

ORDINANCE NO. 2024-06
TO APPROVE THE REVISED GENERAL DEVELOPMENT PLAN
OF THE 195.39± ACRE HAMMOND’S FERRY PLANNED DEVELOPMENT
LOCATED ON THE WEST SIDE OF GEORGIA AVENUE BETWEEN THE NORTH
AUGUSTA GREENEWAY AND THE SAVANNAH RIVER
(REVISIONS RELATING SOLELY TO PHASE B OF SUCH
REVISED GENERAL DEVELOPMENT PLAN)

WHEREAS, Ordinance No. 2002-23 approving the General Development Plan for Hammond’s Ferry (formerly the North Augusta Riverfront) was recommended by the North Augusta Planning Commission on July 25, 2002 and adopted by the North Augusta City Council on December 2, 2002; and

WHEREAS, at the time of adoption of Ordinance No. 2002-23, the City of North Augusta (“City”) owned the entirety of the 195.39± acres located on the west side of Georgia Avenue between the North Augusta Greeneway and the Savannah River; and

WHEREAS, in 2002 the City of North Augusta and Leyland Development, LLC, of Tuxedo, New York, on behalf of the North Augusta Riverfront Company, LLC (together with their successors and assigns, the “Master Developer”), entered into a Purchase Agreement to purchase portions of the City-owned 195.39± acres (the “Leyland Purchase Agreement”) and a Development Agreement (the “Leyland Development Agreement”) in accordance with South Carolina Code Ann. §6-31-10 et seq., as amended, to develop a mixed use Traditional Neighborhood Development in seven phases; and

WHEREAS, both the Leyland Purchase Agreement and the Leyland Development Agreement were amended more than once since originally executed to reflect changing conditions; and

WHEREAS, the Hammond’s Ferry Planned Development has proceeded generally as planned and provisions of both the Leyland Purchase Agreement and Leyland Development Agreement, as amended, have been implemented, together with the implementation of the provisions of the Phase B Development Agreement (defined below); and

WHEREAS, from time to time the Planning Commission has approved Minor Modifications to the General Development Plan for the Hammond’s Ferry Planned Development to clarify specific issues and reflect changing conditions (the “Prior Modifications”); and

WHEREAS, the City’s land development and zoning regulations contained in the Zoning and Development Standards Ordinance, originally adopted in 1996 and generally applicable to the Hammond’s Ferry Planned Development, were replaced by the North Augusta Development Code (NADC) which became effective on January 1, 2008; and

WHEREAS, Ordinance 2010-13 approving a Major Modification to the approved General Development Plan for Hammond’s Ferry was adopted by the North Augusta City Council on October 18, 2010 (the “2010 Major Modification”) and Ordinance 2015-14

approving a Major Modification to the approved General Development Plan for Hammond's Ferry was adopted by the North Augusta City Council on August 3, 2015 (the "2015 Major Modification"); and

WHEREAS, on or about March 15, 2017, the City and the Master Developer conveyed that portion of the Hammond's Ferry Planned Development constituting Phase B to Greenstone Hammond's Ferry, LLC ("Phase B Developer") and certain wholly-owned subsidiary entities; and

WHEREAS, on March 15, 2017, the City, the Phase B Developer and certain other parties entered into a Master Development Agreement and subsequently entered into several amendments thereto extending the term thereof (as so amended, the "Phase B Master Development Agreement"), pursuant to which, among other things, the City designated the Phase B Developer as master developer for a mixed use project in the City, now known as "Riverside Village" (formerly known as Ballpark Village), which project is the subject of the revisions to the Revised General Development Plan described in this Ordinance; and

WHEREAS, in recognition of changing conditions, the Prior Minor Modifications, the 2010 Major Modification and the 2015 Major Modification, unanticipated fluctuations in the real estate development industry and, more generally, the economy, the change in general development regulations, the prior modifications to the Leyland Purchase Agreement and Leyland Development Agreement, and the execution by the City and the Phase B Developer and the other parties thereto of the Phase B Master Development Agreement, the General Development Plan for the Hammond's Ferry Planned Development has undergone significant changes; and

WHEREAS, a joint application has been received from the City, the Phase B Developer and SCP Acquisitions, LLC, an affiliate of South City Partners ("SCP"), which is under contract to purchase certain parcels within Phase B in a proposed joint venture with Phase B Developer, requesting approval for a revised General Development Plan for Hammond's Ferry, with such requested revisions relating solely to those portions designated as Phase B of the Hammond's Ferry Planned Development; and

WHEREAS, the revisions set forth in the proposed Revised General Development Plan for Hammond's Ferry described herein constitute a further Major Modification of the General Development Plan for Hammond's Ferry requiring the approval of the North Augusta Planning Commission and approval by ordinance of the North Augusta City Council; and

WHEREAS, the North Augusta Planning Commission, at its regular meeting, reviewed the subject application and voted to recommend that the North Augusta City Council approve the revised General Development Plan for the 195.39± acre North Augusta Riverfront Planned Development; and

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH AUGUSTA, SOUTH CAROLINA, IN MEETING DULY ASSEMBLED AND BY THE AUTHORITY THEREOF, THAT:

- I. The Revised General Development Plan for the 195.39± acre Hammond's Ferry Planned Development is hereby approved as outlined below and as shown on the attached plan identified as Exhibit A and incorporated herein. A plan outlining Phase B as contemplated by this Revised General Development Plan, prepared by Brock Hudgins Architects and dated October 26, 2023, is identified as Exhibit B and also incorporated herein. The General Development Plan Narrative for Hammond's Ferry prepared by North Augusta Riverfront Company, LLC, dated July 20, 2010, revised April 17, 2015 and further revised as of February 20, 2024, is attached hereto as Exhibit C for information purposes only. The General Development Plan Narrative in the form attached hereto as Exhibit C has been revised solely to the extent necessary to contemplate the proposed changes to the development of Phase B, but has otherwise not been updated from the form adopted in connection with the 2015 Major Modification. The Hammond's Ferry Pattern Book prepared by North Augusta Riverfront Company, LLC, dated June 2003 and revised August 2010 and May 2015, is attached hereto as Exhibit D for information purposes, and describes the design guidelines to be applied by the Master Developer and the Hammond's Ferry Property Owners Association to land development and building construction in Hammond's Ferry. The Hammond's Ferry Book of Operating Principles dated February 3, 2006 and the Hammond's Ferry Master Declaration of Codes, Covenants and Easements, dated February 3, 2006, and applicable to existing and future owners of property in the Hammond's Ferry Planned Development is attached hereto as Exhibit E (collectively, the "Hammond's Ferry Covenants and Restrictions").

- II. It is the intent of this Revised General Development Plan that the development of Hammond's Ferry continue in a manner that is consistent with the original Master Plan for the Hammond's Ferry Traditional Neighborhood Development prepared in 2002 and modified in 2010 and 2015 and as the construction of the other Phases has been implemented to date. The development approvals in and for Hammond's Ferry that were granted prior to the effective date of the Revised General Development Plan approved by this Ordinance, including the master water, sanitary sewer and stormwater plans, the overall vehicular and pedestrian circulation plans, traffic analyses, the previously approved subdivisions and site plans and privately developed structures are deemed to be consistent with this Ordinance. The provisions of this Ordinance shall apply to all future development in the 195.39± acre Hammond's Ferry Planned Development and any modifications to structures existing prior to the effective date of this Ordinance.
 - A. **Scope of Development, Modifications and Approvals:** The scope of development described in the chart in §II.B.1, Scope of Development by Phase, shall be the maximum level of development allowed. The Scope of Development by Phase represents a reasonable expectation of the ultimate buildout of Hammond's Ferry. The final number of lots may be more or less than shown in the chart. The final number of residential units and commercial square feet may be less. Any increase in the maximum residential density (units) or commercial intensity (square feet) beyond the total listed for the development must be approved as a major modification to the Hammond's Ferry General Development Plan. The land uses permitted in the Hammond's Ferry Planned Development shall be limited to those described in this Ordinance.
 1. **Major Modifications:** Major modifications to the development plan are changes that significantly affect the content of the general development plan. Major

modifications to the development plan shall be approved by the City Council after a public hearing and recommendation by the Planning Commission.

