 Maryland St
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We Can't say we're the Best, but you Can!

File Name : Tillman Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
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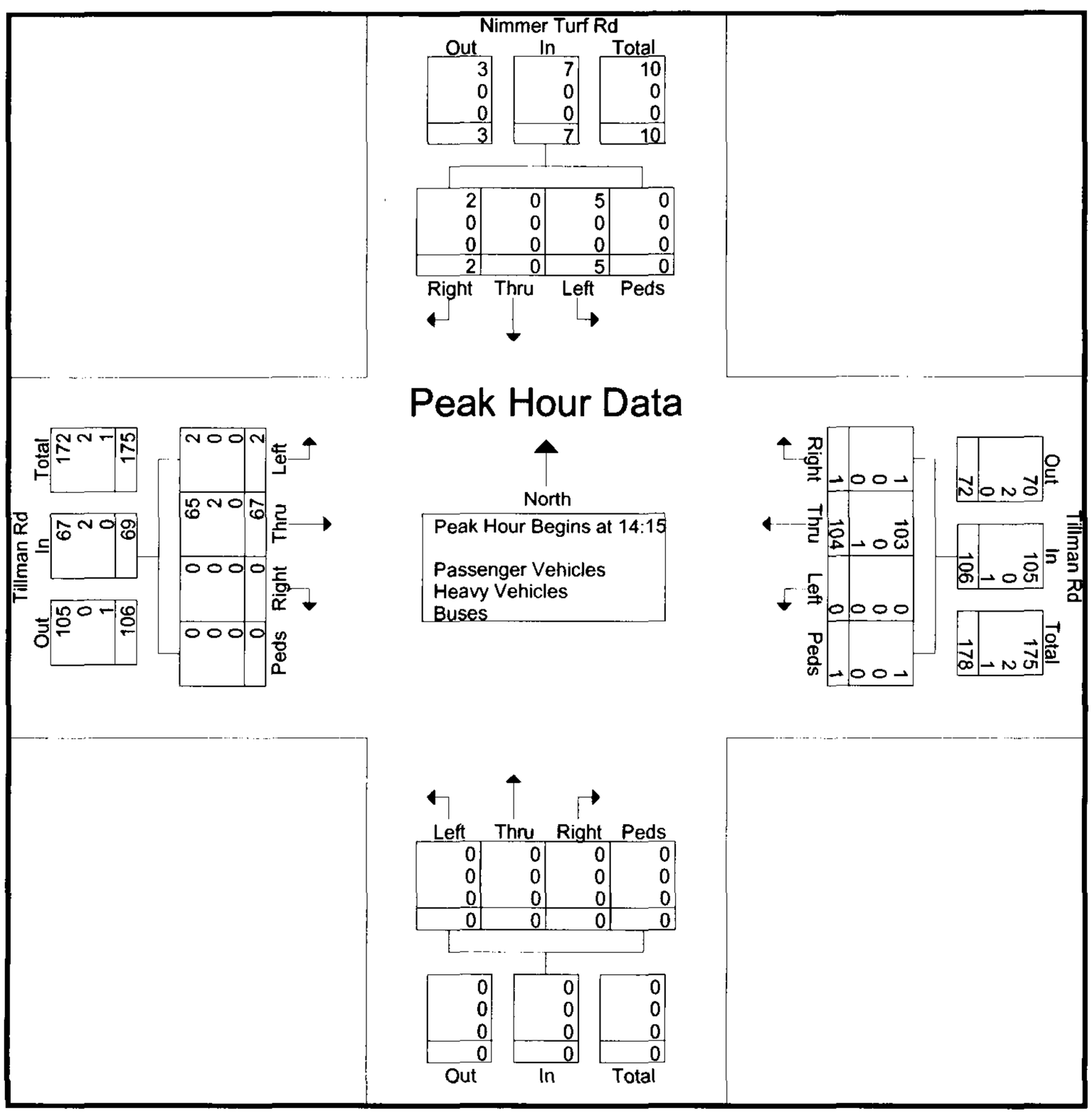
	Nimmer Turf Rd Southbound					Tillman Rd Westbound					Northbound					Tillman Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:15																					
14:15	0	0	1	0	1	0	22	0	1	23	0	0	0	0	0	1	22	0	0	23	47
14:30	4	0	1	0	5	0	33	1	0	34	0	0	0	0	0	0	21	0	0	21	60
14:45	1	0	0	0	1	0	22	0	0	22	0	0	0	0	0	1	14	0	0	15	38
15:00	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	10	0	0	10	37
Total Volume	5	0	2	0	7	0	104	1	1	106	0	0	0	0	0	2	67	0	0	69	182
% App. Total	71.4	0	28.6	0		0	98.1	0.9	0.9		0	0	0	0		2.9	97.1	0	0		
PHF	.313	.000	.500	.000	.350	.000	.788	.250	.250	.779	.000	.000	.000	.000	.000	.500	.761	.000	.000	.750	.758
Passenger Vehicles	5	0	2	0	7	0	103	1	1	105	0	0	0	0	0	2	65	0	0	67	179
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.0	0	0	2.9	1.1
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	1.0	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0.5

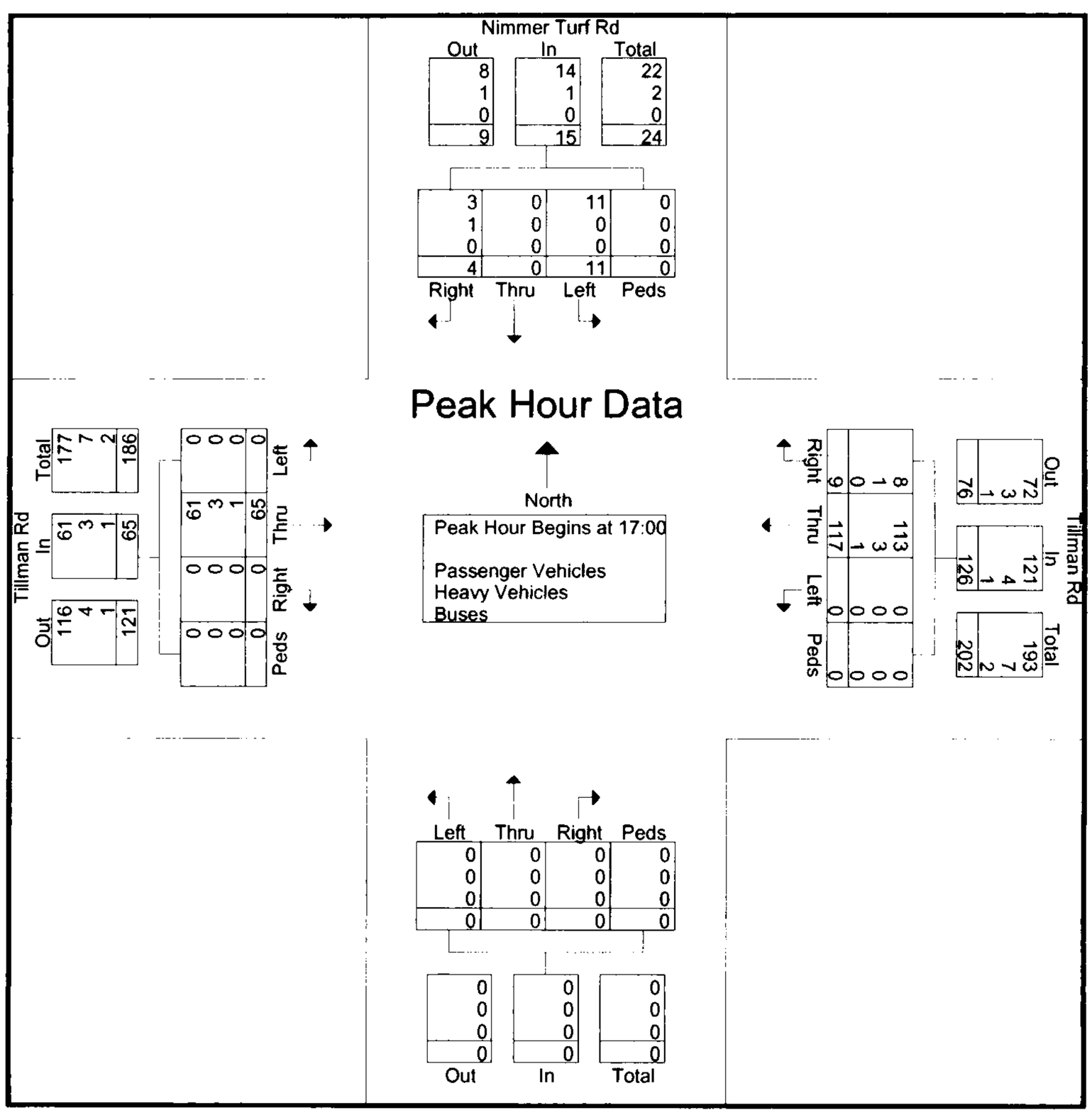


SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tillman Rd @ Nimmer Turf Rd
Site Code :
Start Date : 12/05/2023
Page No : 5

	Nimmer Turf Rd Southbound					Tillman Rd Westbound					Northbound					Tillman Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	2	0	**3**	0	**5**	0	24	**3**	0	27	0	0	0	0	0	0	8	0	0	8	40
17:15	3	0	0	0	3	0	29	2	0	31	0	0	0	0	0	0	**21**	0	0	**21**	55
17:30	2	0	1	0	3	0	**32**	1	0	33	0	0	0	0	0	0	16	0	0	16	52
17:45	**4**	0	0	0	4	0	32	3	0	**35**	0	0	0	0	0	0	20	0	0	20	**59**
Total Volume	11	0	4	0	15	0	117	9	0	126	0	0	0	0	0	0	65	0	0	65	206
% App. Total	73.3	0	26.7	0		0	92.9	7.1	0		0	0	0	0		0	100	0	0		
PHF	.688	.000	.333	.000	.750	.000	.914	.750	.000	.900	.000	.000	.000	.000	.000	.000	.774	.000	.000	.774	.873
Passenger Vehicles	11	0	3	0	14	0	113	8	0	121	0	0	0	0	0	0	61	0	0	61	196
% Passenger Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	8
% Heavy Vehicles	0	0	25.0	0	6.7	0	2.6	11.1	0	3.2	0	0	0	0	0	0	4.6	0	0	4.6	3.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.9	0	0	0.8	0	0	0	0	0	0	1.5	0	0	1.5	1.0



BK 1165 PG 543 DOC# 202400006514

SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tillman Rd @ Tarboro Rd
Site Code :
Start Date : 12/05/2023
Page No : 1

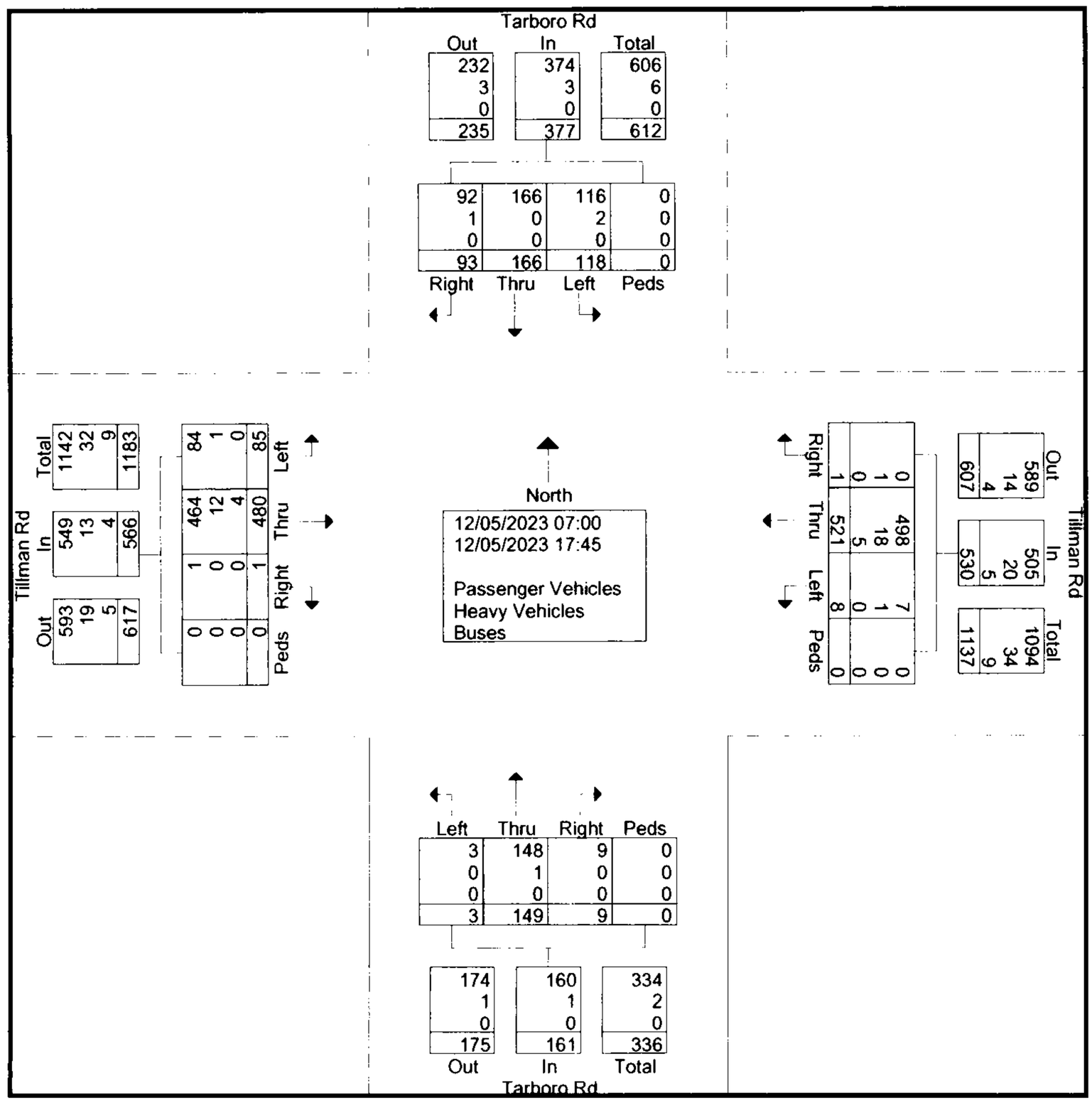
Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

	Tarboro Rd Southbound				Tillman Rd Westbound				Tarboro Rd Northbound				Tillman Rd Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	2	15	0	0	0	12	0	0	0	5	0	0	3	29	0	0	66
07:15	4	13	2	0	0	14	0	0	0	2	0	0	2	37	0	0	74
07:30	1	14	1	0	0	10	0	0	0	10	0	0	14	26	0	0	76
07:45	8	15	12	0	0	8	0	0	0	15	0	0	16	32	0	0	106
Total	15	57	15	0	0	44	0	0	0	32	0	0	35	124	0	0	322
08:00	8	14	11	0	0	18	0	0	0	1	0	0	6	22	0	0	80
08:15	2	3	1	0	0	15	0	0	0	3	1	0	0	20	0	0	45
08:30	2	5	0	0	0	12	1	0	0	3	0	0	1	21	0	0	45
08:45	3	2	2	0	0	11	0	0	0	3	1	0	0	17	0	0	39
Total	15	24	14	0	0	56	1	0	0	10	2	0	7	80	0	0	209
14:00	1	4	3	0	0	18	0	0	0	9	0	0	4	14	0	0	53
14:15	10	7	2	0	0	22	0	0	0	12	0	0	6	18	0	0	77
14:30	19	8	11	0	0	25	0	0	0	3	0	0	3	24	0	0	93
14:45	2	4	4	0	0	17	0	0	0	6	0	0	2	14	0	0	49
Total	32	23	20	0	0	82	0	0	0	30	0	0	15	70	0	0	272
15:00	4	4	3	0	0	27	0	0	1	2	1	0	2	9	1	0	54
15:15	4	5	6	0	0	27	0	0	0	3	2	0	4	13	0	0	64
15:30	4	7	1	0	1	28	0	0	0	8	1	0	1	17	0	0	68
15:45	5	1	6	0	0	18	0	0	0	6	0	0	3	13	0	0	52
Total	17	17	16	0	1	100	0	0	1	19	4	0	10	52	1	0	238
16:00	5	5	2	0	1	25	0	0	1	5	0	0	4	21	0	0	69
16:15	7	6	3	0	1	31	0	0	0	2	1	0	2	17	0	0	70
16:30	2	8	7	0	2	32	0	0	0	6	1	0	4	25	0	0	87
16:45	6	8	0	0	1	22	0	0	0	6	0	0	1	16	0	0	60
Total	20	27	12	0	5	110	0	0	1	19	2	0	11	79	0	0	286
17:00	5	4	6	0	0	31	0	0	1	10	0	0	0	11	0	0	68
17:15	7	3	2	0	0	34	0	0	0	12	0	0	2	24	0	0	84
17:30	4	6	5	0	1	31	0	0	0	8	1	0	1	16	0	0	73
17:45	3	5	3	0	1	33	0	0	0	9	0	0	4	24	0	0	82
Total	19	18	16	0	2	129	0	0	1	39	1	0	7	75	0	0	307
Grand Total	118	166	93	0	8	521	1	0	3	149	9	0	85	480	1	0	1634
Apprch %	31.3	44	24.7	0	1.5	98.3	0.2	0	1.9	92.5	5.6	0	15	84.8	0.2	0	
Total %	7.2	10.2	5.7	0	0.5	31.9	0.1	0	0.2	9.1	0.6	0	5.2	29.4	0.1	0	
Passenger Vehicles	116	166	92	0	7	498	0	0	3	148	9	0	84	464	1	0	1588
% Passenger Vehicles	98.3	100	98.9	0	87.5	95.6	0	0	100	99.3	100	0	98.8	96.7	100	0	97.2
Heavy Vehicles	2	0	1	0	1	18	1	0	0	1	0	0	1	12	0	0	37
% Heavy Vehicles	1.7	0	1.1	0	12.5	3.5	100	0	0	0.7	0	0	1.2	2.5	0	0	2.3
Buses	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
% Buses	0	0	0	0	0	1	0	0	0	0	0	0	0	0.8	0	0	0.6

SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tillman Rd @ Tarboro Rd
Site Code :
Start Date : 12/05/2023
Page No : 2

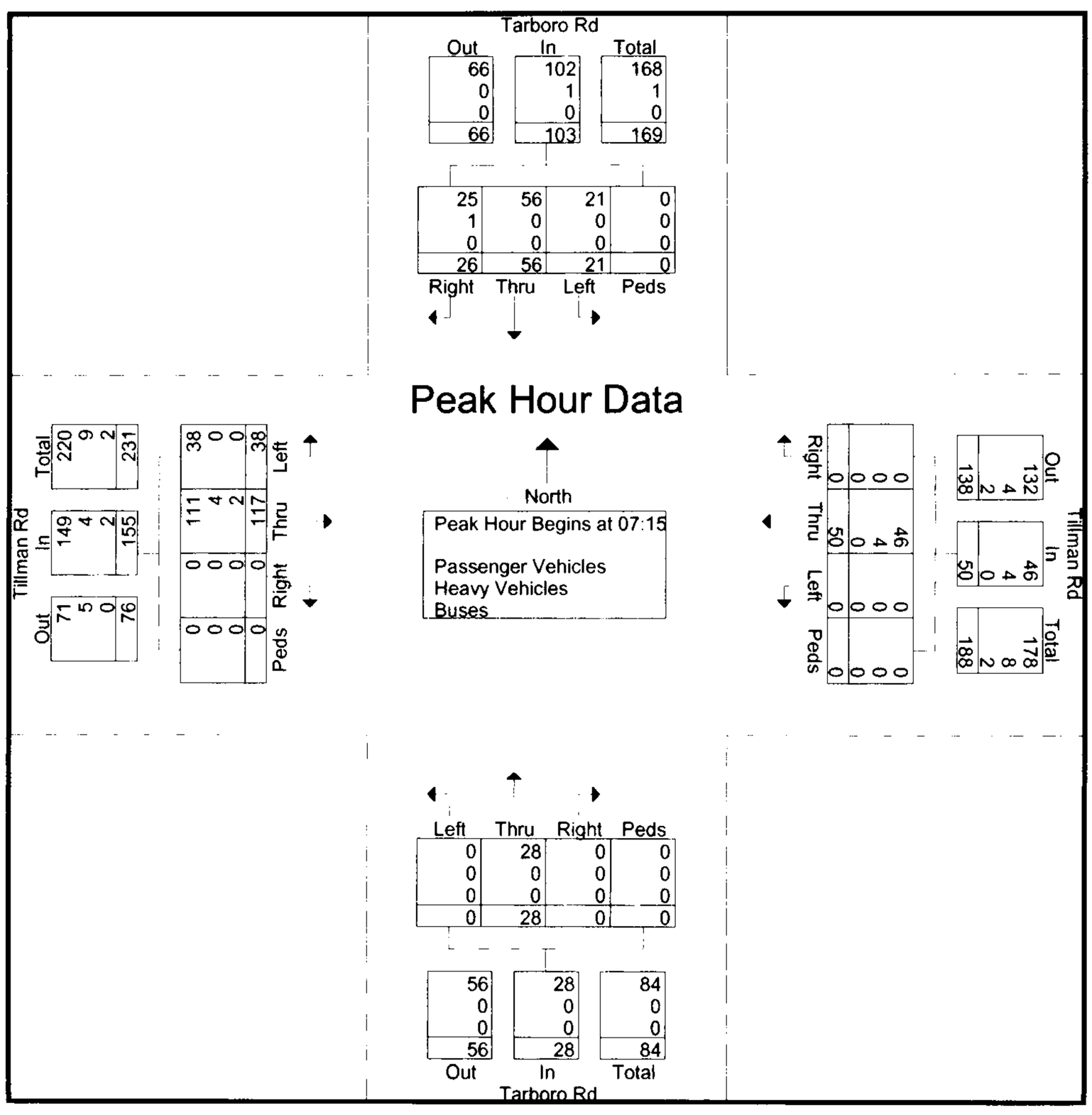


SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tillman Rd @ Tarboro Rd
Site Code :
Start Date : 12/05/2023
Page No : 3

	Tarboro Rd Southbound					Tillman Rd Westbound					Tarboro Rd Northbound					Tillman Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	4	13	2	0	19	0	14	0	0	14	0	2	0	0	2	2	**37**	0	0	39	74
07:30	1	14	1	0	16	0	10	0	0	10	0	10	0	0	10	14	26	0	0	40	76
07:45	**8**	**15**	**12**	0	**35**	0	8	0	0	8	0	**15**	0	0	**15**	**16**	32	0	0	**48**	**106**
08:00	8	14	11	0	33	0	**18**	0	0	**18**	0	1	0	0	1	6	22	0	0	28	80
Total Volume	21	56	26	0	103	0	50	0	0	50	0	28	0	0	28	38	117	0	0	155	336
% App. Total	20.4	54.4	25.2	0		0	100	0	0		0	100	0	0		24.5	75.5	0	0		
PHF	.656	.933	.542	.000	.736	.000	.694	.000	.000	.694	.000	.467	.000	.000	.467	.594	.791	.000	.000	.807	.792
Passenger Vehicles	21	56	25	0	102	0	46	0	0	46	0	28	0	0	28	38	111	0	0	149	325
% Passenger Vehicles																					
Heavy Vehicles	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	9
% Heavy Vehicles	0	0	3.8	0	1.0	0	8.0	0	0	8.0	0	0	0	0	0	0	3.4	0	0	2.6	2.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	1.3	0.6

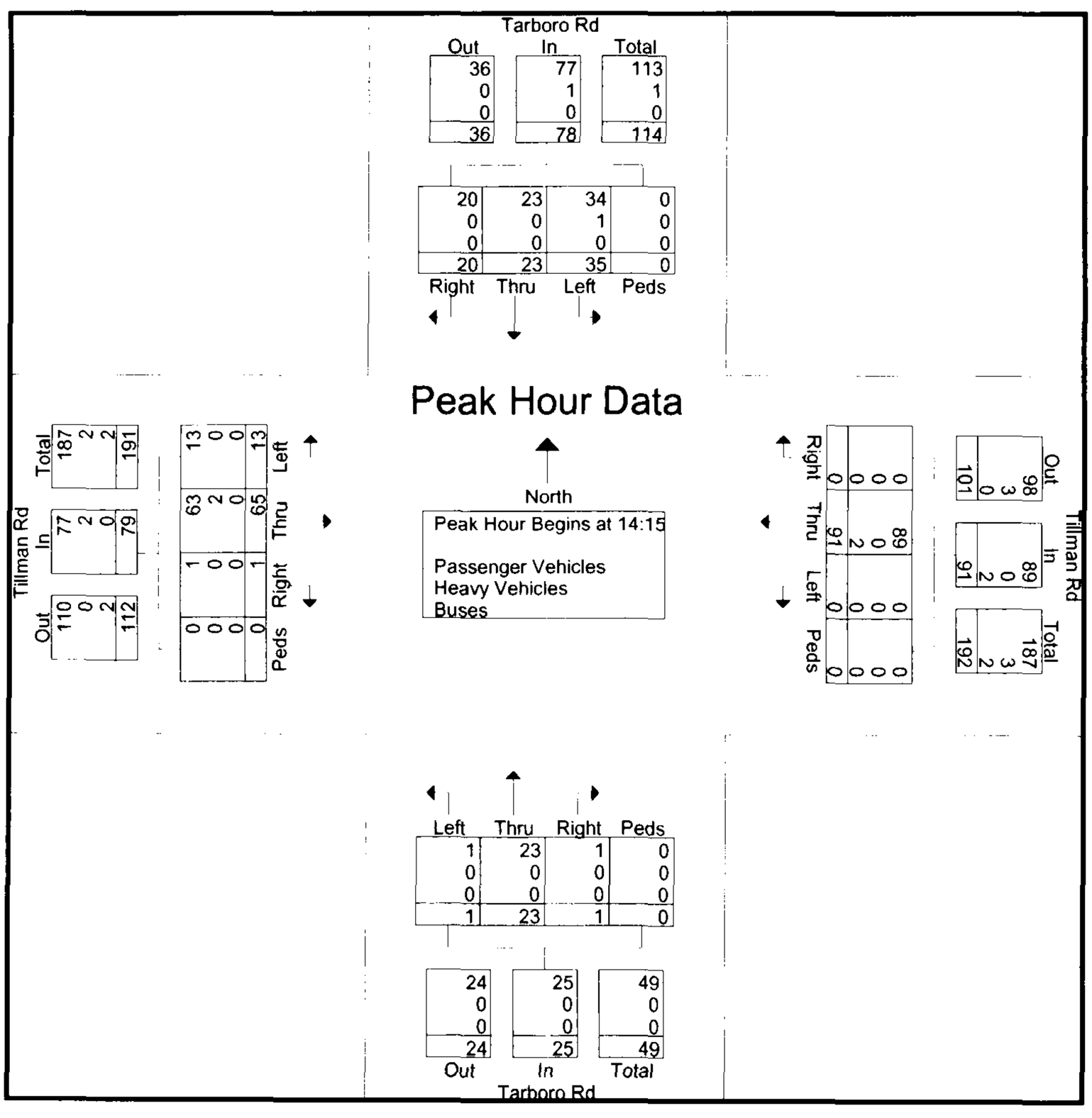


SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tillman Rd @ Tarboro Rd
Site Code :
Start Date : 12/05/2023
Page No : 4

	Tarboro Rd Southbound					Tillman Rd Westbound					Tarboro Rd Northbound					Tillman Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:15																					
14:15	10	7	2	0	19	0	22	0	0	22	0	**12**	0	0	**12**	**6**	18	0	0	24	77
14:30	**19**	**8**	**11**	0	**38**	0	25	0	0	25	0	3	0	0	3	3	**24**	0	0	**27**	**93**
14:45	2	4	4	0	10	0	17	0	0	17	0	6	0	0	6	2	14	0	0	16	49
15:00	4	4	3	0	11	0	**27**	0	0	**27**	**1**	2	**1**	0	4	2	9	1	0	12	54
Total Volume	35	23	20	0	78	0	91	0	0	91	1	23	1	0	25	13	65	1	0	79	273
% App. Total	44.9	29.5	25.6	0		0	100	0	0		4	92	4	0		16.5	82.3	1.3	0		
PHF	.461	.719	.455	.000	.513	.000	.843	.000	.000	.843	.250	.479	.250	.000	.521	.542	.677	.250	.000	.731	.734
Passenger Vehicles	34	23	20	0	77	0	89	0	0	89	1	23	1	0	25	13	63	1	0	77	268
% Passenger Vehicles																					
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
% Heavy Vehicles	2.9	0	0	0	1.3	0	0	0	0	0	0	0	0	0	0	0	3.1	0	0	2.5	1.1
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	2.2	0	0	2.2	0	0	0	0	0	0	0	0	0	0	0.7

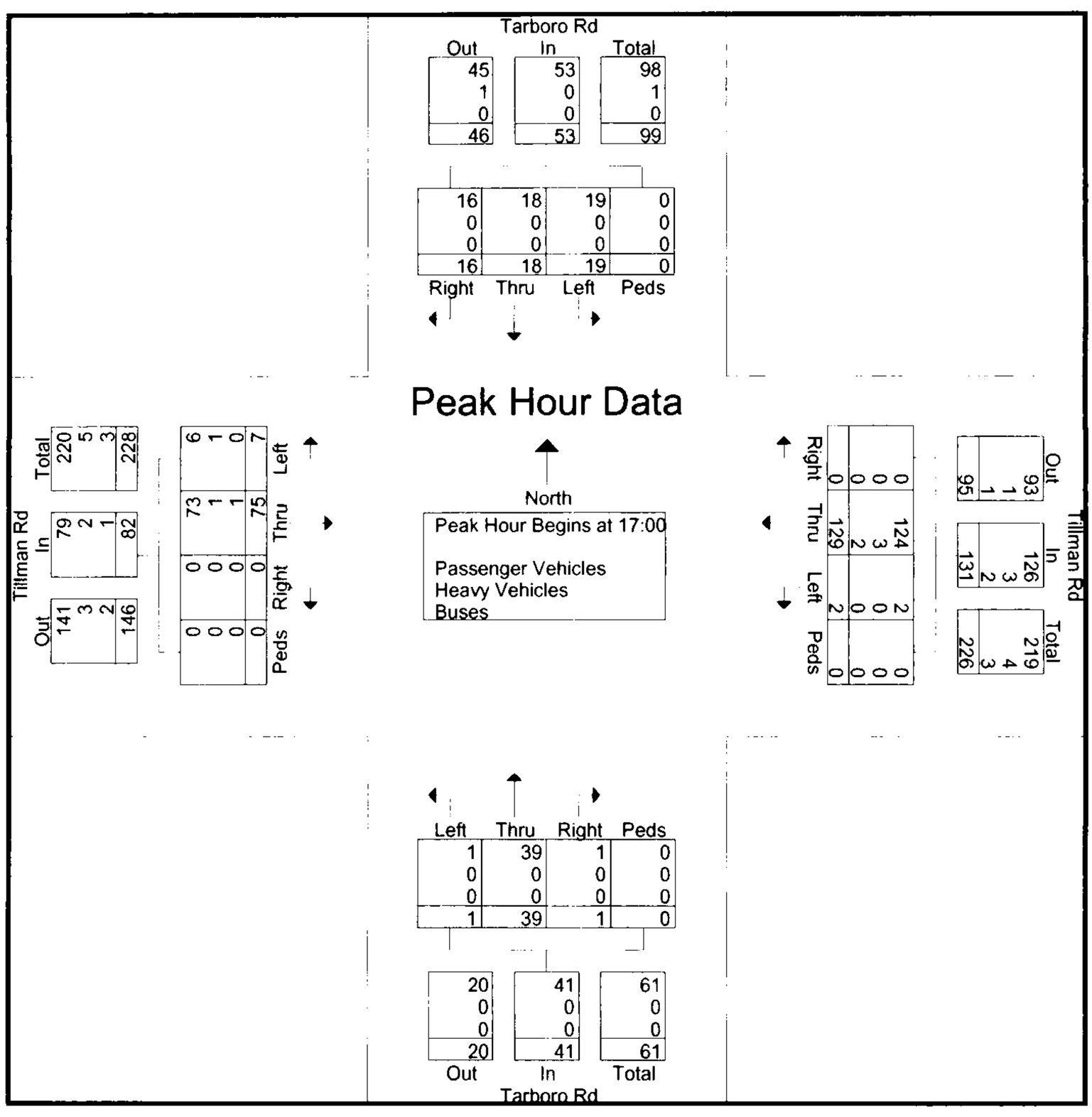


SHORT COUNTS
Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Tillman Rd @ Tarboro Rd
Site Code :
Start Date : 12/05/2023
Page No : 5

	Tarboro Rd Southbound					Tillman Rd Westbound					Tarboro Rd Northbound					Tillman Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	5	4	**6**	0	**15**	0	31	0	0	31	**1**	10	0	0	11	0	11	0	0	11	68
17:15	**7**	3	2	0	12	0	**34**	0	0	**34**	0	**12**	0	0	**12**	2	**24**	0	0	26	**84**
17:30	4	**6**	5	0	15	**1**	31	0	0	32	0	8	**1**	0	9	1	16	0	0	17	73
17:45	3	5	3	0	11	1	33	0	0	34	0	9	0	0	9	**4**	24	0	0	**28**	82
Total Volume	19	18	16	0	53	2	129	0	0	131	1	39	1	0	41	7	75	0	0	82	307
% App. Total	35.8	34	30.2	0		1.5	98.5	0	0		2.4	95.1	2.4	0		8.5	91.5	0	0		
PHF	.679	.750	.667	.000	.883	.500	.949	.000	.000	.963	.250	.813	.250	.000	.854	.438	.781	.000	.000	.732	.914
Passenger Vehicles	19	18	16	0	53	2	124	0	0	126	1	39	1	0	41	6	73	0	0	79	299
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5
% Heavy Vehicles	0	0	0	0	0	0	2.3	0	0	2.3	0	0	0	0	0	14.3	1.3	0	0	2.4	1.6
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	1.6	0	0	1.5	0	0	0	0	0	0	1.3	0	0	1.2	1.0



Short Counts, LLC

735 Maryland St
Columbia, SC 29201

Site Code: Tillman Rd
Station ID: EB & WB Traffic
Just East of Tarboro Rd
Ridgeland, SC
Latitude: 0' 0.0000 Undefined

Start Time	05-Dec-23 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	20			2	13				
12:15		0	16			2	13				
12:30		0	9			3	14				
12:45		2	13	2	58	0	27	7	67	9	125
01:00		0	20			0	23				
01:15		1	18			1	18				
01:30		0	19			1	26				
01:45		0	17	1	74	0	21	2	88	3	162
02:00		0	16			1	24				
02:15		0	26			0	28				
02:30		0	43			0	28				
02:45		0	18	0	103	0	20	1	100	1	203
03:00		0	15			0	29				
03:15		0	18			0	27				
03:30		0	23			1	30				
03:45		0	18	0	74	0	23	1	109	1	183
04:00		0	21			0	33				
04:15		2	28			0	33				
04:30		4	29			0	43				
04:45		4	23	10	101	1	28	1	137	11	238
05:00		4	15			0	37				
05:15		7	31			5	36				
05:30		9	19			4	40				
05:45		12	26	32	91	7	40	16	153	48	244
06:00		16	15			7	41				
06:15		12	26			9	31				
06:30		18	12			7	26				
06:45		26	21	72	74	8	27	31	125	103	199
07:00		32	12			12	23				
07:15		41	14			17	18				
07:30		26	9			16	18				
07:45		39	7	138	42	16	19	61	78	199	120
08:00		31	8			21	13				
08:15		24	6			18	11				
08:30		23	5			16	14				
08:45		20	6	98	25	12	10	67	48	165	73
09:00		18	9			14	9				
09:15		16	3			10	12				
09:30		11	2			10	6				
09:45		14	3	59	17	9	7	43	34	102	51
10:00		9	6			14	5				
10:15		14	6			6	4				
10:30		18	2			11	5				
10:45		11	6	52	20	16	5	47	19	99	39
11:00		19	2			16	7				
11:15		12	1			15	3				
11:30		21	1			19	2				
11:45		20	0	72	4	14	2	64	14	136	18
Total		536	683			341	972			877	1655
Percent		44.0%	56.0%			26.0%	74.0%			34.6%	65.4%
Grand Total		536	683			341	972			877	1655
Percent		44.0%	56.0%			26.0%	74.0%			34.6%	65.4%
ADT		ADT 2,532		AADT 2,532							

Short Counts, LLC

735 Maryland St
Columbia, SC 29201

Site Code: Tarboro Rd
Station ID: NB & SB Traffic
Just North of Tillman Rd
Ridgeland, SC
Latitude: 0' 0.0000 Undefined

Start Time	05-Dec-23 Tue	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	6			0	3				
12:15		0	11			0	2				
12:30		0	6			0	6				
12:45		1	5	1	28	0	8	0	19	1	47
01:00		1	6			1	4				
01:15		0	5			0	8				
01:30		0	12			1	8				
01:45		0	6	1	29	0	12	2	32	3	61
02:00		0	8			0	17				
02:15		0	18			0	25				
02:30		0	39			0	8				
02:45		0	10	0	75	0	11	0	61	0	136
03:00		0	11			0	8				
03:15		0	14			0	6				
03:30		1	12			0	9				
03:45		1	11	2	48	0	15	0	38	2	86
04:00		0	12			0	13				
04:15		1	16			0	8				
04:30		4	17			0	17				
04:45		2	14	7	59	0	12	0	50	7	109
05:00		1	15			0	15				
05:15		3	11			1	17				
05:30		1	15			1	18				
05:45		7	10	12	51	7	20	9	70	21	121
06:00		17	14			4	14				
06:15		15	7			2	16				
06:30		16	6			5	15				
06:45		12	7	60	34	3	14	14	59	74	93
07:00		18	11			6	12				
07:15		19	4			11	5				
07:30		15	4			26	8				
07:45		38	6	90	25	38	5	81	30	171	55
08:00		29	0			15	2				
08:15		5	0			5	3				
08:30		8	0			9	2				
08:45		7	2	49	2	3	5	32	12	81	14
09:00		5	3			3	2				
09:15		8	0			3	6				
09:30		5	0			3	2				
09:45		4	0	22	3	2	3	11	13	33	16
10:00		1	1			4	1				
10:15		6	2			4	1				
10:30		3	0			5	1				
10:45		15	0	25	3	3	1	16	4	41	7
11:00		5	1			9	0				
11:15		6	2			2	0				
11:30		4	0			8	0				
11:45		3	0	18	3	6	1	25	1	43	4
Total		287	360			190	389			477	749
Percent		44.4%	55.6%			32.8%	67.2%			38.9%	61.1%
Grand Total		287	360			190	389			477	749
Percent		44.4%	55.6%			32.8%	67.2%			38.9%	61.1%

ADT ADT 1,226 AADT 1,226

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX B

SYNCHRO HCM 6 ANALYSIS
2023 EXISTING PEAK HOUR VOLUMES

J – 30596.0000

January 2024

thomasandhutton.com

HCM 6th TWSC
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336)

12/11/2023

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⬍			⬍			⬍			⬍	
Traffic Vol, veh/h	38	117	0	0	50	0	0	28	0	21	56	26
Future Vol, veh/h	38	117	0	0	50	0	0	28	0	21	56	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	5	0	0	8	0	0	0	0	0	0	4
Mvmt Flow	48	148	0	0	63	0	0	35	0	27	71	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	148	0	0	359	307	148	325	307	63
Stage 1	-	-	-	-	-	-	244	244	-	63	63	-
Stage 2	-	-	-	-	-	-	115	63	-	262	244	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	1553	-	-	1446	-	-	600	610	904	632	610	996
Stage 1	-	-	-	-	-	-	764	708	-	953	846	-
Stage 2	-	-	-	-	-	-	895	846	-	747	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1553	-	-	1446	-	-	513	589	904	587	589	996
Mov Cap-2 Maneuver	-	-	-	-	-	-	513	589	-	587	589	-
Stage 1	-	-	-	-	-	-	738	684	-	921	846	-
Stage 2	-	-	-	-	-	-	793	846	-	684	684	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	11.5	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	589	1553	-	-	1446	-	-	656
HCM Lane V/C Ratio	0.06	0.031	-	-	-	-	-	0.199
HCM Control Delay (s)	11.5	7.4	0	-	0	-	-	11.8
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.7

HCM 6th TWSC
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336)

12/11/2023

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	75	0	2	129	0	1	39	1	19	18	16
Future Vol, veh/h	7	75	0	2	129	0	1	39	1	19	18	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	8	82	0	2	142	0	1	43	1	21	20	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	142	0	0	82	0	0	263	244	82	266	244	142
Stage 1	-	-	-	-	-	-	98	98	-	146	146	-
Stage 2	-	-	-	-	-	-	165	146	-	120	98	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1370	-	-	1528	-	-	694	661	983	691	661	911
Stage 1	-	-	-	-	-	-	913	818	-	861	780	-
Stage 2	-	-	-	-	-	-	842	780	-	889	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1528	-	-	661	656	983	652	656	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	656	-	652	656	-
Stage 1	-	-	-	-	-	-	908	813	-	856	779	-
Stage 2	-	-	-	-	-	-	804	779	-	836	813	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	10.8	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1370	-	-	1528	-	-	715
HCM Lane V/C Ratio	0.068	0.006	-	-	0.001	-	-	0.081
HCM Control Delay (s)	10.8	7.6	0	-	7.4	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

HCM 6th TWSC
2: Tillman Road (SC 336) & Nimmer Turf Road

12/11/2023

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	132	69	4	6	0
Future Vol, veh/h	6	132	69	4	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	7	0	33	0
Mvmt Flow	6	140	73	4	6	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	227	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	4.1	-	-	-	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	1535	-	-	-	697	992
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	694	992
Mov Cap-2 Maneuver	-	-	-	-	694	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	694
HCM Lane V/C Ratio	0.004	-	-	-	0.009
HCM Control Delay (s)	7.4	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
2: Tillman Road (SC 336) & Nimmer Turf Road

12/11/2023

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	65	117	9	11	4
Future Vol, veh/h	0	65	117	9	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	6	4	11	0	25
Mvmt Flow	0	75	134	10	13	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	144	0	-	0	214	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1451	-	-	-	779	852
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1451	-	-	-	779	852
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	953	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1451	-	-	-	797
HCM Lane V/C Ratio	-	-	-	-	0.022
HCM Control Delay (s)	0	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
3: Tarboro Road (SC 27-22) & Nimmer Turf Road

12/11/2023

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	1	87	101	1
Future Vol, veh/h	2	1	1	87	101	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	3	2	2	132	153	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	290	154	155	0	-	0
Stage 1	154	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	705	897	1438	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	704	897	1438	-	-	-
Mov Cap-2 Maneuver	704	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1438	-	758	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	61	74	1
Future Vol, veh/h	1	1	0	61	74	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	1	1	0	88	107	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	196	108	108	0	-	0
Stage 1	108	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	797	951	1495	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	797	951	1495	-	-	-
Mov Cap-2 Maneuver	797	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1495	-	867	-	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX C

SCDOT COUNT STATION DATA VOLUMES

J – 30596.0000

January 2024

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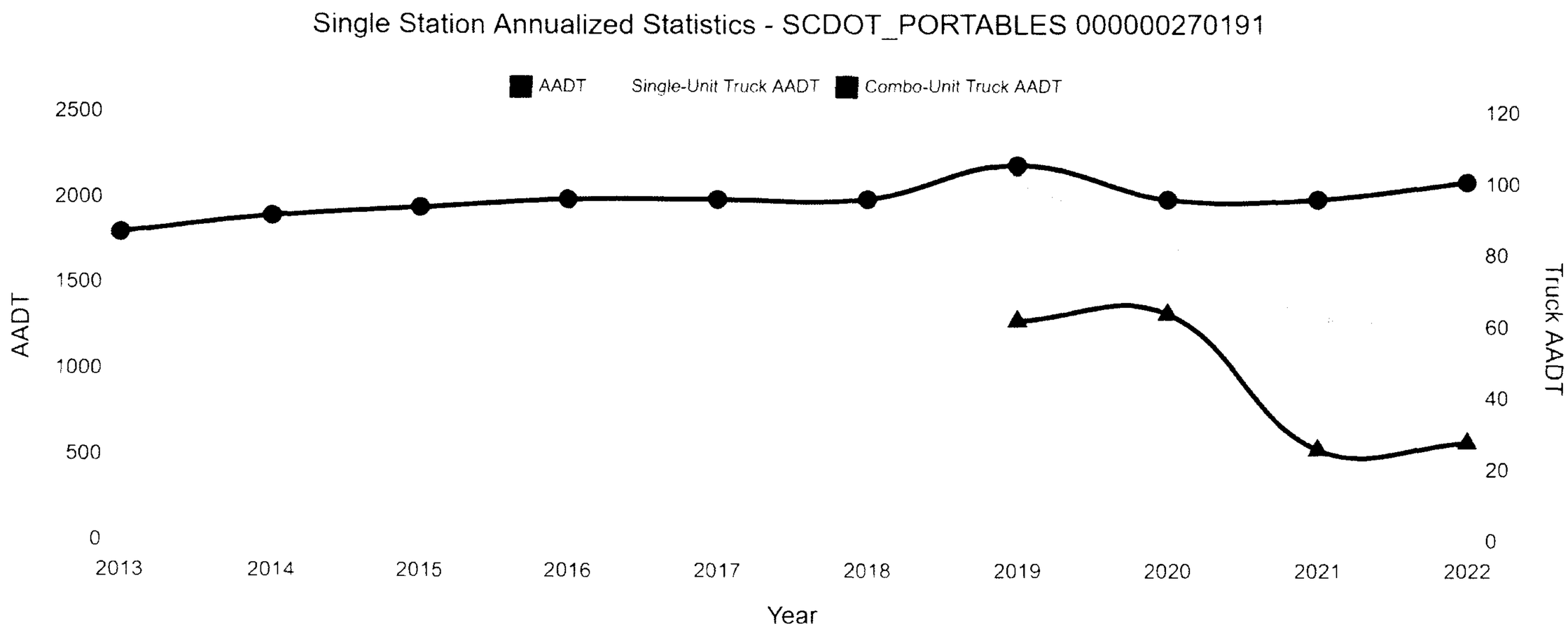
Single Station Annualized Statistics - SCDOT_PORTABLES 000000270191

Site Name 27-0191 Site ID 000000270191 Description SC336 : S- 29 (SMITHS XING) TO S- 116 (GREAT SWAMP ST)

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics Type	-	-	-	-	-	-	-	-	-	-
AADT	1800	1900	1950	2000	2000	2000	2200	2000	2000	2100
Single-Unit Truck AADT	-	-	-	-	-	-	101	84	63	66
Combo-Unit Truck AADT	-	-	-	-	-	-	62	64	26	28
% DHV SU Trucks	-	-	-	-	-	-	-	-	-	-
% DHV CU Trucks	-	-	-	-	-	-	-	-	-	-
% Peak SU Trucks	-	-	-	-	-	-	-	-	-	-
% Peak CU Trucks	-	-	-	-	-	-	-	-	-	-
K-Factor	-	-	-	-	-	-	0.11	0.11	0.12	0.12
D-Factor	-	-	-	-	-	-	0.58	0.58	0.68	0.68



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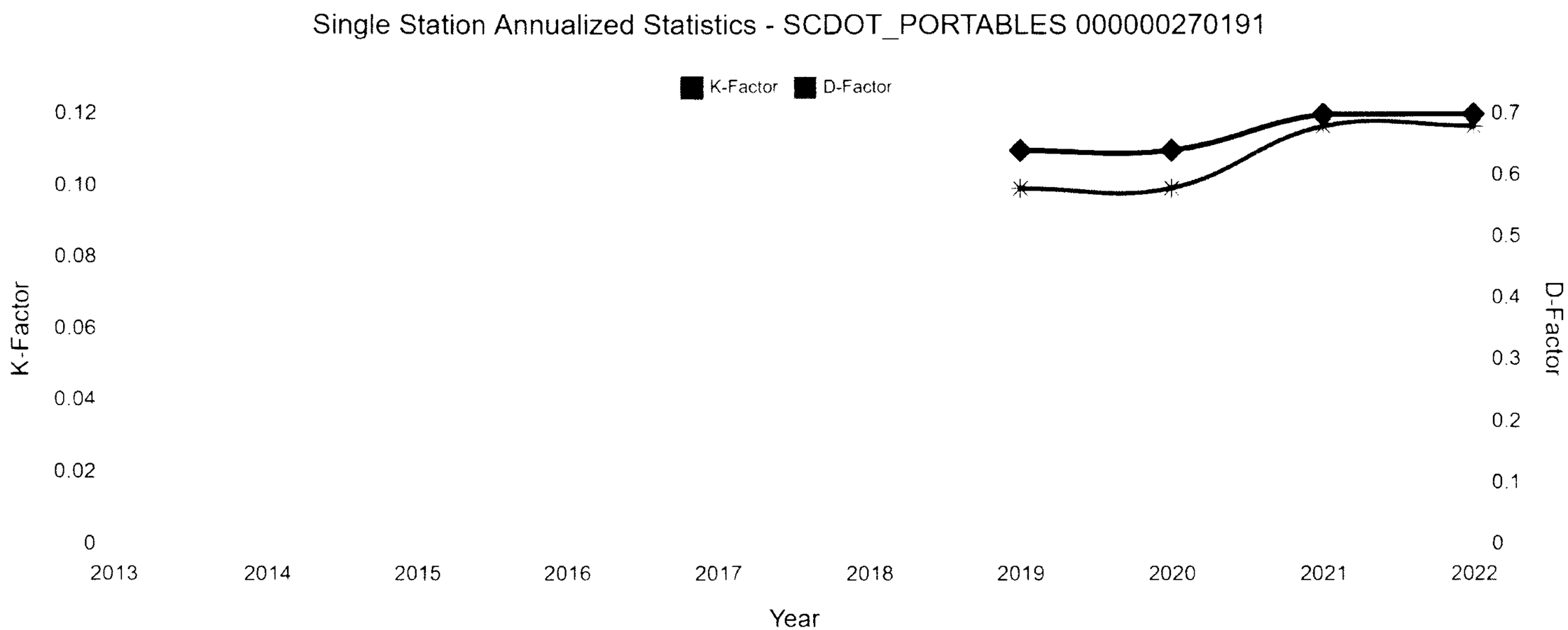

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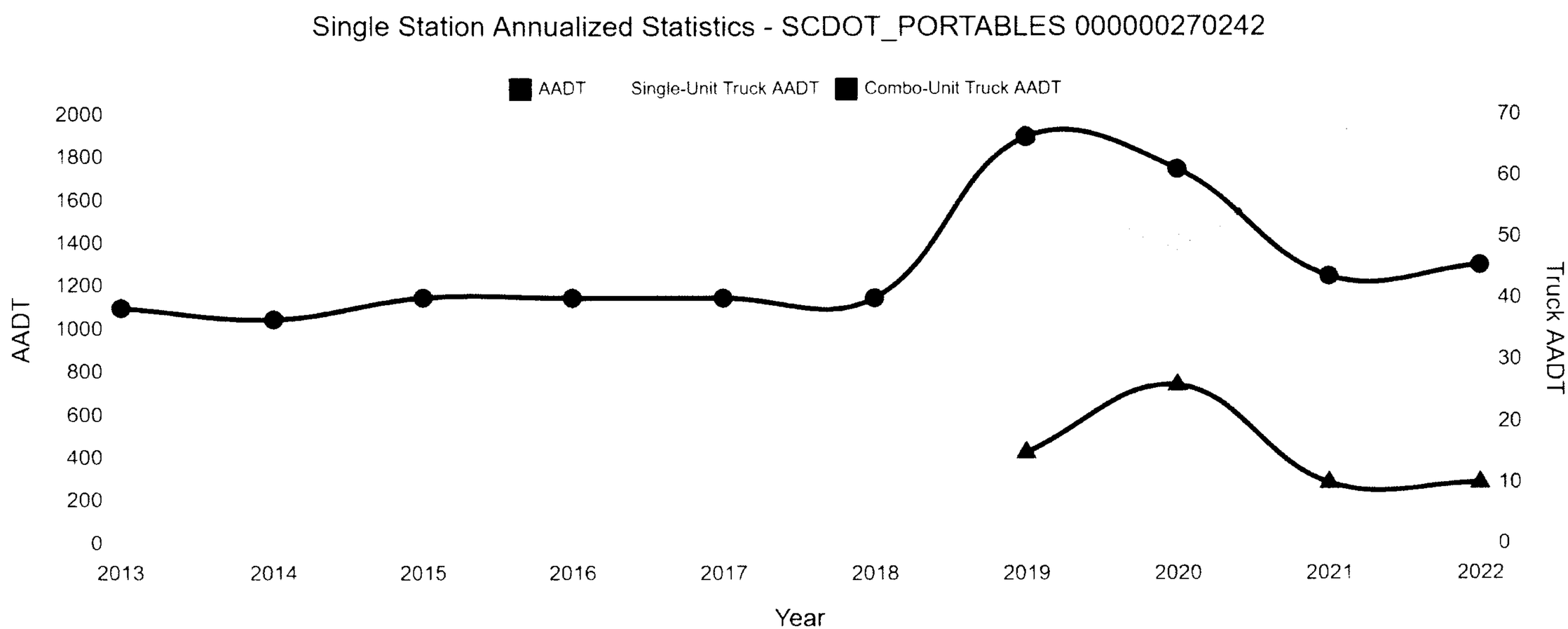
Single Station Annualized Statistics - SCDOT_PORTABLES 000000270242

Site Name 27-0242 Site ID 000000270242 Description S-29 : SC 336 (TILLMAN RD) TO S- 48 (CARTERS MILL RD), L- 48

Data Item	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Statistics Type	-	-	-	-	-	-	-	-	-	-
AADT	1100	1050	1150	1150	1150	1150	1900	1750	1250	1300
Single-Unit Truck AADT	-	-	-	-	-	-	67	49	67	69
Combo-Unit Truck AADT	-	-	-	-	-	-	15	26	10	10
% DHV SU Trucks	-	-	-	-	-	-	-	-	-	-
% DHV CU Trucks	-	-	-	-	-	-	-	-	-	-
% Peak SU Trucks	-	-	-	-	-	-	-	-	-	-
% Peak CU Trucks	-	-	-	-	-	-	-	-	-	-
K-Factor	-	-	-	-	-	-	0.1	0.1	0.1	0.1
D-Factor	-	-	-	-	-	-	0.65	0.65	0.55	0.55



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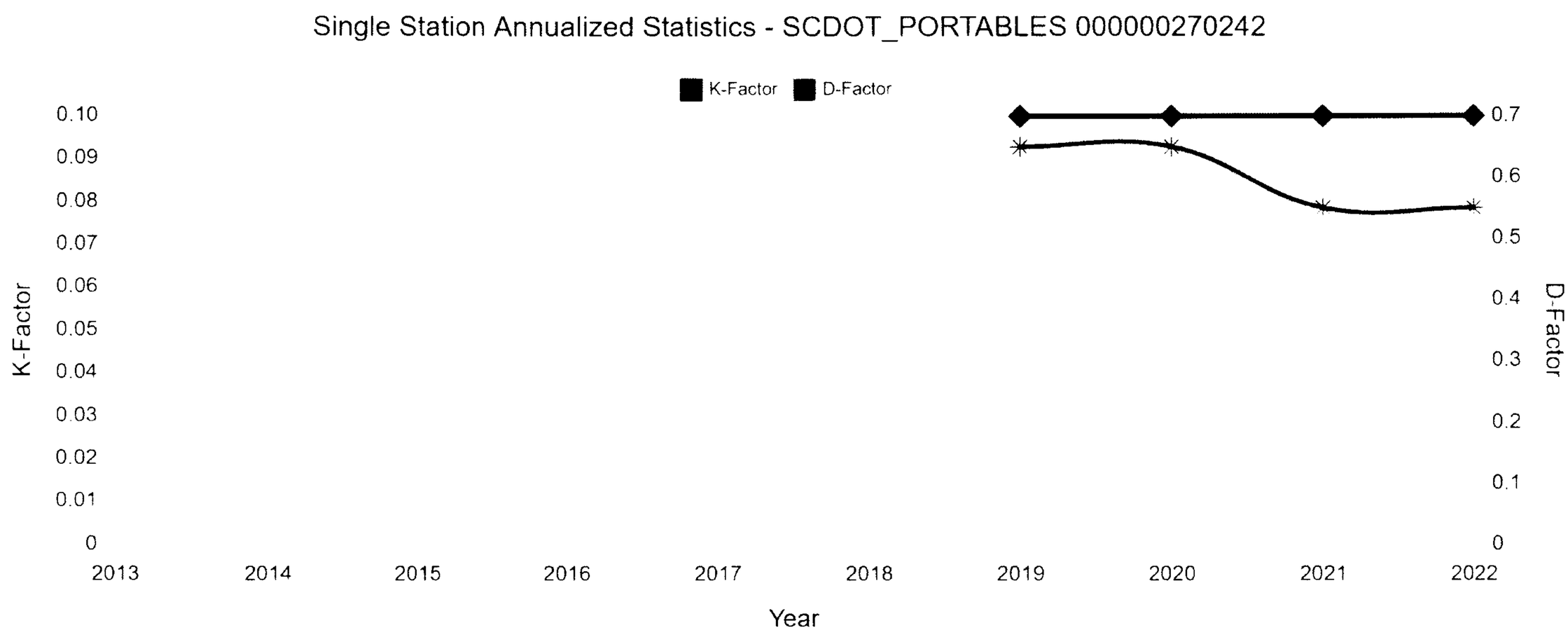

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THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX D

TRIP GENERATION CALCULATIONS

J – 30596.0000

January 2024

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Nimmer Tract TIA

From ITE Trip Generation Manual, 11th Edition

Vehicle Trips

Land Use: 210 - Single-Family Detached Housing

1,150 Dwelling Units

Weekday - Vehicle Trip Ends vs Dwelling Units

Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

Directional Distribution: 50% entering, 50% exiting

	Total Trips	Entering Trips	Exiting Trips
Weekday	9,544	4,772	4,772

Weekday, Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9am

Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.12

Directional Distribution: 25% entering, 75% exiting

	Total Trips	Entering Trips	Exiting Trips
AM Peak Hour	688	172	516

Weekday, Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6pm

Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

Directional Distribution: 63% entering, 37% exiting

	Total Trips	Entering Trips	Exiting Trips
PM Peak Hour	987	622	365

Nimmer Tract TIA

From ITE Trip Generation Manual, 11th Edition

Vehicle Trips

Land Use: 215 - Single-Family Attached Housing

150 Dwelling Units

Weekday - Vehicle Trip Ends vs Dwelling Units

Fitted Curve Equation: T = 7.62 (X) - 50.48

Directional Distribution: 50% entering, 50% exiting

	Total Trips	Entering Trips	Exiting Trips
Weekday	1,093	547	547

Weekday, Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9am

Fitted Curve Equation: T = 0.52 (X) - 5.70

Directional Distribution: 25% entering, 75% exiting

	Total Trips	Entering Trips	Exiting Trips
AM Peak Hour	72	18	54

Weekday, Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6pm

Fitted Curve Equation: Ln(T) = 0.60 X - 3.93

Directional Distribution: 59% entering, 41% exiting

	Total Trips	Entering Trips	Exiting Trips
PM Peak Hour	86	51	35

Nimmer Tract TIA

From ITE Trip Generation Manual, 11th Edition

Vehicle Trips

Land Use: 575 - Fire and Rescue Station

10.00 KSF

Weekday - Vehicle Trip Ends vs KSF

Average Rate: T = 4.8 (X)

Directional Distribution: 50% entering, 50% exiting

Daily rate was calculated by assuming 10x of the AM and PM peak hour rates provided in the ITE 11th Edition.

	Total Trips	Entering Trips	Exiting Trips
Weekday	48	24	24

Weekday, Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9am

Average Rate: T = 0.48 (X)

Directional Distribution: 71% entering, 29% exiting

	Total Trips	Entering Trips	Exiting Trips
AM Peak Hour	5	4	1

Weekday, Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6pm

Average Rate: T = 0.48 (X)

Directional Distribution: 29% entering, 71% exiting

	Total Trips	Entering Trips	Exiting Trips
PM Peak Hour	5	1	4

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX E

SYNCHRO HCM 6 ANALYSIS
2035 NO-BUILD PEAK HOUR VOLUMES

J – 30596.0000

January 2024

thomasandhutton.com

HCM 6th TWSC
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336) 12/12/2023

Int Delay, s/veh	5.8											

Lane Configurations												
Traffic Vol, veh/h	44	137	0	0	58	0	0	33	0	25	65	30
Future Vol, veh/h	44	137	0	0	58	0	0	33	0	25	65	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	5	0	0	8	0	0	0	0	0	0	4
Mvmt Flow	56	173	0	0	73	0	0	42	0	32	82	38

Conflicting Flow All	73	0	0	173	0	0	418	358	173	379	358	73
Stage 1	-	-	-	-	-	-	285	285	-	73	73	-
Stage 2	-	-	-	-	-	-	133	73	-	306	285	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	1540	-	-	1416	-	-	549	572	876	582	572	983
Stage 1	-	-	-	-	-	-	727	679	-	942	838	-
Stage 2	-	-	-	-	-	-	875	838	-	708	679	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1416	-	-	453	549	876	531	549	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	549	-	531	549	-
Stage 1	-	-	-	-	-	-	698	652	-	904	838	-
Stage 2	-	-	-	-	-	-	759	838	-	636	652	-

HCM Control Delay, s	1.8	0	12.1	12.8
HCM LOS			B	B

Capacity (veh/h)	549	1540	-	-	1416	-	-	612
HCM Lane V/C Ratio	0.076	0.036	-	-	-	-	-	0.248
HCM Control Delay (s)	12.1	7.4	0	-	0	-	-	12.8
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1

HCM 6th TWSC
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336)

12/12/2023

Int Delay, s/veh	3.6											

Lane Configurations												
Traffic Vol, veh/h	8	88	0	2	151	0	1	46	1	22	21	19
Future Vol, veh/h	8	88	0	2	151	0	1	46	1	22	21	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	9	97	0	2	166	0	1	51	1	24	23	21

Conflicting Flow All	166	0	0	97	0	0	307	285	97	311	285	166
Stage 1	-	-	-	-	-	-	115	115	-	170	170	-
Stage 2	-	-	-	-	-	-	192	170	-	141	115	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1342	-	-	1509	-	-	649	628	965	645	628	884
Stage 1	-	-	-	-	-	-	895	804	-	837	762	-
Stage 2	-	-	-	-	-	-	814	762	-	867	804	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1342	-	-	1509	-	-	612	623	965	600	623	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	612	623	-	600	623	-
Stage 1	-	-	-	-	-	-	889	798	-	831	761	-
Stage 2	-	-	-	-	-	-	770	761	-	805	798	-

HCM Control Delay, s	0.6	0.1	11.3	10.9
HCM LOS			B	B

Capacity (veh/h)	627	1342	-	-	1509	-	-	675
HCM Lane V/C Ratio	0.084	0.007	-	-	0.001	-	-	0.101
HCM Control Delay (s)	11.3	7.7	0	-	7.4	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.3

HCM 6th TWSC
2: Tillman Road (SC 336) & Nimmer Turf Road

12/12/2023

Int Delay, s/veh	0.5					

Lane Configurations						
Traffic Vol, veh/h	7	154	81	5	7	0
Future Vol, veh/h	7	154	81	5	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	7	0	33	0
Mvmt Flow	7	164	86	5	7	0

Conflicting Flow All	91	0	-	0	267	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	4.1	-	-	-	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	1517	-	-	-	660	975
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	657	975
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	783	-

HCM Control Delay, s	0.3	0	10.5
HCM LOS			B

Capacity (veh/h)	1517	-	-	-	657
HCM Lane V/C Ratio	0.005	-	-	-	0.011
HCM Control Delay (s)	7.4	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th TWSC
2: Tillman Road (SC 336) & Nimmer Turf Road 12/12/2023

Int Delay, s/veh	0.7					

Lane Configurations						
Traffic Vol, veh/h	0	76	137	11	13	5
Future Vol, veh/h	0	76	137	11	13	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	6	4	11	0	25
Mvmt Flow	0	87	157	13	15	6

Conflicting Flow All	170	0	-	0	251	164
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1420	-	-	-	742	824
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1420	-	-	-	742	824
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	941	-

HCM Control Delay, s	0	0	9.9
HCM LOS			A

Capacity (veh/h)	1420	-	-	-	763
HCM Lane V/C Ratio	-	-	-	-	0.027
HCM Control Delay (s)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th TWSC
3: Tarboro Road (SC 27-22) & Nimmer Turf Road 12/12/2023

Int Delay, s/veh	0.2					

Lane Configurations						
Traffic Vol, veh/h	2	1	1	102	118	1
Future Vol, veh/h	2	1	1	102	118	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	3	2	2	155	179	2

Conflicting Flow All	339	180	181	0	-	0
Stage 1	180	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	661	868	1407	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	660	868	1407	-	-	-
Mov Cap-2 Maneuver	660	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	875	-	-	-	-	-

HCM Control Delay, s	10.1	0.1	0
HCM LOS	B		

Capacity (veh/h)	1407	-	717	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh	0.1					

Lane Configurations						
Traffic Vol, veh/h	1	1	0	71	86	1
Future Vol, veh/h	1	1	0	71	86	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	1	1	0	103	125	1

Conflicting Flow All	229	126	126	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	764	930	1473	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	764	930	1473	-	-	-
Mov Cap-2 Maneuver	764	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	926	-	-	-	-	-

HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Capacity (veh/h)	1473	-	839	-	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX F

SYNCHRO HCM 6 ANALYSIS
2035 BUILD OUT PEAK HOUR VOLUMES

J – 30596.0000

January 2024

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HCM 6th TWSC
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336)

01/04/2024

Int Delay, s/veh 148.1

Lane Configurations												
Traffic Vol, veh/h	64	165	29	0	68	39	10	110	0	139	294	87
Future Vol, veh/h	64	165	29	0	68	39	10	110	0	139	294	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	5	0	0	8	0	0	0	0	0	0	4
Mvmt Flow	81	209	37	0	86	49	13	139	0	176	372	110

Conflicting Flow All	135	0	0	246	0	0	742	525	228	570	519	111
Stage 1	-	-	-	-	-	-	390	390	-	111	111	-
Stage 2	-	-	-	-	-	-	352	135	-	459	408	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	1462	-	-	1332	-	-	334	460	816	435	464	937
Stage 1	-	-	-	-	-	-	638	611	-	899	807	-
Stage 2	-	-	-	-	-	-	669	789	-	586	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1462	-	-	1332	-	-	77	431	816	311	434	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	431	-	311	434	-
Stage 1	-	-	-	-	-	-	597	572	-	841	807	-
Stage 2	-	-	-	-	-	-	318	789	-	415	562	-

HCM Control Delay, s	1.9	0	27	279.1
HCM LOS			D	F

Capacity (veh/h)	312	1462	-	-	1332	-	-	427
HCM Lane V/C Ratio	0.487	0.055	-	-	-	-	-	1.542
HCM Control Delay (s)	27	7.6	0	-	0	-	-	279.1
HCM Lane LOS	D	A	A	-	A	-	-	F
HCM 95th %tile Q(veh)	2.5	0.2	-	-	0	-	-	35.8

HCM 6th TWSC
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336) 01/04/2024

Int Delay, s/veh 393.4

Lane Configurations												
Traffic Vol, veh/h	76	108	20	2	184	135	35	315	1	103	183	59
Future Vol, veh/h	76	108	20	2	184	135	35	315	1	103	183	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	84	119	22	2	202	148	38	346	1	113	201	65

Conflicting Flow All	350	0	0	141	0	0	711	652	130	752	589	276
Stage 1	-	-	-	-	-	-	298	298	-	280	280	-
Stage 2	-	-	-	-	-	-	413	354	-	472	309	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1145	-	-	1455	-	-	351	390	925	329	423	768
Stage 1	-	-	-	-	-	-	715	671	-	731	683	-
Stage 2	-	-	-	-	-	-	620	634	-	576	663	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1145	-	-	1455	-	-	179	358	925	~ 38	388	768
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	358	-	~ 38	388	-
Stage 1	-	-	-	-	-	-	658	617	-	673	682	-
Stage 2	-	-	-	-	-	-	399	633	-	232	610	-

HCM Control Delay, s	3.1	0	144.3	$ 1243.8
HCM LOS			F	F

Capacity (veh/h)	326	1145	-	-	1455	-	-	106
HCM Lane V/C Ratio	1.183	0.073	-	-	0.002	-	-	3.577
HCM Control Delay (s)	144.3	8.4	0	-	7.5	0		$ 1243.8
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	16.3	0.2	-	-	0	-	-	37.9

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Int Delay, s/veh	3.9					

Lane Configurations						
Traffic Vol, veh/h	36	174	138	24	64	86
Future Vol, veh/h	36	174	138	24	64	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	7	0	33	0
Mvmt Flow	38	185	147	26	68	91

Conflicting Flow All	173	0	-	0	421	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	4.1	-	-	-	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	1416	-	-	-	534	890
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1416	-	-	-	518	890
Mov Cap-2 Maneuver	-	-	-	-	518	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	716	-

HCM Control Delay, s	1.3	0	11.9
HCM LOS			B

Capacity (veh/h)	1416	-	-	-	681
HCM Lane V/C Ratio	0.027	-	-	-	0.234
HCM Control Delay (s)	7.6	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

HCM 6th TWSC
2: Tillman Road (SC 336) & Nimmer Turf Road

01/04/2024

Int Delay, s/veh	4					

Lane Configurations						
Traffic Vol, veh/h	101	143	177	78	53	65
Future Vol, veh/h	101	143	177	78	53	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	6	4	11	0	25
Mvmt Flow	116	164	203	90	61	75

Conflicting Flow All	293	0	-	0	644	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1280	-	-	-	440	738
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1280	-	-	-	396	738
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	684	-

HCM Control Delay, s	3.3	0	14.1
HCM LOS			B

Capacity (veh/h)	1280	-	-	-	532
HCM Lane V/C Ratio	0.091	-	-	-	0.255
HCM Control Delay (s)	8.1	0	-	-	14.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1

HCM 6th TWSC
3: Tarboro Road (SC 27-22) & Nimmer Turf Road 01/04/2024

Int Delay, s/veh	0.4					

Lane Configurations						
Traffic Vol, veh/h	8	1	1	124	126	3
Future Vol, veh/h	8	1	1	124	126	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	12	2	2	188	191	5

Conflicting Flow All	386	194	196	0	-	0
Stage 1	194	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	621	853	1389	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	620	853	1389	-	-	-
Mov Cap-2 Maneuver	620	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	845	-	-	-	-	-

HCM Control Delay, s	10.8	0.1	0
HCM LOS	B		

Capacity (veh/h)	1389	-	639	-	-
HCM Lane V/C Ratio	0.001	-	0.021	-	-
HCM Control Delay (s)	7.6	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
3: Tarboro Road (SC 27-22) & Nimmer Turf Road 01/04/2024

Int Delay, s/veh	0.3					

Lane Configurations						
Traffic Vol, veh/h	5	1	0	87	113	8
Future Vol, veh/h	5	1	0	87	113	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	7	1	0	126	164	12

Conflicting Flow All	296	170	176	0	-	0
Stage 1	170	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	699	879	1412	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	699	879	1412	-	-	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	905	-	-	-	-	-

HCM Control Delay, s	10	0	0
HCM LOS	B		

Capacity (veh/h)	1412	-	724	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Int Delay, s/veh	5.5					

Lane Configurations						
Traffic Vol, veh/h	11	257	86	150	262	4
Future Vol, veh/h	11	257	86	150	262	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	279	93	163	285	4

Conflicting Flow All	636	287	289	0	-	0
Stage 1	287	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	442	752	1273	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	407	752	1273	-	-	-
Mov Cap-2 Maneuver	407	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	714	-	-	-	-	-

HCM Control Delay, s	13.2	2.9	0
HCM LOS	B		

Capacity (veh/h)	1273	-	727	-	-
HCM Lane V/C Ratio	0.073	-	0.401	-	-
HCM Control Delay (s)	8.1	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.9	-	-

HCM 6th TWSC
4: Tarboro Road (SC 27-22) & Access 1 01/04/2024

Int Delay, s/veh	5.3					

Lane Configurations						
Traffic Vol, veh/h	8	180	303	240	188	13
Future Vol, veh/h	8	180	303	240	188	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	196	329	261	204	14

Conflicting Flow All	1130	211	218	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	225	829	1352	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	829	1352	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	389	-	-	-	-	-

HCM Control Delay, s	12.2	4.8	0
HCM LOS	B		

Capacity (veh/h)	1352	-	705	-	-
HCM Lane V/C Ratio	0.244	-	0.29	-	-
HCM Control Delay (s)	8.5	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	1	-	1.2	-	-

Int Delay, s/veh	4.3					

Lane Configurations						
Traffic Vol, veh/h	11	143	48	114	123	4
Future Vol, veh/h	11	143	48	114	123	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	155	52	124	134	4

Conflicting Flow All	364	136	138	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	635	913	1446	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	610	913	1446	-	-	-
Mov Cap-2 Maneuver	610	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	810	-	-	-	-	-

HCM Control Delay, s	10	2.2	0
HCM LOS	B		

Capacity (veh/h)	1446	-	882	-	-
HCM Lane V/C Ratio	0.036	-	0.19	-	-
HCM Control Delay (s)	7.6	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Int Delay, s/veh	5.1					

Lane Configurations						
Traffic Vol, veh/h	8	100	168	79	101	13
Future Vol, veh/h	8	100	168	79	101	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	109	183	86	110	14

Conflicting Flow All	569	117	124	0	-	0
Stage 1	117	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	484	935	1463	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	421	935	1463	-	-	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	641	-	-	-	-	-

HCM Control Delay, s	9.9	5.3	0
HCM LOS	A		

Capacity (veh/h)	1463	-	857	-	-
HCM Lane V/C Ratio	0.125	-	0.137	-	-
HCM Control Delay (s)	7.8	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-

Int Delay, s/veh	6.6					

Lane Configurations						
Traffic Vol, veh/h	143	6	12	48	2	7
Future Vol, veh/h	143	6	12	48	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	155	7	13	52	2	8

Conflicting Flow All	51	39	0	0	65	0
Stage 1	39	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	958	1033	-	-	1537	-
Stage 1	983	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	957	1033	-	-	1537	-
Mov Cap-2 Maneuver	957	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

HCM Control Delay, s	9.5	0	1.6
HCM LOS	A		

Capacity (veh/h)	-	-	960	1537	-
HCM Lane V/C Ratio	-	-	0.169	0.001	-
HCM Control Delay (s)	-	-	9.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Int Delay, s/veh	3.5					

Lane Configurations						
Traffic Vol, veh/h	100	4	11	168	7	18
Future Vol, veh/h	100	4	11	168	7	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	4	12	183	8	20

Conflicting Flow All	140	104	0	0	195	0
Stage 1	104	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	853	951	-	-	1378	-
Stage 1	920	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	848	951	-	-	1378	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	980	-	-	-	-	-

HCM Control Delay, s	9.9	0	2.1
HCM LOS	A		

Capacity (veh/h)	-	-	852	1378	-
HCM Lane V/C Ratio	-	-	0.133	0.006	-
HCM Control Delay (s)	-	-	9.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

HCM 6th TWSC
7: Tarboro Road (SC 27-22) & Fire Station Access 01/04/2024

Int Delay, s/veh	0					

Lane Configurations						
Traffic Vol, veh/h	0	1	4	236	518	0
Future Vol, veh/h	0	1	4	236	518	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	4	257	563	0

Conflicting Flow All	828	563	563	0	-	0
Stage 1	563	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	341	526	1008	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	339	526	1008	-	-	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	779	-	-	-	-	-

HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Capacity (veh/h)	1008	-	526	-	-
HCM Lane V/C Ratio	0.004	-	0.002	-	-
HCM Control Delay (s)	8.6	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
7: Tarboro Road (SC 27-22) & Fire Station Access

01/04/2024

Int Delay, s/veh	0					

Lane Configurations						
Traffic Vol, veh/h	0	4	1	542	368	0
Future Vol, veh/h	0	4	1	542	368	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	1	589	400	0

Conflicting Flow All	991	400	400	0	-	0
Stage 1	400	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	273	650	1159	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	273	650	1159	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	553	-	-	-	-	-

HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Capacity (veh/h)	1159	-	650	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	8.1	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX G

SYNCHRO HCM 6 ANALYSIS
2035 BUILD OUT PEAK HOUR VOLUMES
WITH IMPROVEMENTS

J – 30596.0000

January 2024

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HCM 6th TWSC
2: Tillman Road (SC 336) & Nimmer Turf Road

01/04/2024

Int Delay, s/veh	3.9					

Lane Configurations						
Traffic Vol, veh/h	36	174	138	24	64	86
Future Vol, veh/h	36	174	138	24	64	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	3	7	0	33	0
Mvmt Flow	38	185	147	26	68	91

Conflicting Flow All	173	0	-	0	421	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	4.1	-	-	-	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	1416	-	-	-	534	890
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1416	-	-	-	520	890
Mov Cap-2 Maneuver	-	-	-	-	520	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	716	-

HCM Control Delay, s	1.3	0	11.9
HCM LOS			B

Capacity (veh/h)	1416	-	-	-	683
HCM Lane V/C Ratio	0.027	-	-	-	0.234
HCM Control Delay (s)	7.6	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Int Delay, s/veh	4					

Lane Configurations						
Traffic Vol, veh/h	101	143	177	78	53	65
Future Vol, veh/h	101	143	177	78	53	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	6	4	11	0	25
Mvmt Flow	116	164	203	90	61	75

Conflicting Flow All	293	0	-	0	644	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1280	-	-	-	440	738
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1280	-	-	-	400	738
Mov Cap-2 Maneuver	-	-	-	-	400	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	684	-

HCM Control Delay, s	3.3		0		14	
HCM LOS					B	

Capacity (veh/h)	1280	-	-	-	535	
HCM Lane V/C Ratio	0.091	-	-	-	0.254	
HCM Control Delay (s)	8.1	-	-	-	14	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.3	-	-	-	1	

HCM 6th TWSC
4: Tarboro Road (SC 27-22) & Access 1

01/04/2024

Int Delay, s/veh	5.5					

Lane Configurations						
Traffic Vol, veh/h	11	257	86	150	262	4
Future Vol, veh/h	11	257	86	150	262	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	279	93	163	285	4

Conflicting Flow All	636	287	289	0	-	0
Stage 1	287	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	442	752	1273	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	410	752	1273	-	-	-
Mov Cap-2 Maneuver	410	-	-	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	714	-	-	-	-	-

HCM Control Delay, s	13.2	2.9	0
HCM LOS	B		

Capacity (veh/h)	1273	-	727	-	-
HCM Lane V/C Ratio	0.073	-	0.401	-	-
HCM Control Delay (s)	8.1	-	13.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.9	-	-

HCM 6th TWSC
4: Tarboro Road (SC 27-22) & Access 1

01/04/2024

Int Delay, s/veh	5.2					

Lane Configurations						
Traffic Vol, veh/h	8	180	303	240	188	13
Future Vol, veh/h	8	180	303	240	188	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	196	329	261	204	14

Conflicting Flow All	1130	211	218	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	225	829	1352	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	829	1352	-	-	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	389	-	-	-	-	-

HCM Control Delay, s	12.1	4.8	0
HCM LOS	B		

Capacity (veh/h)	1352	-	712	-	-
HCM Lane V/C Ratio	0.244	-	0.287	-	-
HCM Control Delay (s)	8.5	-	12.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	1	-	1.2	-	-

HCM 6th TWSC
5: Tarboro Road (SC 27-22) & Access 2 01/04/2024

Int Delay, s/veh	4.3					

Lane Configurations						
Traffic Vol, veh/h	11	143	48	114	123	4
Future Vol, veh/h	11	143	48	114	123	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	155	52	124	134	4

Conflicting Flow All	364	136	138	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	635	913	1446	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	612	913	1446	-	-	-
Mov Cap-2 Maneuver	612	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	810	-	-	-	-	-

HCM Control Delay, s	10	2.2	0
HCM LOS	B		

Capacity (veh/h)	1446	-	882	-	-
HCM Lane V/C Ratio	0.036	-	0.19	-	-
HCM Control Delay (s)	7.6	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

HCM 6th TWSC
5: Tarboro Road (SC 27-22) & Access 2 01/04/2024

Int Delay, s/veh	5.1					

Lane Configurations						
Traffic Vol, veh/h	8	100	168	79	101	13
Future Vol, veh/h	8	100	168	79	101	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	109	183	86	110	14

Conflicting Flow All	569	117	124	0	-	0
Stage 1	117	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	484	935	1463	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	424	935	1463	-	-	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	641	-	-	-	-	-

HCM Control Delay, s	9.9	5.3	0
HCM LOS	A		

Capacity (veh/h)	1463	-	858	-	-
HCM Lane V/C Ratio	0.125	-	0.137	-	-
HCM Control Delay (s)	7.8	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-

Tillman Road (SC 336) & Tarbororo Road (SC 27-22) Turn Lane Improvement

HCM 6th TWSC
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336)

01/04/2024

Int Delay, s/veh 132.7

Lane Configurations												
Traffic Vol, veh/h	64	165	29	0	68	39	10	110	0	139	294	87
Future Vol, veh/h	64	165	29	0	68	39	10	110	0	139	294	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	5	0	0	8	0	0	0	0	0	0	4
Mvmt Flow	81	209	37	0	86	49	13	139	0	176	372	110

Conflicting Flow All	135	0	0	246	0	0	742	525	228	545	494	86
Stage 1	-	-	-	-	-	-	390	390	-	86	86	-
Stage 2	-	-	-	-	-	-	352	135	-	459	408	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	1462	-	-	1332	-	-	334	460	816	452	479	967
Stage 1	-	-	-	-	-	-	638	611	-	927	827	-
Stage 2	-	-	-	-	-	-	669	789	-	586	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1462	-	-	1332	-	-	90	435	816	326	453	967
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	435	-	326	453	-
Stage 1	-	-	-	-	-	-	603	577	-	876	827	-
Stage 2	-	-	-	-	-	-	326	789	-	420	567	-

HCM Control Delay, s	1.9		0		24.9		249.8	
HCM LOS					C		F	

Capacity (veh/h)	330	1462	-	-	1332	-	-	446
HCM Lane V/C Ratio	0.46	0.055	-	-	-	-	-	1.476
HCM Control Delay (s)	24.9	7.6	-	-	0	-	-	249.8
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.3	0.2	-	-	0	-	-	33.8

HCM 6th TWSC
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336)

01/04/2024

Int Delay, s/veh 300.5

Lane Configurations												
Traffic Vol, veh/h	76	108	20	2	184	135	35	315	1	103	183	59
Future Vol, veh/h	76	108	20	2	184	135	35	315	1	103	183	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	14	3	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	84	119	22	2	202	148	38	346	1	113	201	65

Conflicting Flow All	350	0	0	141	0	0	711	652	130	678	515	202
Stage 1	-	-	-	-	-	-	298	298	-	206	206	-
Stage 2	-	-	-	-	-	-	413	354	-	472	309	-
Critical Hdwy	4.24	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.326	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1145	-	-	1455	-	-	351	390	925	369	466	844
Stage 1	-	-	-	-	-	-	715	671	-	801	735	-
Stage 2	-	-	-	-	-	-	620	634	-	576	663	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1145	-	-	1455	-	-	195	361	925	~ 48	431	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	361	-	~ 48	431	-
Stage 1	-	-	-	-	-	-	663	622	-	743	734	-
Stage 2	-	-	-	-	-	-	415	633	-	236	615	-

HCM Control Delay, s	3.1	0	134.5	$ 924.9
HCM LOS			F	F

Capacity (veh/h)	333	1145	-	-	1455	-	-	131
HCM Lane V/C Ratio	1.158	0.073	-	-	0.002	-	-	2.894
HCM Control Delay (s)	134.5	8.4	-	-	7.5	0	-	$ 924.9
HCM Lane LOS	F	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	15.8	0.2	-	-	0	-	-	35.1

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Tillman Road (SC 336) & Tarbororo Road (SC 27-22)

Traffic Signal Improvement

HCM 6th Signalized Intersection Summary
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336)

12/29/2023

Lane Configurations												
Traffic Volume (veh/h)	64	165	29	0	68	39	10	110	0	139	294	87
Future Volume (veh/h)	64	165	29	0	68	39	10	110	0	139	294	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1826	1900	1900	1781	1900	1900	1900	1900	1900	1900	1841
Adj Flow Rate, veh/h	81	209	37	0	86	49	13	139	0	176	372	110
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	0	5	0	0	8	0	0	0	0	0	0	4
Cap, veh/h	179	294	47	0	271	155	117	841	0	279	475	130
Arrive On Green	0.25	0.25	0.25	0.00	0.25	0.25	0.47	0.47	0.00	0.47	0.47	0.47
Sat Flow, veh/h	294	1153	185	0	1065	607	56	1802	0	370	1018	279
Grp Volume(v), veh/h	327	0	0	0	0	135	152	0	0	658	0	0
Grp Sat Flow(s),veh/h/ln	1632	0	0	0	0	1672	1858	0	0	1666	0	0
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0	11.7	0.0	0.0
Cycle Q Clear(g_c), s	8.0	0.0	0.0	0.0	0.0	2.8	2.0	0.0	0.0	14.8	0.0	0.0
Prop In Lane	0.25		0.11	0.00		0.36	0.09		0.00	0.27		0.17
Lane Grp Cap(c), veh/h	520	0	0	0	0	426	958	0	0	884	0	0
V/C Ratio(X)	0.63	0.00	0.00	0.00	0.00	0.32	0.16	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	780	0	0	0	0	698	1357	0	0	1258	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	0.0	0.0	13.0	6.7	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.0	0.4	0.1	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.0	0.0	0.8	0.4	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	0.0	0.0	0.0	13.4	6.7	0.0	0.0	11.4	0.0	0.0
LnGrp LOS	B	A	A	A	A	B	A	A	A	B	A	A
Approach Vol, veh/h		327			135			152			658	
Approach Delay, s/veh		16.1			13.4			6.7			11.4	
Approach LOS		B			B			A			B	

