

Hammond's Ferry Planned Development General Development Plan Narrative July 20, 2010, Revised April 17, 2015

Introduction

The Hammond's Ferry Planned Development, approved by ordinance in 2002 as the North Augusta Riverfront Planned Development and revised by ordinance in 2010, is the subject of an application for a major modification to the Planned Development General Development Plan (GDP). The request is a joint application between the City of North Augusta "City" and Leyland Alliance, LLC "Leyland". Leyland is represented by the North Augusta Riverfront Company, LLC "NARC", also referred to herein as the Master Developer.

The intent of the current General Development Plan modification is to outline proposed development of the Riverfront Center (Phase B) to include the proposed GreenJackets Ballpark and other commercial and residential uses.

Overview of the Hammond's Ferry Project

Hammond's Ferry will be a vibrant, mixed-use village adding a new center of residential, commercial, and recreational life within the historical context of the North Augusta riverfront. The new village will be a focal point of local and regional activity that will bring together new and old residents, regional employees and business patrons, and regional visitors in a lively, pedestrian-oriented environment of inviting public spaces, walkable streets, and traditional architecture. Residential, commercial, and civic uses will be combined with parks, opens spaces, and a wonderful public realm of streets and sidewalks to provide a critical mass of activity and life to the new village.

Hammond's Ferry will be distinguished by an integrated collection of wonderful residences, commercial activity, civic gathering places, ample recreational activities, and cultural events that will appeal to a wide spectrum of residents, visitors from the surrounding towns, and regional guests. Rooted in the appeal of its exceptional setting, Hammond's Ferry will grow organically over time to create an authentic, lasting, and sustainable set of neighborhoods that, working together, will offer a sense of intimacy and community for residents and visitors alike.

Hammond's Ferry will be a place defined by physical and social connections. Located at the edge of the Savannah River, where North Augusta meets its waterfront, Hammond's Ferry will become a center of commercial activity for the surrounding area, providing a strong foundation for the Riverfront Center that will serve residents and visitors alike. Physical connections will be reinforced by the network of intimate streets, the Greenway path system and the parks, the system of sidewalks throughout the project, and the sense that pedestrians and bicyclists alike can enjoy the experience of the public spaces, streets, natural assets, and pathways that will weave Hammond's Ferry together internally, tying together the City above, the ponds below, the River, the Riverfront Center, and the many amenities that Hammond's Ferry will offer.

In seeking qualities and personality that are distinctive and characteristic of Hammond's Ferry and which will give it an authentic sense of place, the programming of the village will focus on the needs and character of this particular community and on the unique aspects of this site and its context. Hammond's Ferry will strive accordingly not to reproduce other projects, other places, or other programs but rather to grow organically into its own character in such a way that it will be forever tied to its location, its circumstances, and most importantly to the people who choose to make Hammond's Ferry their home or their place of business.

- *The Heart of the Village – the Riverfront Center*

Within Hammond's Ferry, the Riverfront Center (Phase B) itself will be the primary center of mixed-use activities serving the surrounding neighborhoods and will be the center of higher intensity civic, retail, commercial, and residential uses. The Riverfront Center is the heart and soul of the neighborhood - the one common area of activity to which all residents and visitors have a sense of connection.

A key aspect of the Riverfront Center will be the creation of public space or spaces around which commercial activities can flourish and within which people can undertake a variety of activities, ranging from shopping to public markets to simply hanging out. Public spaces can range in form from the streets and sidewalks to small plazas or large commons. In each case they must be characterized by careful consideration of the street front experience and the creation of vitality that comes from the right mix of commercial activity, residences, ample open space, street landscaping, and street furniture. Public spaces in the Riverfront Center should be highly activated by adjacent shops and restaurants. Wherever possible, commercial activity and dining should spill out onto the street to further engage people and spaces and make them a part of the experience.

Rituals and festivals should be used to further activate the optimal use of outdoor space for gathering and social interaction. Whether an outdoor market, a musical event or performance, or a fair, activities and regularly scheduled events are essential to the social interaction that will satisfy the human desire to meet and interact with others. Residents will get to know their neighbors and will become more deeply attached to the village that they call home. As the scope and regularity of events grows, visitors too will come just to be a part of and feel included in this community experience that is so characteristic of a true mixed-use village.