2. **Minor Modifications:** Minor modifications to the general development plan include changes to the mix of uses, location and sequence of phases and sub phases, and scope of development and may be approved by the Planning Commission upon application for a minor modification or at the time of concept plan approval for a phase or subdivision approval for any portion of a phase.
3. **Modifications to the Hammond's Ferry Pattern Book and Hammond's Ferry Covenants and Restrictions:** With the exception of Exhibit A to the Hammond's Ferry Pattern Book, which is updated and superseded by Exhibit A to this Ordinance solely with respect to the changes to Phase B described therein, all provisions of the Hammond's Ferry Pattern Book remain in full force and effect. Any modification, amendment or addition to the Hammond's Ferry Pattern Book, the Hammond's Ferry Covenants and Restrictions or the Hammond's Ferry Business District Association Declaration of Codes, Covenants and Easements for Non-residential Property in Hammond's Ferry proposed by any party, including, but not limited to, the Master Developer, Hammond's Ferry Property Owners Association, the Hammond's Ferry Design Committee ("HFDC") or any property owner that affects architectural design, lot design, phasing, traditional neighborhood character or general appearance of the development must be reviewed and approved by the Planning Commission prior to implementation. The review by the Planning Commission will be solely to determine if the proposed change is consistent with the General Development Plan for the Hammond's Ferry Traditional Neighborhood Development and this Ordinance. It is understood that the Pattern Book does not currently address the entirety of development planned for Phase E. Pattern Book provisions applicable to Phase E will be prepared and proposed by the Master Developer prior to the submission of any subdivision or development applications for Phase E. The provisions of this section II.A.3 will be applicable only until such time that the total of the Hammond's Ferry Development is completed and the Master Developer transfers responsibility for the management of the Hammond's Ferry Property Owners Association to the elected board of the Association.
4. **Subdivision, Site Plan, Final Plat and Deed of Dedication Approvals:** The concept plans for individual phases, schedule of sub phases and preliminary and final plats for each sub phase or portion thereof, and site plans shall be subject to approval by the Planning Commission or Director as applicable in accordance with the applicable provisions of the NADC. Deeds of dedication, performance guarantees and maintenance guarantees, where required, shall be processed and approved in accordance with the applicable provisions of the NADC.
5. **Applicable Standards for Review:** The information contained in the General Development Plan Narrative for Hammond's Ferry represents the Master Developer's intent, shall supplement the provisions of this Ordinance and shall be used in the review of phase concept, subdivision and site plans for projects within Hammond's Ferry. The General Development Plan Narrative may be used only to interpret general intent in the review of plans for projects in Hammond's Ferry, in

the evaluation of proposed modifications to the General Development Plan or in the review of waivers to the development standards as described in §§II.A.1-4. In the event of a conflict between the provisions of this Ordinance and the content of the General Development Plan Narrative, the provisions of this Ordinance shall prevail. In the event of a conflict between the provisions of the NADC and this Ordinance, the provisions of this Ordinance shall prevail. In the event of a conflict between the provisions of this Ordinance and the Hammond's Ferry Pattern Book or the Hammond's Ferry Covenants and Restrictions or the Hammond's Ferry Business District Association Declaration of Codes, Covenants and Easements for Non-residential Property in Hammond's Ferry, solely as such relates to Phase B, this Ordinance shall control. All other design criteria and development standards (parking, streets, stormwater, utilities, landscaping, accessory structures, sidewalk cafes and sales, signs, etc.) applicable to each phase of the development and not otherwise prescribed in the Revised General Development Plan or this Ordinance shall be as prescribed in the NADC.

6. Individual Site Plan, Building Permit and Certificate of Occupancy Approvals:

- a. Site plans for individual lots will not be approved for the issuance of a building permit by the City until the requirements of this Ordinance have been satisfied as determined by the Director.
- b. Site plans will not be approved by the Director, or the Planning Commission if applicable, until the HFDC has reviewed the plans and determined that the design complies with the Hammond's Ferry Pattern Book and Hammond's Ferry Covenants and Restrictions.
- c. Except for those projects located in Phase B that would otherwise be required to comply with this section, Building Permits for the initial construction of residential buildings of sixteen units or less on lots in Hammond's Ferry will be issued to members of the Hammond's Ferry Builders Guild only. The Master Developer will update the Builders Guild membership list as changes in membership occur.
- d. Notwithstanding anything to the contrary in this §II.A.6.d., any projects in Phase B shall be subject to approval by HFDC upon submission of design documents and shall be built in accordance with those approved plans. Except with respect to improvements in Parcel B where design plans were previously reviewed by and approved by the HFDC as stated above, certificates of occupancy on new construction will not be approved until the HFDC has confirmed that the construction is in compliance with the Hammond's Ferry Pattern Book and Hammond's Ferry Covenants and Restrictions and has notified the Director that construction is complete.
- f. Subsequent to the issuance of a certificate of occupancy for a residential structure of sixteen units or less, the owner may retain any adequately licensed builder or may undertake his or her own building improvement renovation or expansion in accordance with applicable building permitting regulations. However, if the expansion includes an increase in the footprint or a revision to the external appearance of the structure(s) on the lot, a contractor member of the Builders Guild must be engaged for the construction.
- g. Building Permits for the initial construction or subsequent improvement, renovation or expansion of multifamily residential structures exceeding sixteen

(16) units and nonresidential structures may be issued to any adequately licensed contractor.

B. Development Program and PD Use List:

1. Scope of Development by Phase:

Phase	Acres*	Name	Est. Lots	Residential Units	Commercial (Square Feet)	Est. Years
A	47.53	Riverbend	262	345	30,000	2004-2018
B	31.90	Riverside Village	40	695	220,000	2015-2027
C	1.83	Lake West	TBD**	TBD**	Recreation	2015-2021
D	18.05	Creekside	73	73	5,000	2015-2018
E	18.21	Highlands	TBD**	TBD**	5,000	2015-2021
Parks and Public Lands	77.87	(Flex Units and Commercial Space)	NA	50	15,000	NA
Totals	195.39	---	---	1163	275,000	---

* Acreage equals gross acreage, including roads, park space, open space, lakes, common areas, ancillary uses, infrastructure, etc.

** To be determined.

2. **Phase B:** Phase B includes the Riverside Village (formerly known as Riverfront Plaza/Ballpark Village) concentrated commercial area. Portions of Phase B have been completed, but approximately 5.73 acres remain to be completed, consisting of six separate undeveloped lots (Parcels C, D, G, H, I and K). As projected, not less than a total of approximately 25,000 square feet of pedestrian oriented commercial use shall be located on the ground floors of the buildings or portions of buildings facing or fronting on Center Street and in Riverside Village between Railroad Avenue and Riverfront Park. The projected development for Phase B is set forth below:

Parcel Identifier	Use	Acres	Density/Intensity		
			Size	Units	Parking
A	Public	6.46	4,500 seats		
	Commercial		12,789 SF		
A1	Commercial/Residential	0.80	14,000 SF	48	
A2	Commercial	0.14	5,965 SF		
B	Public Use Parking Deck	1.67			539 spaces
C	Mixed Use	0.98	4,280 SF	87	
D	Single Family/retail	0.83	2,600	22	
D1	Open Space	1.26			
E	Public Use Parking Deck	1.50			413 spaces
F	Commercial	1.64	41,757 SF		

G	Commercial/Residential	0.41	4,000 SF	58	
G1	Commercial	0.01	200 SF		
H	Residential	0.69			
I	Residential	0.69		22	
J	Residential	7.11		280	
K	Residential	2.12		170	
L	Public Use Greeneway/Open Space	2.16			
Right of Way	Public Infrastructure (West Ave)	0.38			
Right of Way	Public Infrastructure	5.13			
Right of Way	Future Public Infrastructure	1.34			
Subtotal		35.32	85,591 SF		952 spaces
Subtotal for Phase B (excluding D1 and L)		31.90	85,591 SF	695	
Ground Floor Commercial Uses			29,834 SF		