Phs Duration (G+Y+Rc), s	26.1	17.0	26.1	17.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	30.0	18.0	30.0	18.0
Max Q Clear Time (g_c+I1), s	4.0	10.0	16.8	4.8
Green Ext Time (p_c), s	0.7	1.0	3.3	0.4

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336)

12/29/2023

Lane Configurations												
Traffic Volume (veh/h)	76	108	20	2	184	135	35	315	1	103	183	59
Future Volume (veh/h)	76	108	20	2	184	135	35	315	1	103	183	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1856	1900	1900	1841	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	84	119	22	2	202	148	38	346	1	113	201	65
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	14	3	0	0	4	0	0	0	0	0	0	0
Cap, veh/h	293	314	48	122	291	212	163	529	1	275	311	89
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	433	1068	163	3	988	719	100	1744	5	390	1026	293
Grp Volume(v), veh/h	225	0	0	352	0	0	385	0	0	379	0	0
Grp Sat Flow(s),veh/h/ln	1664	0	0	1710	0	0	1849	0	0	1709	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	5.4	0.0	0.0	5.3	0.0	0.0	5.3	0.0	0.0
Prop In Lane	0.37		0.10	0.01		0.42	0.10		0.00	0.30		0.17
Lane Grp Cap(c), veh/h	656	0	0	625	0	0	693	0	0	675	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.56	0.00	0.00	0.56	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1090	0	0	1152	0	0	1347	0	0	1223	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	0.0	9.3	0.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.0	0.0	10.1	0.0	0.0	9.8	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		225			352			385			379	
Approach Delay, s/veh		8.8			10.1			9.8			9.8	
Approach LOS		A			B			A			A	

Phs Duration (G+Y+Rc), s	15.0	14.8	15.0	14.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	18.0	20.0	18.0
Max Q Clear Time (g_c+I1), s	7.3	5.0	7.3	7.4
Green Ext Time (p_c), s	1.6	0.9	1.7	1.3

HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Tillman Road (SC 336) & Tarbororo Road (SC 27-22)

Roundabout Improvement

HCM 6th Roundabout
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336)

12/29/2023

Intersection Delay, s/veh	8.5			
Intersection LOS	A			

Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	327	135	152	658
Demand Flow Rate, veh/h	337	142	152	662
Vehicles Circulating, veh/h	548	233	476	106
Vehicles Exiting, veh/h	220	395	409	269
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.3	4.7	6.1	8.9
Approach LOS	B	A	A	A

Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	337	142	152	662
Cap Entry Lane, veh/h	789	1088	849	1238
Entry HV Adj Factor	0.969	0.951	1.000	0.994
Flow Entry, veh/h	327	135	152	658
Cap Entry, veh/h	765	1035	849	1231
V/C Ratio	0.427	0.131	0.179	0.535
Control Delay, s/veh	10.3	4.7	6.1	8.9
LOS	B	A	A	A
95th %tile Queue, veh	2	0	1	3

HCM 6th Roundabout
1: Tarboro Road (SC 27-22) & Tillman Road (SC 336)

12/29/2023

Intersection Delay, s/veh	7.8
Intersection LOS	A

Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	225	352	385	379
Demand Flow Rate, veh/h	241	360	385	379
Vehicles Circulating, veh/h	316	480	332	250
Vehicles Exiting, veh/h	313	237	225	590
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.3	9.7	8.0	7.0
Approach LOS	A	A	A	A

Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	241	360	385	379
Cap Entry Lane, veh/h	1000	846	984	1069
Entry HV Adj Factor	0.935	0.978	1.000	1.000
Flow Entry, veh/h	225	352	385	379
Cap Entry, veh/h	935	827	984	1069
V/C Ratio	0.241	0.426	0.391	0.354
Control Delay, s/veh	6.3	9.7	8.0	7.0
LOS	A	A	A	A
95th %tile Queue, veh	1	2	2	2

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX H

AUXILIARY TURN LANE ANALYSIS

J – 30596.0000

January 2024

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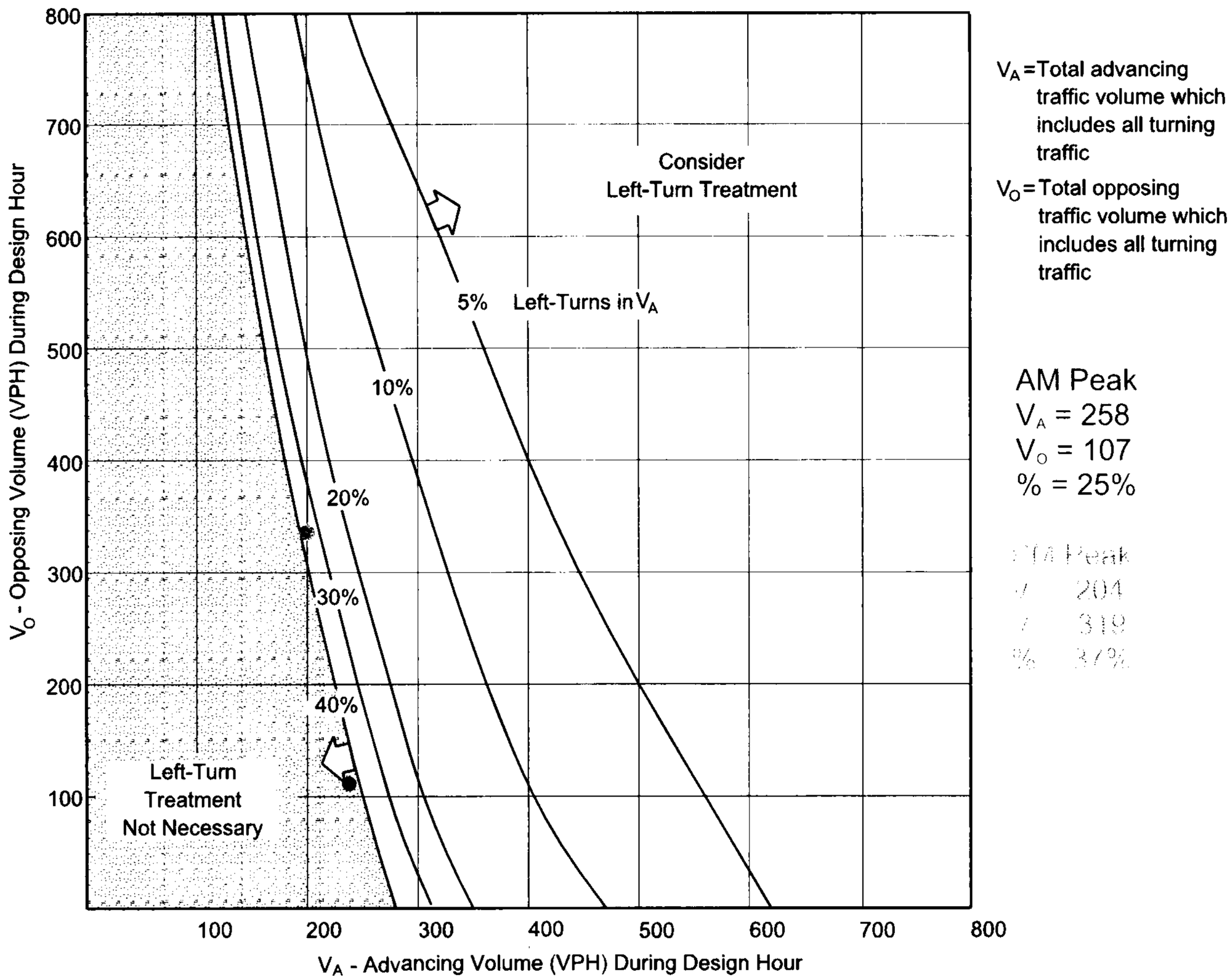
Tillman Road (SC 336) & Tarbororo Road (SC 27-22)

Tillman Road (SC 336) & Tarboro Road (SC 27-22) eastbound



Instructions:

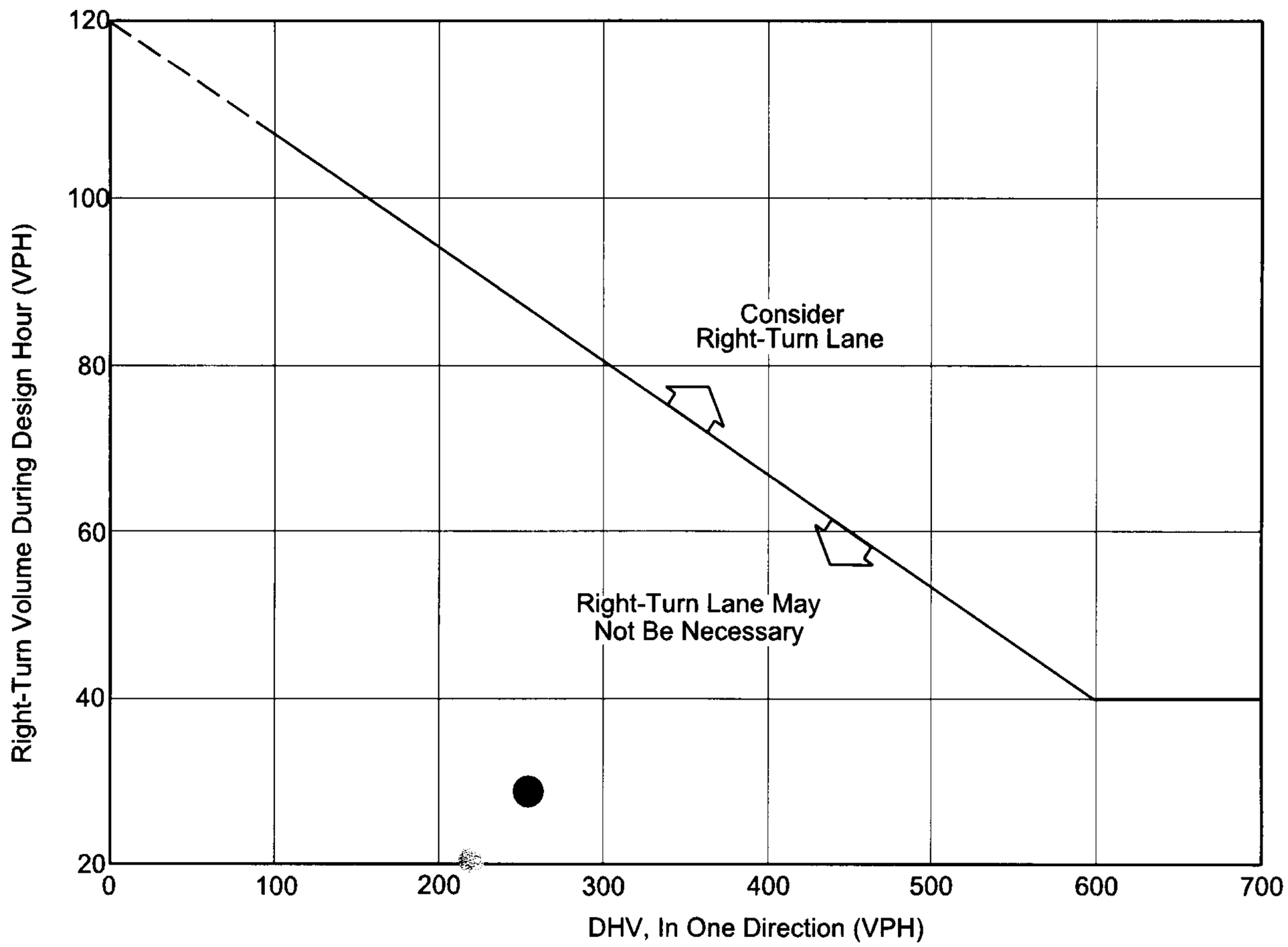
1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

Tillman Road (SC 336) & Tarboro Road (SC 27-22) eastbound

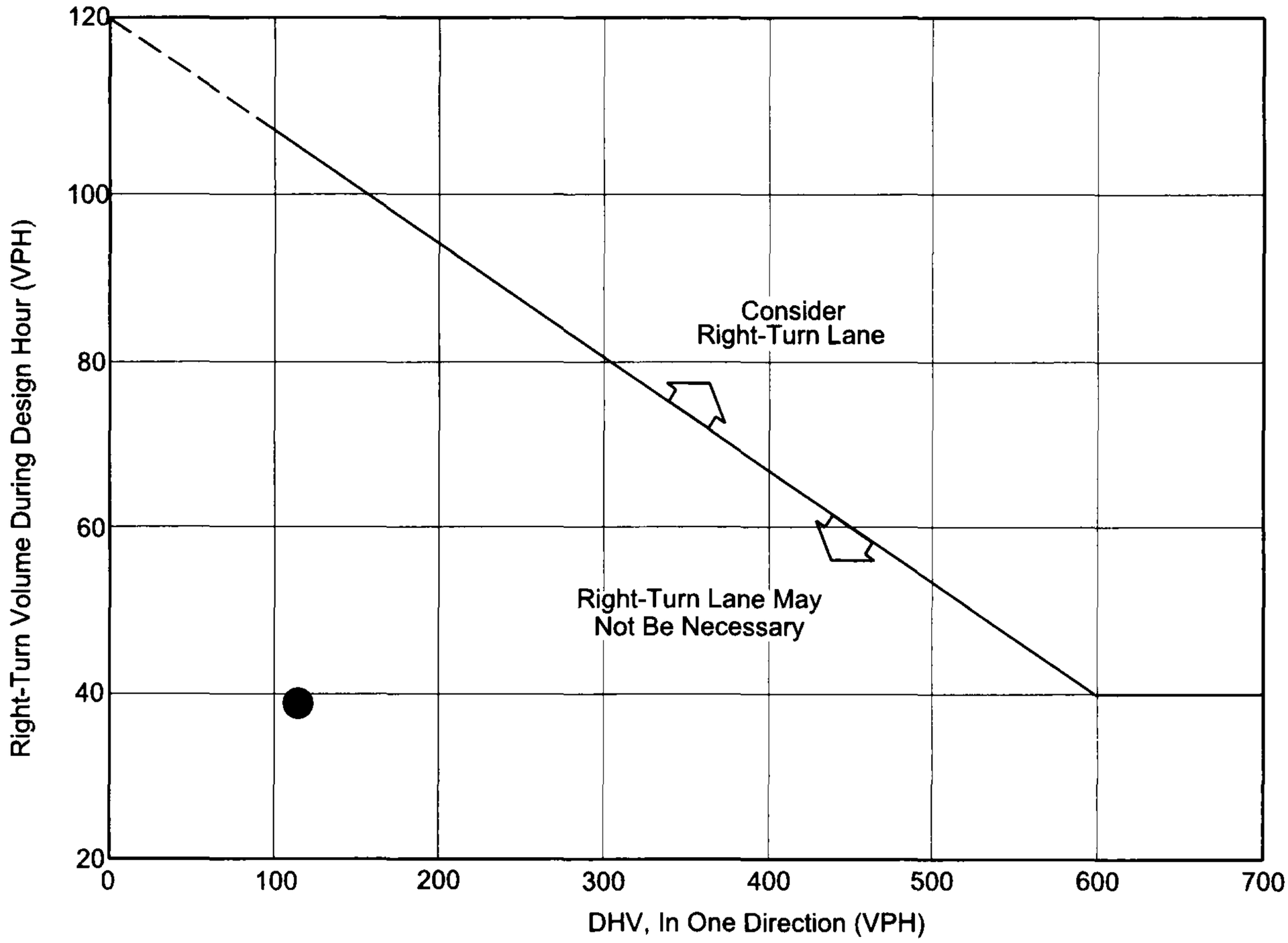


Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

AM:
Speed = 55
DHV = 258
V_R = 29

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

Tillman Road (SC 336) & Tarboro Road (SC 27-22) westbound



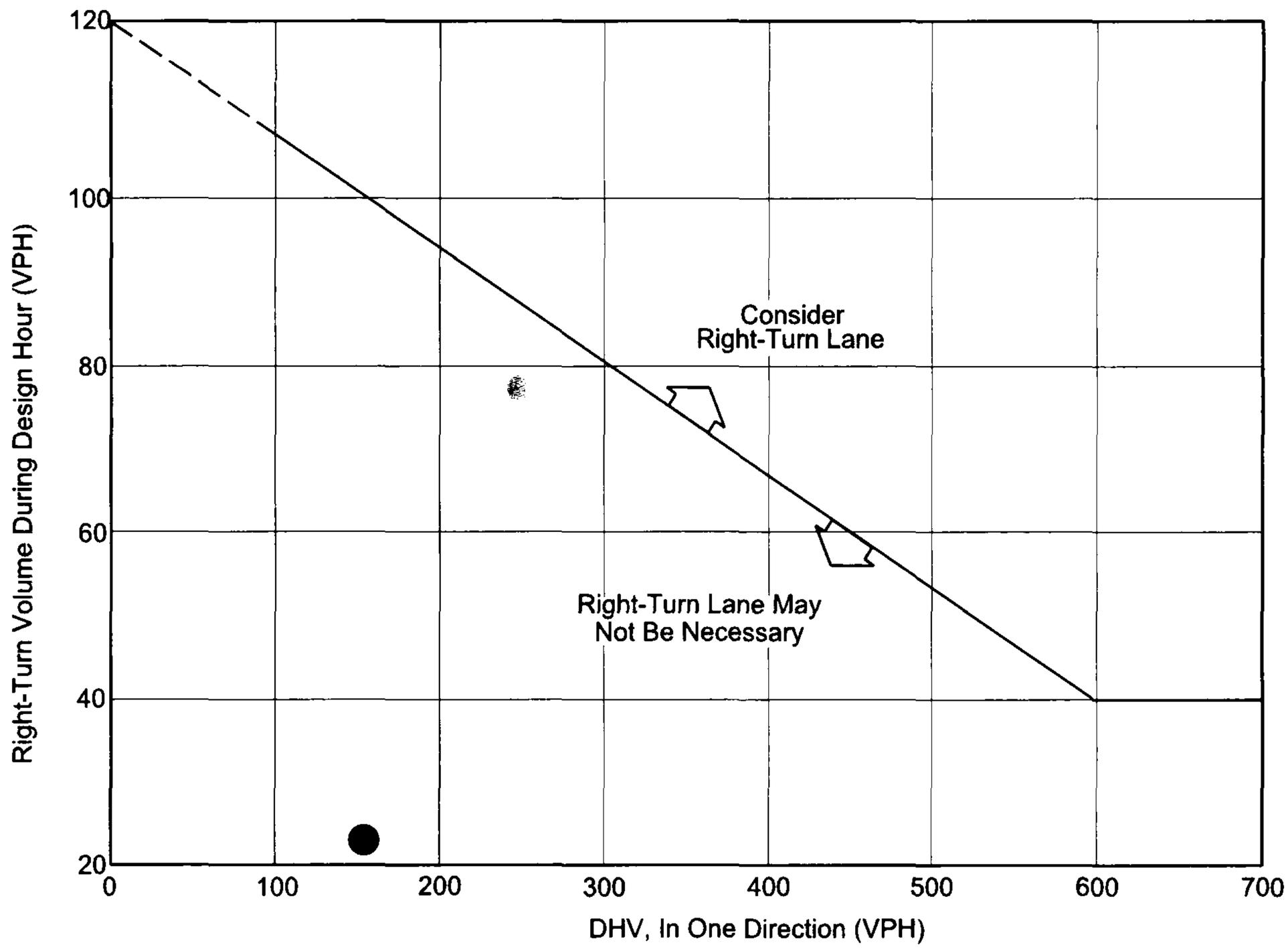
Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

AM:
Speed = 55
DHV = 107
V_R = 39

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

Tillman Road (SC 336) & Nimmer Turf Road

Tillman Road (SC 336) & Nimmer Turf Road westbound



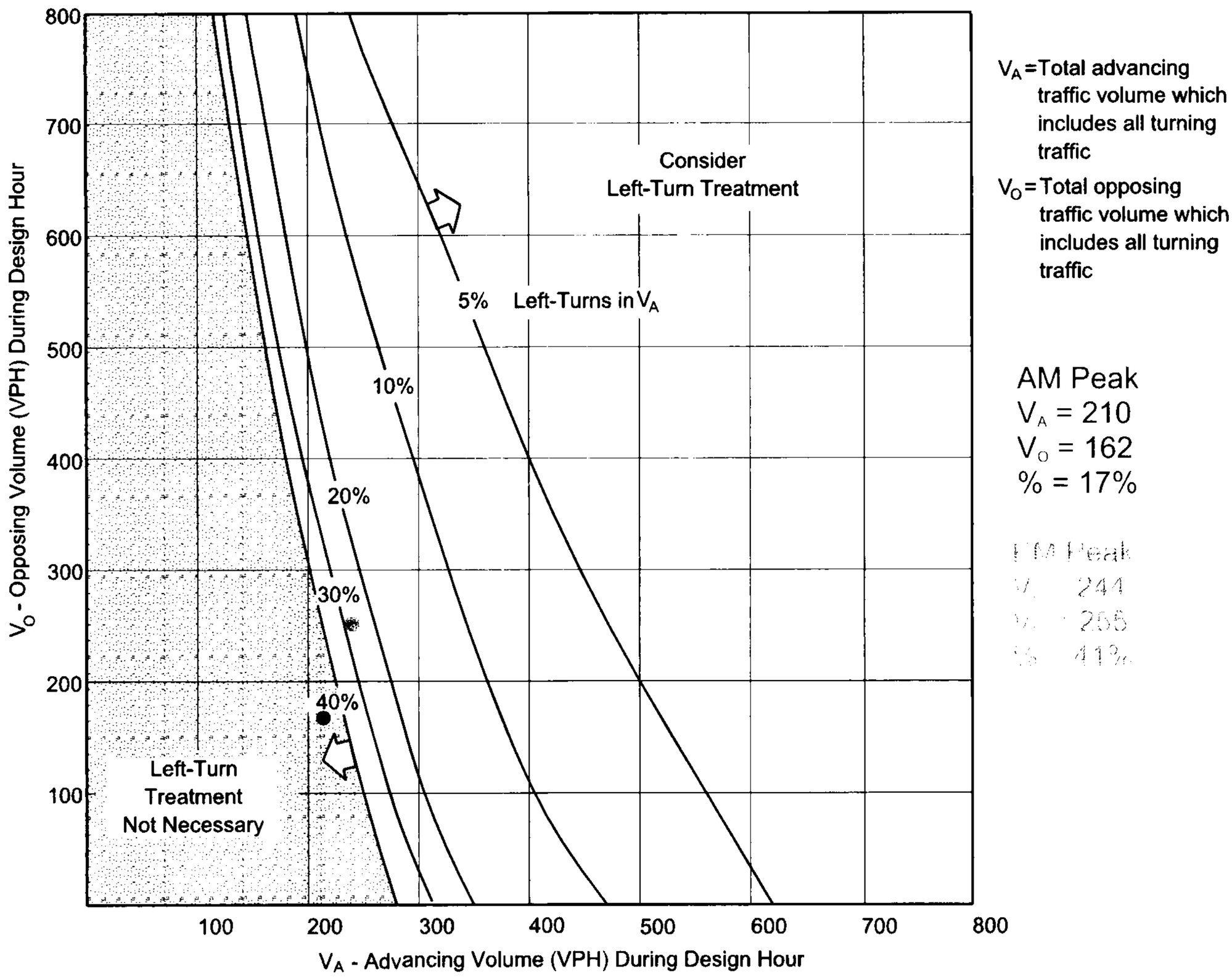
Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

AM:
Speed = 55
DHV = 162
V_R = 24

PM
Speed = [illegible]
DHV = [illegible]
V_R = [illegible]

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

Tillman Road (SC 336) & Nimmer Turf Road eastbound



Instructions:

1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

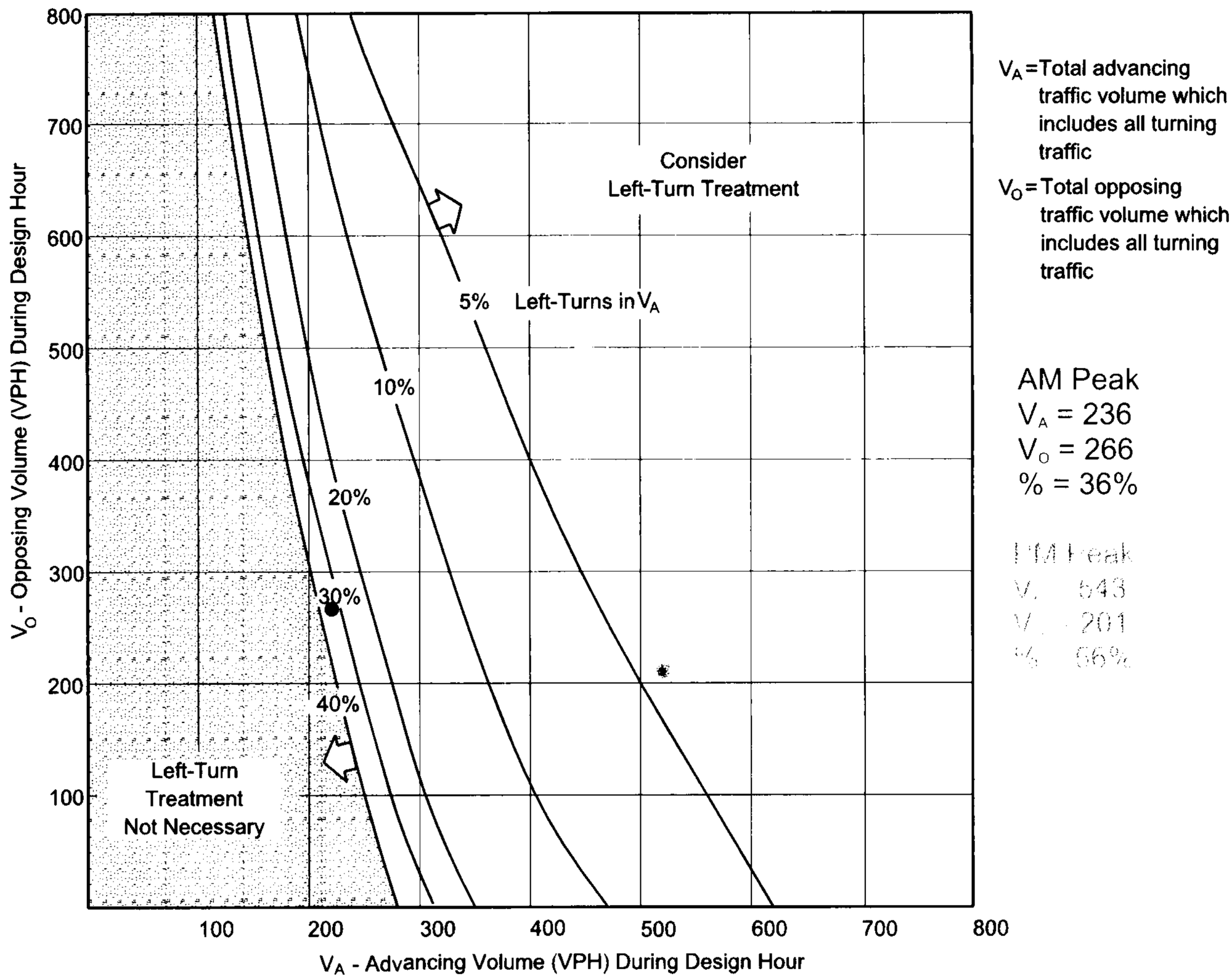
2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

Tarboro Road (SC 27-22) & Access 1

Tarboro Road (SC 27-22) & Access 1 northbound



Instructions:

1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

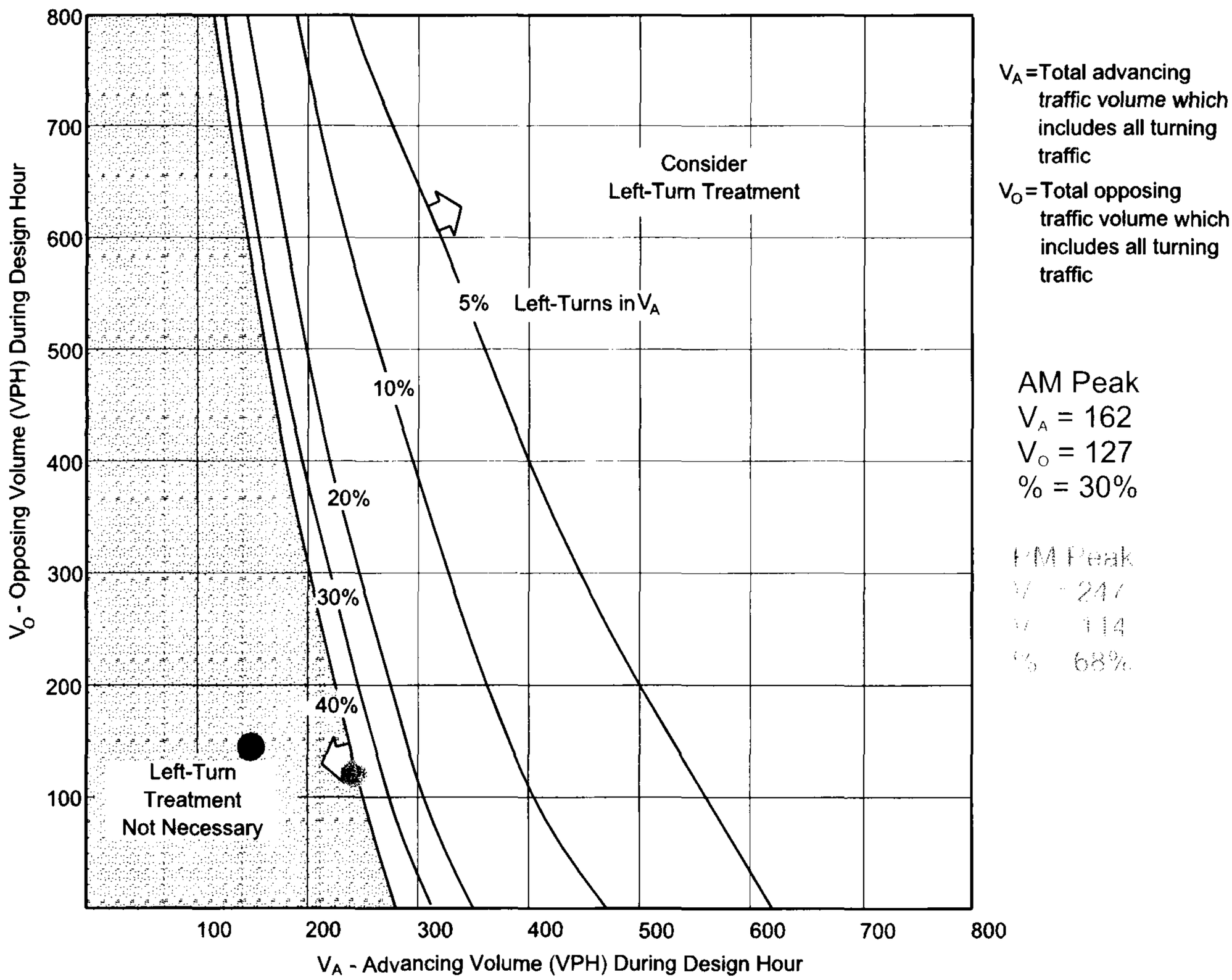
2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

Tarboro Road (SC 27-22) & Access 2

Tarboro Road (SC 27-22) & Access 2 northbound



Instructions:

1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

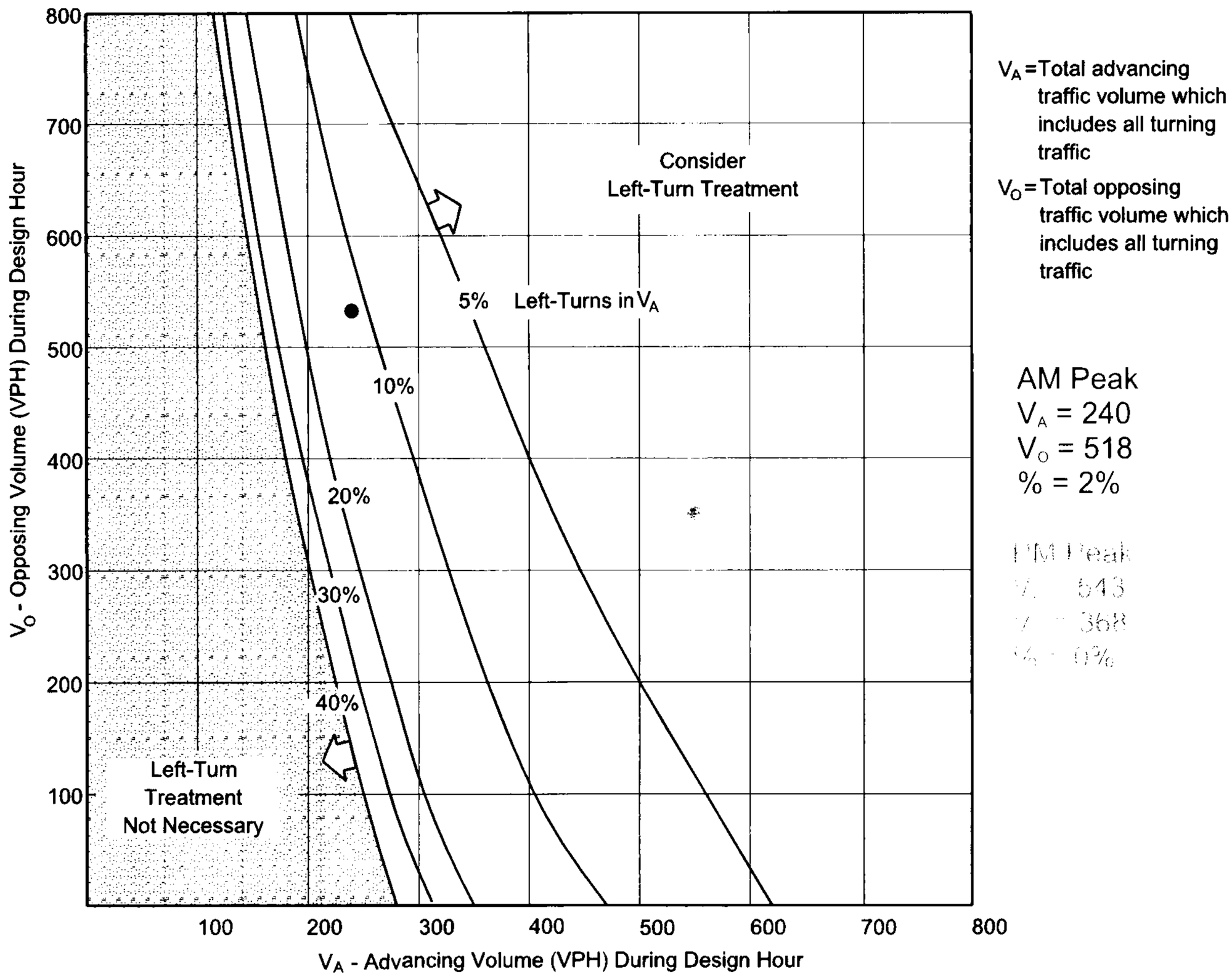
2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

Tarboro Road (SC 27-22) & Fire Station Access

Tarboro Road (SC 27-22) & Fire Station Access northbound



Instructions:

1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

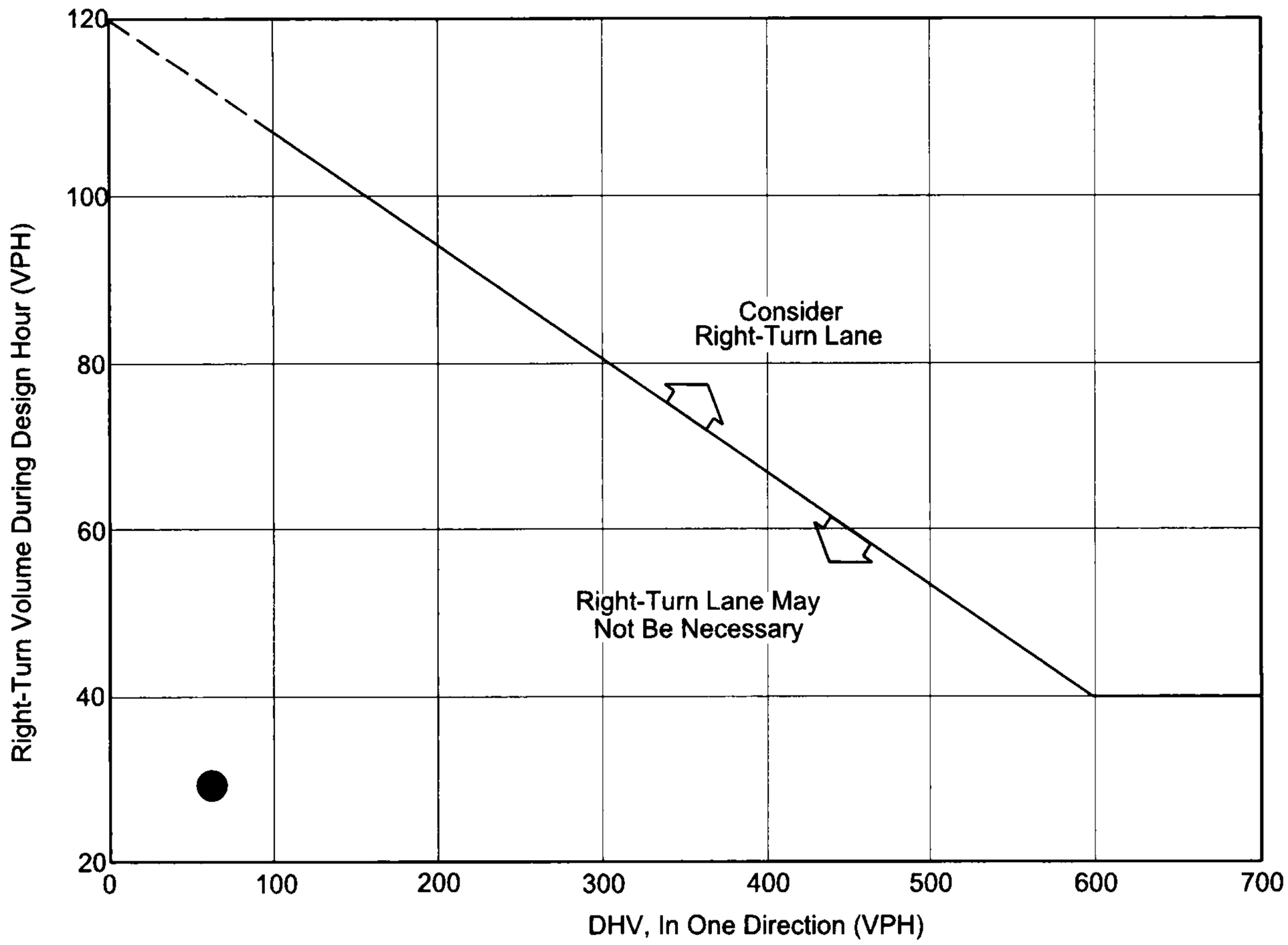
2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

Nimmer Turf Road & Access 3

Nimmer Turf Road & Access 3 northbound

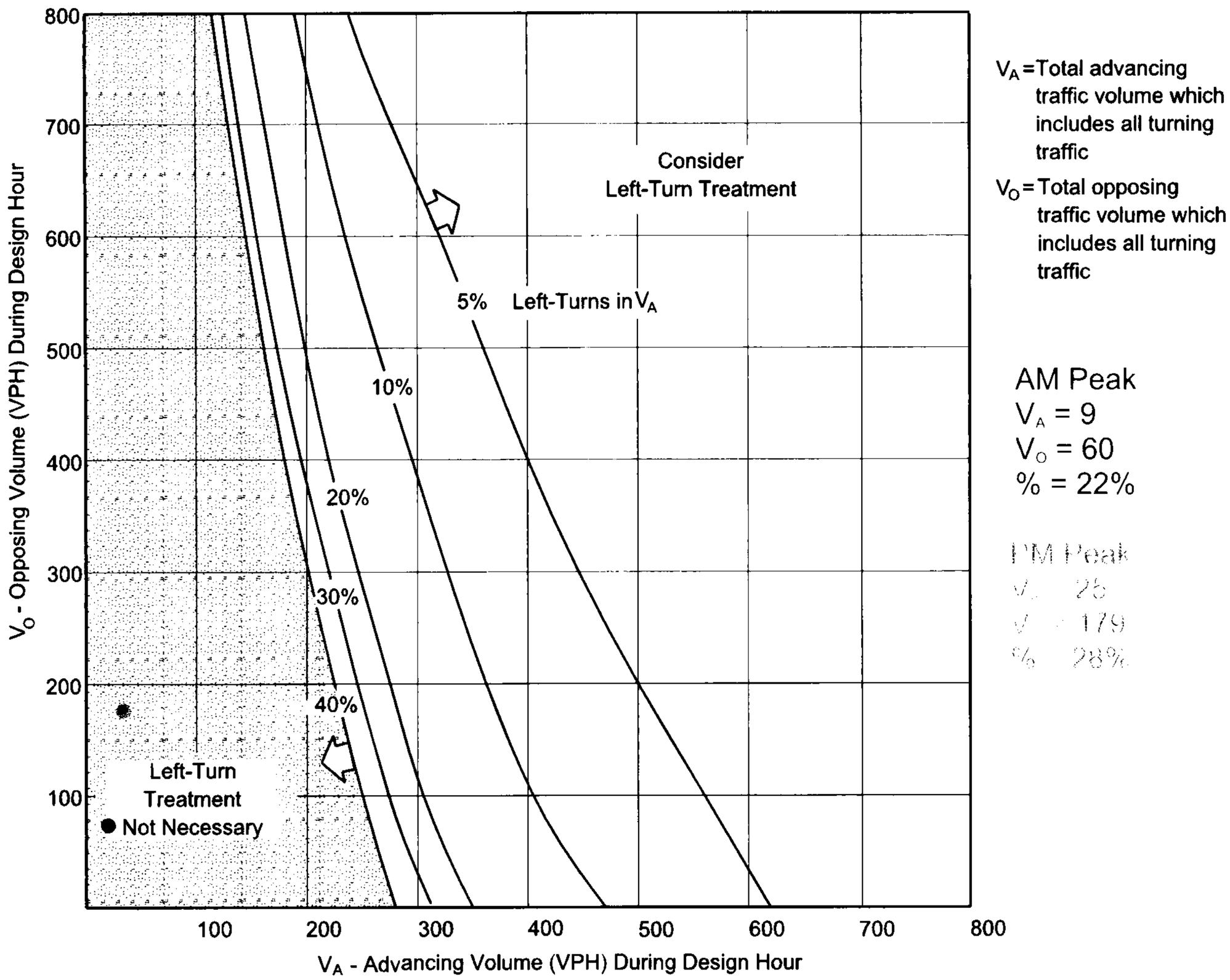


Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

AM:
Speed = 25
DHV = 60
V_R = 48-20 = 29

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

Nimmer Turf Road & Access 3 southbound



Instructions:

1. *The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (55 mph)
Figure 9.5-D

THOMAS & HUTTON

TRAFFIC IMPACT ANALYSIS

NIMMER TRACT

APPENDIX I

SIGNAL WARRANT ANALYSIS

J – 30596.0000

January 2024

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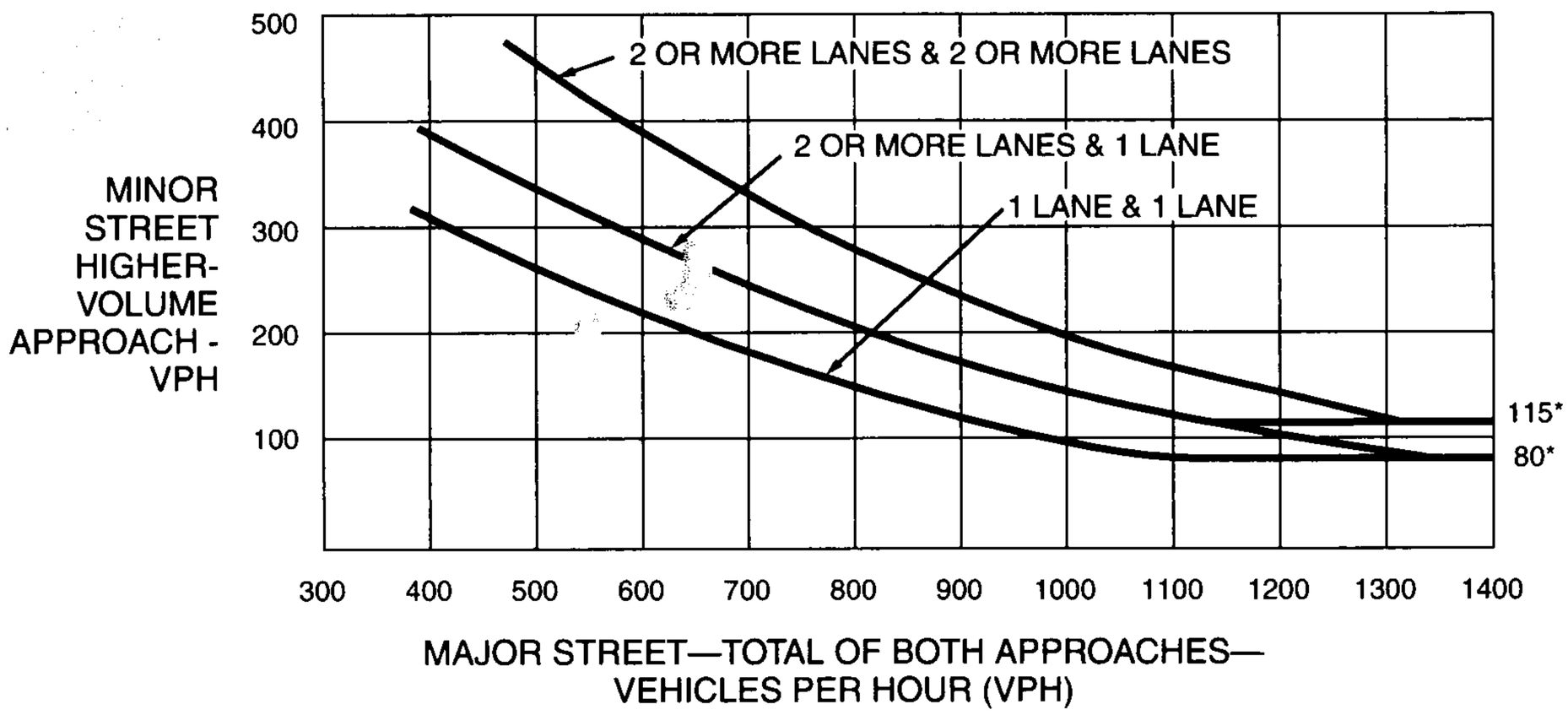
Signal Warrant Analysis
Tarboro Road (SC 27-22) Tillman Road (SC 336)

Time	NB Volumes Tarboro Road (SC 27-22)	SB Volumes Tarboro Road (SC 27-22)	**Major Street Volume Tarboro Road (SC 27-22)**	**Minor Street Volume Tillman Road (SC 336)**	Warrant 1 (8-hour volumes) Condition A or B 70% Volume Thresholds		Warrant 1 (8-hour volumes) Condition A or B 100% Volume Thresholds	
					Condition A	Conditon B	Condition A	Condition B
					major>350 and	major>525 and	major>500 and	major>750 and
					minor>105	minor>53	minor>150	minor>75
6-7 AM	103	147	**250**	**93**	NO	NO	NO	NO
7-8 AM	207	366	**573**	**146**	YES	YES	NO	NO
8-9 AM	140	258	**399**	**137**	YES	NO	NO	NO
9-10AM	119	169	**288**	**107**	NO	NO	NO	NO
10-11AM	146	209	**355**	**132**	YES	NO	NO	NO
11AM-12PM	170	242	**412**	**153**	YES	NO	NO	NO
12-1 PM	222	318	**540**	**201**	YES	YES	YES	NO
1-2 PM	191	273	**464**	**172**	YES	NO	NO	NO
2-3 PM	196	339	**535**	**185**	YES	YES	YES	NO
3-4 PM	237	384	**621**	**234**	YES	YES	YES	NO
4-5 PM	241	404	**645**	**254**	YES	YES	YES	NO
5-6 PM	261	393	**654**	**271**	YES	YES	YES	NO
6-7 PM	204	292	**496**	**184**	YES	NO	NO	NO
	Number of Hours meeting warrants				11	6	5	0
	Hours needed to meet warrant				8	8	8	8
		Warrant Met?			**YES**	**NO**	**NO**	**NO**

*Build Out
One Lane Major Street, One Lane Minor Street

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

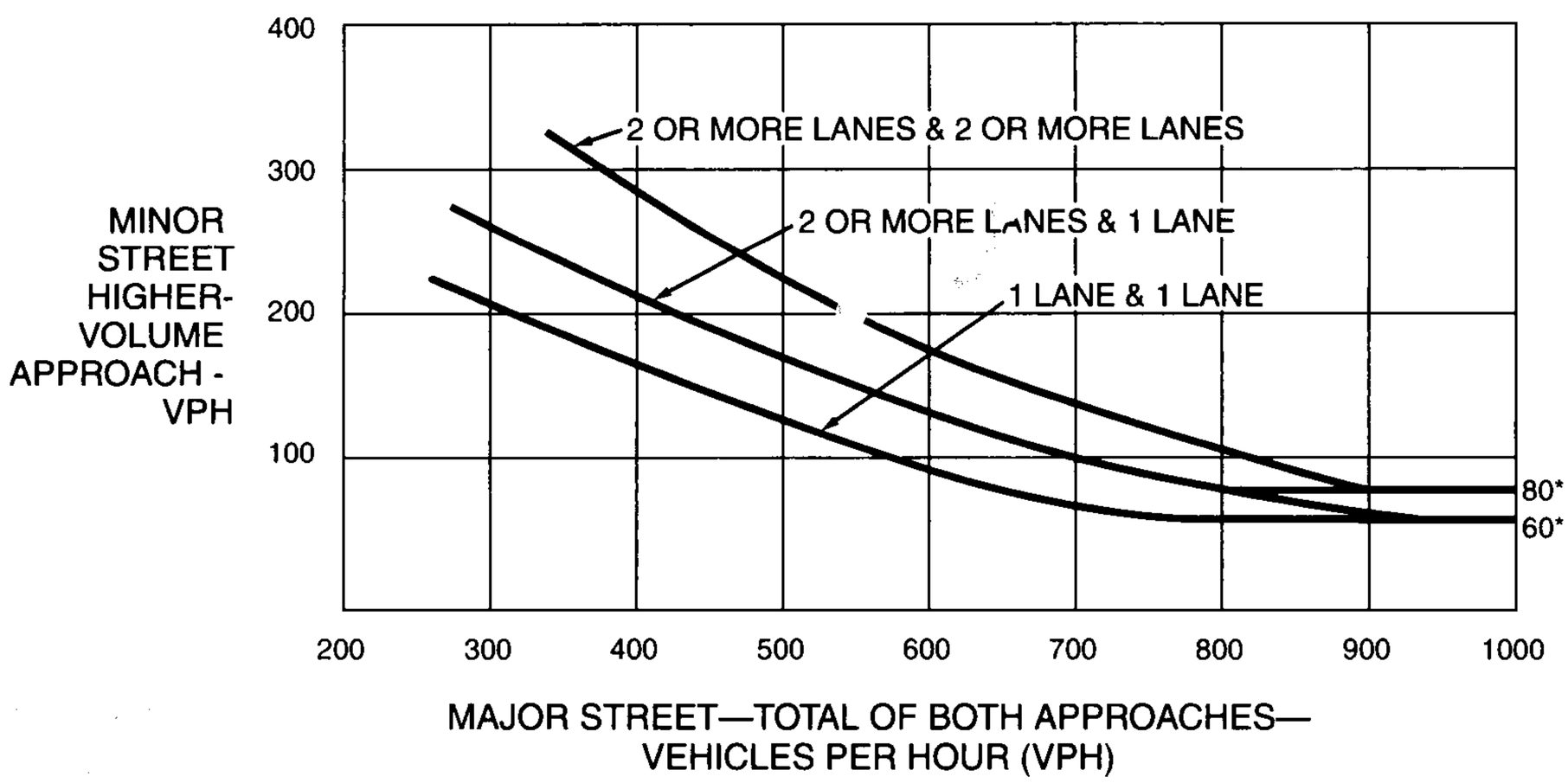


*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

100% Warrant **DOES NOT** meet

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

70% Warrant is **MET**

NIMMER SPECIAL DISTRICT

EXHIBIT E

PRELIMINARY PLAT

J – 30596.0000

JULY 2024

NIMMER TRACT
"PRELIMINARY PLAT"

RIDGELAND | JASPER COUNTY | SOUTH CAROLINA

JULY 2024

PREPARED FOR

D·R·HORTON
America's Builder

LEGEND

- SPECIAL DISTRICT BUFFER
- PROPERTY LINE
- COMMUNITY ACCESS POINT

SITE DATA

TOTAL ACREAGE	±403 ACRES
WETLAND	±35 ACRES
WETLAND BUFFER	±11 ACRES
LAGOONS	±37 ACRES
UPLAND	±321 ACRES

LOT COUNT

42' WIDE LOTS	30*
42' WIDE LOTS (COTTAGES)	17*
52' WIDE LOTS	50*
TOWN HOMES	195
	* 168 TOTAL LOTS SHOWN

COUNT NOT TO EXCEED 1,300

GRAPHIC SCALE 1 INCH = 200 FEET

THOMAS & HUTTON
50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300
www.thomasandhutton.com

This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.

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EXHIBIT C

TO DEVELOPMENT AGREEMENT

ZONING REGULATIONS

SMARTCODE TOWN OF RIDGELAND, SOUTH CAROLINA

Adopted: March 18, 2010

Published in 2017 by Order of the Town of Ridgeland

municode

Municipal Code Corporation | P.O. Box 2235 Tallahassee, FL 32316
info@municode.com | 800.262.2633
www.municode.com

ARTICLE 1. - GENERAL TO ALL PLANS

1.1 - AUTHORITY.

1.1.1 The action of the Town of Ridgeland, South Carolina in the adoption of this Code is authorized under the Charter of the Town of Ridgeland and by the General Statutes of South Carolina Code Section 6-26-710, as amended.

1.1.2 The Code was adopted as one of the instruments of the public purposes and objectives of the adopted Town of Ridgeland Comprehensive Plan, dated September 2007. This Code is declared to be in accord with the Town of Ridgeland, South Carolina Comprehensive Plan.

1.1.3 This Code was adopted to promote the health, safety and general welfare of the Town of Ridgeland, South Carolina, and its citizens, including protection of the environment, conservation of land, energy, and natural resources, reduction in vehicular traffic congestion of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl development, and improvement to the built environment.

1.1.4 This Code was adopted and may be amended by vote of the Town of Ridgeland Town Council.

1.2 - APPLICABILITY.

1.2.1 The term "may" is to be construed to be permissive. The term "shall" is to be construed as mandatory.

1.2.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except Town of Ridgeland codes relating to health and safety.

1.2.3 Article 7 contains regulatory language that is integral to this Code. Those terms not defined in Article 7 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of existing local codes, those of this Code shall take precedence.

1.2.4 The metrics of Article 6 standards and tables are an integral part of this Code. However, the diagrams and illustrations that accompany them should be considered guidelines, with the exception of those form-based code graphics, which are also legally binding.

1.2.5 Where in conflict, numerical metrics shall take precedence over graphic metrics.

1.3 - INTENT.

The intent and purpose of this Code is to enable, encourage, and quantify the implementation of the following policies:

1.3.1 **The region.**

A. The region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.

B. Growth strategies should encourage infill and redevelopment in parity with new communities.

C. Development contiguous to urban areas should be structured in the pattern of infill TND and be integrated with the existing settlement pattern of Ridgeland, South Carolina.

D. Development non-contiguous to urban areas should be organized in the pattern of CLD, or TND.

E. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

F. Transportation corridors should be planned and reserved in coordination with land use. Land use should take precedence over transportation.

G. Green corridors should be used to define and connect the urbanized areas.

H. The region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

1.3.2 **The community.**

A. Neighborhoods and regional centers should be compact, pedestrian-oriented and mixed use.

B. Neighborhoods and regional centers should be the preferred pattern of development and that districts specializing in a single use should be the exception.

C. Ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.

D. Interconnected networks of thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.

E. Within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.

F. Appropriate building densities and land use should be provided within walking distance of transit stops.

G. Civic, institutional, and commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.

H. Schools should be sized and located to enable children to walk or bicycle to them.

I. A range of open space including parks, squares, and playgrounds should be distributed within neighborhoods and downtowns.

1.3.3 **The block and the building.**

A. Buildings and landscaping should contribute to the physical definition of thoroughfares as civic places.

B. Development should adequately accommodate automobiles while respecting the pedestrian and spatial form of public areas.

C. The design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.

D. Architecture and landscape design shall grow from local climate, topography, history, and building practice.

E. Buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.

F. Civic buildings and public gathering places shall be provided as locations that reinforce community identity and support self-government.

G. Civic buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the town.

H. The preservation and renewal of historic buildings should be facilitated, to affirm the community and evolution of society.

I. The harmonious and orderly evolution of urban areas should be secured through Form-Based Codes.

1.3.4 **The transect.**

A. Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.

B. The transect zone descriptions shall constitute the intent of this code with regard to the general character of each of these environments.

1.4 - PROCESS.

1.4.1 The Town of Ridgeland, South Carolina hereby creates a Consolidated Review Committee ("CRC") comprised of the members of the existing Planning Commission as well as the Town Administrator and Planning Director, to process administratively applications and plans for proposed projects.

1.4.2 The geographic locations of the sectors and the standards of for the Transect Zones shall be determined as set forth in Article 2, Article 3, Article 4, and Article 5 through a process of consultation with approval by the Town of Ridgeland Planning Commission and Town Council. Once these determinations have been incorporated into the Code and its associated plans, then projects that require no variances or warrants, or only warrants, shall be processed administratively by the town administrator or his or her designee without further recourse to public consultation.

1.4.3 An owner may appeal a decision of the CRC to the Board of Zoning Appeals and may appeal a decision of the Board of Zoning Appeals to the Town Council.

1.4.4 Should a violation of an approved regulating plan occur during construction, or should any construction, site work, or development be commenced without an approved regulating plan or building scale plan, the Town Administrator or his or her designee has the right to require the owner to stop, remove, and/or mitigate the violation, or to secure a variance to cover the violation.

1.5 - WARRANTS AND VARIANCES.

1.5.1 There shall be two types of deviation from the requirements of this Code: Warrants and variances. Whether a deviation requires a warrant or variance shall be determined by the CRC.

1.5.2 A warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by the provisions of Section 1.3 Intent. The CRC shall have the authority to approve or disapprove administratively a request for a warrant pursuant to regulations established by the Town Council.

1.5.3 A variance is any ruling on a deviation other than a warrant. Variances shall be granted only in accordance with South Carolina Code Section 6-29-800, as amended.

1.5.4 The request for a warrant or variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.

1.5.5 The following standards and requirements shall not be available for warrants or variances:

A. The maximum dimensions of traffic lanes of thoroughfare types.

B. The required provision of rear alleys and rear lanes.

C. The minimum base residential densities.

D. The permission to build accessory buildings.

E. The minimum requirements for parking.

1.6 - AFFORDABLE HOUSING INCENTIVES.

1.6.1 To encourage the provision of affordable housing, the Town of Ridgeland grants the following incentives:

A. Applications containing affordable housing that meets this Code shall be processed administratively by the CRC. Others may be processed by variance.

B. Applications containing affordable housing may be processed with priority over others, including those with earlier filing dates, provided that other applications are not pushed past their deadlines.

C. Highest priority for processing and for approval may be given to applications involving partnership with a community land trust or other non-profit organization responsible for ensuring the long-term retention of the affordable housing.

D. The municipality may increase density for projects containing affordable housing.

E. The municipality may waive or reduce parking requirements for affordable housing units located within a quarter mile of a transit stop.

ARTICLE 2. - REGIONAL SCALE PLANS

2.1 - INSTRUCTIONS.

2.1.1 This article governs the preparation of Regional Scale Plans ("regional plans") that allocate sectors. For lands within the Town of Ridgeland, South Carolina that have been mapped pursuant to this article, Sections 2.5 et seq. prescribe the community unit types permitted in each growth sector. Articles 3 and 4 regulate the standards of those community unit types.

2.1.2 Regional plans shall integrate the largest practical geographic area, overlapping property lines as necessary and municipal boundaries if possible.

2.1.3 Regional sectors are defined in Article 2 and are comprised of open space and growth areas of the town. Growth areas are intended for the development of community units, defined in Articles 3 and 4, which in turn are comprised of Transect Zones, defined by elements appropriate to them in Article 5 and Article 6.

2.1.4 Regional plans shall be prepared by the Planning Department and/or consultants under its supervision. The process shall involve citizen participation and the approval of the Planning Commission and Town Council.

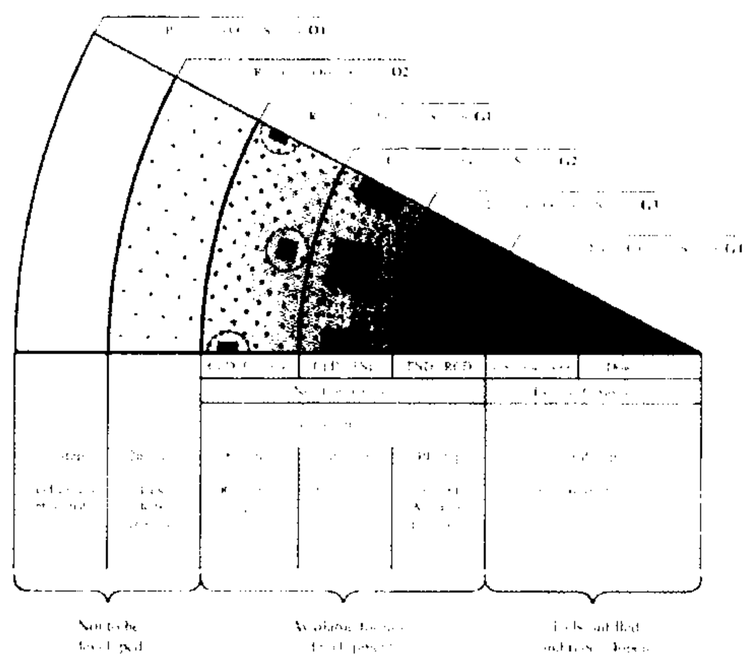
2.2 - SEQUENCE OF SECTOR DETERMINATION.

Determination of sector designations shall be made in the following sequence:

2.2.1 The areas to be designated preserved open sector (O-1) shall be mapped using the criteria cited within the respective heading of this article. The outline of this sector is effectively the rural boundary line, which is permanent.

2.2.2 The areas to be designated Reserved Open Sector (O-2) shall be mapped using the criteria cited within the respective heading of this article. The outline of this sector is effectively the urban boundary line which is to be adjusted by the ongoing permitting of new community plans or infill community plans in accordance with this Code.

Determining Sectors (Article 2)



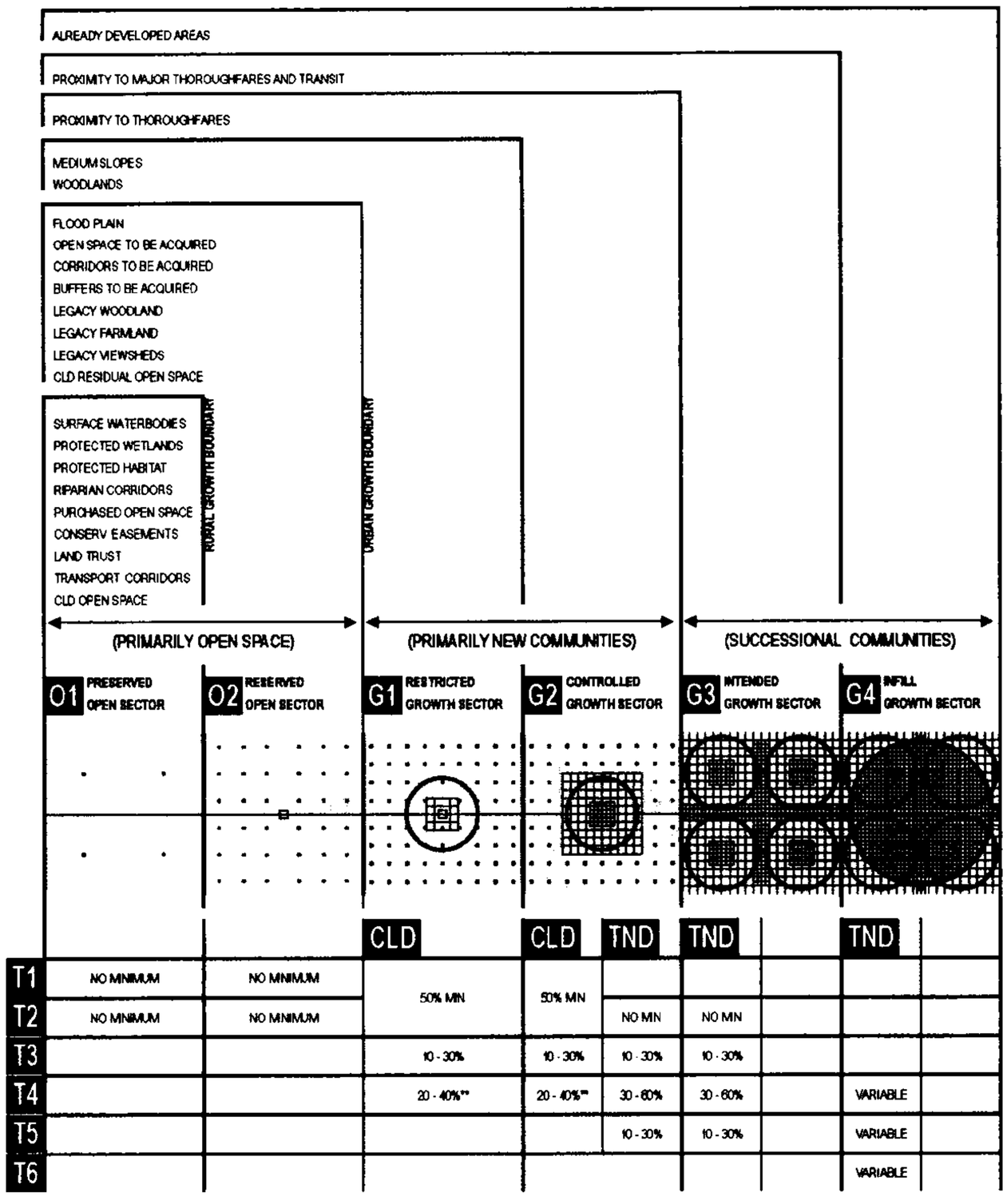
2.2.3 The areas to be designated Infill Growth Sectors (G-4) shall be mapped using the criteria cited within the respective heading of this article. The areas may be redeveloped according to Article 4 of this Code.

2.2.4 All remaining areas shall be available for new development pursuant to new community plans submitted and approved in accordance with Article 3 of this Code. These areas shall be assigned to the Restricted Growth Sector, the Controlled Growth Sector, or the Intended Growth Sector using the criteria listed in this article. Within these sectors, the community unit types of CLD (Clustered Land Development) and TND (Traditional Neighborhood Development) shall be permitted to the extent set forth in the table within this article.

2.2.5 Those areas that cannot or should not conform to one of the community unit types shall be allocated to special districts as described within this article.

TABLE 1. - SECTOR/COMMUNITY ALLOCATION.

Table 1 defines the geography, including both natural and infrastructure elements, determining areas that are or are not suitable for development. Specific community types of various intensities are allowable in specific sectors. This table also allocates the proportions of transect zones within each community type.



**CLD's may opt for T2.5, Rural Crossroads, instead of T4.

SECTOR DESCRIPTIONS

2.3 - (O-1) PRESERVED OPEN SECTOR.

This sector shall consist of open space that is protected from development in perpetuity. The Preserved Open Sector includes areas under environmental protection by law or regulation, as well as land acquired from conservation through purchase, by easement, or by past transfer of development rights. Consists of the aggregate of the following: Surface waterbodies, protected wetlands, protected habitat, riparian corridors, purchased open space, conservation easements, transportation corridors, and areas residual to Clustered Land Development (CLD). Development and construction within the Preserved Open Sector and the specifications required to do so shall be determined on an individual project basis by public hearings of the Town of Ridgeland Planning Commission and Town Council.

2.4 - (O-2) RESERVED OPEN SECTOR.

The Reserved Open Sector shall consist of open space that should be, but is not yet, protected from development. O-2 shall consist of the aggregate of the following categories: Floodplain (including special flood hazard areas), steep slopes, open space to be acquired, corridors to be acquired, buffers to be acquired, legacy woodland, legacy farmland, legacy viewsheds.

2.5 - (G-1) RESTRICTED GROWTH SECTOR.

The Restricted Growth Sector shall be assigned to areas that have value as open space but nevertheless are subject to development, either because the zoning has already been granted or because there is no legally defensible reason, in the long term, to deny it.

Permitted community type by right: Clustered Land Development (CLD).

2.6 - (G-2) CONTROLLED GROWTH SECTOR.

The Controlled Growth Sector shall be assigned to those locations that can support mixed use by virtue of proximity to an existing or planned thoroughfare. Permitted community type by right: Clustered Land Development (CLD) and Traditional Neighborhood Development (TND)** any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D. The use of a TOD overlay requires approval by variance.

2.7 - (G-3) INTENDED GROWTH SECTOR.

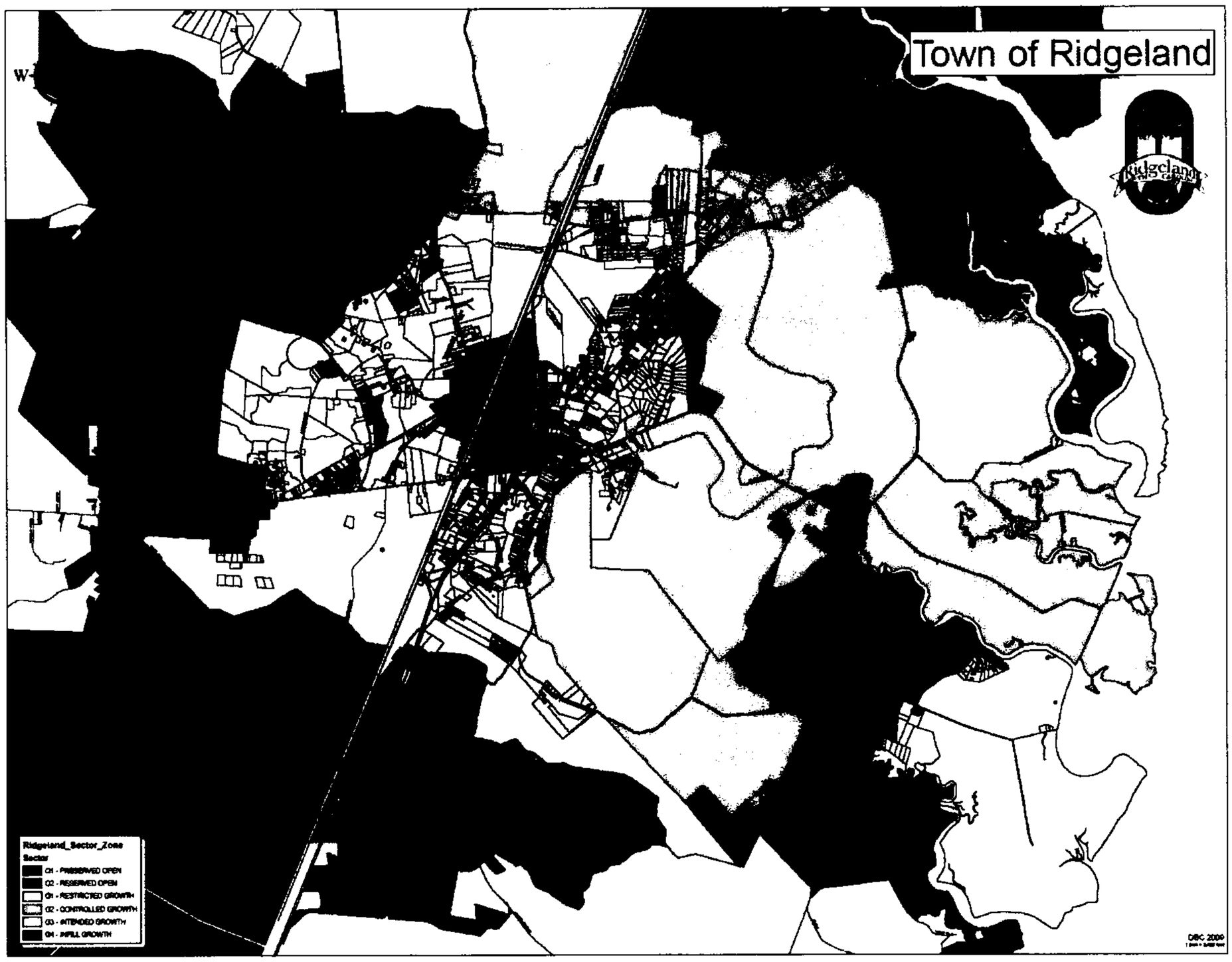
The Intended Growth Sector shall be assigned to those locations that can support substantial mixed use by virtue of proximity to an existing or planned regional thoroughfare and/or transit. Permitted community type by right: Regional Center Developments (RCD) and TNDs. **Any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D. The use of a TOD overlay requires approval by variance.

2.8 - (G-4) INFILL GROWTH SECTOR.

The Infill Growth Sector shall be assigned to those areas already developed, having the potential to be modified, confirmed, or completed in the pattern of infill TNDs.

2.9 - (SD) SPECIAL DISTRICTS.

Special district designations shall be assigned to areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of a CLD or a TND as set forth in Article 3. Conditions of development for special districts shall be determined in a public hearing of the Town Council and recorded within the respective Transect Zone description. Alternatively, the provisions of the existing local codes shall remain applicable to special districts.



ARTICLE 3. - NEW COMMUNITY SCALE PLANS

3.1 - INSTRUCTIONS.

3.1.1 If the subject property is located within the Restricted Growth Sector (G-1), Controlled Growth Sector (G-2), or Intended Growth Sector (G3) as shown on the Town of Ridgeland Regional Plan, and the property is at least 30 acres in size, the provisions of Article 3 and this Code in general shall be available by right, upon request by the property owner.

3.1.2 New community plans may be prepared in the absence of a Regional Plan or a Comprehensive Plan by approval of the Town of Ridgeland Planning Commission and Town Council. New community plans may contain more than one community unit and/or more than one community unit type.

3.1.3 Once the CRC or Town of Ridgeland Planning Commission and Town Council approves a new community plan, the parcel/subject property shall be marked as such on the Town of Ridgeland Regulating Plan (or Zoning Map if optional code). Within the community planning area, this Code shall be the exclusive and mandatory zoning regulation, and its provisions shall be applied in their entirety.

3.1.4 New community plans submitted in accordance with the provisions of this Code, for the appropriate sector of a Regional Plan requiring no variances, shall be approved administratively by the CRC.

3.1.5 New community plans may be prepared by an owner or by the Planning Department.

3.1.6 New community plans shall include a Regulating Plan consisting of one or more maps showing the following for each community unit in the plan area, in compliance with the standards described in this article:

A. Transect Zones.

B. Civic Zones.

C. Thoroughfare Network.

D. Special districts, if any.

E.

Special requirements, if any.

F. Numbers of warrants or variances, if any.

3.1.7 New community plans shall include one set of preliminary site plans for each Transect Zone, as provided by Section 5.1.3A.

3.2 - Sequence of Community Design.

3.2.1 The site shall be structured using one or several pedestrian sheds, which should be located according to existing conditions, such as traffic intersections, adjacent developments, and natural features. The site or any community unit within it may be smaller or larger than its pedestrian shed.

3.2.2 The pedestrian sheds may be adjusted to include land falling between or outside them, but the extent of each shall not exceed the acreage limit specified in Section 3.3 for the applicable community unit type. An adjusted pedestrian shed becomes the boundary of a community unit.

3.2.3 Areas of Transect Zones (Section 3.4) shall be located within the boundaries of each community unit as appropriate to its type. See Section 3.3. and Table 3A.

3.2.4 Civic Zone shall be assigned according to Section 3.5.

3.2.5 Special districts, if any, shall be assigned according to Section 3.6.

3.2.6 The Thoroughfare Network shall be laid out according to Section 3.7.

3.2.7 Density shall be calculated according to Section 3.8.

3.2.8 Remnants of the site outside the adjusted pedestrian shed(s) shall be assigned to Transect Zones or civic space by warrant or by special district by variance.

3.3 - Community Unit Types.

3.3.1 Clustered Land Development (CLD).

A. A Clustered Land Development (CLD) shall be permitted within the G-1 Restricted Growth Sector and the G-2 Controlled Growth Sector.

B. A CLD shall be structured by one standard pedestrian shed and shall consist of no fewer than 30 acres and no more than 80 acres.

C. A CLD within either the G-1 Restricted Growth Sector or the G-2 Growth Sector shall include Transect Zones as follows:

1. 50% minimum of the community unit shall be allocated to T1 Natural Zone and/or T2 Rural Zone.
2. 10—30% of the community unit shall be allocated to T3 Neighborhood General Zone.
3. 20—40% of the community unit shall be allocated to T4 Neighborhood Core Zone.

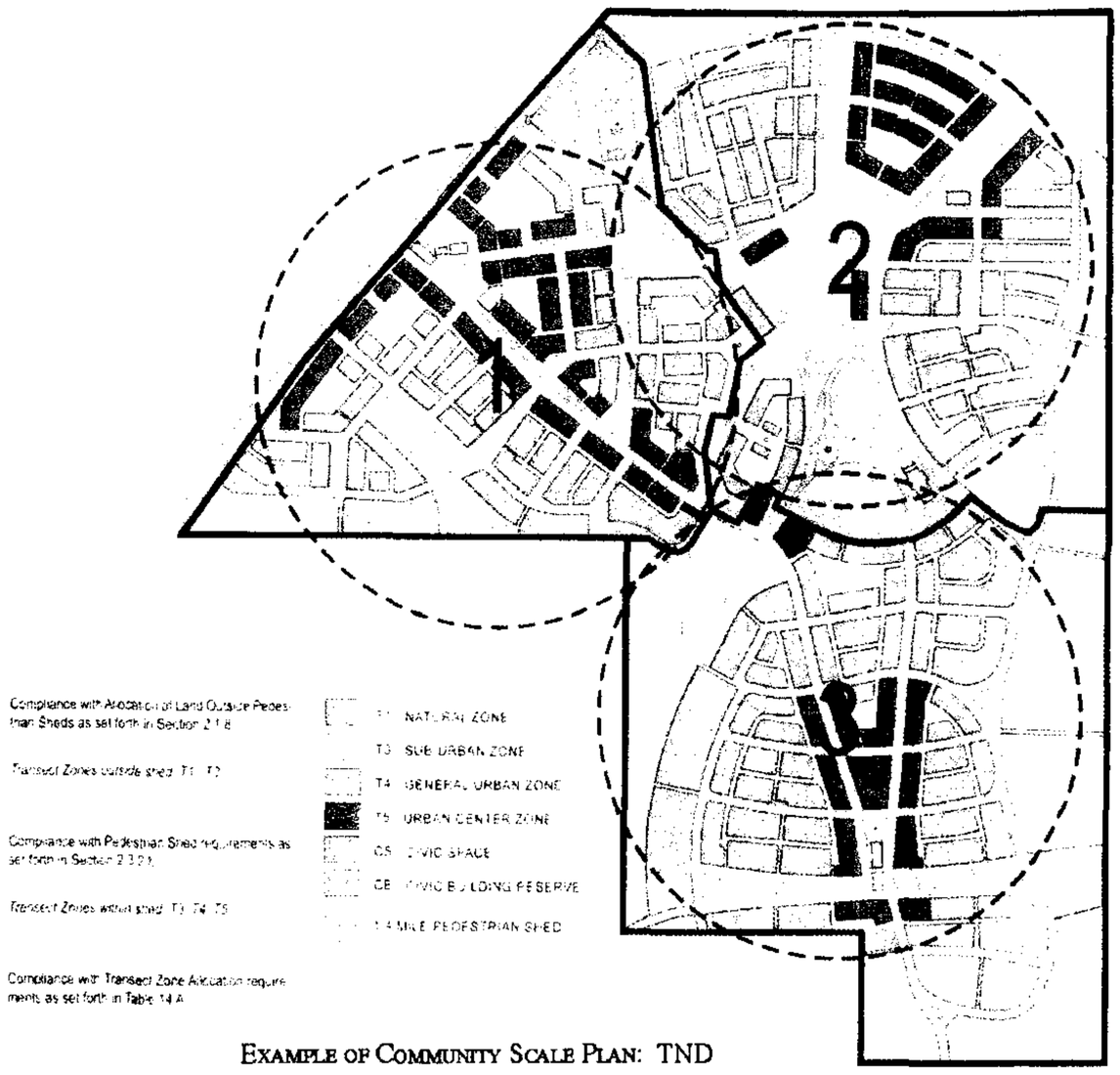
3.3.2 Traditional Neighborhood Development (TND).

A. A Traditional Neighborhood Development (TND) shall be permitted within the G-2 Controlled Growth Sector, the G-3 Intended Growth Sector and the G-4 Infill Growth Sector.

B. A TND within the G-2 Controlled Growth Sector and the G-3 Intended Growth Sector shall be structured by one standard or linear pedestrian shed and shall be no fewer than 80 acres and no more than 160 acres. See Article 4 for infill TND acreage requirements in the G-4 Infill Growth Sector.

C. A TND within either the G-2 Controlled Growth Sector or the G-3 Intended Growth Sector shall include Transect Zones as follows:

1. 10—30% of the community unit shall be allocated to T3 Neighborhood General Zone.



EXAMPLE OF COMMUNITY SCALE PLAN: TND

2. 30—60% of the community unit shall be allocated to T4 Neighborhood Core Zone.
3. 10—30% of the community unit shall be allocated to T5 Town Center/Main Street Zone.

D. Larger sites shall be designed and developed as multiple communities, each subject to the individual Transect Zone requirements for its type as allocated on Table 1 and Table 14A. The simultaneous planning of adjacent parcels is encouraged.

E. In the T-4 Neighborhood Core Zone, a minimum residential mix of three building disposition types (none less than 20%) shall be required, selected from Table 5.

3.3.3 Transit Oriented Development (TOD).

A. Any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in parts at TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D.

B. The use of a TOD overlay requires approval by variance.

3.4 - TRANSECT ZONES.

3.4.1 Transect Zones shall be assigned and mapped on each new community plan according to the percentages allocated on Tables 1 and 14A.

3.4.2 A Transect Zone may include any of the elements indicated for its T-Zone number throughout this Code, in accordance with intent described in the Transect Zone descriptions and the metric standards summarized in Table 10.

3.5 - CIVIC ZONES.

3.5.1 General.

A. Civic Zones dedicated for public use shall be required for each community unit and designated on the new community plan as Civic Space (CS) and Civic Building (CB).

B. Civic Space Zones are public sites permanently dedicated to open space.

C. Civic Building Zones are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, transit and municipal parking, or for a use approved by the CRC.

D. A Civic Zone may be permitted by warrant if it does not occupy more than 20% of a pedestrian shed, otherwise it is subject to the creation of a special district. See Section 3.6.

E. Parking for Civic Zones shall be determined by warrant. Civic parking lots may remain unpaved if graded, compacted and landscaped.

3.5.2 Civic Zones specific to T1 and T2 Zones.

A. Civic buildings and civic spaces within T1 Natural and T2 Rural Zones shall be permitted only by variance.

B. Lands in any special flood hazard area that are designated to be set aside for the purpose of hazard mitigation shall become permanent civic space regardless of size, subject to the special district provision herein, shall be designated civic space hazard mitigation on the community plan, and shall count toward the required civic space allotment for pedestrian sheds including them. Areas too small to be coded as special district shall conform to the civic space standards of Table 9 for one or more of any adjacent habitable Transect Zone(s).

3.5.3 Civic Space (CS) specific to T2.5—T5 Zones.

A. Each pedestrian shed shall assign at least 5% of its urbanized area to civic space.

B. Civic spaces shall be designed as generally described in Table 9, approved by warrant, and distributed throughout Transect Zones as described in Table 14E.

C. Those portions of the T1 Natural Zone that occur within a development parcel shall be part of the civic space allocation and shall conform to the civic space types specified in Table 9 a. or 9 b.

D. Each pedestrian shed shall contain at least one main civic space. The main civic space shall be within 800 feet of the geographic center of each pedestrian shed, unless topographic conditions, pre-existing thoroughfare alignments or other circumstances prevent such location. A main civic space shall conform to one of the types specified in Table 9 b., 9 c., or 9 d.

E. Within 800 feet of every lot in residential use, a civic space designed and equipped as a playground shall be provided. A playground shall conform to Table 9 e.

F. Each civic space shall have a minimum of 50% of its perimeter enfronting a thoroughfare, except for playgrounds.

G. Civic spaces may be permitted within special districts by warrant.

H. Parks may be permitted in Transect Zones T4 and T5 by warrant.

3.5.4 Civic Buildings (CB) specific to T2.5—T5 Zones.

A. The owner shall covenant to construct a meeting hall or a third place in proximity to the main civic space of each pedestrian shed. Its corresponding public frontage shall be equipped with a shelter and bench for a transit stop.

B. One Civic Building lot shall be reserved for an elementary school. Its area shall be one (1) acre for each increment of 100 dwelling units provided by the community plan, with a minimum of three (3) acres. The school site may be within any Transect Zone. Any playing fields should be outside the pedestrian shed.