A carefully crafted mix of small, local and regional shops and restaurants together with a careful selection of commercial and civic anchors will contribute to the creation of a vital and sustainable village center that will both serve the needs of residents and visitors in search of a unique, intimate commercial experience unlike that in any of the nearby commercial centers. The program will combine certain basic conveniences with a variety of social gathering places and entertainment venues, a limited mix of specialized retail and food shops, a contingent of professional office uses and service components, a variety of recreational and athletic components, and an array of civic components that lend an authentic town-like quality to the commercial core of the Riverfront Center.

- *Recreational Life in Hammond's Ferry*

Recreation and wellness will be an essential part of the Hammond's Ferry experience for people of all ages. Using the natural amenities and open spaces of the site as a key resource for outdoor activities, Hammond's Ferry will offer a range of recreational amenities to enhance fitness and outdoor oriented activities.

Outdoor features of the site, including the ponds, portions of the forested areas, the stream bed, and access points along the river will be woven together into a network of pathways, exercise areas, and outdoor activity zones. Outdoor activity facilities and events throughout the year will help to create a community focused on health and well being for all ages as well as a place where active lifestyles are encouraged. The network of paths and outdoor activity sites combined with the streets and sidewalks throughout the project will foster a focus on walking, jogging, hiking and bicycling as ways to get around the site and enjoy the neighborhoods, the ponds, the parks and the riverfront.

Responses to the Project Description required by §B.2.8.f of the North Augusta Development Code (NADC)

1. The overall development plan including phasing, proposed mix of land use categories, and the aggregate density or intensity for the entire site and each phase of the proposed planned development, i.e., multifamily residential, neighborhood commercial, industrial, regional commercial, single-family residential, distribution, etc.

2. Total acreage of the project and gross density and/or intensity proposed, i.e., total residential units per gross acre and/or total square footage per gross acre by use.

3. The number of parcels or lots in the planned development and the specifics of each, i.e., number of acres, uses, net density/intensity, proposed setbacks, number and height of buildings, maximum building coverage, maximum impervious area as a percentage of the parcel, etc.

Table 1. Development Program and PD Use List by Phase

Phase	Acres	Name	Est. Lots	Residential Units	Comm. SF	Est. Years
A	47.53	Riverbend	262	345	30,000	2004-2018
B	31.90	Riverfront Center	40	465	220,000	2015-2018
C	1.83	Lake West	TBD*	TBD*	None	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 & Commercial Space)	NA	50	15,000	NA
Totals	195.39	---	---	933	275,000	---

*To be determined

All development lots in the Riverfront Center (Phase B) will be designated Urban Lots as shown on Exhibit A. The uses and associated density or intensity for the Riverfront Center are outlined below.

Table 2. Riverfront Center (Phase B) Detail (See Exhibit B)

Identifier	Use	Acre s	Density/Intensity		
			Size	Units	Parking
A	Public	6.45	4,500 seats		
	Commercial		14,086 SF		
A1	Commercial/Residential	0.80	54,177 SF	48	
A2	Commercial	0.15	7,496 SF		
B	Public Use Parking Deck	1.66			580 spaces
C	Commercial	1.07	72,000 SF		
D	Commercial/Retail	0.53	14,160 SF	20	
D1	Open Space	1.26			
E	Public Use Parking Deck	1.50			366 spaces
F	Commercial	1.78	41,757 SF		
G	Commercial/Residential	0.39	25,616 SF	8	
G1	Commercial	0.01	294 SF		
H	Residential	0.81		8	
I	Residential	2.69		22	
J and K	Residential	7.34		359	
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	1.21			
Subtotal		35.32	229,586 SF	465	946 spaces
Subtotal for Phase B (excluding D1 and L)		31.90	220,000 SF	465	
Ground Floor Commercial Uses			73,352 SF		

- *The Mix of Uses*

With the exception of the Riverfront Center, the mix of uses on each parcel will be primarily residential units of various sizes mixed with neighborhood commercial uses. Residential units may include: single-family detached and attached for sale, multifamily for sale and rent, and live-work units for sale for small and at-home businesses.

The program allows for up to 275,000 square feet of commercial space throughout the project, the majority of which shall be located in the Riverfront Center. Up to 220,000 square feet of the commercial space is planned for the Riverfront Center.

Neighborhood serving retail, such as corner stores, and civic uses, such as meeting halls or places of worship, may be distributed throughout the new neighborhoods. Additional uses permitted on each parcel include civic, institutional, educational, recreational and medical uses. The total of non-residential, including commercial, civic, institutional, educational, recreational and medical uses, shall not exceed 400,000 square feet in gross area for the entire project area.