3. **Phase E:** The ultimate uses including parks, recreation, commercial and residential including the number of units and lots to be developed in Phase E, Highlands, have not yet been determined. The ultimate determination on the location of the Georgia Power transmission line easement will influence the circulation, block and lot design. However, to the extent that residential and commercial uses are included, Phase E will be developed in a traditional neighborhood pattern consistent with the initial phases of Hammond's Ferry.
4. **Years of Development:** The estimated years listed for the development of each phase are planning estimates for the development of subdivision infrastructure. Actual years of development for each phase may vary based on economic conditions, absorption rates and other factors. The completion of buildings on all of the individual lots developed will take longer.
5. **Permitted Uses:** All of the uses listed in the Downtown Mixed Use District as shown in Table 3-2, Use Matrix, of the NADC and additional uses listed herein are permitted in any of the phases of the Hammond's Ferry Planned Development, in either single use or mixed use structures. The form and scale of the permitted uses will be determined by the lot type, lot size, required off-street parking and the Hammond's Ferry Pattern Book.
6. **Residential Uses:** The mix of uses in each phase will be primarily residential units of various sizes. Residential units may include for sale or rent single-family detached and attached, multifamily, and live-work units for small business and work-at-home activities. Approximately 7.9 dwelling units per acre is the average gross residential density for the 195.39± acre project. Gross density will vary between phases. Definitions for density applicable to this project include:
 - a. **DUA:** Dwelling units per acre.
 - b. **Gross Density:** The number of residential units in a phase or subdivision divided by the total number of acres in the applicable phase or subdivision including open space, parks, lakes, streets, alleys, etc.

- c. **Maximum Density:** The total number of residential units that may be constructed in this project is 1,163. Maximum density does not include accessory dwelling units constructed on a detached single family lot in addition to a primary residential unit.
7. **Nonresidential Uses:** Neighborhood-serving and destination commercial, civic, institutional, lodging, recreation, educational and agricultural uses are permitted throughout the project. The maximum amount of commercial footage on an individual lot is limited by the lot type, lot dimensions and parking requirements for the lot.
- a. The total commercial development permitted by phase is shown in the chart in §II.B.1.
 - b. Nonresidential uses including retail, hotel, restaurant and office uses may be developed on either urban zone or neighborhood zone designated lots.
 - c. Nonresidential square footage associated with home occupations, as they are defined and regulated in the NADC and located in residential units, is not counted toward the maximum commercial intensity by phase specified in §II.B.1.
 - d. Nonresidential square footage included as a major element of a live-work unit is counted toward the maximum commercial intensity by phase specified in §II.B.1.
 - e. Nonresidential intensity in excess of the maximum permitted in §II.B.1 may be approved for development by the City on public lands.
 - f. Additional uses permitted with no limit in each phase include civic, institutional, educational, lodging and meeting facilities, agriculture, boathouse, marina and boat ramp, and active recreation uses.
 - g. Assisted living facilities, adult congregate homes and nursing homes, if developed, will be assigned a density at the time of the site plan application equal to $\frac{1}{2}$ (0.5) of a dwelling unit per room or $\frac{1}{4}$ (0.25) of a dwelling unit per bed, whichever is greater. Commercial square footage will be calculated based on the amount of resident therapy and treatment areas, common and visitor areas including dining where guests may be served.
 - h. Educational uses include public and private educational facilities at all levels.
 - i. Civic and institutional facilities include government offices, museums, sports stadiums and churches.
 - j. Agricultural uses including nurseries and greenhouses should be confined to areas within power line easements and designated open or green space and may include limited crops, horticulture, orchards, forestry, beekeeping, and small fowl and livestock, including but not limited to chickens, rabbits and goats, for the specific use of individual households, on-site markets, or on-site commercial operations including a petting zoo.
8. **Flex Units and Commercial Space:** The Development Program includes fifty (50) flex units of residential density and fifteen thousand (15,000) square feet of commercial space. Flex units and commercial space may be added to any phase upon approval of the Planning Commission. Additionally, up to ten percent (10%) of the residential units allocated to a phase and not utilized in that phase may be transferred to another phase upon approval of the Planning Commission. However, no transfer of density may be approved that increases the gross density for the

recipient phase to more than twenty-seven (27) residential units per acre. The Planning Commission authority to approve or deny requests under this section is the sole discretionary right of said Planning Commission.

- C. **Lot Types:** Each proposed private lot on the Hammond's Ferry General Development Plan has been designated as either a neighborhood zone lot or an urban zone lot. Additionally, proposed parks, open space, City owned land and medians/islands within road rights of way have been designated.
1. **Urban Zone Lots:** Urban zone lots are intended for structures that are comparatively large in size, generally cover a substantial portion of the lot and are constructed close to the sidewalk in front and frequently with a zero side setback and common wall with an adjacent structure. They are frequently improved to a greater density and intensity than neighborhood zone lots and are located on higher traffic volume streets that include a mix of residential and commercial use structures. Individual urban zone lot structures often contain a mix of uses, i.e., ground floor commercial and upper story residential. Available on-street parking may be counted toward a portion of the parking requirement for nonresidential uses located on urban zone lots.
 2. **Neighborhood Zone Lots:** Neighborhood zone lots are primarily intended for single-family detached and townhome structures. The front, side and rear setbacks are greater than on urban zone lots. Neighborhood zone lots may contain commercial uses or a mix of uses including live-work units and multifamily residential structures. Because of the residential character of the neighborhood zone, on-street parking may not be counted toward the parking requirement for uses located on neighborhood zone lots.
 3. **Modifications to Lot Layouts:** The total number and configuration of lots, including additional or modified lot types, in a phase may be adjusted at the time major subdivision plans (preliminary plats) are developed and submitted for approval. The Planning Commission will consider the revised lot configuration in accordance with §II.A. Changes in lot configurations should be generally consistent with the designation of urban and neighborhood lots as shown on the revised General Development Plan.
 4. **Subdivision of Platted Lots:** Unimproved individual lots may be combined to create larger lots or subdivided to create smaller lots provided that each resulting lot is occupied by a primary structure that meets the setback requirements of this Ordinance. Adequate street frontage, access to the lot and required off-street parking must be provided. Accessory dwelling units may not be subdivided from an existing lot to create a separate lot.
 5. **Lot Access:** All lots shall front on and be addressed on a street or close. No lots may front on and be exclusively accessed by an alley. However, in specifically planned and platted situations, groups of lots may front on a green, park or plaza, addressed on the street that borders the green, park or plaza and utilize an alley for vehicular access.

6. **Front Loaded Lots:** Except as described in §II.B.7 below, lots that are accessible only from the front (not served by an alley or a side street) and driveways that enter the lot from the front are front loaded lots. Garages may be located beside the primary structure, attached or unattached to the primary structure, with the door facing the street (front loaded) but must set back not less than eighteen (18) feet from the front property line. Garages may be located behind the primary structure and be either front or side loaded but must be set back not less than eighteen (18) feet from the front property line. Adjacent front loaded lots may share a single driveway provided adequate cross access easements and maintenance responsibilities are adequately described and provided for. The maximum side setback may be increased on one side by eighty percent (80%) if necessary to accommodate the location of a driveway between a structure and a side lot line.
7. **Front Loaded Lots Phase B Only:** In Phase B, lots that are accessible only from the front (not served by an alley or a side street) and driveways that enter the lot from the front are front loaded lots. Garages shall be located behind the primary structure and may be attached or unattached to the primary structure. Garages may be either front or side loaded. Adjacent front loaded lots may share a single driveway provided adequate cross access easements and maintenance responsibilities are adequately described and provided for. The maximum side setback may be increased on one side by eighty percent (80%) if necessary to accommodate the location of a driveway between a structure and a side lot line. This will apply to Phase B only.