C. One Civic Building lot suitable for a childcare building shall be reserved within each pedestrian shed. The owner or a homeowners' association or other community council may organize, fund and construct an appropriate building as the need arises.

D. Civic Building sites shall not occupy more than 20% of the area of each pedestrian shed.

E. Civic Building sites should be located within or adjacent to a civic space, or at the axial termination of a significant thoroughfare.

F. Civic Buildings shall not be subject to the standards of Article 5. The particulars of their design shall be determined by warrant.

G. Civic Buildings may be permitted within special districts by warrant.

3.6 - SPECIAL DISTRICTS.

3.6.1 Special district designations shall be assigned to areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any Transect Zone or combination of zones. Conditions of development for special districts shall be determined by the Town Council subsequent to a public hearing by the Planning Commission.

3.7 - THOROUGHFARE STANDARDS.

3.7.1 General.

A. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to lots and open spaces.

B. Thoroughfares shall generally consist of vehicular lanes and public frontages.

C.

Thoroughfares shall be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. The public frontages of thoroughfares that pass from one Transect Zone to another shall be adjusted accordingly or, alternatively, the Transect Zone may follow the alignment of the thoroughfare to the depth of one lot, retaining a single public frontage throughout its trajectory.

D. Within the most Rural Zones (T1 and T2/T2.5) pedestrian comfort shall be a secondary consideration of the thoroughfare. Design conflict between vehicular and pedestrian generally shall be decided in favor of the vehicle. Within the more urban Transect Zones (T3 through T5) pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.

E. The thoroughfare network shall be designed to define blocks not exceeding the size prescribed in Table 14C. The perimeter shall be measured as the sum of lot frontage lines. Block perimeter at the edge of the development parcel shall be subject to approval by warrant.

F. All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval by warrant to accommodate specific site conditions only.

G. Each lot shall enfront a vehicular thoroughfare, except that 20% of the lots within each transect zone may enfront a passage.

H. Thoroughfares along a designated b-grid may be exempted by warrant from one or more of the specified public frontage or private frontage requirements. See Table 4.

I. Standards for paths and bicycle trails shall be approved by warrant.

J. The standards for thoroughfares within special districts shall be determined by variance.

3.7.2 Vehicular lanes.

A. Thoroughfares may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles. The standards for vehicular lanes shall be as shown in Table 3A.

B. A bicycle network consisting of bicycle trails, bicycle routes and bicycle lanes should be provided throughout as defined in Article 7 definitions of terms and allocated as specified in Table 14D. Bicycle routes should be marked with sharrows. The community bicycle network shall be connected to existing or proposed regional networks wherever possible.

3.7.3 Public frontages.

A. General to all Zones T1, T2, T2.5, T3, T4, T5.

I. The public frontage contributes to the character of the Transect Zone, and includes the types of sidewalk, curb, planter, bicycle facility, and street trees.

II. Public frontages shall be designed as shown in Table 3A and Table 3B and allocated within Transect Zones as specified in the Transect Zone descriptions.

III. Within the public frontages, the prescribed types of public planting and public lighting shall be as shown in Table 3A, Table 3B. The spacing may be adjusted by warrant to accommodate specific site conditions.

B. Specific to Zones T1, T2, T2.5, T3.

I. The public frontage shall include trees of various species, naturalistically clustered, as well as understory.

II. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance. Lawn shall be permitted only by warrant.

C. Specific to Zone T4, T5.

I. The introduced landscape shall consist primarily of durable species tolerant of soil compaction.

D. Specific to Zone T4.

I. The public frontage shall include trees planted in a regularly-spaced allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears at least one story.

E. Specific to Zone T5.

I. The public frontage shall include trees planted in a regularly-spaced allee pattern of single species with shade canopies of a height that, at maturity, clears at least one story. At retail frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts.

II. Streets with a right-of-way width of 40 feet or less shall be exempt from the tree requirement.

3.8 - DENSITY CALCULATIONS.

3.8.1 All areas of the new community plan site that are not part of the O-1 Preserved Sector shall be considered cumulatively the net site area. The net site area shall be allocated to the various Transect Zones according to the parameters specified in Table 14A.

3.8.2 Density shall be expressed in terms of housing units per acre as specified for the area of each Transect Zone by Table 14B. For purposes of density calculation, the Transect Zones include the thoroughfares but not land assigned to civic zones. Ten percent (10%) should be in the affordable housing range.

3.8.3 The base density of the community unit may be increased by the transfer of development rights (TDR) up to the amount specified for each zone by Table 10 b. Fifteen percent (15%) of the increase in housing units by TDR shall be in the affordable housing range.

3.8.4 Within the percentage range shown on Table 14B for other functions, the housing units specified on Table 14B shall be exchanged at the following rates:

A. For lodging: 2 bedrooms for each unit of net site area density.

B. For office or retail: 1,000 square feet for each unit of net site area density.

C. The number of units exchanged shall be subject to approval by warrant.

3.8.5 The housing and other functions for each Transect Zone shall be subject to further adjustment at the building scale as limited by Table 6, Table 7 and Section 5.9.

3.9 - SPECIAL REQUIREMENTS.

3.9.1 A new community plan may designate any of the following special requirements:

A. A differentiation of the thoroughfares as A-grid and B-grid. Buildings along the A-grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-grid may be more readily considered for warrants allowing automobile-oriented standards. The frontages assigned to the B-grid shall not exceed 30% of the total length of frontages within a pedestrian shed.

B. Designations for mandatory and/or recommended retail frontage requiring or advising that a building provide a shopfront at sidewalk level along the entire length of its private frontage. The shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 4 and specified in Article 5. The first floor shall be confined to retail use through the depth of the second layer. (Table 12 d.)

C. Designations for mandatory and/or recommended gallery frontage, requiring or advising that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The gallery frontage designation may be combined with a retail frontage designation.

D. Designations for mandatory and/or recommended arcade frontage, requiring or advising that a building overlap the sidewalk such that the first floor facade is a colonnade. The arcade frontage designation may be combined with a retail frontage designation.

E. A designation for coordinated frontage, requiring that the public frontage (Table 3A) and private frontage (Table 4) be coordinated as a single, coherent landscape and paving design.

F. Designations for mandatory and/or recommended terminated vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the CRC.

G. A designation for cross block passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.

H. A designation for buildings of historic significances, requiring that such buildings and structures may be altered or demolished only in accordance with Town of Ridgeland Municipal Code.

3.9.2 Source water protection standards:

A. A new community plan must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source water protection standards are as set forth in Ridgeland Code Chapter 51.

ARTICLE 4. - INFILL COMMUNITY SCALE PLANS

4.1 - INSTRUCTIONS.

4.1.1 Within the G-4 Infill Growth Sector of the Regional Plan (Article 2), or other areas designated as infill, the Planning Office shall prepare, or have prepared on its behalf, Infill Regulating Plans to guide further development. Infill Regulating Plans shall be prepared in a process of public consultation subject to approval by the Planning Commission.

4.1.2 Infill Regulating Plans shall regulate, at minimum, an area the size of the pedestrian shed commensurate with its community unit type as listed in Section 4.2. The Planning Department shall determine a community unit type based on existing conditions and intended evolution in the plan area.

4.1.3 Infill Regulating Plans shall consist of one or more maps showing the following:

A. The outline(s) of the pedestrian shed(s) and the boundaries of the community unit(s).

B. Transect zones and any civic zones within each pedestrian shed, assigned according to an analysis of existing conditions and future needs.

C. A Thoroughfare Network, existing or planned (Table 3A, Table 3B).

D. Any special districts (Section 4.5).

E. Any special requirements (Section 4.7).

F. A record of any warrants or variances.

4.1.4 Within any area subject to an approved Infill Regulating Plan, this Code becomes the exclusive and mandatory regulation. Property owners within the plan area may submit building scale plans under Article 5 in accordance with the provisions of this Code. Building scale plans requiring no variances shall be approved administratively by the CRC.

4.1.5 The owner of a parcel, or abutting parcels, consisting of 7 acres or more of contiguous lots within an area subject to an Infill Regulating Plan may apply to prepare a Special Area Plan. In consultation with the Planning Office, a Special Area Plan may assign new Transect Zones, Civic Zones, Thoroughfares, special districts and/or special requirements as provided in this Code, with appropriate transitions to abutting areas. Special Area Plans may be approved by warrant.

4.1.6 The owner of a parcel, or abutting parcels, consisting of 30 acres or more of contiguous lots, whether inside or outside an area already subject to an Infill Regulating Plan, may initiate the preparation of a new community plan. New community plans for the G-4 Sector, or other areas designated as infill by the Planning Office, shall regulate, at minimum, an area the size of the pedestrian shed commensurate with its community unit type as listed in Section 4.2, even if it overlaps adjacent parcels. Both the site and plan area should connect and blend with surrounding urbanism.

4.2 - COMMUNITY UNIT TYPES.

4.2.1 Infill Regulating Plans shall encompass one or more of the following community unit types. The allocation percentages of Table 10 a. do not apply.

4.2.2 Infill TND (Traditional Neighborhood Development).

A. An infill TND should be assigned to neighborhood areas that are predominantly residential with one or more mixed use corridors or centers. An infill TND shall be mapped as at least one complete standard pedestrian shed, which may be adjusted as a network pedestrian shed, oriented around one or more existing or planned common destinations.

B. The edges of an infill TND should blend into adjacent neighborhoods and/or a downtown without buffers.

4.2.3 Infill TOD (Transit Oriented Development).

A. Any infill TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D.

B. The use of a TOD overlay shall be approved by variance.

4.3 - TRANSECT ZONES.

4.3.1 Transect Zone standards for Infill Regulating Plans should be calibrated by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation and subject to the approval of the Planning Commission. Metrics shall be recorded on Table 10 and Table 11.

4.3.2 A Transect Zone shall include elements indicated by Article 3, Article 5, and Article 6.

4.4 - CIVIC ZONES.

4.4.1 General.

A. Infill plans should designate Civic Space Zones (CS) and Civic Building Zones (CB).

B. A Civic Zone may be permitted by warrant if it does not occupy more than 20% of a pedestrian shed, otherwise it is subject to the creation of a special district. See Section 4.5.

C. Parking provisions for Civic Zones shall be determined by warrant.

4.4.2 Civic Space Zones (CS).

A. Civic Spaces shall be generally designed as described in Table 9, their type determined by the surrounding or adjacent Transect Zone in a process of public consultation subject to the approval of the Planning Commission.

4.4.3 Civic Building Zones (CB).

A. Civic buildings shall be permitted by variance in any Transect Zone or by warrant on Civic Zones reserved in the Infill Regulating Plan.

B. Civic buildings shall not be subject to the requirements of Article 5. The particulars of their design shall be determined by warrant.

4.5 - SPECIAL DISTRICTS.

4.5.1 Areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any Transect Zone or combination of zones shall be designated as special districts by the Planning Office in the process of preparing an infill plan. Conditions of development for special districts shall be determined in public hearing of the Planning Commission and Town Council and recorded on Table 11.

4.6 - PRE-EXISTING CONDITIONS.

4.6.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in the same use and form until a substantial modification occurs or is requested, at which time the Consolidated Review Committee (CRC) shall determine the provisions of this section that shall apply.

4.6.2 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this Code.

4.6.3 Where buildings exist on adjacent lots, the CRC may require that a proposed building match one or the other of the adjacent setbacks and heights rather than the provisions of this Code.

4.6.4 Any addition to or modification of a building of value that has been designated as such by the Town of Ridgeland Municipal Code or to a building actually or potentially eligible for inclusion on a State, Local or National Historic Register, shall be subject to approval by the Town of Ridgeland Town Administrator.

4.6.5 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Tables 6 and 7.

4.7 - SPECIAL REQUIREMENTS.

4.7.1 An infill community plan may designate any of the following special requirements:

A. A differentiation of the thoroughfares as A-grid and B-grid. Buildings along the A-grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-grid may be more readily considered for warrants allowing automobile-oriented standards. The frontages assigned to the B-grid shall not exceed 30% of the total length of frontages within

a pedestrian shed.

B. Designations for mandatory and/or recommended retail frontage requiring that a building provide a shopfront at sidewalk level along the entire length of its private frontage. The shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 4 and specified in Article 5. The first floor shall be confined to retail use through the depth of the second layer. (Table 12 d.)

C. Designations for mandatory and/or recommended gallery frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The gallery frontage designation may be combined with a retail frontage designation.

D. Designations for mandatory and/or recommended arcade frontage, requiring that a building overlap the sidewalk such that the first floor facade is a colonnade. The arcade frontage designation may be combined with a retail frontage designation.

E. A designation for coordinated frontage, requiring that the public frontage (Table 3A) and private frontage (Table 4) be coordinated as a single, coherent landscape and paving design.

F. Designations for mandatory and/or recommended terminated vista locations, requiring that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the CRC.

G. A designation for cross block passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.

H. A designation for buildings of value, requiring that such buildings and structures may be altered or demolished only in accordance with Town of Ridgeland Municipal Code.

4.7.2 Source water protection standards:

A. An Infill Community Plan must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source water protection standards area as set forth in Ridgeland Code Chapter 51.

ARTICLE 5. - BUILDING SCALE PLANS

5.1 - INSTRUCTIONS.

5.1.1 Lots and buildings located within a new community plan or Infill Community Plan governed by this Code and previously approved by the Planning Commission shall be subject to the requirements of this article.

5.1.2 Design plans required under this article require administrative approval by the CRC.

5.1.3 Building and site plans submitted under this article shall show the following, in compliance with the standards described in this article:

A. For preliminary site and building approval:

- Building disposition.
- Building configuration.
- Building function.
- Parking location standards.
- Plans and drawings required by this Code shall be stamped by a South Carolina licensed engineer or architect.

B. For final approval, in addition to the above:

- Landscape standards.
- Signage standards.
- Special requirements, if any.

5.1.4 Special districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

5.2 - PRE-EXISTING CONDITIONS.

5.2.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in use as they are until a substantial modification is requested, at which time the CRC shall determine the provisions of this section that shall apply.

5.2.2 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this Code.

5.2.3 Where buildings exist on adjacent lots, the CRC may require that a proposed building match one or the other of the adjacent setbacks and heights rather than the provisions of this Code.

5.2.4 Any addition to or modification of a building of value that has been designated as such by the Town of Ridgeland Municipal Code, or to a building actually or potentially eligible for inclusion on a State, Local or National Historic Register, shall be subject to approval by the Town of Ridgeland Town Administrator.

5.2.5 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing nor (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 6 and Table 7.

5.3 - SPECIAL REQUIREMENTS.

5.3.1 To the extent that a regulating plan for either a new community plan or an Infill Community Plan designates any of the following special requirements, standards shall be applied as follows:

A. Buildings along the A-grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-grid may be more readily considered for warrants allowing automobile-oriented standards.

B. A mandatory or recommended retail frontage designation requires or advises that a building provide a shopfront at sidewalk level along the entire length of its private frontage. The shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 4. The first floor shall be confined to retail use through the depth of the second layer. (Table 12 d.)

C. A mandatory or recommended gallery frontage designation requires or advises that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns (as generally illustrated in Table 4). A gallery frontage may be combined with a retail frontage.

D. A mandatory or recommended arcade frontage designation requires or advises that a building overlap the sidewalk such that the first floor facade is a colonnade (as generally illustrated in Table 4). The arcade frontage may be combined with a retail frontage.

E. A coordinated frontage designation requires that the public frontage (Table 3A) and private frontage (Table 4) be coordinated as a single, coherent landscape and paving design.

F. A mandatory or recommended terminated vista designation requires or advises that the building be provided with architectural articulation of a type and character that responds visually to its axial location, as approved by the CRC.

G. A cross block passage designation requires that a minimum 8-foot-wide pedestrian access be reserved between buildings.

H. A building of value designation requires that the building or structure may be altered or demolished only in accordance with municipal preservation standards and protocols.

5.3.2 Source water protection standards:

A. Building scale plans must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source water protection standards are as set forth in Ridgeland Code Chapter 51.

5.4 - CIVIC ZONES.

5.4.1 General.

A. Civic Zones are designated on community plans as Civic Space (CS) or Civic Building (CB).

B. Parking provisions for Civic Zones shall be determined by warrant.

5.4.2 Civic Spaces (CS).

A. Civic Spaces shall be generally designed as described in Table 9.

5.4.3 Civic Buildings (CB).

A. Civic Buildings shall not be subject to the requirements of this article. The particulars of their design shall be determined by warrant.

5.5 - SPECIFIC TO T1 NATURAL ZONE.

5.5.1 Buildings in the T1 Natural Zone are permitted only by variance. Permission to build in T1 and the standards for Article 5 shall be determined concurrently as variances, after public hearing by the Planning Commission.

5.6 - BUILDING DISPOSITION.

5.6.1 Specific to Zone T2.

A. Building disposition shall be determined by warrant.

5.6.2 Specific to Zones T3, T4, T5.

A. Newly platted lots shall be dimensioned according to Table 10 f. and Table 11.

B. Building disposition types shall be as shown in Table 5 and Table 10 i.

C. Buildings shall be disposed in relation to the boundaries of their lots according to Table 10 g., Table 10 h., and Table 11.

D. One principal building at the frontage, and one outbuilding to the rear of the principal building, may be built on each lot as shown in Table 17C.

E. Lot coverage by building shall not exceed that recorded in Table 10 f. and Table 11.

F. Facades shall be built parallel to a rectilinear principal frontage line or to the tangent of a curved principal frontage line, and along a minimum percentage of the frontage width at the setback, as specified as frontage buildout on Table 10 g. and Table 11.

G. Setbacks for principal buildings shall be as shown in Table 10 g. and Table 11. In the case of an infill lot, setbacks shall match one of the existing adjacent setbacks. Setbacks may otherwise be adjusted by warrant.

H. Rear setbacks for outbuildings shall be a minimum of 12 feet measured from the centerline of the rear alley or rear lane easement. In the absence of rear alley or rear lane, the rear setback shall be as shown in Table 10 h. and Table 11.

I. To accommodate slopes over ten percent, relief from front setback requirements is available by warrant.

5.7 - BUILDING CONFIGURATION.

5.7.1 General to Zones T2, T3, T4, T5.

A. The private frontage of buildings shall conform to and be allocated in accordance with Table 4 and Table 10 j.

B. Buildings on corner lots shall have two private frontages as shown in Table 17. Prescriptions for the second and third layers pertain only to the principal frontage. Prescriptions for the first layer pertain to both frontages.

C. All facades shall be glazed with clear glass no less than 30% of the first story.

D. Building heights, stepbacks, and extension lines shall conform to Table 5 and Table 10 j.

E. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function, which shall be a minimum of 11 feet with a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional story.

F. In a parking structure or garage, each above-ground level counts as a single story regardless of its relationship to habitable stories.

G. Height limits do not apply to attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads. Attics shall not exceed 14 feet in height.

5.7.2 Specific to Zones T2, T3, T4, T5.

A. The habitable area of an accessory unit within a principal building or an outbuilding shall not exceed 440 square feet, excluding the parking area.

5.7.3 Specific to Zone T3.

A. No portion of the private frontage may encroach the sidewalk.

B. Open porches may encroach the first layer 50% of its depth.

C. Balconies and bay windows may encroach the first layer 25% of its depth except that balconies on porch roofs may encroach as does the porch.

5.7.4 Specific to Zone T4.

A. Balconies, open porches and bay windows may encroach the first layer 50% of its depth. (Table 12 d.)

5.7.5 Specific to Zone T5.

A. Awnings, arcades, and galleries may encroach the sidewalk to within 2 feet of the curb but must clear the sidewalk vertically by at least 8 feet.

B. Maximum encroachment heights (extension lines) for arcades shall be as shown on Table 8.

C. Stoops, lightwells, balconies, bay windows, and terraces may encroach the first layer 100% of its depth. (Table 16 d.)

D. Loading docks and service areas shall be permitted on frontages only by warrant.

E. In the absence of a building facade along any part of a frontage line, a streetscreen shall be built co-planar with the facade.

F. Streetscreens should be between 3.5 and 8 feet in height. The streetscreen may be replaced by a hedge or fence by warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.

G. A first level residential or lodging function shall be raised a minimum of 2 feet from average sidewalk grade.

5.8 - BUILDING FUNCTION.

5.8.1 General to Zones T2, T3, T4, T5.

A. Buildings in each transect zone shall conform to the functions on Table 6, Table 8 and Table 10 l. Functions that do not conform shall require approval by warrant or variance as specified on Table 8.

5.8.2 Specific to Zones T2, T3.

A. Accessory functions of restricted lodging or restricted office shall be permitted within an accessory building. See Table 6.

5.8.3 Specific to Zones T4, T5.

A. Accessory functions of limited lodging or limited office shall be permitted within an accessory building. See Table 6.

5.8.4 Specific to Zone T5.

A. First story commercial functions shall be permitted.

B. Manufacturing functions within the first story may be permitted by variance.

5.8.5 Structures for overnight habitation prohibited. No structure shall be allowed or permitted (either new construction or rehabilitated) for the purpose of overnight habitation (either on a short term or long term basis) in the Town of Ridgeland other than unattached (non-conjoined) single family residential units on a separately platted lot. Any other type of construction, modifications to existing structure or change in use to provide housing (overnight habitation) is strictly prohibited without special exception being granted by Council; prohibited type of housing includes but are not limited to hotels, boarding houses, half-way houses, nightly or weekly rentals, apartments, duplexes, or multi-family of any kind.

(Ord. No. 09-2015, 12-3-15)

5.9 - PARKING AND DENSITY CALCULATIONS.

5.9.1 Specific to Zones T2, T3.

A. Buildable density on a lot shall be determined by the actual parking provided within the lot as applied to the functions permitted in Table 6 and Table 7.

5.9.2 Specific to Zones T4, T5.

A. Buildable density on a lot shall be determined by the sum of the actual parking calculated as that provided (1) within the lot (2) along the parking lane corresponding to the lot frontage, and (3) by purchase or lease from a civic parking reserve within the pedestrian shed, if available.

B. The actual parking may be adjusted upward according to the shared parking factor of Table 7 to determine the effective parking. The shared parking factor is available for any two functions within any pair of adjacent blocks.

C. Based on the effective parking available, the density of the projected function may be determined according to Table 6.

D. Within the overlay area of a Transit Oriented Development (TOD) the effective parking may be further adjusted upward by 30%.

E. The total density within each Transect Zone shall not exceed that specified by an approved regulating plan based on Article 3 or Article 4.

F. Accessory units do not count toward density calculations.

G. Liner buildings less than 30 feet deep and no more than two stories shall be exempt from parking requirements.

5.10 - PARKING LOCATION STANDARDS.

5.10.1 General to Zones T2, T3, T4, T5.

A. Parking shall be accessed by rear alleys or rear lanes, when such are available on the regulating plan.

B. Open parking areas shall be masked from the frontage by a building or streetscreen.

C. For buildings on B-grids, open parking areas may be allowed unmasked on the frontage by warrant, except for corner lots at intersections with the A-grid.

D. Minimum parking space dimensions for head-in or diagonal parking shall be 9 feet by 18 feet. Parallel parking spaces shall be 7 feet by 22 feet minimum. Drive aisles in parking lots shall be at least 22 feet wide for two-way circulation and to provide adequate backup space for 90 degree head-in parking. Diagonal parking and parallel spaces can be accessed with one-way minimum 10-feet wide drive aisles. Parking shall be provided as necessary to meet the requirements of the Americans with Disabilities Act.

5.10.2 Specific to Zones T2, T3.

A. Open parking areas shall be located at the second and third lot layers, except that driveways, drop-offs and unpaved parking areas may be located at the first lot layer. (Table 12 d.)

B. Garages shall be located at the third layer except that side- or rear-entry types may be allowed in the first or second layer by warrant.

5.10.3 Specific to Zones T3, T4.

A. Driveways at frontages shall be no wider than 10 feet in the first layer.

5.10.4 Specific to Zone T4.

A. All parking areas and garages shall be located at the second or third layer. (Table 12 d.)

5.10.5 Specific to Zone T5.

A. All parking lots, garages, and parking structures shall be located at the second or third layer. (Table 12 d.)

B. Vehicular entrances to parking lots, garages, and parking structures shall be no wider than 24 feet at the frontage.

C. Pedestrian exits from all parking lots, garages, and parking structures shall be directly to a frontage line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.

D. Parking structures on the A-grid shall have liner buildings lining the first and second stories.

E. A minimum of one bicycle rack may be required within the public or private frontage for every ten vehicular parking spaces.

5.11 - LANDSCAPE STANDARDS.

5.11.1 General to all Transect Zones.

A. Environmental standards for transects provide that the more natural environment shall have priority in the more Rural Zones (T1, T2, and T2.5), and the more urban environment shall have the priority in the more Urban Zones (T3, T4, and T5).

B. Buildings in the T1 and T2 zones are generally prohibited and shall only be permitted by warrant; thus, the T1 and T2 zones establish priority of the natural environment in these locations.

C. Urbanization in the T3, T4, and T5 zones provides for the creation of streetscapes in the public realm, with street trees, on-lot trees and preserved clusters of trees acting as the form of mitigation for the removal of grand tree resources in these Transect Zones. Grand trees are defined as any tree 24" dbh or greater or any live oak or palmetto tree 12" dbh or greater. The mitigation requirement is 1.5" to 1".

D. Street trees and spacing shall be coordinated and approved by the Planning Director in consultation with the CRC. Whenever possible the following should be used: Locally made soil amendments and compost for plant nourishment, improved water absorption, and holding capacity; drought tolerant and/or slow growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions; and mulches to minimize evaporation, reduce weed growth, and retard erosion.

E. Non-grand tree resources in T1, T2, T2.5, T3, T4, and T5 are permitted to be removed with CRC approval.

F. Grand tree resources within all Transect Zones except for T5 are subject to removal only by warrant. In T5, grand tree resources are subject to removal with CRC approval.

5.11.2 General to Zones T2, T2.5, T3, T4, T5.

A. Impermeable surface shall be confined to the ratio of lot coverage specified in Table 10 f.

B. Landscape strips of at least 6 feet in width shall be provided between parking isles of either head-in or diagonal parking. Each landscape median shall have at least one tree for every 20 linear feet, or portion thereof, and be covered with grass, shrubs, or living ground cover. To minimize water consumption, the use of low-water vegetative ground cover other than turf is encouraged.

C. In lieu of landscape strips, landscape islands can be provided. No more than 6 consecutive parking stalls are permitted without a landscape island of at least 6 feet in width and extending the entire length of the parking stall. A minimum of one tree shall be planted in each landscape island.

5.11.3 Specific to Zones T2, T2.5, T3, T4.

A. The first layer may not be paved, with the exception of driveways as specified in Section 5.10.2 and Section 5.10.3. (Table 12 d.)

5.11.4 Specific to Zone T3.

A. A minimum of two trees shall be planted within the first layer for each 30 feet of frontage line or portion thereof. (Table 12 d.)

B. Trees may be of single or multiple species as shown on Table 3B.

C. Trees shall be naturalistically clustered.

D. Lawn shall be permitted by warrant.

5.11.5 Specific to Zone T4.

A. A minimum of one tree shall be planted within the first layer for each 30 feet of frontage line or portion thereof. (Table 12 d.)

B. Trees shall be a single species to match the species of street trees on the public frontage.

C. Lawn shall be permitted by right.

5.11.6 Specific to Zone T5.

A. Trees shall not be required in the first layer.

B. The first layer may be paved to match the pavement of the public frontage.

5.12 - SIGNAGE STANDARDS.

5.12.1 General to Zones T2, T2.5, T3, T4, T5, SD-Exit 21.

A. There shall be no signage permitted additional to that specified in this section.

B. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the principal entrance or at a mailbox.

C. Architecturally compatible ground level signs shall not exceed 6' in height, 8' in length and 2' in width, and they shall be authorized by CRC.

5.12.2 Specific to Zones T2, T2.5, T3.

A. Signage shall not be illuminated.

5.12.3 Specific to Zones T4, T5.

A. Signage shall be externally illuminated, except that signage within the shopfront glazing may be neon lit subject to the neon sign being approved by the CRC.

5.12.4 Specific to Zones T2, T2.5, T3, T4.

A. One blade sign for each business may be permanently installed perpendicular to the facade within the first layer. Such a sign shall not exceed a total of 8 square feet and shall clear 8 feet above the sidewalk.

5.12.5 Specific to Zone T5.

A. Blade signs, not to exceed 10 square feet for each separate business entrance, may be attached to and should be perpendicular to the facade, and shall clear 8 feet above the sidewalk.

B. A single external permanent sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.

C. Signs shall be made of wood or enameled steel.

5.12.6 Specific to Zone SD-Exit 21.

A. All proposed signage shall be reviewed and approved by the CRC.

5.13 - ARCHITECTURAL STANDARDS.

5.13.1 The following architectural standards shall apply to all structures in the following transect zones: T2.5, T3, T4, T5, and SD-Exit 2.

5.13.2 Walls—Materials.

A. Walls shall be finished in wood clapboard (sealed with paint or stain), board and batten, cedar shingles, "hardie plank," stucco, or brick. Walls may be finished in brick as approved by the CRC. Walls for single family residential units may be finished in vinyl siding on a case by case basis as approved by the CRC.

B. Foundation walls, and piers shall be parged block, smooth finished poured concrete, tabby, stucco or brick.

C. Crawl space may be skirted with horizontal wood boards, or framed wood with not more than 1.5" spaces between boards or wood louvers. Lattice shall be installed between supports as approved by the CRC. Galvanized hardware cloth may be placed behind the lattice.

D. Garden walls shall be stucco or brick. Gates in garden walls shall be wood or iron. Garden walls shall not be perforated with precast elements, but may accommodate pierced brick.

E. Fences at frontages and in front yards shall be made of smooth cedar, or p.t. wood pickets; spacing between pickets shall not exceed 1.5". All other fences shall be made of wood boards with a rectangular section. Wood fences may have stucco, brick, or tabby piers. Wire fences are permitted as long as the posts are made of wood and the fence is planted with a growing vine i.e. jasmine, etc. Cyclone fences are not permitted.

F. Retaining walls shall be built of stucco, brick, or tabby.

(Ord. No. 01-2011, 5-5-11)

5.13.3 Walls—Configurations and techniques.

A. Walls may be built of no more than two materials and shall only change material along a horizontal line, i.e. cedar shingles may be combined with wood siding when the material change occurs horizontally, (typical at floor line or a gable end), with the heavier material below the lighter. All the walls of a single building must be built of the same materials in the same configuration. Wood clapboard and shingles shall be horizontal.

B. Siding shall be horizontal, maximum 6" to the weather.

C. Boards with more than 6" to the weather shall show a 1" variation from one board to the next. Shingles shall be maximum 8" to the weather. Decorative shingles shall not be permitted.

D. Stucco shall be smooth sand- or tabby-finished.

E. Trim shall be minimum grade "B" trim lumber; and shall be 3.5" to 6" in width at corners and around opening, except at the front door, which may be any size (3.5" minimum) or configuration.

F. Garden walls shall be minimum 8" thick and have a horizontal cap. Brick mortar joints shall be struck and no more than ⅜" wide.

G. Fences on adjacent lots shall have different designs. Fences in front yards shall be as indicated in the code. Wood fences shall be painted white or charleston green unless otherwise approved by the CRC.

H. Walls shall be one color.

I.

Colors: Colors for all materials shall be selected from a master list approved by the CRC. Rough siding shall be a dark color. Masonry, smooth siding and trim shall be a light color, which may or may not be the same as the wall color.

J. Paints and stains: All exterior smooth wood shall be painted. Wood shingles may be left to age naturally, or shall be stained.

5.13.4 Elements—Materials.

A. Chimneys shall be finished with stucco or brick. Flues for pot belly stoves shall be metal with an appropriate lintel or jack arch.

B. Piers and arches shall be made of stucco, brick, or tabby.

C. Porches, columns, posts, spindles and balusters shall be made of wood. Porches may be enclosed with glass or screens for a maximum of 30% of their length; however glass enclosures are not permitted at frontages. Porch ceilings may be enclosed with painted wood; exposed joists shall be painted.

D. Arcades in Zone T4 or T5 shall be metal or stucco, with wood or metal posts, railings, and balconies.

E. Stoops shall be made of wood, brick, or concrete. If concrete, a stoop shall have brick or stucco cheek walls.

F. Decks shall be located in rear yards only, elevated a maximum of 30' above grade and painted or stained (except walking surfaces which may be unpainted).

G. Awnings shall have a metal structure covered with canvas or synthetic canvas.

H. Metal elements shall be unpainted galvanized steel, anodized or ESP aluminum, or marine grade aluminum.

I. Patios and stoops may have horizontal surfaces made of brick, or tabby.

J. The following shall not be permitted: Panelized materials, keystones, quoins, window air conditioning units, above-ground pools (except those of the inflatable variety), antennas, solar panels, signs (on private property), direct vent fireplaces.

5.13.5 Elements—Configurations and techniques.

A. Chimneys shall be a minimum 2:1 proportion in plan and capped to conceal spark arresters. Fireplace enclosures and chimneys shall extend to the ground.

B. Porch piers of masonry construction shall be no less than 12' × 12".

C. Arches of masonry construction shall be no less than 12" in depth.

D. Arcades and breezeways shall have vertically proportioned openings.

E. Screen porches shall have screens framed in wood installed behind framed railings.

F. Columns (the classical orders), if provided, shall be of the tuscan or doric orders with correct proportions or profiles according the American Vignola.

G. Posts shall be no less than 6" × 6", except at outbuildings. Railings shall have horizontal top and bottom rails. Wood top rails shall be eased and bottom rails shall have a vertical section. Top and bottom rails shall be centered on the pickets. The opening between spindles and balusters shall not exceed 4".

H. Balconies which cantilever shall be structurally supported by brackets.

I. Signs attached to buildings shall be integral to the storefront, no larger than 18" in height and externally lit.

J. Awnings shall be rectangular in shape with straight edges.

K. Awnings may have side panels but shall not have a bottom soffit panel. Awnings shall not be backlit.

L. Spotlights attached to building walls or roof eaves are only permitted in rear yards and illuminating cone shall not emit excess or direct light beyond property line.

M. Wood elements must be painted or stained with an opaque or semi-solid stain, except walking surfaces which may be left natural.

5.13.6 Roofs—Materials.

A. Roofs shall be clad in wood shingles, (corrugated, 5 V crimp or standing seam) galvanized steel, galvalume or copper. Asphaltic or fiberglass shingles shall be architectural grade and shall be submitted for approval.

B. Gutters and downspouts, when used, shall be made of galvanized steel, copper (not copper-coated), anodized or ESP aluminum.

C. Flashing shall be copper, lead or anodized aluminum.

D. Copper roofs, flashing, gutters, and downspouts shall be allowed to age naturally (not painted or sealed).

5.13.7 Roofs—Configurations and techniques.

A. Principal roofs shall be a symmetrical gable or hip with a slope of 6:12 to 10:12.

B. Ancillary roofs (attached to walls at the highest portion pf the principal building) may be shed sloped no less than 2:12. Roofs on towers shall be flat or have a slope of 4:12 to 8:12.

C. Flat roofs, including flat roofs on towers, shall be permitted only when occupiable and accessible from an interior room. Flat roofs shall have a railing or parapet wall no less than 36" high.

D. Parapets shall be horizontal.

E. Eaves shall be continuous. Eaves which overhang less than 8" shall have a closed soffit. Eaves which overhang more than 16" shall have exposed rafters. Eaves which overhang between 8" and 16" shall have either a closed soffit or exposed rafters. Rafter tails may not exceed 8" in depth.

F. Gutters shall be half-round. Downspouts shall be round.

G. Dormers shall be habitable, placed a minimum of 3' from side building walls and have gable or shed roofs with a slope to match the principal structure or shed roofs with a slope 3:12. Dormers shall not be excessively larger than windows, i.e. no siding at either side of windows. Dormer eaves and rake trim should be scaled down from primary eaves and rake trim proportions (66%).

H. Skylights shall be flat and mounted so as not to be visible from any fronting street.

5.13.8 Openings—Materials.

A. Windows shall be made of wood (painted), vinyl or aluminum clad and shall be glazed with clear glass. All trim shall be no less than 3.5". Bay windows shall be made of trim lumber. Corner trim shall be no less than 4".

B. Doors (including garage doors) shall be wood or metal. Doors shall be painted or stained.

C. Storefront shall be made of wood, or metal.

D. Shutters shall be wood, PVC, painted, operable and meet the width of the window when closed.

E. Security doors and window grilles must be approved.

5.13.9 Openings—Configurations and techniques.

A. Windows rectangular single-, double-, or triple-hung, awning, fixed (under 2 sf), or operable casement types, with a square to vertical proportion. Transoms may be oriented horizontally with panes of vertical proportions. Multiple windows in the same rough opening shall be separated by a 4" minimum post. In masonry walls the centerline of the window sash shall align with the centerline of the wall.

B. Window muntins shall be true divided light or simulated divided light windows or fixed on the interior and exterior surface and create panels of square or vertical proportion.

C. Bay windows shall have a minimum of 3 sides and shall extend to the floor inside and to the ground outside, if located on the ground floor or, if not, be structurally supported by brackets.

D. Storm windows and screens shall be integral with the window. Screens shall be made of brass, bronze, or black vinyl.

E. Front doors, including the entry door to the porch on side yard houses, shall be located on the frontage line. (Paired doors are not permitted at frontages. Windows in doors must be rectangular and vertically-oriented.)

F. Doors shall be hinged. Doors, except garage doors, shall be constructed of planks or raised panels not flush with applied trim which express the construction technique.

G. Garage doors facing a street frontage shall be a maximum of 10' in width. Garage doors facing an alley shall have a light fixture with an incandescent bulb activated by a photocell. Garage doors shall be painted or stained. Storefronts shall be painted a dark gloss color.

H. Shutters shall be operable, sized and shaped to match the openings.

I. Stucco trim articulations shall be subject to approval by the CRC.

J. An accent color, for items such as the front door and shutters, may be used subject to approval from the CRC.

ARTICLE 6. - STANDARDS AND TABLES

TABLE 2. - TRANSECT ZONE DESCRIPTIONS

NATURAL ZONE

Consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for development due to topography, hydrology or vegetation. The general character of T-1 consists of natural landscapes with some agricultural use as well as public access to greenways and blueways. Human settlement within T-1 is not permitted.

Permitted uses:

By right: Grain storage, greenhouse, stable, rest stop, roadside stand

By warrant: Livestock pen, electric substation, wireless transmitter.

Civic spaces: Parks & playgrounds.

Base residential density: Not applicable.

Block size: No maximum.

Permitted thoroughfares: See Thoroughfare Standards for T1 types.

Permitted building disposition: Edgeyard.

T2	**RURAL ZONE**

Consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, and grassland. Typical buildings include farmhouses, plantations, cabins, agricultural buildings, family compound, and hunting lodge. The T2 zone is recommended for those areas outside the edge of sub-urban and urban settlement.

Permitted uses:
By right: House, accessory unit, open-market building, bus shelter, fountain or public art, playground, religious assembly, grain storage, greenhouse, kennel, stable, rest stop, roadside stand, cemetery, childcare center.

By warrant: Inn (up to 12 rooms), bed & breakfast (up to 5 rooms), outdoor auditorium, livestock pen, gasoline, electric substation, wireless transmitter.

Civic spaces: Parks & playgrounds.

Base residential density: 1 unit/25 acres average.

Block size: No maximum.

Permitted thoroughfares: See thoroughfare standards for T2.

Lot width and coverage: By warrant.

Permitted private frontages: Common yard.

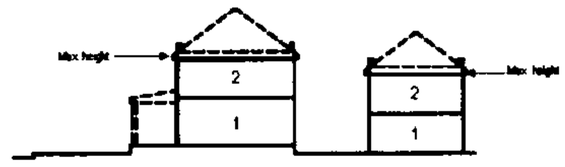
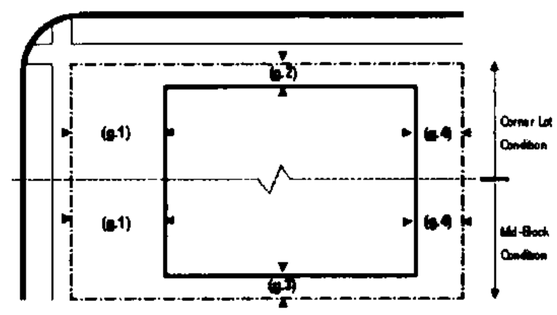
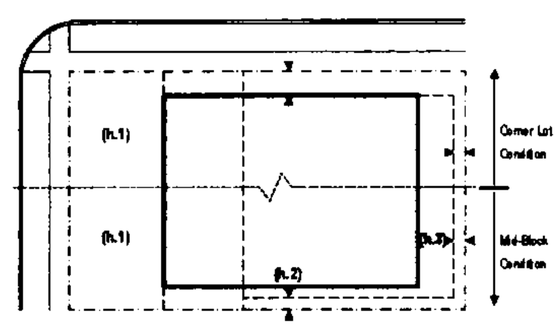
Building function: Restricted residential, restricted lodging, restricted office, restricted retail.

Building disposition:
Edgeyard: Permitted.
Sideyard: Not Permitted.
Rearyard: Not Permitted.
Courtyard: Not Permitted.

Building configuration:
Principal building: 2 stories max.
Outbuilding: 2 Stories max.

Setbacks:
Principal building:
(G.1) Front Setback (Principal): 48 ft. min.
(G.2) Front Setback (Secondary): 48 min.
(G.3) Side Setback: 96 ft.
(G.4) Rear Setback: 96 ft.
Frontage buildout: Not applicable.

Outbuilding:
(H.1) Front setback: 20 min. + bldg. setback.
(H.2) side setback: 3 or 6 ft.
(H.3) rear setback: 3 ft. min.

Building configuration 1. Building height shall be measured in number of Stories, excluding Attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 feet. 3. Height shall be measured to the eave or roof deck as specified on Table 8.		
Setbacks - Principal Bldg. 1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown. 2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.		
Setbacks - Outbuilding 1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.		

T2.5 	**RURAL CROSSROADS**

T2.5 is also known as a rural gathering place, consisting of a handful of single-family and mixed use structures located at the intersection of two or three primary rural thoroughfares. This zone provides essential goods and services to the residents of T2 and is accessible primarily by vehicle. Ridgeland precedent of T2.5: Cooler's Exxon Station and Old House Restaurant Settlement Area. Rural

crossroads are defined as an area that is 8 acres centered on the aforementioned section.

Permitted uses:
By right: House, accessory unit, open-market building, bus shelter, fountain or public art, playground, religious assembly, grain storage, greenhouse, kennel, stable, rest stop, roadside stand, cemetery, childcare center, retail building, country store.

By warrant: Inn (up to 12 rooms), bed & breakfast (up to 5 rooms), outdoor auditorium, livestock pen, gasoline, electric substation, wireless transmitter.

Civic spaces: Parks, green, & playgrounds.

Base residential density: 3 dwelling units per acre maximum.

Block size: No maximum.

Permitted thoroughfares: See Thoroughfare Standards for T2.5.

Lot width and coverage: By warrant.

Permitted private frontages: Common yard.

Building function: Restricted residential, restricted lodging, restriction office, restricted retail.

Building configuration:
Principal building: 2 stories max.
Outbuilding: 2 stories max.

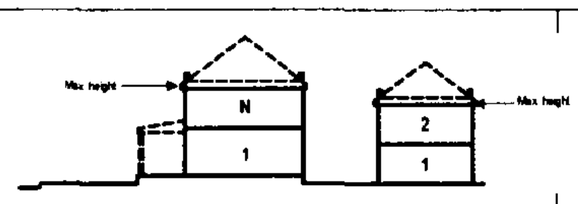
Setbacks:
Principal building:
(G.1) Front setback (principal): 10—30 ft. min.
(G.2) Front setback (secondary): 30 ft. min.
(G.3) Side setback: By warrant.
(G.4) Rear setback: By warrant.
Frontage buildout: Not applicable.

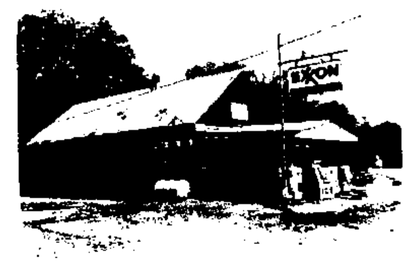
Outbuilding:
(H.1) Front setback: 20 min. + bldg. setback.
(H.2) Side setback: 3 or 6 ft.
(H.3) Rear setback: 3 ft. min.

Building disposition:
Edgeyard: Permitted.
Sideyard: By warrant.
Rearyard: Not permitted.
Courtyard: Not permitted.

BUILDING CONFIGURATION

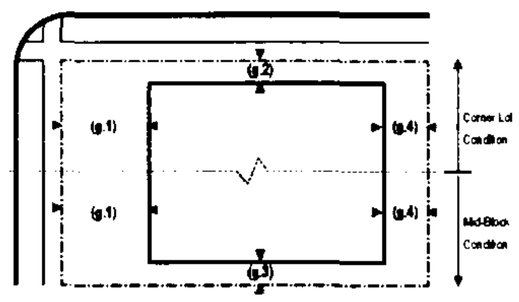
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.





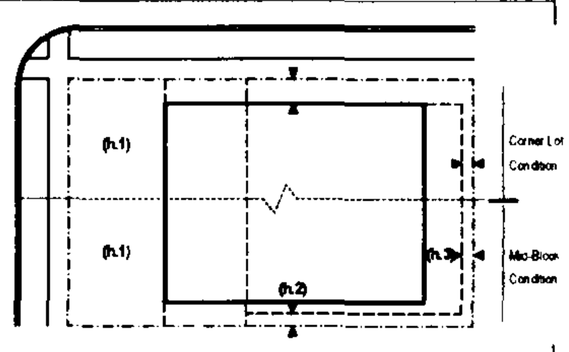
SETBACKS - PRINCIPAL BLDG.

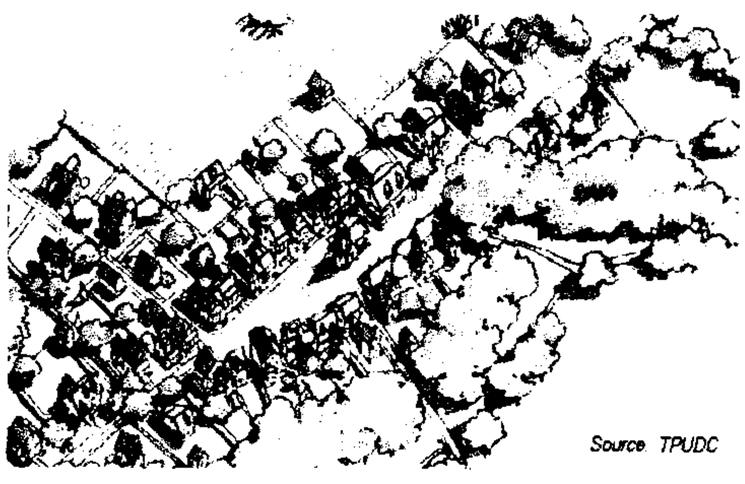
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



SETBACKS - OUTBUILDING

1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.





Source: TPUDC

T3

NEIGHBORHOOD

GENERAL

T3, Neighborhood General, consists of a medium density residential area, adjacent to Neighborhood Core (T4) areas that contain some mixed use. Home occupations and accessory buildings are permitted. T3 contains a wide array of building types and is characterized by its dappled sunlight and shade illuminating its thoroughfares with soft edges. Medium-sized blocks define neighborhood general and are typically serviced by rear lanes/alleys similar to the originally platted lots of Ridgeland.

Permitted uses:
By right: Live/work unit, bungalow, sideyard house, cottage, bed & breakfast (up to 5 rooms), house, accessory unit, openmarket building, bus shelter, fountain or public art, outdoor auditorium, playground, library, religious assembly, childcare center, fire station, funeral home.

By warrant: Greenhouse, kennel, stable, electric substation, cemetery, elementary school.

Civic spaces: Parks, green, & playgrounds.

Base residential density: 6 dwelling units per acre maximum.

Block size/perimeter: 2,200 feet.

Permitted thoroughfares: See thoroughfare standards for T3.

Lot width: 60 ft. min. and 120 ft. max.
Lot coverage: 60%.

Permitted private frontages: Common yard, porch & fence.

Building configuration:
Principal building: 2 stories max.
Outbuilding: 2 stories max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 6—12 ft. min.
(G.2) Front setback (secondary): 6—12 ft. min.
(G.3) Side setback: 0 ft. or 5 ft.
(G.4) Rear setback: 5 ft.
Frontage buildout: 50% minimum.

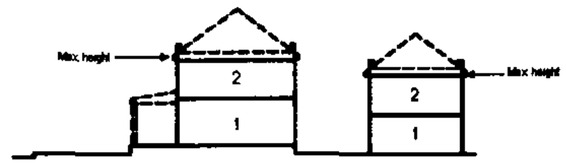
Outbuilding:
(H.1) Front setback: 24 min. + bldg. setback
(H.2) Side setback: 0 or 3 ft.
(H.3) Rear setback: 3 ft. min.

Building disposition:
Edgeyard: Permitted.
Sideyard: Permitted.
Rearyard: Not permitted.
Courtyard: Not permitted.

Building function: Restricted residential, restricted lodging, limited office, restricted retail.

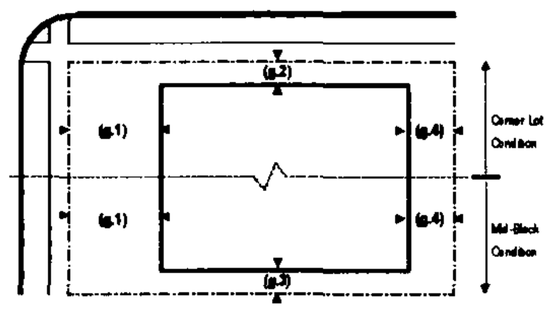
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



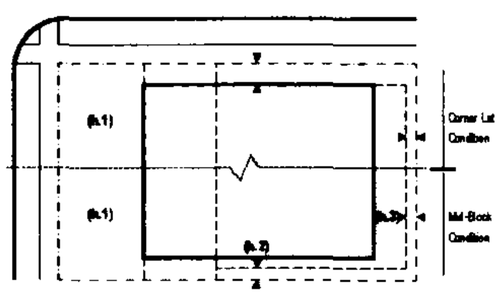
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



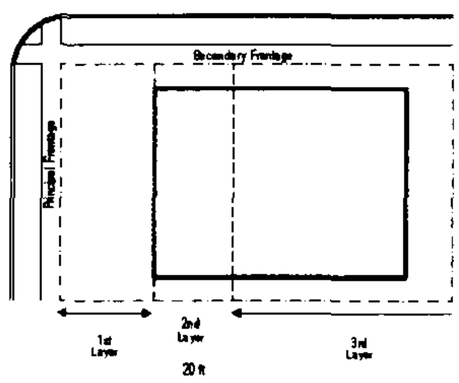
SETBACKS - OUTBUILDING

1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.

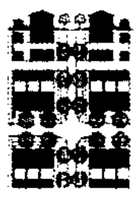


PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the second and third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d). Side- or rear-entry garages may be allowed in the first or second Layer by Warrant.
3. Trash containers shall be stored within the third Layer.



T4



NEIGHBORHOOD CORE

T4, neighborhood core, represents a low intensity mixed-use district primarily in the form of secessional residential fabric. A wide range of building types exist in T4, including, but not limited to, rowhouses, corner stores, and single family attached and detached housing. Single-family detached housing is typically set back from the front property line to allow for porch and fence frontage, while attached housing maintains a front stoop frontage.

Permitted uses:
By right: Flex building, apartment building, row house, duplex house, courtyard house, live/work unit, bungalow, sideyard house, cottage, bed & breakfast (up to 5 rooms), inn (up to 12 rooms), office building, retail building, display gallery, house, accessory unit, open-market building, bus shelter, fountain or public art, playground, library, religious assembly, childcare center, fire station, elementary school, police station, funeral home.

By warrant: Restaurant, movie theater, live theater, museum, surface parking lot, greenhouse, kennel, electric substation, cemetery, medical clinic, high school, mixed use block.

Civic spaces: Parks, green, playgrounds, and square.

Base residential density: 8 dwelling units per acre maximum.

Block size/perimeter: 2,000 feet.

Permitted thoroughfares: See Thoroughfare Standards for T4.

Building configuration:
Principal building: 3 stories max.
Outbuilding: 2 stories max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 0—8 ft. min.
(G.2) Front setback (secondary): 0—8 ft. min.
(G.3) Side setback: 0 ft.
(G.4) Rear setback: 5 ft.
Frontage buildout: 65% minimum.

Outbuilding:
(H.1) Front setback: 40 ft. from rear property line.
(H.2) Side setback: 0 ft. min.
(H.3) Rear setback: 3 ft. min.

Building disposition:
Edgeyard: Not permitted.
Sideyard: Permitted.
Rearyard: Permitted.
Courtyard: Permitted.

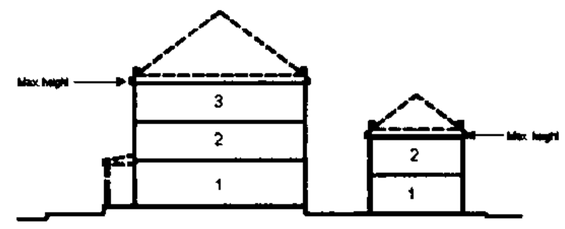
Building function: Restricted residential, restricted lodging, open office, open retail.

Lot width: 28 ft. min. and 90 ft. max.
Lot coverage: 70%.

Permitted private frontages: Porch & fence, terrance or LC, forecourt, stoop, shopfront & awning, gallery.

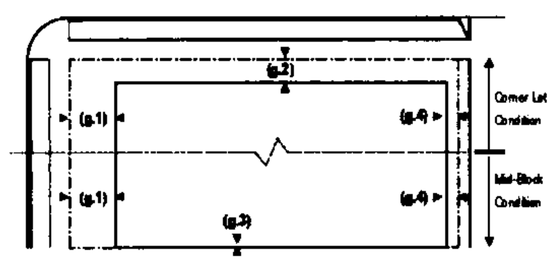
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



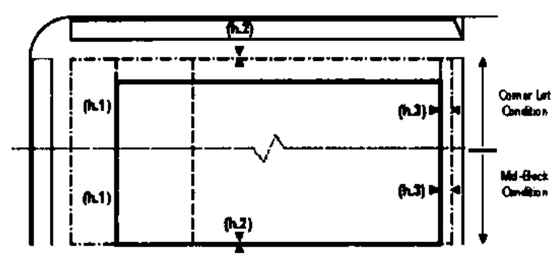
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



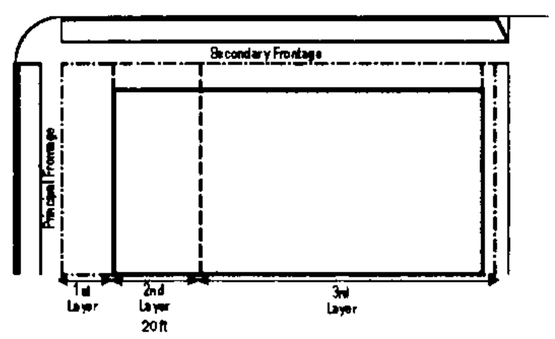
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.



T5

TOWN CENTER/

MAIN STREET

T5, Town Center/Main Street, consists of higher density, mixed-use buildings that accommodate retail, rowhouses, offices, and apartments. A tight network of streets defines the transect zone as a highly walkable area. Buildings are set very close to the frontages in order to define the public realm. Wide sidewalks and regular plantings and street furniture combine to form the public realm.

Permitted uses:
By right: Mixed-use block, live/work unit, bungalow, sideyard house, bed & breakfast (up to 5 rooms), accessory unit, openmarket building, bus shelter, fountain or public art, outdoor auditorium, playground, library, religious assembly, childcare center, fire station, school dormitory, live theater, movie theater, apartment building, flex building, row house, duplex house, courtyard house, inn (up to 12 rooms), office building, retail building, restaurant, display gallery, parking structure, police station, funeral home, medical clinic, elementary school.

By warrant: Hotel (no room limit), greenhouse, kennel, stable, electric substation, push cart, liquor selling establishment, conference center, passenger terminal, gasoline, drive-through facility, college, high school, trade school.

Civic spaces: Plazas, squares, parks, green, & playgrounds.

Base residential density: 10 dwelling units per acre.

Block size/perimeter: 2,000 feet.

Building configuration:
Principal building: 3 stories max., 2 stories min.
Outbuilding: 2 stories max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 0 ft. min.
(G.2) Front setback (secondary): 0 ft. min.
(G.3) Side setback: 0 ft.
(G.4) Rear setback: 5 ft.
Frontage buildout: 80% minimum.

Outbuilding:
(H.1) Front setback: Not applicable.
(H.2) Side setback: Not applicable.
(H.3) Rear setback: Not applicable.

Building disposition:
Edgeyard: Not permitted.
Sideyard: Not permitted.
Rearyard: Permitted.
Courtyard: Permitted.

Permitted private frontages: Terrance or LC, forecourt, stoop, shopfront & awning, gallery, arcade.

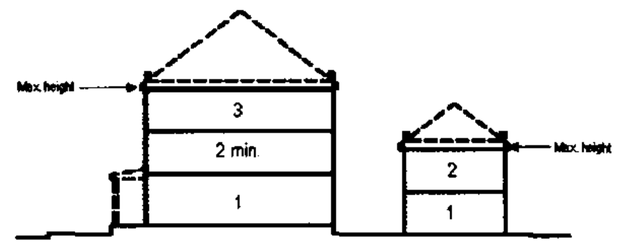
Building function: Open residential, open lodging, open office, open retail.

Permitted thoroughfares: See Thoroughfare Standards for T5.

Lot width: 18 ft. min. and 180 ft. max.
Lot coverage: 80%.

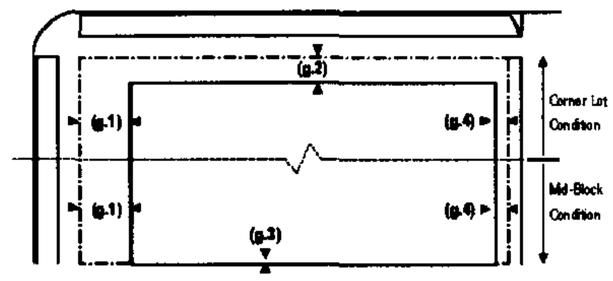
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



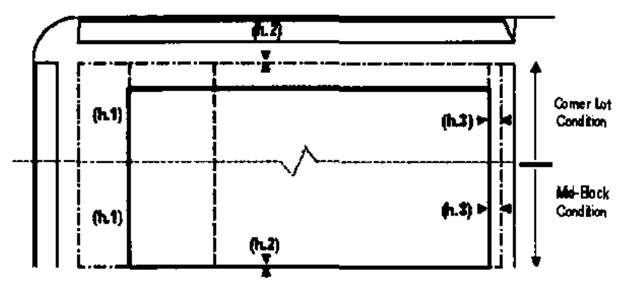
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



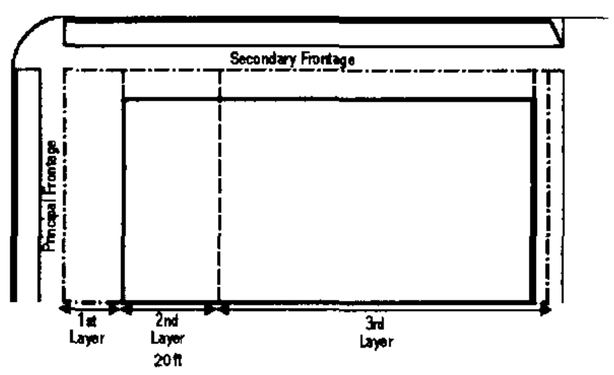
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.

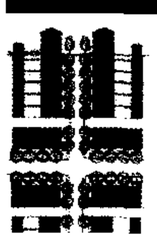


PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.



SD- Exit 21



SPECIAL DISTRICT:

EXIT 21

SD-Exit 21 special district represents the context which surrounds Exit 21 off of I-95. A mix of building types, including but not limited to automotive, office and lodging uses. Active uses within the building shall be located along the primary frontage with transparent windows facing the street. Parking lot design shall include stormwater management, design, and landscaping features for heat island effect reduction, hedges or walls to contain them at street side frontage.

Permitted uses:

By right: Live/work unit, bed & breakfast (up to 5 rooms), inn (up to 12 rooms), hotel (no room limit), SRO hostel, school dormitory, office building, retail building, open-market building, retail building, restaurant, liquor selling establishment, bus shelter, convention center, conference center, exhibition center, fountain or public art, playground, library, live theater, movie theater, museum, outdoor auditorium, parking structure, passenger terminal, sports stadium, surface parking lot, religious assembly, gasoline, automobile service, truck maintenance, drive-through facility, rest stop, roadside stand, shopping center, shopping mall, childcare center, fire station, elementary school, police station, funeral home, hospital, medical clinic, cemetery, college, high school, trade school, light industrial facility, truck depot, laboratory facility, electric substation, warehouse, produce storage, mini-storage.

By warrant: Kiosk, push cart, water supply facility.

Civic spaces: Parks, green, playgrounds, and square.

Base residential density: 10 dwelling units per acre maximum.

Block size/perimeter: 3,000 feet.

Permitted thoroughfares: See thoroughfare standards for T4 and T5.

Building configuration:

Principal building: 3 stories max.

Outbuilding: 2 stories max.

Setbacks:

Principal building:

(G.1) Front setback (principal): 0—80 ft. min.

(G.2) Front setback (secondary): 0—80 ft. min.

(G.3) Side setback: 0 ft. min.

(G.4) Rear setback: 5 ft. min.

Frontage buildout: 65% minimum.

Outbuilding:

(H.1) Front setback: 40 ft. from rear property line.

(H.2) Side setback: 0 ft. min.

(H.3) Rear setback: 3 ft. min.

Building disposition:

Edgeyard: Permitted.

Sideyard: Permitted.

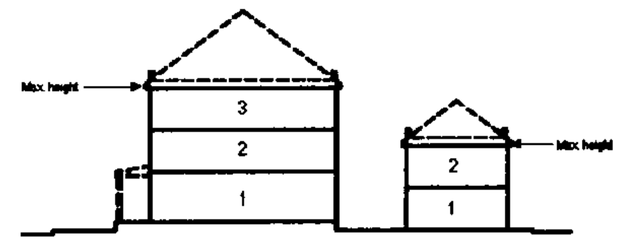
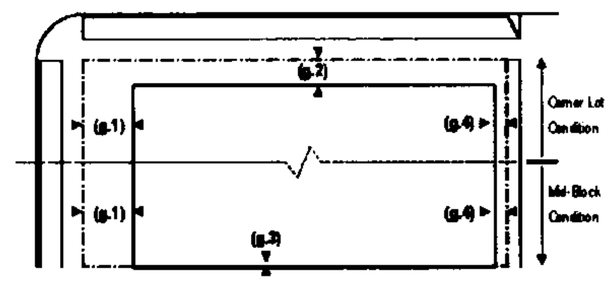
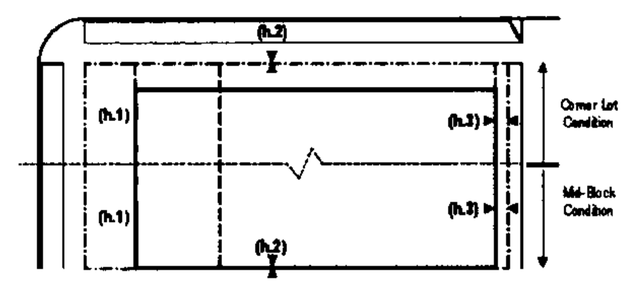
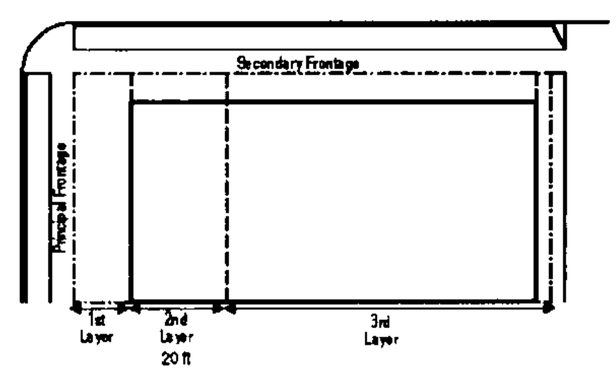
Rearyard: Permitted.

Courtyard: Permitted.

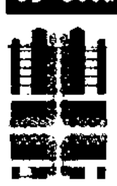
specialized: Permitted.

Lot width: 40 ft. min. and 200 ft. max.

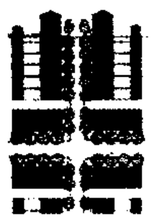
Lot coverage: 70%.

BUILDING CONFIGURATION 1. Building height shall be measured in number of Stories, excluding Attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft. 3. Height shall be measured to the eave or roof deck as specified on Table 8.	
SETBACKS - PRINCIPAL BLDG. 1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown. 2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.	
SETBACKS - OUTBUILDING 1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.	
PARKING PLACEMENT 1. Uncovered parking spaces may be provided within the first, second, or third Layer as shown in the diagram (see Table 17d). 2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d). 3. Trash containers shall be stored within the third Layer.	

SD- Genesis 	**Special district: Genesis**
Special district Genesis applies to those lands subject to the existing Genesis PUD. The development regulations are available at the Planning Office.	

SD- Good Hope 	**Special district: Good Hope**
Special district Good Hope applies to those lands subject to the existing Good Hope PUD. The development regulations are available at the Planning Office.	

SD- Moultrie	**Special district: Moultrie**
Special district Moultrie applies to those lands subject to the existing Moultrie PUD. The development regulations are available at the Planning Office.	

SD- Industrial 	**SPECIAL DISTRICT: INDUSTRIAL**

SD-Industrial special district represents the context which is a mix of building types, including but not limited to automotive, office, industrial, and loding uses. Parking lot design shall include stormwater management, design, and landscaping features for heat island effect reduction, hedges or walls to contain them at street side frontage.

Permitted uses:

By right: Live/work unit, bed & breakfast (up to 5 rooms), inn (up to 12 rooms), hotel (no room limit), SRO hostel, school dormitory, office building, retail building, open-market building, retail building, restaurant, liquor selling establishment, bus shelter, convention center, conference center, exhibition center, fountain or public art, playground, library, live theater, movie theater, museum, outdoor auditorium, parking structure, passenger terminal, sports stadium, surface parking lot, religious assembly, gasoline, automobile service, truck maintenance, drive-through facility, rest stop, roadside stand, shopping center, shopping mall, childcare center, fire station, elementary school, police station, funeral home, hospital, medical clinic, cemetery, college, high school, trade school, light industrial facility, truck depot, laboratory facility, electric substation, warehouse, produce storage, mini-storage, water supply facility, sewer and waste facility, wireless transmitter, cremation facility, heavy industrial facility.

By warrant: Kiosk, push cart.

Civic spaces: Parks, green, playgrounds, and square.

Base residential density: 10 dwelling units per acre maximum.

Block size/perimeter: 5,000 feet.

Permitted thoroughfares: See Thoroughfare Standards for T4 and T5.

Building configuration:

Principal building: 3 stories max.

Outbuilding: 2 stories max.

Setbacks:

Principal building:

(G.1) Front setback (principal): 0—150 ft. min.

(G.2) Front setback (secondary): 0—150 ft. min.

(G.3) Side setback: 0 ft. min.

(G.4) Rear setback: 5 ft. min.

Frontage buildout: 65% minimum.

Outbuilding:

(H.1) Front setback: 40 ft. from rear property line.

(H.2) Side setback: 0 ft. min.

(H.3) Rear setback: 3 ft. min.

Building disposition:

Edgeyard: Permitted.

Sideyard: Permitted.

Rearyard: Permitted.

Courtyard: Permitted.

Specialized: Permitted.

Lot width: 40 ft. min. and 600 ft. max.

Lot coverage: 70%.

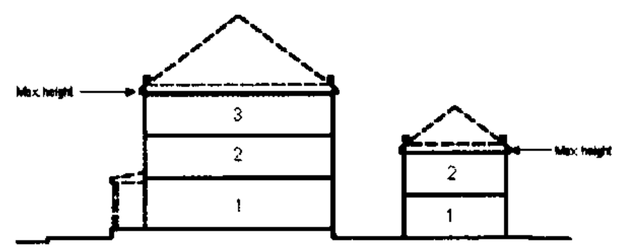
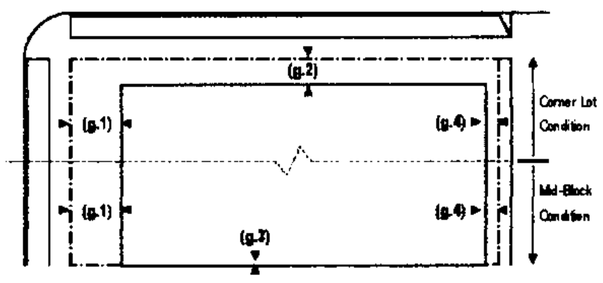
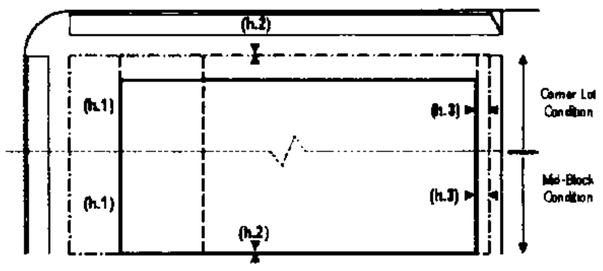
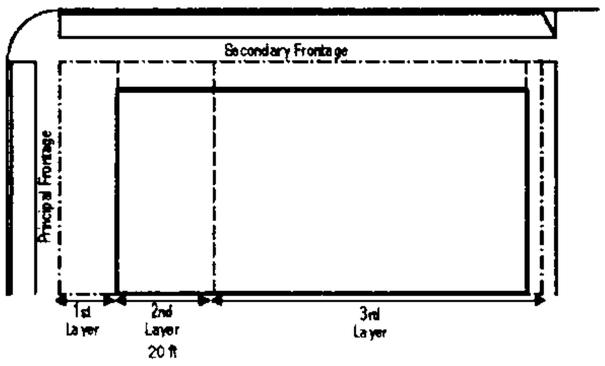
BUILDING CONFIGURATION 1. Building height shall be measured in number of Stories, excluding Attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft. 3. Height shall be measured to the eave or roof deck as specified on Table 8.	
SETBACKS - PRINCIPAL BLDG. 1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown. 2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.	
SETBACKS - OUTBUILDING 1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.	
PARKING PLACEMENT 1. Uncovered parking spaces may be provided within the first, second, or third Layer as shown in the diagram (see Table 17d). 2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d). 3. Trash containers shall be stored within the third Layer.	

TABLE 3A. - PUBLIC FRONTAGES - GENERAL

The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 3B.

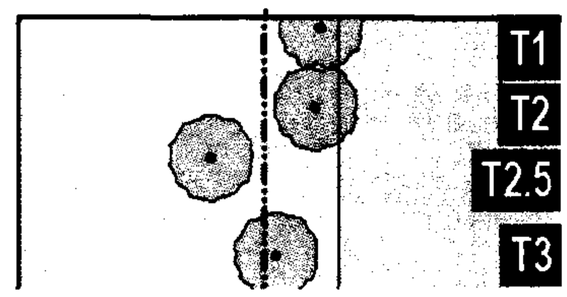
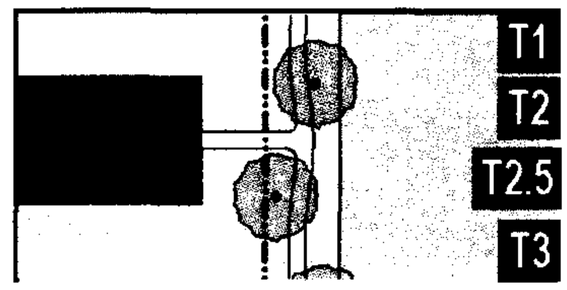
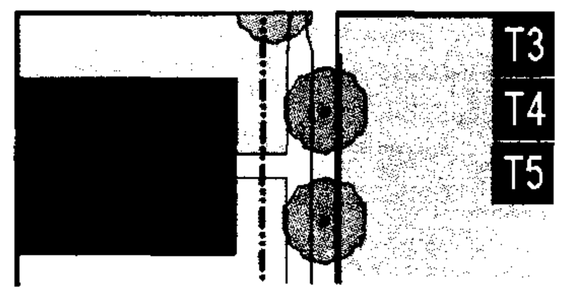
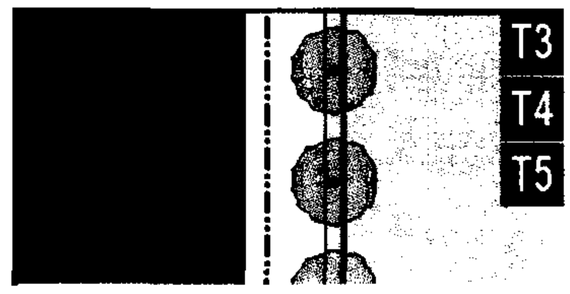
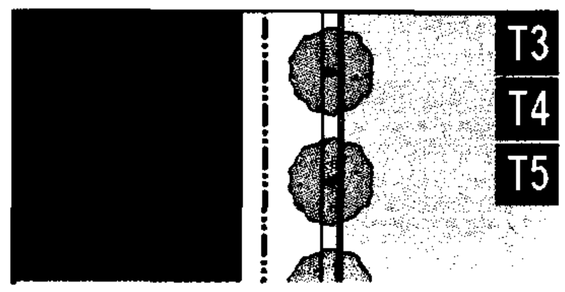
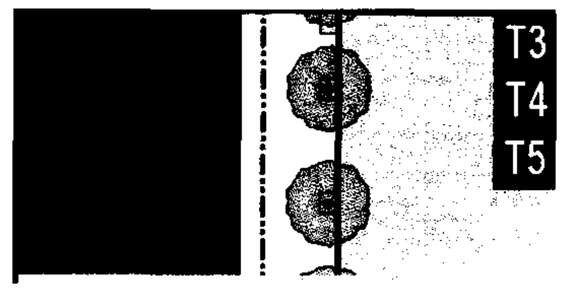
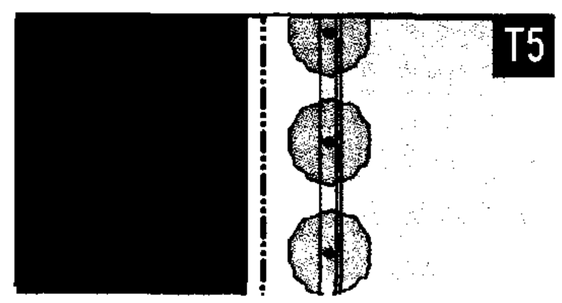
	PLAN LOT ▶ ◀ R.O.W. PRIVATE FRONTAGE ▶ ◀ PUBLIC FRONTAGE
a. (HW) For Highway: This Frontage has open Swales drained by percolation, Bicycle Trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.	
b. (RD) For Road: This Frontage has open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides and Yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.	
c. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee, with the exception that Streets with a right-of-way (R.O.W.) width of 40 feet or less are exempt from tree requirements.	
d. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.	
e. (AV) For Avenue: This Frontage has raised Curbs drained by inlets and wide Sidewalks separated from the vehicular lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Allee.	
f. (CS)(AV) For Commercial Street or Avenue: This Frontage has raised Curbs drained by inlets and very wide Sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible, but clears the storefront entrances.	
g. (BV) For Boulevard: This Frontage has Slip Roads on both sides. It consists of raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Allee.	

TABLE 3B. - PUBLIC FRONTAGES - SPECIFIC

This table assembles prescriptions and dimensions for the Public Frontage elements - Curbs, walkways and Planters - relative to specific Thoroughfare types within Transect Zones. Table 3B-a assembles all of the elements for the various street types. Locally appropriate planting species should be filled in to the calibrated Code.

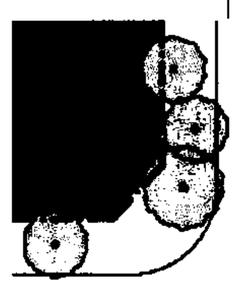
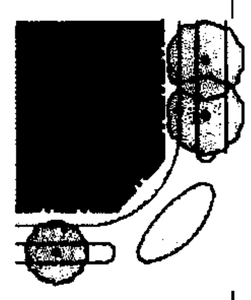
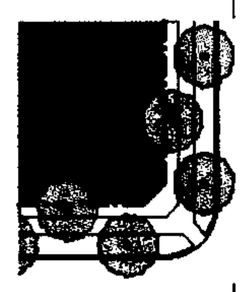
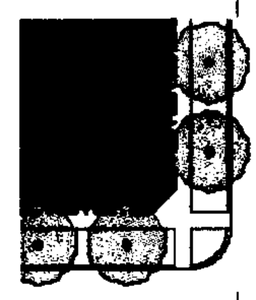
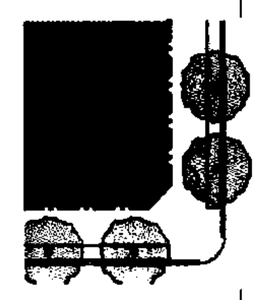
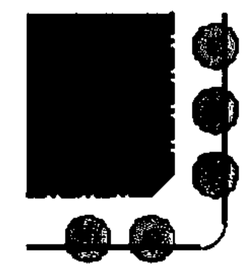
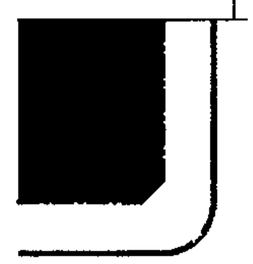
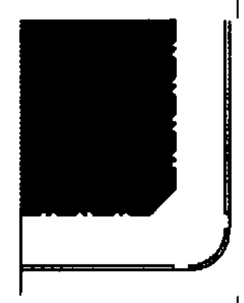
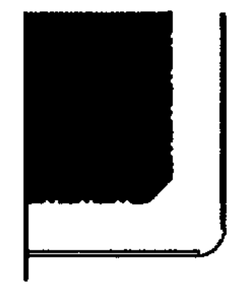
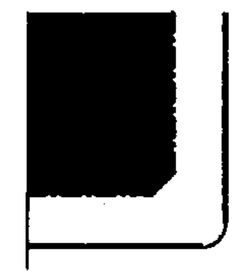
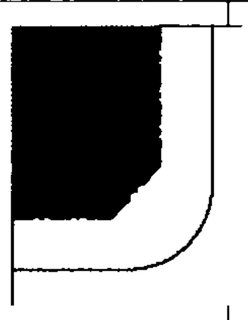
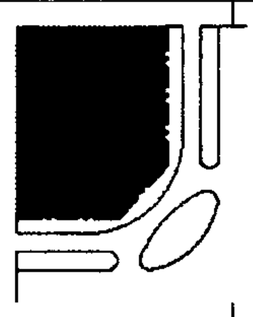
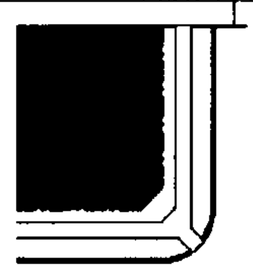
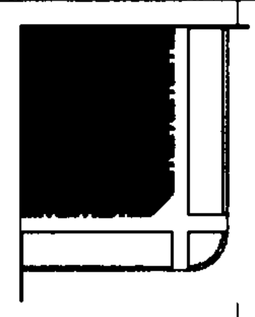
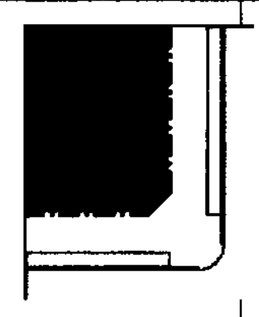
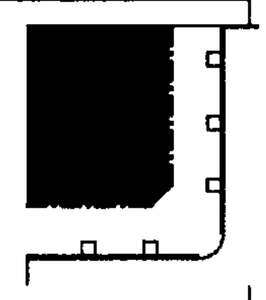
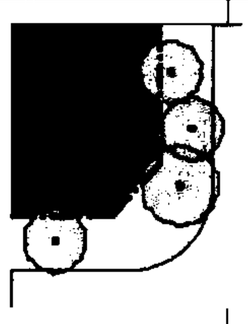
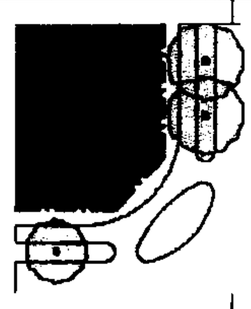
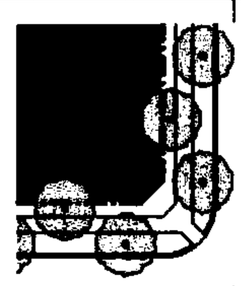
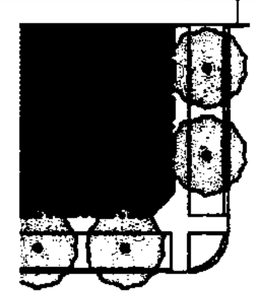
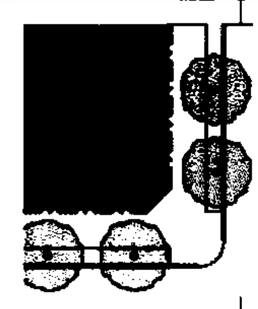
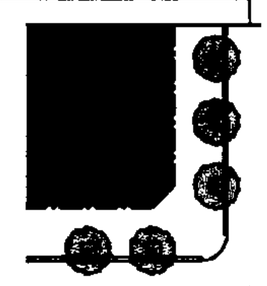
TRANSECT ZONE **Public Frontage Type**	**R U R A L I I I I I I I I I I I I I I I I T R A N S E C T I I I I I I I I I I I I I I I U R B A N**					
	T1 T2 T3 T2.5	**T1 T2 T3 T2.5**	**T3 T4**	**T4 T5**	**T5**	**T5**
	HW & RD	**RD & ST**	**ST-DR-AV**	**ST-DR-AV-BV**	**CS-DR-AV-BV**	**CS-DR-AV-BV**
a. Assembly: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.						
Total Width	16-24 feet	12-24 feet	12-18 feet	12-18 feet	18-24 feet	18-30 feet
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.						
Type **Radius**	Open Swale 10-30 feet	Open Swale 10-30 feet	Raised Curb 5-20 feet	Raised Curb 5-20	Raised Curb 5-20 feet	Raised Curb 5-20 feet
c. Walkway: The pavement dedicated exclusively to pedestrian activity.						
Type **Width**	Path Optional n/a	Path 4-8 feet	Sidewalk 4-8 feet	Sidewalk 4-8 feet	Sidewalk 12-20 feet	Sidewalk 12-30 feet
d. Planter: The layer which accommodates street trees and other landscape.						
Arrangement **Species** **Planter Type** **Planter Width**	Clustered Multiple Continuous Swale 8 feet-16 feet	Clustered Multiple Continuous Swale 8 feet-16 feet	Regular Alternating Continuous Planter 8 feet-12 feet	Regular Single Continuous Planter 8 feet-12 feet	Regular Single Continuous Planter 4 feet-6 feet	Opportunistic Single Tree Well 4 feet-6 feet

TABLE 3C. - THOROUGHFARE ASSEMBLIES

THOROUGHFARE DESIGN STANDARDS

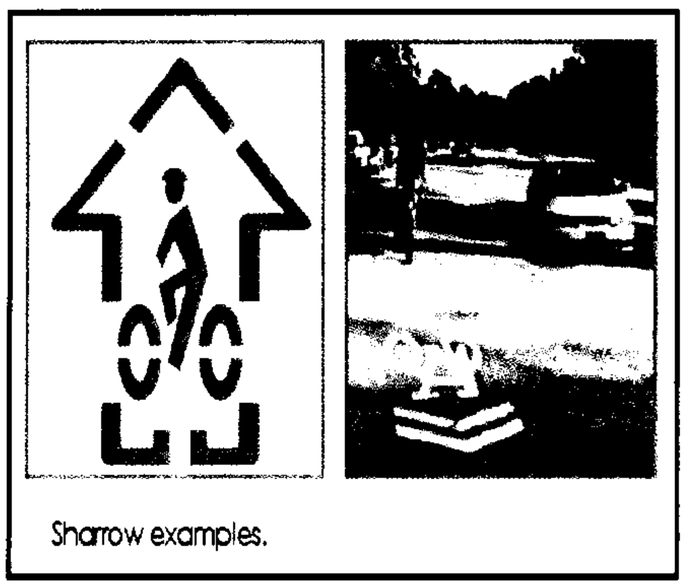
A. General requirements: Thoroughfares shall be designed to balance safety, mobility, community goals and the environment. Thoroughfares shall provide appropriate pedestrian and vehicle mobility options, shall provide appropriate locations for utilities and shall be designed to support adjacent future development. Thoroughfares addressed in this section are to have low to moderate vehicular speed (25 mph or less), varying traffic volumes and shall serve a range of land uses. The layout of thoroughfares as to arrangement, character, width, grade, and location may be required to conform to the general plan of the entire tract where completed, to adjoining thoroughfare systems of adjoining properties, to the major thoroughfare plans of the city, and to the topography, natural features, and drainage systems to be provided.

B. Contextual design & transect zones: Thoroughfares shall be designed in context with the urban form, intended users (motorists, pedestrians, bicyclists, transit users) and desired design speed of the transect zone through which the thoroughfares pass. The transect zones shall be utilized when determining the appropriate context sensitive thoroughfare design for thoroughfare assemblies and corresponding land use areas). Several thoroughfare types may be allowed in each transect zone.