Assisted living facilities, adult congregate homes and nursing homes, if developed, will be assigned a density at the time of the site plan application. Educational uses include public and private educational facilities at all levels. No commercial intensity will be assigned to educational facilities. Civic and institutional facilities include government offices, museums, and churches. No commercial intensity will be assigned to civic and institutional uses.

- *Permitted Uses*

All of the uses listed in the D, 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 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.

- *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. Eight units per acre is the average gross residential density for the 195.39± acre project. Gross density will vary between phases. In this project the net density for an individual building or site is unlimited. Definitions for density applicable to this project include:

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 1,243. Maximum density does not include accessory dwelling units constructed on a detached single-family lot in addition to a primary residential unit.
- D. Net Density: The number of residential units in a project or on a site excluding designated open space, parks, lakes, streets, alleys, etc. There is no maximum net density applicable to an individual building or site in this project.

- *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 intensity permitted by phase is shown in the table chart in Table 1 above. Intensity is defined as “the number of gross square feet of nonresidential use developed per acre.”
- B. Nonresidential uses including retail, 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 Table 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 Table 1.
- E. Nonresidential intensity in excess of the maximum permitted in Table 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.
- H. Educational uses include public and private educational facilities at all levels.
- I. Civic and institutional facilities include government offices, museums 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.

4. Phasing of the project by parcel including development periods and completion dates for each phase.

The project is identified by five phases designated as Phases A, B, C, D and E. Phase A is primarily residential and currently has 3 sub-phases (A1, A2, and A3) in which infrastructure improvements have been completed and where occupied residential and commercial units are currently located. The remaining sub-phase, A4, is estimated to be completed by 2018. The former Phase A5 is now included in Phase B. Phase B contains the Riverfront Center, which is planned for public uses, a stadium, mixed-use retail, neighborhood and general commercial uses, multifamily buildings and single-family residential units. It is estimated that Phase B will be developed between 2015 and 2018. Plans for Phase C will be finalized at a later time and will be developed as needed between 2015 and 2021. Phase D, consisting of additional single-family residential lots, is estimated to be developed between 2015 and 2018. Phase E improvements will likely occur between 2015 and 2021.

The take-down areas and phases represented in the plan are not considered to be absolute and need not be taken down sequentially or contiguously. The development of one phase need not be completed in its entirety before purchasing and proceeding with another. Each phase will also be

divided into smaller phases. The breakdown of phases into smaller phases will enhance the ability of the project to deal effectively with the logistics of engineering and market considerations. Flexible sequencing and organization of parcels and phases will enhance adaptability to the changing market and will enhance the effort to develop a sense of local neighborhoods within the larger parameters of the project. While the overall project will have qualities, characteristics and shared features in common, phases can be combined to create smaller, more immediate neighborhood units based on proximity and a shared character.

5. Ownership of the land and the development project at the time of the application.

North Augusta Riverfront Company (NARC) currently owns the undeveloped property identified as Phase A, a large portion of Phase B and a portion of Phase C. The balance of Phase C will either be purchased by NARC or conveyed to NARC by the City of North Augusta. The acreage within Phase D is owned by Westo Development Company, LLC and Phase E is owned by the City. It is estimated that Phase E will be purchased by North Augusta Riverfront Company or an assigned developer as approved by the City of North Augusta over the next 5 years.

North Augusta Riverfront Company or other assigned developers approved by the City of North Augusta will continue to develop the property in phases subsequent to purchasing it from the City in a series of take-downs. As developed, platted lots will be sold to individual builders or subdevelopers. The purchase agreement and development agreement originally executed in 2002 and subsequently amended are in the process of additional amendments.

6. Major physical features including easements, streams, floodplains and significant stands of trees as indicated on the most recent City-maintained aerials.