D. Public Parks, Commons and Plazas: Public parks, commons and plazas include a number of areas designated on the revised General Development Plan and described in the following chart. A public park is a recognized publicly owned space available for passive or active recreation managed by the City. A common is an open landscaped area within a street right of way that is larger than a median or an island and may be used for passive recreation. A plaza is a hard surfaced public space within a commercial area that is actively programmed for public and commercial events. The chart identifies the phase where each is located, the name, and the entity responsible for completing the improvements, either the City, the Master Developer, or its approved assignee. The parks, commons and plazas listed in the chart below have been or will be purchased by the Master Developer or its assignee, improved to City standards and deeded to the City. The design and proposed landscaping of all parks, commons and plazas remaining to be developed and improved and which will be owned or maintained by the City shall be reviewed, revised as necessary and approved by the City prior to the initiation of development or improvement. An asterisk (*) following the name indicates that the park, common or plaza was improved prior to July 2010.

Phase	Name	Improved By
A	Boeckh Park*	Developer
A	Piedmont Common*	Developer
A	Diamond Common*	Developer
A	Preservation Park	Developer
B	Brick Pond Park*	City/Developer
A,B,D	Greenway Park*	City
B	Riverfront Park	City
B	Riverfront Plaza	Developer
D	Peerless Common	Developer
D	Arrington Common	Developer

1. **Private Open Space Greens:** Open space that is not retained in City ownership, including “greens” that provide a shared front yard for several lots will be platted as open space and ultimately deeded to the Hammond’s Ferry Property Owners Association.
2. **Medians and Islands:** Small medians and islands within road rights of way have been or will be improved by the Master Developer or his assignees in conjunction with road construction and dedicated to the City.
3. **Power Line Easement:** Land located within the Georgia Power transmission line easement may be utilized for agricultural, horticultural, open space or public parking uses.
4. **Riverfront Plaza:** The Riverfront Plaza area within Phase B has been designed to include a multiuse public commercial plaza available for a variety of special short term events including farmers markets, arts and crafts shows and sales, and similar activities. Daily uses may include passive park, outdoor seating for restaurant patrons, casual meeting space and parking. The detailed design of the space including the adjacent roadways and sidewalk space adjacent to buildings surrounding and within Riverside Village, has been completed through a cooperative workshop process that includes representatives of the developer, its consultants, city staff and city officials including the Planning Commission and City Council. Public amenities, landscaping, pavement treatments, infrastructure to support special events, on-street parking, vehicular and pedestrian traffic, parking management, emergency vehicle access and operation and related issues have been addressed and completed. The revisions to the General Development Plan set forth in this Ordinance are intended to address the completion of the remaining undeveloped Parcels in Phase B.
5. **Preservation Park:** Preservation Park is deed restricted as an archeological resource area and controlled as to the amount of excavation, landscaping and vertical development that may be constructed. It will be designed and improved by the Master Developer for a mix of uses that will include small scale special events, Blue Clay Farm produce sales, open space for informal soccer, softball, Frisbee and other “pick-up” type recreation activities. Preservation Park will also be designed to serve as overflow parking for special events in Riverfront Park and on the Greenway. Overflow parking use design may include roll over curbs and

sidewalks and structural treatment of the surface to accommodate vehicle access and parking. The deed restricted portion of the Georgia Power easement is not a part of Preservation Park and may be used for hard surface parking, special event parking, limited agriculture and open space in accordance with archeological deed restrictions.

E. General Development Standards: The following development standards apply to all development in the project. In situations where the development standards contained herein are silent or do not provide clear direction, the provisions of the NADC shall apply. Minor modifications to and waivers from development standards may be approved by the Planning Commission or Director as applicable at the time of concept plan approval for a phase or major subdivision plan approval for any portion of a phase in accordance with §II.A.

1. **Streets and Circulation:** The thoroughfares in Hammond's Ferry that have not been constructed to date will be designed to accommodate the safe and efficient movement of automobiles while providing a comfortable setting for pedestrians and community interaction. The network of thoroughfares provides multiple routes and is intended to allow for more narrow rights of way and paved surfaces that will both lend to a casual, pedestrian friendly, traffic-calming effect and provide, where practicable or required, for on-street parking throughout the project. Street sections and associated modifications shall comply with those delineated in Article 14 of the NADC with the following qualifications.
 - a. All streets, lanes, alleys, avenues, roads, promenades, driveways and sidewalks shall be paved with a hard surface. Gravel or other loose surfacing material will not be permitted.
 - b. The Master Developer or assignee shall prepare construction details for any curb and gutter sections, curb cut locations and driveway aprons, drainage inlets, utility installation locations within streets and alleys, and any others that may be necessary in cooperation with the City Engineer. Any such construction details that are inconsistent with the standards prescribed in the NADC or its Appendices must be approved by the City Engineer and Planning Commission in accordance with §II.A. prior to the approval of any major subdivision plan utilizing the details.
 - c. The Director may approve shared driveways for any group of lots in conjunction with the approval of a major subdivision plan.
 - d. The Planning Commission may require the installation of curb and gutter or sidewalks or both on any road section.
 - e. Delineated on-street parking shall be shown on a map or plat drawn to scale and submitted to the City. The map of delineated spaces will be used to allocate on-street spaces to nonresidential uses wishing to count the on-street spaces to meet the required number of parking spaces for the use.
 - f. An on-street parking space may be used only once to meet a parking requirement.
 - g. Streets designed to include on-street parallel parking on one or both sides of the street shall be constructed wide enough from curb to curb to provide for on-street spaces not less than seven (7) feet in width and two required travel lanes. Required travel lanes for roads that have not been constructed shall be no less than nine (9) feet in width on local roads and nine and one half (9.5)

feet in width on collector roads. Front Street, Center Street (excluding the segments adjacent to Riverside Village), Railroad Avenue, West Avenue and the yet to be identified access road to Phase E are considered collector roads. In no event shall any two way street be less than twenty (20) feet in width and no one way street shall be less than twelve (12) feet in width.

- h. Delineated parallel parking spaces shall be twenty-two (22) feet in length and shall be delineated with lines in a manner approved by the City Engineer.
- i. Streets that are designed for on-street parking spaces on only one side of the street may provide for parallel parking on one side for a portion of a block of not less than sixty (60) feet, and on the other side for the balance or a second portion of the block of not less than sixty (60) feet. If the delineated parallel parking spaces shift from one side of the street to the other, the delineated spaces must be separated by a minimum distance of twenty (20) feet.
- j. On-street parking spaces shall be delineated with four (4) inch white thermoplastic or four (4) inch white lines painted with approved pavement marking paint. All on-street spaces shall be delineated.
- k. Angle parking spaces, where used, shall measure not less than nine (9) feet in width by eighteen (18) feet in length in a rectangular parking space area. The rectangular parking area shall touch the curb at one corner and be aligned at forty-five (45) degrees to the curb in the direction of vehicular travel. Angle parking spaces may not encroach into the required width of the travel lane.
- l. Perpendicular parking spaces, where used, shall measure not less than nine (9) feet in width by eighteen (18) feet in length in a rectangular parking space area. The rectangular parking area shall touch the curb and be aligned at a ninety (90) degree angle to the curb. Perpendicular parking spaces may not encroach into the required width of the travel lane of twenty-four (24) feet in width. Delineated ninety (90) degree perpendicular head in parking spaces shall be permitted on Lafayette Street adjacent to Parcel K and on Brissie Drive adjacent to Parcel G and Parcel H of Phase B. These ninety (90) degree perpendicular head in parking spaces shall be approved as exclusive to the respective adjacent parcels and permitted to count as residential parking spaces in order to meet the required number of parking spaces for residential lots.
- m. On-street parking space delineations shall be no closer to an intersection so as to obscure an adequate sight line onto the intersecting street, reduce the designed turning radius onto an intersecting street, or otherwise limit traffic turning movements. Generally, parking spaces shall be located no closer to the intersecting curbs than forty (40) feet from the curb line of the intersecting street or closer than five (5) feet behind the front setback of the building on the first lot of the intersecting street, whichever is greater.
- n. Front Street shall be designed and constructed to include parallel parking on one or both sides from the west side of Piedmont Common/Fallmouth Street, to the point where it turns north and into Railroad Avenue.
- o. Railroad Avenue in the vicinity of Preservation Park has been adjusted to reduce the sharp curves and improve safety through the Blue Clay Farm area.
- p. The West Avenue extension from Bluff Avenue to Railroad Avenue is the only external connection planned for Hammond's Ferry that has not been developed. The completion of the West Avenue extension will be reviewed subsequent to the completion of Phase B and again subsequent to the completion of Phases A and D. The review will calculate actual traffic counts,

trip generation based on future development and distribution of traffic between existing external connections. Based on the NADC standards for external connectivity, the need for an additional external connection at West Avenue will be determined. The West Avenue extension, if developed, will be grade separated from the Greenway.