C. Emergency/service vehicle access and Building Code and Fire Code compliance: Emergency and service vehicle access shall be considered in the design of thoroughfares and thoroughfare systems and minimum requirements shall be met for the proposed subdivision to be approved. Failure to satisfy all emergency vehicle access requirements of ratified building codes and fire codes in the design of thoroughfares and thoroughfare systems will result in additional requirements when constructing buildings to include, but not be limited to, a requirement for installation of a building fire sprinkler system.

D. Public transit: Thoroughfares shall be designed to accommodate existing, planned and future public transit. Design accommodations may include provisions for transit pull off areas and modified curb radii. Curb radii may be tested with turn simulation software for feasibility.

E. Bicycle provisions: Thoroughfares and community design should provide an opportunity for bicycle travel via a network of bicycle routes, lanes and trails. Bicycle travel networks shall be connected to existing or proposed regional networks wherever possible. A bicycle route shall be provided within the vehicular thoroughfare where suitable for shared use of bicycles and vehicles traveling at low speeds and may be indicated with the use of "sharrows" (see Figure 821.1). A dedicated and marked bicycle lane shall be provided within a moderate-speed vehicular thoroughfare. A bicycle trail may be provided separately from the vehicular thoroughfare.



Sharrow examples.

F. Accessibility: Thoroughfares shall be designed to accommodate ADA requirements.

G. Utilities: Thoroughfares shall be designed to accommodate utilities within the right-of-way including, but not limited to, stormwater drainage, lighting, water, sewer, electric, gas, telephone, cable, etc.

H. Gates and thoroughfare access restrictions: Reserve strips or parcels controlling access to thoroughfares shall be prohibited. Gates shall not be permitted to block thoroughfares.

I. Thoroughfare narrowing devices: Thoroughfare narrowing devices including, but not limited to, curb extensions, bulbouts, neckdowns and corner bulges shall not be permitted unless approved by the SCDOT.

J. Thoroughfare construction requirements: All thoroughfares shall be paved in accordance with minimum requirements on file in the office of the SCDOT engineer.

K. Existing thoroughfares: Thoroughfares of an existing subdivision shall not be used as the sole means of ingress and egress in developing a new subdivision or extending an existing one, when other access can be made available and when in the opinion of the town engineer such use would create a safety hazard.

L. Jurisdictional wetlands and critical area: No thoroughfare shall be located within a critical area or freshwater or saltwater wetland unless the applicant shall supply to the SCDOT written approval of OCRM or the U.S. Army Corps of Engineers, or both, as appropriate.

M. Connectivity: Thoroughfares shall be designed as an interconnected thoroughfare system. An interconnected thoroughfare system is necessary in order to provide for access between developments without returning to major roadways, in order to provide access for emergency and service vehicles, in order to enhance and encourage non-vehicular travel, in order to plan for future development and transportation needs and in order to create neighborhoods. The following thoroughfare connectivity requirements shall apply:

N. Curb radius modifications & intersection sight triangles:

1. The dimensions for curb radii standards are provided to accommodate pedestrians as well as emergency and service vehicles. Smaller curb radii provide for a narrower street crossing, reduces vehicle travel speed. Larger curb radii allow higher turning speeds which compromise community walkability. The following graphic illustrates the difference between the curb radius and effective turning radius.

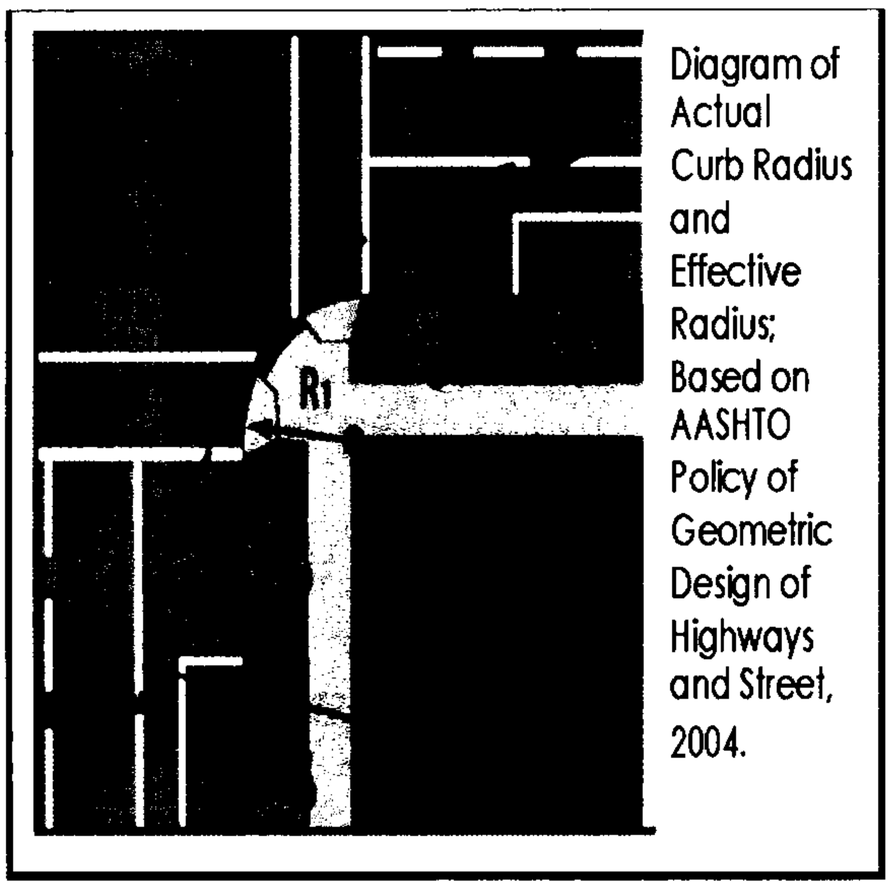


Diagram of Actual Curb Radius and Effective Radius; Based on AASHTO Policy of Geometric Design of Highways and Street, 2004.

In the event that a curb radius needs to be modified to accommodate emergency and service vehicles, turn simulation software should be used and the radius should be increased incrementally until it is just large enough to allow safe, slow passage of the design emergency or service vehicle.

2. Standard minimum sight triangle for stop conditions at street intersections shall be accommodated for on all thoroughfares and shall be reviewed by the SCDOT engineer at the time of thoroughfare construction plan submittal.

O. Garbage service: For properties platted after the effective date of this ordinance, garbage service shall only be provided to the nearest thoroughfare.

P. Pavement and parking markings and signage: The SCDOT engineer shall determine when and where pavement markings and on-street parking related signs will be installed on all thoroughfares. Pavement markings include but are not limited to parking delineation lines, lane delineation lines and arrows. Final determination of pavement markings and parking signs, including location and type, will be made during thoroughfare construction plan review.

Q. Lots abutting major thoroughfares: Subdivisions which abut or have included within the proposed area to be subdivided any limited access, or major thoroughfare shall provide:

1. A marginal access thoroughfare, or

2. Reverse frontage with screen planting contained in a non-access reservation along the rear property line, or
3. Lots with rear service drives, or
4. Other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

The SCDOT shall specify which of the above requirements apply to each individual case based upon adequate service to the public interest.

R. Thoroughfare types: Thoroughfares types shall be defined as follows:

Avenue (AV): A thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers and usually equipped with a landscaped median.

Bicycle lane (BL): A dedicated lane for cycling within a moderate speed vehicular thoroughfare, demarcated by striping.

Bicycle route (BR): A thoroughfare suitable for the shared use of bicycles and automobiles moving at slow speeds.

Bicycle trail (BT): A bicycle way running independently of a vehicular thoroughfare.

Boulevard (BV): A thoroughfare designed for high vehicular capacity and moderate speed, traversing an urbanized area. Boulevards are usually equipped with slip roads buffering sidewalks and buildings.

Drive (DR): A thoroughfare along the boundary between an urbanized and a natural condition, usually along a waterfront, park or promontory. One side has the urban character of a thoroughfare, with sidewalk and building, while the other side has the qualities of a road or parkway, with naturalistic planting and rural details.

Park street (PS): A sub-urban, urban general or urban center thoroughfare with a wide center median (width may vary) that may serve as an open space feature.

Path (PT): A pedestrian way traversing a park or rural area, with landscape matching the contiguous open space, ideally connecting directly with the urban sidewalk network.

Rear alley (RA): A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and containing utility easements. Rear alleys should be paved from building face to building faces or lot lines.

Rear lane (RL): A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. The streetscape consists of gravel or landscaped edges.

Road (RD): A local, rural and sub-urban thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to more rural areas.

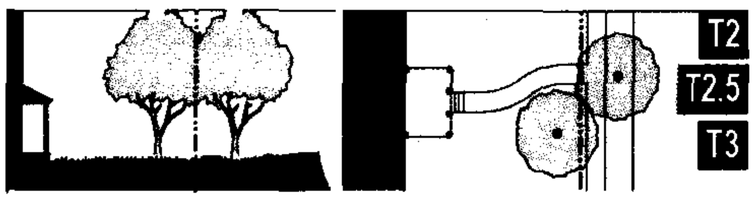
Slip road (SR): An outer vehicular lane or lanes of a thoroughfare designed for slow speeds while inner lanes carry higher speed traffic and separated from them by a planted median. (Syn: Access lane, service lane)

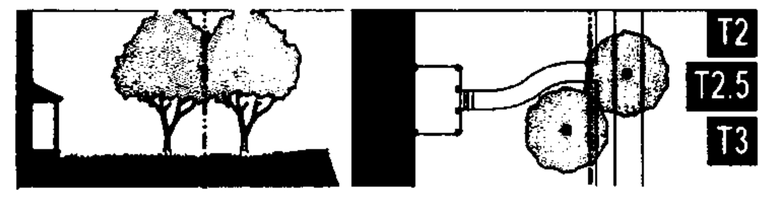
Street (ST): Sub-urban and urban thoroughfare of low speed and capacity.

Yield (Y): Characterizing a thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation.

TABLE 4. - PRIVATE FRONTAGES

The Private Frontage is the area between the building Facades and the Lot lines.

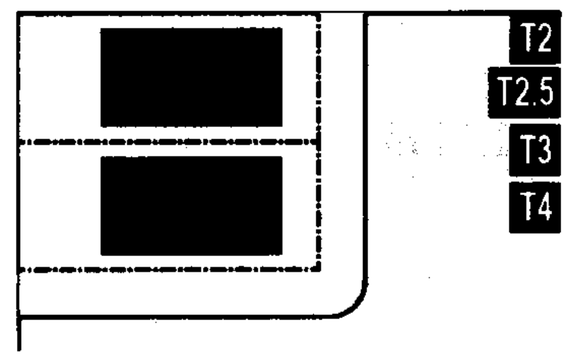
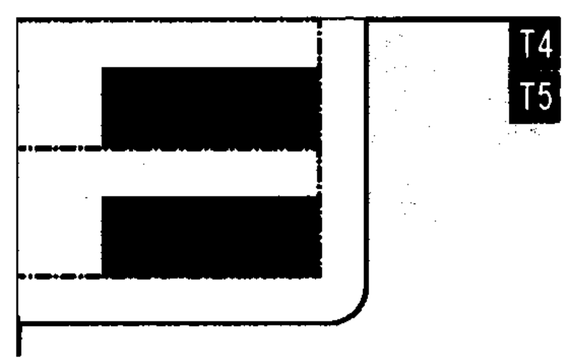
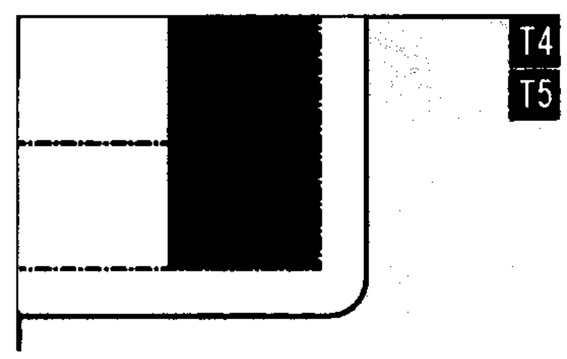
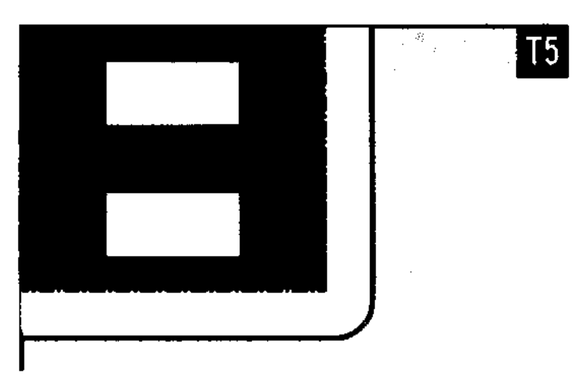
	

a. Common Yard: A planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.	
b. Porch & Fence: A planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.	
c. Terrace or Lightwell: A Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes Syn: Dooryard.	
d. Forecourt: A Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.	
e. Stoop: A Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.	
f. Shopfront: A Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.	
g. Gallery: A Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.	

h. Arcade: A colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table 8.	

TABLE 5. - BUILDING DISPOSITION

This table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types for each Transect Zone.

a. Edgeyard: Specific Types - single family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.	
b. Sideyard: Specific Types - Charleston single house, double house, zero lot line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition.	
c. Rearyard: Specific Types - Townhouse, Rowhouse, Live-Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.	
d. Courtyard: Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.	

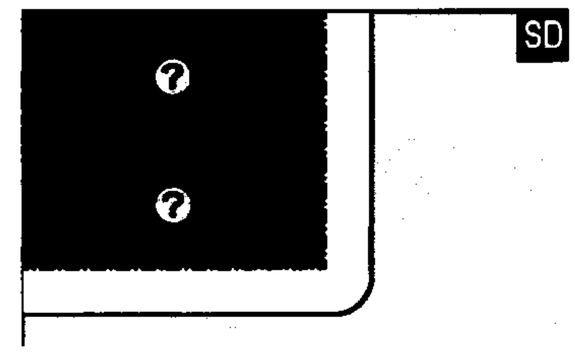
e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.	

TABLE 6. - BUILDING FUNCTION

This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 8.

	T2 T3 T2.5	T4	T5
a. RESIDENTIAL	**Restricted Residential:** The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 440 sf, excluding the parking area.	**Limited Residential:** The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 7).	**Open Residential:** The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 7).
b. LODGING	**Restricted Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	**Limited Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	**Open Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.

c. OFFICE	**Restricted Office:** The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling.	**Limited Office:** The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling.	**Open Office:** The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1,000 square feet of net office space.
d. RETAIL	**Restricted Retail:** The building area available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.	**Limited Retail:** The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	**Open Retail:** The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1,000 square feet of net Retail space. Retail spaces under 1,500 square feet are exempt from parking requirements.
e. CIVIC	See Table 8	See Table 12	See Table 8
f. OTHER	See Table 8	See Table 12	See Table 8

TABLE 7. - PARKING CALCULATIONS

The Shared Parking Factor for two Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

	REQUIRED PARKING (See Table 6)	**SHARED PARKING FACTOR**

	T2 T2.5 T3	T4	T5
RESIDENTIAL	2.0/dwelling	1.5/dwelling	1.0/dwelling
LODGING	1.0/bedroom	1.0/bedroom	1.0/bedroom
OFFICE	3.0/1,000 sq. ft.	3.0/1,000 sq. ft.	2.0/1,000 sq. ft.
RETAIL	4.0/1,000 sq. ft.	4.0/1,000 sq. ft.	3.0/1,000 sq. ft.
CIVIC	To be determined by Warrant		
OTHER	To be determined by Warrant		

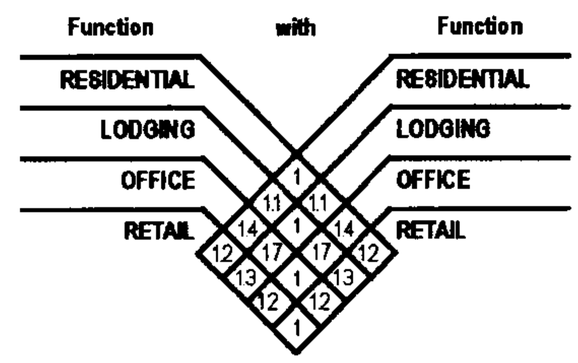


TABLE 8. - SPECIFIC FUNCTION & USE

Specific Function & Use. This table expands the categories of Table 6 to delegate specific Functions and uses within Transect Zones. Table 8 should be customized for local character and requirements.

	T1	T2	T2.5	T3	T4	T5	
a. RESIDENTIAL							
Mixed Use Block					□	■	■
Flex Building					■	■	
Apartment Building					■	■	
Live/Work Unit				■	■	■	
Row House					■		
Duplex House					■		
Courtyard House					■		
Sideyard House				■	■		
Cottage			■	■			
House		■	■	■			
Bungalow				■			
Accessory Unit		■	■	■	■		
b. LODGING							

Hotel (no room limit)						■	
Inn (up to 12 rooms)		□	□		■	■	
Bed & Breakfast (up to 5 rooms)		□	□	■	■	■	
S.R.O. hostel			□		□	□	
School Dormitory					■	■	
c. OFFICE							
Office Building					■	■	
Live-Work Unit					■	■	
d. RETAIL							
Open-Market Building		■	■	■	■	■	
Retail Building			■		■	■	
Display Gallery					■	■	
Restaurant					□	■	
Kiosk					□	■	
Push Cart					□	□	
Liquor Selling Establishment					□	■	
e. CIVIC							
Bus Shelter			■	■	■	■	
Convention Center						□	
Conference Center					□	■	
Exhibition Center						□	
Fountain or Public Art		■	■	■	■	■	
Library				■	■	■	
Live Theater					□	■	
Movie Theater					□	■	

Museum					□	■	
Outdoor Auditorium		□	□	■	■	■	
Parking Structure						■	
Passenger Terminal						□	
Playground		■	■	■	■	■	
Sports Stadium						□	
Surface Parking Lot					□	□	
Religious Assembly		■	■	■	■	■	
f. OTHER: AGRICULTURE							
Grain Storage	■	■	■				
Livestock Pen	□	□	□				
Greenhouse	■	■	■	□	□		
Stable	■	■	■	□			
Kennel	■	■	■	□	□	□	
f. OTHER: AUTOMOTIVE							
Gasoline		□	□			■	
Automobile Service							
Truck Maintenance							
Drive-Through Facility					□	□	
Rest Stop	■	■					
Roadside Stand	■	■					
Billboard						□	
Shopping Center							
Shopping Mall							
f. OTHER: CIVIL SUPPORT							

Fire Station			■	■	■	■	
Police Station				■	■	■	
Cemetery		■	□	□			
Funeral Home				■	■	■	
Hospital						□	
Medical Clinic					□	■	
f. OTHER: EDUCATION							
College					□	□	
High School					□	□	
Trade School					□	□	
Elementary School			□	□	■	■	
Other-Childcare Center		■	■	■	■	■	
f. OTHER: INDUSTRIAL							
Heavy Industrial Facility							
Light Industrial Facility						□	
Truck Depot							
Laboratory Facility						□	
Water Supply Facility							
Sewer and Waste Facility							
Utility Substation	□	□	□	□	□	□	
Wireless Transmitter	□	□	□				
Cremation Facility							
Warehouse						□	
Produce Storage							
Mini-Storage							

■ BY RIGHT

□ BY WARRANT

TABLE 9. - CIVIC SPACE

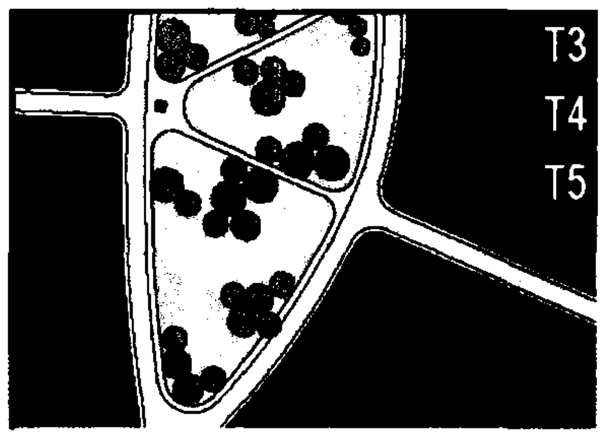
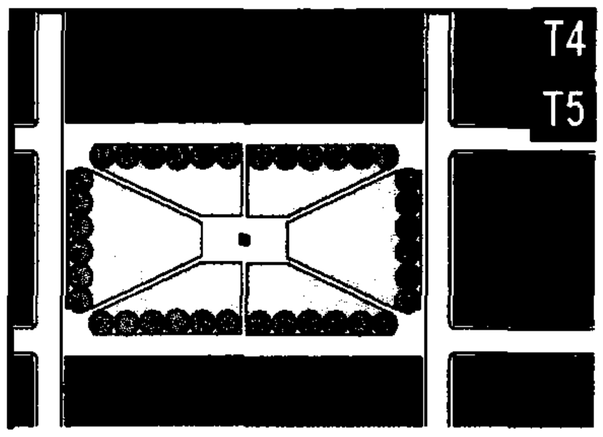
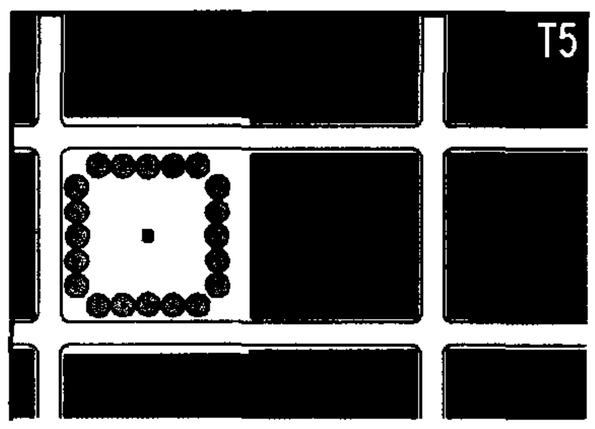
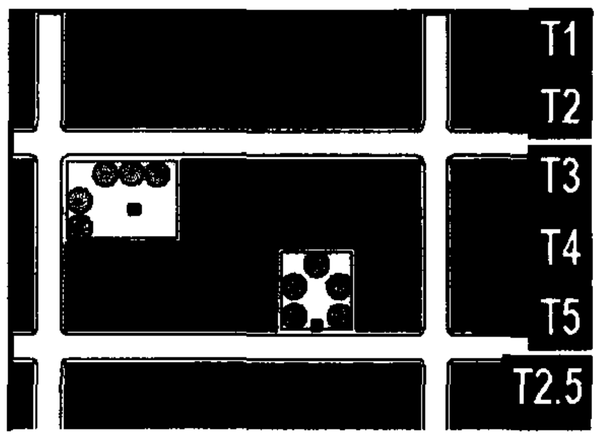
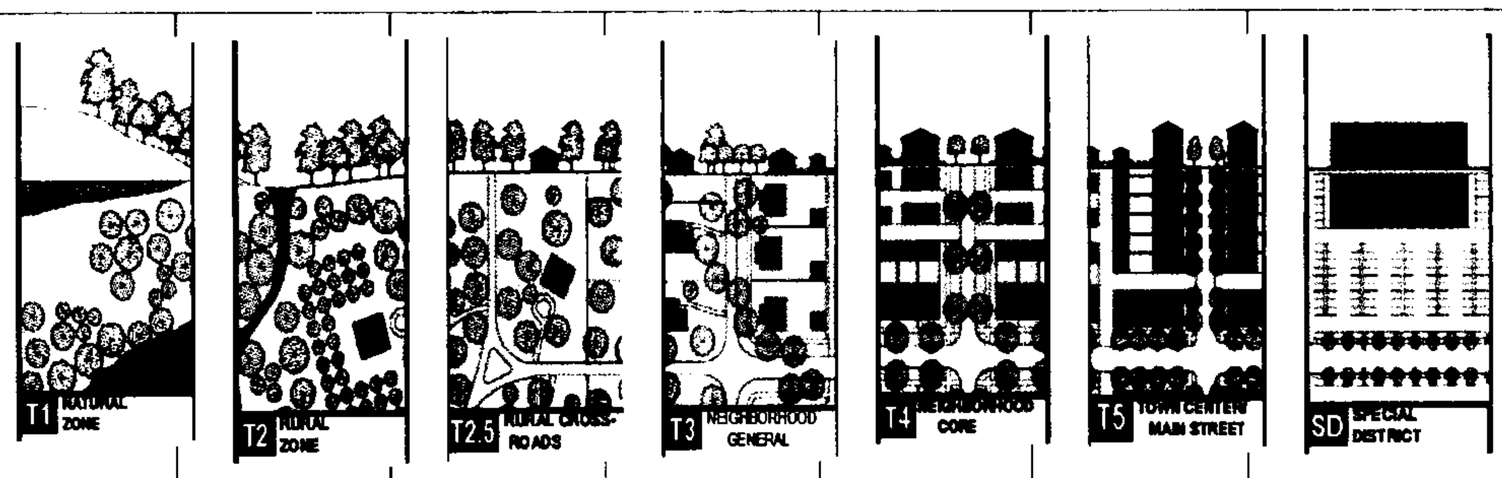
a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.	
b. Green: An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be ½ acre and the maximum shall be 8 acres.	
c. Square: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be ½ acre and the maximum shall be 5 acres.	
d. Plaza: An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be ½ acre and the maximum shall be 2 acres.	
e. Playground: An Open Space designed and equipped for the recreation of children. A playground shall be fenced and shall include an open picnic shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.	

TABLE 10. - SMARTCODE SUMMARY

									
	a. ALLOCATION OF ZONES per Pedestrian Shed (applicable to Article 3 only)							(see T-Zone Descriptions)	
	CLD requires	no minimum	50% min	10 - 30%	20 - 40%	not permitted	not permitted		
	TND requires	no minimum	no minimum	10 - 30%	30 - 60 %	10 - 30%	not permitted		
	RCD requires	no minimum	no minimum	not permitted	10 - 30%	10 - 30%	40 - 80%		
	b. BASE RESIDENTIAL DENSITY (see Section 3.4)								
	By Right	not applicable	1 unit/25 ac avg.	3 units/ac. gross max.	6 units/ac. gross	8 units/ac. gross	10 units/ac. gross		
	By TDR	by Variance	by Variance	6 units/ac. gross max.	8 units/ac. gross	9 units/ac. gross	15 units/ac. gross		
	Other Functions	by Variance	by Variance	10 - 20%	20 - 30%	30 - 50%	50 - 70%		
	c. BLOCK SIZE								
	Block Perimeter	no maximum	no maximum	no maximum	2,420 ft. max	2,000 ft. max	2,000 ft. max. *		
	d. THOROUGHFARES (see Table 3)					* 3000 ft. max. with parking structures			
	HW	permitted	permitted	permitted	not permitted	not permitted	not permitted		

		BV	not permitted	not permitted	permitted	permitted	permitted	permitted		
		AV	not permitted	not permitted	permitted	permitted	permitted	permitted		
		CS	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		DR	not permitted	not permitted	permitted	permitted	permitted	permitted		
		ST	not permitted	not permitted	permitted	permitted	permitted	not permitted		
		RD	permitted	permitted	permitted	not permitted	not permitted	not permitted		
		Rear Lane	permitted	permitted	permitted	permitted	not permitted	not permitted		
		Rear Alley	not permitted	not permitted	permitted	required	required	required		
		Path	permitted	permitted	permitted	permitted	not permitted	not permitted		
		Passage	not permitted	not permitted	permitted	permitted	permitted	permitted		
		Bicycle Trail	permitted	permitted	permitted	not permitted	not permitted	not permitted		
		Bicycle Lane	permitted	permitted	permitted	permitted	not permitted	not permitted		
		Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted		
		e. CIVIC SPACES (see Table 9)						* permitted within Open Spaces		
		Park	permitted	permitted	permitted	permitted	permitted	by Warrant		
		Green	not permitted	not permitted	permitted	permitted	permitted	not permitted		

		Square	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		Plaza	not permitted	not permitted	not permitted	not permitted	not permitted	permitted		
		Playground	permitted	permitted	permitted	permitted	permitted	permitted		
		f. LOT OCCUPATION								

	Lot Width	not applicable	by Warrant	by Warrant	60 ft. min. 120 ft. max	28 ft. min. 90 ft. max	18 ft. min. 180 ft. max		DISPOSITION
	Lot Coverage	not applicable	by Warrant	by Warrant	60% max	70% max	80% max		
	g. SETBACKS - PRINCIPAL BUILDING (see Table 11)								
	(g.1) Front Setback (Principal)	not applicable	48 ft. min	10-30 ft. min	6 ft. min. 12 ft. max	0 - 8 ft. min	0 ft. min		
	(g.2) Front Setback (Secondary)	not applicable	48 ft. min	30 ft. min	6 ft. min. 12 ft. max	0 - 8 ft. min	0 ft. min		
	(g.3) Side Setback	not applicable	96 ft. min	by Warrant	0 ft. min	0 ft.	0 ft. min		
	(g.4) Rear Setback	not applicable	96 ft. min	by Warrant	5 ft. min.	5 ft. min.	5 ft. min		
	Frontage Buildout	not applicable	not applicable	not applicable	50% min	65% min	80% min		
	h. SETBACKS - OUTBUILDING (see Table 11)								
	(h.1) Front Setback	not applicable	20 ft. min. +bldg. setback	20 ft. min. +bldg. setback	24 ft. min. +bldg. setback	40 ft. max. from rear prop	not applicable		
	(h.2) Side Setback	not applicable	3 ft. or 6 ft.	3 ft. or 6 ft.	0 ft. min. or 3 ft.	0 ft min	not applicable		
	(h.3) Rear Setback	not applicable	3 ft. min	3 ft. min	3 ft.	3 ft. max	not applicable		
	i. BUILDING DISPOSITION (see Table 5)								
	Edgeyard	permitted	permitted	permitted	permitted	not permitted	not permitted		
	Sideyard	not permitted	not permitted	by Warrant	permitted	permitted	not permitted		

		Rearyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		Courtyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		j. PRIVATE FRONTAGES (see Table 4)								
		Common Yard	not applicable	permitted	permitted	permitted	not permitted	not permitted		CONFIGURATION
		Porch & Fence	not applicable	not permitted	not permitted	permitted	not permitted	not permitted		
		Terrace or Dooryard	not applicable	not permitted	not permitted	not permitted	permitted	not permitted		
		Forecourt	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Stoop	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Shopfront & Awning	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Gallery	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Arcade	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		k. BUILDING CONFIGURATION								
		Principal Building	not applicable	2 Stories max	2 Stories max	2 Stories max	3 Stories max	3 Stories max, 2 min		
		Outbuilding	not applicable	2 Stories max	2 Stories max	2 Stories max	2 Stories max	not applicable		
		l. BUILDING FUNCTION (see Table 6 & Table 8)								

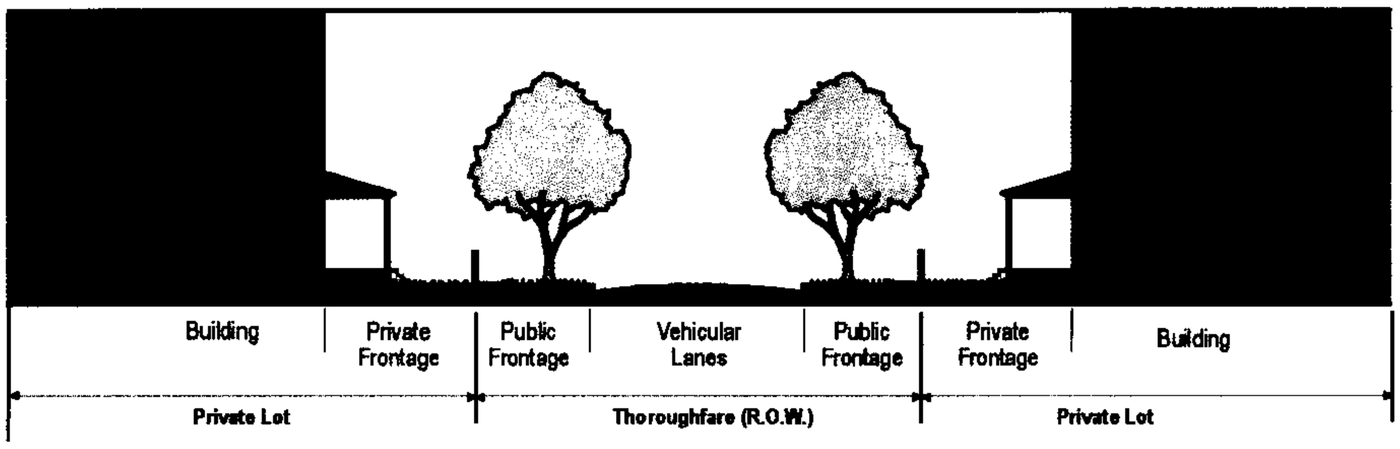
		Residential	not applicable	restricted use	restricted use	limited use	restricted use	open use		FUNCTION
		Lodging	not applicable	restricted use	restricted use	limited use	restricted use	open use		
		Office	not applicable	restricted use	restricted use	limited use	open use	open use		
		Retail	not applicable	restricted use	restricted use	limited use	open use	open use		
		ARTICLE 5								
		ARTICLES 2, 3, 4								

TABLE 11. - SPECIAL DISTRICT STANDARDS

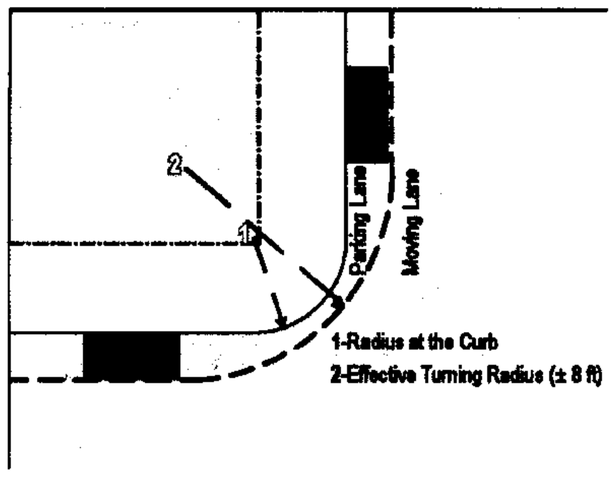
The metrics for each Special District are available at the Planning Office. Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

TABLE 12. - DEFINITIONS ILLUSTRATED

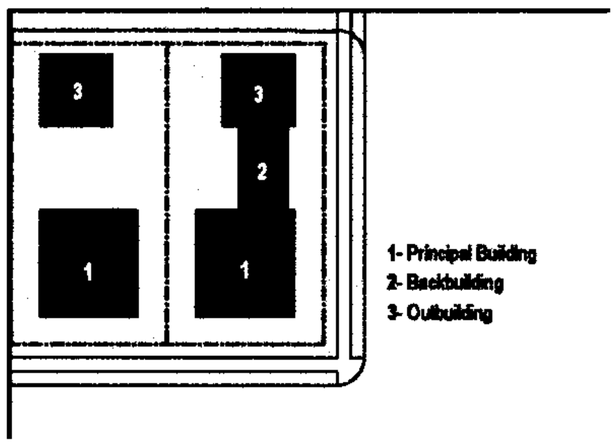
a. THOROUGHFARE & FRONTAGES



b. TURNING RADIUS

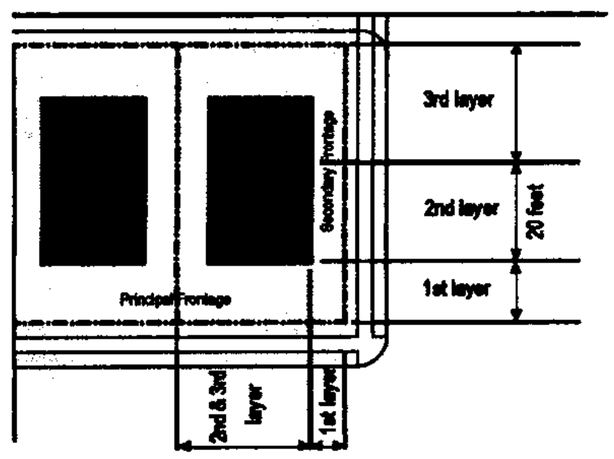


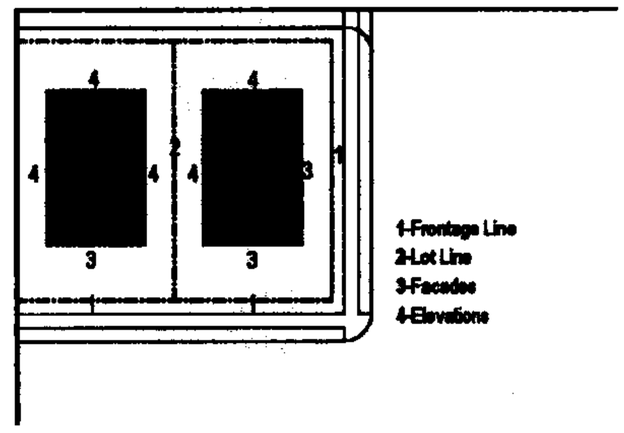
c. BUILDING DISPOSITION



d. LOT LAYERS

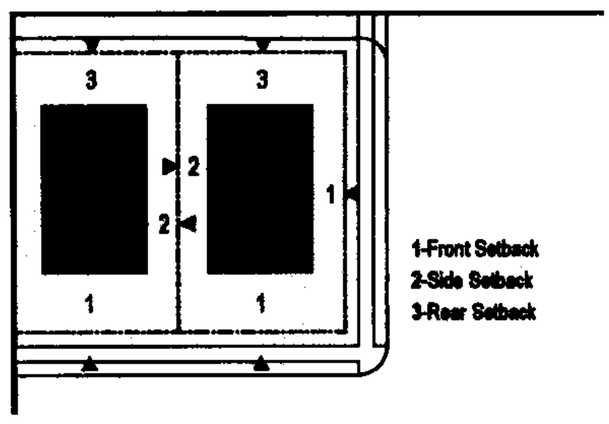
e. FRONTAGE & LOT LINES





f. SETBACK DESIGNATIONS

g. NETWORK-BASED PEDESTRIAN SHED



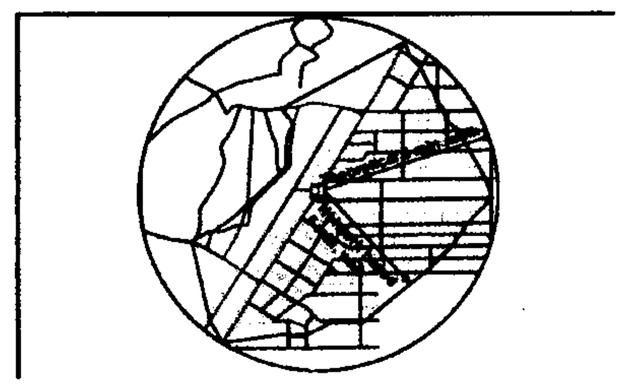


TABLE 13. - SUSTAINABILITY

Developers are encouraged to include alternative energy production systems if their plans permit.

ARTICLE 7. - DEFINITION OF TERMS

This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the CRC shall determine the correct definition. Items in italics refer to Articles, Sections, or Tables in the SmartCode.

A-Grid: Cumulatively, those Thoroughfares that by virtue of their pre-existing pedestrian-supportive qualities, or their future importance to pedestrian connectivity, are held to the highest standards prescribed by this Code. See B-Grid. (Syn: primary grid.) See Section 3.9.

Accessory Building: An Outbuilding with an Accessory Unit.

Accessory Unit: An Apartment not greater than 440 square feet sharing ownership and utility connections with a Principal Building; it may or may not be within an Outbuilding. See Table 6 and Table 12. (Syn: ancillary unit)

Adjusted Pedestrian Shed: A Pedestrian Shed that has been adjusted according to Section 3.2, creating the regulatory boundary of a Community Unit.

Affordable Housing: Dwellings consisting of rental or for-sale units that have a rent (including utilities) or mortgage payment typically no more than 30% of the income of families earning no more than 80% of median incomes by family size for the county. (Alt. definition: Rental or for-sale dwellings that are economically within the means of the starting salary of a local elementary school teacher.)

Allee: A regularly spaced and aligned row of trees usually planted along a Thoroughfare or Path.

Apartment: A Residential unit sharing a building and a Lot with other units and/or uses; may be for rent, or for sale as a condominium.

Arcade: A Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

Attic: The interior part of a building contained within a pitched roof structure.

Avenue (AV): A Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

B-Grid: Cumulatively, those Thoroughfares that by virtue of their use, location, or absence of pre-existing pedestrian-supportive qualities, may meet a standard lower than that of the A-Grid. See A-Grid. (Syn: secondary grid)

BRT: See Bus Rapid Transit.

Backbuilding: A single-Story structure connecting a Principal Building to an Outbuilding. See Table 12.

Base Density: The number of dwelling units per acre before adjustment for other Functions and/or TDR. See Density.

Bed and Breakfast: An owner-occupied Lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests.

Bicycle Lane (BL): A dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.

Bicycle Route (BR): A Thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

Bicycle Trail (BT): A bicycle way running independently of a vehicular Thoroughfare.

Block: The aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.

Block Face: The aggregate of all the building Facades on one side of a Block.

Boulevard (BV): A Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings.

Brownfield: An area previously used primarily as an industrial site.

Bus Rapid Transit: A rubber tire system with its own right-of-way or dedicated lane along at least 70% of its route, providing transit service that is faster than a regular bus.

By Right: Characterizing a proposal or component of a proposal for a Community Plan or Building Scale Plan (Article 3, Article 4, or Article 5) that complies with the SmartCode and is permitted and processed administratively, without public hearing. See Warrant and Variance.

CLD or Clustered Land Development: A Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination such as a general store, Meeting Hall, schoolhouse, or church. CLD takes the form of a small settlement standing free in the countryside. See Table 1 and Table 10 a. (Syn: Hamlet, Conservation Land Development, cluster)

CRC: Consolidated Review Committee.

Civic: The term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Building: A building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Civic Parking Reserve: Parking Structure or parking lot within a quarter-mile of the site that it serves. See Section 5.9.2.

Civic Space: An outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. See Table 9.

Civic Zone: Designation for public sites dedicated for Civic Buildings and Civic Space.

Commercial: The term collectively defining workplace, Office, Retail, and Lodging Functions.

Common Destination: An area of focused community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station, and may act as the social center of a neighborhood.

Common Yard: A planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards. See Table 4.

Community Unit: A regulatory category defining the physical form, Density, and extent of a settlement. The Community Unit types addressed in this Code are CLD and TND. Variants of TND (Article 4) are called Infill TND. The TOD Community Unit type may be created by an overlay on TND.

Configuration: The form of a building, based on its massing, Private Frontage, and height.

Consolidated Review Committee (CRC): Usually part of the Planning Office, a CRC is comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the Development and Design Center. See Section 1.4.3.

Corridor: A lineal geographic system incorporating transportation and/or Greenway trajectories. A transportation Corridor may be a lineal Transect Zone.

Cottage: An Edgeyard building type. A single-family dwelling, on a regular Lot, often shared with an Accessory Building in the back yard.

Courtyard Building: A building that occupies the boundaries of its Lot while internally defining one or more private patios. See Table 5.

Curb: The edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. See Table 3A and Table 3B.

DDC: Development and Design Center.

Density: The number of dwelling units within a standard measure of land area.

Design Speed: Is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20—25 MPH); Moderate: (25—35 MPH); High: (above 35 MPH). Lane width is determined by desired Design Speed.

Developable Areas: Lands other than those in the O-1 Preserved Open Sector.

Development and Design Center (DDC): A component of the Planning Office assigned to advise on the use of this Code and to aid in the design of the Communities and buildings based on it.

Disposition: The placement of a building on its Lot. See Table 5 and Table 12.

Dooryard: A Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. See Table 4. (Variant: Lightwell, light court.)

Drive: A Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

Driveway: A vehicular lane within a Lot, often leading to a garage. See Section 5.10.

Edgeyard Building: A building that occupies the center of its Lot with Setbacks on all sides. See Table 5.

Effective Parking: *The amount of parking required for Mixed Use after adjustment by the Shared Parking Factor. See Table 8.*

Effective Turning Radius: The measurement of the inside Turning Radius taking parked cars into account. See Table 12.

Elevation: An exterior wall of a building not along a Frontage Line. See Table 12. See: Facade.

Encroach: To break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment: Any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

Enfront: To place an element along a Frontage, as in "porches Enfront the street."

Estate House: An Edgeyard building type. A single-family dwelling on a very large Lot of rural character, often shared by one or more Accessory Buildings. (Syn: country house, villa)

Expression Line: A line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony. (Syn: transition line.)

Extension Line: A line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage.

Facade: The exterior wall of a building that is set along a Frontage Line. See Elevation.

Forecourt: A Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. See Table 4.

Frontage: The area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into Private Frontage and Public Frontage. See Table 3A and Table 4.

Frontage Line: A Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. See Table 12.

Function: The use or uses accommodated by a building and its Lot, categorized as Restricted, Limited, or Open, according to the intensity of the use. See Table 6 and Table 8.

Gallery: A Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. See Table 4.

GIS (Geographic Information System): A computerized program in widespread municipal use that organizes data on maps. The protocol for preparing a Regional Plan should be based on GIS information. See Section 2.1.

Green: A Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. See Table 9.

Greenfield: An area that consists of open or wooded land or farmland that has not been previously developed.

Greenway: An Open Space Corridor in largely natural conditions which may include trails for bicycles and pedestrians.

Greyfield: An area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites. (Variant: Grayfield.)

Growth Sector: One of four Sectors where development is permitted By Right in the SmartCode, three for New Communities and one for Infill. See Article 2.

Hamlet: See CLD. (Syn: cluster, settlement)

Highway: A rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T-1, T-2, and T-3).

Home Occupation: Non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding. Permitted activities are defined by the Restricted Office category. See Table 6.

House: An Edgeyard building type, usually a single-family dwelling on a large Lot, often shared with an Accessory Building in the back yard. (Syn: single)

Infill: Noun - New development on land that had been previously developed, including most Greyfield and Brownfield sites and cleared land within Urbanized areas. Verb - To develop such areas.

Infill TND: A Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Standard Pedestrian Shed and consisting of T-3, T-4, and/or T-5 Zones. An Infill TND is permitted By Right in the G-4 Infill Growth Sector and is regulated by Article 4. See Section 4.2.2. (Var: neighborhood)

Inn: A Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. See Table 6.

Layer: A range of depth of a Lot within which certain elements are permitted. See Table 12.

Lightwell: A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. See Table 4. (Syn: light court)

Linear Pedestrian Shed: A Pedestrian Shed that is elongated along an important Mixed Use Corridor such as a main street. A Linear Pedestrian Shed extends approximately ¼ mile from each side of the Corridor for the length of its Mixed Use portion. The resulting area is shaped like a lozenge. It may be used to structure a TND or Infill TND. (Syn: elongated pedestrian shed)

Liner Building: A building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: A Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry.

Work-Live. (Syn.: flexhouse)

Lodging: Premises available for daily and weekly renting of bedrooms. See Table 6 and Table 8.

Long Pedestrian Shed: A Pedestrian Shed that is an average ½ mile radius or 2640 feet, used when a transit stop (bus or rail) is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. It is applied to structure an RCD Community Unit type. See Pedestrian Shed.

Lot: A parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

Lot Line: The boundary that legally and geometrically demarcates a Lot.

Lot Width: The length of the Principal Frontage Line of a Lot.

Main Civic Space: The primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.

Manufacturing: Premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery or artisanal equipment, and including their Retail sale.

Meeting Hall: A building available for gatherings, including conferences, that accommodates at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

Mixed Use: Multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Warrant.

Net Site Area: All developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

Network Pedestrian Shed: A Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans. See Table 12.

Office: Premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. See Table 6.

Open Space: Land intended to remain undeveloped; it may be for Civic Space.

Outbuilding: An Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. See Table 12.

Park: A Civic Space type that is a natural preserve available for unstructured recreation. See Table 9.

Parking Structure: A building containing one or more Stories of parking above grade.

Passage (PS): A pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

Path (PT): A pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Pedestrian Shed: An area that is centered on a Common Destination. Its size is related to average walking distances for the applicable Community Unit type. Pedestrian Sheds are applied to structure Communities. See Standard, Long, Linear or Network Pedestrian Shed. (Syn: walkshed, walkable catchment)

Planter: The element of the Public Frontage which accommodates street trees, whether continuous or individual.

Plaza: A Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

Principal Building: The main building on a Lot, usually located toward the Frontage. See Table 12.

Principal Entrance: The main point of access for pedestrians into a building.

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See Frontage.

Private Frontage: The privately held Layer between the Frontage Line and the Principal Building Facade. See Table 2 and Table 12.

Public Frontage: The area between the Curb of the vehicular lanes and the Frontage Line. See Table 3A and Table 3B.

Rear Alley (RA): A vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges.

Rear Lane (RL): A vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has no raised Curb, and is drained by percolation.

Rearyard Building: A building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. See Table 5. (Var: Rowhouse, Townhouse, Apartment House)

Recess Line: A line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space. Var: Extension Line. See Table 8.

Regulating Plan: A Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the SmartCode.

Residential: Characterizing premises available for long-term human dwelling.

Retail: Characterizing premises available for the sale of merchandise and food service. See Table 6 and Table 8.

Retail Frontage: Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use. See Special Requirements.

Road (RD): A local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). See Table 3C.

Rowhouse: A single-family dwelling that shares a party wall with another of the same type and occupies the full Frontage Line. See Rearyard Building. (Syn: Townhouse)

Rural Boundary Line: The extent of potential urban growth as determined by existing geographical determinants. The Rural Boundary Line is permanent.

Sector: A neutral term for a geographic area. In the SmartCode there are six specific Sectors for regional planning that establish the legal boundaries for Open Space and development.

Secondary Frontage: On corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated. See Table 12.

Setback: The area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in Section 5.7. See Table 10 g. (Var: build-to-line)

Shared Parking Factor: An accounting for parking spaces that are available to more than one Function. See Table 7.

Shopfront: A Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. See Table 4.

Sidewalk: The paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Sideyard Building: A building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. See Table 5.

Slip Road: An outer vehicular lane or lanes of a Thoroughfare, designed for slow speeds while inner lanes carry higher speed traffic, and separated from them by a planted median. (Syn: access lane, service lane)

Specialized Building: A building that is not subject to Residential, Commercial, or Lodging classification. See Table 5.

Special District (SD): An area that, by its intrinsic Function, Disposition, or Configuration, cannot or should not conform to one or more of the normative Community Unit types or Transect Zones specified by the SmartCode. Special Districts may be mapped and regulated at the regional scale or the community scale.

Special Flood Hazard Area: A designation by the Federal Emergency Management Agency (FEMA) that may include the V (Velocity) Zones and Coastal A Zones where building construction is forbidden, restricted, or contingent upon raising to the Base Flood Elevation.

Special Requirements: Provisions of Section 3.9, Section 4.7, and Section 5.3 of this Code and/or the associated designations on a Regulating Plan or other map for those provisions.

Square: A Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. See Table 9.

Standard Pedestrian Shed: A Pedestrian Shed that is an average ¼ mile radius or 1,320 feet, about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.

Stepback: A building Setback of a specified distance that occurs at a prescribed number of Stories above the ground.

Stoop: A Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance. See Table 4.

Story: A habitable level within a building, excluding an Attic or raised basement.

Street (ST): A local urban Thoroughfare of low speed and capacity.

Streetscreen: A freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall) See Section 5.7.5f.

Substantial Modification: Alteration to a building that is valued at more than 50% of the replacement cost of the entire building, if new.

Swale: A low or slightly depressed natural area for drainage.

T-zone: Transect Zone.

TDR: Transfer of Development Rights, a method of relocating existing zoning rights from areas to be preserved as Open Space to areas to be more densely urbanized.

TDR Receiving Area: An area intended for development that may be made more dense by the purchase of development rights from TDR Sending Areas.

TDR Sending Area: An area previously zoned for development within a designated Reserved Open Sector (O-2), from which development rights may be transferred to a Growth Sector.

Terminated Vista: A location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

Thoroughfare: A way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage.

TND: Traditional Neighborhood Development, a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and in the form of a medium-sized settlement near a transportation route. See Table 8 and Table 10 a. (Syn: village. Variant: Infill TND, neighborhood.)

TOD: Transit Oriented Development. TOD is created by an overlay on all or part of a TND, or by designation on a Regional Plan, permitting increased Density to support rail or Bus Rapid Transit (BRT) as set forth in Section 5.9.2d.

Townhouse: See Rearyard Building. (Syn: Rowhouse)

Transect: A cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-zone): One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. See Table 1.

Turning Radius: The curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. See Table 3C.

Urban Boundary Line: The extent of potential urban growth as determined by the projected demographic needs of a region. The Urban Boundary Line may be adjusted from time to time.

Urbanism: Collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects.

Urbanized: Generally, developed. Specific to the SmartCode, developed at T-3 (Sub-Urban) Density or higher.

Variance: A ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code (Section 1.3). Variances are usually granted by the Board of Appeals in a public hearing. See Section 1.5.

Warrant: A ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent (Section 1.3). Warrants are usually granted administratively by the CRC. See Section 1.5.

Work-Live: A Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. See Live-Work. (Syn: Live-With)

Yield: Characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.

Zoning Map: The official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts. See Regulating Plan.

CODE COMPARATIVE TABLE

This is a chronological listing of the ordinances of the Town used in this Code. Repealed or superseded laws at the time of the publication and any omitted materials are not reflected in the table.

Ord. No.	Date	Section	Section this Code
01-2011	5- 5-11		5.13.2 A.
09-2015	12- 3-15	Added	5.8.5

SMARTCODE TOWN OF RIDGELAND, SOUTH CAROLINA

Adopted: March 18, 2010

Published in 2017 by Order of the Town of Ridgeland

municode

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ARTICLE 1. - GENERAL TO ALL PLANS

1.1 - AUTHORITY.

1.1.1 The action of the Town of Ridgeland, South Carolina in the adoption of this Code is authorized under the Charter of the Town of Ridgeland and by the General Statutes of South Carolina Code Section 6-26-710, as amended.

1.1.2 The Code was adopted as one of the instruments of the public purposes and objectives of the adopted Town of Ridgeland Comprehensive Plan, dated September 2007. This Code is declared to be in accord with the Town of Ridgeland, South Carolina Comprehensive Plan.

1.1.3 This Code was adopted to promote the health, safety and general welfare of the Town of Ridgeland, South Carolina, and its citizens, including protection of the environment, conservation of land, energy, and natural resources, reduction in vehicular traffic congestion of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl development, and improvement to the built environment.

1.1.4 *This Code was adopted and may be amended by vote of the Town of Ridgeland Town Council.*

1.2 - APPLICABILITY.

1.2.1 The term "may" is to be construed to be permissive. The term "shall" is to be construed as mandatory.

1.2.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except Town of Ridgeland codes relating to health and safety.

1.2.3 Article 7 contains regulatory language that is integral to this Code. Those terms not defined in Article 7 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of existing local codes, those of this Code shall take precedence.

1.2.4 The metrics of Article 6 standards and tables are an integral part of this Code. However, the diagrams and illustrations that accompany them should be considered guidelines, with the exception of those form-based code graphics, which are also legally binding.

1.2.5 Where in conflict, numerical metrics shall take precedence over graphic metrics.

1.3 - INTENT.

The intent and purpose of this Code is to enable, encourage, and quantify the implementation of the following policies:

1.3.1 **The region.**

A. The region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.

B. Growth strategies should encourage infill and redevelopment in parity with new communities.

C. Development contiguous to urban areas should be structured in the pattern of infill TND and be integrated with the existing settlement pattern of Ridgeland, South Carolina.

D. Development non-contiguous to urban areas should be organized in the pattern of CLD, or TND.

E. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

F. Transportation corridors should be planned and reserved in coordination with land use. Land use should take precedence over transportation.

G. Green corridors should be used to define and connect the urbanized areas.

H. The region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

1.3.2 **The community.**

A. Neighborhoods and regional centers should be compact, pedestrian-oriented and mixed use.

B. Neighborhoods and regional centers should be the preferred pattern of development and that districts specializing in a single use should be the exception.

C. Ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.

D. Interconnected networks of thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.

E. Within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.

F. Appropriate building densities and land use should be provided within walking distance of transit stops.

G. Civic, institutional, and commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.

H. Schools should be sized and located to enable children to walk or bicycle to them.

I. A range of open space including parks, squares, and playgrounds should be distributed within neighborhoods and downtowns.

1.3.3 ***The block and the building.***

A. Buildings and landscaping should contribute to the physical definition of thoroughfares as civic places.

B. Development should adequately accommodate automobiles while respecting the pedestrian and spatial form of public areas.

C. The design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.

D. Architecture and landscape design shall grow from local climate, topography, history, and building practice.

E. Buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.

F. Civic buildings and public gathering places shall be provided as locations that reinforce community identity and support self-government.

G. Civic buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the town.

H. The preservation and renewal of historic buildings should be facilitated, to affirm the community and evolution of society.

I. The harmonious and orderly evolution of urban areas should be secured through Form-Based Codes.

1.3.4 **The transect.**

A. Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.

B. The transect zone descriptions shall constitute the intent of this code with regard to the general character of each of these environments.

1.4 - PROCESS.

1.4.1 The Town of Ridgeland, South Carolina hereby creates a Consolidated Review Committee ("CRC") comprised of the members of the existing Planning Commission as well as the Town Administrator and Planning Director, to process administratively applications and plans for proposed projects.

1.4.2 The geographic locations of the sectors and the standards of for the Transect Zones shall be determined as set forth in Article 2, Article 3, Article 4, and Article 5 through a process of consultation with approval by the Town of Ridgeland Planning Commission and Town Council. Once these determinations have been incorporated into the Code and its associated plans, then projects that require no variances or warrants, or only warrants, shall be processed administratively by the town administrator or his or her designee without further recourse to public consultation.

1.4.3 An owner may appeal a decision of the CRC to the Board of Zoning Appeals and may appeal a decision of the Board of Zoning Appeals to the Town Council.

1.4.4 Should a violation of an approved regulating plan occur during construction, or should any construction, site work, or development be commenced without an approved regulating plan or building scale plan, the Town Administrator or his or her designee has the right to require the owner to stop, remove, and/or mitigate the violation, or to secure a variance to cover the violation.

1.5 - WARRANTS AND VARIANCES.

1.5.1 There shall be two types of deviation from the requirements of this Code: Warrants and variances. Whether a deviation requires a warrant or variance shall be determined by the CRC.

1.5.2 A warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by the provisions of Section 1.3 Intent. The CRC shall have the authority to approve or disapprove administratively a request for a warrant pursuant to regulations established by the Town Council.

1.5.3 A variance is any ruling on a deviation other than a warrant. Variances shall be granted only in accordance with South Carolina Code Section 6-29-800, as amended.

1.5.4 The request for a warrant or variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.

1.5.5 The following standards and requirements shall not be available for warrants or variances:

A. The maximum dimensions of traffic lanes of thoroughfare types.

B. The required provision of rear alleys and rear lanes.

C. The minimum base residential densities.

D. The permission to build accessory buildings.

E. The minimum requirements for parking.

1.6 - AFFORDABLE HOUSING INCENTIVES.

1.6.1 To encourage the provision of affordable housing, the Town of Ridgeland grants the following incentives:

A. Applications containing affordable housing that meets this Code shall be processed administratively by the CRC. Others may be processed by variance.

B. Applications containing affordable housing may be processed with priority over others, including those with earlier filing dates, provided that other applications are not pushed past their deadlines.

C. Highest priority for processing and for approval may be given to applications involving partnership with a community land trust or other non-profit organization responsible for ensuring the long-term retention of the affordable housing.

D. The municipality may increase density for projects containing affordable housing.

E. The municipality may waive or reduce parking requirements for affordable housing units located within a quarter mile of a transit stop.

ARTICLE 2. - REGIONAL SCALE PLANS

2.1 - INSTRUCTIONS.

2.1.1 This article governs the preparation of Regional Scale Plans ("regional plans") that allocate sectors. For lands within the Town of Ridgeland, South Carolina that have been mapped pursuant to this article, Sections 2.5 et seq. prescribe the community unit types permitted in each growth sector. Articles 3 and 4 regulate the standards of those community unit types.

2.1.2 Regional plans shall integrate the largest practical geographic area, overlapping property lines as necessary and municipal boundaries if possible.

2.1.3 Regional sectors are defined in Article 2 and are comprised of open space and growth areas of the town. Growth areas are intended for the development of community units, defined in Articles 3 and 4, which in turn are comprised of Transect Zones, defined by elements appropriate to them in Article 5 and Article 6.

2.1.4 Regional plans shall be prepared by the Planning Department and/or consultants under its supervision. The process shall involve citizen participation and the approval of the Planning Commission and Town Council.

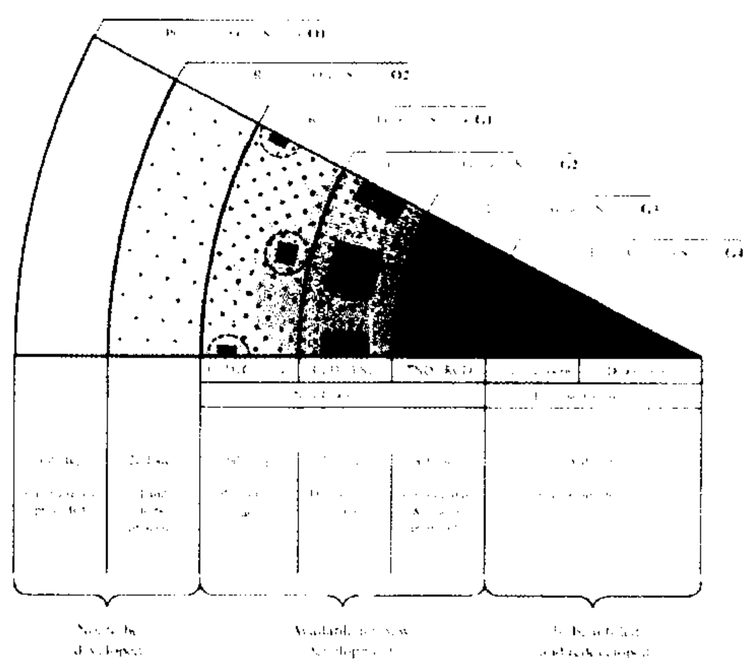
2.2 - SEQUENCE OF SECTOR DETERMINATION.

Determination of sector designations shall be made in the following sequence:

2.2.1 The areas to be designated preserved open sector (O-1) shall be mapped using the criteria cited within the respective heading of this article. The outline of this sector is effectively the rural boundary line, which is permanent.

2.2.2 The areas to be designated Reserved Open Sector (O-2) shall be mapped using the criteria cited within the respective heading of this article. The outline of this sector is effectively the urban boundary line which is to be adjusted by the ongoing permitting of new community plans or infill community plans in accordance with this Code.

Determining Sectors (Article 2)



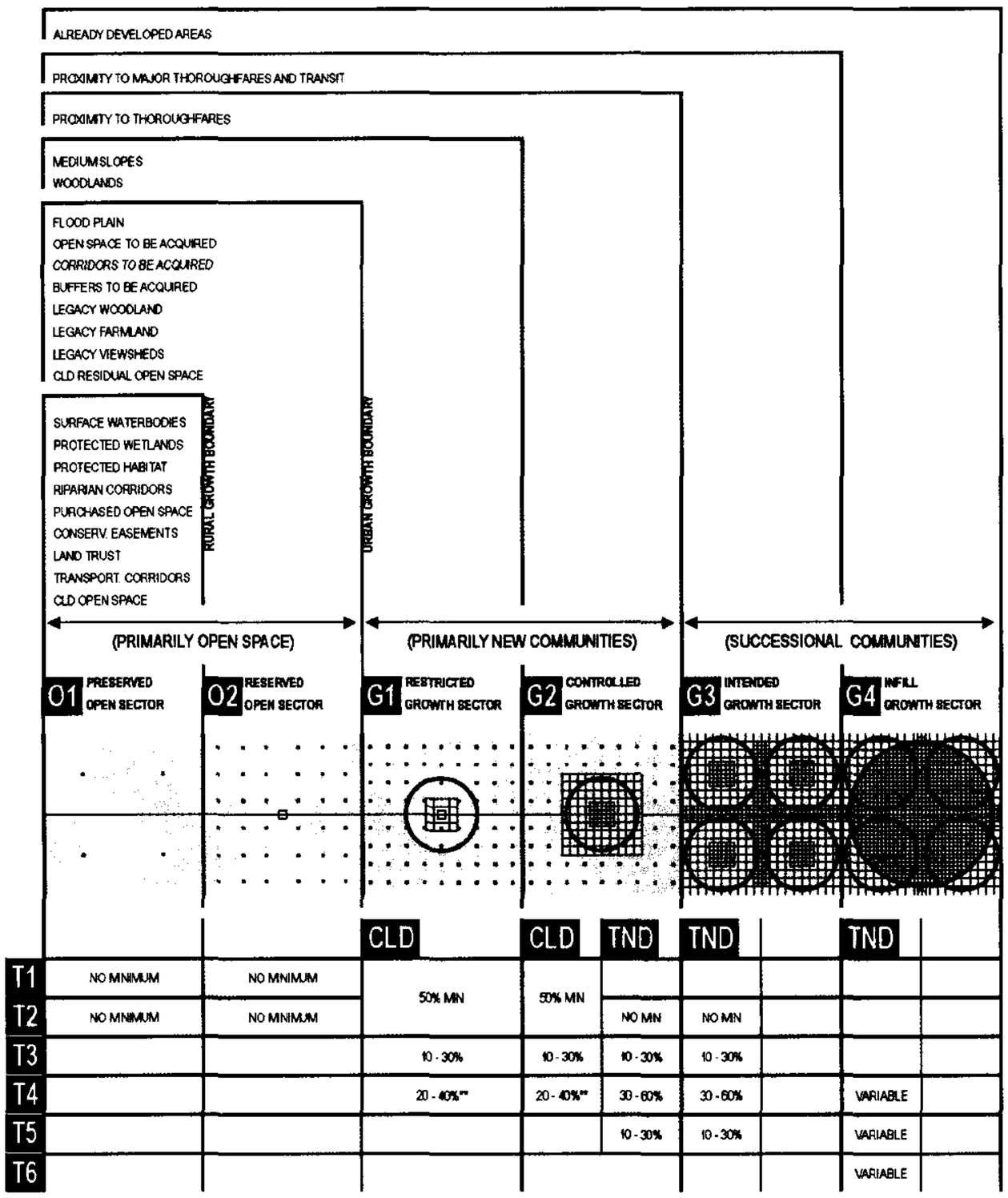
2.2.3 The areas to be designated Infill Growth Sectors (G-4) shall be mapped using the criteria cited within the respective heading of this article. The areas may be redeveloped according to Article 4 of this Code.

2.2.4 All remaining areas shall be available for new development pursuant to new community plans submitted and approved in accordance with Article 3 of this Code. These areas shall be assigned to the Restricted Growth Sector, the Controlled Growth Sector, or the Intended Growth Sector using the criteria listed in this article. Within these sectors, the community unit types of CLD (Clustered Land Development) and TND (Traditional Neighborhood Development) shall be permitted to the extent set forth in the table within this article.

2.2.5 Those areas that cannot or should not conform to one of the community unit types shall be allocated to special districts as described within this article.

TABLE 1. - SECTOR/COMMUNITY ALLOCATION.

Table 1 defines the geography, including both natural and infrastructure elements, determining areas that are or are not suitable for development. Specific community types of various intensities are allowable in specific sectors. This table also allocates the proportions of transect zones within each community type.



**CLD's may opt for T2.5, Rural Crossroads, instead of T4.

SECTOR DESCRIPTIONS

2.3 - (O-1) PRESERVED OPEN SECTOR.

This sector shall consist of open space that is protected from development in perpetuity. The Preserved Open Sector includes areas under environmental protection by law or regulation, as well as land acquired from conservation through purchase, by easement, or by past transfer of development rights. Consists of the aggregate of the following: Surface waterbodies, protected wetlands, protected habitat, riparian corridors, purchased open space, conservation easements, transportation corridors, and areas residual to Clustered Land Development (CLD). Development and construction within the Preserved Open Sector and the specifications required to do so shall be determined on an individual project basis by public hearings of the Town of Ridgeland Planning Commission and Town Council.

2.4 - (O-2) RESERVED OPEN SECTOR.

The Reserved Open Sector shall consist of open space that should be, but is not yet, protected from development. O-2 shall consist of the aggregate of the following categories: Floodplain (including special flood hazard areas), steep slopes, open space to be acquired, corridors to be acquired, buffers to be acquired, legacy woodland, legacy farmland, legacy viewsheds.

2.5 - (G-1) RESTRICTED GROWTH SECTOR.

The Restricted Growth Sector shall be assigned to areas that have value as open space but nevertheless are subject to development, either because the zoning has already been granted or because there is no legally defensible reason, in the long term, to deny it.

Permitted community type by right: Clustered Land Development (CLD).

2.6 - (G-2) CONTROLLED GROWTH SECTOR.

The Controlled Growth Sector shall be assigned to those locations that can support mixed use by virtue of proximity to an existing or planned thoroughfare. Permitted community type by right: Clustered Land Development (CLD) and Traditional Neighborhood Development (TND)** *any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in* part as TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D. The use of a TOD overlay requires approval by variance.

2.7 - (G-3) INTENDED GROWTH SECTOR.

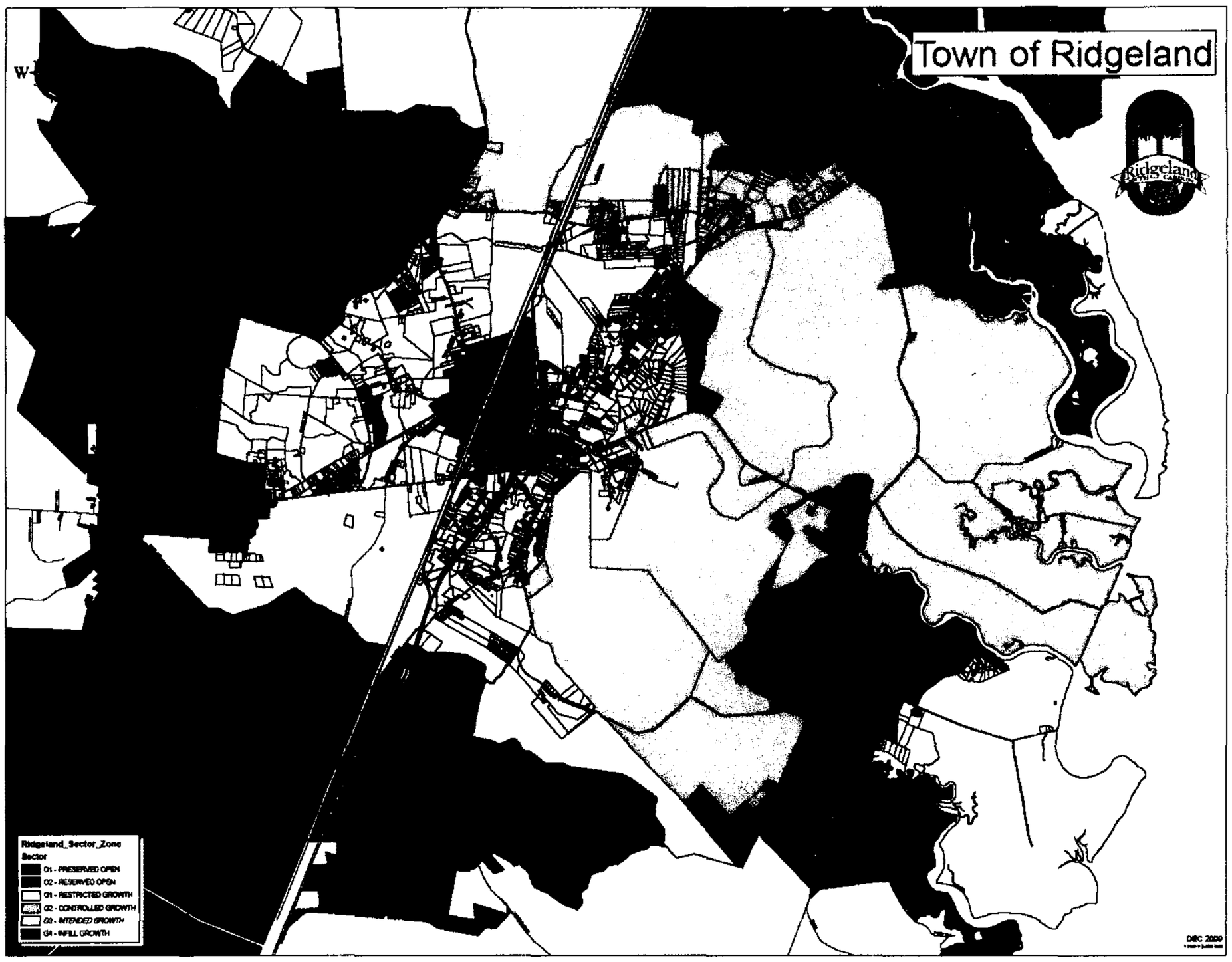
The Intended Growth Sector shall be assigned to those locations that can support substantial mixed use by virtue of proximity to an existing or planned regional thoroughfare and/or transit. Permitted community type by right: Regional Center Developments (RCD) and TNDs. **Any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D. The use of a TOD overlay requires approval by variance.

2.8 - (G-4) INFILL GROWTH SECTOR.

The Infill Growth Sector shall be assigned to those areas already developed, having the potential to be modified, confirmed, or completed in the pattern of infill TNDs.

2.9 - (SD) SPECIAL DISTRICTS.

Special district designations shall be assigned to areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of a CLD or a TND as set forth in Article 3. Conditions of development for special districts shall be determined in a public hearing of the Town Council and recorded within the respective Transect Zone description. Alternatively, the provisions of the existing local codes shall remain applicable to special districts.



ARTICLE 3. - NEW COMMUNITY SCALE PLANS

3.1 - INSTRUCTIONS.

3.1.1 If the subject property is located within the Restricted Growth Sector (G-1), Controlled Growth Sector (G-2), or Intended Growth Sector (G3) as shown on the Town of Ridgeland Regional Plan, and the property is at least 30 acres in size, the provisions of Article 3 and this Code in general shall be available by right, upon request by the property owner.

3.1.2 New community plans may be prepared in the absence of a Regional Plan or a Comprehensive Plan by approval of the Town of Ridgeland Planning Commission and Town Council. New community plans may contain more than one community unit and/or more than one community unit type.

3.1.3 Once the CRC or Town of Ridgeland Planning Commission and Town Council approves a new community plan, the parcel/subject property shall be marked as such on the Town of Ridgeland Regulating Plan (or Zoning Map if optional code). Within the community planning area, this Code shall be the exclusive and mandatory zoning regulation, and its provisions shall be applied in their entirety.

3.1.4 New community plans submitted in accordance with the provisions of this Code, for the appropriate sector of a Regional Plan requiring no variances, shall be approved administratively by the CRC.

3.1.5 New community plans may be prepared by an owner or by the Planning Department.

3.1.6 New community plans shall include a Regulating Plan consisting of one or more maps showing the following for each community unit in the plan area, in compliance with the standards described in this article:

A. Transect Zones.

B. Civic Zones.

C. Thoroughfare Network.

D. Special districts, if any.

E.

Special requirements, if any.

F. Numbers of warrants or variances, if any.

3.1.7 New community plans shall include one set of preliminary site plans for each Transect Zone, as provided by Section 5.1.3A.

3.2 - Sequence of Community Design.

3.2.1 The site shall be structured using one or several pedestrian sheds, which should be located according to existing conditions, such as traffic intersections, adjacent developments, and natural features. The site or any community unit within it may be smaller or larger than its pedestrian shed.

3.2.2 The pedestrian sheds may be adjusted to include land falling between or outside them, but the extent of each shall not exceed the acreage limit specified in Section 3.3 for the applicable community unit type. An adjusted pedestrian shed becomes the boundary of a community unit.

3.2.3 Areas of Transect Zones (Section 3.4) shall be located within the boundaries of each community unit as appropriate to its type. See Section 3.3. and Table 3A.

3.2.4 Civic Zone shall be assigned according to Section 3.5.

3.2.5 Special districts, if any, shall be assigned according to Section 3.6.

3.2.6 The Thoroughfare Network shall be laid out according to Section 3.7.

3.2.7 Density shall be calculated according to Section 3.8.

3.2.8 Remnants of the site outside the adjusted pedestrian shed(s) shall be assigned to Transect Zones or civic space by warrant or by special district by variance.

3.3 - Community Unit Types.

3.3.1 Clustered Land Development (CLD).

A. A Clustered Land Development (CLD) shall be permitted within the G-1 Restricted Growth Sector and the G-2 Controlled Growth Sector.

B. A CLD shall be structured by one standard pedestrian shed and shall consist of no fewer than 30 acres and no more than 80 acres.

C. A CLD within either the G-1 Restricted Growth Sector or the G-2 Growth Sector shall include Transect Zones as follows:

1. 50% minimum of the community unit shall be allocated to T1 Natural Zone and/or T2 Rural Zone.
2. 10—30% of the community unit shall be allocated to T3 Neighborhood General Zone.
3. 20—40% of the community unit shall be allocated to T4 Neighborhood Core Zone.

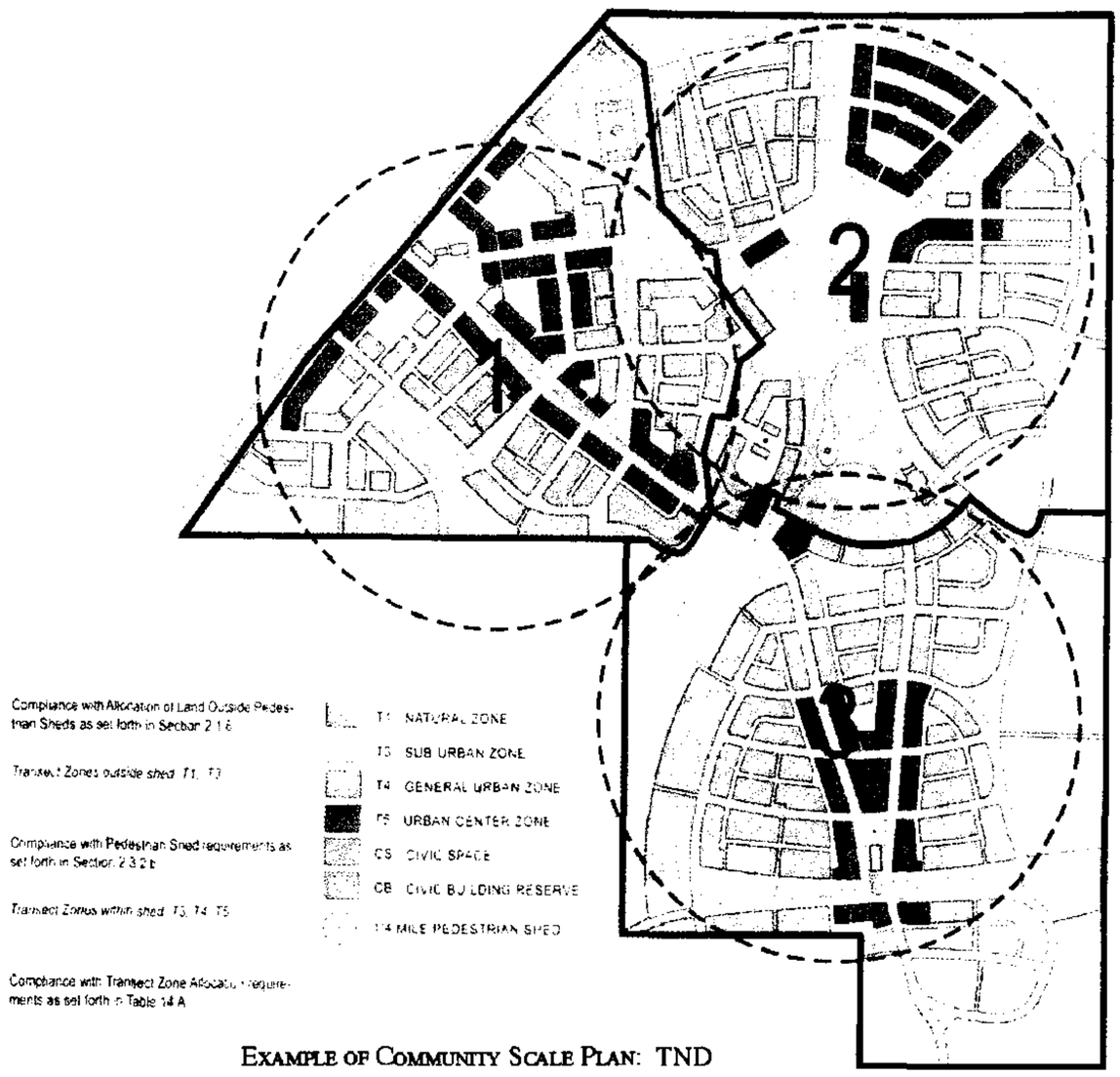
3.3.2 Traditional Neighborhood Development (TND).

A. A Traditional Neighborhood Development (TND) shall be permitted within the G-2 Controlled Growth Sector, the G-3 Intended Growth Sector and the G-4 Infill Growth Sector.

B. A TND within the G-2 Controlled Growth Sector and the G-3 Intended Growth Sector shall be structured by one standard or linear pedestrian shed and shall be no fewer than 80 acres and no more than 160 acres. See Article 4 for infill TND acreage requirements in the G-4 Infill Growth Sector.

C. A TND within either the G-2 Controlled Growth Sector or the G-3 Intended Growth Sector shall include Transect Zones as follows:

1. 10—30% of the community unit shall be allocated to T3 Neighborhood General Zone.



EXAMPLE OF COMMUNITY SCALE PLAN: TND

2. 30—60% of the community unit shall be allocated to T4 Neighborhood Core Zone.
3. 10—30% of the community unit shall be allocated to T5 Town Center/Main Street Zone.

D. Larger sites shall be designed and developed as multiple communities, each subject to the individual Transect Zone requirements for its type as allocated on Table 1 and Table 14A. The simultaneous planning of adjacent parcels is encouraged.

E. In the T-4 Neighborhood Core Zone, a minimum residential mix of three building disposition types (none less than 20%) shall be required, selected from Table 5.

3.3.3 Transit Oriented Development (TOD).

A. Any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in parts at TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D.

B. The use of a TOD overlay requires approval by variance.

3.4 - TRANSECT ZONES.

3.4.1 Transect Zones shall be assigned and mapped on each new community plan according to the percentages allocated on Tables 1 and 14A.

3.4.2 A Transect Zone may include any of the elements indicated for its T-Zone number throughout this Code, in accordance with intent described in the Transect Zone descriptions and the metric standards summarized in Table 10.

3.5 - CIVIC ZONES.

3.5.1 General.

A. Civic Zones dedicated for public use shall be required for each community unit and designated on the new community plan as Civic Space (CS) and Civic Building (CB).

B. Civic Space Zones are public sites permanently dedicated to open space.

C. Civic Building Zones are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, transit and municipal parking, or for a use approved by the CRC.

D. A Civic Zone may be permitted by warrant if it does not occupy more than 20% of a pedestrian shed, otherwise it is subject to the creation of a special district. See Section 3.6.

E. Parking for Civic Zones shall be determined by warrant. Civic parking lots may remain unpaved if graded, compacted and landscaped.

3.5.2 Civic Zones specific to T1 and T2 Zones.

A. Civic buildings and civic spaces within T1 Natural and T2 Rural Zones shall be permitted only by variance.

B. Lands in any special flood hazard area that are designated to be set aside for the purpose of hazard mitigation shall become permanent civic space regardless of size, subject to the special district provision herein, shall be designated civic space hazard mitigation on the community plan, and shall count toward the required civic space allotment for pedestrian sheds including them. Areas too small to be coded as special district shall conform to the civic space standards of Table 9 for one or more of any adjacent habitable Transect Zone(s).

3.5.3 Civic Space (CS) specific to T2.5—T5 Zones.

A. Each pedestrian shed shall assign at least 5% of its urbanized area to civic space.

B. Civic spaces shall be designed as generally described in Table 9, approved by warrant, and distributed throughout Transect Zones as described in Table 14E.

C. Those portions of the T1 Natural Zone that occur within a development parcel shall be part of the civic space allocation and shall conform to the civic space types specified in Table 9 a. or 9 b.

D. Each pedestrian shed shall contain at least one main civic space. The main civic space shall be within 800 feet of the geographic center of each pedestrian shed, unless topographic conditions, pre-existing thoroughfare alignments or other circumstances prevent such location. A main civic space shall conform to one of the types specified in Table 9 b., 9 c., or 9 d.

E. Within 800 feet of every lot in residential use, a civic space designed and equipped as a playground shall be provided. A playground shall conform to Table 9 e.

F. Each civic space shall have a minimum of 50% of its perimeter enfronting a thoroughfare, except for playgrounds.

G. Civic spaces may be permitted within special districts by warrant.

H. Parks may be permitted in Transect Zones T4 and T5 by warrant.

3.5.4 Civic Buildings (CB) specific to T2.5—T5 Zones.

A. The owner shall covenant to construct a meeting hall or a third place in proximity to the main civic space of each pedestrian shed. Its corresponding public frontage shall be equipped with a shelter and bench for a transit stop.

B. One Civic Building lot shall be reserved for an elementary school. Its area shall be one (1) acre for each increment of 100 dwelling units provided by the community plan, with a minimum of three (3) acres. The school site may be within any Transect Zone. Any playing fields should be outside the pedestrian shed.

C. One Civic Building lot suitable for a childcare building shall be reserved within each pedestrian shed. The owner or a homeowners' association or other community council may organize, fund and construct an appropriate building as the need arises.

D. Civic Building sites shall not occupy more than 20% of the area of each pedestrian shed.

E. Civic Building sites should be located within or adjacent to a civic space, or at the axial termination of a significant thoroughfare.