The Hammond's Ferry Planned Development is situated on approximately 200 parcels adjacent to the Savannah River with a relatively flat topography. The Savannah River forms the southern boundary, James U. Jackson Bridge to the east. The southern boundary adjacent to the Savannah River encompasses approximately 1 mile of riverfront. The Greenway Trail and public lands form the northern and western boundaries of the project. The majority of the project is located with the FEMA designated 100 year flood plain. The western portion of the site of approximately 75 acres was previously used for agricultural production for an extended period of time and has been reverted to native grasses. The eastern portion of the site was utilized as an industrial district in the early 1900s and consisted of brick factories, cotton warehouses, lumber yards and other industrial uses. Following the demise of the industrial district, many of the culled brick and building slabs were left on site and are visible on the surface as well as within the soil strata. Today this area is re-established with a wooded variety of Hackberries, Sycamore, Pine, and Oak species as well as undergrowth of English Privet and native shrubs. The northern portion of the site consists of two large bodies of water, West Pond and East Pond, both of which were used as excavation pits for the brick manufacturers. On the far western portion of the site, Phases D and E are separated by Crystal Creek which lies within the public lands and enters the River at the southwest corner of the project.

The project contains a 100 foot overhead transmission line easement and associated guy wire easements owned by Georgia Power Company. The easement enters the project at the western edge and, upon reaching the interior of Phase A, turns to the south and crosses the Savannah

River. Development within the easement is restricted and must follow guidelines established by Georgia Power Company. The project formerly contained a second overhead transmission easement owned by South Carolina Electric and Gas (SCE&G). Through a relocation agreement with the City of North Augusta, SCE&G and North Augusta Riverfront Company, the line was relocated north of the project to a new transmission corridor. The project also contains a 25 foot sanitary sewer easement which services a 30 inch concrete trunk line owned by the City of North Augusta. Development within this easement is also restricted and must follow guidelines established by the City of North Augusta.

The project contains a 2.3 acre archeological preservation area. A 1.65 acre portion of the preservation area is identified as Preservation Park. The balance of the preservation area is located in the Georgia Power easement and may be used for surface parking. Both parcels are owned by the City. The archeological preservation area was identified through studies performed by Brockington and Associates, an archeological and historic preservation consulting company. The archeological investigations were required by the National Historic Preservation Act and federal funding associated with the construction of Center Street. Development and ground disturbing activities within the park and preservation area within the power line easement are limited according to a federally required deed restriction placed on the property by the South Carolina Department of Transportation.

7. Specific target market for the development project and proposed disposition of parcels, phases or units in the development, i.e., sale of single-family homes to first time buyers; sale of market rate rental apartment buildings to investors; retention of ownership and management of commercial lease space; etc.

The target market for the Hammond's Ferry Planned Development is a group of traditional families, empty nesters and retirees, younger single households and two person households currently living in the draw area for this project. The primary draw area for new residential construction in this riverfront site has been defined as the City of North Augusta; the balance of Aiken County; the surrounding counties of Richmond and Columbia Counties, Georgia; and Edgefield and Lexington Counties, South Carolina. The preferences of these draw area households result in a healthy mix and distribution of housing types, including multifamily for rent, single-family attached for sale, and low-, mid-, and high-range single-family detached for sale.

8. Identification of any common area, private roads, common parking lots, open space, recreation areas or community facilities to be retained by the project developer after build-out and disposition, i.e., transferred to a homeowner or condominium association, placed in a conservation easement, dedicated to the City, or otherwise deed restricted.

The roads, alleys, sidewalks and all areas within the right of way will be public. Improvements within the right of way will be installed by the developer and through the dedication process be accepted by the City of North Augusta. The project will also contain numerous parks and open spaces, both public and private. Several parks including Boeckh Park, Brick Pond Park and the Greenway Trail were jointly constructed through the efforts of and funding by the North Augusta Riverfront Company and the City of North Augusta. The proposed GreenJackets Ballpark will be owned by the City and leased to a private ownership group. In addition to the

parks and open areas, the project will also contain both public and privately developed parking areas that will be available for public use. These parking areas will serve as overflow parking for civic and institutional uses in the Riverfront Center, retail employees and customers and will be further utilized during public events within the project. In addition to roadways, alleys, and sidewalks, key open space components of the project include:

- A. Public Parks, Commons and Plazas: 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. A listing of the parks and commons appears in Section 14.
- B. 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.
- C. 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.
- D. The Power Line Easement: Land located within the Georgia Power transmission line easement may be utilized for agricultural, horticultural, open space or public parking uses.

9. Description of property management arrangements after buildout and disposition including provisions for the maintenance and funding of common elements, i.e., project developer retains ownership and management responsibility, special taxing district, homeowner or condominium association established through covenants responsible for property management, purchasers of individual parcels responsible for property management, etc.