- q. As part of the major subdivision design review process, all street, utility, storm drainage, landscaping and on and off-street parking design shall be reviewed by the staff Development Review Committee for consistency and compliance with applicable development standards. On and off-street parking, street tree location, spacing, and species, traffic control signage and street light locations will be included in all plans submitted with applications for major subdivision development approvals. Plans will be designed by the Master Developer or assignee and evaluated by the City to ensure adequate visibility of traffic control signage, adequate sight triangles at intersections and to consider future landscape maintenance requirements. Street design including on-street parking shall be specifically designed and evaluated for adequate emergency vehicle access.

2. **Pedestrian Circulation:** Pedestrian walkways and sidewalks will be provided throughout the development connecting the residential phases with each other and with the commercial phases, adjacent neighborhoods, parks and other pedestrian trails in the vicinity including any pedestrian connection across the Savannah River.

3. **Bulk Standards for Lot Types:** Building location on a lot, minimum setbacks, build-to lines, building height, a building’s relationship to the street and allowable building encroachments into the right of way are the bulk standards specified in this section. Site constraints including existing and proposed easements, utilities, and natural features including trees may affect the location of a structure on a lot.

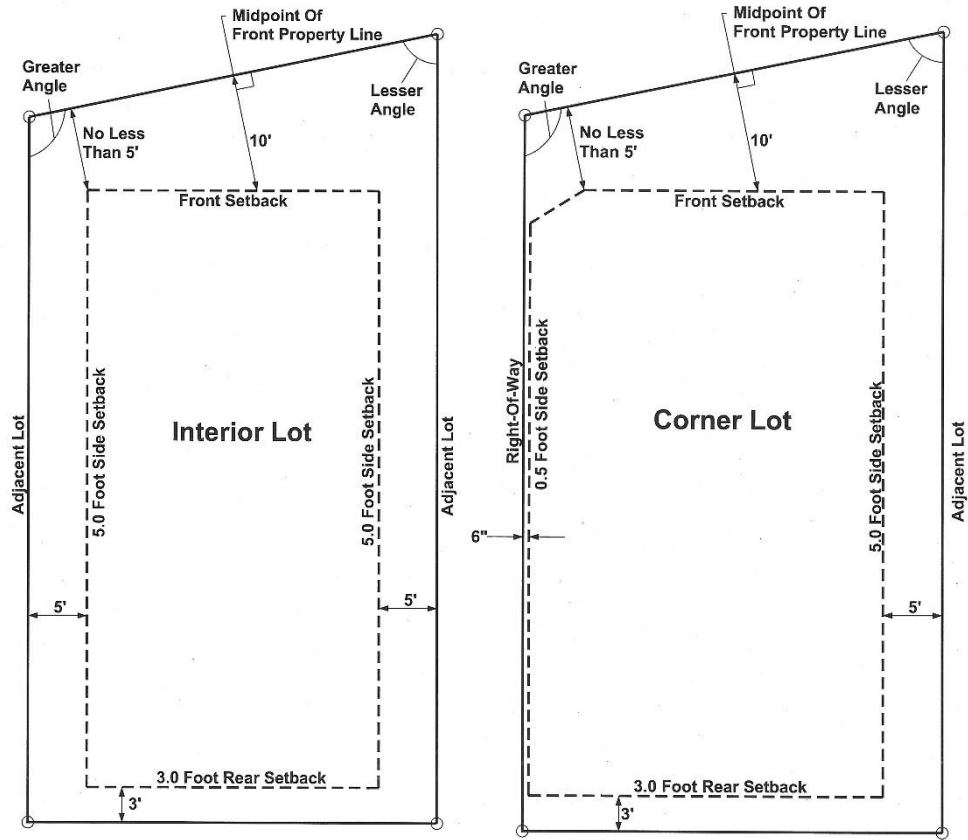
a. Setbacks for Neighborhood Zone Lots:

Setback	Principal Building	Accessory Structure
Front	The setback is measured on a line that is drawn perpendicular to the front property line at the midpoint of the lot. The minimum is 10.0 feet and the maximum is 15.0 feet. At no point shall the setback be less than 5.0 feet from the front property line.	Not Applicable.
Interior Side (Adjacent to Another Lot)	5.0 feet minimum. 10.0 feet maximum within 30.0 feet of the front property line.	3.0 feet minimum.
Exterior Side (Adjacent to Right of Way)	0.5 feet minimum. (Note the setback for projections into the exterior side setback.) 7.5 feet maximum.	0.5 feet (See the setback for projections into the exterior side setback.)
Rear Setback	3.0 feet minimum.	3.0 feet minimum.

b. Maximum Projections into Setbacks for Neighborhood Zone Lots:

Type	Setback	Principal Building	Accessory Structure
Buttress, chimney, cornice, pilaster, bay window	Front	No closer than 2.0 feet from the face of the building.	Not Applicable.
	Interior side	3.0 feet.	1.0 foot.
	Exterior side	0.0 feet.	0.0 feet.
	Rear	2.0 feet.	2.0 feet.
Unenclosed steps, stoops, ramps	Front	0.0 feet	Not Applicable.
	Interior side	3.0 feet.	3.0 feet.
	Exterior side	0.0 feet.	0.0 feet.
	Rear	3.0 feet.	3.0 feet.
Overhanging roofs, eaves, gutters, awnings, etc. 8 feet or more above grade	Front	No closer than 2.0 feet from the face of the building.	Not Applicable.
	Interior side	3.0 feet.	1.5 feet.
	Exterior side	1.0 feet beyond the property line overhanging the public sidewalk. No projection may extend beyond a public road curb line.	1.0 feet beyond the property line overhanging the public sidewalk. No projection may extend beyond a public road curb line.
	Rear	No closer than 1.0 feet to the property line.	No closer than 1.0 feet to the property line.
Mechanical equipment, heating and cooling units	Front	Not Applicable.	Not Applicable.
	Interior side	2.0 feet.	2.0 feet.
	Exterior side	Not Applicable.	Not Applicable.
	Rear	3.0 feet.	3.0 feet.
Fences and retaining walls.	Front	0.0 feet up to 3.0 feet high.	Not Applicable.
	Interior side	0.0 feet up to 3.0 feet high in front of the face of the building; 8.0 feet high behind the face of the building.	0.0 feet up to 8.0 feet high.
	Exterior side	0.0 feet up to 8.0 feet high.	0.0 feet up to 8.0 feet high.
	Rear	3.0 feet up to 8.0 feet high.	3.0 feet up to 8.0 feet high.

c. Neighborhood Zone Lot Minimum Setback Details:



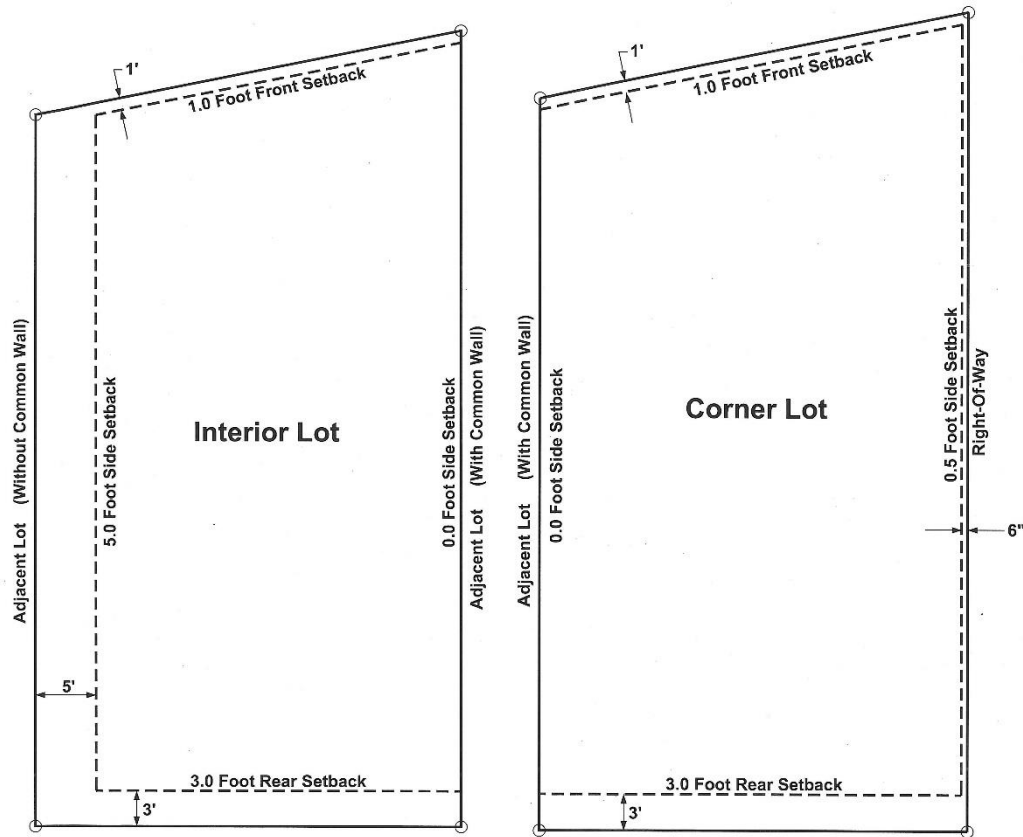
d. Setbacks for Urban Zone Lots:

<u>Setback</u>	<u>Principal Building</u>	<u>Accessory Structure</u>
Front	The minimum is 1.0 foot measured parallel to the property line. The maximum is 5.0 feet.	Not Applicable.
Interior Side (Adjacent to Another Lot)	5.0 feet minimum. 10.0 feet maximum. May be 0.0 feet where there is a common wall between buildings. Where an urban zone lot is adjacent to a neighborhood zone lot the minimum side setback shall be five (5.0) feet.	3.0 feet. May be 0.0 feet where there is a common wall between buildings.
Exterior Side (Adjacent to Right of Way)	0.5 feet minimum. 5.0 feet maximum.	0.5 feet (See the setback for projections into the exterior side setback.)
Rear Setback	3.0 feet.	3.0 feet.

e. Maximum Projections into Setbacks for Urban Zone Lots:

Type	Setback	Principal Building	Accessory Structure
Buttress, chimney, cornice, pilaster, bay window	Front	0.0 feet.	Not Applicable.
	Interior side	3.0 feet; not applicable where the side setback is 0.0 feet.	3.0 feet; not applicable where the side setback is 0.0 feet.
	Exterior side	0.0 feet.	0.0 feet.
	Rear	1.0 foot.	1.0 foot.
Unenclosed steps, stoops, ramps	Front	0.0 feet	Not Applicable.
	Interior side	3.0 feet; not applicable where the side setback is 0.0 feet.	3.0 feet; not applicable where the side setback is 0.0 feet.
	Exterior side	0.0 feet.	0.0 feet.
	Rear	3.0 feet.	3.0 feet.
Overhanging roofs, eaves, gutters, awnings, etc. 8 feet or more above grade	Front	0.0 feet	Not Applicable.
	Interior side	3.0 feet; not applicable where the side setback is 0.0 feet.	1.5 feet; not applicable where the side setback is 0.0 feet.
	Exterior side	1.0 feet beyond the property line overhanging the public sidewalk. No projection may extend beyond a public road curb line.	1.0 feet beyond the property line overhanging the public sidewalk. No projection may extend beyond a public road curb line.
	Rear	No closer than 1.0 feet to the property line.	No closer than 1.0 feet to the property line.
Mechanical equipment, heating and cooling units.	Front	Not Applicable.	Not Applicable.
	Interior side	2.0 feet; not applicable where the side setback is 0.0 feet.	2.0 feet; not applicable where the side setback is 0.0 feet.
	Exterior side	Not Applicable.	Not Applicable.
	Rear	3.0 feet.	3.0 feet.
Fences and retaining walls.	Front	0.0 feet up to 3.0 feet high.	Not Applicable.
	Interior side	0.0 feet up to 3.0 feet high in front of the face of the building; 8.0 feet high behind the face of the building.	0.0 feet up to 8.0 feet high.
	Exterior side	0.0 feet up to 8.0 feet high.	0.0 feet up to 8.0 feet high.
	Rear	3.0 feet up to 8.0 feet high.	3.0 feet up to 8.0 feet high.

f. Urban Zone Lot Minimum Setback Details:



g. **Special Front Encroachment Provisions for Commercial Uses on Urban Zone Lots:** This section is applicable where the use of an urban zone lot is commercial (office, restaurant or retail) and the business actively utilizes the sidewalk adjacent to the building for outdoor eating, sales or entertainment.

Architectural elements at grade including stoops, ramps, stairs, porches, colonnades, arcades and bay windows, projecting forward of the front plane of the building, may encroach upon the right of way up to one (1) foot provided vehicular and pedestrian circulation is not unreasonably restricted and the encroachment is approved in writing by the Director and City Engineer. In no case may the unobstructed width of the sidewalk be reduced to less than five (5) feet.

h. **Special Front Overhang Provisions for Urban Zone Lots:**

- i. Where the ground level use is nonresidential and the sidewalk in front of the building may be utilized for outdoor eating, sales, entertainment or window shopping, or where protection from the sun and rain is desirable and appropriate, awnings, canopies, marquees and entryway covers projecting forward of the front plane of the building may encroach upon the right of way up to five (5) feet provided that the lowest element of the overhang is not less than eight (8) feet above grade. The overhang may extend up to the entire width of the facade. The encroachment must be approved in writing by the Director and City Engineer.
- ii. In locations where the ground level use is residential, awnings, canopies, marquees and entryway covers over the stoop or entry feature projecting forward of the front plane of the building may encroach upon the right of

way up to five (5) feet provided that the lowest element of the overhang is not less than eight (8) feet above grade. The overhang should extend no more than one foot on either side of the stoop or entry feature. The encroachment must be approved in writing by the Director and City Engineer.