F. Civic Buildings shall not be subject to the standards of Article 5. The particulars of their design shall be determined by warrant.

G. Civic Buildings may be permitted within special districts by warrant.

3.6 - SPECIAL DISTRICTS.

3.6.1 Special district designations shall be assigned to areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any Transect Zone or combination of zones. Conditions of development for special districts shall be determined by the Town Council subsequent to a public hearing by the Planning Commission.

3.7 - THOROUGHFARE STANDARDS.

3.7.1 General.

A. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to lots and open spaces.

B. Thoroughfares shall generally consist of vehicular lanes and public frontages.

C.

Thoroughfares shall be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. The public frontages of thoroughfares that pass from one Transect Zone to another shall be adjusted accordingly or, alternatively, the Transect Zone may follow the alignment of the thoroughfare to the depth of one lot, retaining a single public frontage throughout its trajectory.

D. Within the most Rural Zones (T1 and T2/T2.5) pedestrian comfort shall be a secondary consideration of the thoroughfare. Design conflict between vehicular and pedestrian generally shall be decided in favor of the vehicle. Within the more urban Transect Zones (T3 through T5) pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.

E. The thoroughfare network shall be designed to define blocks not exceeding the size prescribed in Table 14C. The perimeter shall be measured as the sum of lot frontage lines. Block perimeter at the edge of the development parcel shall be subject to approval by warrant.

F. All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval by warrant to accommodate specific site conditions only.

G. Each lot shall enfront a vehicular thoroughfare, except that 20% of the lots within each transect zone may enfront a passage.

H. Thoroughfares along a designated b-grid may be exempted by warrant from one or more of the specified public frontage or private frontage requirements. See Table 4.

I. Standards for paths and bicycle trails shall be approved by warrant.

J. The standards for thoroughfares within special districts shall be determined by variance.

3.7.2 Vehicular lanes.

A. Thoroughfares may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles. The standards for vehicular lanes shall be as shown in Table 3A.

B. A bicycle network consisting of bicycle trails, bicycle routes and bicycle lanes should be provided throughout as defined in Article 7 definitions of terms and allocated as specified in Table 14D. Bicycle routes should be marked with sharrows. The community bicycle network shall be connected to existing or proposed regional networks wherever possible.

3.7.3 Public frontages.

A. General to all Zones T1, T2, T2.5, T3, T4, T5.

I. The public frontage contributes to the character of the Transect Zone, and includes the types of sidewalk, curb, planter, bicycle facility, and street trees.

II. Public frontages shall be designed as shown in Table 3A and Table 3B and allocated within Transect Zones as specified in the Transect Zone descriptions.

III. Within the public frontages, the prescribed types of public planting and public lighting shall be as shown in Table 3A, Table 3B. The spacing may be adjusted by warrant to accommodate specific site conditions.

B. Specific to Zones T1, T2, T2.5, T3.

I. The public frontage shall include trees of various species, naturalistically clustered, as well as understory.

II. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance. Lawn shall be permitted only by warrant.

C. Specific to Zone T4, T5.

I. The introduced landscape shall consist primarily of durable species tolerant of soil compaction.

D. Specific to Zone T4.

I. The public frontage shall include trees planted in a regularly-spaced allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears at least one story.

E. Specific to Zone T5.

I. The public frontage shall include trees planted in a regularly-spaced allee pattern of single species with shade canopies of a height that, at maturity, clears at least one story. At retail frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts.

II. Streets with a right-of-way width of 40 feet or less shall be exempt from the tree requirement.

3.8 - DENSITY CALCULATIONS.

3.8.1 All areas of the new community plan site that are not part of the O-1 Preserved Sector shall be considered cumulatively the net site area. The net site area shall be allocated to the various Transect Zones according to the parameters specified in Table 14A.

3.8.2 Density shall be expressed in terms of housing units per acre as specified for the area of each Transect Zone by Table 14B. For purposes of density calculation, the Transect Zones include the thoroughfares but not land assigned to civic zones. Ten percent (10%) should be in the affordable housing range.

3.8.3 The base density of the community unit may be increased by the transfer of development rights (TDR) up to the amount specified for each zone by Table 10 b. Fifteen percent (15%) of the increase in housing units by TDR shall be in the affordable housing range.

3.8.4 Within the percentage range shown on Table 14B for other functions, the housing units specified on Table 14B shall be exchanged at the following rates:

A. For lodging: 2 bedrooms for each unit of net site area density.

B. For office or retail: 1,000 square feet for each unit of net site area density.

C. The number of units exchanged shall be subject to approval by warrant.

3.8.5 The housing and other functions for each Transect Zone shall be subject to further adjustment at the building scale as limited by Table 6, Table 7 and Section 5.9.

3.9 - SPECIAL REQUIREMENTS.

3.9.1 A new community plan may designate any of the following special requirements:

A. A differentiation of the thoroughfares as A-grid and B-grid. Buildings along the A-grid shall be held to the highest standard of this *Code in support of pedestrian activity. Buildings along the B-grid may be more readily considered for warrants allowing* automobile-oriented standards. The frontages assigned to the B-grid shall not exceed 30% of the total length of frontages within a pedestrian shed.

B. Designations for mandatory and/or recommended retail frontage requiring or advising that a building provide a shopfront at sidewalk level along the entire length of its private frontage. The shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 4 and specified in Article 5. The first floor shall be confined to retail use through the depth of the second layer. (Table 12 d.)

C. Designations for mandatory and/or recommended gallery frontage, requiring or advising that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The gallery frontage designation may be combined with a retail frontage designation.

D. Designations for mandatory and/or recommended arcade frontage, requiring or advising that a building overlap the sidewalk such that the first floor facade is a colonnade. The arcade frontage designation may be combined with a retail frontage designation.

E. A designation for coordinated frontage, requiring that the public frontage (Table 3A) and private frontage (Table 4) be coordinated as a single, coherent landscape and paving design.

F. Designations for mandatory and/or recommended terminated vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the CRC.

G. A designation for cross block passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.

H. A designation for buildings of historic significances, requiring that such buildings and structures may be altered or demolished only in accordance with Town of Ridgeland Municipal Code.

3.9.2 Source water protection standards:

A. A new community plan must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source water protection standards are as set forth in Ridgeland Code Chapter 51.

ARTICLE 4. - INFILL COMMUNITY SCALE PLANS

4.1 - INSTRUCTIONS.

4.1.1 Within the G-4 Infill Growth Sector of the Regional Plan (Article 2), or other areas designated as infill, the Planning Office shall prepare, or have prepared on its behalf, Infill Regulating Plans to guide further development. Infill Regulating Plans shall be prepared in a process of public consultation subject to approval by the Planning Commission.

4.1.2 Infill Regulating Plans shall regulate, at minimum, an area the size of the pedestrian shed commensurate with its community unit type as listed in Section 4.2. The Planning Department shall determine a community unit type based on existing conditions and intended evolution in the plan area.

4.1.3 Infill Regulating Plans shall consist of one or more maps showing the following:

A. The outline(s) of the pedestrian shed(s) and the boundaries of the community unit(s).

B. Transect zones and any civic zones within each pedestrian shed, assigned according to an analysis of existing conditions and future needs.

C. A Thoroughfare Network, existing or planned (Table 3A, Table 3B).

D. Any special districts (Section 4.5).

E. Any special requirements (Section 4.7).

F. A record of any warrants or variances.

4.1.4 Within any area subject to an approved Infill Regulating Plan, this Code becomes the exclusive and mandatory regulation. Property owners within the plan area may submit building scale plans under Article 5 in accordance with the provisions of this Code. Building scale plans requiring no variances shall be approved administratively by the CRC.

4.1.5 The owner of a parcel, or abutting parcels, consisting of 7 acres or more of contiguous lots within an area subject to an Infill Regulating Plan may apply to prepare a Special Area Plan. In consultation with the Planning Office, a Special Area Plan may assign new Transect Zones, Civic Zones, Thoroughfares, special districts and/or special requirements as provided in this Code, with appropriate transitions to abutting areas. Special Area Plans may be approved by warrant.

4.1.6 The owner of a parcel, or abutting parcels, consisting of 30 acres or more of contiguous lots, whether inside or outside an area already subject to an Infill Regulating Plan, may initiate the preparation of a new community plan. New community plans for the G-4 Sector, or other areas designated as infill by the Planning Office, shall regulate, at minimum, an area the size of the pedestrian shed commensurate with its community unit type as listed in Section 4.2, even if it overlaps adjacent parcels. Both the site and plan area should connect and blend with surrounding urbanism.

4.2 - COMMUNITY UNIT TYPES.

4.2.1 Infill Regulating Plans shall encompass one or more of the following community unit types. The allocation percentages of Table 10 a. do not apply.

4.2.2 Infill TND (Traditional Neighborhood Development).

A. An infill TND should be assigned to neighborhood areas that are predominantly residential with one or more mixed use corridors or centers. An infill TND shall be mapped as at least one complete standard pedestrian shed, which may be adjusted as a network pedestrian shed, oriented around one or more existing or planned common destinations.

B. The edges of an infill TND should blend into adjacent neighborhoods and/or a downtown without buffers.

4.2.3 Infill TOD (Transit Oriented Development).

A. Any infill TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D.

B. The use of a TOD overlay shall be approved by variance.

4.3 - TRANSECT ZONES.

4.3.1 Transect Zone standards for Infill Regulating Plans should be calibrated by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation and subject to the approval of the Planning Commission. Metrics shall be recorded on Table 10 and Table 11.

4.3.2 A Transect Zone shall include elements indicated by Article 3, Article 5, and Article 6.

4.4 - CIVIC ZONES.

4.4.1 General.

A. Infill plans should designate Civic Space Zones (CS) and Civic Building Zones (CB).

B. A Civic Zone may be permitted by warrant if it does not occupy more than 20% of a pedestrian shed, otherwise it is subject to the creation of a special district. See Section 4.5.

C. Parking provisions for Civic Zones shall be determined by warrant.

4.4.2 Civic Space Zones (CS).

A. Civic Spaces shall be generally designed as described in Table 9, their type determined by the surrounding or adjacent Transect Zone in a process of public consultation subject to the approval of the Planning Commission.

4.4.3 Civic Building Zones (CB).

A. Civic buildings shall be permitted by variance in any Transect Zone or by warrant on Civic Zones reserved in the Infill Regulating Plan.

B. Civic buildings shall not be subject to the requirements of Article 5. The particulars of their design shall be determined by warrant.

4.5 - SPECIAL DISTRICTS.

4.5.1 Areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any Transect Zone or combination of zones shall be designated as special districts by the Planning Office in the process of preparing an infill plan. Conditions of development for special districts shall be determined in public hearing of the Planning Commission and Town Council and recorded on Table 11.

4.6 - PRE-EXISTING CONDITIONS.

4.6.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in the same use and form until a substantial modification occurs or is requested, at which time the Consolidated Review Committee (CRC) shall determine the provisions of this section that shall apply.

4.6.2 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this Code.

4.6.3 Where buildings exist on adjacent lots, the CRC may require that a proposed building match one or the other of the adjacent setbacks and heights rather than the provisions of this Code.

4.6.4 Any addition to or modification of a building of value that has been designated as such by the Town of Ridgeland Municipal Code or to a building actually or potentially eligible for inclusion on a State, Local or National Historic Register, shall be subject to approval by the Town of Ridgeland Town Administrator.

4.6.5 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Tables 6 and 7.

4.7 - SPECIAL REQUIREMENTS.

4.7.1 An infill community plan may designate any of the following special requirements:

A. A differentiation of the thoroughfares as A-grid and B-grid. Buildings along the A-grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-grid may be more readily considered for warrants allowing automobile-oriented standards. The frontages assigned to the B-grid shall not exceed 30% of the total length of frontages within

a pedestrian shed.

B. Designations for mandatory and/or recommended retail frontage requiring that a building provide a shopfront at sidewalk level along the entire length of its private frontage. The shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 4 and specified in Article 5. The first floor shall be confined to retail use through the depth of the second layer. (Table 12 d.)

C. Designations for mandatory and/or recommended gallery frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The gallery frontage designation may be combined with a retail frontage designation.

D. Designations for mandatory and/or recommended arcade frontage, requiring that a building overlap the sidewalk such that the first floor facade is a colonnade. The arcade frontage designation may be combined with a retail frontage designation.

E. A designation for coordinated frontage, requiring that the public frontage (Table 3A) and private frontage (Table 4) be coordinated as a single, coherent landscape and paving design.

F. Designations for mandatory and/or recommended terminated vista locations, requiring that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the CRC.

G. A designation for cross block passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.

H. A designation for buildings of value, requiring that such buildings and structures may be altered or demolished only in accordance with Town of Ridgeland Municipal Code.

4.7.2 Source water protection standards:

A. An Infill Community Plan must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source water protection standards area as set forth in Ridgeland Code Chapter 51.

ARTICLE 5. - BUILDING SCALE PLANS

5.1 - INSTRUCTIONS.

5.1.1 Lots and buildings located within a new community plan or Infill Community Plan governed by this Code and previously approved by the Planning Commission shall be subject to the requirements of this article.

5.1.2 Design plans required under this article require administrative approval by the CRC.

5.1.3 Building and site plans submitted under this article shall show the following, in compliance with the standards described in this article:

A. For preliminary site and building approval:

- Building disposition.
- Building configuration.
- Building function.
- Parking location standards.
- Plans and drawings required by this Code shall be stamped by a South Carolina licensed engineer or architect.

B. For final approval, in addition to the above:

- Landscape standards.
- Signage standards.
- Special requirements, if any.

5.1.4 Special districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

5.2 - PRE-EXISTING CONDITIONS.

5.2.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in use as they are until a substantial modification is requested, at which time the CRC shall determine the provisions of this section that shall apply.

5.2.2 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this Code.

5.2.3 Where buildings exist on adjacent lots, the CRC may require that a proposed building match one or the other of the adjacent setbacks and heights rather than the provisions of this Code.

5.2.4 Any addition to or modification of a building of value that has been designated as such by the Town of Ridgeland Municipal Code, or to a building actually or potentially eligible for inclusion on a State, Local or National Historic Register, shall be subject to approval by the Town of Ridgeland Town Administrator.

5.2.5 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing nor (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 6 and Table 7.

5.3 - SPECIAL REQUIREMENTS.

5.3.1 To the extent that a regulating plan for either a new community plan or an Infill Community Plan designates any of the following special requirements, standards shall be applied as follows:

A. Buildings along the A-grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-grid may be more readily considered for warrants allowing automobile-oriented standards.

B. A mandatory or recommended retail frontage designation requires or advises that a building provide a shopfront at sidewalk level along the entire length of its private frontage. The shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 4. The first floor shall be confined to retail use through the depth of the second layer. (Table 12 d.)

C. A mandatory or recommended gallery frontage designation requires or advises that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns (as generally illustrated in Table 4). A gallery frontage may be combined with a retail frontage.

D. A mandatory or recommended arcade frontage designation requires or advises that a building overlap the sidewalk such that the first floor facade is a colonnade (as generally illustrated in Table 4). The arcade frontage may be combined with a retail frontage.

E. A coordinated frontage designation requires that the public frontage (Table 3A) and private frontage (Table 4) be coordinated as a single, coherent landscape and paving design.

F. A mandatory or recommended terminated vista designation requires or advises that the building be provided with architectural articulation of a type and character that responds visually to its axial location, as approved by the CRC.

G. A cross block passage designation requires that a minimum 8-foot-wide pedestrian access be reserved between buildings.

H. A building of value designation requires that the building or structure may be altered or demolished only in accordance with municipal preservation standards and protocols.

5.3.2 Source water protection standards:

A. Building scale plans must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source water protection standards are as set forth in Ridgeland Code Chapter 51.

5.4 - CIVIC ZONES.

5.4.1 General.

A. Civic Zones are designated on community plans as Civic Space (CS) or Civic Building (CB).

B. Parking provisions for Civic Zones shall be determined by warrant.

5.4.2 Civic Spaces (CS).

A. Civic Spaces shall be generally designed as described in Table 9.

5.4.3 Civic Buildings (CB).

A. Civic Buildings shall not be subject to the requirements of this article. The particulars of their design shall be determined by warrant.

5.5 - SPECIFIC TO T1 NATURAL ZONE.

5.5.1 Buildings in the T1 Natural Zone are permitted only by variance. Permission to build in T1 and the standards for Article 5 shall be determined concurrently as variances, after public hearing by the Planning Commission.

5.6 - BUILDING DISPOSITION.

5.6.1 Specific to Zone T2.

A. Building disposition shall be determined by warrant.

5.6.2 Specific to Zones T3, T4, T5.

A. Newly platted lots shall be dimensioned according to Table 10 f. and Table 11.

B. Building disposition types shall be as shown in Table 5 and Table 10 i.

C. Buildings shall be disposed in relation to the boundaries of their lots according to Table 10 g., Table 10 h., and Table 11.

D. One principal building at the frontage, and one outbuilding to the rear of the principal building, may be built on each lot as shown in Table 17C.

E. Lot coverage by building shall not exceed that recorded in Table 10 f. and Table 11.

F. Facades shall be built parallel to a rectilinear principal frontage line or to the tangent of a curved principal frontage line, and along a minimum percentage of the frontage width at the setback, as specified as frontage buildout on Table 10 g. and Table 11.

G. Setbacks for principal buildings shall be as shown in Table 10 g. and Table 11. In the case of an infill lot, setbacks shall match one of the existing adjacent setbacks. Setbacks may otherwise be adjusted by warrant.

H. Rear setbacks for outbuildings shall be a minimum of 12 feet measured from the centerline of the rear alley or rear lane easement. In the absence of rear alley or rear lane, the rear setback shall be as shown in Table 10 h. and Table 11.

I. To accommodate slopes over ten percent, relief from front setback requirements is available by warrant.

5.7 - BUILDING CONFIGURATION.

5.7.1 General to Zones T2, T3, T4, T5.

A. The private frontage of buildings shall conform to and be allocated in accordance with Table 4 and Table 10 j.

B. Buildings on corner lots shall have two private frontages as shown in Table 17. Prescriptions for the second and third layers pertain only to the principal frontage. Prescriptions for the first layer pertain to both frontages.

C. All facades shall be glazed with clear glass no less than 30% of the first story.

D. Building heights, stepbacks, and extension lines shall conform to Table 5 and Table 10 j.

E. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function, which shall be a minimum of 11 feet with a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional story.

F. In a parking structure or garage, each above-ground level counts as a single story regardless of its relationship to habitable stories.

G. Height limits do not apply to attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads. Attics shall not exceed 14 feet in height.

5.7.2 Specific to Zones T2, T3, T4, T5.

A. The habitable area of an accessory unit within a principal building or an outbuilding shall not exceed 440 square feet, excluding the parking area.

5.7.3 Specific to Zone T3.

A. No portion of the private frontage may encroach the sidewalk.

B. Open porches may encroach the first layer 50% of its depth.

C. Balconies and bay windows may encroach the first layer 25% of its depth except that balconies on porch roofs may encroach as does the porch.

5.7.4 Specific to Zone T4.

A. Balconies, open porches and bay windows may encroach the first layer 50% of its depth. (Table 12 d.)

5.7.5 Specific to Zone T5.

A. Awnings, arcades, and galleries may encroach the sidewalk to within 2 feet of the curb but must clear the sidewalk vertically by at least 8 feet.

B. Maximum encroachment heights (extension lines) for arcades shall be as shown on Table 8.

C. Stoops, lightwells, balconies, bay windows, and terraces may encroach the first layer 100% of its depth. (Table 16 d.)

D. Loading docks and service areas shall be permitted on frontages only by warrant.

E. In the absence of a building facade along any part of a frontage line, a streetscreen shall be built co-planar with the facade.

F. Streetscreens should be between 3.5 and 8 feet in height. The streetscreen may be replaced by a hedge or fence by warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.

G. A first level residential or lodging function shall be raised a minimum of 2 feet from average sidewalk grade.

5.8 - BUILDING FUNCTION.

5.8.1 General to Zones T2, T3, T4, T5.

A. Buildings in each transect zone shall conform to the functions on Table 6, Table 8 and Table 10 l. Functions that do not conform shall require approval by warrant or variance as specified on Table 8.

5.8.2 Specific to Zones T2, T3.

A. Accessory functions of restricted lodging or restricted office shall be permitted within an accessory building. See Table 6.

5.8.3 Specific to Zones T4, T5.

A. Accessory functions of limited lodging or limited office shall be permitted within an accessory building. See Table 6.

5.8.4 Specific to Zone T5.

A. First story commercial functions shall be permitted.

B. Manufacturing functions within the first story may be permitted by variance.

5.8.5 Structures for overnight habitation prohibited. No structure shall be allowed or permitted (either new construction or rehabilitated) for the purpose of overnight habitation (either on a short term or long term basis) in the Town of Ridgeland other than unattached (non-conjoined) single family residential units on a separately platted lot. Any other type of construction, modifications to existing structure or change in use to provide housing (overnight habitation) is strictly prohibited without special exception being granted by Council; prohibited type of housing includes but are not limited to hotels, boarding houses, half-way houses, nightly or weekly rentals, apartments, duplexes, or multi-family of any kind.

(Ord. No. 09-2015, 12-3-15)

5.9 - PARKING AND DENSITY CALCULATIONS.

5.9.1 Specific to Zones T2, T3.

A. Buildable density on a lot shall be determined by the actual parking provided within the lot as applied to the functions permitted in Table 6 and Table 7.

5.9.2 Specific to Zones T4, T5.

A. Buildable density on a lot shall be determined by the sum of the actual parking calculated as that provided (1) within the lot (2) along the parking lane corresponding to the lot frontage, and (3) by purchase or lease from a civic parking reserve within the pedestrian shed, if available.

B. The actual parking may be adjusted upward according to the shared parking factor of Table 7 to determine the effective parking. The shared parking factor is available for any two functions within any pair of adjacent blocks.

C. Based on the effective parking available, the density of the projected function may be determined according to Table 6.

D. Within the overlay area of a Transit Oriented Development (TOD) the effective parking may be further adjusted upward by 30%.

E. The total density within each Transect Zone shall not exceed that specified by an approved regulating plan based on Article 3 or Article 4.

F. Accessory units do not count toward density calculations.

G. Liner buildings less than 30 feet deep and no more than two stories shall be exempt from parking requirements.

5.10 - PARKING LOCATION STANDARDS.

5.10.1 General to Zones T2, T3, T4, T5.

A. Parking shall be accessed by rear alleys or rear lanes, when such are available on the regulating plan.

B. Open parking areas shall be masked from the frontage by a building or streetscreen.

C. For buildings on B-grids, open parking areas may be allowed unmasked on the frontage by warrant, except for corner lots at intersections with the A-grid.

D. Minimum parking space dimensions for head-in or diagonal parking shall be 9 feet by 18 feet. Parallel parking spaces shall be 7 feet by 22 feet minimum. Drive aisles in parking lots shall be at least 22 feet wide for two-way circulation and to provide adequate backup space for 90 degree head-in parking. Diagonal parking and parallel spaces can be accessed with one-way minimum 10-feet wide drive aisles. Parking shall be provided as necessary to meet the requirements of the Americans with Disabilities Act.

5.10.2 Specific to Zones T2, T3.

A. Open parking areas shall be located at the second and third lot layers, except that driveways, drop-offs and unpaved parking areas may be located at the first lot layer. (Table 12 d.)

B. Garages shall be located at the third layer except that side- or rear-entry types may be allowed in the first or second layer by warrant.

5.10.3 Specific to Zones T3, T4.

A. Driveways at frontages shall be no wider than 10 feet in the first layer.

5.10.4 Specific to Zone T4.

A. All parking areas and garages shall be located at the second or third layer. (Table 12 d.)

5.10.5 Specific to Zone T5.

A. All parking lots, garages, and parking structures shall be located at the second or third layer. (Table 12 d.)

B. Vehicular entrances to parking lots, garages, and parking structures shall be no wider than 24 feet at the frontage.

C. Pedestrian exits from all parking lots, garages, and parking structures shall be directly to a frontage line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.

D. Parking structures on the A-grid shall have liner buildings lining the first and second stories.

E. A minimum of one bicycle rack may be required within the public or private frontage for every ten vehicular parking spaces.

5.11 - LANDSCAPE STANDARDS.

5.11.1 General to all Transect Zones.

A. Environmental standards for transects provide that the more natural environment shall have priority in the more Rural Zones (T1, T2, and T2.5), and the more urban environment shall have the priority in the more Urban Zones (T3, T4, and T5).

B. Buildings in the T1 and T2 zones are generally prohibited and shall only be permitted by warrant; thus, the T1 and T2 zones establish priority of the natural environment in these locations.

C. Urbanization in the T3, T4, and T5 zones provides for the creation of streetscapes in the public realm, with street trees, on-lot trees and preserved clusters of trees acting as the form of mitigation for the removal of grand tree resources in these Transect Zones. Grand trees are defined as any tree 24" dbh or greater or any live oak or palmetto tree 12" dbh or greater. The mitigation requirement is 1.5" to 1".

D. Street trees and spacing shall be coordinated and approved by the Planning Director in consultation with the CRC. Whenever possible the following should be used: Locally made soil amendments and compost for plant nourishment, improved water absorption, and holding capacity; drought tolerant and/or slow growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions; and mulches to minimize evaporation, reduce weed growth, and retard erosion.

E. Non-grand tree resources in T1, T2, T2.5, T3, T4, and T5 are permitted to be removed with CRC approval.

F. Grand tree resources within all Transect Zones except for T5 are subject to removal only by warrant. In T5, grand tree resources are subject to removal with CRC approval.

5.11.2 General to Zones T2, T2.5, T3, T4, T5.

A. Impermeable surface shall be confined to the ratio of lot coverage specified in Table 10 f.

B. Landscape strips of at least 6 feet in width shall be provided between parking isles of either head-in or diagonal parking. Each landscape median shall have at least one tree for every 20 linear feet, or portion thereof, and be covered with grass, shrubs, or living ground cover. To minimize water consumption, the use of low-water vegetative ground cover other than turf is encouraged.

C. In lieu of landscape strips, landscape islands can be provided. No more than 6 consecutive parking stalls are permitted without a landscape island of at least 6 feet in width and extending the entire length of the parking stall. A minimum of one tree shall be planted in each landscape island.

5.11.3 Specific to Zones T2, T2.5, T3, T4.

A. The first layer may not be paved, with the exception of driveways as specified in Section 5.10.2 and Section 5.10.3. (Table 12 d.)

5.11.4 Specific to Zone T3.

A. A minimum of two trees shall be planted within the first layer for each 30 feet of frontage line or portion thereof. (Table 12 d.)

B. Trees may be of single or multiple species as shown on Table 3B.

C. Trees shall be naturalistically clustered.

D. Lawn shall be permitted by warrant.

5.11.5 Specific to Zone T4.

A. A minimum of one tree shall be planted within the first layer for each 30 feet of frontage line or portion thereof. (Table 12 d.)

B. Trees shall be a single species to match the species of street trees on the public frontage.

C. Lawn shall be permitted by right.

5.11.6 Specific to Zone T5.

A. Trees shall not be required in the first layer.

B. The first layer may be paved to match the pavement of the public frontage.

5.12 - SIGNAGE STANDARDS.

5.12.1 General to Zones T2, T2.5, T3, T4, T5, SD-Exit 21.

A. There shall be no signage permitted additional to that specified in this section.

B. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the principal entrance or at a mailbox.

C. Architecturally compatible ground level signs shall not exceed 6' in height, 8' in length and 2' in width, and they shall be authorized by CRC.

5.12.2 Specific to Zones T2, T2.5, T3.

A. Signage shall not be illuminated.

5.12.3 Specific to Zones T4, T5.

A. Signage shall be externally illuminated, except that signage within the shopfront glazing may be neon lit subject to the neon sign being approved by the CRC.

5.12.4 Specific to Zones T2, T2.5, T3, T4.

A. One blade sign for each business may be permanently installed perpendicular to the facade within the first layer. Such a sign shall not exceed a total of 8 square feet and shall clear 8 feet above the sidewalk.

5.12.5 Specific to Zone T5.

A. Blade signs, not to exceed 10 square feet for each separate business entrance, may be attached to and should be perpendicular to the facade, and shall clear 8 feet above the sidewalk.

B. A single external permanent sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.

C. Signs shall be made of wood or enameled steel.

5.12.6 Specific to Zone SD-Exit 21.

A. All proposed signage shall be reviewed and approved by the CRC.

5.13 - ARCHITECTURAL STANDARDS.

5.13.1 The following architectural standards shall apply to all structures in the following transect zones: T2.5, T3, T4, T5, and SD-Exit 2.

5.13.2 Walls—Materials.

A. Walls shall be finished in wood clapboard (sealed with paint or stain), board and batten, cedar shingles, "hardie plank," stucco, or brick. Walls may be finished in brick as approved by the CRC. Walls for single family residential units may be finished in vinyl siding on a case by case basis as approved by the CRC.

B. Foundation walls, and piers shall be parged block, smooth finished poured concrete, tabby, stucco or brick.

C. Crawl space may be skirted with horizontal wood boards, or framed wood with not more than 1.5" spaces between boards or wood louvers. Lattice shall be installed between supports as approved by the CRC. Galvanized hardware cloth may be placed behind the lattice.

D. Garden walls shall be stucco or brick. Gates in garden walls shall be wood or iron. Garden walls shall not be perforated with precast elements, but may accommodate pierced brick.

E. Fences at frontages and in front yards shall be made of smooth cedar, or p.t. wood pickets; spacing between pickets shall not exceed 1.5". All other fences shall be made of wood boards with a rectangular section. Wood fences may have stucco, brick, or tabby piers. Wire fences are permitted as long as the posts are made of wood and the fence is planted with a growing vine i.e. jasmine, etc. Cyclone fences are not permitted.

F. Retaining walls shall be built of stucco, brick, or tabby.

(Ord. No. 01-2011, 5-5-11)

5.13.3 Walls—Configurations and techniques.

A. Walls may be built of no more than two materials and shall only change material along a horizontal line, i.e. cedar shingles may be combined with wood siding when the material change occurs horizontally, (typical at floor line or a gable end), with the heavier material below the lighter. All the walls of a single building must be built of the same materials in the same configuration. Wood clapboard and shingles shall be horizontal.

B. Siding shall be horizontal, maximum 6" to the weather.

C. Boards with more than 6" to the weather shall show a 1" variation from one board to the next. Shingles shall be maximum 8" to the weather. Decorative shingles shall not be permitted.

D. Stucco shall be smooth sand- or tabby-finished.

E. Trim shall be minimum grade "B" trim lumber; and shall be 3.5" to 6" in width at corners and around opening, except at the front door, which may be any size (3.5" minimum) or configuration.

F. Garden walls shall be minimum 8" thick and have a horizontal cap. Brick mortar joints shall be struck and no more than ⅝" wide.

G. Fences on adjacent lots shall have different designs. Fences in front yards shall be as indicated in the code. Wood fences shall be painted white or charleston green unless otherwise approved by the CRC.

H. Walls shall be one color.

I.

Colors: Colors for all materials shall be selected from a master list approved by the CRC. Rough siding shall be a dark color. Masonry, smooth siding and trim shall be a light color, which may or may not be the same as the wall color.

J. Paints and stains: All exterior smooth wood shall be painted. Wood shingles may be left to age naturally, or shall be stained.

5.13.4 Elements—Materials.

A. Chimneys shall be finished with stucco or brick. Flues for pot belly stoves shall be metal with an appropriate lintel or jack arch.

B. Piers and arches shall be made of stucco, brick, or tabby.

C. Porches, columns, posts, spindles and balusters shall be made of wood. Porches may be enclosed with glass or screens for a maximum of 30% of their length; however glass enclosures are not permitted at frontages. Porch ceilings may be enclosed with painted wood; exposed joists shall be painted.

D. Arcades in Zone T4 or T5 shall be metal or stucco, with wood or metal posts, railings, and balconies.

E. Stoops shall be made of wood, brick, or concrete. If concrete, a stoop shall have brick or stucco cheek walls.

F. Decks shall be located in rear yards only, elevated a maximum of 30' above grade and painted or stained (except walking surfaces which may be unpainted).

G. Awnings shall have a metal structure covered with canvas or synthetic canvas.

H. Metal elements shall be unpainted galvanized steel, anodized or ESP aluminum, or marine grade aluminum.

I. Patios and stoops may have horizontal surfaces made of brick, or tabby.

J. The following shall not be permitted: Panelized materials, keystones, quoins, window air conditioning units, above-ground pools (except those of the inflatable variety), antennas, solar panels, signs (on private property), direct vent fireplaces.

5.13.5 Elements—Configurations and techniques.

A. Chimneys shall be a minimum 2:1 proportion in plan and capped to conceal spark arresters. Fireplace enclosures and chimneys shall extend to the ground.

B. Porch piers of masonry construction shall be no less than 12' × 12".

C. Arches of masonry construction shall be no less than 12" in depth.

D. Arcades and breezeways shall have vertically proportioned openings.

E. Screen porches shall have screens framed in wood installed behind framed railings.

F. Columns (the classical orders), if provided, shall be of the tuscan or doric orders with correct proportions or profiles according the American Vignola.

G. Posts shall be no less than 6" × 6", except at outbuildings. Railings shall have horizontal top and bottom rails. Wood top rails shall be eased and bottom rails shall have a vertical section. Top and bottom rails shall be centered on the pickets. The opening between spindles and balusters shall not exceed 4".

H. Balconies which cantilever shall be structurally supported by brackets.

I. Signs attached to buildings shall be integral to the storefront, no larger than 18" in height and externally lit.

J. Awnings shall be rectangular in shape with straight edges.

K. Awnings may have side panels but shall not have a bottom soffit panel. Awnings shall not be backlit.

L. Spotlights attached to building walls or roof eaves are only permitted in rear yards and illuminating cone shall not emit excess or direct light beyond property line.

M. Wood elements must be painted or stained with an opaque or semi-solid stain, except walking surfaces which may be left natural.

5.13.6 Roofs—Materials.

A. Roofs shall be clad in wood shingles, (corrugated, 5 V crimp or standing seam) galvanized steel, galvalume or copper. Asphaltic or fiberglass shingles shall be architectural grade and shall be submitted for approval.

B. Gutters and downspouts, when used, shall be made of galvanized steel, copper (not copper-coated), anodized or ESP aluminum.

C. Flashing shall be copper, lead or anodized aluminum.

D. Copper roofs, flashing, gutters, and downspouts shall be allowed to age naturally (not painted or sealed).

5.13.7 Roofs—Configurations and techniques.

A. Principal roofs shall be a symmetrical gable or hip with a slope of 6:12 to 10:12.

B. Ancillary roofs (attached to walls at the highest portion pf the principal building) may be shed sloped no less than 2:12. Roofs on towers shall be flat or have a slope of 4:12 to 8:12.

C. Flat roofs, including flat roofs on towers, shall be permitted only when occupiable and accessible from an interior room. Flat roofs shall have a railing or parapet wall no less than 36" high.

D. Parapets shall be horizontal.

E. Eaves shall be continuous. Eaves which overhang less than 8" shall have a closed soffit. Eaves which overhang more than 16" shall have exposed rafters. Eaves which overhang between 8" and 16" shall have either a closed soffit or exposed rafters. Rafter tails may not exceed 8" in depth.

F. Gutters shall be half-round. Downspouts shall be round.

G. Dormers shall be habitable, placed a minimum of 3' from side building walls and have gable or shed roofs with a slope to match the principal structure or shed roofs with a slope 3:12. Dormers shall not be excessively larger than windows, i.e. no siding at either side of windows. Dormer eaves and rake trim should be scaled down from primary eaves and rake trim proportions (66%).

H. Skylights shall be flat and mounted so as not to be visible from any fronting street.

5.13.8 Openings—Materials.

A. Windows shall be made of wood (painted), vinyl or aluminum clad and shall be glazed with clear glass. All trim shall be no less than 3.5". Bay windows shall be made of trim lumber. Corner trim shall be no less than 4".

B. Doors (including garage doors) shall be wood or metal. Doors shall be painted or stained.

C. Storefront shall be made of wood, or metal.

D. Shutters shall be wood, PVC, painted, operable and meet the width of the window when closed.

E. Security doors and window grilles must be approved.

5.13.9 Openings—Configurations and techniques.

A. Windows rectangular single-, double-, or triple-hung, awning, fixed (under 2 sf), or operable casement types, with a square to vertical proportion. Transoms may be oriented horizontally with panes of vertical proportions. Multiple windows in the same rough opening shall be separated by a 4" minimum post. In masonry walls the centerline of the window sash shall align with the centerline of the wall.

B. Window muntins shall be true divided light or simulated divided light windows or fixed on the interior and exterior surface and create panels of square or vertical proportion.

C. Bay windows shall have a minimum of 3 sides and shall extend to the floor inside and to the ground outside, if located on the ground floor or, if not, be structurally supported by brackets.

D. Storm windows and screens shall be integral with the window. Screens shall be made of brass, bronze, or black vinyl.

E. Front doors, including the entry door to the porch on side yard houses, shall be located on the frontage line. (Paired doors are not permitted at frontages. Windows in doors must be rectangular and vertically-oriented.)

F. Doors shall be hinged. Doors, except garage doors, shall be constructed of planks or raised panels not flush with applied trim which express the construction technique.

G. Garage doors facing a street frontage shall be a maximum of 10' in width. Garage doors facing an alley shall have a light fixture with an incandescent bulb activated by a photocell. Garage doors shall be painted or stained. Storefronts shall be painted a dark gloss color.

H. Shutters shall be operable, sized and shaped to match the openings.

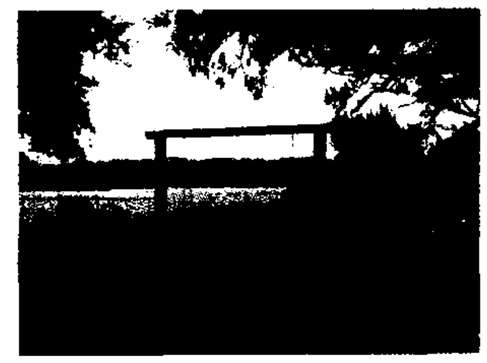
I. Stucco trim articulations shall be subject to approval by the CRC.

J. An accent color, for items such as the front door and shutters, may be used subject to approval from the CRC.

ARTICLE 6. - STANDARDS AND TABLES

TABLE 2. - TRANSECT ZONE DESCRIPTIONS

NATURAL ZONE



Consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for development due to topography, hydrology or vegetation. The general character of T-1 consists of natural landscapes with some agricultural use as well as public access to greenways and blueways. Human settlement within T-1 is not permitted.

Permitted uses:

By right: Grain storage, greenhouse, stable, rest stop, roadside stand

By warrant: Livestock pen, electric substation, wireless transmitter.

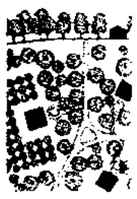
Civic spaces: Parks & playgrounds.

Base residential density: Not applicable.

Block size: No maximum.

Permitted thoroughfares: See Thoroughfare Standards for T1 types.

Permitted building disposition: Edgeyard.

T2 	**RURAL ZONE**

Consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, and grassland. Typical buildings include farmhouses, plantations, cabins, agricultural buildings, family compound, and hunting lodge. The T2 zone is recommended for those areas outside the edge of sub-urban and urban settlement.

Permitted uses:
By right: House, accessory unit, open-market building, bus shelter, fountain or public art, playground, religious assembly, grain storage, greenhouse, kennel, stable, rest stop, roadside stand, cemetery, childcare center.

By warrant: Inn (up to 12 rooms), bed & breakfast (up to 5 rooms), outdoor auditorium, livestock pen, gasoline, electric substation, wireless transmitter.

Civic spaces: Parks & playgrounds.

Base residential density: 1 unit/25 acres average.

Block size: No maximum.

Permitted thoroughfares: See thoroughfare standards for T2.

Lot width and coverage: By warrant.

Permitted private frontages: Common yard.

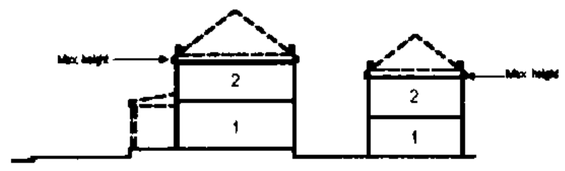
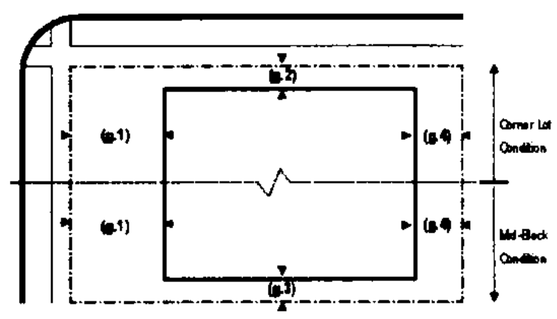
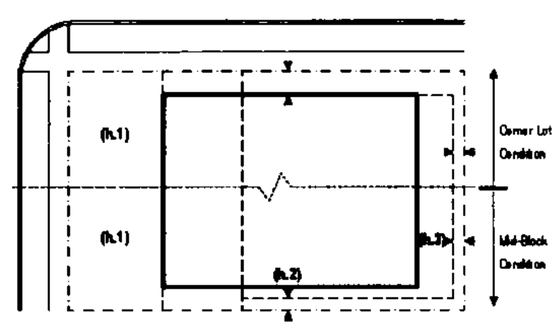
Building function: Restricted residential, restricted lodging, restricted office, restricted retail.

Building disposition:
Edgeyard: Permitted.
Sideyard: Not Permitted.
Rearyard: Not Permitted.
Courtyard: Not Permitted.

Building configuration:
Principal building: 2 stories max.
Outbuilding: 2 Stories max.

Setbacks:
Principal building:
(G.1) Front Setback (Principal): 48 ft. min.
(G.2) Front Setback (Secondary): 48 min.
(G.3) Side Setback: 96 ft.
(G.4) Rear Setback: 96 ft.
Frontage buildout: Not applicable.

Outbuilding:
(H.1) Front setback: 20 min. + bldg. setback.
(H.2) side setback: 3 or 6 ft.
(H.3) rear setback: 3 ft. min.

Building configuration 1. Building height shall be measured in number of Stories, excluding Attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 feet. 3. Height shall be measured to the eave or roof deck as specified on Table 8.		
Setbacks - Principal Bldg. 1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown. 2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.		
Setbacks - Outbuilding 1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.		
T2.5 		**RURAL CROSSROADS**

T2.5 is also known as a rural gathering place, consisting of a handful of single-family and mixed use structures located at the intersection of two or three primary rural thoroughfares. This zone provides essential goods and services to the residents of T2 and is accessible primarily by vehicle. Ridgeland precedent of T2.5: Cooler's Exxon Station and Old House Restaurant Settlement Area. Rural

crossroads are defined as an area that is 8 acres centered on the aforementioned section.

Permitted uses:

By right: House, accessory unit, open-market building, bus shelter, fountain or public art, playground, religious assembly, grain storage, greenhouse, kennel, stable, rest stop, roadside stand, cemetery, childcare center, retail building, country store.

By warrant: Inn (up to 12 rooms), bed & breakfast (up to 5 rooms), outdoor auditorium, livestock pen, gasoline, electric substation, wireless transmitter.

Civic spaces: Parks, green, & playgrounds.

Base residential density: 3 dwelling units per acre maximum.

Block size: No maximum.

Permitted thoroughfares: See Thoroughfare Standards for T2.5.

Lot width and coverage: By warrant.

Permitted private frontages: Common yard.

Building function: Restricted residential, restricted lodging, restriction office, restricted retail.

Building configuration:

Principal building: 2 stories max.

Outbuilding: 2 stories max.

Setbacks:

Principal building:

(G.1) Front setback (principal): 10—30 ft. min.

(G.2) Front setback (secondary): 30 ft. min.

(G.3) Side setback: By warrant.

(G.4) Rear setback: By warrant.

Frontage buildout: Not applicable.

Outbuilding:

(H.1) Front setback: 20 min. + bldg. setback.

(H.2) Side setback: 3 or 6 ft.

(H.3) Rear setback: 3 ft. min.

Building disposition:

Edgeyard: Permitted.

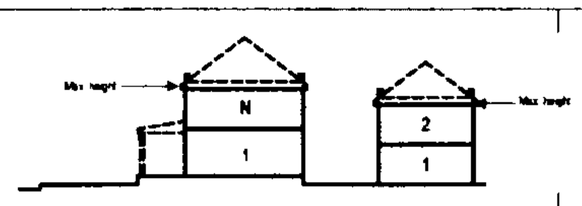
Sideyard: By warrant.

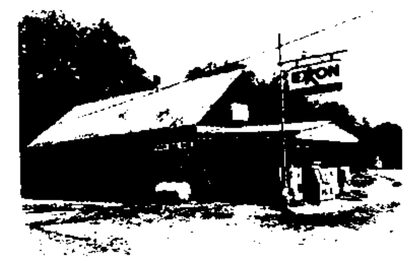
Rearyard: Not permitted.

Courtyard: Not permitted.

BUILDING CONFIGURATION

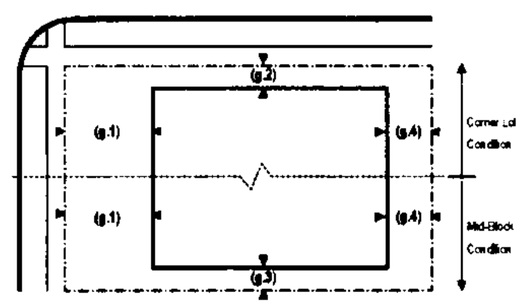
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.





SETBACKS - PRINCIPAL BLDG.

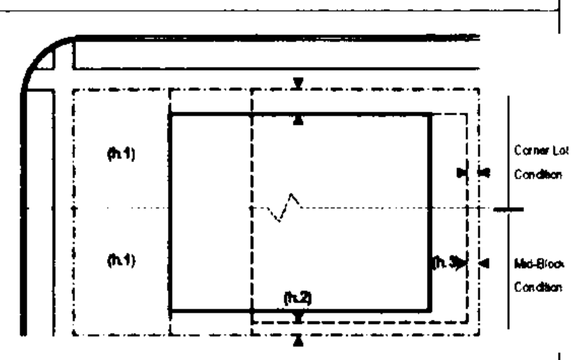
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



Ashapee Town Hall and Post Office

SETBACKS - OUTBUILDING

1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



Source: TPUDC

T3

NEIGHBORHOOD

GENERAL

T3, Neighborhood General, consists of a medium density residential area, adjacent to Neighborhood Core (T4) areas that contain some mixed use. Home occupations and accessory buildings are permitted. T3 contains a wide array of building types and is characterized by its dappled sunlight and shade illuminating its thoroughfares with soft edges. Medium-sized blocks define neighborhood general and are typically serviced by rear lanes/alleys similar to the originally platted lots of Ridgeland.

Permitted uses:
By right: Live/work unit, bungalow, sideyard house, cottage, bed & breakfast (up to 5 rooms), house, accessory unit, openmarket building, bus shelter, fountain or public art, outdoor auditorium, playground, library, religious assembly, childcare center, fire station, funeral home.

By warrant: Greenhouse, kennel, stable, electric substation, cemetery, elementary school.

Civic spaces: Parks, green, & playgrounds.

Base residential density: 6 dwelling units per acre maximum.

Block size/perimeter: 2,200 feet.

Permitted thoroughfares: See thoroughfare standards for T3.

Lot width: 60 ft. min. and 120 ft. max.
Lot coverage: 60%.

Permitted private frontages: Common yard, porch & fence.

Building configuration:
Principal building: 2 stories max.
Outbuilding: 2 stories max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 6—12 ft. min.
(G.2) Front setback (secondary): 6—12 ft. min.
(G.3) Side setback: 0 ft. or 5 ft.
(G.4) Rear setback: 5 ft.
Frontage buildout: 50% minimum.

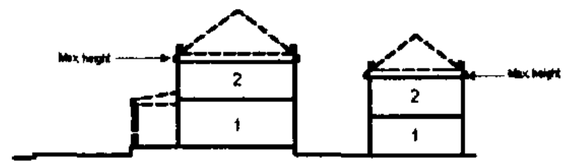
Outbuilding:
(H.1) Front setback: 24 min. + bldg. setback
(H.2) Side setback: 0 or 3 ft.
(H.3) Rear setback: 3 ft. min.

Building disposition:
Edgeyard: Permitted.
Sideyard: Permitted.
Rearyard: Not permitted.
Courtyard: Not permitted.

Building function: Restricted residential, restricted lodging, limited office, restricted retail.

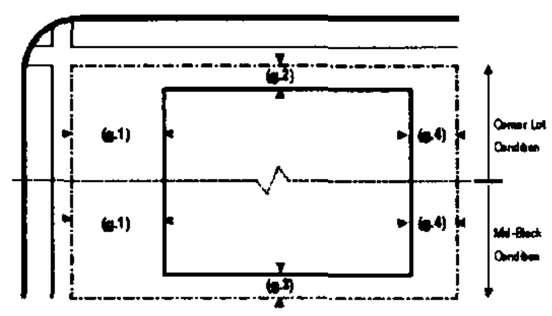
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



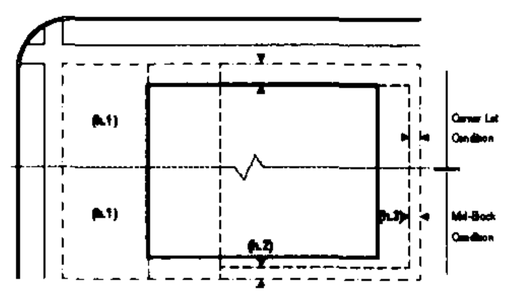
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



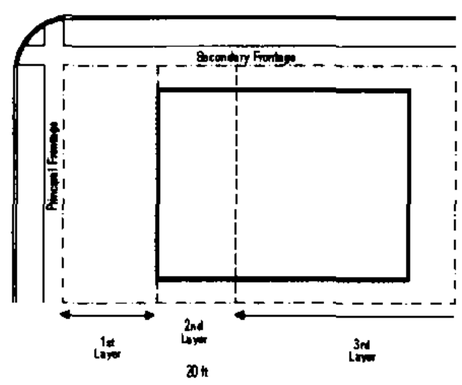
SETBACKS - OUTBUILDING

1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.

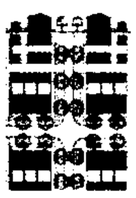


PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the second and third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d). Side- or rear-entry garages may be allowed in the first or second Layer by Warrant.
3. Trash containers shall be stored within the third Layer.



T4



NEIGHBORHOOD CORE

T4, neighborhood core, represents a low intensity mixed-use district primarily in the form of secessional residential fabric. A wide range of building types exist in T4, including, but not limited to, rowhouses, corner stores, and single family attached and detached housing. Single-family detached housing is typically set back from the front property line to allow for porch and fence frontage, while attached housing maintains a front stoop frontage.

Permitted uses:
By right: Flex building, apartment building, row house, duplex house, courtyard house, live/work unit, bungalow, sideyard house, cottage, bed & breakfast (up to 5 rooms), inn (up to 12 rooms), office building, retail building, display gallery, house, accessory unit, open-market building, bus shelter, fountain or public art, playground, library, religious assembly, childcare center, fire station, elementary school, police station, funeral home.

By warrant: Restaurant, movie theater, live theater, museum, surface parking lot, greenhouse, kennel, electric substation, cemetery, medical clinic, high school, mixed use block.

Civic spaces: Parks, green, playgrounds, and square.

Base residential density: 8 dwelling units per acre maximum.

Block size/perimeter: 2,000 feet.

Permitted thoroughfares: See Thoroughfare Standards for T4.

Building configuration:
Principal building: 3 stories max.
Outbuilding: 2 stories max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 0—8 ft. min.
(G.2) Front setback (secondary): 0—8 ft. min.
(G.3) Side setback: 0 ft.
(G.4) Rear setback: 5 ft.
Frontage buildout: 65% minimum.

Outbuilding:
(H.1) Front setback: 40 ft. from rear property line.
(H.2) Side setback: 0 ft. min.
(H.3) Rear setback: 3 ft. min.

Building disposition:
Edgeyard: Not permitted.
Sideyard: Permitted.
Rearyard: Permitted.
Courtyard: Permitted.

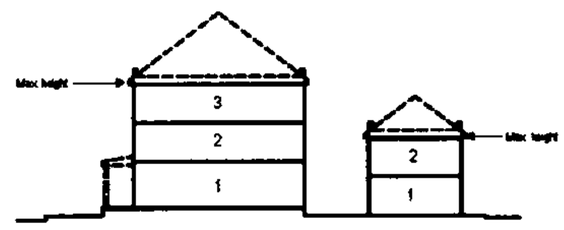
Building function: Restricted residential, restricted lodging, open office, open retail.

Lot width: 28 ft. min. and 90 ft. max.
Lot coverage: 70%.

Permitted private frontages: Porch & fence, terrance or LC, forecourt, stoop, shopfront & awning, gallery.

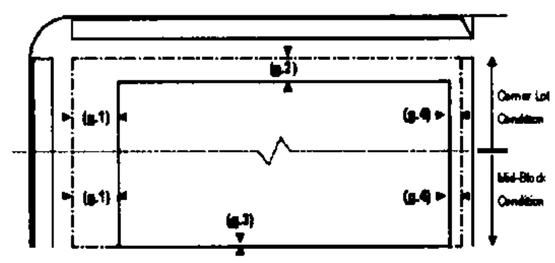
BUILDING CONFIGURATION

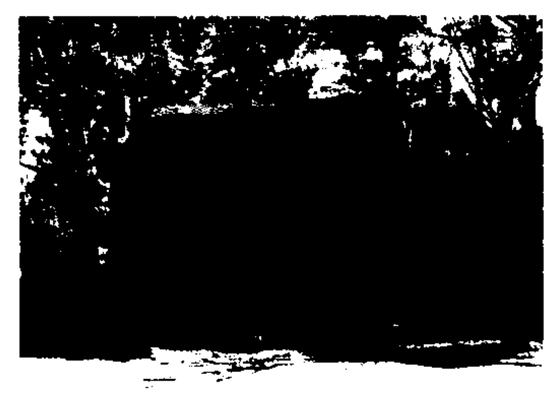
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



SETBACKS - PRINCIPAL BLDG.

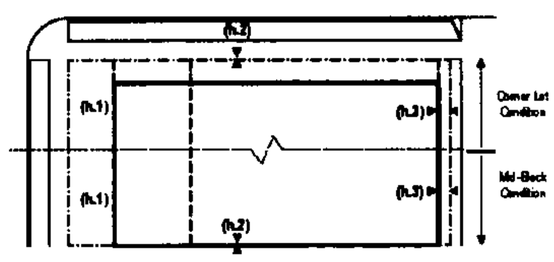
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.





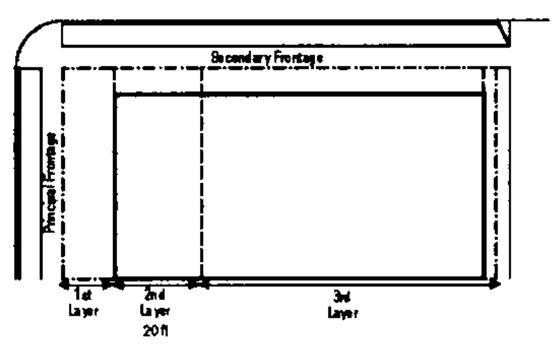
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.



T5

TOWN CENTER/

MAIN STREET

T5, Town Center/Main Street, consists of higher density, mixed-use buildings that accommodate retail, rowhouses, offices, and apartments. A tight network of streets defines the transect zone as a highly walkable area. Buildings are set very close to the frontages in order to define the public realm. Wide sidewalks and regular plantings and street furniture combine to form the public realm.

Permitted uses:
By right: Mixed-use block, live/work unit, bungalow, sideyard house, bed & breakfast (up to 5 rooms), accessory unit, openmarket building, bus shelter, fountain or public art, outdoor auditorium, playground, library, religious assembly, childcare center, fire station, school dormitory, live theater, movie theater, apartment building, flex building, row house, duplex house, courtyard house, inn (up to 12 rooms), office building, retail building, restaurant, display gallery, parking structure, police station, funeral home, medical clinic, elementary school.

By warrant: Hotel (no room limit), greenhouse, kennel, stable, electric substation, push cart, liquor selling establishment, conference center, passenger terminal, gasoline, drive-through facility, college, high school, trade school.

Civic spaces: Plazas, squares, parks, green, & playgrounds.

Base residential density: 10 dwelling units per acre.

Block size/perimeter: 2,000 feet.

Building configuration:
Principal building: 3 stories max., 2 stories min.
Outbuilding: 2 stories max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 0 ft. min.
(G.2) Front setback (secondary): 0 ft. min.
(G.3) Side setback: 0 ft.
(G.4) Rear setback: 5 ft.
Frontage buildout: 80% minimum.

Outbuilding:
(H.1) Front setback: Not applicable.
(H.2) Side setback: Not applicable.
(H.3) Rear setback: Not applicable.

Building disposition:
Edgeyard: Not permitted.
Sideyard: Not permitted.
Rearyard: Permitted.
Courtyard: Permitted.

Permitted private frontages: Terrance or LC, forecourt, stoop, shopfront & awning, gallery, arcade.

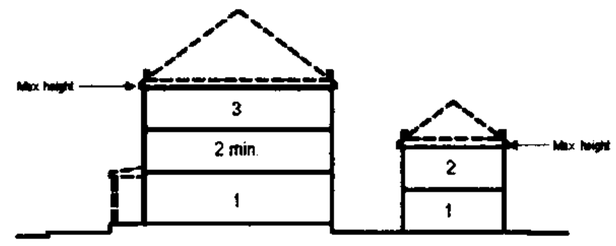
Building function: Open residential, open lodging, open office, open retail.

Permitted thoroughfares: See Thoroughfare Standards for T5.

Lot width: 18 ft. min. and 180 ft. max.
Lot coverage: 80%.

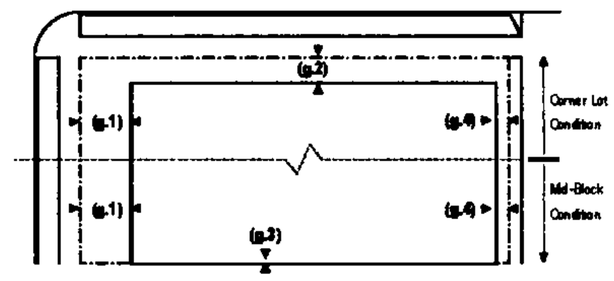
BUILDING CONFIGURATION

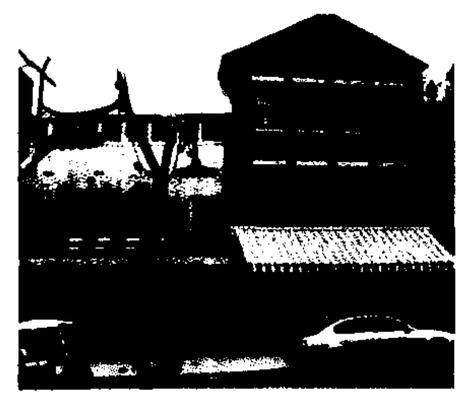
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



SETBACKS - PRINCIPAL BLDG.

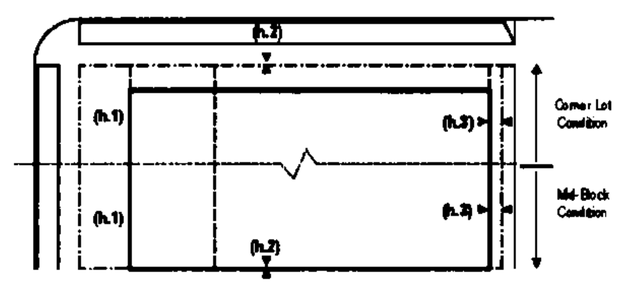
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.





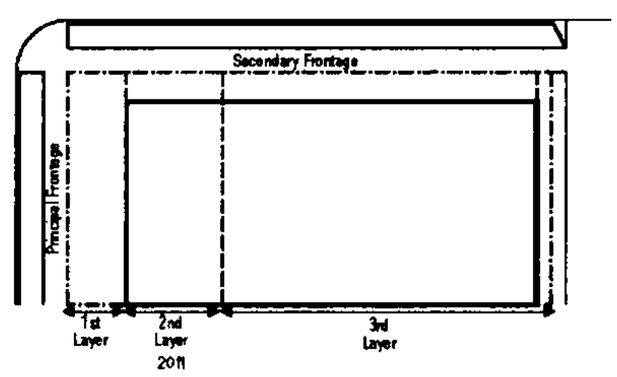
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.

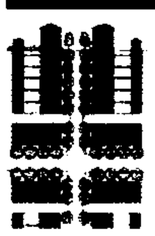


PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.



SD- Exit 21



SPECIAL DISTRICT:

EXIT 21

SD-Exit 21 special district represents the context which surrounds Exit 21 off of I-95. A mix of building types, including but not limited to automotive, office and lodging uses. Active uses within the building shall be located along the primary frontage with transparent windows facing the street. Parking lot design shall include stormwater management, design, and landscaping features for heat island effect reduction, hedges or walls to contain them at street side frontage.

Permitted uses:
By right: Live/work unit, bed & breakfast (up to 5 rooms), inn (up to 12 rooms), hotel (no room limit), SRO hostel, school dormitory, office building, retail building, open-market building, retail building, restaurant, liquor selling establishment, bus shelter, convention center, conference center, exhibition center, fountain or public art, playground, library, live theater, movie theater, museum, outdoor auditorium, parking structure, passenger terminal, sports stadium, surface parking lot, religious assembly, gasoline, automobile service, truck maintenance, drive-through facility, rest stop, roadside stand, shopping center, shopping mall, childcare center, fire station, elementary school, police station, funeral home, hospital, medical clinic, cemetery, college, high school, trade school, light industrial facility, truck depot, laboratory facility, electric substation, warehouse, produce storage, mini-storage.

By warrant: Kiosk, push cart, water supply facility.

Civic spaces: Parks, green, playgrounds, and square.

Base residential density: 10 dwelling units per acre maximum.

Block size/perimeter: 3,000 feet.

Permitted thoroughfares: See thoroughfare standards for T4 and T5.

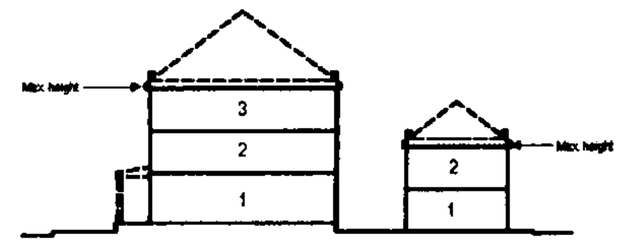
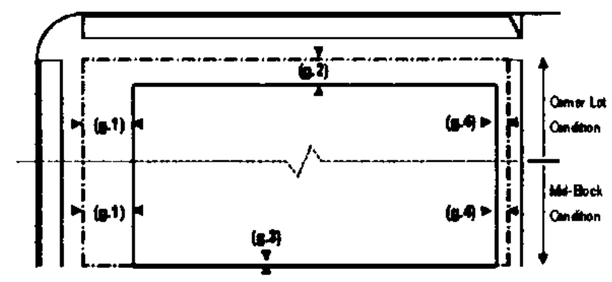
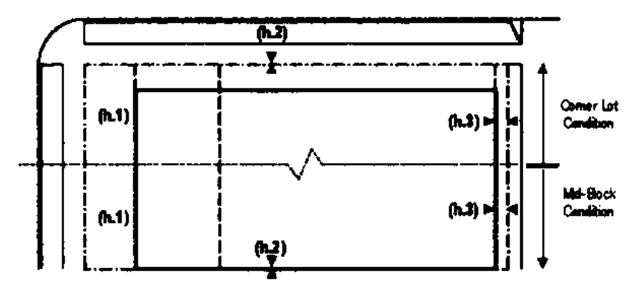
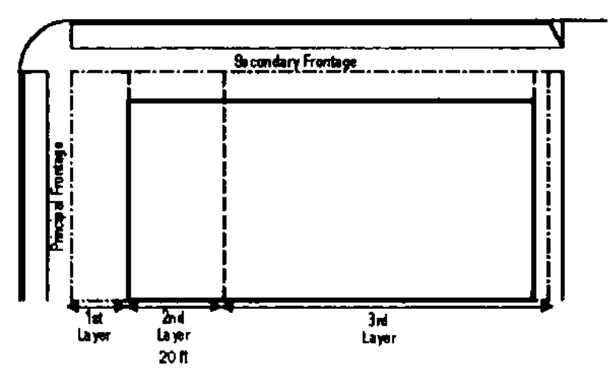
Building configuration:
Principal building: 3 stories max.
Outbuilding: 2 stories max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 0—80 ft. min.
(G.2) Front setback (secondary): 0—80 ft. min.
(G.3) Side setback: 0 ft. min.
(G.4) Rear setback: 5 ft. min.
Frontage buildout: 65% minimum.

Outbuilding:
(H.1) Front setback: 40 ft. from rear property line.
(H.2) Side setback: 0 ft. min.
(H.3) Rear setback: 3 ft. min.

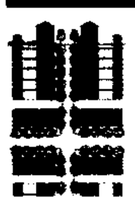
Building disposition:
Edgeyard: Permitted.
Sideyard: Permitted.
Rearyard: Permitted.
Courtyard: Permitted.
specialized: Permitted.

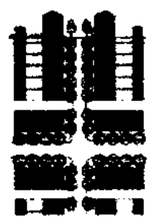
Lot width: 40 ft. min. and 200 ft. max.
Lot coverage: 70%.

BUILDING CONFIGURATION 1. Building height shall be measured in number of Stories, excluding Attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft. 3. Height shall be measured to the eave or roof deck as specified on Table 8.	
SETBACKS - PRINCIPAL BLDG. 1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown. 2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.	
SETBACKS - OUTBUILDING 1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.	
PARKING PLACEMENT 1. Uncovered parking spaces may be provided within the first, second, or third Layer as shown in the diagram (see Table 17d). 2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d). 3. Trash containers shall be stored within the third Layer.	

SD- Genesis	**Special district: Genesis**
Special district Genesis applies to those lands subject to the existing Genesis PUD. The development regulations are available at the Planning Office.	

SD- Good Hope	**Special district: Good Hope**
Special district Good Hope applies to those lands subject to the existing Good Hope PUD. The development regulations are available at the Planning Office.	

SD- Moultrie 	**Special district: Moultrie**
Special district Moultrie applies to those lands subject to the existing Moultrie PUD. The development regulations are available at the Planning Office.	

SD- Industrial 	**SPECIAL DISTRICT: INDUSTRIAL**

SD-Industrial special district represents the context which is a mix of building types, including but not limited to automotive, office, industrial, and loding uses. Parking lot design shall include stormwater management, design, and landscaping features for heat island effect reduction, hedges or walls to contain them at street side frontage.

Permitted uses:

By right: Live/work unit, bed & breakfast (up to 5 rooms), inn (up to 12 rooms), hotel (no room limit), SRO hostel, school dormitory, office building, retail building, open-market building, retail building, restaurant, liquor selling establishment, bus shelter, convention center, conference center, exhibition center, fountain or public art, playground, library, live theater, movie theater, museum, outdoor auditorium, parking structure, passenger terminal, sports stadium, surface parking lot, religious assembly, gasoline, automobile service, truck maintenance, drive-through facility, rest stop, roadside stand, shopping center, shopping mall, childcare center, fire station, elementary school, police station, funeral home, hospital, medical clinic, cemetery, college, high school, trade school, light industrial facility, truck depot, laboratory facility, electric substation, warehouse, produce storage, mini-storage, water supply facility, sewer and waste facility, wireless transmitter, cremation facility, heavy industrial facility.

By warrant: Kiosk, push cart.

Civic spaces: Parks, green, playgrounds, and square.

Base residential density: 10 dwelling units per acre maximum.

Block size/perimeter: 5,000 feet.

Permitted thoroughfares: See Thoroughfare Standards for T4 and T5.

Building configuration:

Principal building: 3 stories max.

Outbuilding: 2 stories max.

Setbacks:

Principal building:

(G.1) Front setback (principal): 0—150 ft. min.

(G.2) Front setback (secondary): 0—150 ft. min.

(G.3) Side setback: 0 ft. min.

(G.4) Rear setback: 5 ft. min.

Frontage buildout: 65% minimum.

Outbuilding:

(H.1) Front setback: 40 ft. from rear property line.

(H.2) Side setback: 0 ft. min.

(H.3) Rear setback: 3 ft. min.

Building disposition:

Edgeyard: Permitted.

Sideyard: Permitted.

Rearyard: Permitted.

Courtyard: Permitted.

Specialized: Permitted.

Lot width: 40 ft. min. and 600 ft. max.

Lot coverage: 70%.

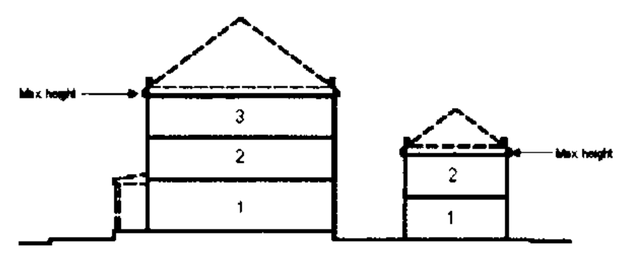
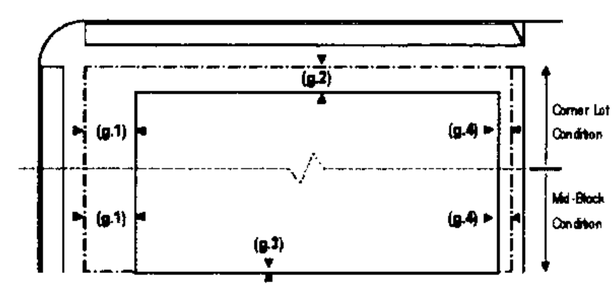
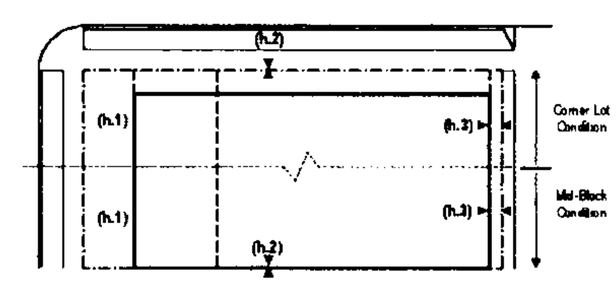
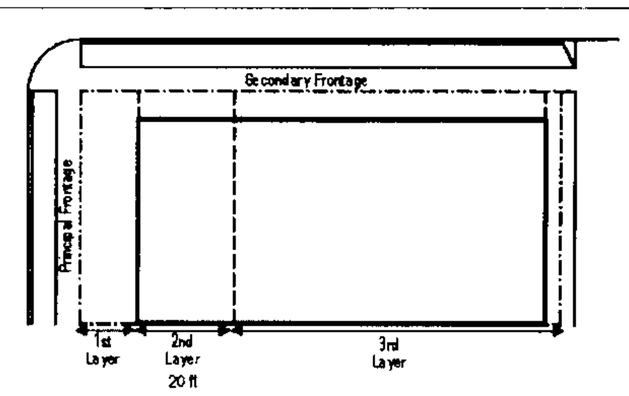
BUILDING CONFIGURATION 1. Building height shall be measured in number of Stories, excluding Attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft. 3. Height shall be measured to the eave or roof deck as specified on Table 8.	
SETBACKS - PRINCIPAL BLDG. 1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown. 2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.	
SETBACKS - OUTBUILDING 1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.	
PARKING PLACEMENT 1. Uncovered parking spaces may be provided within the first, second, or third Layer as shown in the diagram (see Table 17d). 2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d). 3. Trash containers shall be stored within the third Layer.	

TABLE 3A. - PUBLIC FRONTAGES - GENERAL

The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 3B.

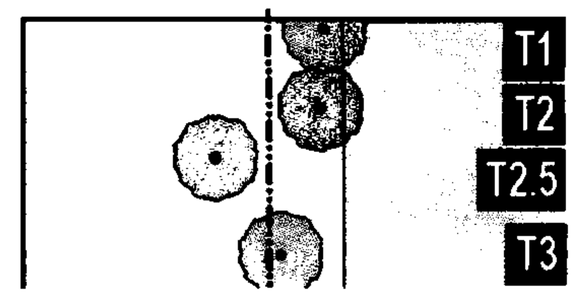
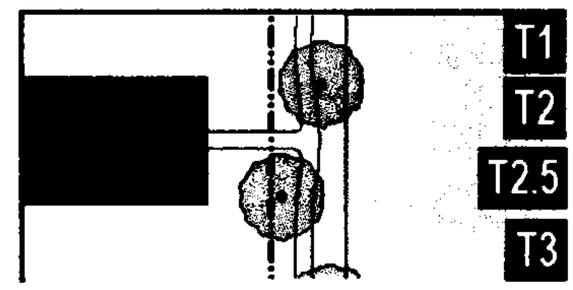
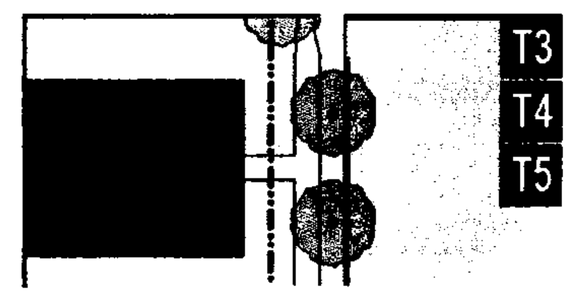
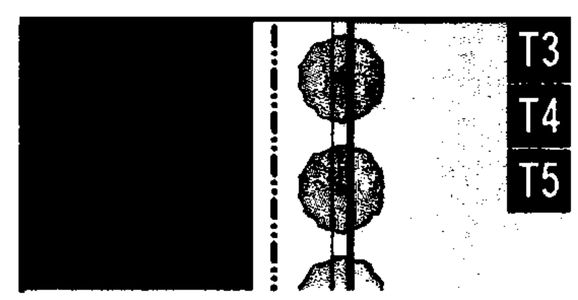
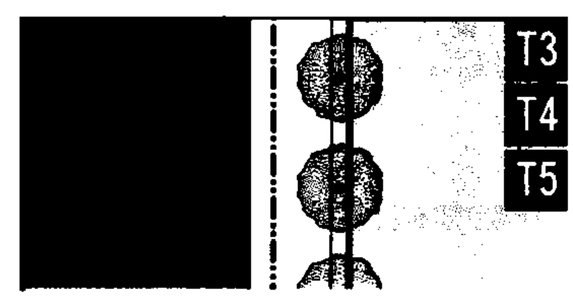
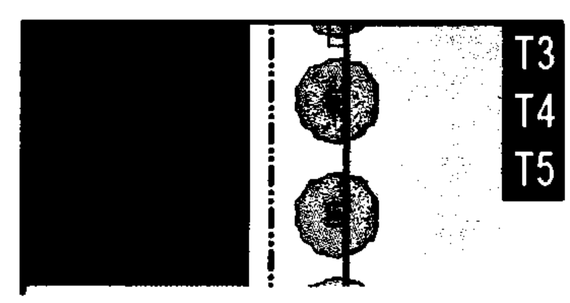
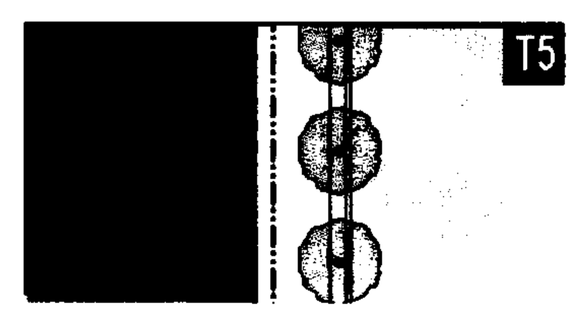
	PLAN LOT ▶ ◀ R.O.W. PRIVATE FRONTAGE ▶ ◀ PUBLIC FRONTAGE
a. (HW) For Highway: This Frontage has open Swales drained by percolation, Bicycle Trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.	
b. (RD) For Road: This Frontage has open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides and Yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.	
c. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee, with the exception that Streets with a right-of-way (R.O.W.) width of 40 feet or less are exempt from tree requirements.	
d. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.	
e. (AV) For Avenue: This Frontage has raised Curbs drained by inlets and wide Sidewalks separated from the vehicular lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Allee.	
f. (CS)(AV) For Commercial Street or Avenue: This Frontage has raised Curbs drained by inlets and very wide Sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible, but clears the storefront entrances.	
g. (BV) For Boulevard: This Frontage has Slip Roads on both sides. It consists of raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Allee.	

TABLE 3B. - PUBLIC FRONTAGES - SPECIFIC

This table assembles prescriptions and dimensions for the Public Frontage elements - Curbs, walkways and Planters - relative to specific Thoroughfare types within Transect Zones. Table 3B-a assembles all of the elements for the various street types. Locally appropriate planting species should be filled in to the calibrated Code.

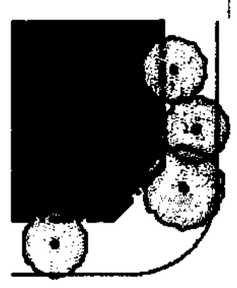
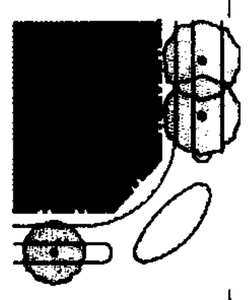
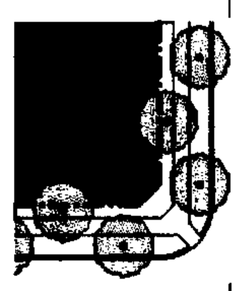
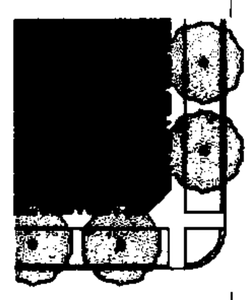
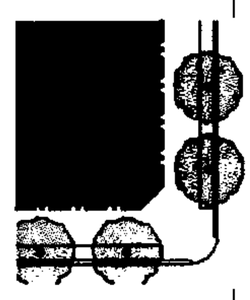
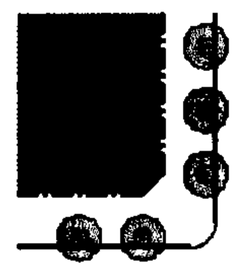
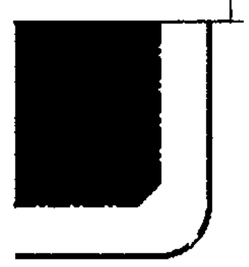
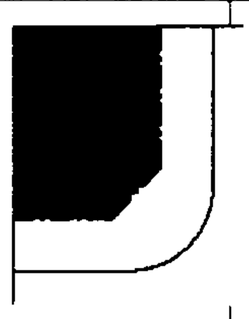
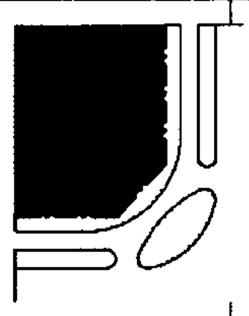
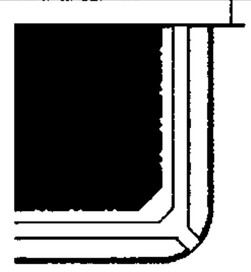
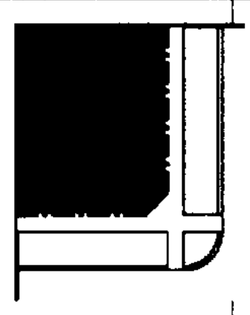
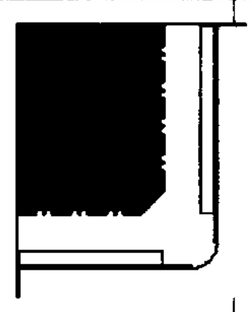
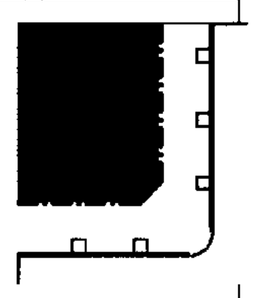
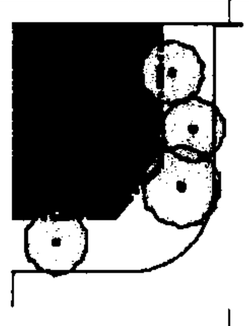
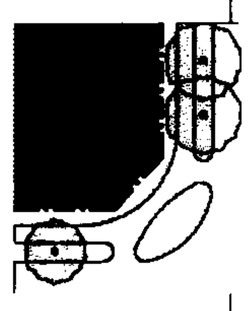
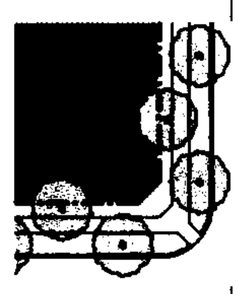
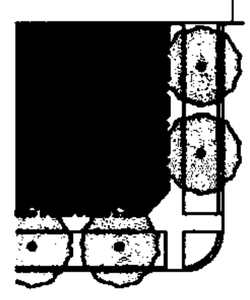
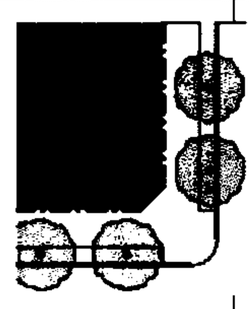
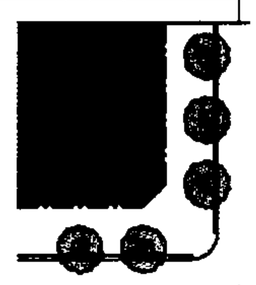
TRANSECT ZONE **Public Frontage Type**	**R U R A L I I I I I I I I I I I I I I I I I T R A N S E C T I I I I I I I I I I I I I I I I U R B A N**					
	T1 T2 T3 T2.5	**T1 T2 T3 T2.5**	**T3 T4**	**T4 T5**	**T5**	**T5**
	HW & RD	**RD & ST**	**ST-DR-AV**	**ST-DR-AV-BV**	**CS-DR-AV-BV**	**CS-DR-AV-BV**
a. Assembly: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.						
Total Width	16-24 feet	12-24 feet	12-18 feet	12-18 feet	18-24 feet	18-30 feet
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.						
Type **Radius**	Open Swale 10-30 feet	Open Swale 10-30 feet	Raised Curb 5-20 feet	Raised Curb 5-20	Raised Curb 5-20 feet	Raised Curb 5-20 feet
c. Walkway: The pavement dedicated exclusively to pedestrian activity.						
Type **Width**	Path Optional n/a	Path 4-8 feet	Sidewalk 4-8 feet	Sidewalk 4-8 feet	Sidewalk 12-20 feet	Sidewalk 12-30 feet
d. Planter: The layer which accommodates street trees and other landscape.						
Arrangement **Species** **Planter Type** **Planter Width**	Clustered Multiple Continuous Swale 8 feet-16 feet	Clustered Multiple Continuous Swale 8 feet-16 feet	Regular Alternating Continuous Planter 8 feet-12 feet	Regular Single Continuous Planter 8 feet-12 feet	Regular Single Continuous Planter 4 feet-6 feet	Opportunistic Single Tree Well 4 feet-6 feet

TABLE 3C. - THOROUGHFARE ASSEMBLIES

THOROUGHFARE DESIGN STANDARDS

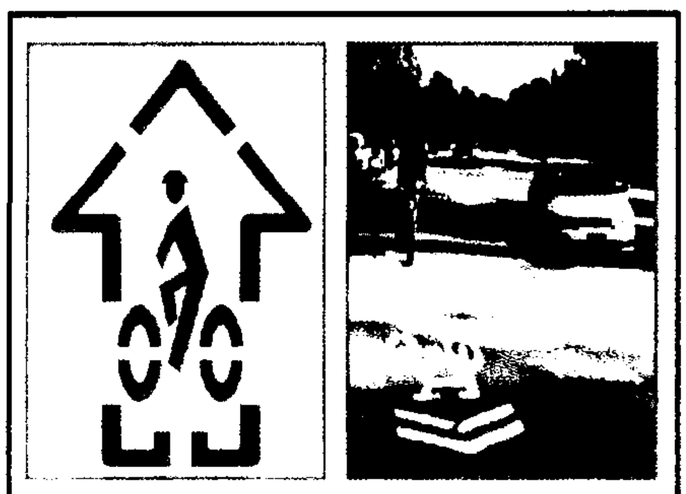
A. General requirements: Thoroughfares shall be designed to balance safety, mobility, community goals and the environment. Thoroughfares shall provide appropriate pedestrian and vehicle mobility options, shall provide appropriate locations for utilities and shall be designed to support adjacent future development. Thoroughfares addressed in this section are to have low to moderate vehicular speed (25 mph or less), varying traffic volumes and shall serve a range of land uses. The layout of thoroughfares as to arrangement, character, width, grade, and location may be required to conform to the general plan of the entire tract where completed, to adjoining thoroughfare systems of adjoining properties, to the major thoroughfare plans of the city, and to the topography, natural features, and drainage systems to be provided.

B. Contextual design & transect zones: Thoroughfares shall be designed in context with the urban form, intended users (motorists, pedestrians, bicyclists, transit users) and desired design speed of the transect zone through which the thoroughfares pass. The transect zones shall be utilized when determining the appropriate context sensitive thoroughfare design for thoroughfare assemblies and corresponding land use areas). Several thoroughfare types may be allowed in each transect zone.