The rules and regulations that define how the property will be managed in the Hammond's Ferry Planned Development is addressed in a body of Declaration of Covenants, Conditions, and Restrictions. Generally, once rules for a governing body or homeowners association or assembly ("Association") have been defined and approved, the Association will have as one of its primary responsibilities the control and maintenance of the commons and common areas within the project as well as any property over which it has responsibilities by virtue of a lease, rental agreement, other contract or easement. As Titleholder to the common areas, the Association, like all other Titleholders to Real Property, shall be responsible for maintaining such Titleholder's Real Property in a clean and attractive condition and in good order and repair.

The Association holding Title to the commons shall have the right and responsibility to establish a contract with a property management company for the purpose of maintaining the designated common areas. This would include maintenance of any thoroughfares and particularly alleyways that do not fall within the domain of individual property owners or that have not been dedicated as public rights of way. Common areas maintained by the Association may include nonpublic

auxiliary parking areas, playground areas, pocket parks, special entrances, lakes, community docks and mail facilities. Maintenance of landscaping within the common areas will be carried out by the designated property manager under the control of the Association.

Common recreational facilities such as pools, tennis courts and club areas, if retained by the Association directly, will be maintained either by the designated management company or, if privately owned, operated or leased, by the management company designated by the operating entity. Similarly, private owners of commercial properties shall, as Titleholders or Leaseholders, be responsible for the maintenance of all property to which they hold title, including any privately owned or operated parking areas associated with their property.

Areas that are for general public use but which are privately owned or operated for commercial or recreational use are bound by the same obligations for maintenance and upkeep as individual property owners, as required by and of the governing body and as defined in the Covenants, Codes and Restrictions. Parking lots or garages owned by the Association would be maintained by their designated property manager while similar facilities owned or operated by other entities would be maintained by the operating entity under the stipulations of the Covenants, Conditions and Restrictions and ultimate control of the Association. The same general approach would apply to property owned or operated by the City, including not only streets and parks but also publicly owned facilities such as convention centers.

Optimally, the large majority of the real property contained within the project should be privately owned or operated or publicly dedicated, leaving, as delineated in Item 8, only a minimal area of non-publicly operated common areas to be maintained by the Association and thus reducing unnecessary burden on homeowners. In order to ensure the ability of the Association to enforce the stipulated standards throughout the project, the documents shall indicate that, should a Titleholder fail to conform with its obligations for maintenance and repair of real property, the Association will have the authority and ability to cure and, where deemed appropriate, levy an assessment upon the Titleholder for the costs involved.

The Hammond's Ferry Planned Development is a public private partnership between the North Augusta Riverfront Company and the City of North Augusta pursuant to property acquisitions and development agreements. The North Augusta Riverfront Company is considered the Master Developer. Portions of the development may be assigned or sold to sub-developers for implementation. The documents applicable to the development including design standards in the Pattern Book and various covenants and restrictions will be applicable to all of the developers and all of the development and will be enforced by the Master Developer or the Hammond's Ferry Property Owners Association as applicable. Changes to the design guidelines, covenants and restrictions must be approved by the City prior to implementation.

10. Relationship of the proposed development to the surrounding area and potential impact on existing uses and future development.

The Hammond's Ferry Planned Development will connect North Augusta to its riverfront, allow its citizens to enjoy the amenities provided by a well designed network of parks and public

spaces, and provide social, aesthetic and economic value to all citizens of North Augusta. The following paragraphs provide detail about how the development will accomplish these goals:

- *The Plan is about Connections*

The main design concept controlling the master plan is *connections*. The streets and blocks are woven into an interconnected pattern, and there is an even finer grain of pedestrian routes, service lanes and small outdoor spaces. The interconnectedness will allow for a variety of ways to get around the neighborhood, come and go to other parts of the City, allow for intelligent management of infrastructure, preserve water quality and let the value of the waterfront real estate reach upland into the neighborhood as a whole. Current residents of the City will have a variety of routes to get to the public riverfront, whether by walking, riding bicycles or driving.

The basic structure underlying the plan is its pattern of *livable streets*, which are thought of as meaningful public spaces that should add value and not just serve as conduits for cars. The streets will be designed to inherently calm traffic while accommodating motorists, cyclists and pedestrians. The architecture is critical, too; most streets will be lined with buildings that have porches, stoops, balconies and verandas within “conversational distance” of the sidewalk. Everywhere, doors and windows will face the public spaces, supplying “eyes-on-the-street” for a sense of safety and community. With an increase in chance human contact, the people who live here or visit here often will develop their own community “connection.”