- iii. For all uses on levels above the ground level, balconies and balcony awnings, canopies, or covers over the balconies projecting forward of the front plane of the building may encroach upon the right of way up to three (3) feet provided that the lowest element of the balcony or overhang is not less than eight (8) feet above grade. The overhang should extend no more than one foot on either side of the window or door which it serves. The encroachment must be approved in writing by the Director and City Engineer. Regardless of the relationship to the front property line, in no event may upper level balconies and associated awnings, canopies or covers extend more than three (3) feet from the face of the building.
- i. **Special Front Setback Provisions for Lots Located on a Green:** Lots that front directly on a Green may have a zero front setback. Steps, stoops, ramps, buttresses, chimneys, cornices, pilasters, bay windows and overhanging roofs, eaves, gutters, awnings, etc. eight (8) feet or more above grade may extend beyond the front property line into the Green up to two and a half (2.5) feet.
- j. **Corner Lots in the Urban Zone:** Corner lots in the urban zone will be considered to have two fronts, one on each of the two intersecting streets. If, in the review of a site plan for a structure on a corner lot, the City determines that a sightline for traffic visibility is obstructed by the proposed structure, greater setbacks may be required. Detached accessory garage structures require a three (3) foot exterior side setback to provide for adequate turning radius and access.
- k. **Corner Lots in the Neighborhood Zone:**
 - i. Corner lots in the neighborhood zone that are served by an alley in the rear shall adhere to the exterior side setback provisions for neighborhood lots provided, however, that detached accessory garage structures accessed from the street rather than the alley require a three (3) foot exterior side setback to provide for adequate turning radius and access.
 - ii. Corner lots in the neighborhood zone that border a mid-block side yard in the rear shall maintain a five (5) foot rear setback and the exterior side setback shall be five (5) feet for the rear thirty-five (35) feet of the lot. Additionally, the midblock lot to the rear of the corner lot may maintain a front setback of seven and a half (7.5) feet.
- l. **Front Setback Uniformity:** The front setbacks on lots where there is a transition from an urban to a neighborhood zone, or where the front setbacks on lots in either zone are proposed to be greater than the minimum permitted, should be designed to maintain a uniform transition. The difference in front setbacks on adjacent lots shall be five (5) feet. In and out variations of front setbacks from lot to lot shall be avoided.
- m. **Alley Side Setbacks:** If the side property line of a lot is adjacent to an alley, the minimum setback from the alley right of way shall be three feet for principal buildings and accessory structures.
- n. **Maximum Side Setbacks:** Maximum side setbacks are necessary to maintain a consistency in the scale and relationship of buildings within the development.

Maximum interior side setbacks must be maintained for a distance of twenty-five (25) feet from the front property line but not less than ten (10) feet from the face of the building. The distance from the face of the building may not be measured from the face of a porch, stoop, balcony, bay window or other projection. Maximum exterior side setbacks must be maintained for not less than fifty percent (50%) of the length of the structure. Any portion of the length of the side lot line adjacent to a right of way shall be defined by a wall or fence not less than six (6) feet high. The wall or fence may be penetrated by gates or driveways to parking areas.

- o. **Exceptions to Maximum Front and Side Setbacks on Urban Zone Lots:** Maximum front and side setbacks may be increased where the setback area is used for a plaza, pocket park, parking spaces, or pedestrian amenity and where the area can be programmed for active use including outdoor restaurant seating, entertainment, a fountain or statuary, outdoor seating, pedestrian connection to a parking area or other space intended for active use. Such spaces are important to larger scale structures, civic structures, schools and similar uses.
- p. **Setbacks in Urban Lots located in Phase B, Parcels C, K, G and H.** Setbacks for Parcels C, K, G and H within Phase B shall comply with NADC Table 3-3 - the Downtown Mixed Use District setback requirements.
- q. **Height:** Maximum building heights shall be as specified herein. Modifications to maximum and minimum building heights may be granted as provided for in §§II.A.3 and 4.
 - i. Maximum building height shall be fifty (50) feet in all phases except Phase B.
 - ii. Maximum building height shall be four (4) stories not to exceed sixty (60) feet for buildings in Phase B, with an exception for the hotel, the mixed use building to be located on Parcel C of Phase B, and Railroad Avenue ballpark outfield building which maximum building height shall be eight (8) stories not to exceed ninety (90) feet.
 - iii. The maximum height for civic buildings located in any phase is seventy (70) feet.
- r. **Riverside Village:** Buildings constructed on lots with either a front or side lot line adjacent to Center Street south of Railroad Avenue or on lots with either a front or side lot line adjacent to the Village shall adhere to the following standards:
 - i. General Development Standards – Buildings should be located and designed so that they provide visual interest and create enjoyable, human-scale spaces.
 - a) Key buildings should be designed to be compatible, in form and proportion, with the traditional and historic pattern of main streets to create a vista to the City Greenway and Savannah River.
 - b) Buildings or groups of buildings should include a variety of forms, materials and colors, while maintaining a unified appearance.
 - c) Buildings should include a richness of architectural detail to help define their scale.
 - ii. Frontage – There is no minimum or maximum frontage established in these guidelines. However, buildings with large frontages are required to modulate their apparent facade width or facades pursuant to §II.E.3.r.vi.c) below. In the aggregate, not less than eighty-five percent (85%) of the

frontages and side lot lines shall be built to within three (3) feet of the front property line.

- iii. Maximum and Minimum Height – The maximum height shall be as provided for in §II.E.3.q.ii. The minimum height shall be twenty-four (24) feet, with the exception of the building identified as “G2” on Exhibit B, which shall have a minimum height of twelve (12) feet and certain other retail buildings in Phase B may have a minimum height of twelve (12) feet. Minimum height is measured from the center of the front elevation to the eave or parapet.
- iv. Orientation – Buildings shall be oriented to the street. A building is oriented to the street where:
 - a) The setback standards established in §3.8.4.4.1 of the NADC, are met;
 - b) Principal entrances to buildings face a street or open to a square, plaza or sidewalk;
 - c) The principal entrance does not open onto an off-street parking lot;
 - d) All street level uses with sidewalk frontage are furnished with an individual entrance and direct access to the sidewalk in addition to any other access that may be provided;
 - e) Off-street parking does not lie between the building’s principal entrance and the street; and
 - f) Pedestrian access from the public sidewalk, street right of way, or driveway to the principal structure is provided on a hard surface.
- v. Grade – The ground floor of buildings shall be aligned with the finished grade of the street or adjacent sidewalk(s) or may be constructed on a separate level above the street edge or sidewalk grade. Any ground floor building constructed above the grade of the street or adjacent sidewalk and requiring a step or stoop shall have readily proximate accessible entries. The principal entry for a civic use or a civic building may include a stoop, portico, colonnade or a portal.
- vi. Fenestration, Openings, and Storefronts – This section applies to all storefronts and commercial frontages.
 - a) Facades – Facades facing or visible from the Riverside Village shall include at least four (4) of the following elements:
 - i) A defined parapet wall;
 - ii) A cornice adjoining the top of the roof or top of the facade;
 - iii) Clerestory windows above the storefront windows for high single level spaces or those with interior mezzanines;
 - iv) Windows in each floor above the ground level. Upper level individual window openings shall not exceed four (4) feet horizontally and eight (8) feet vertically. Circular, semicircular and octagonal windows are permitted;
 - v) Architectural treatment to articulate the middle of any two-story building, or the first and second floors of a building exceeding two stories, including molding, a canopy, a transom or similar elements;
 - vi) A recessed entryway where the floor area is not less than fifteen (15) square feet, and door openings do not exceed six (6) feet horizontally and ten (10) feet vertically. Overhead doors for loading docks, delivery and distribution shall be permitted only on the rear of the building.

- b) Windows – Between sixty percent (60%) and ninety percent (90%) of the length, and at least fifty percent (50%) of the surface elevation of the first floor street frontage shall be in transparent public entrances or windows including retail display windows. Between ten percent (10%) and fifty percent (50%) of the surface of the front facade of each floor above the first floor street frontage shall be in transparent windows. These requirements are applicable to Riverside Village buildings, with the exception of the ballpark, ballpark outfield and parking garage buildings.
 - c) Building Modulation – Building frontages that face public streets and exceed a width of twenty-four (24) feet must include vertical piers or other vertical visual elements to break the plane of the building frontage. Such vertical piers or vertical elements must be spaced at uniform or near uniform intervals of approximately twelve (12) but no more than twenty-four (24) feet along the entire building frontage. Vertical visual elements may include entryways, windows, columns, colonnades or other form of modular fenestration.
 - d) Entryways – Recessed entryways in accordance with section II.E.3 q.vi.a.vi are permitted in order to provide a sense of entry and to add variety to the streetscape.
 - e) Canopies – Canopies, awnings and similar appurtenances are encouraged at the entrances to buildings and in open space areas. (Refer to §II.E.3.h.).
- s. Riverfront Park Blockfaces: All buildings on lots that front on Front Street and/or Riverfront Park from Preservation Park to one (1) block east of Center Street shall have a minimum height to the eave or parapet of twenty-four (24) feet.
 - t. Railroad Avenue Blockfaces: All buildings on lots that front on Railroad Avenue between the Georgia Avenue/13th Street Bridge and Preservation Park shall have a minimum height to the eave or parapet of twenty-four (24) feet.
 - u. Corner Lots: Notwithstanding subsections II.E.3.s and t above, corner lots that front on Railroad Avenue and Center Street shall have a minimum height of thirty-two (32) feet to the eave or parapet to hold the corners.