C. Emergency/service vehicle access and Building Code and Fire Code compliance: Emergency and service vehicle access shall be considered in the design of thoroughfares and thoroughfare systems and minimum requirements shall be met for the proposed subdivision to be approved. Failure to satisfy all emergency vehicle access requirements of ratified building codes and fire codes in the design of thoroughfares and thoroughfare systems will result in additional requirements when constructing buildings to include, but not be limited to, a requirement for installation of a building fire sprinkler system.

D. Public transit: Thoroughfares shall be designed to accommodate existing, planned and future public transit. Design accommodations may include provisions for transit pull off areas and modified curb radii. Curb radii may be tested with turn simulation software for feasibility.

E. Bicycle provisions: Thoroughfares and community design should provide an opportunity for bicycle travel via a network of bicycle routes, lanes and trails. Bicycle travel networks shall be connected to existing or proposed regional networks wherever possible. A bicycle route shall be provided within the vehicular thoroughfare where suitable for shared use of bicycles and vehicles traveling at low speeds and may be indicated with the use of "sharrows" (see Figure 821.1). A dedicated and marked bicycle lane shall be provided within a moderate-speed vehicular thoroughfare. A bicycle trail may be provided separately from the vehicular thoroughfare.



Sharrow examples.

F. Accessibility: Thoroughfares shall be designed to accommodate ADA requirements.

G. Utilities: Thoroughfares shall be designed to accommodate utilities within the right-of-way including, but not limited to, stormwater drainage, lighting, water, sewer, electric, gas, telephone, cable, etc.

H. Gates and thoroughfare access restrictions: Reserve strips or parcels controlling access to thoroughfares shall be prohibited. Gates shall not be permitted to block thoroughfares.

I. Thoroughfare narrowing devices: Thoroughfare narrowing devices including, but not limited to, curb extensions, bulbouts, neckdowns and corner bulges shall not be permitted unless approved by the SCDOT.

J. Thoroughfare construction requirements: All thoroughfares shall be paved in accordance with minimum requirements on file in the office of the SCDOT engineer.

K. Existing thoroughfares: Thoroughfares of an existing subdivision shall not be used as the sole means of ingress and egress in developing a new subdivision or extending an existing one, when other access can be made available and when in the opinion of the town engineer such use would create a safety hazard.

L. Jurisdictional wetlands and critical area: No thoroughfare shall be located within a critical area or freshwater or saltwater wetland unless the applicant shall supply to the SCDOT written approval of OCRM or the U.S. Army Corps of Engineers, or both, as appropriate.

M. Connectivity: Thoroughfares shall be designed as an interconnected thoroughfare system. An interconnected thoroughfare system is necessary in order to provide for access between developments without returning to major roadways, in order to provide access for emergency and service vehicles, in order to enhance and encourage non-vehicular travel, in order to plan for future development and transportation needs and in order to create neighborhoods. The following thoroughfare connectivity requirements shall apply:

N. Curb radius modifications & intersection sight triangles:

1. The dimensions for curb radii standards are provided to accommodate pedestrians as well as emergency and service vehicles. Smaller curb radii provide for a narrower street crossing, reduces vehicle travel speed. Larger curb radii allow higher turning speeds which compromise community walkability. The following graphic illustrates the difference between the curb radius and effective turning radius.

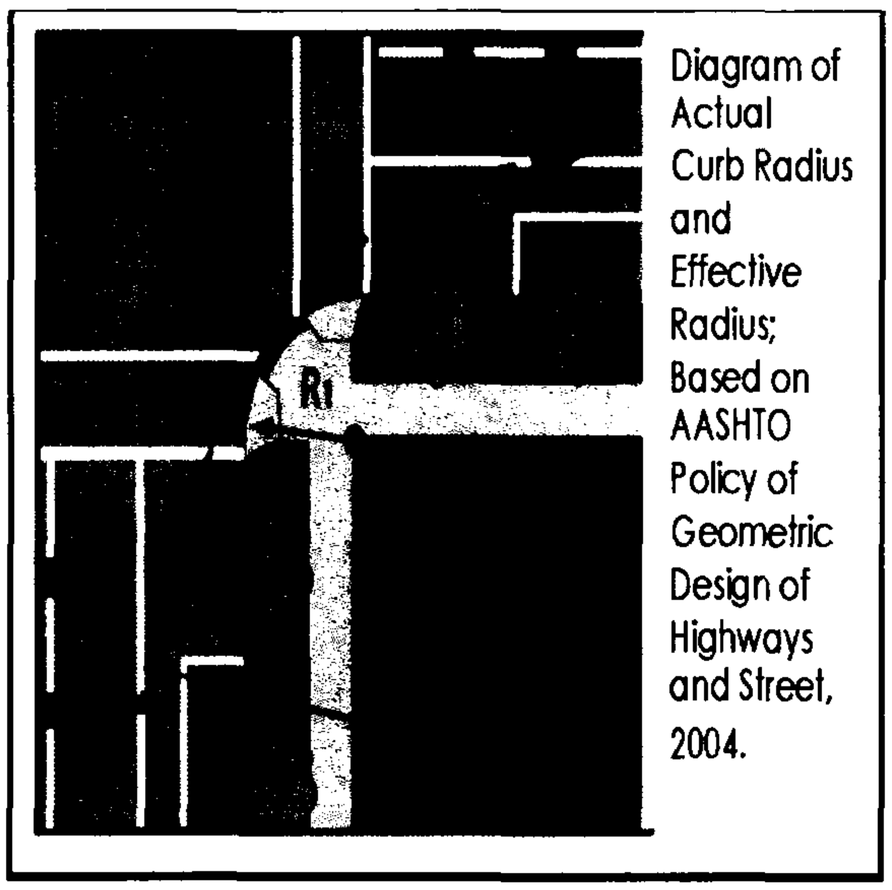


Diagram of Actual Curb Radius and Effective Radius; Based on AASHTO Policy of Geometric Design of Highways and Street, 2004.

In the event that a curb radius needs to be modified to accommodate emergency and service vehicles, turn simulation software should be used and the radius should be increased incrementally until it is just large enough to allow safe, slow passage of the design emergency or service vehicle.

2. Standard minimum sight triangle for stop conditions at street intersections shall be accommodated for on all thoroughfares and shall be reviewed by the SCDOT engineer at the time of thoroughfare construction plan submittal.

O. Garbage service: For properties platted after the effective date of this ordinance, garbage service shall only be provided to the nearest thoroughfare.

P. Pavement and parking markings and signage: The SCDOT engineer shall determine when and where pavement markings and on-street parking related signs will be installed on all thoroughfares. Pavement markings include but are not limited to parking delineation lines, lane delineation lines and arrows. Final determination of pavement markings and parking signs, including location and type, will be made during thoroughfare construction plan review.

Q. Lots abutting major thoroughfares: Subdivisions which abut or have included within the proposed area to be subdivided any limited access, or major thoroughfare shall provide:

1. A marginal access thoroughfare, or

2. Reverse frontage with screen planting contained in a non-access reservation along the rear property line, or
3. Lots with rear service drives, or
4. Other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

The SCDOT shall specify which of the above requirements apply to each individual case based upon adequate service to the public interest.

R. Thoroughfare types: Thoroughfares types shall be defined as follows:

Avenue (AV): A thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers and usually equipped with a landscaped median.

Bicycle lane (BL): A dedicated lane for cycling within a moderate speed vehicular thoroughfare, demarcated by striping.

Bicycle route (BR): A thoroughfare suitable for the shared use of bicycles and automobiles moving at slow speeds.

Bicycle trail (BT): A bicycle way running independently of a vehicular thoroughfare.

Boulevard (BV): A thoroughfare designed for high vehicular capacity and moderate speed, traversing an urbanized area. Boulevards are usually equipped with slip roads buffering sidewalks and buildings.

Drive (DR): A thoroughfare along the boundary between an urbanized and a natural condition, usually along a waterfront, park or promontory. One side has the urban character of a thoroughfare, with sidewalk and building, while the other side has the qualities of a road or parkway, with naturalistic planting and rural details.

Park street (PS): A sub-urban, urban general or urban center thoroughfare with a wide center median (width may vary) that may serve as an open space feature.

Path (PT): A pedestrian way traversing a park or rural area, with landscape matching the contiguous open space, ideally connecting directly with the urban sidewalk network.

Rear alley (RA): A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and containing utility easements. Rear alleys should be paved from building face to building faces or lot lines.

Rear lane (RL): A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. The streetscape consists of gravel or landscaped edges.

Road (RD): A local, rural and sub-urban thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to more rural areas.

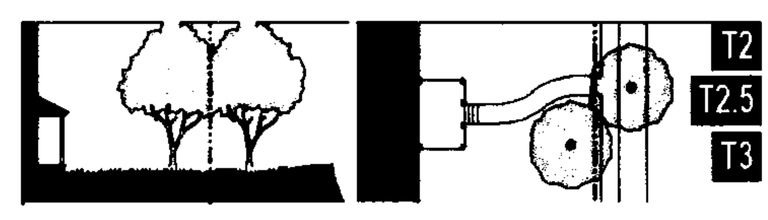
Slip road (SR): An outer vehicular lane or lanes of a thoroughfare designed for slow speeds while inner lanes carry higher speed traffic and separated from them by a planted median. (Syn: Access lane, service lane)

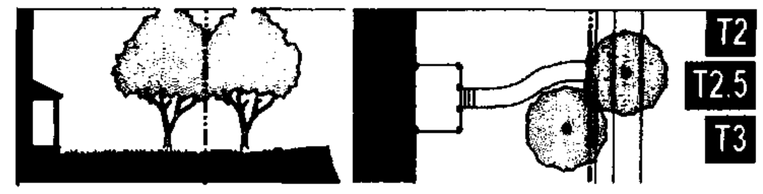
Street (ST): Sub-urban and urban thoroughfare of low speed and capacity.

Yield (Y): Characterizing a thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation.

TABLE 4. - PRIVATE FRONTAGES

The Private Frontage is the area between the building Facades and the Lot lines.

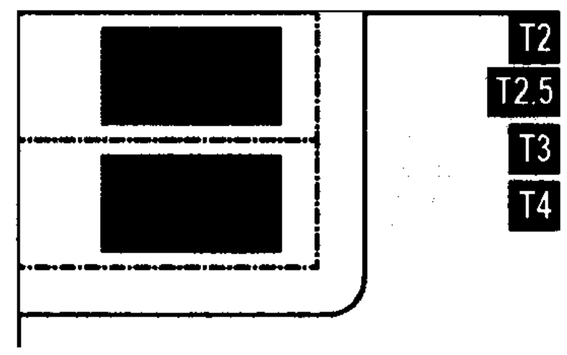
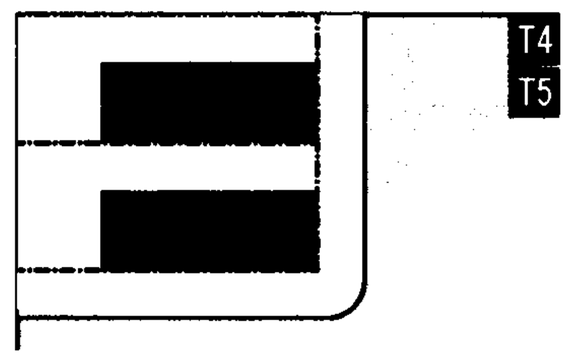
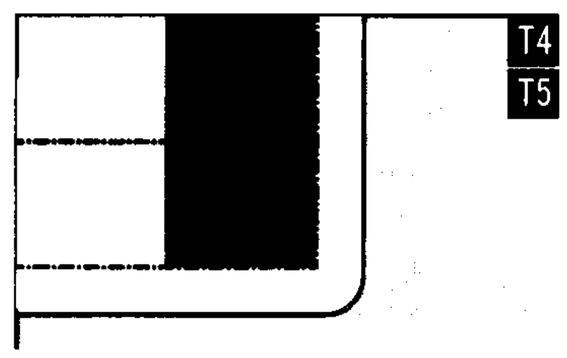
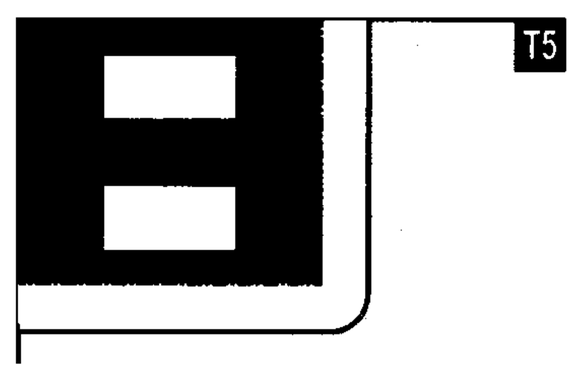
	

a. Common Yard: A planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.	
b. Porch & Fence: A planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.	
c. Terrace or Lightwell: A Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes Syn: Dooryard.	
d. Forecourt: A Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.	
e. Stoop: A Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.	
f. Shopfront: A Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.	
g. Gallery: A Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.	

h. Arcade: A colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table 8.	

TABLE 5. - BUILDING DISPOSITION

This table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types for each Transect Zone.

a. Edgeyard: Specific Types - single family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.	
b. Sideyard: Specific Types - Charleston single house, double house, zero lot line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition.	
c. Rearyard: Specific Types - Townhouse, Rowhouse, Live-Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.	
d. Courtyard: Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.	

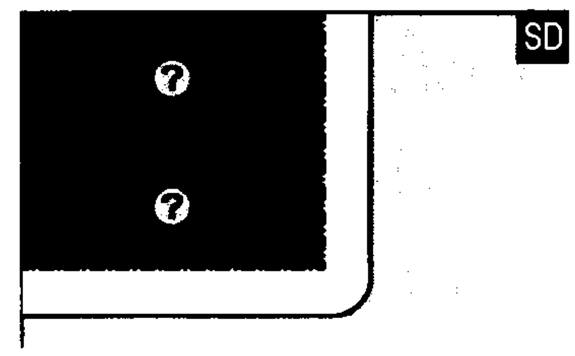
e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.	

TABLE 6. - BUILDING FUNCTION

This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 8.

	T2 T3 T2.5	T4	T5
a. RESIDENTIAL	**Restricted Residential:** The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 440 sf, excluding the parking area.	**Limited Residential:** The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 7).	**Open Residential:** The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 7).
b. LODGING	**Restricted Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	**Limited Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	**Open Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.

c. OFFICE	**Restricted Office:** The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling.	**Limited Office:** The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling.	**Open Office:** The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1,000 square feet of net office space.
d. RETAIL	**Restricted Retail:** The building area available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.	**Limited Retail:** The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	**Open Retail:** The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1,000 square feet of net Retail space. Retail spaces under 1,500 square feet are exempt from parking requirements.
e. CIVIC	See Table 8	See Table 12	See Table 8
f. OTHER	See Table 8	See Table 12	See Table 8

TABLE 7. - PARKING CALCULATIONS

The Shared Parking Factor for two Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

	REQUIRED PARKING (See Table 6)	**SHARED PARKING FACTOR**

	T2 T2.5 T3	T4	T5
RESIDENTIAL	2.0/dwelling	1.5/dwelling	1.0/dwelling
LODGING	1.0/bedroom	1.0/bedroom	1.0/bedroom
OFFICE	3.0/1,000 sq. ft.	3.0/1,000 sq. ft.	2.0/1,000 sq. ft.
RETAIL	4.0/1,000 sq. ft.	4.0/1,000 sq. ft.	3.0/1,000 sq. ft.
CIVIC	To be determined by Warrant		
OTHER	To be determined by Warrant		

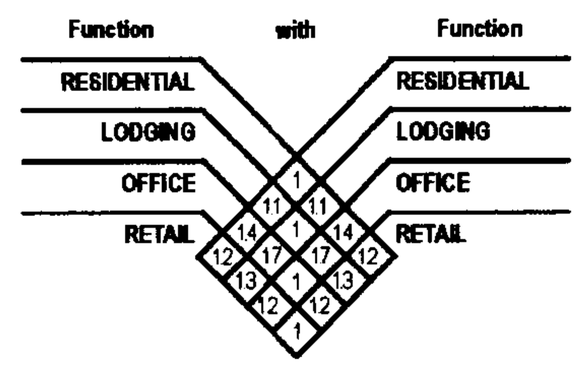


TABLE 8. - SPECIFIC FUNCTION & USE

Specific Function & Use. This table expands the categories of Table 6 to delegate specific Functions and uses within Transect Zones. Table 8 should be customized for local character and requirements.

	T1	T2	T2.5	T3	T4	T5	
a. RESIDENTIAL							
Mixed Use Block					□	■	■
Flex Building					■	■	
Apartment Building					■	■	
Live/Work Unit				■	■	■	
Row House					■		
Duplex House					■		
Courtyard House					■		
Sideyard House				■	■		
Cottage			■	■			
House		■	■	■			
Bungalow				■			
Accessory Unit		■	■	■	■		
b. LODGING							

Hotel (no room limit)						■	
Inn (up to 12 rooms)		□	□		■	■	
Bed & Breakfast (up to 5 rooms)		□	□	■	■	■	
S.R.O. hostel			□		□	□	
School Dormitory					■	■	
c. OFFICE							
Office Building					■	■	
Live-Work Unit					■	■	
d. RETAIL							
Open-Market Building		■	■	■	■	■	
Retail Building			■		■	■	
Display Gallery					■	■	
Restaurant					□	■	
Kiosk					□	■	
Push Cart					□	□	
Liquor Selling Establishment					□	■	
e. CIVIC							
Bus Shelter			■	■	■	■	
Convention Center						□	
Conference Center					□	■	
Exhibition Center						□	
Fountain or Public Art		■	■	■	■	■	
Library				■	■	■	
Live Theater					□	■	
Movie Theater					□	■	

Museum					□	■	
Outdoor Auditorium		□	□	■	■	■	
Parking Structure						■	
Passenger Terminal						□	
Playground		■	■	■	■	■	
Sports Stadium						□	
Surface Parking Lot					□	□	
Religious Assembly		■	■	■	■	■	
f. OTHER: AGRICULTURE							
Grain Storage	■	■	■				
Livestock Pen	□	□	□				
Greenhouse	■	■	■	□	□		
Stable	■	■	■	□			
Kennel	■	■	■	□	□	□	
f. OTHER: AUTOMOTIVE							
Gasoline		□	□			■	
Automobile Service							
Truck Maintenance							
Drive-Through Facility					□	□	
Rest Stop	■	■					
Roadside Stand	■	■					
Billboard						□	
Shopping Center							
Shopping Mall							
f. OTHER: CIVIL SUPPORT							

Fire Station			■	■	■	■	
Police Station				■	■	■	
Cemetery		■	□	□			
Funeral Home				■	■	■	
Hospital						□	
Medical Clinic					□	■	
f. OTHER: EDUCATION							
College					□	□	
High School					□	□	
Trade School					□	□	
Elementary School			□	□	■	■	
Other-Childcare Center		■	■	■	■	■	
f. OTHER: INDUSTRIAL							
Heavy Industrial Facility							
Light Industrial Facility						□	
Truck Depot							
Laboratory Facility						□	
Water Supply Facility							
Sewer and Waste Facility							
Utility Substation	□	□	□	□	□	□	
Wireless Transmitter	□	□	□				
Cremation Facility							
Warehouse						□	
Produce Storage							
Mini-Storage							

■ BY RIGHT

□ BY WARRANT

TABLE 9. - CIVIC SPACE

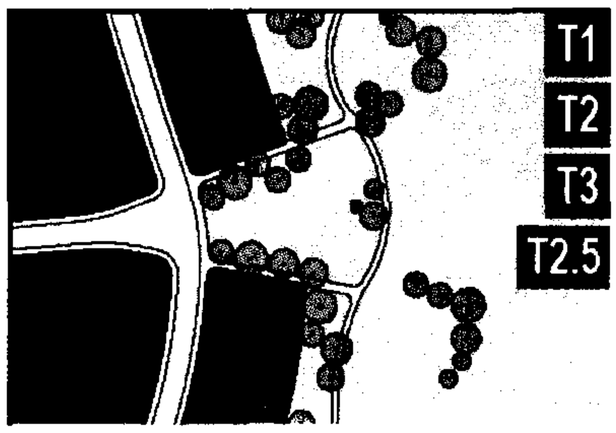
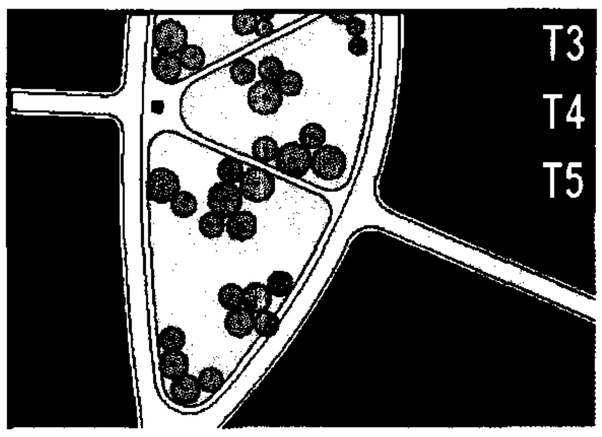
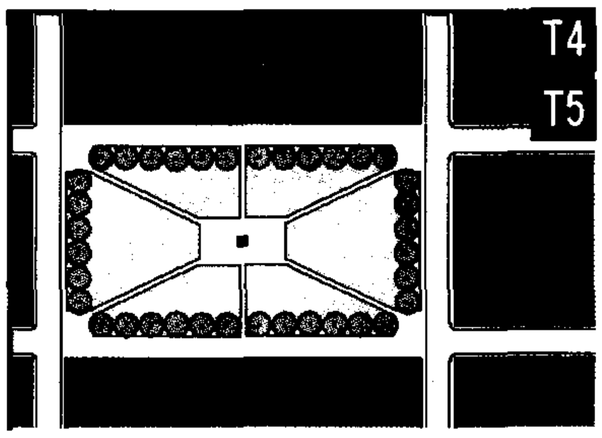
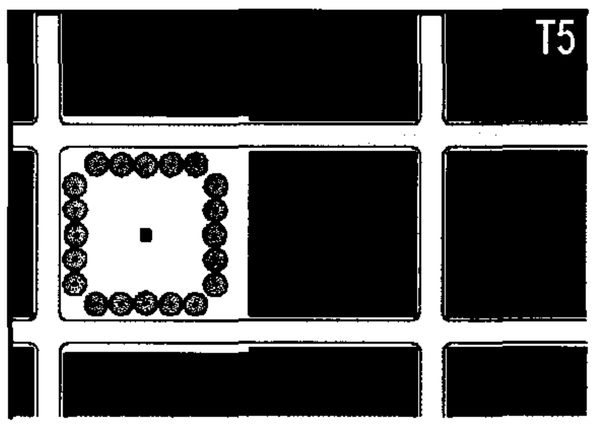
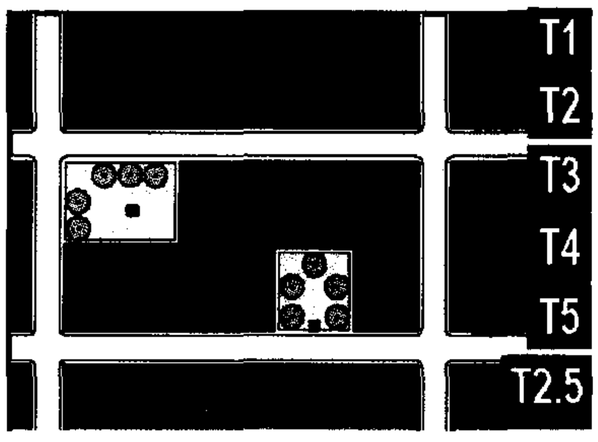
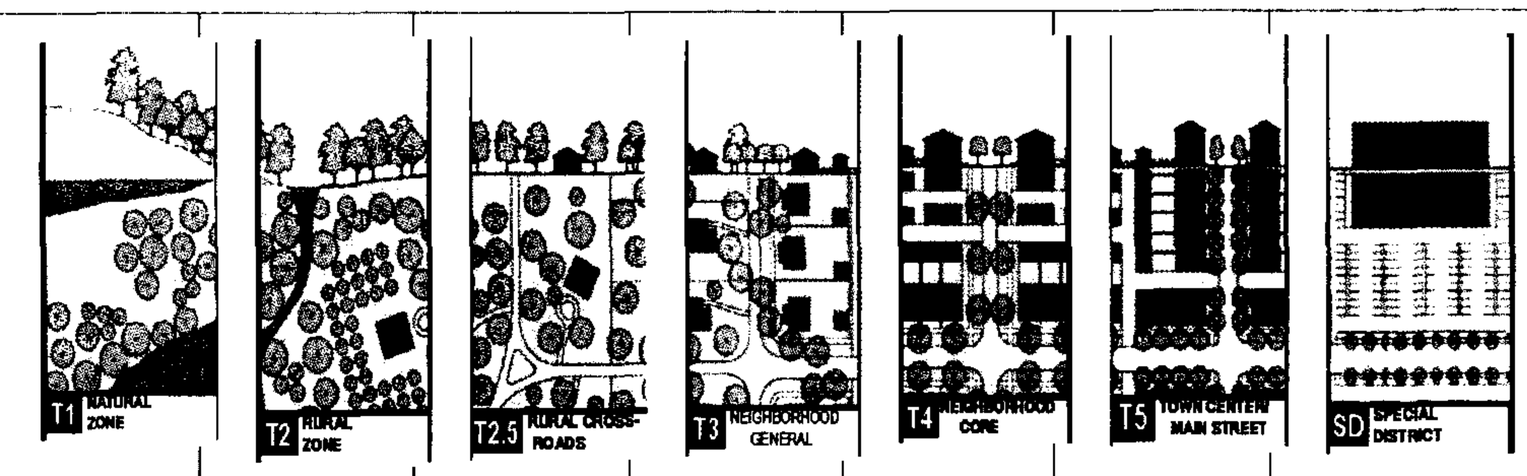
a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.	
b. Green: An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be ½ acre and the maximum shall be 8 acres.	
c. Square: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be ½ acre and the maximum shall be 5 acres.	
d. Plaza: An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be ½ acre and the maximum shall be 2 acres.	
e. Playground: An Open Space designed and equipped for the recreation of children. A playground shall be fenced and shall include an open picnic shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.	

TABLE 10. - SMARTCODE SUMMARY

									
	a. ALLOCATION OF ZONES per Pedestrian Shed (applicable to Article 3 only)							(see T-Zone Descriptions)	
	CLD requires	no minimum	50% min	10 - 30%	20 - 40%	not permitted	not permitted		
	TND requires	no minimum	no minimum	10 - 30%	30 - 60 %	10 - 30%	not permitted		
	RCD requires	no minimum	no minimum	not permitted	10 - 30%	10 - 30%	40 - 80%		
	b. BASE RESIDENTIAL DENSITY (see Section 3.4)								
	By Right	not applicable	1 unit/25 ac avg.	3 units/ac. gross max.	6 units/ac. gross	8 units/ac. gross	10 units/ac. gross		
	By TDR	by Variance	by Variance	6 units/ac. gross max.	8 units/ac. gross	9 units/ac. gross	15 units/ac. gross		
	Other Functions	by Variance	by Variance	10 - 20%	20 - 30%	30 - 50%	50 - 70%		
	c. BLOCK SIZE								
	Block Perimeter	no maximum	no maximum	no maximum	2,420 ft. max	2,000 ft. max	2,000 ft. max. *		
	d. THOROUGHFARES (see Table 3)					* 3000 ft. max. with parking structures			
	HW	permitted	permitted	permitted	not permitted	not permitted	not permitted		

		BV	not permitted	not permitted	permitted	permitted	permitted	permitted		
		AV	not permitted	not permitted	permitted	permitted	permitted	permitted		
		CS	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		DR	not permitted	not permitted	permitted	permitted	permitted	permitted		
		ST	not permitted	not permitted	permitted	permitted	permitted	not permitted		
		RD	permitted	permitted	permitted	not permitted	not permitted	not permitted		
		Rear Lane	permitted	permitted	permitted	permitted	not permitted	not permitted		
		Rear Alley	not permitted	not permitted	permitted	required	required	required		
		Path	permitted	permitted	permitted	permitted	not permitted	not permitted		
		Passage	not permitted	not permitted	permitted	permitted	permitted	permitted		
		Bicycle Trail	permitted	permitted	permitted	not permitted	not permitted	not permitted		
		Bicycle Lane	permitted	permitted	permitted	permitted	not permitted	not permitted		
		Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted		
		e. CIVIC SPACES (see Table 9)						* permitted within Open Spaces		
		Park	permitted	permitted	permitted	permitted	permitted	by Warrant		
		Green	not permitted	not permitted	permitted	permitted	permitted	not permitted		

		Square	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		Plaza	not permitted	not permitted	not permitted	not permitted	not permitted	permitted		
		Playground	permitted	permitted	permitted	permitted	permitted	permitted		
		f. LOT OCCUPATION								

		Lot Width	not applicable	by Warrant	by Warrant	60 ft. min. 120 ft. max	28 ft. min. 90 ft. max	18 ft. min. 180 ft. max		DISPOSITION
		Lot Coverage	not applicable	by Warrant	by Warrant	60% max	70% max	80% max		
		g. SETBACKS - PRINCIPAL BUILDING (see Table 11)								
		(g.1) Front Setback (Principal)	not applicable	48 ft. min	10-30 ft. min	6 ft. min. 12 ft. max	0 - 8 ft. min	0 ft. min		
		(g.2) Front Setback (Secondary)	not applicable	48 ft. min	30 ft. min	6 ft. min. 12 ft. max	0 - 8 ft. min	0 ft. min		
		(g.3) Side Setback	not applicable	96 ft. min	by Warrant	0 ft. min	0 ft.	0 ft. min		
		(g.4) Rear Setback	not applicable	96 ft. min	by Warrant	5 ft. min.	5 ft. min.	5 ft. min		
		Frontage Buildout	not applicable	not applicable	not applicable	50% min	65% min	80% min		
		h. SETBACKS - OUTBUILDING (see Table 11)								
		(h.1) Front Setback	not applicable	20 ft. min. +bldg. setback	20 ft. min. +bldg. setback	24 ft. min. +bldg. setback	40 ft. max. from rear prop	not applicable		
		(h.2) Side Setback	not applicable	3 ft. or 6 ft.	3 ft. or 6 ft.	0 ft. min. or 3 ft.	0 ft min	not applicable		
		(h.3) Rear Setback	not applicable	3 ft. min	3 ft. min	3 ft.	3 ft. max	not applicable		
		i. BUILDING DISPOSITION (see Table 5)								
		Edgeyard	permitted	permitted	permitted	permitted	not permitted	not permitted		
		Sideyard	not permitted	not permitted	by Warrant	permitted	permitted	not permitted		

		Rearyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		Courtyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		j. PRIVATE FRONTAGES (see Table 4)								
		Common Yard	not applicable	permitted	permitted	permitted	not permitted	not permitted		CONFIGURATION
		Porch & Fence	not applicable	not permitted	not permitted	permitted	not permitted	not permitted		
		Terrace or Dooryard	not applicable	not permitted	not permitted	not permitted	permitted	not permitted		
		Forecourt	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Stoop	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Shopfront & Awning	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Gallery	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Arcade	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		k. BUILDING CONFIGURATION								
		Principal Building	not applicable	2 Stories max	2 Stories max	2 Stories max	3 Stories max	3 Stories max, 2 min		
		Outbuilding	not applicable	2 Stories max	2 Stories max	2 Stories max	2 Stories max	not applicable		
		l. BUILDING FUNCTION (see Table 6 & Table 8)								

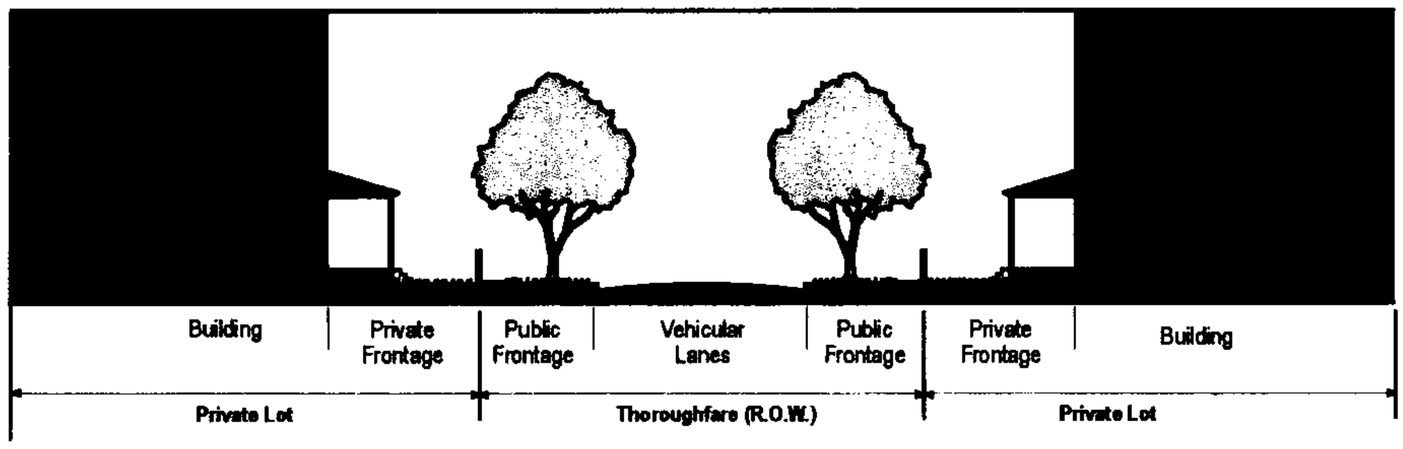
		Residential	not applicable	restricted use	restricted use	limited use	restricted use	open use		FUNCTION
		Lodging	not applicable	restricted use	restricted use	limited use	restricted use	open use		
		Office	not applicable	restricted use	restricted use	limited use	open use	open use		
		Retail	not applicable	restricted use	restricted use	limited use	open use	open use		
		ARTICLE 5								
		ARTICLES 2, 3, 4								

TABLE 11. - SPECIAL DISTRICT STANDARDS

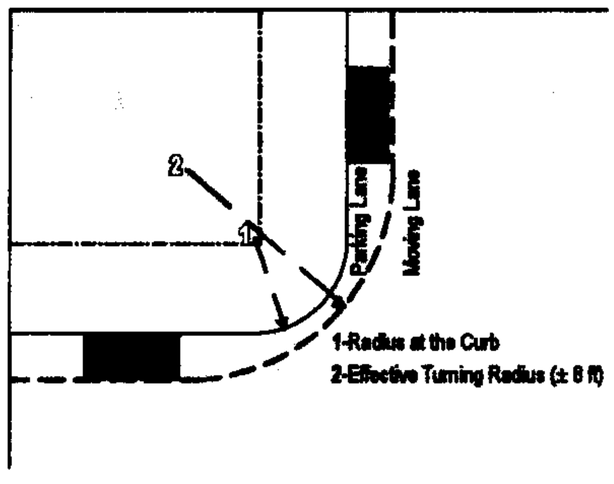
The metrics for each Special District are available at the Planning Office. Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

TABLE 12. - DEFINITIONS ILLUSTRATED

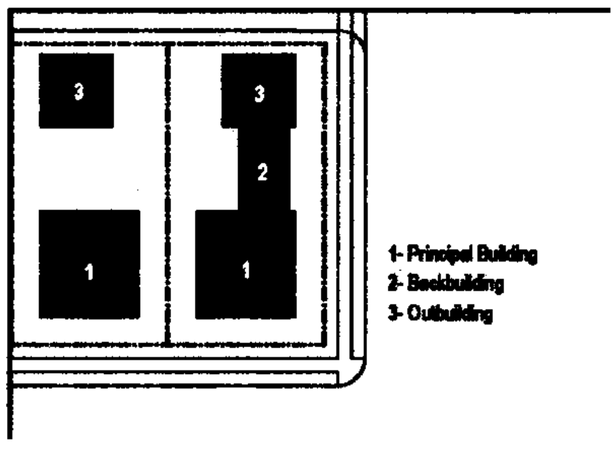
a. THOROUGHFARE & FRONTAGES



b. TURNING RADIUS



c. BUILDING DISPOSITION



d. LOT LAYERS

e. FRONTAGE & LOT LINES

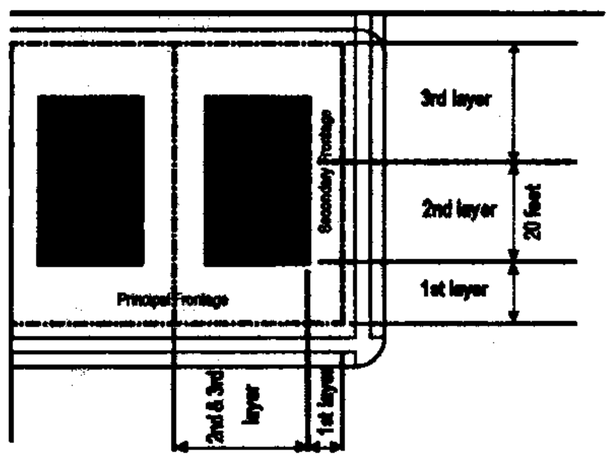
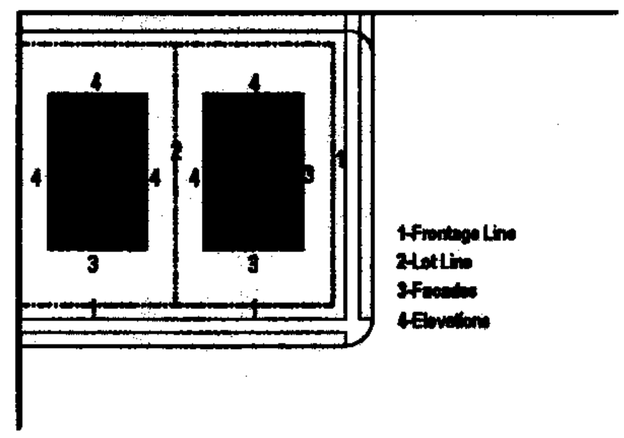
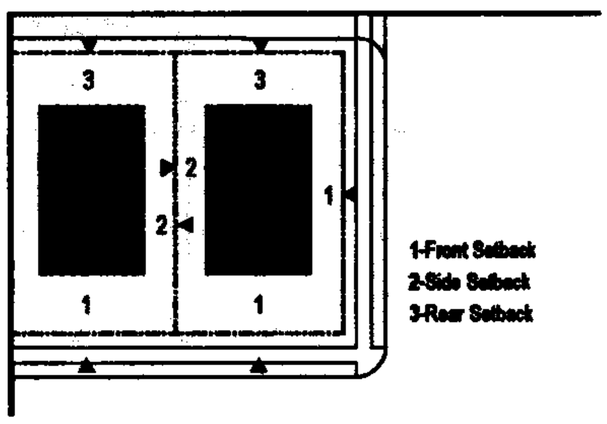
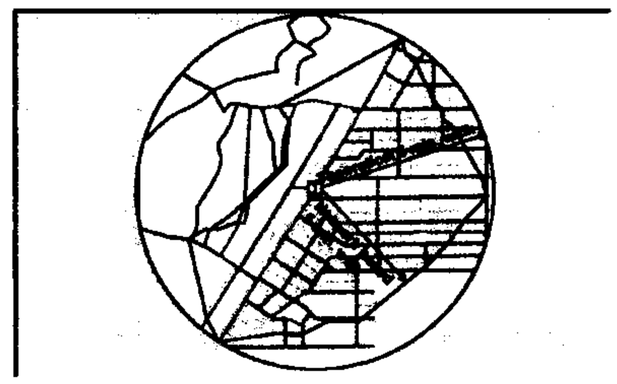
	
f. SETBACK DESIGNATIONS	**g. NETWORK-BASED PEDESTRIAN SHED**
	

TABLE 13. - SUSTAINABILITY

Developers are encouraged to include alternative energy production systems if their plans permit.

ARTICLE 7. - DEFINITION OF TERMS

This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the CRC shall determine the correct definition. Items in italics refer to Articles, Sections, or Tables in the SmartCode.

A-Grid: Cumulatively, those Thoroughfares that by virtue of their pre-existing pedestrian-supportive qualities, or their future importance to pedestrian connectivity, are held to the highest standards prescribed by this Code. See B-Grid. (Syn: primary grid.) See Section 3.9.

Accessory Building: An Outbuilding with an Accessory Unit.

Accessory Unit: An Apartment not greater than 440 square feet sharing ownership and utility connections with a Principal Building; it may or may not be within an Outbuilding. See Table 6 and Table 12. (Syn: ancillary unit)

Adjusted Pedestrian Shed: A Pedestrian Shed that has been adjusted according to Section 3.2, creating the regulatory boundary of a Community Unit.

Affordable Housing: Dwellings consisting of rental or for-sale units that have a rent (including utilities) or mortgage payment typically no more than 30% of the income of families earning no more than 80% of median incomes by family size for the county. (Alt. definition: Rental or for-sale dwellings that are economically within the means of the starting salary of a local elementary school teacher.)

Allee: A regularly spaced and aligned row of trees usually planted along a Thoroughfare or Path.

Apartment: A Residential unit sharing a building and a Lot with other units and/or uses; may be for rent, or for sale as a condominium.

Arcade: A Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

Attic: The interior part of a building contained within a pitched roof structure.

Avenue (AV): A Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

B-Grid: Cumulatively, those Thoroughfares that by virtue of their use, location, or absence of pre-existing pedestrian-supportive qualities, may meet a standard lower than that of the A-Grid. See A-Grid. (Syn: secondary grid)

BRT: See Bus Rapid Transit.

Backbuilding: A single-Story structure connecting a Principal Building to an Outbuilding. See Table 12.

Base Density: The number of dwelling units per acre before adjustment for other Functions and/or TDR. See Density.

Bed and Breakfast: An owner-occupied Lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests.

Bicycle Lane (BL): A dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.

Bicycle Route (BR): A Thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

Bicycle Trail (BT): A bicycle way running independently of a vehicular Thoroughfare.

Block: The aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.

Block Face: The aggregate of all the building Facades on one side of a Block.

Boulevard (BV): A Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings.

Brownfield: An area previously used primarily as an industrial site.

Bus Rapid Transit: A rubber tire system with its own right-of-way or dedicated lane along at least 70% of its route, providing transit service that is faster than a regular bus.

By Right: Characterizing a proposal or component of a proposal for a Community Plan or Building Scale Plan (Article 3, Article 4, or Article 5) that complies with the SmartCode and is permitted and processed administratively, without public hearing. See Warrant and Variance.

CLD or Clustered Land Development: A Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination such as a general store, Meeting Hall, schoolhouse, or church. CLD takes the form of a small settlement standing free in the countryside. See Table 1 and Table 10 a. (Syn: Hamlet, Conservation Land Development, cluster)

CRC: Consolidated Review Committee.

Civic: The term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Building: A building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Civic Parking Reserve: Parking Structure or parking lot within a quarter-mile of the site that it serves. See Section 5.9.2.

Civic Space: An outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. See Table 9.

Civic Zone: Designation for public sites dedicated for Civic Buildings and Civic Space.

Commercial: The term collectively defining workplace, Office, Retail, and Lodging Functions.

Common Destination: An area of focused community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station, and may act as the social center of a neighborhood.

Common Yard: A planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards. See Table 4.

Community Unit: A regulatory category defining the physical form, Density, and extent of a settlement. The Community Unit types addressed in this Code are CLD and TND. Variants of TND (Article 4) are called Infill TND. The TOD Community Unit type may be created by an overlay on TND.

Configuration: The form of a building, based on its massing, Private Frontage, and height.

Consolidated Review Committee (CRC): Usually part of the Planning Office, a CRC is comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the Development and Design Center. See Section 1.4.3.

Corridor: A lineal geographic system incorporating transportation and/or Greenway trajectories. A transportation Corridor may be a lineal Transect Zone.

Cottage: An Edgeyard building type. A single-family dwelling, on a regular Lot, often shared with an Accessory Building in the back yard.

Courtyard Building: A building that occupies the boundaries of its Lot while internally defining one or more private patios. See Table 5.

Curb: The edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. See Table 3A and Table 3B.

DDC: Development and Design Center.

Density: The number of dwelling units within a standard measure of land area.

Design Speed: Is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20—25 MPH); Moderate: (25—35 MPH); High: (above 35 MPH). Lane width is determined by desired Design Speed.

Developable Areas: Lands other than those in the O-1 Preserved Open Sector.

Development and Design Center (DDC): A component of the Planning Office assigned to advise on the use of this Code and to aid in the design of the Communities and buildings based on it.

Disposition: The placement of a building on its Lot. See Table 5 and Table 12.

Dooryard: A Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. See Table 4. (Variant: Lightwell, light court.)

Drive: A Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

Driveway: A vehicular lane within a Lot, often leading to a garage. See Section 5.10.

Edgeyard Building: A building that occupies the center of its Lot with Setbacks on all sides. See Table 5.

Effective Parking: The amount of parking required for Mixed Use after adjustment by the Shared Parking Factor. See Table 8.

Effective Turning Radius: The measurement of the inside Turning Radius taking parked cars into account. See Table 12.

Elevation: An exterior wall of a building not along a Frontage Line. See Table 12. See: Facade.

Encroach: To break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment: Any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

Enfront: To place an element along a Frontage, as in "porches Enfront the street."

Estate House: An Edgeyard building type. A single-family dwelling on a very large Lot of rural character, often shared by one or more Accessory Buildings. (Syn: country house, villa)

Expression Line: A line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony. (Syn: transition line.)

Extension Line: A line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage.

Facade: The exterior wall of a building that is set along a Frontage Line. See Elevation.

Forecourt: A Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. See Table 4.

Frontage: The area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into Private Frontage and Public Frontage. See Table 3A and Table 4.

Frontage Line: A Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. See Table 12.

Function: The use or uses accommodated by a building and its Lot, categorized as Restricted, Limited, or Open, according to the intensity of the use. See Table 6 and Table 8.

Gallery: A Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. See Table 4.

GIS (Geographic Information System): A computerized program in widespread municipal use that organizes data on maps. The protocol for preparing a Regional Plan should be based on GIS information. See Section 2.1.

Green: A Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. See Table 9.

Greenfield: An area that consists of open or wooded land or farmland that has not been previously developed.

Greenway: An Open Space Corridor in largely natural conditions which may include trails for bicycles and pedestrians.

Greyfield: An area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites. (Variant: Grayfield.)

Growth Sector: One of four Sectors where development is permitted By Right in the SmartCode, three for New Communities and one for Infill. See Article 2.

Hamlet: See CLD. (Syn: cluster, settlement)

Highway: A rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T-1, T-2, and T-3).

Home Occupation: Non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding. Permitted activities are defined by the Restricted Office category. See Table 6.

House: An Edgeyard building type, usually a single-family dwelling on a large Lot, often shared with an Accessory Building in the back yard. (Syn: single)

Infill: Noun - New development on land that had been previously developed, including most Greyfield and Brownfield sites and cleared land within Urbanized areas. Verb - To develop such areas.

Infill TND: A Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Standard Pedestrian Shed and consisting of T-3, T-4, and/or T-5 Zones. An Infill TND is permitted By Right in the G-4 Infill Growth Sector and is regulated by Article 4. See Section 4.2.2. (Var: neighborhood)

Inn: A Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. See Table 6.

Layer: A range of depth of a Lot within which certain elements are permitted. See Table 12.

Lightwell: A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. See Table 4. (Syn: light court)

Linear Pedestrian Shed: A Pedestrian Shed that is elongated along an important Mixed Use Corridor such as a main street. A Linear Pedestrian Shed extends approximately ¼ mile from each side of the Corridor for the length of its Mixed Use portion. The resulting area is shaped like a lozenge. It may be used to structure a TND or Infill TND. (Syn: elongated pedestrian shed)

Liner Building: A building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: A Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry.

Work-Live. (Syn.: flexhouse)

Lodging: Premises available for daily and weekly renting of bedrooms. See Table 6 and Table 8.

Long Pedestrian Shed: A Pedestrian Shed that is an average ½ mile radius or 2640 feet, used when a transit stop (bus or rail) is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. It is applied to structure an RCD Community Unit type. See Pedestrian Shed.

Lot: A parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

Lot Line: The boundary that legally and geometrically demarcates a Lot.

Lot Width: The length of the Principal Frontage Line of a Lot.

Main Civic Space: The primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.

Manufacturing: Premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery or artisanal equipment, and including their Retail sale.

Meeting Hall: A building available for gatherings, including conferences, that accommodates at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

Mixed Use: Multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Warrant.

Net Site Area: All developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

Network Pedestrian Shed: A Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans. See Table 12.

Office: Premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. See Table 6.

Open Space: Land intended to remain undeveloped; it may be for Civic Space.

Outbuilding: An Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. See Table 12.

Park: A Civic Space type that is a natural preserve available for unstructured recreation. See Table 9.

Parking Structure: A building containing one or more Stories of parking above grade.

Passage (PS): A pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

Path (PT): A pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Pedestrian Shed: An area that is centered on a Common Destination. Its size is related to average walking distances for the applicable Community Unit type. Pedestrian Sheds are applied to structure Communities. See Standard, Long, Linear or Network Pedestrian Shed. (Syn: walkshed, walkable catchment)

Planter: The element of the Public Frontage which accommodates street trees, whether continuous or individual.

Plaza: A Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

Principal Building: The main building on a Lot, usually located toward the Frontage. See Table 12.

Principal Entrance: The main point of access for pedestrians into a building.

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See Frontage.

Private Frontage: The privately held Layer between the Frontage Line and the Principal Building Facade. See Table 2 and Table 12.

Public Frontage: The area between the Curb of the vehicular lanes and the Frontage Line. See Table 3A and Table 3B.

Rear Alley (RA): A vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges.

Rear Lane (RL): A vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has no raised Curb, and is drained by percolation.

Rearyard Building: A building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. See Table 5. (Var: Rowhouse, Townhouse, Apartment House)

Recess Line: A line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space. Var: Extension Line. See Table 8.

Regulating Plan: A Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the SmartCode.

Residential: Characterizing premises available for long-term human dwelling.

Retail: Characterizing premises available for the sale of merchandise and food service. See Table 6 and Table 8.

Retail Frontage: Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use. See Special Requirements.

Road (RD): A local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). See Table 3C.

Rowhouse: A single-family dwelling that shares a party wall with another of the same type and occupies the full Frontage Line. See Rearyard Building. (Syn: Townhouse)

Rural Boundary Line: The extent of potential urban growth as determined by existing geographical determinants. The Rural Boundary Line is permanent.

Sector: A neutral term for a geographic area. In the SmartCode there are six specific Sectors for regional planning that establish the legal boundaries for Open Space and development.

Secondary Frontage: On corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated. See Table 12.

Setback: The area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in Section 5.7. See Table 10 g. (Var: build-to-line)

Shared Parking Factor: An accounting for parking spaces that are available to more than one Function. See Table 7.

Shopfront: A Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. See Table 4.

Sidewalk: The paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Sideyard Building: A building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. See Table 5.

Slip Road: An outer vehicular lane or lanes of a Thoroughfare, designed for slow speeds while inner lanes carry higher speed traffic, and separated from them by a planted median. (Syn: access lane, service lane)

Specialized Building: A building that is not subject to Residential, Commercial, or Lodging classification. See Table 5.

Special District (SD): An area that, by its intrinsic Function, Disposition, or Configuration, cannot or should not conform to one or more of the normative Community Unit types or Transect Zones specified by the SmartCode. Special Districts may be mapped and regulated at the regional scale or the community scale.

Special Flood Hazard Area: A designation by the Federal Emergency Management Agency (FEMA) that may include the V (Velocity) Zones and Coastal A Zones where building construction is forbidden, restricted, or contingent upon raising to the Base Flood Elevation.

Special Requirements: Provisions of Section 3.9, Section 4.7, and Section 5.3 of this Code and/or the associated designations on a Regulating Plan or other map for those provisions.

Square: A Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. See Table 9.

Standard Pedestrian Shed: A Pedestrian Shed that is an average ¼ mile radius or 1,320 feet, about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.

Stepback: A building Setback of a specified distance that occurs at a prescribed number of Stories above the ground.

Stoop: A Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance. See Table 4.

Story: A habitable level within a building, excluding an Attic or raised basement.

Street (ST): A local urban Thoroughfare of low speed and capacity.

Streetscreen: A freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall) See Section 5.7.5f.

Substantial Modification: Alteration to a building that is valued at more than 50% of the replacement cost of the entire building, if new.

Swale: A low or slightly depressed natural area for drainage.

T-zone: Transect Zone.

TDR: Transfer of Development Rights, a method of relocating existing zoning rights from areas to be preserved as Open Space to areas to be more densely urbanized.

TDR Receiving Area: An area intended for development that may be made more dense by the purchase of development rights from TDR Sending Areas.

TDR Sending Area: An area previously zoned for development within a designated Reserved Open Sector (O-2), from which development rights may be transferred to a Growth Sector.

Terminated Vista: A location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

Thoroughfare: A way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage.

TND: Traditional Neighborhood Development, a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and in the form of a medium-sized settlement near a transportation route. See Table 8 and Table 10 a. (Syn: village. Variant: Infill TND, neighborhood.)

TOD: Transit Oriented Development. TOD is created by an overlay on all or part of a TND, or by designation on a Regional Plan, permitting increased Density to support rail or Bus Rapid Transit (BRT) as set forth in Section 5.9.2d.

Townhouse: See Rearyard Building. (Syn: Rowhouse)

Transect: A cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-zone): One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. See Table 1.

Turning Radius: The curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. See Table 3C.

Urban Boundary Line: The extent of potential urban growth as determined by the projected demographic needs of a region. The Urban Boundary Line may be adjusted from time to time.

Urbanism: Collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects.

Urbanized: Generally, developed. Specific to the SmartCode, developed at T-3 (Sub-Urban) Density or higher.

Variance: A ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code (Section 1.3). Variances are usually granted by the Board of Appeals in a public hearing. See Section 1.5.

Warrant: A ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent (Section 1.3). Warrants are usually granted administratively by the CRC. See Section 1.5.

Work-Live: A Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. See Live-Work. (Syn: Live-With)

Yield: Characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.

Zoning Map: The official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts. See Regulating Plan.

CODE COMPARATIVE TABLE

This is a chronological listing of the ordinances of the Town used in this Code. Repealed or superseded laws at the time of the publication and any omitted materials are not reflected in the table.

Ord. No.	Date	Section	Section this Code
01-2011	5- 5-11		5.13.2 A.
09-2015	12- 3-15	Added	5.8.5

SMARTCODE TOWN OF RIDGELAND, SOUTH CAROLINA

Adopted: March 18, 2010

Published in 2017 by Order of the Town of Ridgeland

municode

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ARTICLE 1. - GENERAL TO ALL PLANS

1.1 - AUTHORITY.

1.1.1 The action of the Town of Ridgeland, South Carolina in the adoption of this Code is authorized under the Charter of the Town of Ridgeland and by the General Statutes of South Carolina Code Section 6-26-710, as amended.

1.1.2 The Code was adopted as one of the instruments of the public purposes and objectives of the adopted Town of Ridgeland Comprehensive Plan, dated September 2007. This Code is declared to be in accord with the Town of Ridgeland, South Carolina Comprehensive Plan.

1.1.3 This Code was adopted to promote the health, safety and general welfare of the Town of Ridgeland, South Carolina, and its citizens, including protection of the environment, conservation of land, energy, and natural resources, reduction in vehicular traffic congestion of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl development, and improvement to the built environment.

1.1.4 This Code was adopted and may be amended by vote of the Town of Ridgeland Town Council.

1.2 - APPLICABILITY.

1.2.1 The term "may" is to be construed to be permissive. The term "shall" is to be construed as mandatory.

1.2.2 The provisions of this Code, when in conflict, shall take precedence over those of other codes, ordinances, regulations and standards except Town of Ridgeland codes relating to health and safety.

1.2.3 Article 7 contains regulatory language that is integral to this Code. Those terms not defined in Article 7 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of existing local codes, those of this Code shall take precedence.

1.2.4 The metrics of Article 6 standards and tables are an integral part of this Code. However, the diagrams and illustrations that accompany them should be considered guidelines, with the exception of those form-based code graphics, which are also legally binding.

1.2.5 Where in conflict, numerical metrics shall take precedence over graphic metrics.

1.3 - INTENT.

The intent and purpose of this Code is to enable, encourage, and quantify the implementation of the following policies:

1.3.1 **The region.**

A. The region should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.

B. Growth strategies should encourage infill and redevelopment in parity with new communities.

C. Development contiguous to urban areas should be structured in the pattern of infill TND and be integrated with the existing settlement pattern of Ridgeland, South Carolina.

D. Development non-contiguous to urban areas should be organized in the pattern of CLD, or TND.

E. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

F. Transportation corridors should be planned and reserved in coordination with land use. Land use should take precedence over transportation.

G. Green corridors should be used to define and connect the urbanized areas.

H. The region should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

1.3.2 **The community.**

A. Neighborhoods and regional centers should be compact, pedestrian-oriented and mixed use.

B. Neighborhoods and regional centers should be the preferred pattern of development and that districts specializing in a single use should be the exception.

C. Ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.

D. Interconnected networks of thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.

E. Within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.

F. Appropriate building densities and land use should be provided within walking distance of transit stops.

G. Civic, institutional, and commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.

H. Schools should be sized and located to enable children to walk or bicycle to them.

I. A range of open space including parks, squares, and playgrounds should be distributed within neighborhoods and downtowns.

1.3.3 **The block and the building.**

A. Buildings and landscaping should contribute to the physical definition of thoroughfares as civic places.

B. Development should adequately accommodate automobiles while respecting the pedestrian and spatial form of public areas.

C. The design of streets and buildings shall reinforce safe environments, but not at the expense of accessibility.

D. Architecture and landscape design shall grow from local climate, topography, history, and building practice.

E. Buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.

F. Civic buildings and public gathering places shall be provided as locations that reinforce community identity and support self-government.

G. Civic buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the town.

H. The preservation and renewal of historic buildings should be facilitated, to affirm the community and evolution of society.

I. The harmonious and orderly evolution of urban areas should be secured through Form-Based Codes.

1.3.4 **The transect.**

A. Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.

B. The transect zone descriptions shall constitute the intent of this code with regard to the general character of each of these environments.

1.4 - PROCESS.

1.4.1 The Town of Ridgeland, South Carolina hereby creates a Consolidated Review Committee ("CRC") comprised of the members of the existing Planning Commission as well as the Town Administrator and Planning Director, to process administratively applications and plans for proposed projects.

1.4.2 The geographic locations of the sectors and the standards of for the Transect Zones shall be determined as set forth in Article 2, Article 3, Article 4, and Article 5 through a process of consultation with approval by the Town of Ridgeland Planning Commission and Town Council. Once these determinations have been incorporated into the Code and its associated plans, then projects that require no variances or warrants, or only warrants, shall be processed administratively by the town administrator or his or her designee without further recourse to public consultation.

1.4.3 An owner may appeal a decision of the CRC to the Board of Zoning Appeals and may appeal a decision of the Board of Zoning Appeals to the Town Council.

1.4.4 Should a violation of an approved regulating plan occur during construction, or should any construction, site work, or development be commenced without an approved regulating plan or building scale plan, the Town Administrator or his or her designee has the right to require the owner to stop, remove, and/or mitigate the violation, or to secure a variance to cover the violation.

1.5 - WARRANTS AND VARIANCES.

1.5.1 There shall be two types of deviation from the requirements of this Code: Warrants and variances. Whether a deviation requires a warrant or variance shall be determined by the CRC.

1.5.2 A warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by the provisions of Section 1.3 Intent. The CRC shall have the authority to approve or disapprove administratively a request for a warrant pursuant to regulations established by the Town Council.

1.5.3 A variance is any ruling on a deviation other than a warrant. Variances shall be granted only in accordance with South Carolina Code Section 6-29-800, as amended.

1.5.4 The request for a warrant or variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.

1.5.5 The following standards and requirements shall not be available for warrants or variances:

A. The maximum dimensions of traffic lanes of thoroughfare types.

B. The required provision of rear alleys and rear lanes.

C. The minimum base residential densities.

D. The permission to build accessory buildings.

E. The minimum requirements for parking.

1.6 - AFFORDABLE HOUSING INCENTIVES.

1.6.1 To encourage the provision of affordable housing, the Town of Ridgeland grants the following incentives:

A. Applications containing affordable housing that meets this Code shall be processed administratively by the CRC. Others may be processed by variance.

B. Applications containing affordable housing may be processed with priority over others, including those with earlier filing dates, provided that other applications are not pushed past their deadlines.

C. Highest priority for processing and for approval may be given to applications involving partnership with a community land trust or other non-profit organization responsible for ensuring the long-term retention of the affordable housing.

D. The municipality may increase density for projects containing affordable housing.

E. The municipality may waive or reduce parking requirements for affordable housing units located within a quarter mile of a transit stop.

ARTICLE 2. - REGIONAL SCALE PLANS

2.1 - INSTRUCTIONS.

2.1.1 This article governs the preparation of Regional Scale Plans ("regional plans") that allocate sectors. For lands within the Town of Ridgeland, South Carolina that have been mapped pursuant to this article, Sections 2.5 et seq. prescribe the community unit types permitted in each growth sector. Articles 3 and 4 regulate the standards of those community unit types.

2.1.2 Regional plans shall integrate the largest practical geographic area, overlapping property lines as necessary and municipal boundaries if possible.

2.1.3 Regional sectors are defined in Article 2 and are comprised of open space and growth areas of the town. Growth areas are intended for the development of community units, defined in Articles 3 and 4, which in turn are comprised of Transect Zones, defined by elements appropriate to them in Article 5 and Article 6.

2.1.4 Regional plans shall be prepared by the Planning Department and/or consultants under its supervision. The process shall involve citizen participation and the approval of the Planning Commission and Town Council.

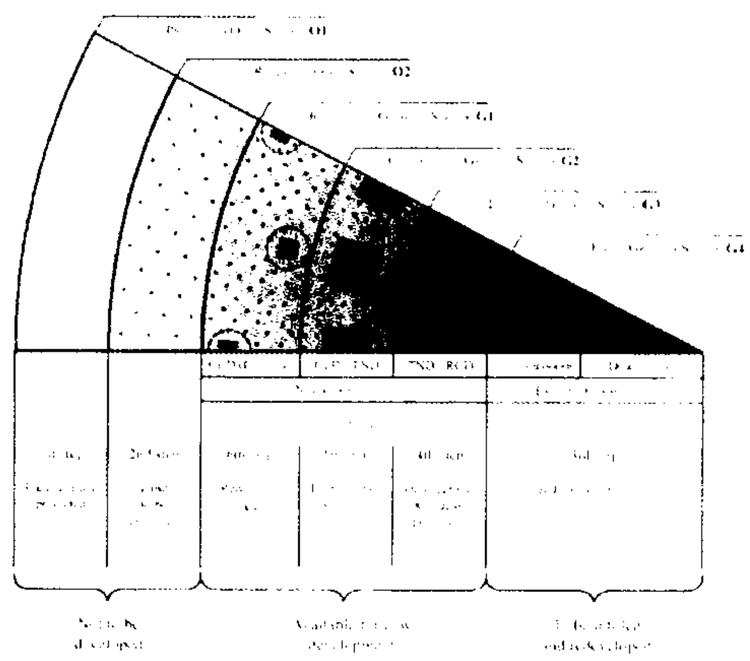
2.2 - SEQUENCE OF SECTOR DETERMINATION.

Determination of sector designations shall be made in the following sequence:

2.2.1 The areas to be designated preserved open sector (O-1) shall be mapped using the criteria cited within the respective heading of this article. The outline of this sector is effectively the rural boundary line, which is permanent.

2.2.2 The areas to be designated Reserved Open Sector (O-2) shall be mapped using the criteria cited within the respective heading of this article. The outline of this sector is effectively the urban boundary line which is to be adjusted by the ongoing permitting of new community plans or infill community plans in accordance with this Code.

Determining Sectors (Article 2)



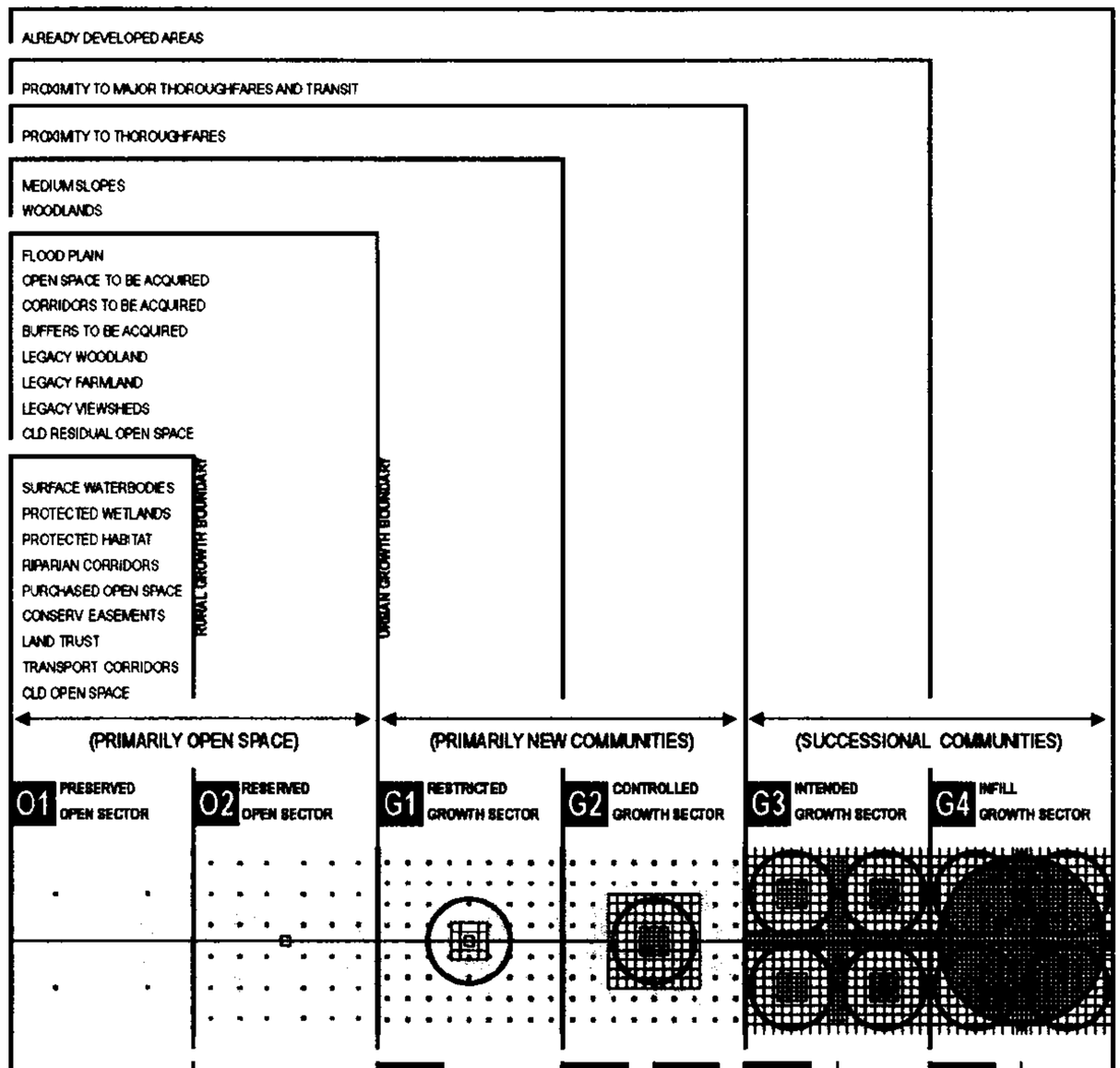
2.2.3 The areas to be designated Infill Growth Sectors (G-4) shall be mapped using the criteria cited within the respective heading of this article. The areas may be redeveloped according to Article 4 of this Code.

2.2.4 All remaining areas shall be available for new development pursuant to new community plans submitted and approved in accordance with Article 3 of this Code. These areas shall be assigned to the Restricted Growth Sector, the Controlled Growth Sector, or the Intended Growth Sector using the criteria listed in this article. Within these sectors, the community unit types of CLD (Clustered Land Development) and TND (Traditional Neighborhood Development) shall be permitted to the extent set forth in the table within this article.

2.2.5 Those areas that cannot or should not conform to one of the community unit types shall be allocated to special districts as described within this article.

TABLE 1. - SECTOR/COMMUNITY ALLOCATION.

Table 1 defines the geography, including both natural and infrastructure elements, determining areas that are or are not suitable for development. Specific community types of various intensities are allowable in specific sectors. This table also allocates the proportions of transect zones within each community type.



**CLD's may opt for T2.5, Rural Crossroads, instead of T4.

SECTOR DESCRIPTIONS

2.3 - (O-1) PRESERVED OPEN SECTOR.

This sector shall consist of open space that is protected from development in perpetuity. The Preserved Open Sector includes areas under environmental protection by law or regulation, as well as land acquired from conservation through purchase, by easement, or by past transfer of development rights. Consists of the aggregate of the following: Surface waterbodies, protected wetlands, protected habitat, riparian corridors, purchased open space, conservation easements, transportation corridors, and areas residual to Clustered Land Development (CLD). Development and construction within the Preserved Open Sector and the specifications required to do so shall be determined on an individual project basis by public hearings of the Town of Ridgeland Planning Commission and Town Council.

2.4 - (O-2) RESERVED OPEN SECTOR.

The Reserved Open Sector shall consist of open space that should be, but is not yet, protected from development. O-2 shall consist of the aggregate of the following categories: Floodplain (including special flood hazard areas), steep slopes, open space to be acquired, corridors to be acquired, buffers to be acquired, legacy woodland, legacy farmland, legacy viewsheds.

2.5 - (G-1) RESTRICTED GROWTH SECTOR.

The Restricted Growth Sector shall be assigned to areas that have value as open space but nevertheless are subject to development, either because the zoning has already been granted or because there is no legally defensible reason, in the long term, to deny it.

Permitted community type by right: Clustered Land Development (CLD).

2.6 - (G-2) CONTROLLED GROWTH SECTOR.

The Controlled Growth Sector shall be assigned to those locations that can support mixed use by virtue of proximity to an existing or planned thoroughfare. Permitted community type by right: Clustered Land Development (CLD) and Traditional Neighborhood Development (TND)** any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D. The use of a TOD overlay requires approval by variance.

2.7 - (G-3) INTENDED GROWTH SECTOR.

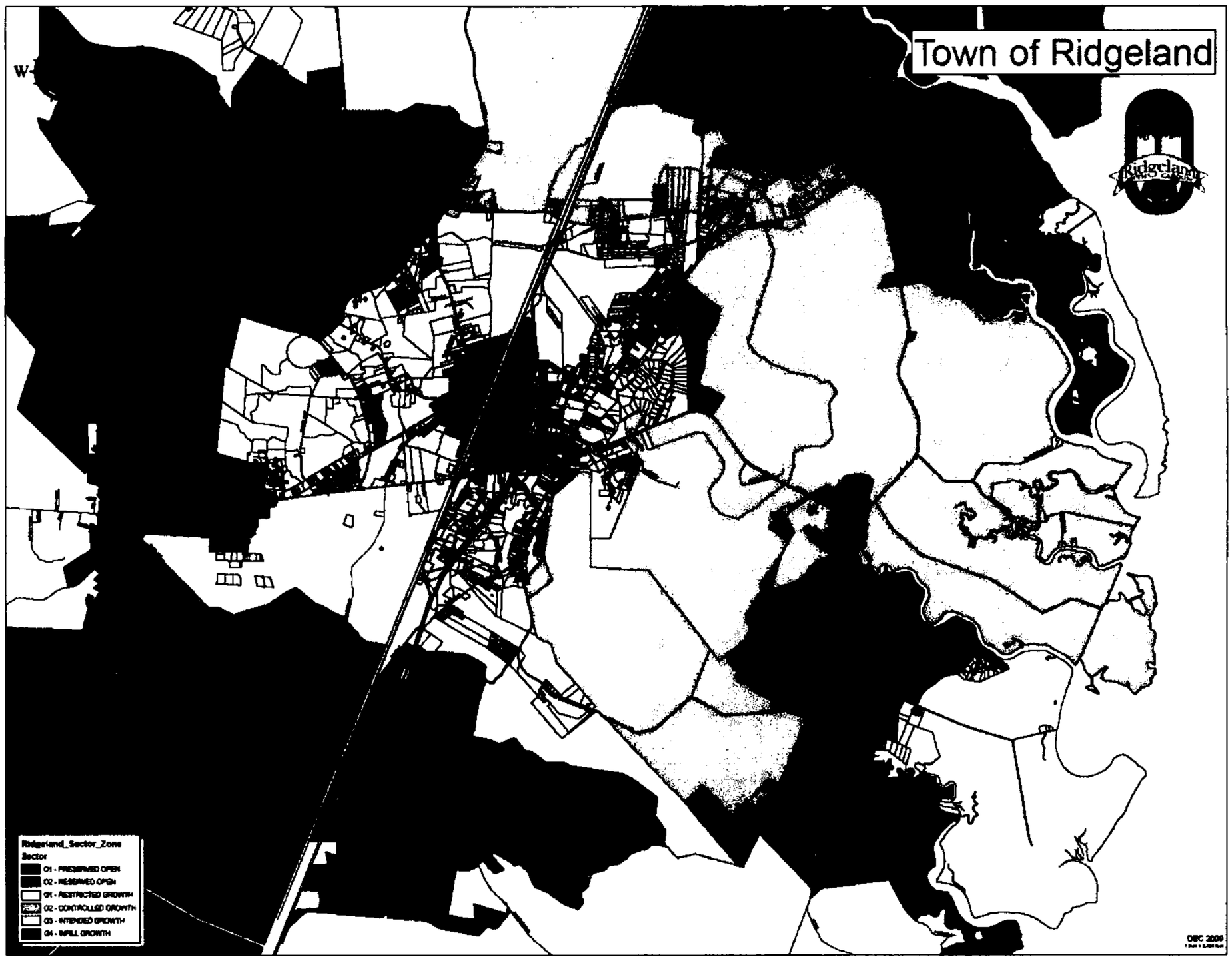
The Intended Growth Sector shall be assigned to those locations that can support substantial mixed use by virtue of proximity to an existing or planned regional thoroughfare and/or transit. Permitted community type by right: Regional Center Developments (RCD) and TNDs. **Any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D. The use of a TOD overlay requires approval by variance.

2.8 - (G-4) INFILL GROWTH SECTOR.

The Infill Growth Sector shall be assigned to those areas already developed, having the potential to be modified, confirmed, or completed in the pattern of infill TNDs.

2.9 - (SD) SPECIAL DISTRICTS.

Special district designations shall be assigned to areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of a CLD or a TND as set forth in Article 3. Conditions of development for special districts shall be determined in a public hearing of the Town Council and recorded within the respective Transect Zone description. Alternatively, the provisions of the existing local codes shall remain applicable to special districts.



ARTICLE 3. - NEW COMMUNITY SCALE PLANS

3.1 - INSTRUCTIONS.

3.1.1 If the subject property is located within the Restricted Growth Sector (G-1), Controlled Growth Sector (G-2), or Intended Growth Sector (G3) as shown on the Town of Ridgeland Regional Plan, and the property is at least 30 acres in size, the provisions of Article 3 and this Code in general shall be available by right, upon request by the property owner.

3.1.2 New community plans may be prepared in the absence of a Regional Plan or a Comprehensive Plan by approval of the Town of Ridgeland Planning Commission and Town Council. New community plans may contain more than one community unit and/or more than one community unit type.

3.1.3 Once the CRC or Town of Ridgeland Planning Commission and Town Council approves a new community plan, the parcel/subject property shall be marked as such on the Town of Ridgeland Regulating Plan (or Zoning Map if optional code). Within the community planning area, this Code shall be the exclusive and mandatory zoning regulation, and its provisions shall be applied in their entirety.

3.1.4 New community plans submitted in accordance with the provisions of this Code, for the appropriate sector of a Regional Plan requiring no variances, shall be approved administratively by the CRC.

3.1.5 New community plans may be prepared by an owner or by the Planning Department.

3.1.6 New community plans shall include a Regulating Plan consisting of one or more maps showing the following for each community unit in the plan area, in compliance with the standards described in this article:

A. Transect Zones.

B. Civic Zones.

C. Thoroughfare Network.

D. Special districts, if any.

E.

Special requirements, if any.

F. Numbers of warrants or variances, if any.

3.1.7 New community plans shall include one set of preliminary site plans for each Transect Zone, as provided by Section 5.1.3A.

3.2 - Sequence of Community Design.

3.2.1 The site shall be structured using one or several pedestrian sheds, which should be located according to existing conditions, such as traffic intersections, adjacent developments, and natural features. The site or any community unit within it may be smaller or larger than its pedestrian shed.

3.2.2 The pedestrian sheds may be adjusted to include land falling between or outside them, but the extent of each shall not exceed the acreage limit specified in Section 3.3 for the applicable community unit type. An adjusted pedestrian shed becomes the boundary of a community unit.

3.2.3 Areas of Transect Zones (Section 3.4) shall be located within the boundaries of each community unit as appropriate to its type. See Section 3.3. and Table 3A.

3.2.4 Civic Zone shall be assigned according to Section 3.5.

3.2.5 Special districts, if any, shall be assigned according to Section 3.6.

3.2.6 The Thoroughfare Network shall be laid out according to Section 3.7.

3.2.7 Density shall be calculated according to Section 3.8.

3.2.8 Remnants of the site outside the adjusted pedestrian shed(s) shall be assigned to Transect Zones or civic space by warrant or by special district by variance.

3.3 - Community Unit Types.

3.3.1 Clustered Land Development (CLD).

A. A Clustered Land Development (CLD) shall be permitted within the G-1 Restricted Growth Sector and the G-2 Controlled Growth Sector.

B. A CLD shall be structured by one standard pedestrian shed and shall consist of no fewer than 30 acres and no more than 80 acres.

C. A CLD within either the G-1 Restricted Growth Sector or the G-2 Growth Sector shall include Transect Zones as follows:

1. 50% minimum of the community unit shall be allocated to T1 Natural Zone and/or T2 Rural Zone.
2. 10—30% of the community unit shall be allocated to T3 Neighborhood General Zone.
3. 20—40% of the community unit shall be allocated to T4 Neighborhood Core Zone.

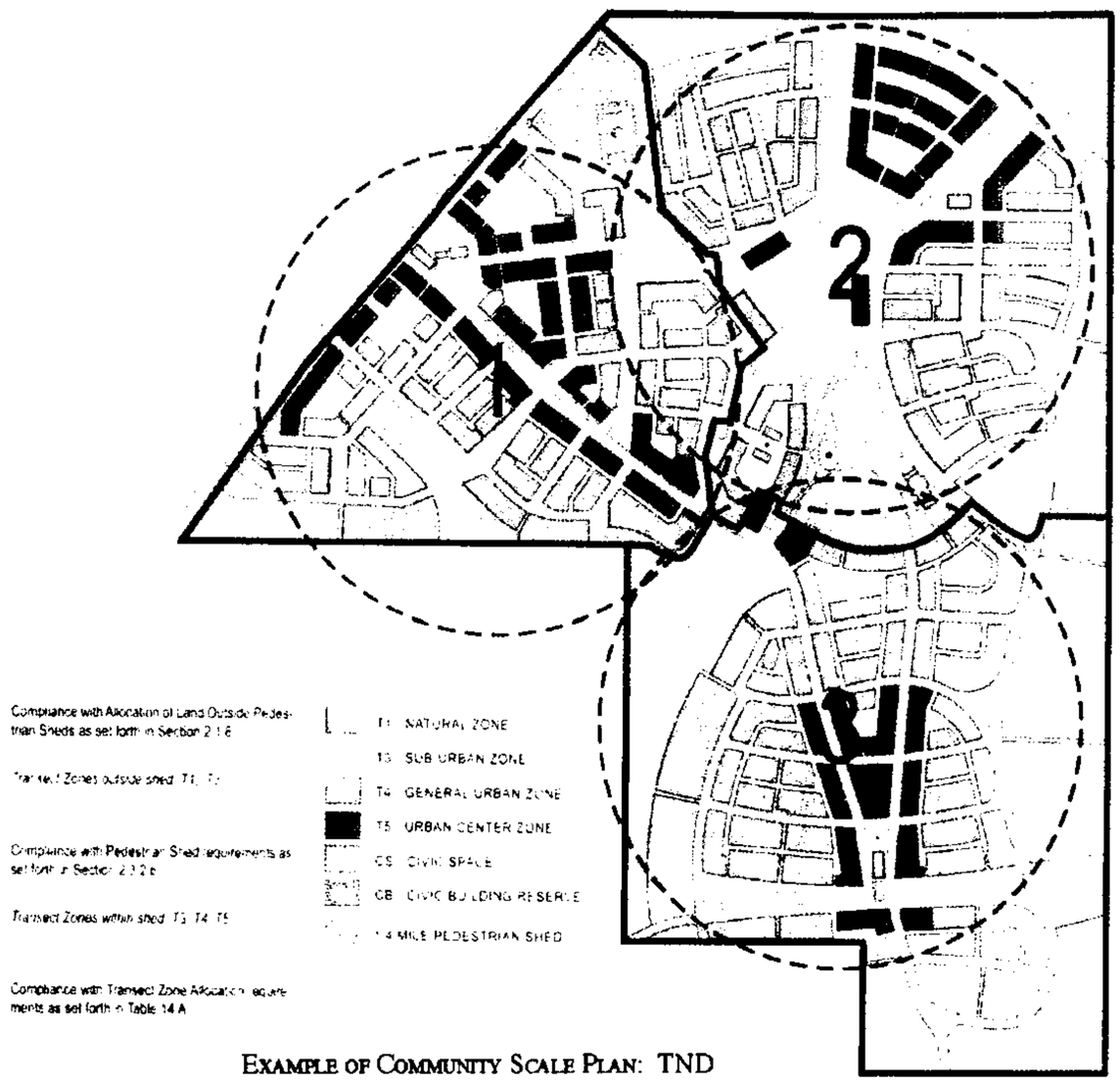
3.3.2 Traditional Neighborhood Development (TND).

A. A Traditional Neighborhood Development (TND) shall be permitted within the G-2 Controlled Growth Sector, the G-3 Intended Growth Sector and the G-4 Infill Growth Sector.

B. A TND within the G-2 Controlled Growth Sector and the G-3 Intended Growth Sector shall be structured by one standard or linear pedestrian shed and shall be no fewer than 80 acres and no more than 160 acres. See Article 4 for infill TND acreage requirements in the G-4 Infill Growth Sector.

C. A TND within either the G-2 Controlled Growth Sector or the G-3 Intended Growth Sector shall include Transect Zones as follows:

1. 10—30% of the community unit shall be allocated to T3 Neighborhood General Zone.



EXAMPLE OF COMMUNITY SCALE PLAN: TND

2. 30—60% of the community unit shall be allocated to T4 Neighborhood Core Zone.
3. 10—30% of the community unit shall be allocated to T5 Town Center/Main Street Zone.

D. Larger sites shall be designed and developed as multiple communities, each subject to the individual Transect Zone requirements for its type as allocated on Table 1 and Table 14A. The simultaneous planning of adjacent parcels is encouraged.

E. In the T-4 Neighborhood Core Zone, a minimum residential mix of three building disposition types (none less than 20%) shall be required, selected from Table 5.

3.3.3 Transit Oriented Development (TOD).

A. Any TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in parts at TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D.

B. The use of a TOD overlay requires approval by variance.

3.4 - TRANSECT ZONES.

3.4.1 Transect Zones shall be assigned and mapped on each new community plan according to the percentages allocated on Tables 1 and 14A.

3.4.2 A Transect Zone may include any of the elements indicated for its T-Zone number throughout this Code, in accordance with intent described in the Transect Zone descriptions and the metric standards summarized in Table 10.

3.5 - CIVIC ZONES.

3.5.1 General.

A. Civic Zones dedicated for public use shall be required for each community unit and designated on the new community plan as Civic Space (CS) and Civic Building (CB).

B. Civic Space Zones are public sites permanently dedicated to open space.

C. Civic Building Zones are sites dedicated for buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, transit and municipal parking, or for a use approved by the CRC.

D. A Civic Zone may be permitted by warrant if it does not occupy more than 20% of a pedestrian shed, otherwise it is subject to the creation of a special district. See Section 3.6.

E. Parking for Civic Zones shall be determined by warrant. Civic parking lots may remain unpaved if graded, compacted and landscaped.

3.5.2 Civic Zones specific to T1 and T2 Zones.

A. Civic buildings and civic spaces within T1 Natural and T2 Rural Zones shall be permitted only by variance.

B. Lands in any special flood hazard area that are designated to be set aside for the purpose of hazard mitigation shall become permanent civic space regardless of size, subject to the special district provision herein, shall be designated civic space hazard mitigation on the community plan, and shall count toward the required civic space allotment for pedestrian sheds including them. Areas too small to be coded as special district shall conform to the civic space standards of Table 9 for one or more of any adjacent habitable Transect Zone(s).

3.5.3 Civic Space (CS) specific to T2.5—T5 Zones.

A. Each pedestrian shed shall assign at least 5% of its urbanized area to civic space.

B. Civic spaces shall be designed as generally described in Table 9, approved by warrant, and distributed throughout Transect Zones as described in Table 14E.

C. Those portions of the T1 Natural Zone that occur within a development parcel shall be part of the civic space allocation and shall conform to the civic space types specified in Table 9 a. or 9 b.

D. Each pedestrian shed shall contain at least one main civic space. The main civic space shall be within 800 feet of the geographic center of each pedestrian shed, unless topographic conditions, pre-existing thoroughfare alignments or other circumstances prevent such location. A main civic space shall conform to one of the types specified in Table 9 b., 9 c., or 9 d.

E. Within 800 feet of every lot in residential use, a civic space designed and equipped as a playground shall be provided. A playground shall conform to Table 9 e.