The plan promises a varied, interesting place that nurtures its occupants and visitors with a neighborly environment. This is why there will be diversity in street character, land uses and activities, building types, building sizes, household sizes and dwelling types. This is why there will be a variety of settings, from the relaxed to the bustling, agreeable to our regular routines and our unexpected encounters. This kind of urban design leads to a natural human habitat resonating with the way people really live their lives in an enduring community.

- *Extending the City to the Riverfront*

The plan is crafted around the experience of the pedestrian walking from the Downtown to the riverfront. For example, the design team imagined how this experience would unfold in a spatial sequence, as one walks from the Georgia Avenue main street area, marked civically and architecturally by the presence of the new Municipal Center, across the Greenway, across Brick Pond Park, down Center Street and across Railroad Avenue to arrive at the Riverfront Center. From there pedestrians can descend to the Riverfront Park and stroll along Front Street. The plan provides for as direct a route as possible for descending the hill from the old town. After crossing the Greenway Trail, the terrain flattens out into the broad opening of Brick Pond Park, across which pedestrians will see the elegant urban quarter that frames the pond, reshaped from the remnants of one of the old pools that resulted from the digging of clay to make bricks. Most of the streets in this part of the central riverfront will be narrow and intimate and, as you make your way to and along the waterfront, you'll pass through spaces bordered by houses large and small, row houses and refined apartment buildings. Subtle “cranks” in the street alignment will contain the views to create a village character and calm traffic; the new neighborhood will not reveal itself all at once, but rather will unfold gradually as one moves through this sequence.

Just before arriving at the water's edge, the space will open up into Riverfront Center/Ballpark Village (Village), the most important public space in this part of town. The Village will be open on its south side to frame the view to the Savannah River, and buildings up to as much as three stories and higher will enclose the other sides. The Village is planned as the most urbanized area in Hammond's Ferry and a focal point for the region. Several routes will converge on the Village so, coming from any direction, you'll probably end up there. The Village area will be visible from the Jackson Bridge, and is intended to be a "window" looking both into and from the community.

The Village will be deliberately proportioned so that it is not too large or too small, is easy to see across, and will be defined spatially by the buildings and trees. The idea is for the Village to be sufficiently intimate without being cramped. It should look natural and feel comfortable both when there are only a few people around and when it is fully occupied at the busiest times.

In addition to becoming integral to the everyday life of the neighborhood, the Village will provide a space for public gatherings that extends down to the River. The proposed GreenJackets ballpark on the riverfront will house the Class A Augusta GreenJackets baseball team and will also be used to stage public performances, events or ceremonies. The streets around the Village will be purposefully snug to encourage walking back and forth across them and minimize any sense of separation between storefronts. The Village's south side leads down to the Riverfront Park, part of a continuous public walkway that parallels the River's edge and serves as a component of the Greenway throughout the area.

As the heart of the central riverfront, the Riverfront Center is intended to be a microcosm reflecting the diversity of the whole City. As planned, one will see, standing on the Riverfront Park area, civic uses, places to eat, some stores, offices and lodging as well as wonderful homes along Front Street. Along one part of the Riverfront Park, a special building could engage the water's edge and provide a boathouse for rowers, with a potential dining pavilion or clubhouse above. Boat slips along the Riverfront Park would allow visitors to arrive at the Center by boat as well. The Riverfront Center and neighboring Front Street will be a prestigious address, a destination welcoming folks from the whole town, and a "postcard" place all at the same time.

- *The Hammond's Ferry Development Offers Opportunities to the Whole Community*

The public waterfront is the greatest asset for the community. People are drawn to public waterfronts. In every culture and climate, in every corner of the earth, humans have naturally settled along the riverbanks for millennia. Once our forebears prized the waterways primarily for commerce and transportation; prosperity flowed with the water. Rivers like the Savannah became hardworking industrial highways, populated by rough and colorful characters and, in the days before modern sanitation and flood control, were not all that glamorous. Today we value the breeze, the long view and the changing moods of the river; we gather at the water's edge for community rituals and festivals; we prize the buildings that overlook the river and reflect in the water.