4. Parking:

- a. Off-street parking lot design and parking space and aisle dimensions shall be as specified in the applicable provisions of the NADC. Tandem parking, defined as a parking space that is only accessed by passing through another parking space, is acceptable design and is included in the parking space count for that lot or parcel.
- b. Notwithstanding the provisions of §3.6.1.6.6 of the NADC, on-street parking is permitted in the Hammond’s Ferry Planned Development and may be counted toward the required off-street parking for nonresidential and Phase B residential uses.
- c. Notwithstanding the provisions of the NADC, where City Council has entered into a Master Parking Agreement (“MPA”), which may include off-site location, number of spaces, etc., with the Phase B Developer or its assignee for any parcel or parcels within the Riverside Village, and to the extent any

- conflicts arise between the provisions of this Ordinance or the NADC and the provisions of such MPA, the provisions of the MPA will control.
- d. The number of parking spaces required shall be:
 - i. Two (2) per detached single-family dwelling plus .5 spaces per bedroom over 2 for Phase B only.
 - ii. Two (2) per attached single-family dwelling unit.
 - iii. One and one half (1.5) per multifamily dwelling unit.
 - iv. One (1) per four hundred (400) gross square feet of retail, commercial, professional office and civic use; for Phase B, this parking requirement is deemed met due to on-street parking and parking available in the parking decks located on Parcel B and Parcel E, as may be further provided for in an MPA.
 - v. One half (½) per hotel room.
 - vi. Two (2) per assisted living room or one (1) per assisted living bed, whichever is less.
 - vii. Parking required for assembly uses including churches, schools, sports stadiums, conference facilities, etc. shall be provided off-street and determined and approved at the time of site plan approval. The determination of required parking may be referred to the Planning Commission pursuant to §II.A.4 above.
 - viii. Except for Phase B and as provided for in any MPA, parking required for residential uses shall be provided off-street and must be accessed from an alley unless the lot is designed for side street garage access or is a front loaded lot.
 - ix. Parking required for multifamily residential uses may be satisfied by available parking spaces in the parking decks located on Parcel B and Parcel E, as may be further provided for in an MPA.
 - e. Parking required for nonresidential uses may include on-street parking where available and shall be delineated adjacent to the frontage of the property in accordance with §II.E.1 of this Ordinance. Not more than one-half (½) of the required parking may be provided on the street.
 - f. Delineated on-street parking spaces may include handicap spaces but may not be used to provide required handicap spaces.
 - g. Trucks, boats, campers and trailers (collectively, recreational vehicles) shall be parked in single-family residential rear yards or designated recreational vehicle parking areas only. Designated recreational vehicle parking areas may be used only by the owners or tenants of structures located on lots within the Hammond's Ferry Planned Development. Recreational vehicle parking areas should be located away from major traffic and activity areas and screened from public view to the extent practicable. Appropriate locations include within power line easements and on the fringe of open space areas. As low turnover parking areas, designated recreational vehicle parking areas shall be paved with an all weather surface. A gravel surface may be used provided drainage is adequately designed and maintained to prevent fines from eroding into drainage ways and a twenty (20) foot asphalt or concrete apron between the parking area and edge of pavement in the public right of way is installed and maintained.
 - h. Unless provided separately in an MPA, which shall control over this Ordinance, as part of the application submittal for each major subdivision

- development plan, the Master Developer or its assignee shall prepare and include an on-street parking management plan that identifies where on-street parking will be located and what procedures will be utilized to manage the parking to provide for continuous vehicular circulation, emergency vehicle access, construction access, commercial deliveries and sanitation vehicle circulation.
- i. Bicycle parking required for commercial uses may be included and shown on the major subdivision plan applications and site plans as provided for in the NADC.
5. **Landscaping:** Proposed landscaping shall be installed in accordance with the applicable provisions of the NADC with the following exceptions.
- a. Public Park Landscaping: Any design and implementation of public park and open space landscaping will be done in cooperation with the City. Public space improvement plans shall be subject to applicable review and approval by the City.
 - b. Street Trees: Each street to be dedicated to the City shall be landscaped with street trees within the minimum five (5) foot planting strip between the back of the curb or edge of the pavement and the sidewalk. The number, size and spacing of street trees shall be in accordance with the applicable provisions of the NADC and as approved by the City.
 - c. Street tree spacing may be adjusted where necessary to provide for adequate sight lines at intersecting streets and alleys and to prevent the obstruction of stop signs.
 - d. Street trees shall be installed along both sides of streets. Where the property on one side of a street is occupied by a park, open space, pond, lake or plaza, the requirement for and location of street trees on that side of the street may be waived or adjusted pursuant to §II.A.4 of this Ordinance.
 - e. Private Site Landscaping: Landscaping of commercial, multifamily and civic sites, including parking lots, shall be in accordance with the applicable provisions of the NADC. The character of the Hammond's Ferry Planned Development provides for smaller parcels with less room for landscaping and larger landscaped public open space. NADC requirements for site and parking lot landscaping may be waived or adjusted pursuant to §II.A.4 of this Ordinance. No buffering between uses will be required.
 - f. Maintenance of Unimproved Lots: Between the time of final approval of a subdivision plat for a phase or any portion of a phase and prior to the initiation of construction of a building on a lot, both the lot and any adjacent right of way landscaping area shall be regularly maintained by the developer. Maintenance shall include regular mowing to keep grass less than twelve (12) inches in height, weed control and pest control.
6. **Signs:** Signs shall be permitted as specified in the applicable provisions of Article 13 of the NADC. The maximum sign area and height shall be as specified for the uses listed in Table 13-2, Sign Area, Height and Location for the comparable uses specified in §II.B of this Ordinance. The Master Developer may enforce more restrictive standards through the Hammond's Ferry Pattern Book and the associated Design Submittal Review Process by the HFDC.

NADC Table 13-2	Hammond's Ferry Use (§II.B)
Single Family Dwelling Units	Single-family detached
Townhouse or Rowhouse	Single-family attached
Multi-Family Dwelling Structure	Multifamily, assisted living, adult congregate homes, nursing homes
Traditional Neighborhood Commercial Development (TND)	Commercial including retail, office, live-work units, restaurant
Critical Areas	Agriculture, recreation, boathouse, marina, boat ramp
Institutional	Civic, institutional, educational, lodging, meeting facilities, <u>sports stadiums</u>

In lieu of the standards applicable to Traditional Neighborhood Commercial Development (TND) uses provided for in Table 13-2 of the NADC, the Master Developer may utilize the standards in §§3.8.4.5.2 through 3.8.4.5.9 of the NADC regulating sign design and placement in the Georgia Avenue Corridor Overlay District.

- F. **Land Dedication:** Land dedicated to the City subsequent to the development of the property will include road rights of way, utility lift stations, storm water detention areas and utility easements required for utility extensions necessary to serve the development in accordance with the applicable provisions of City standards.

III. All ordinances or parts of ordinances in conflict herewith are, to the extent of such conflict, hereby repealed.

IV. This Ordinance shall become effective immediately upon its adoption on second reading.

DONE, RATIFIED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH AUGUSTA, SOUTH CAROLINA, ON THIS _____ DAY OF APRIL, 2024

First Reading _____

Second Reading _____

Briton S. Williams, Mayor

ATTEST:

Jamie Paul, City Clerk