F. Each civic space shall have a minimum of 50% of its perimeter enfronting a thoroughfare, except for playgrounds.

G. Civic spaces may be permitted within special districts by warrant.

H. Parks may be permitted in Transect Zones T4 and T5 by warrant.

3.5.4 Civic Buildings (CB) specific to T2.5—T5 Zones.

A. The owner shall covenant to construct a meeting hall or a third place in proximity to the main civic space of each pedestrian shed. Its corresponding public frontage shall be equipped with a shelter and bench for a transit stop.

B. One Civic Building lot shall be reserved for an elementary school. Its area shall be one (1) acre for each increment of 100 dwelling units provided by the community plan, with a minimum of three (3) acres. The school site may be within any Transect Zone. Any playing fields should be outside the pedestrian shed.

C. One Civic Building lot suitable for a childcare building shall be reserved within each pedestrian shed. The owner or a homeowners' association or other community council may organize, fund and construct an appropriate building as the need arises.

D. Civic Building sites shall not occupy more than 20% of the area of each pedestrian shed.

E. Civic Building sites should be located within or adjacent to a civic space, or at the axial termination of a significant thoroughfare.

F. Civic Buildings shall not be subject to the standards of Article 5. The particulars of their design shall be determined by warrant.

G. Civic Buildings may be permitted within special districts by warrant.

3.6 - SPECIAL DISTRICTS.

3.6.1 Special district designations shall be assigned to areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any Transect Zone or combination of zones. Conditions of development for special districts shall be determined by the Town Council subsequent to a public hearing by the Planning Commission.

3.7 - THOROUGHFARE STANDARDS.

3.7.1 General.

A. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to lots and open spaces.

B. Thoroughfares shall generally consist of vehicular lanes and public frontages.

C.

Thoroughfares shall be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. The public frontages of thoroughfares that pass from one Transect Zone to another shall be adjusted accordingly or, alternatively, the Transect Zone may follow the alignment of the thoroughfare to the depth of one lot, retaining a single public frontage throughout its trajectory.

D. Within the most Rural Zones (T1 and T2/T2.5) pedestrian comfort shall be a secondary consideration of the thoroughfare. Design conflict between vehicular and pedestrian generally shall be decided in favor of the vehicle. Within the more urban Transect Zones (T3 through T5) pedestrian comfort shall be a primary consideration of the thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.

E. The thoroughfare network shall be designed to define blocks not exceeding the size prescribed in Table 14C. The perimeter shall be measured as the sum of lot frontage lines. Block perimeter at the edge of the development parcel shall be subject to approval by warrant.

F. All thoroughfares shall terminate at other thoroughfares, forming a network. Internal thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval by warrant to accommodate specific site conditions only.

G. Each lot shall enfront a vehicular thoroughfare, except that 20% of the lots within each transect zone may enfront a passage.

H. Thoroughfares along a designated b-grid may be exempted by warrant from one or more of the specified public frontage or private frontage requirements. See Table 4.

I. Standards for paths and bicycle trails shall be approved by warrant.

J. The standards for thoroughfares within special districts shall be determined by variance.

3.7.2 Vehicular lanes.

A. Thoroughfares may include vehicular lanes in a variety of widths for parked and for moving vehicles, including bicycles. The standards for vehicular lanes shall be as shown in Table 3A.

B. A bicycle network consisting of bicycle trails, bicycle routes and bicycle lanes should be provided throughout as defined in Article 7 definitions of terms and allocated as specified in Table 14D. Bicycle routes should be marked with sharrows. The community bicycle network shall be connected to existing or proposed regional networks wherever possible.

3.7.3 Public frontages.

A. General to all Zones T1, T2, T2.5, T3, T4, T5.

I. The public frontage contributes to the character of the Transect Zone, and includes the types of sidewalk, curb, planter, bicycle facility, and street trees.

II. Public frontages shall be designed as shown in Table 3A and Table 3B and allocated within Transect Zones as specified in the Transect Zone descriptions.

III. Within the public frontages, the prescribed types of public planting and public lighting shall be as shown in Table 3A, Table 3B. The spacing may be adjusted by warrant to accommodate specific site conditions.

B. Specific to Zones T1, T2, T2.5, T3.

I. The public frontage shall include trees of various species, naturalistically clustered, as well as understory.

II. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance. Lawn shall be permitted only by warrant.

C. Specific to Zone T4, T5.

I. The introduced landscape shall consist primarily of durable species tolerant of soil compaction.

D. Specific to Zone T4.

I. The public frontage shall include trees planted in a regularly-spaced allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears at least one story.

E. Specific to Zone T5.

I. The public frontage shall include trees planted in a regularly-spaced allee pattern of single species with shade canopies of a height that, at maturity, clears at least one story. At retail frontages, the spacing of the trees may be irregular, to avoid visually obscuring the shopfronts.

II. Streets with a right-of-way width of 40 feet or less shall be exempt from the tree requirement.

3.8 - DENSITY CALCULATIONS.

3.8.1 All areas of the new community plan site that are not part of the O-1 Preserved Sector shall be considered cumulatively the net site area. The net site area shall be allocated to the various Transect Zones according to the parameters specified in Table 14A.

3.8.2 Density shall be expressed in terms of housing units per acre as specified for the area of each Transect Zone by Table 14B. For purposes of density calculation, the Transect Zones include the thoroughfares but not land assigned to civic zones. Ten percent (10%) should be in the affordable housing range.

3.8.3 The base density of the community unit may be increased by the transfer of development rights (TDR) up to the amount specified for each zone by Table 10 b. Fifteen percent (15%) of the increase in housing units by TDR shall be in the affordable housing range.

3.8.4 Within the percentage range shown on Table 14B for other functions, the housing units specified on Table 14B shall be exchanged at the following rates:

A. For lodging: 2 bedrooms for each unit of net site area density.

B. For office or retail: 1,000 square feet for each unit of net site area density.

C. The number of units exchanged shall be subject to approval by warrant.

3.8.5 The housing and other functions for each Transect Zone shall be subject to further adjustment at the building scale as limited by Table 6, Table 7 and Section 5.9.

3.9 - SPECIAL REQUIREMENTS.

3.9.1 A new community plan may designate any of the following special requirements:

A. A differentiation of the thoroughfares as A-grid and B-grid. Buildings along the A-grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-grid may be more readily considered for warrants allowing automobile-oriented standards. The frontages assigned to the B-grid shall not exceed 30% of the total length of frontages within a pedestrian shed.

B. Designations for mandatory and/or recommended retail frontage requiring or advising that a building provide a shopfront at sidewalk level along the entire length of its private frontage. The shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 4 and specified in Article 5. The first floor shall be confined to retail use through the depth of the second layer. (Table 12 d.)

C. Designations for mandatory and/or recommended gallery frontage, requiring or advising that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The gallery frontage designation may be combined with a retail frontage designation.

D. Designations for mandatory and/or recommended arcade frontage, requiring or advising that a building overlap the sidewalk such that the first floor facade is a colonnade. The arcade frontage designation may be combined with a retail frontage designation.

E. A designation for coordinated frontage, requiring that the public frontage (Table 3A) and private frontage (Table 4) be coordinated as a single, coherent landscape and paving design.

F. Designations for mandatory and/or recommended terminated vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the CRC.

G. A designation for cross block passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.

H. A designation for buildings of historic significances, requiring that such buildings and structures may be altered or demolished only in accordance with Town of Ridgeland Municipal Code.

3.9.2 Source water protection standards:

A. A new community plan must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source water protection standards are as set forth in Ridgeland Code Chapter 51.

ARTICLE 4. - INFILL COMMUNITY SCALE PLANS

4.1 - INSTRUCTIONS.

4.1.1 Within the G-4 Infill Growth Sector of the Regional Plan (Article 2), or other areas designated as infill, the Planning Office shall prepare, or have prepared on its behalf, Infill Regulating Plans to guide further development. Infill Regulating Plans shall be prepared in a process of public consultation subject to approval by the Planning Commission.

4.1.2 Infill Regulating Plans shall regulate, at minimum, an area the size of the pedestrian shed commensurate with its community unit type as listed in Section 4.2. The Planning Department shall determine a community unit type based on existing conditions and intended evolution in the plan area.

4.1.3 Infill Regulating Plans shall consist of one or more maps showing the following:

A. The outline(s) of the pedestrian shed(s) and the boundaries of the community unit(s).

B. Transect zones and any civic zones within each pedestrian shed, assigned according to an analysis of existing conditions and future needs.

C. A Thoroughfare Network, existing or planned (Table 3A, Table 3B).

D. Any special districts (Section 4.5).

E. Any special requirements (Section 4.7).

F. A record of any warrants or variances.

4.1.4 Within any area subject to an approved Infill Regulating Plan, this Code becomes the exclusive and mandatory regulation. Property owners within the plan area may submit building scale plans under Article 5 in accordance with the provisions of this Code. Building scale plans requiring no variances shall be approved administratively by the CRC.

4.1.5 The owner of a parcel, or abutting parcels, consisting of 7 acres or more of contiguous lots within an area subject to an Infill Regulating Plan may apply to prepare a Special Area Plan. In consultation with the Planning Office, a Special Area Plan may assign new Transect Zones, Civic Zones, Thoroughfares, special districts and/or special requirements as provided in this Code, with appropriate transitions to abutting areas. Special Area Plans may be approved by warrant.

4.1.6 The owner of a parcel, or abutting parcels, consisting of 30 acres or more of contiguous lots, whether inside or outside an area already subject to an Infill Regulating Plan, may initiate the preparation of a new community plan. New community plans for the G-4 Sector, or other areas designated as infill by the Planning Office, shall regulate, at minimum, an area the size of the pedestrian shed commensurate with its community unit type as listed in Section 4.2, even if it overlaps adjacent parcels. Both the site and plan area should connect and blend with surrounding urbanism.

4.2 - COMMUNITY UNIT TYPES.

4.2.1 Infill Regulating Plans shall encompass one or more of the following community unit types. The allocation percentages of Table 10 a. do not apply.

4.2.2 Infill TND (Traditional Neighborhood Development).

A. An infill TND should be assigned to neighborhood areas that are predominantly residential with one or more mixed use corridors or centers. An infill TND shall be mapped as at least one complete standard pedestrian shed, which may be adjusted as a network pedestrian shed, oriented around one or more existing or planned common destinations.

B. The edges of an infill TND should blend into adjacent neighborhoods and/or a downtown without buffers.

4.2.3 Infill TOD (Transit Oriented Development).

A. Any infill TND on an existing or projected rail or Bus Rapid Transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher density represented by the effective parking allowance in Section 5.9.2D.

B. The use of a TOD overlay shall be approved by variance.

4.3 - TRANSECT ZONES.

4.3.1 Transect Zone standards for Infill Regulating Plans should be calibrated by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation and subject to the approval of the Planning Commission. Metrics shall be recorded on Table 10 and Table 11.

4.3.2 A Transect Zone shall include elements indicated by Article 3, Article 5, and Article 6.

4.4 - CIVIC ZONES.

4.4.1 General.

A. Infill plans should designate Civic Space Zones (CS) and Civic Building Zones (CB).

B. A Civic Zone may be permitted by warrant if it does not occupy more than 20% of a pedestrian shed, otherwise it is subject to the creation of a special district. See Section 4.5.

C. Parking provisions for Civic Zones shall be determined by warrant.

4.4.2 Civic Space Zones (CS).

A. Civic Spaces shall be generally designed as described in Table 9, their type determined by the surrounding or adjacent Transect Zone in a process of public consultation subject to the approval of the Planning Commission.

4.4.3 Civic Building Zones (CB).

A. Civic buildings shall be permitted by variance in any Transect Zone or by warrant on Civic Zones reserved in the Infill Regulating Plan.

B. Civic buildings shall not be subject to the requirements of Article 5. The particulars of their design shall be determined by warrant.

4.5 - SPECIAL DISTRICTS.

4.5.1 Areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any Transect Zone or combination of zones shall be designated as special districts by the Planning Office in the process of preparing an infill plan. Conditions of development for special districts shall be determined in public hearing of the Planning Commission and Town Council and recorded on Table 11.

4.6 - PRE-EXISTING CONDITIONS.

4.6.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in the same use and form until a substantial modification occurs or is requested, at which time the Consolidated Review Committee (CRC) shall determine the provisions of this section that shall apply.

4.6.2 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this Code.

4.6.3 Where buildings exist on adjacent lots, the CRC may require that a proposed building match one or the other of the adjacent setbacks and heights rather than the provisions of this Code.

4.6.4 Any addition to or modification of a building of value that has been designated as such by the Town of Ridgeland Municipal Code or to a building actually or potentially eligible for inclusion on a State, Local or National Historic Register, shall be subject to approval by the Town of Ridgeland Town Administrator.

4.6.5 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Tables 6 and 7.

4.7 - SPECIAL REQUIREMENTS.

4.7.1 An infill community plan may designate any of the following special requirements:

A. A differentiation of the thoroughfares as A-grid and B-grid. Buildings along the A-grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-grid may be more readily considered for warrants allowing automobile-oriented standards. The frontages assigned to the B-grid shall not exceed 30% of the total length of frontages within

a pedestrian shed.

B. Designations for mandatory and/or recommended retail frontage requiring that a building provide a shopfront at sidewalk level along the entire length of its private frontage. The shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 4 and specified in Article 5. The first floor shall be confined to retail use through the depth of the second layer. (Table 12 d.)

C. Designations for mandatory and/or recommended gallery frontage, requiring that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns. The gallery frontage designation may be combined with a retail frontage designation.

D. Designations for mandatory and/or recommended arcade frontage, requiring that a building overlap the sidewalk such that the first floor facade is a colonnade. The arcade frontage designation may be combined with a retail frontage designation.

E. A designation for coordinated frontage, requiring that the public frontage (Table 3A) and private frontage (Table 4) be coordinated as a single, coherent landscape and paving design.

F. Designations for mandatory and/or recommended terminated vista locations, requiring that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the CRC.

G. A designation for cross block passages, requiring that a minimum 8-foot-wide pedestrian access be reserved between buildings.

H. A designation for buildings of value, requiring that such buildings and structures may be altered or demolished only in accordance with Town of Ridgeland Municipal Code.

4.7.2 Source water protection standards:

A. An Infill Community Plan must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source water protection standards area as set forth in Ridgeland Code Chapter 51.

ARTICLE 5. - BUILDING SCALE PLANS

5.1 - INSTRUCTIONS.

5.1.1 Lots and buildings located within a new community plan or Infill Community Plan governed by this Code and previously approved by the Planning Commission shall be subject to the requirements of this article.

5.1.2 Design plans required under this article require administrative approval by the CRC.

5.1.3 Building and site plans submitted under this article shall show the following, in compliance with the standards described in this article:

A. For preliminary site and building approval:

- Building disposition.
- Building configuration.
- Building function.
- Parking location standards.
- Plans and drawings required by this Code shall be stamped by a South Carolina licensed engineer or architect.

B. For final approval, in addition to the above:

- Landscape standards.
- Signage standards.
- Special requirements, if any.

5.1.4 Special districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

5.2 - PRE-EXISTING CONDITIONS.

5.2.1 Existing buildings and appurtenances that do not conform to the provisions of this Code may continue in use as they are until a substantial modification is requested, at which time the CRC shall determine the provisions of this section that shall apply.

5.2.2 The modification of existing buildings is permitted by right if such changes result in greater conformance with the specifications of this Code.

5.2.3 Where buildings exist on adjacent lots, the CRC may require that a proposed building match one or the other of the adjacent setbacks and heights rather than the provisions of this Code.

5.2.4 Any addition to or modification of a building of value that has been designated as such by the Town of Ridgeland Municipal Code, or to a building actually or potentially eligible for inclusion on a State, Local or National Historic Register, shall be subject to approval by the Town of Ridgeland Town Administrator.

5.2.5 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing nor (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Table 6 and Table 7.

5.3 - SPECIAL REQUIREMENTS.

5.3.1 To the extent that a regulating plan for either a new community plan or an Infill Community Plan designates any of the following special requirements, standards shall be applied as follows:

A. Buildings along the A-grid shall be held to the highest standard of this Code in support of pedestrian activity. Buildings along the B-grid may be more readily considered for warrants allowing automobile-oriented standards.

B. A mandatory or recommended retail frontage designation requires or advises that a building provide a shopfront at sidewalk level along the entire length of its private frontage. The shopfront shall be no less than 70% glazed in clear glass and shaded by an awning overlapping the sidewalk as generally illustrated in Table 4. The first floor shall be confined to retail use through the depth of the second layer. (Table 12 d.)

C. A mandatory or recommended gallery frontage designation requires or advises that a building provide a permanent cover over the sidewalk, either cantilevered or supported by columns (as generally illustrated in Table 4). A gallery frontage may be combined with a retail frontage.

D. A mandatory or recommended arcade frontage designation requires or advises that a building overlap the sidewalk such that the first floor facade is a colonnade (as generally illustrated in Table 4). The arcade frontage may be combined with a retail frontage.

E. A coordinated frontage designation requires that the public frontage (Table 3A) and private frontage (Table 4) be coordinated as a single, coherent landscape and paving design.

F. A mandatory or recommended terminated vista designation requires or advises that the building be provided with architectural articulation of a type and character that responds visually to its axial location, as approved by the CRC.

G. A cross block passage designation requires that a minimum 8-foot-wide pedestrian access be reserved between buildings.

H. A building of value designation requires that the building or structure may be altered or demolished only in accordance with municipal preservation standards and protocols.

5.3.2 Source water protection standards:

A. Building scale plans must adhere to the distance (no closer than 100 feet) and contaminants of concerns in relation to existing production wells in the Town of Ridgeland. Source water protection standards are as set forth in Ridgeland Code Chapter 51.

5.4 - CIVIC ZONES.

5.4.1 General.

A. Civic Zones are designated on community plans as Civic Space (CS) or Civic Building (CB).

B. Parking provisions for Civic Zones shall be determined by warrant.

5.4.2 Civic Spaces (CS).

A. Civic Spaces shall be generally designed as described in Table 9.

5.4.3 Civic Buildings (CB).

A. Civic Buildings shall not be subject to the requirements of this article. The particulars of their design shall be determined by warrant.

5.5 - SPECIFIC TO T1 NATURAL ZONE.

5.5.1 Buildings in the T1 Natural Zone are permitted only by variance. Permission to build in T1 and the standards for Article 5 shall be determined concurrently as variances, after public hearing by the Planning Commission.

5.6 - BUILDING DISPOSITION.

5.6.1 Specific to Zone T2.

A. Building disposition shall be determined by warrant.

5.6.2 Specific to Zones T3, T4, T5.

A. Newly platted lots shall be dimensioned according to Table 10 f. and Table 11.

B. Building disposition types shall be as shown in Table 5 and Table 10 i.

C. Buildings shall be disposed in relation to the boundaries of their lots according to Table 10 g., Table 10 h., and Table 11.

D. One principal building at the frontage, and one outbuilding to the rear of the principal building, may be built on each lot as shown in Table 17C.

E. Lot coverage by building shall not exceed that recorded in Table 10 f. and Table 11.

F. Facades shall be built parallel to a rectilinear principal frontage line or to the tangent of a curved principal frontage line, and along a minimum percentage of the frontage width at the setback, as specified as frontage buildout on Table 10 g. and Table 11.

G. Setbacks for principal buildings shall be as shown in Table 10 g. and Table 11. In the case of an infill lot, setbacks shall match one of the existing adjacent setbacks. Setbacks may otherwise be adjusted by warrant.

H. Rear setbacks for outbuildings shall be a minimum of 12 feet measured from the centerline of the rear alley or rear lane easement. In the absence of rear alley or rear lane, the rear setback shall be as shown in Table 10 h. and Table 11.

I. To accommodate slopes over ten percent, relief from front setback requirements is available by warrant.

5.7 - BUILDING CONFIGURATION.

5.7.1 General to Zones T2, T3, T4, T5.

A. The private frontage of buildings shall conform to and be allocated in accordance with Table 4 and Table 10 j.

B. Buildings on corner lots shall have two private frontages as shown in Table 17. Prescriptions for the second and third layers pertain only to the principal frontage. Prescriptions for the first layer pertain to both frontages.

C. All facades shall be glazed with clear glass no less than 30% of the first story.

D. Building heights, stepbacks, and extension lines shall conform to Table 5 and Table 10 j.

E. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor commercial function, which shall be a minimum of 11 feet with a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional story.

F. In a parking structure or garage, each above-ground level counts as a single story regardless of its relationship to habitable stories.

G. Height limits do not apply to attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, or elevator bulkheads. Attics shall not exceed 14 feet in height.

5.7.2 Specific to Zones T2, T3, T4, T5.

A. The habitable area of an accessory unit within a principal building or an outbuilding shall not exceed 440 square feet, excluding the parking area.

5.7.3 Specific to Zone T3.

A. No portion of the private frontage may encroach the sidewalk.

B. Open porches may encroach the first layer 50% of its depth.

C. Balconies and bay windows may encroach the first layer 25% of its depth except that balconies on porch roofs may encroach as does the porch.

5.7.4 Specific to Zone T4.

A. Balconies, open porches and bay windows may encroach the first layer 50% of its depth. (Table 12 d.)

5.7.5 Specific to Zone T5.

A. Awnings, arcades, and galleries may encroach the sidewalk to within 2 feet of the curb but must clear the sidewalk vertically by at least 8 feet.

B. Maximum encroachment heights (extension lines) for arcades shall be as shown on Table 8.

C. Stoops, lightwells, balconies, bay windows, and terraces may encroach the first layer 100% of its depth. (Table 16 d.)

D. Loading docks and service areas shall be permitted on frontages only by warrant.

E. In the absence of a building facade along any part of a frontage line, a streetscreen shall be built co-planar with the facade.

F. Streetscreens should be between 3.5 and 8 feet in height. The streetscreen may be replaced by a hedge or fence by warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.

G. A first level residential or lodging function shall be raised a minimum of 2 feet from average sidewalk grade.

5.8 - BUILDING FUNCTION.

5.8.1 General to Zones T2, T3, T4, T5.

A. Buildings in each transect zone shall conform to the functions on Table 6, Table 8 and Table 10 l. Functions that do not conform shall require approval by warrant or variance as specified on Table 8.

5.8.2 Specific to Zones T2, T3.

A. Accessory functions of restricted lodging or restricted office shall be permitted within an accessory building. See Table 6.

5.8.3 Specific to Zones T4, T5.

A. Accessory functions of limited lodging or limited office shall be permitted within an accessory building. See Table 6.

5.8.4 Specific to Zone T5.

A. First story commercial functions shall be permitted.

B. Manufacturing functions within the first story may be permitted by variance.

5.8.5 Structures for overnight habitation prohibited. No structure shall be allowed or permitted (either new construction or rehabilitated) for the purpose of overnight habitation (either on a short term or long term basis) in the Town of Ridgeland other than unattached (non-conjoined) single family residential units on a separately platted lot. Any other type of construction, modifications to existing structure or change in use to provide housing (overnight habitation) is strictly prohibited without special exception being granted by Council; prohibited type of housing includes but are not limited to hotels, boarding houses, half-way houses, nightly or weekly rentals, apartments, duplexes, or multi-family of any kind.

(Ord. No. 09-2015, 12-3-15)

5.9 - PARKING AND DENSITY CALCULATIONS.

5.9.1 Specific to Zones T2, T3.

A. Buildable density on a lot shall be determined by the actual parking provided within the lot as applied to the functions permitted in Table 6 and Table 7.

5.9.2 Specific to Zones T4, T5.

A. Buildable density on a lot shall be determined by the sum of the actual parking calculated as that provided (1) within the lot (2) along the parking lane corresponding to the lot frontage, and (3) by purchase or lease from a civic parking reserve within the pedestrian shed, if available.

B. The actual parking may be adjusted upward according to the shared parking factor of Table 7 to determine the effective parking. The shared parking factor is available for any two functions within any pair of adjacent blocks.

C. Based on the effective parking available, the density of the projected function may be determined according to Table 6.

D. Within the overlay area of a Transit Oriented Development (TOD) the effective parking may be further adjusted upward by 30%.

E. The total density within each Transect Zone shall not exceed that specified by an approved regulating plan based on Article 3 or Article 4.

F. Accessory units do not count toward density calculations.

G. Liner buildings less than 30 feet deep and no more than two stories shall be exempt from parking requirements.

5.10 - PARKING LOCATION STANDARDS.

5.10.1 General to Zones T2, T3, T4, T5.

A. Parking shall be accessed by rear alleys or rear lanes, when such are available on the regulating plan.

B. Open parking areas shall be masked from the frontage by a building or streetscreen.

C. For buildings on B-grids, open parking areas may be allowed unmasked on the frontage by warrant, except for corner lots at intersections with the A-grid.

D. Minimum parking space dimensions for head-in or diagonal parking shall be 9 feet by 18 feet. Parallel parking spaces shall be 7 feet by 22 feet minimum. Drive aisles in parking lots shall be at least 22 feet wide for two-way circulation and to provide adequate backup space for 90 degree head-in parking. Diagonal parking and parallel spaces can be accessed with one-way minimum 10-feet wide drive aisles. Parking shall be provided as necessary to meet the requirements of the Americans with Disabilities Act.

5.10.2 Specific to Zones T2, T3.

A. Open parking areas shall be located at the second and third lot layers, except that driveways, drop-offs and unpaved parking areas may be located at the first lot layer. (Table 12 d.)

B. Garages shall be located at the third layer except that side- or rear-entry types may be allowed in the first or second layer by warrant.

5.10.3 Specific to Zones T3, T4.

A. Driveways at frontages shall be no wider than 10 feet in the first layer.

5.10.4 Specific to Zone T4.

A. All parking areas and garages shall be located at the second or third layer. (Table 12 d.)

5.10.5 Specific to Zone T5.

A. All parking lots, garages, and parking structures shall be located at the second or third layer. (Table 12 d.)

B. Vehicular entrances to parking lots, garages, and parking structures shall be no wider than 24 feet at the frontage.

C. Pedestrian exits from all parking lots, garages, and parking structures shall be directly to a frontage line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.

D. Parking structures on the A-grid shall have liner buildings lining the first and second stories.

E. A minimum of one bicycle rack may be required within the public or private frontage for every ten vehicular parking spaces.

5.11 - LANDSCAPE STANDARDS.

5.11.1 General to all Transect Zones.

A. Environmental standards for transects provide that the more natural environment shall have priority in the more Rural Zones (T1, T2, and T2.5), and the more urban environment shall have the priority in the more Urban Zones (T3, T4, and T5).

B. Buildings in the T1 and T2 zones are generally prohibited and shall only be permitted by warrant; thus, the T1 and T2 zones establish priority of the natural environment in these locations.

C. Urbanization in the T3, T4, and T5 zones provides for the creation of streetscapes in the public realm, with street trees, on-lot trees and preserved clusters of trees acting as the form of mitigation for the removal of grand tree resources in these Transect Zones. Grand trees are defined as any tree 24" dbh or greater or any live oak or palmetto tree 12" dbh or greater. The mitigation requirement is 1.5" to 1".

D. Street trees and spacing shall be coordinated and approved by the Planning Director in consultation with the CRC. Whenever possible the following should be used: Locally made soil amendments and compost for plant nourishment, improved water absorption, and holding capacity; drought tolerant and/or slow growing hardy grasses, native and indigenous plants, shrubs, ground covers, and trees appropriate for local conditions; and mulches to minimize evaporation, reduce weed growth, and retard erosion.

E. Non-grand tree resources in T1, T2, T2.5, T3, T4, and T5 are permitted to be removed with CRC approval.

F. Grand tree resources within all Transect Zones except for T5 are subject to removal only by warrant. In T5, grand tree resources are subject to removal with CRC approval.

5.11.2 General to Zones T2, T2.5, T3, T4, T5.

A. Impermeable surface shall be confined to the ratio of lot coverage specified in Table 10 f.

B. Landscape strips of at least 6 feet in width shall be provided between parking isles of either head-in or diagonal parking. Each landscape median shall have at least one tree for every 20 linear feet, or portion thereof, and be covered with grass, shrubs, or living ground cover. To minimize water consumption, the use of low-water vegetative ground cover other than turf is encouraged.

C. In lieu of landscape strips, landscape islands can be provided. No more than 6 consecutive parking stalls are permitted without a landscape island of at least 6 feet in width and extending the entire length of the parking stall. A minimum of one tree shall be planted in each landscape island.

5.11.3 Specific to Zones T2, T2.5, T3, T4.

A. The first layer may not be paved, with the exception of driveways as specified in Section 5.10.2 and Section 5.10.3. (Table 12 d.)

5.11.4 Specific to Zone T3.

A. A minimum of two trees shall be planted within the first layer for each 30 feet of frontage line or portion thereof. (Table 12 d.)

B. Trees may be of single or multiple species as shown on Table 3B.

C. Trees shall be naturalistically clustered.

D. Lawn shall be permitted by warrant.

5.11.5 Specific to Zone T4.

A. A minimum of one tree shall be planted within the first layer for each 30 feet of frontage line or portion thereof. (Table 12 d.)

B. Trees shall be a single species to match the species of street trees on the public frontage.

C. Lawn shall be permitted by right.

5.11.6 Specific to Zone T5.

A. Trees shall not be required in the first layer.

B. The first layer may be paved to match the pavement of the public frontage.

5.12 - SIGNAGE STANDARDS.

5.12.1 General to Zones T2, T2.5, T3, T4, T5, SD-Exit 21.

A. There shall be no signage permitted additional to that specified in this section.

B. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the principal entrance or at a mailbox.

C. Architecturally compatible ground level signs shall not exceed 6' in height, 8' in length and 2' in width, and they shall be authorized by CRC.

5.12.2 Specific to Zones T2, T2.5, T3.

A. Signage shall not be illuminated.

5.12.3 Specific to Zones T4, T5.

A. Signage shall be externally illuminated, except that signage within the shopfront glazing may be neon lit subject to the neon sign being approved by the CRC.

5.12.4 Specific to Zones T2, T2.5, T3, T4.

A. One blade sign for each business may be permanently installed perpendicular to the facade within the first layer. Such a sign shall not exceed a total of 8 square feet and shall clear 8 feet above the sidewalk.

5.12.5 Specific to Zone T5.

A. Blade signs, not to exceed 10 square feet for each separate business entrance, may be attached to and should be perpendicular to the facade, and shall clear 8 feet above the sidewalk.

B. A single external permanent sign band may be applied to the facade of each building, providing that such sign not exceed 3 feet in height by any length.

C. Signs shall be made of wood or enameled steel.

5.12.6 Specific to Zone SD-Exit 21.

A. All proposed signage shall be reviewed and approved by the CRC.

5.13 - ARCHITECTURAL STANDARDS.

5.13.1 The following architectural standards shall apply to all structures in the following transect zones: T2.5, T3, T4, T5, and SD-Exit 2.

5.13.2 Walls—Materials.

A. Walls shall be finished in wood clapboard (sealed with paint or stain), board and batten, cedar shingles, "hardie plank," stucco, or brick. Walls may be finished in brick as approved by the CRC. Walls for single family residential units may be finished in vinyl siding on a case by case basis as approved by the CRC.

B. Foundation walls, and piers shall be parged block, smooth finished poured concrete, tabby, stucco or brick.

C. Crawl space may be skirted with horizontal wood boards, or framed wood with not more than 1.5" spaces between boards or wood louvers. Lattice shall be installed between supports as approved by the CRC. Galvanized hardware cloth may be placed behind the lattice.

D. Garden walls shall be stucco or brick. Gates in garden walls shall be wood or iron. Garden walls shall not be perforated with precast elements, but may accommodate pierced brick.

E. Fences at frontages and in front yards shall be made of smooth cedar, or p.t. wood pickets; spacing between pickets shall not exceed 1.5". All other fences shall be made of wood boards with a rectangular section. Wood fences may have stucco, brick, or tabby piers. Wire fences are permitted as long as the posts are made of wood and the fence is planted with a growing vine i.e. jasmine, etc. Cyclone fences are not permitted.

F. Retaining walls shall be built of stucco, brick, or tabby.

(Ord. No. 01-2011, 5-5-11)

5.13.3 Walls—Configurations and techniques.

A. Walls may be built of no more than two materials and shall only change material along a horizontal line, i.e. cedar shingles may be combined with wood siding when the material change occurs horizontally, (typical at floor line or a gable end), with the heavier material below the lighter. All the walls of a single building must be built of the same materials in the same configuration. Wood clapboard and shingles shall be horizontal.

B. Siding shall be horizontal, maximum 6" to the weather.

C. Boards with more than 6" to the weather shall show a 1" variation from one board to the next. Shingles shall be maximum 8" to the weather. Decorative shingles shall not be permitted.

D. Stucco shall be smooth sand- or tabby-finished.

E. Trim shall be minimum grade "B" trim lumber; and shall be 3.5" to 6" in width at corners and around opening, except at the front door, which may be any size (3.5" minimum) or configuration.

F. Garden walls shall be minimum 8" thick and have a horizontal cap. Brick mortar joints shall be struck and no more than ⅜" wide.

G. Fences on adjacent lots shall have different designs. Fences in front yards shall be as indicated in the code. Wood fences shall be painted white or charleston green unless otherwise approved by the CRC.

H. Walls shall be one color.

I.

Colors: Colors for all materials shall be selected from a master list approved by the CRC. Rough siding shall be a dark color. Masonry, smooth siding and trim shall be a light color, which may or may not be the same as the wall color.

J. Paints and stains: All exterior smooth wood shall be painted. Wood shingles may be left to age naturally, or shall be stained.

5.13.4 Elements—Materials.

A. Chimneys shall be finished with stucco or brick. Flues for pot belly stoves shall be metal with an appropriate lintel or jack arch.

B. Piers and arches shall be made of stucco, brick, or tabby.

C. Porches, columns, posts, spindles and balusters shall be made of wood. Porches may be enclosed with glass or screens for a maximum of 30% of their length; however glass enclosures are not permitted at frontages. Porch ceilings may be enclosed with painted wood; exposed joists shall be painted.

D. Arcades in Zone T4 or T5 shall be metal or stucco, with wood or metal posts, railings, and balconies.

E. Stoops shall be made of wood, brick, or concrete. If concrete, a stoop shall have brick or stucco cheek walls.

F. Decks shall be located in rear yards only, elevated a maximum of 30' above grade and painted or stained (except walking surfaces which may be unpainted).

G. Awnings shall have a metal structure covered with canvas or synthetic canvas.

H. Metal elements shall be unpainted galvanized steel, anodized or ESP aluminum, or marine grade aluminum.

I. Patios and stoops may have horizontal surfaces made of brick, or tabby.

J. The following shall not be permitted: Panelized materials, keystones, quoins, window air conditioning units, above-ground pools (except those of the inflatable variety), antennas, solar panels, signs (on private property), direct vent fireplaces.

5.13.5 Elements—Configurations and techniques.

A. Chimneys shall be a minimum 2:1 proportion in plan and capped to conceal spark arresters. Fireplace enclosures and chimneys shall extend to the ground.

B. Porch piers of masonry construction shall be no less than 12' × 12".

C. Arches of masonry construction shall be no less than 12" in depth.

D. Arcades and breezeways shall have vertically proportioned openings.

E. Screen porches shall have screens framed in wood installed behind framed railings.

F. Columns (the classical orders), if provided, shall be of the tuscan or doric orders with correct proportions or profiles according the American Vignola.

G. Posts shall be no less than 6" × 6", except at outbuildings. Railings shall have horizontal top and bottom rails. Wood top rails shall be eased and bottom rails shall have a vertical section. Top and bottom rails shall be centered on the pickets. The opening between spindles and balusters shall not exceed 4".

H. Balconies which cantilever shall be structurally supported by brackets.

I. Signs attached to buildings shall be integral to the storefront, no larger than 18" in height and externally lit.

J. Awnings shall be rectangular in shape with straight edges.

K. Awnings may have side panels but shall not have a bottom soffit panel. Awnings shall not be backlit.

L. Spotlights attached to building walls or roof eaves are only permitted in rear yards and illuminating cone shall not emit excess or direct light beyond property line.

M. Wood elements must be painted or stained with an opaque or semi-solid stain, except walking surfaces which may be left natural.

5.13.6 Roofs—Materials.

A. Roofs shall be clad in wood shingles, (corrugated, 5 V crimp or standing seam) galvanized steel, galvalume or copper. Asphaltic or fiberglass shingles shall be architectural grade and shall be submitted for approval.

B. Gutters and downspouts, when used, shall be made of galvanized steel, copper (not copper-coated), anodized or ESP aluminum.

C. Flashing shall be copper, lead or anodized aluminum.

D. Copper roofs, flashing, gutters, and downspouts shall be allowed to age naturally (not painted or sealed).

5.13.7 Roofs—Configurations and techniques.

A. Principal roofs shall be a symmetrical gable or hip with a slope of 6:12 to 10:12.

B. Ancillary roofs (attached to walls at the highest portion pf the principal building) may be shed sloped no less than 2:12. Roofs on towers shall be flat or have a slope of 4:12 to 8:12.

C. Flat roofs, including flat roofs on towers, shall be permitted only when occupiable and accessible from an interior room. Flat roofs shall have a railing or parapet wall no less than 36" high.

D. Parapets shall be horizontal.

E. Eaves shall be continuous. Eaves which overhang less than 8" shall have a closed soffit. Eaves which overhang more than 16" shall have exposed rafters. Eaves which overhang between 8" and 16" shall have either a closed soffit or exposed rafters. Rafter tails may not exceed 8" in depth.

F. Gutters shall be half-round. Downspouts shall be round.

G. Dormers shall be habitable, placed a minimum of 3' from side building walls and have gable or shed roofs with a slope to match the principal structure or shed roofs with a slope 3:12. Dormers shall not be excessively larger than windows, i.e. no siding at either side of windows. Dormer eaves and rake trim should be scaled down from primary eaves and rake trim proportions (66%).

H. Skylights shall be flat and mounted so as not to be visible from any fronting street.

5.13.8 Openings—Materials.

A. Windows shall be made of wood (painted), vinyl or aluminum clad and shall be glazed with clear glass. All trim shall be no less than 3.5". Bay windows shall be made of trim lumber. Corner trim shall be no less than 4".

B. Doors (including garage doors) shall be wood or metal. Doors shall be painted or stained.

C. Storefront shall be made of wood, or metal.

D. Shutters shall be wood, PVC, painted, operable and meet the width of the window when closed.

E. Security doors and window grilles must be approved.

5.13.9 Openings—Configurations and techniques.

A. Windows rectangular single-, double-, or triple-hung, awning, fixed (under 2 sf), or operable casement types, with a square to vertical proportion. Transoms may be oriented horizontally with panes of vertical proportions. Multiple windows in the same rough opening shall be separated by a 4" minimum post. In masonry walls the centerline of the window sash shall align with the centerline of the wall.

B. Window muntins shall be true divided light or simulated divided light windows or fixed on the interior and exterior surface and create panels of square or vertical proportion.

C. Bay windows shall have a minimum of 3 sides and shall extend to the floor inside and to the ground outside, if located on the ground floor or, if not, be structurally supported by brackets.

D. Storm windows and screens shall be integral with the window. Screens shall be made of brass, bronze, or black vinyl.

E. Front doors, including the entry door to the porch on side yard houses, shall be located on the frontage line. (Paired doors are not permitted at frontages. Windows in doors must be rectangular and vertically-oriented.)

F. Doors shall be hinged. Doors, except garage doors, shall be constructed of planks or raised panels not flush with applied trim which express the construction technique.

G. Garage doors facing a street frontage shall be a maximum of 10' in width. Garage doors facing an alley shall have a light fixture with an incandescent bulb activated by a photocell. Garage doors shall be painted or stained. Storefronts shall be painted a dark gloss color.

H. Shutters shall be operable, sized and shaped to match the openings.

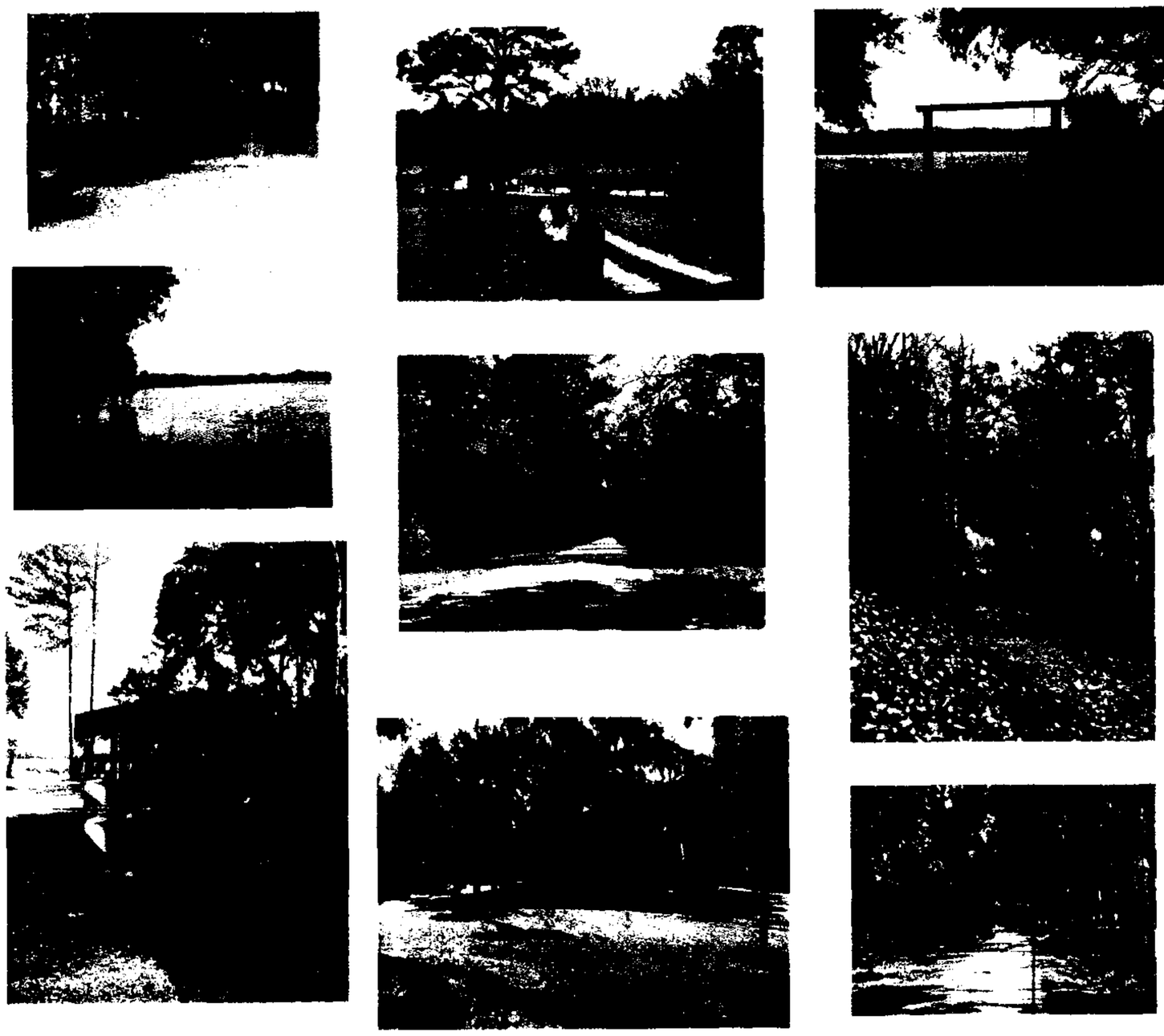
I. Stucco trim articulations shall be subject to approval by the CRC.

J. An accent color, for items such as the front door and shutters, may be used subject to approval from the CRC.

ARTICLE 6. - STANDARDS AND TABLES

TABLE 2. - TRANSECT ZONE DESCRIPTIONS

NATURAL ZONE



Consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for development due to topography, hydrology or vegetation. The general character of T-1 consists of natural landscapes with some agricultural use as well as public access to greenways and blueways. Human settlement within T-1 is not permitted.

Permitted uses:

By right: Grain storage, greenhouse, stable, rest stop, roadside stand

By warrant: Livestock pen, electric substation, wireless transmitter.

Civic spaces: Parks & playgrounds.

Base residential density: Not applicable.

Block size: No maximum.

Permitted thoroughfares: See Thoroughfare Standards for T1 types.

Permitted building disposition: Edgeyard.

T2	**RURAL ZONE**

Consists of sparsely settled lands in open or cultivated states. These include woodland, agricultural land, and grassland. Typical buildings include farmhouses, plantations, cabins, agricultural buildings, family compound, and hunting lodge. The T2 zone is recommended for those areas outside the edge of sub-urban and urban settlement.

Permitted uses:
By right: House, accessory unit, open-market building, bus shelter, fountain or public art, playground, religious assembly, grain storage, greenhouse, kennel, stable, rest stop, roadside stand, cemetery, childcare center.

By warrant: Inn (up to 12 rooms), bed & breakfast (up to 5 rooms), outdoor auditorium, livestock pen, gasoline, electric substation, wireless transmitter.

Civic spaces: Parks & playgrounds.

Base residential density: 1 unit/25 acres average.

Block size: No maximum.

Permitted thoroughfares: See thoroughfare standards for T2.

Lot width and coverage: By warrant.

Permitted private frontages: Common yard.

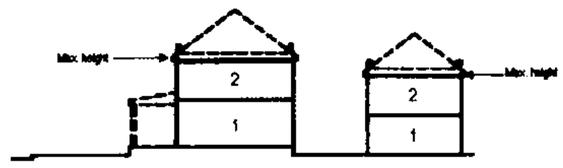
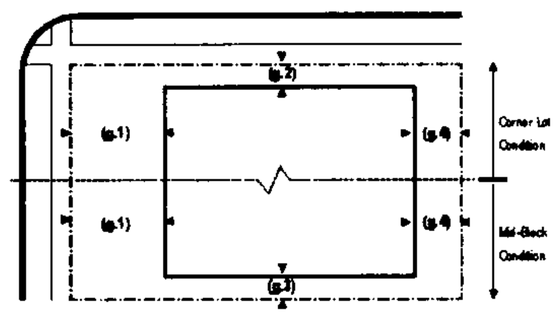
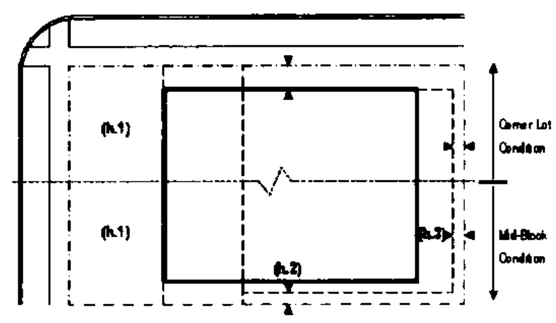
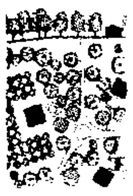
Building function: Restricted residential, restricted lodging, restricted office, restricted retail.

Building disposition:
Edgeyard: Permitted.
Sideyard: Not Permitted.
Rearyard: Not Permitted.
Courtyard: Not Permitted.

Building configuration:
Principal building: 2 stories max.
Outbuilding: 2 Stories max.

Setbacks:
Principal building:
(G.1) Front Setback (Principal): 48 ft. min.
(G.2) Front Setback (Secondary): 48 min.
(G.3) Side Setback: 96 ft.
(G.4) Rear Setback: 96 ft.
Frontage buildout: Not applicable.

Outbuilding:
(H.1) Front setback: 20 min. + bldg. setback.
(H.2) side setback: 3 or 6 ft.
(H.3) rear setback: 3 ft. min.

Building configuration 1. Building height shall be measured in number of Stories, excluding Attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 feet. 3. Height shall be measured to the eave or roof deck as specified on Table 8.		
Setbacks - Principal Bldg. 1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown. 2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.		
Setbacks - Outbuilding 1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.		
T2.5 	**RURAL CROSSROADS**	

T2.5 is also known as a rural gathering place, consisting of a handful of single-family and mixed use structures located at the intersection of two or three primary rural thoroughfares. This zone provides essential goods and services to the residents of T2 and is accessible primarily by vehicle. Ridgeland precedent of T2.5: Cooler's Exxon Station and Old House Restaurant Settlement Area. Rural

crossroads are defined as an area that is 8 acres centered on the aforementioned section.

Permitted uses:

By right: House, accessory unit, open-market building, bus shelter, fountain or public art, playground, religious assembly, grain storage, greenhouse, kennel, stable, rest stop, roadside stand, cemetery, childcare center, retail building, country store.

By warrant: Inn (up to 12 rooms), bed & breakfast (up to 5 rooms), outdoor auditorium, livestock pen, gasoline, electric substation, wireless transmitter.

Civic spaces: Parks, green, & playgrounds.

Base residential density: 3 dwelling units per acre maximum.

Block size: No maximum.

Permitted thoroughfares: See Thoroughfare Standards for T2.5.

Lot width and coverage: By warrant.

Permitted private frontages: Common yard.

Building function: Restricted residential, restricted lodging, restriction office, restricted retail.

Building configuration:

Principal building: 2 stories max.

Outbuilding: 2 stories max.

Setbacks:

Principal building:

(G.1) Front setback (principal): 10—30 ft. min.

(G.2) Front setback (secondary): 30 ft. min.

(G.3) Side setback: By warrant.

(G.4) Rear setback: By warrant.

Frontage buildout: Not applicable.

Outbuilding:

(H.1) Front setback: 20 min. + bldg. setback.

(H.2) Side setback: 3 or 6 ft.

(H.3) Rear setback: 3 ft. min.

Building disposition:

Edgeyard: Permitted.

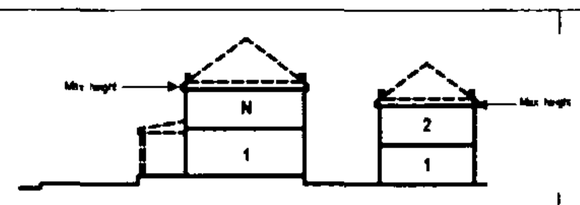
Sideyard: By warrant.

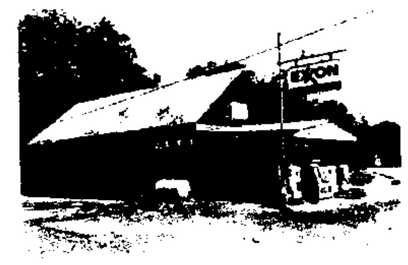
Rearyard: Not permitted.

Courtyard: Not permitted.

BUILDING CONFIGURATION

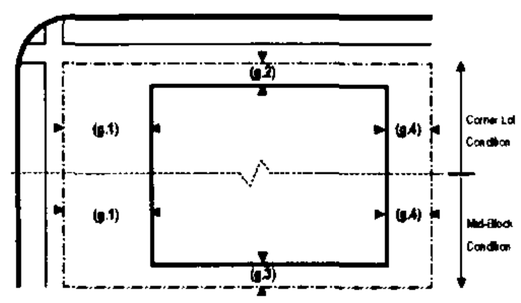
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.





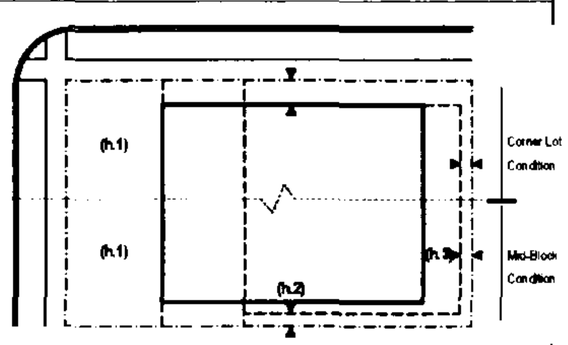
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



SETBACKS - OUTBUILDING

1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



Source TPUDC

T3

NEIGHBORHOOD

GENERAL

T3, Neighborhood General, consists of a medium density residential area, adjacent to Neighborhood Core (T4) areas that contain some mixed use. Home occupations and accessory buildings are permitted. T3 contains a wide array of building types and is characterized by its dappled sunlight and shade illuminating its thoroughfares with soft edges. Medium-sized blocks define neighborhood general and are typically serviced by rear lanes/alleys similar to the originally platted lots of Ridgeland.

Permitted uses:
By right: Live/work unit, bungalow, sideyard house, cottage, bed & breakfast (up to 5 rooms), house, accessory unit, openmarket building, bus shelter, fountain or public art, outdoor auditorium, playground, library, religious assembly, childcare center, fire station, funeral home.

By warrant: Greenhouse, kennel, stable, electric substation, cemetery, elementary school.

Civic spaces: Parks, green, & playgrounds.

Base residential density: 6 dwelling units per acre maximum.

Block size/perimeter: 2,200 feet.

Permitted thoroughfares: See thoroughfare standards for T3.

Lot width: 60 ft. min. and 120 ft. max.
Lot coverage: 60%.

Permitted private frontages: Common yard, porch & fence.

Building configuration:
Principal building: 2 stories max.
Outbuilding: 2 stories max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 6—12 ft. min.
(G.2) Front setback (secondary): 6—12 ft. min.
(G.3) Side setback: 0 ft. or 5 ft.
(G.4) Rear setback: 5 ft.
Frontage buildout: 50% minimum.

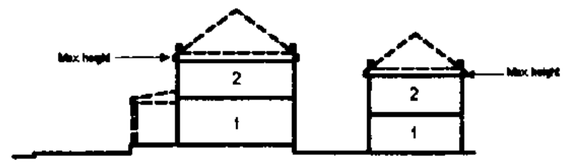
Outbuilding:
(H.1) Front setback: 24 min. + bldg. setback
(H.2) Side setback: 0 or 3 ft.
(H.3) Rear setback: 3 ft. min.

Building disposition:
Edgeyard: Permitted.
Sideyard: Permitted.
Rearyard: Not permitted.
Courtyard: Not permitted.

Building function: Restricted residential, restricted lodging, limited office, restricted retail.

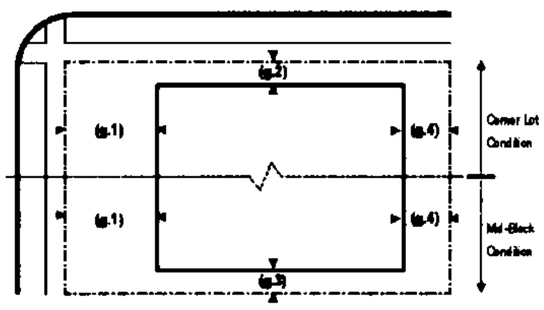
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 feet.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



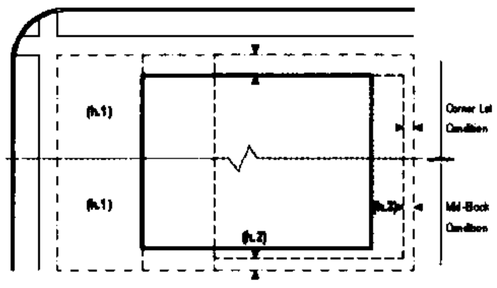
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



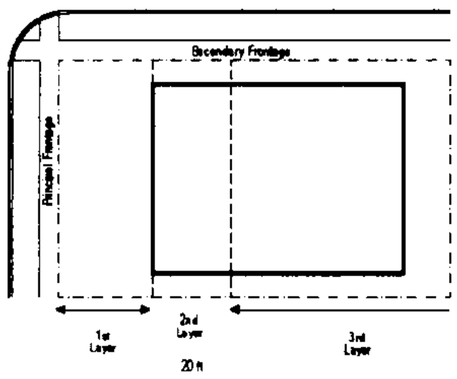
SETBACKS - OUTBUILDING

1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.

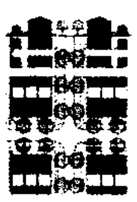


PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the second and third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d). Side- or rear-entry garages may be allowed in the first or second Layer by Warrant.
3. Trash containers shall be stored within the third Layer.



T4



NEIGHBORHOOD CORE

T4, neighborhood core, represents a low intensity mixed-use district primarily in the form of secessional residential fabric. A wide range of building types exist in T4, including, but not limited to, rowhouses, corner stores, and single family attached and detached housing. Single-family detached housing is typically set back from the front property line to allow for porch and fence frontage, while attached housing maintains a front stoop frontage.

Permitted uses:
By right: Flex building, apartment building, row house, duplex house, courtyard house, live/work unit, bungalow, sideyard house, cottage, bed & breakfast (up to 5 rooms), inn (up to 12 rooms), office building, retail building, display gallery, house, accessory unit, open-market building, bus shelter, fountain or public art, playground, library, religious assembly, childcare center, fire station, elementary school, police station, funeral home.

By warrant: Restaurant, movie theater, live theater, museum, surface parking lot, greenhouse, kennel, electric substation, cemetery, medical clinic, high school, mixed use block.

Civic spaces: Parks, green, playgrounds, and square.

Base residential density: 8 dwelling units per acre maximum.

Block size/perimeter: 2,000 feet.

Permitted thoroughfares: See Thoroughfare Standards for T4.

Building configuration:
Principal building: 3 stories max.
Outbuilding: 2 stories max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 0—8 ft. min.
(G.2) Front setback (secondary): 0—8 ft. min.
(G.3) Side setback: 0 ft.
(G.4) Rear setback: 5 ft.
Frontage buildout: 65% minimum.

Outbuilding:
(H.1) Front setback: 40 ft. from rear property line.
(H.2) Side setback: 0 ft. min.
(H.3) Rear setback: 3 ft. min.

Building disposition:
Edgeyard: Not permitted.
Sideyard: Permitted.
Rearyard: Permitted.
Courtyard: Permitted.

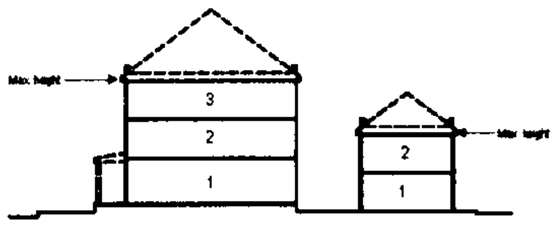
Building function: Restricted residential, restricted lodging, open office, open retail.

Lot width: 28 ft. min. and 90 ft. max.
Lot coverage: 70%.

Permitted private frontages: Porch & fence, terrance or LC, forecourt, stoop, shopfront & awning, gallery.

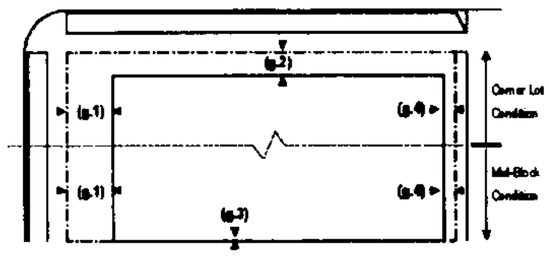
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



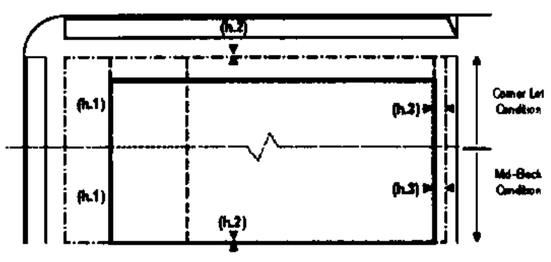
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



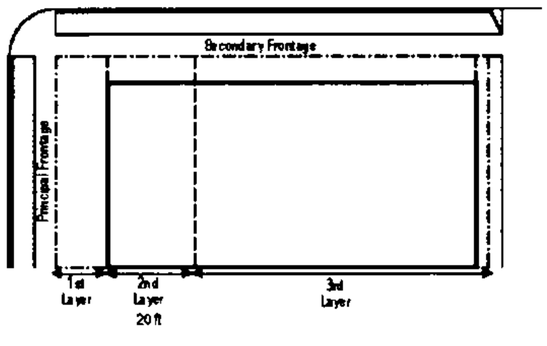
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.



T5

TOWN CENTER/

MAIN STREET

T5, Town Center/Main Street, consists of higher density, mixed-use buildings that accommodate retail, rowhouses, offices, and apartments. A tight network of streets defines the transect zone as a highly walkable area. Buildings are set very close to the frontages in order to define the public realm. Wide sidewalks and regular plantings and street furniture combine to form the public realm.

Permitted uses:
By right: Mixed-use block, live/work unit, bungalow, sideyard house, bed & breakfast (up to 5 rooms), accessory unit, openmarket building, bus shelter, fountain or public art, outdoor auditorium, playground, library, religious assembly, childcare center, fire station, school dormitory, live theater, movie theater, apartment building, flex building, row house, duplex house, courtyard house, inn (up to 12 rooms), office building, retail building, restaurant, display gallery, parking structure, police station, funeral home, medical clinic, elementary school.

By warrant: Hotel (no room limit), greenhouse, kennel, stable, electric substation, push cart, liquor selling establishment, conference center, passenger terminal, gasoline, drive-through facility, college, high school, trade school.

Civic spaces: Plazas, squares, parks, green, & playgrounds.

Base residential density: 10 dwelling units per acre.

Block size/perimeter: 2,000 feet.

Building configuration:
Principal building: 3 stories max., 2 stories min.
Outbuilding: 2 stories max.

Setbacks:
Principal building:
(G.1) Front setback (principal): 0 ft. min.
(G.2) Front setback (secondary): 0 ft. min.
(G.3) Side setback: 0 ft.
(G.4) Rear setback: 5 ft.
Frontage buildout: 80% minimum.

Outbuilding:
(H.1) Front setback: Not applicable.
(H.2) Side setback: Not applicable.
(H.3) Rear setback: Not applicable.

Building disposition:
Edgeyard: Not permitted.
Sideyard: Not permitted.
Rearyard: Permitted.
Courtyard: Permitted.

Permitted private frontages: Terrance or LC, forecourt, stoop, shopfront & awning, gallery, arcade.

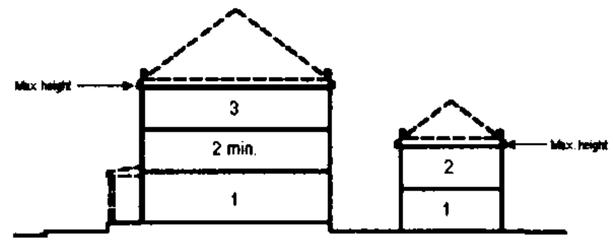
Building function: Open residential, open lodging, open office, open retail.

Permitted thoroughfares: See Thoroughfare Standards for T5.

Lot width: 18 ft. min. and 180 ft. max.
Lot coverage: 80%.

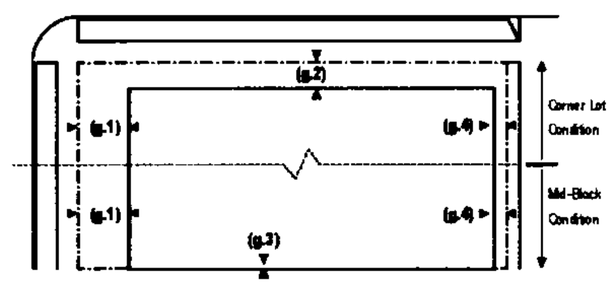
BUILDING CONFIGURATION

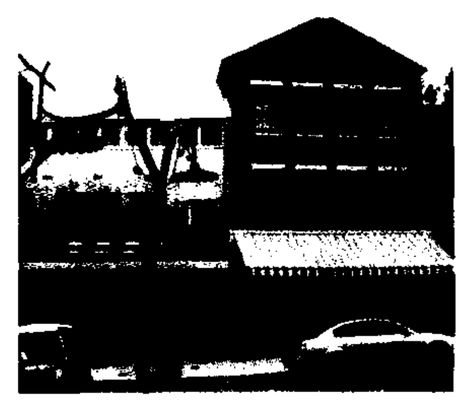
1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



SETBACKS - PRINCIPAL BLDG.

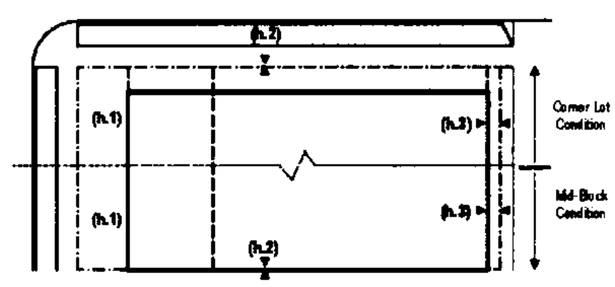
1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.





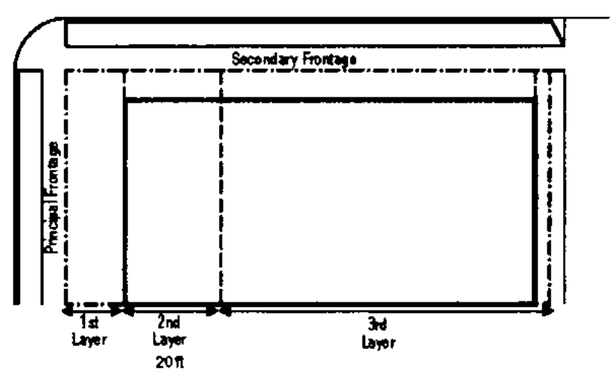
SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the third Layer.



SD- Exit 21

SPECIAL DISTRICT:

EXIT 21

SD-Exit 21 special district represents the context which surrounds Exit 21 off of I-95. A mix of building types, including but not limited to automotive, office and lodging uses. Active uses within the building shall be located along the primary frontage with transparent windows facing the street. Parking lot design shall include stormwater management, design, and landscaping features for heat island effect reduction, hedges or walls to contain them at street side frontage.

Permitted uses:

By right: Live/work unit, bed & breakfast (up to 5 rooms), inn (up to 12 rooms), hotel (no room limit), SRO hostel, school dormitory, office building, retail building, open-market building, retail building, restaurant, liquor selling establishment, bus shelter, convention center, conference center, exhibition center, fountain or public art, playground, library, live theater, movie theater, museum, outdoor auditorium, parking structure, passenger terminal, sports stadium, surface parking lot, religious assembly, gasoline, automobile service, truck maintenance, drive-through facility, rest stop, roadside stand, shopping center, shopping mall, childcare center, fire station, elementary school, police station, funeral home, hospital, medical clinic, cemetery, college, high school, trade school, light industrial facility, truck depot, laboratory facility, electric substation, warehouse, produce storage, mini-storage.

By warrant: Kiosk, push cart, water supply facility.

Civic spaces: Parks, green, playgrounds, and square.

Base residential density: 10 dwelling units per acre maximum.

Block size/perimeter: 3,000 feet.

Permitted thoroughfares: See thoroughfare standards for T4 and T5.

Building configuration:

Principal building: 3 stories max.

Outbuilding: 2 stories max.

Setbacks:

Principal building:

(G.1) Front setback (principal): 0—80 ft. min.

(G.2) Front setback (secondary): 0—80 ft. min.

(G.3) Side setback: 0 ft. min.

(G.4) Rear setback: 5 ft. min.

Frontage buildout: 65% minimum.

Outbuilding:

(H.1) Front setback: 40 ft. from rear property line.

(H.2) Side setback: 0 ft. min.

(H.3) Rear setback: 3 ft. min.

Building disposition:

Edgeyard: Permitted.

Sideyard: Permitted.

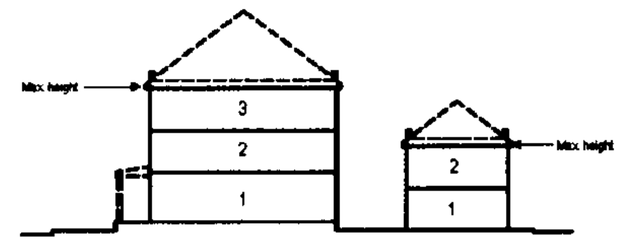
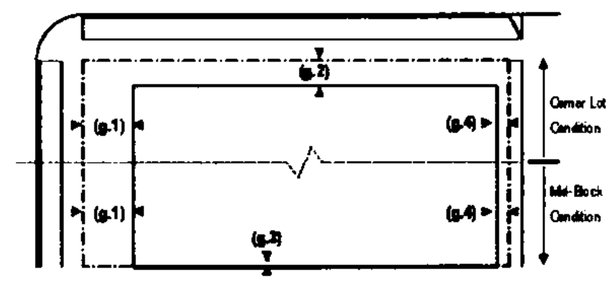
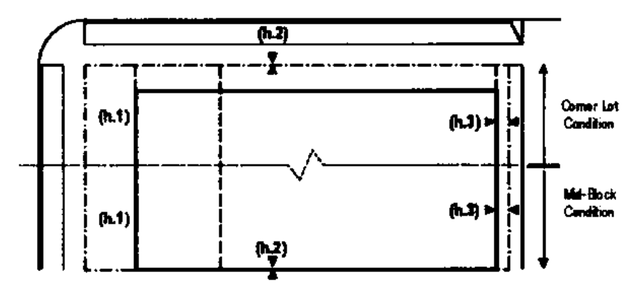
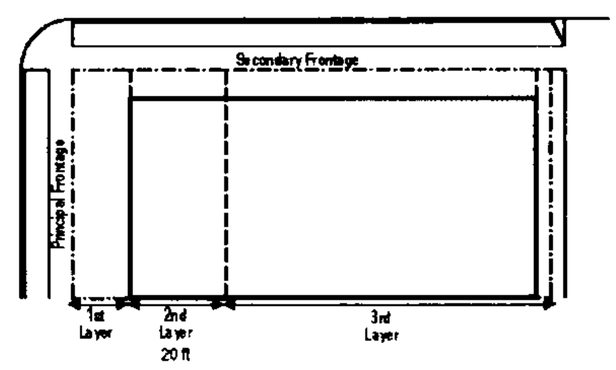
Rearyard: Permitted.

Courtyard: Permitted.

specialized: Permitted.

Lot width: 40 ft. min. and 200 ft. max.

Lot coverage: 70%.

BUILDING CONFIGURATION 1. Building height shall be measured in number of Stories, excluding Attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft. 3. Height shall be measured to the eave or roof deck as specified on Table 8.	
SETBACKS - PRINCIPAL BLDG. 1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown. 2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.	
SETBACKS - OUTBUILDING 1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.	
PARKING PLACEMENT 1. Uncovered parking spaces may be provided within the first, second, or third Layer as shown in the diagram (see Table 17d). 2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d). 3. Trash containers shall be stored within the third Layer.	

SD- Genesis	**Special district: Genesis**
Special district Genesis applies to those lands subject to the existing Genesis PUD. The development regulations are available at the Planning Office.	

SD- Good Hope	**Special district: Good Hope**
Special district Good Hope applies to those lands subject to the existing Good Hope PUD. The development regulations are available at the Planning Office.	

SD- Moultrie	**Special district: Moultrie**
Special district Moultrie applies to those lands subject to the existing Moultrie PUD. The development regulations are available at the Planning Office.	

SD- Industrial	**SPECIAL DISTRICT: INDUSTRIAL**

SD-Industrial special district represents the context which is a mix of building types, including but not limited to automotive, office, industrial, and loding uses. Parking lot design shall include stormwater management, design, and landscaping features for heat island effect reduction, hedges or walls to contain them at street side frontage.

Permitted uses:

By right: Live/work unit, bed & breakfast (up to 5 rooms), inn (up to 12 rooms), hotel (no room limit), SRO hostel, school dormitory, office building, retail building, open-market building, retail building, restaurant, liquor selling establishment, bus shelter, convention center, conference center, exhibition center, fountain or public art, playground, library, live theater, movie theater, museum, outdoor auditorium, parking structure, passenger terminal, sports stadium, surface parking lot, religious assembly, gasoline, automobile service, truck maintenance, drive-through facility, rest stop, roadside stand, shopping center, shopping mall, childcare center, fire station, elementary school, police station, funeral home, hospital, medical clinic, cemetery, college, high school, trade school, light industrial facility, truck depot, laboratory facility, electric substation, warehouse, produce storage, mini-storage, water supply facility, sewer and waste facility, wireless transmitter, cremation facility, heavy industrial facility.

By warrant: Kiosk, push cart.

Civic spaces: Parks, green, playgrounds, and square.

Base residential density: 10 dwelling units per acre maximum.

Block size/perimeter: 5,000 feet.

Permitted thoroughfares: See Thoroughfare Standards for T4 and T5.

Building configuration:

Principal building: 3 stories max.

Outbuilding: 2 stories max.

Setbacks:

Principal building:

(G.1) Front setback (principal): 0—150 ft. min.

(G.2) Front setback (secondary): 0—150 ft. min.

(G.3) Side setback: 0 ft. min.

(G.4) Rear setback: 5 ft. min.

Frontage buildout: 65% minimum.

Outbuilding:

(H.1) Front setback: 40 ft. from rear property line.

(H.2) Side setback: 0 ft. min.

(H.3) Rear setback: 3 ft. min.

Building disposition:

Edgeyard: Permitted.

Sideyard: Permitted.

Rearyard: Permitted.

Courtyard: Permitted.

Specialized: Permitted.

Lot width: 40 ft. min. and 600 ft. max.

Lot coverage: 70%.

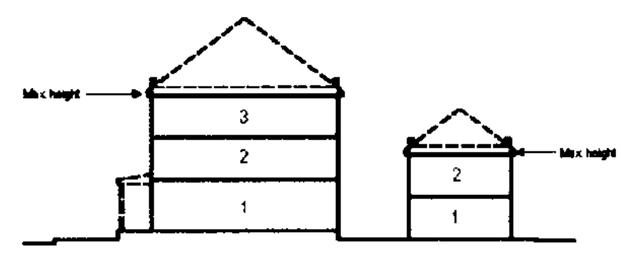
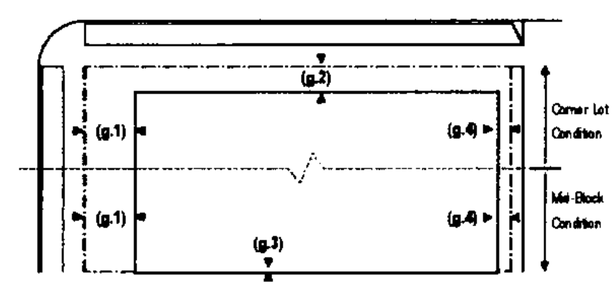
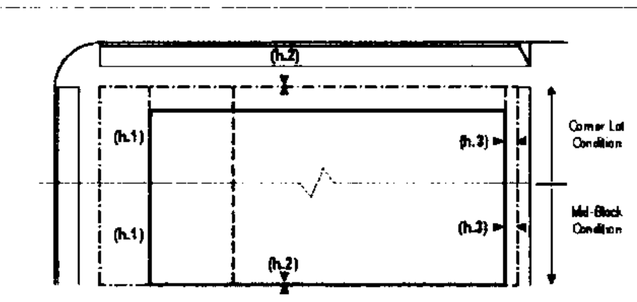
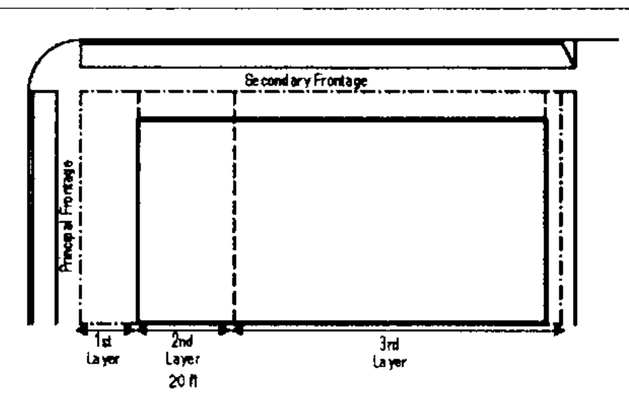
BUILDING CONFIGURATION 1. Building height shall be measured in number of Stories, excluding Attics and raised basements. 2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft. 3. Height shall be measured to the eave or roof deck as specified on Table 8.	
SETBACKS - PRINCIPAL BLDG. 1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown. 2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.	
SETBACKS - OUTBUILDING 1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.	
PARKING PLACEMENT 1. Uncovered parking spaces may be provided within the first, second, or third Layer as shown in the diagram (see Table 17d). 2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 17d). 3. Trash containers shall be stored within the third Layer.	

TABLE 3A. - PUBLIC FRONTAGES - GENERAL

The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 3B.

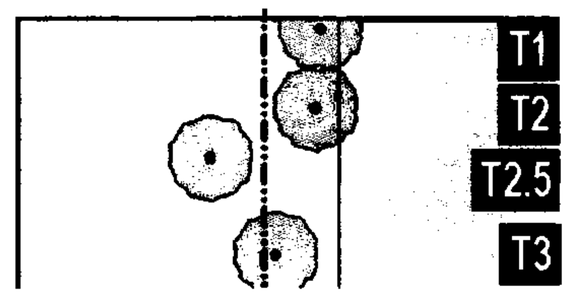
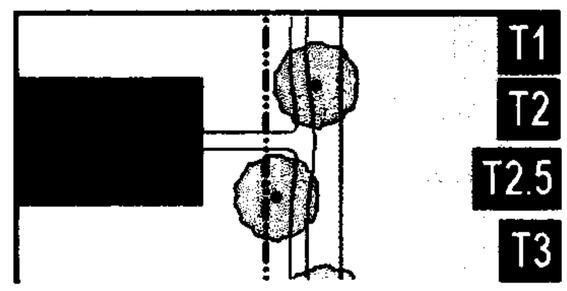
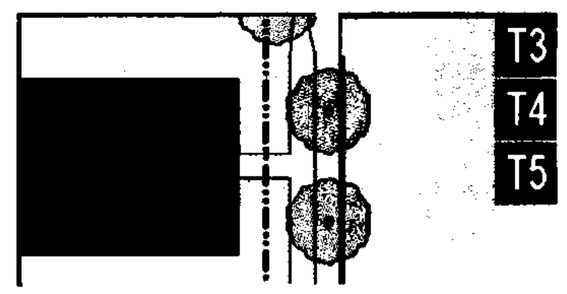
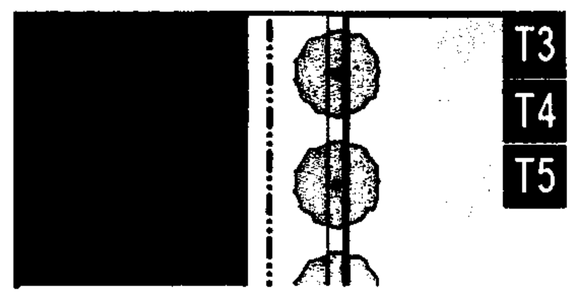
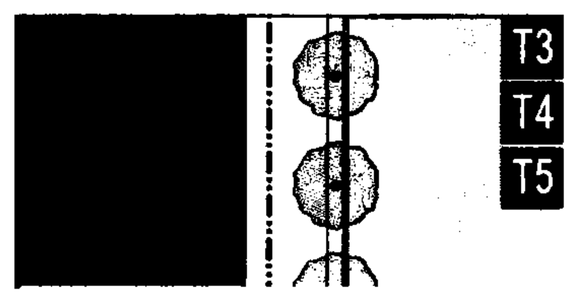
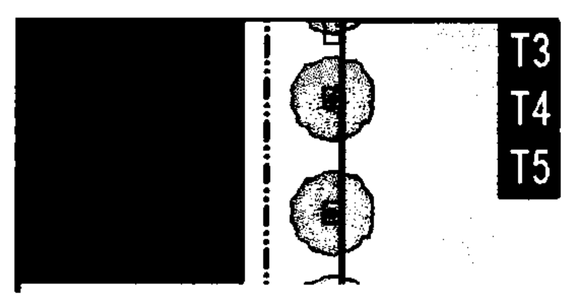
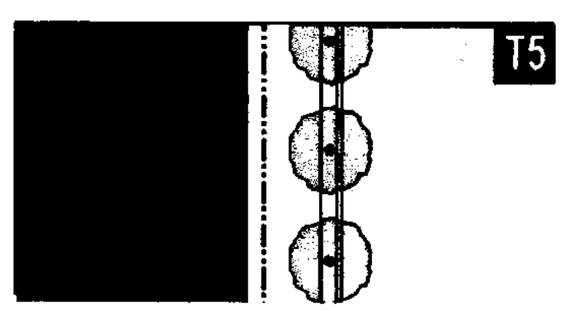
	PLAN LOT ▶ ◀ R.O.W. PRIVATE FRONTAGE ▶ ◀ PUBLIC FRONTAGE
a. (HW) For Highway: This Frontage has open Swales drained by percolation, Bicycle Trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.	
b. (RD) For Road: This Frontage has open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides and Yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.	
c. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by individual or continuous Planters, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee, with the exception that Streets with a right-of-way (R.O.W.) width of 40 feet or less are exempt from tree requirements.	
d. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.	
e. (AV) For Avenue: This Frontage has raised Curbs drained by inlets and wide Sidewalks separated from the vehicular lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Allee.	
f. (CS)(AV) For Commercial Street or Avenue: This Frontage has raised Curbs drained by inlets and very wide Sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible, but clears the storefront entrances.	
g. (BV) For Boulevard: This Frontage has Slip Roads on both sides. It consists of raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Allee.	

TABLE 3B. - PUBLIC FRONTAGES - SPECIFIC

This table assembles prescriptions and dimensions for the Public Frontage elements - Curbs, walkways and Planters - relative to specific Thoroughfare types within Transect Zones. Table 3B-a assembles all of the elements for the various street types. Locally appropriate planting species should be filled in to the calibrated Code.

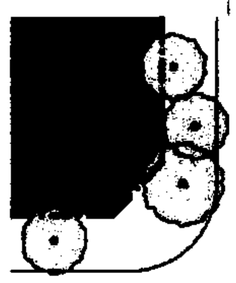
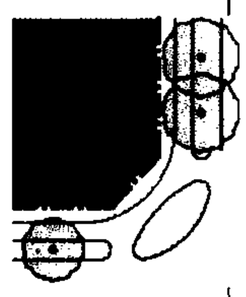
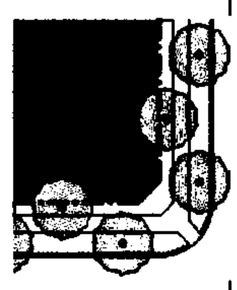
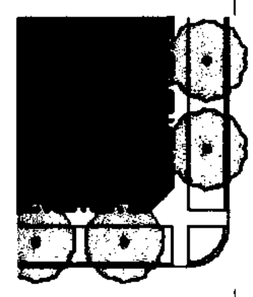
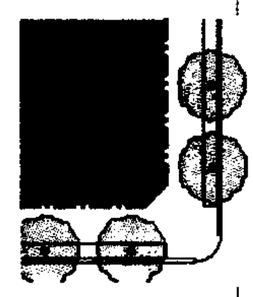
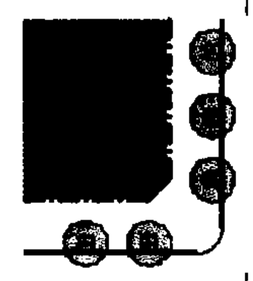
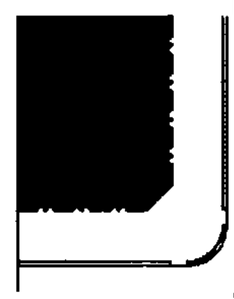
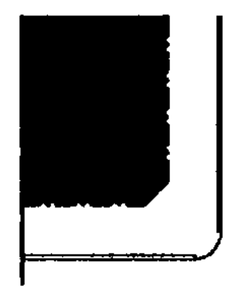
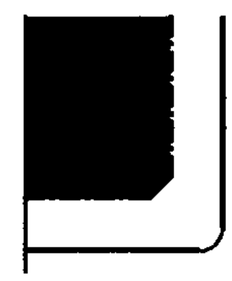
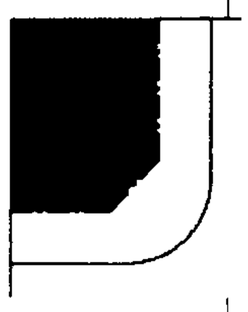
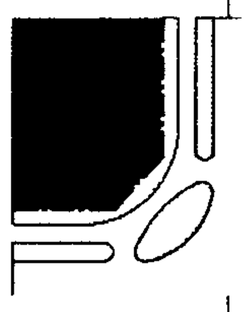
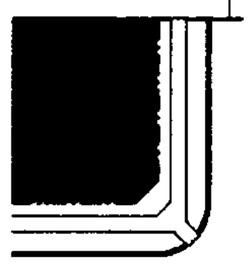
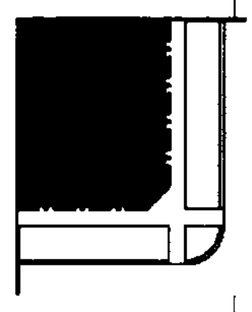
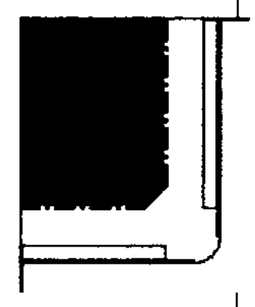
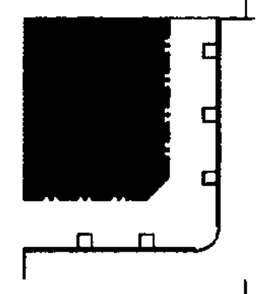
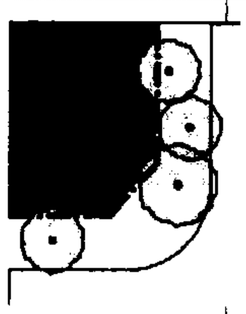
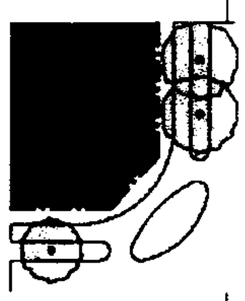
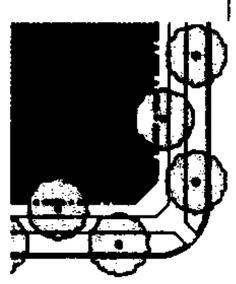
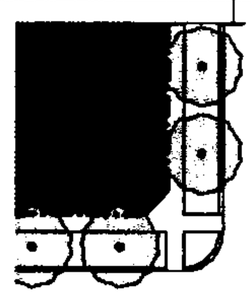
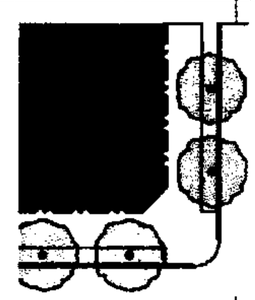
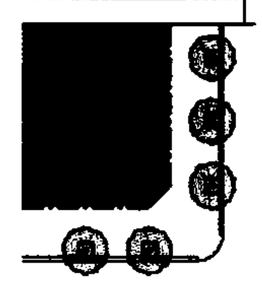
TRANSECT ZONE	**R U R A L**		**T R A N S E C T**			**U R B A N**
Public Frontage Type	**T1 T2 T3 T2.5**	**T1 T2 T3 T2.5**	**T3 T4**	**T4 T5**	**T5**	**T5**
	HW & RD	**RD & ST**	**ST-DR-AV**	**ST-DR-AV-BV**	**CS-DR-AV-BV**	**CS-DR-AV-BV**
a. Assembly: The principal variables are the type and dimension of Curbs, walkways, Planters and landscape.						
Total Width	16-24 feet	12-24 feet	12-18 feet	12-18 feet	18-24 feet	18-30 feet
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.						
Type	Open Swale	Open Swale	Raised Curb	Raised Curb	Raised Curb	Raised Curb
Radius	10-30 feet	10-30 feet	5-20 feet	5-20	5-20 feet	5-20 feet
c. Walkway: The pavement dedicated exclusively to pedestrian activity.						
Type	Path	Path	Sidewalk	Sidewalk	Sidewalk	Sidewalk
Width	Optional n/a	4-8 feet	4-8 feet	4-8 feet	12-20 feet	12-30 feet
d. Planter: The layer which accommodates street trees and other landscape.						
Arrangement	Clustered	Clustered	Regular	Regular	Regular	Opportunistic
Species	Multiple	Multiple	Alternating	Single	Single	Single
Planter Type	Continuous	Continuous	Continuous	Continuous	Continuous	Tree Well
Planter Width	Swale 8 feet-16 feet	Swale 8 feet-16 feet	Planter 8 feet-12 feet	Planter 8 feet-12 feet	Planter 4 feet-6 feet	4 feet-6 feet

TABLE 3C. - THOROUGHFARE ASSEMBLIES

THOROUGHFARE DESIGN STANDARDS

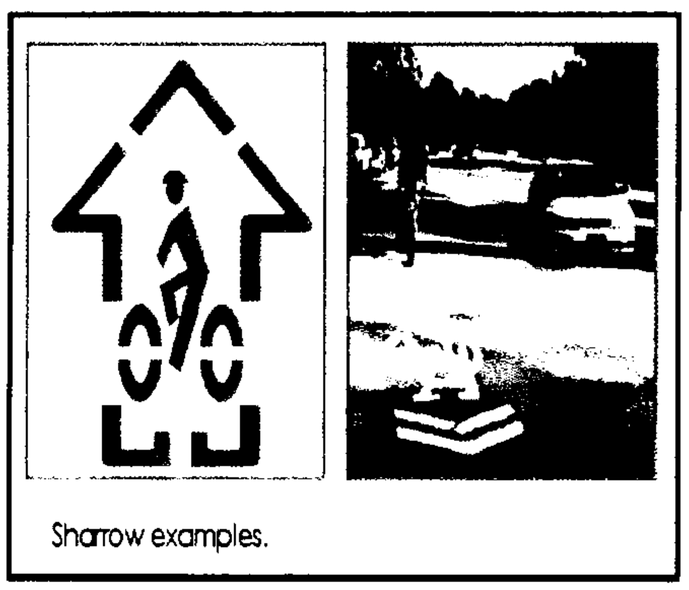
A. General requirements: Thoroughfares shall be designed to balance safety, mobility, community goals and the environment. Thoroughfares shall provide appropriate pedestrian and vehicle mobility options, shall provide appropriate locations for utilities and shall be designed to support adjacent future development. Thoroughfares addressed in this section are to have low to moderate vehicular speed (25 mph or less), varying traffic volumes and shall serve a range of land uses. The layout of thoroughfares as to arrangement, character, width, grade, and location may be required to conform to the general plan of the entire tract where completed, to adjoining thoroughfare systems of adjoining properties, to the major thoroughfare plans of the city, and to the topography, natural features, and drainage systems to be provided.