Connecting the Park along the River to the Greenway Trail adds a splendid amenity available for all in the community, especially for those who use it for recreation or exercise. The Riverfront Center offers the community a place for a variety of activities, such as shopping, dining, strolling and visiting with friends. This will be the location for special events such as sporting events, concerts, festivals, outdoor performances, puppet shows and civic ceremonies. Folks who live and work there will have the advantage of using their cars less frequently, saving themselves time and money.

This development will be built with a high quality of design and construction, so that it will become a source of pride for the whole community and serve as an important symbol to the City.

11. A description of the projected traffic volumes within the planned development and the design capacity and roadway classification of roads (both public and private) proposed to be constructed in the development.

Several traffic studies associated with Hammond's Ferry have been completed since the development was initiated. Those studies also addressed traffic associated with the adjacent Town Center area including the Municipal Center. The studies were completed for several purposes including the design of Center Street and the intersections with Bluff and Georgia Avenues. The initial studies were completed by the firms of Glatting Jackson of Orlando, FL, and Sprague & Sprague of Greenville, SC. In October 2007 the City's traffic consultant, SRS Engineering of West Columbia, SC, completed a review of the two earlier studies and evaluated the potential need for the completion of the West Avenue Extension to serve Hammond's Ferry. The SRS review was based on a buildout of 1,040 residential units (425 single family detached and 615 multifamily units) and 71,000 square feet of commercial space. The SRS study also considered the periodic traffic associated with special events held in the City parks and facilities within Hammond's Ferry. A second traffic study was recently completed by SRS to review all existing and projected buildout traffic volumes and to accommodate potential Riverfront Center development along with current and planned development in the Town Center area. The 2015 report identifies potential mitigation issues that will be reviewed and addressed in conjunction with future development applications.

Internal to Hammond's Ferry, the interconnected system of local streets adequately accommodates traffic generated by the development. Railroad Avenue, Crystal Lake Drive and Center Street provide external connections to the development. Railroad Avenue, Front Street and Center Street operate as collectors to collect and distribute both internal and external traffic within the development. Crystal Lake Drive functions as a subcollector and provides an alternate ingress and egress route.

The 2007 SRS traffic review estimated an internal traffic capture rate of 15%. The resulting total weekday daily external trip generation was calculated at 10,115. The AM peak hour trip generation was 570 and the PM peak hour trip generation was 952. Based on these numbers and the previously assumed buildout of the Town Center area, the connections provided by Railroad Avenue to Riverside Boulevard, Center Street and Crystal Lake Drive will operate within capacity. The intersection of Center Street and Georgia Avenue will operate at borderline operating conditions during the PM peak period. West Avenue will remain a designated external connection on the general development plan. However, the ultimate need for the construction of

West Avenue will depend on the final scale of development in both Hammond's Ferry and the Town Center. Periodic reviews of traffic conditions and projections using actual traffic counts for development in place should be conducted and a final decision on the need for West Avenue should be made based on the levels of service provided by the three other external connections.

12. Relationship of the proposed development to major roads, the anticipated increase in traffic volumes in the area, and the potential need for transportation system expansion or enhancements to serve the proposed development.

As mentioned above in Item 10, a key design concept behind Hammond's Ferry is interconnectedness: the development's streets, sidewalks, green spaces and parks, and civic amenities all connect to create a public realm whose whole is greater than the sum of its parts. The streets and sidewalks are crafted and shaped in such a way that they provide a livable, pedestrian friendly network of paths that access all areas of the development. The network of streets and sidewalks provides easy access among multiple routes to each neighborhood, civic amenity, park and commercial district that the development has to offer.

The current primary access to Hammond's Ferry is Center Street. Other access points utilize Riverside Boulevard/Shoreline Drive traffic circle and also Crystal Lake Drive. As the project proceeds, additional connections with Hammond Ferry Road (across the City owned 'Keenan' property) and with Savannah Pointe in Campbelltown Landing will be considered. If the developers, the City and adjacent property owners determine that the connections are desirable and feasible, they will be cooperatively pursued. Additionally, the extension of West Avenue into Hammond's Ferry will be considered in a later phase based upon the type and density of total development and total trip generation. If it is determined that the additional connection is necessary, the City and the developer will work cooperatively to create the additional connection. In addition to providing new pedestrian and vehicular access to the Riverfront, all roadway connections that cross the existing Greenway will have grade separated pathways that allow for the uninterrupted continuity of the existing Greenway trail along the north side of the project.