B. Contextual design & transect zones: Thoroughfares shall be designed in context with the urban form, intended users (motorists, pedestrians, bicyclists, transit users) and desired design speed of the transect zone through which the thoroughfares pass. The transect zones shall be utilized when determining the appropriate context sensitive thoroughfare design for thoroughfare assemblies and corresponding land use areas). Several thoroughfare types may be allowed in each transect zone.

C. Emergency/service vehicle access and Building Code and Fire Code compliance: Emergency and service vehicle access shall be considered in the design of thoroughfares and thoroughfare systems and minimum requirements shall be met for the proposed subdivision to be approved. Failure to satisfy all emergency vehicle access requirements of ratified building codes and fire codes in the design of thoroughfares and thoroughfare systems will result in additional requirements when constructing buildings to include, but not be limited to, a requirement for installation of a building fire sprinkler system.

D. Public transit: Thoroughfares shall be designed to accommodate existing, planned and future public transit. Design accommodations may include provisions for transit pull off areas and modified curb radii. Curb radii may be tested with turn simulation software for feasibility.

E. Bicycle provisions: Thoroughfares and community design should provide an opportunity for bicycle travel via a network of bicycle routes, lanes and trails. Bicycle travel networks shall be connected to existing or proposed regional networks wherever possible. A bicycle route shall be provided within the vehicular thoroughfare where suitable for shared use of bicycles and vehicles traveling at low speeds and may be indicated with the use of "sharrows" (see Figure 821.1). A dedicated and marked bicycle lane shall be provided within a moderate-speed vehicular thoroughfare. A bicycle trail may be provided separately from the vehicular thoroughfare.



Sharrow examples.

F. Accessibility: Thoroughfares shall be designed to accommodate ADA requirements.

G. Utilities: Thoroughfares shall be designed to accommodate utilities within the right-of-way including, but not limited to, stormwater drainage, lighting, water, sewer, electric, gas, telephone, cable, etc.

H. Gates and thoroughfare access restrictions: Reserve strips or parcels controlling access to thoroughfares shall be prohibited. Gates shall not be permitted to block thoroughfares.

I. Thoroughfare narrowing devices: Thoroughfare narrowing devices including, but not limited to, curb extensions, bulbouts, neckdowns and corner bulges shall not be permitted unless approved by the SCDOT.

J. Thoroughfare construction requirements: All thoroughfares shall be paved in accordance with minimum requirements on file in the office of the SCDOT engineer.

K. Existing thoroughfares: Thoroughfares of an existing subdivision shall not be used as the sole means of ingress and egress in developing a new subdivision or extending an existing one, when other access can be made available and when in the opinion of the town engineer such use would create a safety hazard.

L. Jurisdictional wetlands and critical area: No thoroughfare shall be located within a critical area or freshwater or saltwater wetland unless the applicant shall supply to the SCDOT written approval of OCRM or the U.S. Army Corps of Engineers, or both, as appropriate.

M. Connectivity: Thoroughfares shall be designed as an interconnected thoroughfare system. An interconnected thoroughfare system is necessary in order to provide for access between developments without returning to major roadways, in order to provide access for emergency and service vehicles, in order to enhance and encourage non-vehicular travel, in order to plan for future development and transportation needs and in order to create neighborhoods. The following thoroughfare connectivity requirements shall apply:

N. Curb radius modifications & intersection sight triangles:

1. The dimensions for curb radii standards are provided to accommodate pedestrians as well as emergency and service vehicles. Smaller curb radii provide for a narrower street crossing, reduces vehicle travel speed. Larger curb radii allow higher turning speeds which compromise community walkability. The following graphic illustrates the difference between the curb radius and effective turning radius.

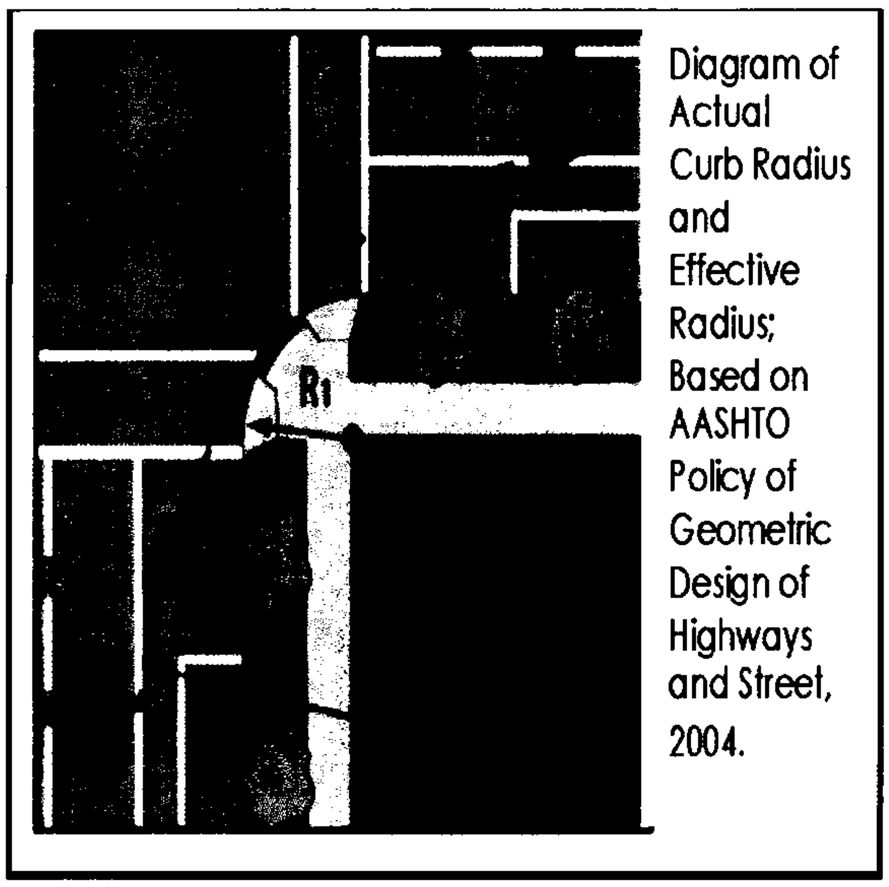


Diagram of Actual Curb Radius and Effective Radius; Based on AASHTO Policy of Geometric Design of Highways and Street, 2004.

In the event that a curb radius needs to be modified to accommodate emergency and service vehicles, turn simulation software should be used and the radius should be increased incrementally until it is just large enough to allow safe, slow passage of the design emergency or service vehicle.

2. Standard minimum sight triangle for stop conditions at street intersections shall be accommodated for on all thoroughfares and shall be reviewed by the SCDOT engineer at the time of thoroughfare construction plan submittal.

O. Garbage service: For properties platted after the effective date of this ordinance, garbage service shall only be provided to the nearest thoroughfare.

P. Pavement and parking markings and signage: The SCDOT engineer shall determine when and where pavement markings and on-street parking related signs will be installed on all thoroughfares. Pavement markings include but are not limited to parking delineation lines, lane delineation lines and arrows. Final determination of pavement markings and parking signs, including location and type, will be made during thoroughfare construction plan review.

Q. Lots abutting major thoroughfares: Subdivisions which abut or have included within the proposed area to be subdivided any limited access, or major thoroughfare shall provide:

1. A marginal access thoroughfare, or

2. Reverse frontage with screen planting contained in a non-access reservation along the rear property line, or
3. Lots with rear service drives, or
4. Other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

The SCDOT shall specify which of the above requirements apply to each individual case based upon adequate service to the public interest.

R. Thoroughfare types: Thoroughfares types shall be defined as follows:

Avenue (AV): A thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers and usually equipped with a landscaped median.

Bicycle lane (BL): A dedicated lane for cycling within a moderate speed vehicular thoroughfare, demarcated by striping.

Bicycle route (BR): A thoroughfare suitable for the shared use of bicycles and automobiles moving at slow speeds.

Bicycle trail (BT): A bicycle way running independently of a vehicular thoroughfare.

Boulevard (BV): A thoroughfare designed for high vehicular capacity and moderate speed, traversing an urbanized area. Boulevards are usually equipped with slip roads buffering sidewalks and buildings.

Drive (DR): A thoroughfare along the boundary between an urbanized and a natural condition, usually along a waterfront, park or promontory. One side has the urban character of a thoroughfare, with sidewalk and building, while the other side has the qualities of a road or parkway, with naturalistic planting and rural details.

Park street (PS): A sub-urban, urban general or urban center thoroughfare with a wide center median (width may vary) that may serve as an open space feature.

Path (PT): A pedestrian way traversing a park or rural area, with landscape matching the contiguous open space, ideally connecting directly with the urban sidewalk network.

Rear alley (RA): A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and containing utility easements. Rear alleys should be paved from building face to building faces or lot lines.

Rear lane (RL): A vehicular way located to the rear of lots providing access to service areas, parking, and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. The streetscape consists of gravel or landscaped edges.

Road (RD): A local, rural and sub-urban thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to more rural areas.

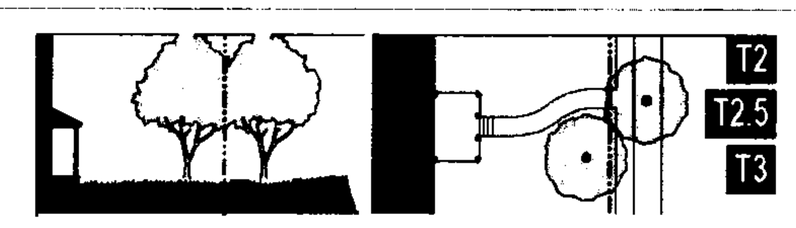
Slip road (SR): An outer vehicular lane or lanes of a thoroughfare designed for slow speeds while inner lanes carry higher speed traffic and separated from them by a planted median. (Syn: Access lane, service lane)

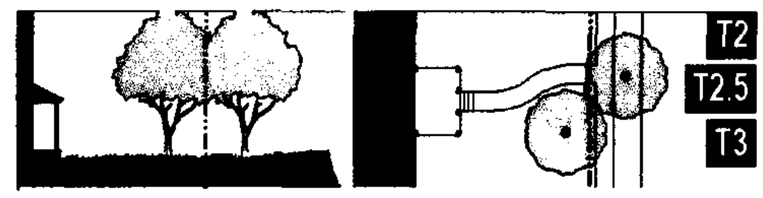
Street (ST): Sub-urban and urban thoroughfare of low speed and capacity.

Yield (Y): Characterizing a thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation.

TABLE 4. - PRIVATE FRONTAGES

The Private Frontage is the area between the building Facades and the Lot lines.

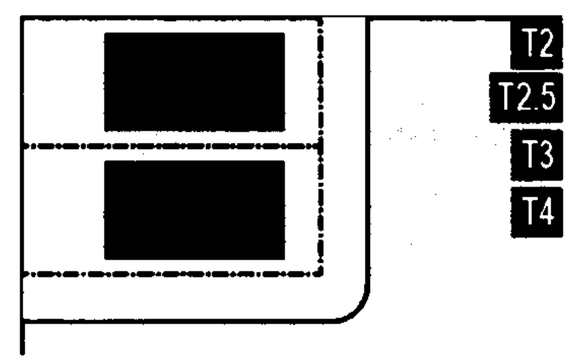
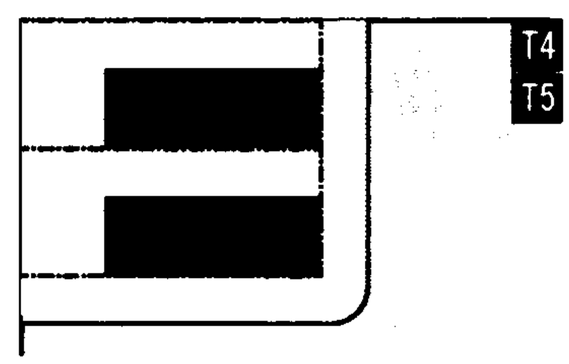
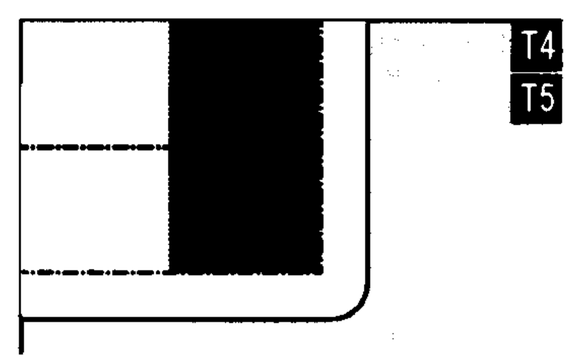
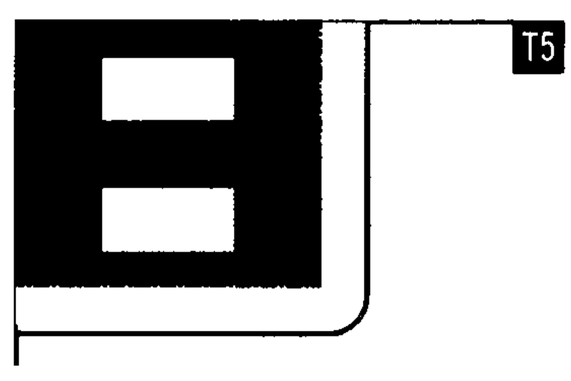
	

a. Common Yard: A planted Frontage wherein the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed Thoroughfares.	
b. Porch & Fence: A planted Frontage wherein the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street spatial definition. Porches shall be no less than 8 feet deep.	
c. Terrace or Lightwell: A Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes Syn: Dooryard.	
d. Forecourt: A Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.	
e. Stoop: A Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.	
f. Shopfront: A Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.	
g. Gallery: A Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.	

h. Arcade: A colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table 8.	

TABLE 5. - BUILDING DISPOSITION

This table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types for each Transect Zone.

a. Edgeyard: Specific Types - single family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.	
b. Sideyard: Specific Types - Charleston single house, double house, zero lot line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition.	
c. Rearyard: Specific Types - Townhouse, Rowhouse, Live-Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.	
d. Courtyard: Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.	

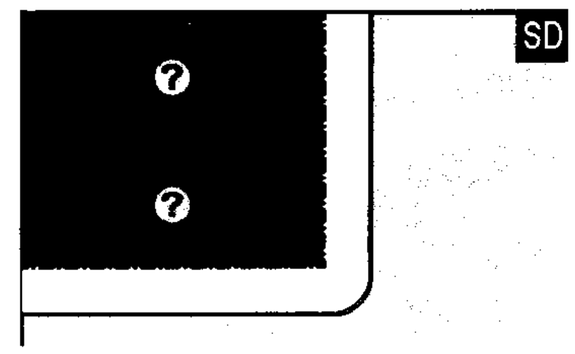
e. Specialized: A building that is not subject to categorization. Buildings dedicated to manufacturing and transportation are often distorted by the trajectories of machinery. Civic buildings, which may express the aspirations of institutions, may be included.	

TABLE 6. - BUILDING FUNCTION

This table categorizes Building Functions within Transect Zones. Parking requirements are correlated to functional intensity. For Specific Function and Use permitted By Right or by Warrant, see Table 8.

	T2 T3 T2.5	T4	T5
a. RESIDENTIAL	**Restricted Residential:** The number of dwellings on each Lot is restricted to one within a Principal Building and one within an Accessory Building, with 2.0 parking places for each. Both dwellings shall be under single ownership. The habitable area of the Accessory Unit shall not exceed 440 sf, excluding the parking area.	**Limited Residential:** The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 7).	**Open Residential:** The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 7).
b. LODGING	**Restricted Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking place for each bedroom, up to five, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	**Limited Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	**Open Lodging:** The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.

c. OFFICE	**Restricted Office:** The building area available for office use on each Lot is restricted to the first Story of the Principal or the Accessory Building and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling.	**Limited Office:** The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1,000 square feet of net office space in addition to the parking requirement for each dwelling.	**Open Office:** The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1,000 square feet of net office space.
d. RETAIL	**Restricted Retail:** The building area available for Retail use is restricted to one Block corner location at the first Story for each 300 dwelling units and by the requirement of 4.0 assigned parking places per 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 20.	**Limited Retail:** The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1,000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	**Open Retail:** The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1,000 square feet of net Retail space. Retail spaces under 1,500 square feet are exempt from parking requirements.
e. CIVIC	See Table 8	See Table 12	See Table 8
f. OTHER	See Table 8	See Table 12	See Table 8

TABLE 7. - PARKING CALCULATIONS

The Shared Parking Factor for two Functions, when divided into the sum of the two amounts as listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

	REQUIRED PARKING (See Table 6)	**SHARED PARKING FACTOR**

	T2 T2.5 T3	T4	T5
RESIDENTIAL	2.0/dwelling	1.5/dwelling	1.0/dwelling
LODGING	1.0/bedroom	1.0/bedroom	1.0/bedroom
OFFICE	3.0/1,000 sq. ft.	3.0/1,000 sq. ft.	2.0/1,000 sq. ft.
RETAIL	4.0/1,000 sq. ft.	4.0/1,000 sq. ft.	3.0/1,000 sq. ft.
CIVIC	To be determined by Warrant		
OTHER	To be determined by Warrant		

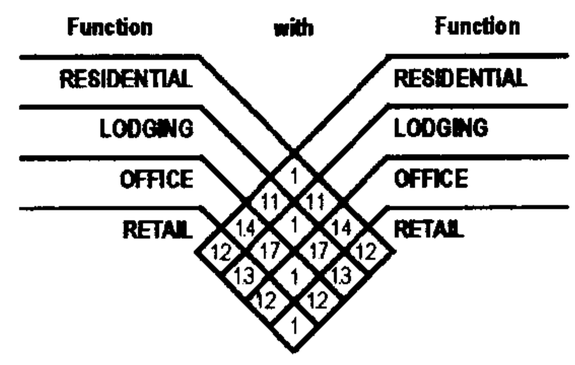


TABLE 8. - SPECIFIC FUNCTION & USE

Specific Function & Use. This table expands the categories of Table 6 to delegate specific Functions and uses within Transect Zones. Table 8 should be customized for local character and requirements.

	T1	T2	T2.5	T3	T4	T5	
a. RESIDENTIAL							
Mixed Use Block					□	■	■
Flex Building					■	■	
Apartment Building					■	■	
Live/Work Unit				■	■	■	
Row House					■		
Duplex House					■		
Courtyard House					■		
Sideyard House				■	■		
Cottage			■	■			
House		■	■	■			
Bungalow				■			
Accessory Unit		■	■	■	■		
b. LODGING							

Hotel (no room limit)						■	
Inn (up to 12 rooms)		□	□		■	■	
Bed & Breakfast (up to 5 rooms)		□	□	■	■	■	
S.R.O. hostel			□		□	□	
School Dormitory					■	■	
c. OFFICE							
Office Building					■	■	
Live-Work Unit					■	■	
d. RETAIL							
Open-Market Building		■	■	■	■	■	
Retail Building			■		■	■	
Display Gallery					■	■	
Restaurant					□	■	
Kiosk					□	■	
Push Cart					□	□	
Liquor Selling Establishment					□	■	
e. CIVIC							
Bus Shelter			■	■	■	■	
Convention Center						□	
Conference Center					□	■	
Exhibition Center						□	
Fountain or Public Art		■	■	■	■	■	
Library				■	■	■	
Live Theater					□	■	
Movie Theater					□	■	

Museum					□	■	
Outdoor Auditorium		□	□	■	■	■	
Parking Structure						■	
Passenger Terminal						□	
Playground		■	■	■	■	■	
Sports Stadium						□	
Surface Parking Lot					□	□	
Religious Assembly		■	■	■	■	■	
f. OTHER: AGRICULTURE							
Grain Storage	■	■	■				
Livestock Pen	□	□	□				
Greenhouse	■	■	■	□	□		
Stable	■	■	■	□			
Kennel	■	■	■	□	□	□	
f. OTHER: AUTOMOTIVE							
Gasoline		□	□			■	
Automobile Service							
Truck Maintenance							
Drive-Through Facility					□	□	
Rest Stop	■	■					
Roadside Stand	■	■					
Billboard						□	
Shopping Center							
Shopping Mall							
f. OTHER: CIVIL SUPPORT							

Fire Station			■	■	■	■	
Police Station				■	■	■	
Cemetery		■	□	□			
Funeral Home				■	■	■	
Hospital						□	
Medical Clinic					□	■	
f. OTHER: EDUCATION							
College					□	□	
High School					□	□	
Trade School					□	□	
Elementary School			□	□	■	■	
Other-Childcare Center		■	■	■	■	■	
f. OTHER: INDUSTRIAL							
Heavy Industrial Facility							
Light Industrial Facility						□	
Truck Depot							
Laboratory Facility						□	
Water Supply Facility							
Sewer and Waste Facility							
Utility Substation	□	□	□	□	□	□	
Wireless Transmitter	□	□	□				
Cremation Facility							
Warehouse						□	
Produce Storage							
Mini-Storage							

■ BY RIGHT

□ BY WARRANT

TABLE 9. - CIVIC SPACE

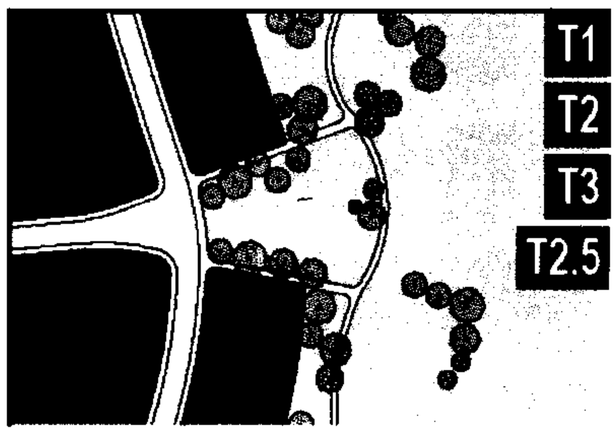
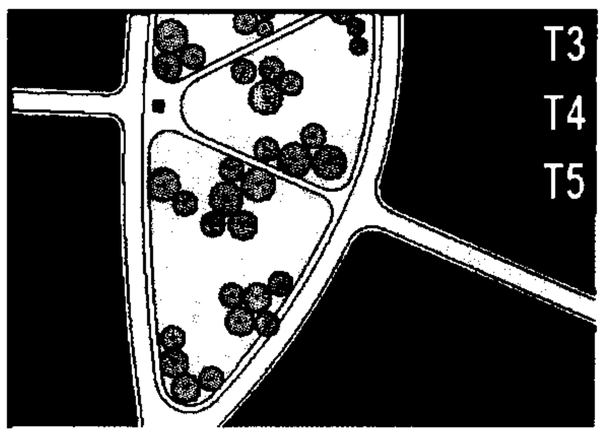
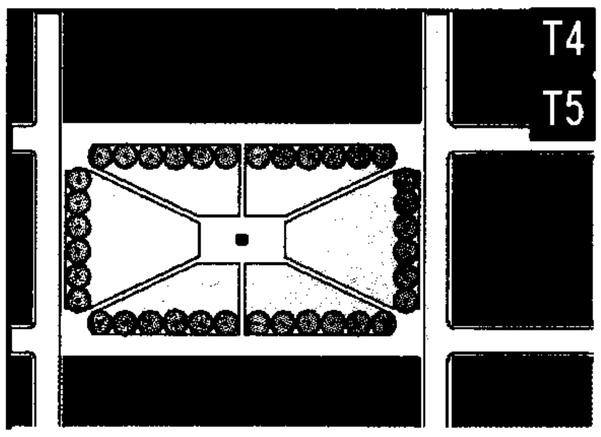
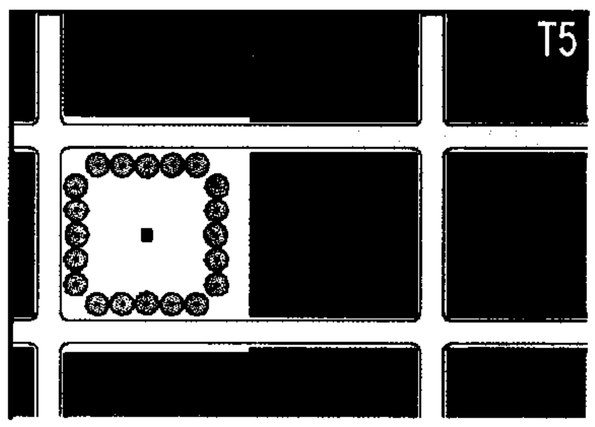
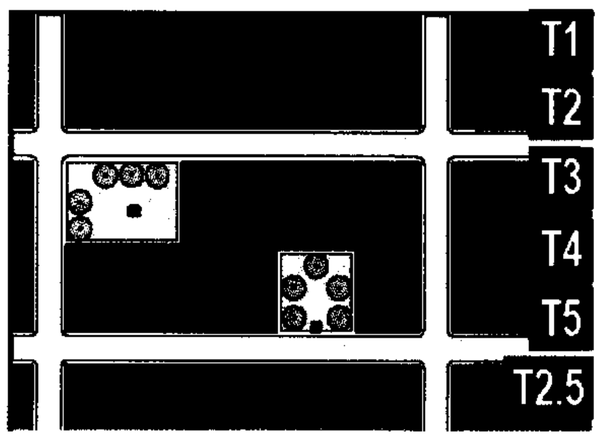
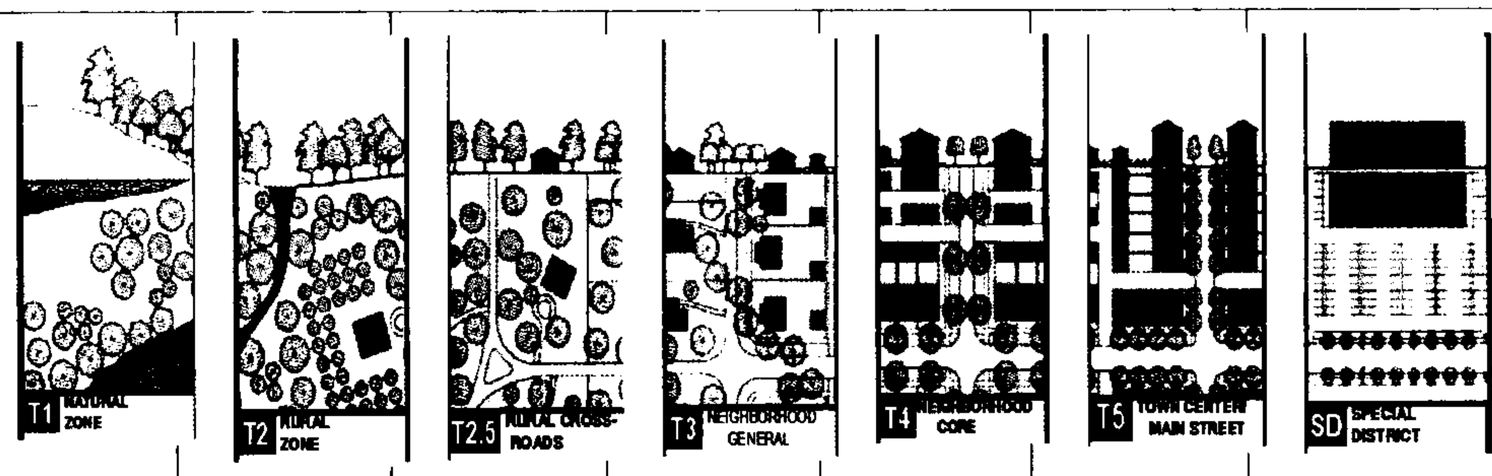
a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.	
b. Green: An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be ½ acre and the maximum shall be 8 acres.	
c. Square: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be ½ acre and the maximum shall be 5 acres.	
d. Plaza: An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas should be located at the intersection of important streets. The minimum size shall be ½ acre and the maximum shall be 2 acres.	
e. Playground: An Open Space designed and equipped for the recreation of children. A playground shall be fenced and shall include an open picnic shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.	

TABLE 10. - SMARTCODE SUMMARY

								
a. ALLOCATION OF ZONES per Pedestrian Shed (applicable to Article 3 only)							(see T-Zone Descriptions)	
CLD requires	no minimum	50% min	10 - 30%	20 - 40%	not permitted	not permitted		
TND requires	no minimum	no minimum	10 - 30%	30 - 60 %	10 - 30%	not permitted		
RCD requires	no minimum	no minimum	not permitted	10 - 30%	10 - 30%	40 - 80%		
b. BASE RESIDENTIAL DENSITY (see Section 3.4)								
By Right	not applicable	1 unit/25 ac avg.	3 units/ac. gross max.	6 units/ac. gross	8 units/ac. gross	10 units/ac. gross		
By TDR	by Variance	by Variance	6 units/ac. gross max.	8 units/ac. gross	9 units/ac. gross	15 units/ac. gross		
Other Functions	by Variance	by Variance	10 - 20%	20 - 30%	30 - 50%	50 - 70%		
c. BLOCK SIZE								
Block Perimeter	no maximum	no maximum	no maximum	2,420 ft. max	2,000 ft. max	2,000 ft. max. *		
d. THOROUGHFARES (see Table 3)					* 3000 ft. max. with parking structures			
HW	permitted	permitted	permitted	not permitted	not permitted	not permitted		

		BV	not permitted	not permitted	permitted	permitted	permitted	permitted		
		AV	not permitted	not permitted	permitted	permitted	permitted	permitted		
		CS	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		DR	not permitted	not permitted	permitted	permitted	permitted	permitted		
		ST	not permitted	not permitted	permitted	permitted	permitted	not permitted		
		RD	permitted	permitted	permitted	not permitted	not permitted	not permitted		
		Rear Lane	permitted	permitted	permitted	permitted	not permitted	not permitted		
		Rear Alley	not permitted	not permitted	permitted	required	required	required		
		Path	permitted	permitted	permitted	permitted	not permitted	not permitted		
		Passage	not permitted	not permitted	permitted	permitted	permitted	permitted		
		Bicycle Trail	permitted	permitted	permitted	not permitted	not permitted	not permitted		
		Bicycle Lane	permitted	permitted	permitted	permitted	not permitted	not permitted		
		Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted		
		e. CIVIC SPACES (see Table 9)						* permitted within Open Spaces		
		Park	permitted	permitted	permitted	permitted	permitted	by Warrant		
		Green	not permitted	not permitted	permitted	permitted	permitted	not permitted		

		Square	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		Plaza	not permitted	not permitted	not permitted	not permitted	not permitted	permitted		
		Playground	permitted	permitted	permitted	permitted	permitted	permitted		
		f. LOT OCCUPATION								

		Lot Width	not applicable	by Warrant	by Warrant	60 ft. min. 120 ft. max	28 ft. min. 90 ft. max	18 ft. min. 180 ft. max		DISPOSITION
		Lot Coverage	not applicable	by Warrant	by Warrant	60% max	70% max	80% max		
		g. SETBACKS - PRINCIPAL BUILDING (see Table 11)								
		(g.1) Front Setback (Principal)	not applicable	48 ft. min	10-30 ft. min	6 ft. min. 12 ft. max	0 - 8 ft. min	0 ft. min		
		(g.2) Front Setback (Secondary)	not applicable	48 ft. min	30 ft. min	6 ft. min. 12 ft. max	0 - 8 ft. min	0 ft. min		
		(g.3) Side Setback	not applicable	96 ft. min	by Warrant	0 ft. min	0 ft.	0 ft. min		
		(g.4) Rear Setback	not applicable	96 ft. min	by Warrant	5 ft. min.	5 ft. min.	5 ft. min		
		Frontage Buildout	not applicable	not applicable	not applicable	50% min	65% min	80% min		
		h. SETBACKS - OUTBUILDING (see Table 11)								
		(h.1) Front Setback	not applicable	20 ft. min. +bldg. setback	20 ft. min. +bldg. setback	24 ft. min. +bldg. setback	40 ft. max. from rear prop	not applicable		
		(h.2) Side Setback	not applicable	3 ft. or 6 ft.	3 ft. or 6 ft.	0 ft. min. or 3 ft.	0 ft min	not applicable		
		(h.3) Rear Setback	not applicable	3 ft. min	3 ft. min	3 ft.	3 ft. max	not applicable		
		i. BUILDING DISPOSITION (see Table 5)								
		Edgeyard	permitted	permitted	permitted	permitted	not permitted	not permitted		
		Sideyard	not permitted	not permitted	by Warrant	permitted	permitted	not permitted		

		Rearyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		Courtyard	not permitted	not permitted	not permitted	not permitted	permitted	permitted		
		j. PRIVATE FRONTAGES (see Table 4)								
		Common Yard	not applicable	permitted	permitted	permitted	not permitted	not permitted		CONFIGURATION
		Porch & Fence	not applicable	not permitted	not permitted	permitted	not permitted	not permitted		
		Terrace or Dooryard	not applicable	not permitted	not permitted	not permitted	permitted	not permitted		
		Forecourt	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Stoop	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Shopfront & Awning	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Gallery	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		Arcade	not applicable	not permitted	not permitted	not permitted	permitted	permitted		
		k. BUILDING CONFIGURATION								
		Principal Building	not applicable	2 Stories max	2 Stories max	2 Stories max	3 Stories max	3 Stories max, 2 min		
		Outbuilding	not applicable	2 Stories max	2 Stories max	2 Stories max	2 Stories max	not applicable		
		l. BUILDING FUNCTION (see Table 6 & Table 8)								

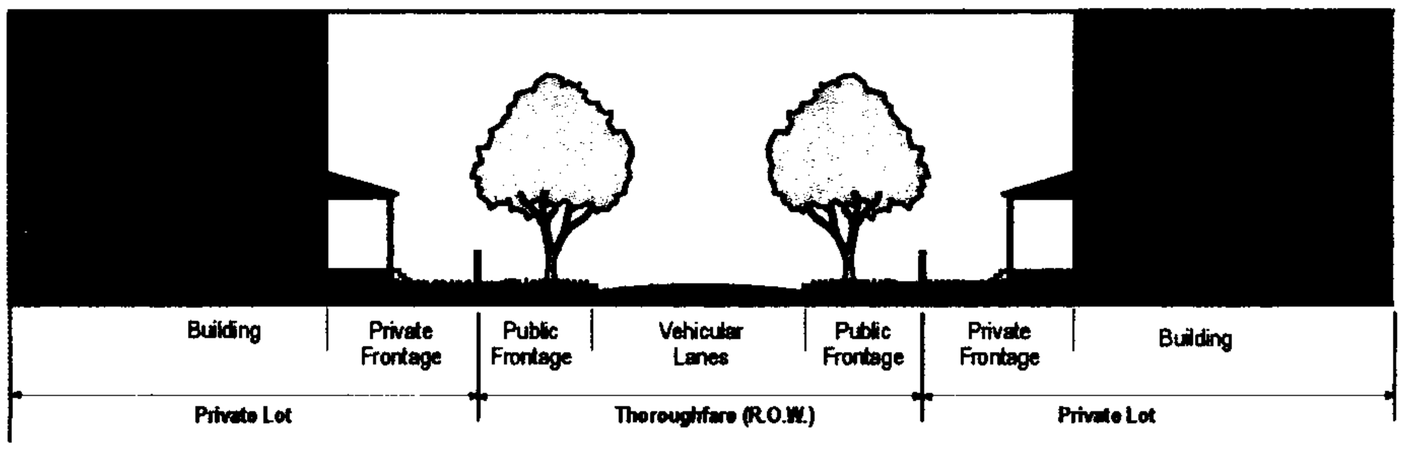
		Residential	not applicable	restricted use	restricted use	limited use	restricted use	open use		FUNCTION
		Lodging	not applicable	restricted use	restricted use	limited use	restricted use	open use		
		Office	not applicable	restricted use	restricted use	limited use	open use	open use		
		Retail	not applicable	restricted use	restricted use	limited use	open use	open use		
		ARTICLE 5								
		ARTICLES 2, 3, 4								

TABLE 11. - SPECIAL DISTRICT STANDARDS

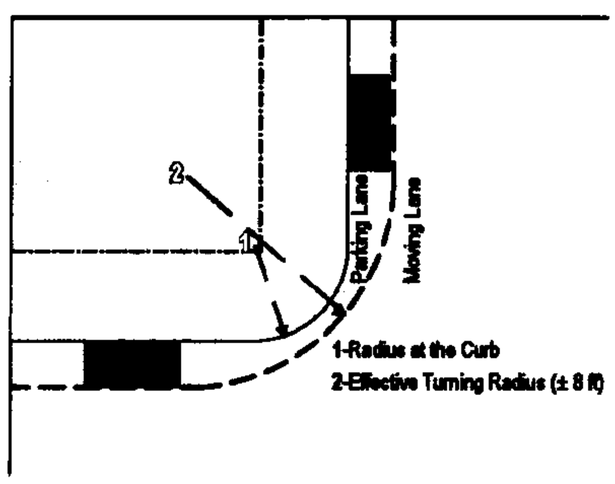
The metrics for each Special District are available at the Planning Office. Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

TABLE 12. - DEFINITIONS ILLUSTRATED

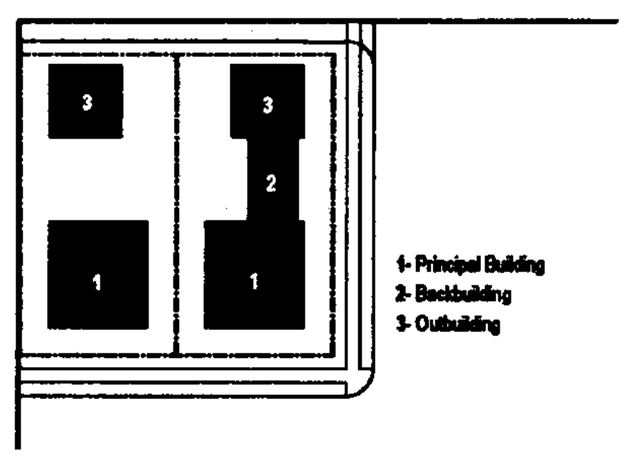
a. THOROUGHFARE & FRONTAGES



b. TURNING RADIUS

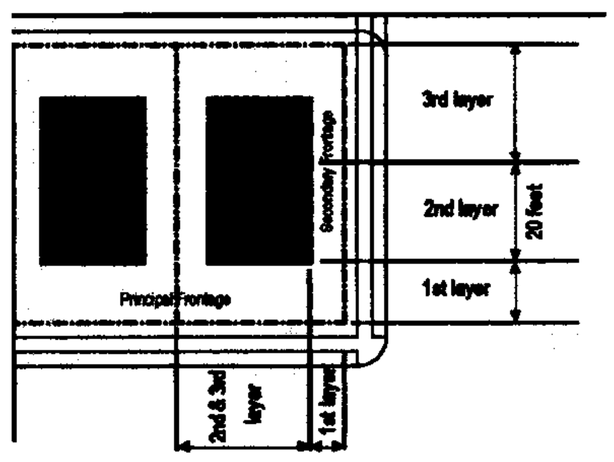


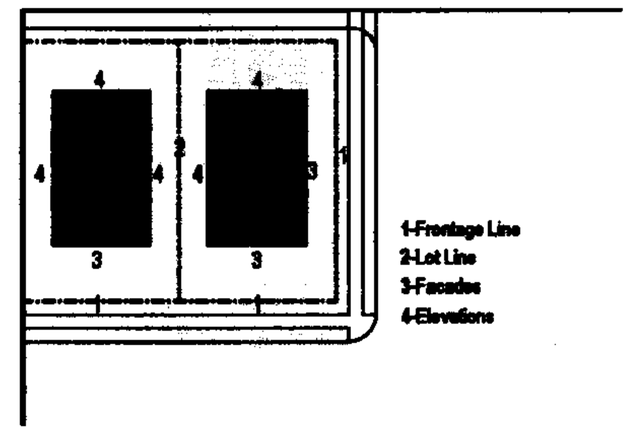
c. BUILDING DISPOSITION



d. LOT LAYERS

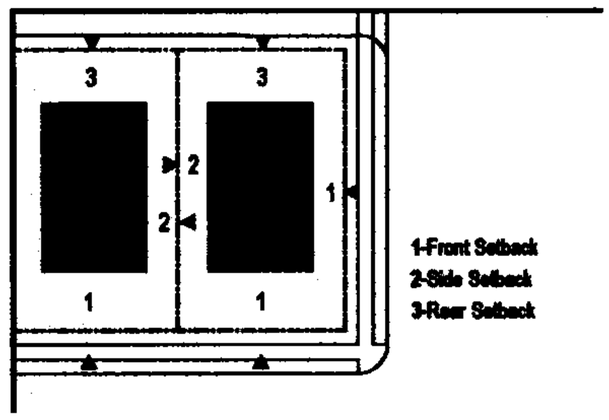
e. FRONTAGE & LOT LINES





f. SETBACK DESIGNATIONS

g. NETWORK-BASED PEDESTRIAN SHED



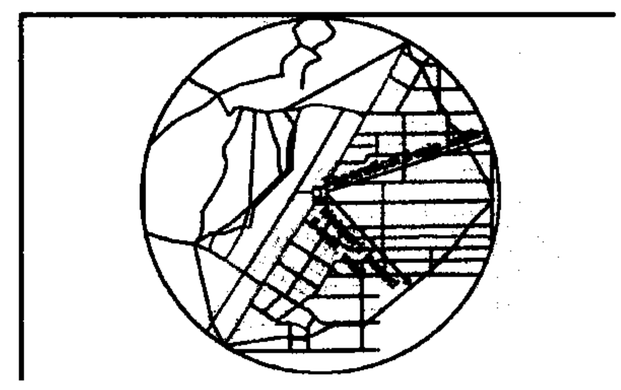


TABLE 13. - SUSTAINABILITY

Developers are encouraged to include alternative energy production systems if their plans permit.

ARTICLE 7. - DEFINITION OF TERMS

This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the CRC shall determine the correct definition. Items in italics refer to Articles, Sections, or Tables in the SmartCode.

A-Grid: Cumulatively, those Thoroughfares that by virtue of their pre-existing pedestrian-supportive qualities, or their future importance to pedestrian connectivity, are held to the highest standards prescribed by this Code. See B-Grid. (Syn: primary grid.) See Section 3.9.

Accessory Building: An Outbuilding with an Accessory Unit.

Accessory Unit: An Apartment not greater than 440 square feet sharing ownership and utility connections with a Principal Building; it may or may not be within an Outbuilding. See Table 6 and Table 12. (Syn: ancillary unit)

Adjusted Pedestrian Shed: A Pedestrian Shed that has been adjusted according to Section 3.2, creating the regulatory boundary of a Community Unit.

Affordable Housing: Dwellings consisting of rental or for-sale units that have a rent (including utilities) or mortgage payment typically no more than 30% of the income of families earning no more than 80% of median incomes by family size for the county. (Alt. definition: Rental or for-sale dwellings that are economically within the means of the starting salary of a local elementary school teacher.)

Allee: A regularly spaced and aligned row of trees usually planted along a Thoroughfare or Path.

Apartment: A Residential unit sharing a building and a Lot with other units and/or uses; may be for rent, or for sale as a condominium.

Arcade: A Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

Attic: The interior part of a building contained within a pitched roof structure.

Avenue (AV): A Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

B-Grid: Cumulatively, those Thoroughfares that by virtue of their use, location, or absence of pre-existing pedestrian-supportive qualities, may meet a standard lower than that of the A-Grid. See A-Grid. (Syn: secondary grid)

BRT: *See Bus Rapid Transit.*

Backbuilding: A single-Story structure connecting a Principal Building to an Outbuilding. See Table 12.

Base Density: The number of dwelling units per acre before adjustment for other Functions and/or TDR. See Density.

Bed and Breakfast: An owner-occupied Lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests.

Bicycle Lane (BL): A dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.

Bicycle Route (BR): A Thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

Bicycle Trail (BT): A bicycle way running independently of a vehicular Thoroughfare.

Block: The aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.

Block Face: The aggregate of all the building Facades on one side of a Block.

Boulevard (BV): A Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings.

Brownfield: An area previously used primarily as an industrial site.

Bus Rapid Transit: A rubber tire system with its own right-of-way or dedicated lane along at least 70% of its route, providing transit service that is faster than a regular bus.

By Right: Characterizing a proposal or component of a proposal for a Community Plan or Building Scale Plan (Article 3, Article 4, or Article 5) that complies with the SmartCode and is permitted and processed administratively, without public hearing. See Warrant and Variance.

CLD or Clustered Land Development: A Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination such as a general store, Meeting Hall, schoolhouse, or church. CLD takes the form of a small settlement standing free in the countryside. See Table 1 and Table 10 a. (Syn: Hamlet, Conservation Land Development, cluster)

CRC: Consolidated Review Committee.

Civic: The term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Building: A building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Civic Parking Reserve: *Parking Structure or parking lot within a quarter-mile of the site that it serves. See Section 5.9.2.*

Civic Space: An outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. See Table 9.

Civic Zone: Designation for public sites dedicated for Civic Buildings and Civic Space.

Commercial: The term collectively defining workplace, Office, Retail, and Lodging Functions.

Common Destination: An area of focused community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station, and may act as the social center of a neighborhood.

Common Yard: A planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards. See Table 4.

Community Unit: A regulatory category defining the physical form, Density, and extent of a settlement. The Community Unit types addressed in this Code are CLD and TND. Variants of TND (Article 4) are called Infill TND. The TOD Community Unit type may be created by an overlay on TND.

Configuration: The form of a building, based on its massing, Private Frontage, and height.

Consolidated Review Committee (CRC): Usually part of the Planning Office, a CRC is comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project, as well as a representative of the Development and Design Center. See Section 1.4.3.

Corridor: A lineal geographic system incorporating transportation and/or Greenway trajectories. A transportation Corridor may be a lineal Transect Zone.

Cottage: An Edgeyard building type. A single-family dwelling, on a regular Lot, often shared with an Accessory Building in the back yard.

Courtyard Building: A building that occupies the boundaries of its Lot while internally defining one or more private patios. See Table 5.

Curb: The edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. See Table 3A and Table 3B.

DDC: Development and Design Center.

Density: The number of dwelling units within a standard measure of land area.

Design Speed: Is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20—25 MPH); Moderate: (25—35 MPH); High: (above 35 MPH). Lane width is determined by desired Design Speed.

Developable Areas: Lands other than those in the O-1 Preserved Open Sector.

Development and Design Center (DDC): A component of the Planning Office assigned to advise on the use of this Code and to aid in the design of the Communities and buildings based on it.

Disposition: The placement of a building on its Lot. See Table 5 and Table 12.

Dooryard: A Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. See Table 4. (Variant: Lightwell, light court.)

Drive: A Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

Driveway: A vehicular lane within a Lot, often leading to a garage. See Section 5.10.

Edgeyard Building: A building that occupies the center of its Lot with Setbacks on all sides. See Table 5.

Effective Parking: The amount of parking required for Mixed Use after adjustment by the Shared Parking Factor. See Table 8.

Effective Turning Radius: The measurement of the inside Turning Radius taking parked cars into account. See Table 12.

Elevation: An exterior wall of a building not along a Frontage Line. See Table 12. See: Facade.

Encroach: To break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment: Any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

Enfront: To place an element along a Frontage, as in "porches Enfront the street."

Estate House: An Edgeyard building type. A single-family dwelling on a very large Lot of rural character, often shared by one or more Accessory Buildings. (Syn: country house, villa)

Expression Line: A line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony. (Syn: transition line.)

Extension Line: A line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage.

Facade: The exterior wall of a building that is set along a Frontage Line. See Elevation.

Forecourt: A Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. See Table 4.

Frontage: The area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into Private Frontage and Public Frontage. See Table 3A and Table 4.

Frontage Line: A Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. See Table 12.

Function: The use or uses accommodated by a building and its Lot, categorized as Restricted, Limited, or Open, according to the intensity of the use. See Table 6 and Table 8.

Gallery: A Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. See Table 4.

GIS (Geographic Information System): A computerized program in widespread municipal use that organizes data on maps. The protocol for preparing a Regional Plan should be based on GIS information. See Section 2.1.

Green: A Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. See Table 9.

Greenfield: An area that consists of open or wooded land or farmland that has not been previously developed.

Greenway: An Open Space Corridor in largely natural conditions which may include trails for bicycles and pedestrians.

Greyfield: An area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites. (Variant: Grayfield.)

Growth Sector: One of four Sectors where development is permitted By Right in the SmartCode, three for New Communities and one for Infill. See Article 2.

Hamlet: See CLD. (Syn: cluster, settlement)

Highway: A rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T-1, T-2, and T-3).

Home Occupation: Non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding. Permitted activities are defined by the Restricted Office category. See Table 6.

House: An Edgeyard building type, usually a single-family dwelling on a large Lot, often shared with an Accessory Building in the back yard. (Syn: single)

Infill: Noun - New development on land that had been previously developed, including most Greyfield and Brownfield sites and cleared land within Urbanized areas. Verb - To develop such areas.

Infill TND: A Community Unit type within an Urbanized, Greyfield, or Brownfield area based on a Standard Pedestrian Shed and consisting of T-3, T-4, and/or T-5 Zones. An Infill TND is permitted By Right in the G-4 Infill Growth Sector and is regulated by Article 4. See Section 4.2.2. (Var: neighborhood)

Inn: A Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. See Table 6.

Layer: A range of depth of a Lot within which certain elements are permitted. See Table 12.

Lightwell: A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. See Table 4. (Syn: light court)

Linear Pedestrian Shed: A Pedestrian Shed that is elongated along an important Mixed Use Corridor such as a main street. A Linear Pedestrian Shed extends approximately ¼ mile from each side of the Corridor for the length of its Mixed Use portion. The resulting area is shaped like a lozenge. It may be used to structure a TND or Infill TND. (Syn: elongated pedestrian shed)

Liner Building: A building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: A Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry.

Work-Live. (Syn.: flexhouse)

Lodging: Premises available for daily and weekly renting of bedrooms. See Table 6 and Table 8.

Long Pedestrian Shed: A Pedestrian Shed that is an average ½ mile radius or 2640 feet, used when a transit stop (bus or rail) is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. It is applied to structure an RCD Community Unit type. See Pedestrian Shed.

Lot: A parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

Lot Line: The boundary that legally and geometrically demarcates a Lot.

Lot Width: The length of the Principal Frontage Line of a Lot.

Main Civic Space: The primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.

Manufacturing: Premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery or artisanal equipment, and including their Retail sale.

Meeting Hall: A building available for gatherings, including conferences, that accommodates at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

Mixed Use: Multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Warrant.

Net Site Area: All developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

Network Pedestrian Shed: A Pedestrian Shed adjusted for average walk times along Thoroughfares. This type may be used to structure Infill Community Plans. See Table 12.

Office: Premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. See Table 6.

Open Space: Land intended to remain undeveloped; it may be for Civic Space.

Outbuilding: An Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. See Table 12.

Park: A Civic Space type that is a natural preserve available for unstructured recreation. See Table 9.

Parking Structure: A building containing one or more Stories of parking above grade.

Passage (PS): A pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

Path (PT): A pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Pedestrian Shed: An area that is centered on a Common Destination. Its size is related to average walking distances for the applicable Community Unit type. Pedestrian Sheds are applied to structure Communities. See Standard, Long, Linear or Network Pedestrian Shed. (Syn: walkshed, walkable catchment)

Planter: The element of the Public Frontage which accommodates street trees, whether continuous or individual.

Plaza: A Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

Principal Building: The main building on a Lot, usually located toward the Frontage. See Table 12.

Principal Entrance: The main point of access for pedestrians into a building.

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See Frontage.

Private Frontage: The privately held Layer between the Frontage Line and the Principal Building Facade. See Table 2 and Table 12.

Public Frontage: The area between the Curb of the vehicular lanes and the Frontage Line. See Table 3A and Table 3B.

Rear Alley (RA): A vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges.

Rear Lane (RL): A vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway standards. The streetscape consists of gravel or landscaped edges, has no raised Curb, and is drained by percolation.

Rearyard Building: A building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. See Table 5. (Var: Rowhouse, Townhouse, Apartment House)

Recess Line: A line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space. Var: Extension Line. See Table 8.

Regulating Plan: A Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the SmartCode.

Residential: Characterizing premises available for long-term human dwelling.

Retail: Characterizing premises available for the sale of merchandise and food service. See Table 6 and Table 8.

Retail Frontage: Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use. See Special Requirements.

Road (RD): A local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3). See Table 3C.

Rowhouse: A single-family dwelling that shares a party wall with another of the same type and occupies the full Frontage Line. See Rearyard Building. (Syn: Townhouse)

Rural Boundary Line: The extent of potential urban growth as determined by existing geographical determinants. The Rural Boundary Line is permanent.

Sector: A neutral term for a geographic area. In the SmartCode there are six specific Sectors for regional planning that establish the legal boundaries for Open Space and development.

Secondary Frontage: On corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated. See Table 12.

Setback: The area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in Section 5.7. See Table 10 g. (Var: build-to-line)

Shared Parking Factor: An accounting for parking spaces that are available to more than one Function. See Table 7.

Shopfront: A Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. See Table 4.

Sidewalk: The paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Sideyard Building: A building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. See Table 5.

Slip Road: An outer vehicular lane or lanes of a Thoroughfare, designed for slow speeds while inner lanes carry higher speed traffic, and separated from them by a planted median. (Syn: access lane, service lane)

Specialized Building: A building that is not subject to Residential, Commercial, or Lodging classification. See Table 5.

Special District (SD): An area that, by its intrinsic Function, Disposition, or Configuration, cannot or should not conform to one or more of the normative Community Unit types or Transect Zones specified by the SmartCode. Special Districts may be mapped and regulated at the regional scale or the community scale.

Special Flood Hazard Area: A designation by the Federal Emergency Management Agency (FEMA) that may include the V (Velocity) Zones and Coastal A Zones where building construction is forbidden, restricted, or contingent upon raising to the Base Flood Elevation.

Special Requirements: Provisions of Section 3.9, Section 4.7, and Section 5.3 of this Code and/or the associated designations on a Regulating Plan or other map for those provisions.

Square: A Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. See Table 9.

Standard Pedestrian Shed: A Pedestrian Shed that is an average ¼ mile radius or 1,320 feet, about the distance of a five-minute walk at a leisurely pace. See Pedestrian Shed.

Stepback: A building Setback of a specified distance that occurs at a prescribed number of Stories above the ground.

Stoop: A Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance. See Table 4.

Story: A habitable level within a building, excluding an Attic or raised basement.

Street (ST): A local urban Thoroughfare of low speed and capacity.

Streetscreen: A freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall) See Section 5.7.5f.

Substantial Modification: Alteration to a building that is valued at more than 50% of the replacement cost of the entire building, if new.

Swale: A low or slightly depressed natural area for drainage.

T-zone: Transect Zone.

TDR: Transfer of Development Rights, a method of relocating existing zoning rights from areas to be preserved as Open Space to areas to be more densely urbanized.

TDR Receiving Area: An area intended for development that may be made more dense by the purchase of development rights from TDR Sending Areas.

TDR Sending Area: An area previously zoned for development within a designated Reserved Open Sector (O-2), from which development rights may be transferred to a Growth Sector.

Terminated Vista: A location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

Thoroughfare: A way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage.

TND: Traditional Neighborhood Development, a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and in the form of a medium-sized settlement near a transportation route. See Table 8 and Table 10 a. (Syn: village. Variant: Infill TND, neighborhood.)

TOD: Transit Oriented Development. TOD is created by an overlay on all or part of a TND, or by designation on a Regional Plan, permitting increased Density to support rail or Bus Rapid Transit (BRT) as set forth in Section 5.9.2d.

Townhouse: See Rearyard Building. (Syn: Rowhouse)

Transect: A cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-zone): One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. See Table 1.

Turning Radius: The curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. See Table 3C.

Urban Boundary Line: The extent of potential urban growth as determined by the projected demographic needs of a region. The Urban Boundary Line may be adjusted from time to time.

Urbanism: Collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects.

Urbanized: Generally, developed. Specific to the SmartCode, developed at T-3 (Sub-Urban) Density or higher.

Variance: A ruling that would permit a practice that is not consistent with either a specific provision or the Intent of this Code (Section 1.3). Variances are usually granted by the Board of Appeals in a public hearing. See Section 1.5.

Warrant: A ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent (Section 1.3). Warrants are usually granted administratively by the CRC. See Section 1.5.

Work-Live: A Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. See Live-Work. (Syn: Live-With)

Yield: Characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.

Zoning Map: The official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts. See Regulating Plan.

CODE COMPARATIVE TABLE

This is a chronological listing of the ordinances of the Town used in this Code. Repealed or superseded laws at the time of the publication and any omitted materials are not reflected in the table.

Ord. No.	Date	Section	Section this Code
01-2011	5- 5-11		5.13.2 A.
09-2015	12- 3-15	Added	5.8.5

EXHIBIT D
TO DEVELOPMENT AGREEMENT
DEVELOPMENT SCHEDULE

Development of the Property is expected to occur over the term of the Agreement, with the sequence and timing of development activity to be dictated largely by market conditions. The following estimate of expected activity is hereby included, to be updated by Owner as the development evolves over the term:

	Nimmer Special District Development Schedule		
		Homes	
Year	Year	Per Year	Total Completed
1	2024	0	0
2	2025	0	0
3	2026	100	100
4	2027	100	200
5	2028	100	300
6	2029	100	400
7	2030	100	500
8	2031	100	600
9	2032	100	700
10	2033	100	800
11	2034	100	900
12	2035	100	1000
13	2036	100	1100
14	2037	100	1200
15	2038	100	1300

As stated in the Development Agreement actual development may occur more rapidly or less rapidly, based on market conditions and final product mix.

EXHIBIT E

Water and Sewer Agreement

STATE OF SOUTH CAROLINA)
) WATER AND SEWER AGREEMENT
COUNTY OF JASPER)

THIS WATER AND SEWER AGREEMENT ("Agreement") is made and entered into to be effective as of the 9th day of October, 2024, by and between the Town of Ridgeland, South Carolina, ("Town") and D.R. Horton, LLC ("DRH").

WHEREAS, DRH is the owner of that certain tract of land located within the Town containing approximately 405 acres, more or less, commonly referred to as Nimmer Tract more fully described on Exhibit "A" attached hereto (the "Nimmer Tract" or "Property"); and

WHEREAS, the development of the Property will consist of 1,300 residential units and certain ancillary developments in accordance with the plans approved by the Town (the "Project"); and

WHEREAS, the Town will be providing the water distribution and sanitary sewer service to the Project; and

WHEREAS, the parties have agreed that in consideration of certain financial payment(s) to be made by DRH to the Town, and for DRH to fund and construct the offsite waterline and sewer force main extensions, as described in Section III of this Agreement, needed to connect the Project to the Town's water and sewer systems, the Town shall commit to provide the water and wastewater capacity and facilities necessary to accommodate the residential and ancillary development on the Nimmer Tract in accordance with the terms of this Agreement; and

WHEREAS, the Town has the authority and the capability to make water, and wastewater services available to the Nimmer Tract and is prepared to do so in accordance with the provisions of this Agreement.

NOW, THEREFORE, FOR AND IN CONSIDERATION of the mutual covenants and promises hereinafter set forth, the Town agrees to provide water, and wastewater services to the Nimmer Tract and DRH agrees to be responsible for certain obligations, all as more specifically hereinafter set forth.

SECTION I

COMMITMENT OF WATER AND WASTEWATER CAPACITY

1. *Commitment of the Town.* Subject to the provisions of this Agreement, the Town hereby guarantees to make available to DRH, their successors and assigns, sufficient water and wastewater capacity to accommodate the water and wastewater requirements of 1,300 residential units and ancillary development, at the time(s) hereinafter identified in Section I.3 below, conditioned only upon the payment by DRH of the amounts hereinafter specified to be paid, on the occasions designated for such payments. Water and wastewater capacity are reserved with the Town by this Agreement not through the payment of capacity fees.

2. *Commitment of DRH.* DRH agrees that water and wastewater capital contribution

fees ("CCFs") for each phase of the development shall be paid to the Town in amounts and time as defined in Section I.3 below in exchange for the guarantees set forth in Paragraph 1 above. Payment is only required on the actual number of developed residential units requiring capacity for each phase.

3. *Capacity Purchased.* The price for water and wastewater capacity shall be based on the Town's standard CCFs in effect at the time when the various phases of development are permitted by the Town. The Town's current fees are Water CCF = $759/REU and Wastewater CCF = $2025/REU. The capacity fees associated with the Nimmer Tract will be based on the development phases specified at the time of plan submittal for permitting to the Town. The capacity fees must be paid prior to the preconstruction conference with the Town for each phase of development and, upon payment of the capacity fees associated with each phase of development, the Town shall provide to DRH water and wastewater capacity in the Town's system sufficient to serve the REU's associated with that phase of development. For the purposes of this Agreement an REU is agreed to require 400 gallons per day (gpd) of water capacity and 300 gpd of wastewater capacity.

SECTION II

CONSTRUCTION OF FACILITIES

1. *DRH Improvements.* Except as provided herein, all water and wastewater facilities within the boundaries of the DRH Property will be designed and constructed by DRH on their Property and, when permitted to operate by the South Carolina Department of Health and Environmental Control ("SCDHEC"), shall be conveyed to the Town for ownership, operation and maintenance in accordance with the Town's Development Policy and Procedures manual. Such facilities include, but are not limited to: water supply lines, valves, and fire hydrants; additionally, wastewater collection lines, manholes, valves, wastewater pump stations, and sewer force mains (hereinafter, the "Facilities"). DRH shall secure all permits and approvals from all regulatory agencies prior to initiating construction of such Facilities.

2. *Specifications for DRH Construction.* The Town will make available to DRH standard specifications for Town projects. Through agreement with Palmetto Electric Cooperative (or Dominion), DRH shall make provisions to provide three (3) phase power for all Facilities deemed necessary by the Town. DRH agrees that unless different specifications for particular features are specifically agreed to in writing, all Facilities constructed by DRH shall be constructed in accordance with the Town's Standard Specifications. In addition, DRH agrees that its design engineers and contractors shall conduct a pre-construction conference with the Town prior to initiating construction of each phase of the Facilities. DRH understands and agrees that said standard specifications may change during the course of the entire project and the Town agrees that it will not require DRH to retrofit already approved Facilities.

3. *Plans Approval by the Town.* Prior to the submittal to SCDHEC of any construction plans and specifications for any Facilities to be constructed by DRH as part of the developments, such plans and specifications shall be submitted to and approved by the Town, which approval shall not be unreasonably withheld. The Town agrees to complete any such review within fourteen (14) days of receiving plans for review from DRH.

4. *Easement Grants to the Town.* DRH agrees to provide the Town easements, by

recorded sketch and legal description or recorded plat map, which shall allow the Town all-weather access to Facilities for the purpose of operation and maintenance. All easements must be cleared and accessible to the Town vehicles and equipment for operation and maintenance purposes. Such easements shall provide adequate spacing from other utilities to avoid future conflicts. Such easements shall be memorialized in a separate document and shall be completed prior to the acceptance of any Facilities by the Town. It is understood that DRH may have such easements for the Facilities specifically platted, and confined to such platted areas in lieu of providing blanket easements, so long as DRH bear the costs associated with the specific location and surveying of such easements. Additionally, sites containing wastewater pump stations shall be deeded to the Town by limited warranty deed

5. *Periodic Inspection.* DRH understands and agrees that periodically during construction and, following construction, prior to approval, the Town shall be conducting inspections of the Facilities under construction to assure that construction is being done *in* accordance with the approved plans and specifications. DRH agrees to provide the Town such access as may be required for said inspections. The Town will notify DRH prior to performing any inspections on the site.

6. *Acceptance for Operation and Maintenance.* When construction of the Facilities or any reasonable portion thereof is certified as complete by DRH engineers, is inspected and approved by the Town, and a permit to operate therefore has been issued by SCDHEC, then the Town shall formally accept such facilities into its water and wastewater system in accordance with the provisions of its adopted development policies and procedures. The Town agrees to consider accepting partial permits to operate for the various phases of construction based on the specific need of each project.

7. *Construction Water and Rates.* The Town agrees to provide DRH, or its contractors, water for use during construction. Said water shall be made available at the Town's published rates at a point on the Town's water line closest to the Property. Any construction water made available to DRH from the water transmission or distribution system will be metered in accordance with Town procedures.

SECTION III

DESIGN/CONSTRUCTION OF OFFSITE WATER AND WASTEWTER FACILITIES

1. *Wastewater Facility - Definition.* For all purposes herein, the term Wastewater Facility ("Wastewater Facility") shall mean all pipelines and appurtenances necessary to transmit untreated wastewater from the designated points on the DRH Property to the Town's Jimmy Mixon Wastewater Plant (the "Wastewater Plant"). The Wastewater Facility will have the capacity to transmit all the wastewater anticipated from the build-out of the Project. The Wastewater Facility is shown in **Exhibit B**. DR Horton is solely responsible for the design, permitting and construction of the portions of the Wastewater Facility occurring on the Property in accordance with the terms of this Agreement. The parties hereby agree that the master liftstation for the Wastewater Facility shall be constructed on the Property or, subject to the reasonable prior approval of DRH, real property adjacent to the Property.

2. *Water Facility - Definition.* For all purposes herein, the term Water Facility ("Water Facility") shall mean all pipelines and appurtenances necessary to deliver potable water from the Town's main system to a designated point on the Property. The Water Facility will have the capacity to provide the potable water needed to support the build-out of the Project. The Water Facility is shown in **Exhibit B**, which shall be designed, permitted and constructed in accordance with the term of this agreement. DRH is solely responsible for the design, permitting and construction of the portions of the Water Facility occurring on the Property in accordance with the terms of this Agreement.

3. *Projection Schedule.* A projection of future wastewater, potable water, and fire protection water demands for all phases of the Property is attached as **Exhibit C** and is incorporated herein by reference (the "Projection Schedule"). DRH may adjust the Projection Schedule to coincide with the Development Phasing Schedule included as Exhibit D to that certain development agreement by and between DRH and the Town.

4. *Design of the Offsite Water and Wastewater Facilities.* 4 Waters Engineering (the "Town's Consultant") will design the portions of the Wastewater Facility and the Water Facility that are to be constructed offsite of the Property as shown in **Exhibit B** (collectively, "Offsite Water and Wastewater Facilities"), which includes a Preliminary Construction Cost Estimate dated 6/28/23. In addition, the Town's Consultant will design the master liftstation of the Wastewater Facility in the event that such lifstation is not constructed on the Property in accordance with Section III.1 above. The Town's Consultant is authorized to proceed design work of the Offsite Water and Wastewater Facilities upon execution of this Agreement.

5. *Construction of the Water and Wastewater Facilities.* The Town's consultant will facilitate the bidding process on behalf of the Town for the Offsite Water and Wastewater Facilities and the Town will receive and review bids in accordance with the Town's purchasing guidelines and award the contract to the lowest qualified responsive bidder. The construction contract for the Offsite Water and Wastewater Facilities between the Town and the Town's consultant will provide the construction administration and inspection for the Town. The construction of the Offsite Water and Wastewater Facilities will be completed on a schedule mutually agreed to by the Town and DRH, but in any event construction of the Offsite Water and Wastewater Facilities shall be completed no later than one year after the notice to proceed to the contractor is issued (the "Completion Date"). If the Offsite Water and Wastewater Facilities are not substantially completed by the Completion Date, then DRH shall have the right, but not the obligation, to complete the construction.

6. *Funding.* DR Horton shall be responsible for all costs of the design and construction of the Wastewater Facility and the Water Facility. The Town and DRH acknowledge and agree that DRH's share is equivalent to 100% of the total cost of the design and construction for the Facilities. Upon execution of this Agreement, DR Horton shall obtain and issue a surety bond to guarantee payment to the Town for the design and construction of the Offsite Water and Wastewater Facilities. The Town's surety bond drawdown schedule and amounts are shown in **Exhibit D** and are based on the projected design and construction admin/inspection cost and the Exhibit B Cost Estimate. Upon execution of the construction contract for the Offsite Water and Sewer Facilities, the drawdown amounts will be adjusted to reflect the construction contract amount. All change order requests by the contractor will be subject to prior review and reasonable

approval rights of DRH prior to approval by the Town, and DRH shall be invoiced for the actual cost increase caused by the change order approved by DRH. Notwithstanding the foregoing, the Town hereby agrees that DRH shall not be responsible for any costs or expense relating to the acquisition of real property for the Town's construction of the Offsite Water and Wastewater Facilities. To the extent reasonably practical, the Town shall construct the Offsite Water and Wastewater Facilities within SCDOT rights-of-way or real property owned by the Town unless otherwise approved by DRH. In the event that any acquisition of rights-of-way or other real property interest is required for Town's construction of the Offsite Water and Wastewater Facilities, such rights shall be acquired by the Town at its sole cost and expense.

7. *Capacity Credits for Funding the Offsite Water and Sewer Facilities.* The Water Facility and Wastewater Facility are designed and sized to serve an additional 725 REUs in areas adjacent to the Nimmer Tract, and the Town will allocate credits for 725 ERUs to DRH based upon the same percentages used to determine for the cost share determination. These credits will be issued upon the execution of the construction contract for the Offsite Water and Wastewater Facilities and can be used to meet the Water and Sewer Capacity purchase requirements described in Section I, Item 3. In addition, in the event the Town elects to increase the capacity of the Offsite Water and Wastewater Facilities above the capacity needed to serve the Project, the Town shall either reimburse DRH for the increased costs of the permitting, design, and construction for the increased capacity, or provide credits for 100% of the ERUs resulting from the increased capacity.

8. *Permits.* The Town shall be responsible for obtaining all necessary permits required for the construction of the Offsite Water and Wastewater Facilities.

9. *Reserve of Capacity.* The Town hereby agrees that 100% of the increased capacity resulting from the design and construction of Facilities contemplated in this Agreement shall be reserved for the benefit of DRH, and the Town shall not permit any other parties to utilize the Facilities, until such time that the Wastewater Facility and Water Facility have been fully constructed, received all necessary approvals and DRH has first connected the onsite portions of the Wastewater Facility and the Water Facility to the Offsite Water and Wastewater Facilities.

SECTION IV

PROVISION OF WATER AND SEWER SERVICES

1. *General Provisions.* Following the completion of construction of the Facilities described in Section II above and the acceptance of those Facilities by the Town, the Town agrees to provide water and sewer services to DRH or their successors in accordance with its standard policies, SCDHEC permits, and this Agreement.

2. *Policies and Procedures for Retail Customer Service.* DRH understands and agrees that the Town has in place policies and procedures governing the provision of services to its retail water and wastewater customers. A fundamental principal of such policies and procedures is that all retail customers, regardless of their location and situation are treated the same. Such policies are reviewed by the Town on a regular basis and the Town reserves the right to make reasonable changes to said policies when in its opinion, such changes are desirable or necessary.

3. *Customer* Rates. DRH understands and agrees that the Town adopts an operating budget each year in June for the fiscal year beginning in July. As part of that budget process, the Town reviews its water and sewer usage rates and, when necessary to meet changing revenue requirements, will change water and sewer rates.

SECTION VI

GENERAL PROVISIONS

1. *Not Development Agreement.* The parties agree that this Agreement is not a Development Agreement as such is defined in S.C. Code Section 6-31-10, *et seq.*

2. *Termination.* This Agreement may be terminated by DRH in the event it determines not to proceed with development of the Property.

3. *Amendment.* This Agreement may not be amended in any respect except by a written memorandum executed by all the parties here.

4. *Survivorship.* In the event that any provision of this Agreement shall be unenforceable in whole in or in part, such provision shall be limited to the extent necessary to render the same valid, or shall be excised from this Agreement, as circumstances require, and this Agreement shall be construed as if said provision had not been incorporated herein.

5. *Binding.* This Agreement shall be binding upon and shall inure to the benefit of the parties hereto, their successors and/or assigns. This Agreement shall be governed by the laws of the State of South Carolina.

6. *Notice.* All notices or other communications required or permitted under this Agreement shall be deemed to have been duly given and made if in writing and if served either by personal delivery to the party for whom intended or by being deposited, postage prepaid, certified or registered mail, return receipt requested, in the United States mail bearing the legal address on file with the Town, or other address as may be designated in writing hereafter by such party.

7. *Counterparts.* This Agreement may be executed in any number of counterparts, any or all of which may contain the signature of less than all the parties, and all which shall be construed together as but a single instrument.

8. *Construction.* All of the parties of this Agreement have participated fully in the negotiation and preparation hereof, and accordingly, this Agreement shall not be more strictly construed against any one of the parties hereto.

9. *Entire Agreement.* This Agreement, the exhibits hereto, and the documents referred to herein embody the entire agreement and understanding of the parties hereto with respect to the subject matter hereof, and supersede all prior and contemporaneous agreements and understandings, oral or written relative to said subject matter.

10. *Waiver.* No waiver of any provision or condition of this Agreement by any party shall be valid unless in writing signed by such party. No such waiver shall be taken as a waiver of any other or similar provision or of any future event, act or default.

11. *Time.* Time is of the essence of this Agreement. In the computation of any period of time provided for in this Agreement or by law, any date falling on a Saturday, Sunday or legal holiday shall be deemed to refer to the next day which is not a Saturday, Sunday or legal holiday.

12. *Arbitration.* In the event of a dispute under the terms of this Agreement, the parties agree to submit to the issue of binding arbitration in accordance with the South Carolina Uniform Arbitration Act. In the event of any such dispute and/or arbitration, the parties shall continue to be bound to the obligations and responsibilities set forth herein until a final determination of the matter is had through the arbitration process.

[REMAINDER OF PAGE LEFT INTENTIONALLY BLANK]

IN WITNESS WHEREOF, the parties hereto have caused their duly authorized officers and representatives to execute this Water and Sewer Agreement as of the date and year first above written.

WITNESS:

First Witness

Second Witness

TOWN OF RIDGELAND

By: _____

Its: Town Administrator

STATE OF SOUTH CAROLINA)
) ACKNOWLEDGMENT
COUNTY OF JASPER)

I, the undersigned Notary Public, do hereby certify that TOWN OF RIDGELAND, by Dennis E Averkin, who is personally known to me, or who was proved to me on the basis of satisfactory evidence to be the person who executed the foregoing instrument, appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal this the 9 day of October, 2024.

Signature of Notary Public

Penelope B. Daley
Typed or Printed Name of Notary Public
Notary Public for South Carolina
My Commission Expires: 9.23.2028

#65032354v4

WITNESS:

Samantha Fowler
Samantha Fowler
First Witness

Heather Machado
Second Witness
Heather Machado

D.R. HORTON, LLC

By: Sean T. Ware

Its: Vice President

STATE OF SOUTH CAROLINA)
) ACKNOWLEDGMENT
COUNTY OF CHARLESTON)

I, the undersigned Notary Public, do hereby certify that D.R. HORTON, LLC, by Sean Ware, VP, who is personally known to me, or who was proved to me on the basis of satisfactory evidence to be the person who executed the foregoing instrument, appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal this the 21 day of October, 2024.

MOrgan Iovine
Signature of Notary Public
Morgan Iovine
Typed or Printed Name of Notary Public
Notary Public for South Carolina
My Commission Expires: 11/14/2029

MORGAN IOVINE
My Commission Expires
NOTARY PUBLIC
November 14, 2029
STATE OF SOUTH CAROLINA

EXHIBIT F

TO DEVELOPMENT AGREEMENT

Form Partial Assignment and Assumption of Rights and Obligations Under Development Agreement

STATE OF SOUTH CAROLINA	)	**PARTIAL ASSIGNMENT AND**
	)	**ASSUMPTION OF RIGHTS AND**
	)	**OBLIGATIONS UNDER**
COUNTY OF JASPER	)	**DEVELOPMENT AGREEMENT**

This **PARTIAL ASSIGNMENT AND ASSUMPTION OF RIGHTS AND OBLIGATIONS UNDER DEVELOPMENT AGREEMENT** ("Partial Assignment and Assumption") is dated as of this ____ day of _____, 20__, by and between _____ ("Assignor) and _____("Assignee").

RECITALS:

WHEREAS, on or about _____, 2023, Assignor entered into that certain Development Agreement ("Agreement") with the Town of Ridgeland, South Carolina (the "Town"), incident to the future development of approximately two thousand nine hundred forty-six and 41/100 acres (2,946.41) of real property, as further described on Exhibit "A" attached hereto (the "Property"), which Agreement was recorded in the Office of the Register of Deeds of Jasper County, South Carolina (the "ROD") in Volume ____ at Page _____; and

WHEREAS, on _____, ____, Assignor conveyed _____ (____) acres of Real Property to Assignee, as is more fully described on Exhibit "B" attached hereto (the "Transferred Property"), by that certain _____ deed recorded on _____, _____ in the ROD in Volume _____ at Page _____; and

WHEREAS, as an integral part of the conveyance of the Transferred Property from Assignor to Assignee, it is the desire and intention of Assignor to assign to Assignee, and it is the desire and intention of Assignee to assume certain rights, privileges and obligation under the terms of the Development Agreement applicable to the Transferred Property, thus necessitating the preparation and execution of the within Partial Assignment and Assumption.

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy whereof is herewith acknowledged, the parties hereby agree as follows, to wit:

1. Partial Assignment and Assumption of Rights Privileges and Obligations Applicable to the Transferred Property Pursuant to the Development Agreement. Assignor does hereby transfer, assign, convey and deliver unto Assignee, its successors and assigns, all of Assignor's rights, privileges and obligations as described in the Development Agreement with respect to _____ (_____) acres with an _____ density not to exceed _____ (_____) square feet (as further described in Section VII of the Development Agreement) (the "Allocated Rights"). Assignee hereby assumes and agrees to perform all of Assignor's rights, privileges and obligations as described in the Development Agreement, applicable to the Transferred Property, including without limitation, the Assumed Obligations (as defined below). Assignee acknowledges receipt of the Development Agreement and all Exhibits thereto and agrees to be bound by the terms thereof and to develop the Transferred Property in accordance with such terms. The rights and obligations hereby assigned and assumed shall be covenants running with the land, binding upon the parties hereto and their successors and assigns. Notwithstanding anything herein to the contrary, Assignee shall not convert (and shall have no right to convert) any of the _____ (_____) acres designated _____ density (not to exceed _____ (_____) square feet) to use for single family detached or multi-family residential dwellings units, as is permitted under the Development Agreement.

2. Assumed Obligations. In connection with this Partial Assignment and Assumption, Assignee agrees to assume, and release Assignor from any liability for, the following obligations (the "Assumed Obligations") arising under the Development Agreement:

(i) _____

(ii) _____

(iii) _____

3. Default and Enforcement of Provisions. Upon the failure of Assignor or Assignee to comply with the terms of the Development Agreement and this Partial Assignment and Assumption incident to the Property, the non-defaulting party may pursue the remedies of injunction and specific performance, but not to any other legal or equitable remedies, including, but not limited to, damages; provided, however, the parties agree that neither party shall be entitled to punitive damages.

4. Indemnification. Assignee agrees to indemnify, defend and hold harmless Assignor, its agents, principals, successors and assigns, and their affiliates from and against all losses, costs, damages, and reasonable attorney fees arising out of any breach by Assignee of the Development Agreement from and after the Closing Date, including without limitation the Assumed Obligations set forth in Section 2 hereof.

5. Notices. Any notice, demand, request, consent, approval or communication among any of the parties hereto shall be in writing and shall be delivered or addressed as provided under Section XVII of the Development Agreement and shall also be addressed as follows:

As to Assignee:

_____
_____
_____
_____
Attn: _____
Telephone Number: _____
Facsimile Number: _____
e-mail: _____

With a required copy to:

_____
_____
_____
_____
Attn: _____
Telephone Number: _____
Facsimile Number: _____
e-mail: _____

To Assignor:

_____
_____
_____
Attn: _____
Telephone Number: _____
Facsimile Number: _____
E-mail: _____

With a required copy to:

Maynard Nexsen, LLC
205 King Street, Suite 400
Charleston, SC 29401
Attention: Nicole Anne Scott
NScott@maynardnexsen.com

6. Binding Effect. This Partial Assignment and Assumption shall inure to the benefit of and be binding upon the respective parties hereto, their successors and assigns.

7. Governing Law. The within Partial Assignment and Assumption shall be interpreted and construed and conform to the laws of the State of South Carolina.

8. Reaffirmation of Terms. All other terms, conditions, rights and privileges contained in the Development Agreement not specifically referenced herein shall remain in full force and effect and binding upon the parties hereto and their successors and assigns.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties have caused this Partial Assignment and Assumption to be duly executed as of the date set forth above.

Signed, sealed and delivered
in the presence of:

ASSIGNEE:

_____,
_____

_____
Witness

By:_____
Its:_____
Title:
_____
Witness

STATE OF SOUTH CAROLINA)
) ACKNOWLEDGMENT
COUNTY OF _____)

I, the undersigned Notary Public, do hereby certify that _____, as _____ of _____, personally appeared before me this day and, in the presence of the two witnesses above named, acknowledged the due execution of the foregoing instrument.

Witness my hand and seal this _____ day of _____, 20__.

_____
Notary Public for South Carolina
Printed Name: _____
My Commission expires: _____

Signed, sealed and delivered
in the presence of:

ASSIGNOR:

Witness:

_____

_____

By:_____

Its:_____

_____

STATE OF SOUTH CAROLINA)
) ACKNOWLEDGMENT
COUNTY OF JASPER)

I, _____, the undersigned Notary of the Public of the State of South Carolina, do hereby certify that _____, _____ of _____ personally appeared before me this ____ day of _____, 20__, and acknowledged the execution of the foregoing instrument.

Witness my hand and seal this _____ day of _____, 20__.

_____
Notary Public for South Carolina
Printed Name:

_____
My Commission expires: _____

Exhibit A to Partial Assignment
Property

Exhibit B to Partial Assignment
Transferred Property