13. Proximity of the proposed development to municipal utilities, i.e., water and sewer, the capacity of existing systems (treatment, distribution, collection), and the potential need for system expansion or enhancements to serve the proposed development.

- *Conceptual Plan of Sanitary Sewer Service*

The project utilizes the 30 inch diameter gravity sewer which bisects the project as the primary means for servicing sewer requirements. The 30 inch gravity sewer provides enough capacity to service the project. The majority of the project will require the implementation of lift stations to service sewer requirements. A smaller portion of the development may utilize gravity fed sewer as mean to access the existing 30 inch gravity sewer pending continued engineering studies. Distribution lines which service the project units will be located within public rights of way where applicable.

- *Conceptual Plan of Potable Water/Fire Water Service*

The project utilizes the 24 inch water line located on the northern side of the property as well as the tie-in at the Riverside Boulevard/Shoreline Drive traffic circle. Connections to these lines

distribute water into the development that will be used for potable water, fire protection and irrigation. Distribution lines and service lines will be sized according to engineering calculations to meet adequate flow requirements as established by City Code and design requirements. Loops and sub loops will be implemented into the distribution design. Lines will be located within the public right of way and must include fire hydrants to provide a 500 foot radius of coverage at each hydrant.

- *Conceptual Plan for Electrical Service*

Electric service for the development is provided by SCE&G. SCE&G provides single phase and three phase service for the project. Electric utilities for the project are installed underground through the use of rigid conduit for primary lines, secondary lines and service lines. Temporary overhead lines will be installed to provide service until such time the permanent lines can be placed underground. Various above ground transformers, junction boxes, streetlights and other necessary hardware as required by SCE&G will be located within the project. Coordination of installation and utility locations will be jointly determined by SCE&G, the developer and, when required, the City of North Augusta.

14. Location, boundaries and categories of existing and planned open space and parks and the relationship of the proposed development to existing and planned municipal park and recreation facilities, a description of any park or recreation facilities included in the proposed development program, and the potential need for additional facilities.

The Hammond's Ferry neighborhood will dramatically enhance the park and recreational opportunities for the citizens of North Augusta. This important objective is shared by the City of North Augusta and the Leyland team and will be accomplished in several ways. First, the Riverfront creates a significant extension of the already excellent North Augusta Greenway. The new Greenway extension creates several new experiences for its users, including the dramatic new addition of its frontage on the Savannah River. Second, the Riverfront will include a significant number of new parks and playgrounds for the citizens of North Augusta. The largest of these parks will provide significant new opportunities to access the Savannah River and other recreational opportunities.

Development of the Greenway extension and the major park on the Riverfront commenced in the first phase of the project in cooperation with the City. Many other smaller parks and playgrounds have been and will be added in later phases and spread throughout the neighborhood to make sure that everyone has accessible opportunities for recreation and repose. Third, the Riverfront will also contain additional large, passive public spaces, including the two newly shaped, beautiful and usable lakes. Finally, the Riverfront's street network serves not only as an important element in the transportation network. Rather, these streets will be designed and built to serve as important recreational resources for citizens. Whether biking, jogging or rollerblading, citizens will have an entirely new network of usable streets to enjoy. Through all these new opportunities, we expect this park and greenspace network to play a crucial role in the development of social and aesthetic value for the North Augusta community.

- *Parks and Open Space Areas*

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. Commons serve as viewing corridors for the surrounding lots and will primarily consist of open grass areas and limited shrubs and trees. Commons may also be used for passive recreation activities such as family picnics and small gatherings. 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 design and proposed landscaping of all parks, commons and plazas remaining to be purchased from the City, 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, commons or plaza was improved prior to July 2010.

<u>Phase</u>	<u>Name</u>	<u>Improved By</u>
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 (Ballpark Village)	Developer
D	Peerless Common	Developer
D	Arrington Common	Developer

• *Description of Parks*

- A. Boeckh Park: Boeckh Park is a multiuse facility located on the Greenway Trail consisting of approximately 1 acre of open grass area, a brick pavilion with fireplace, and a community boat dock that is used for temporary boat parking and recreation. The park is adjacent to the intersection of Crystal Lake Drive and Front Street. The Park can be reserved by the public for private functions through the North Augusta Department of Parks, Recreation and Leisure Services.
- B. Piedmont Common: Piedmont Common is a linear common located at the intersection of Fallmouth Street and Boeckh Street and extends to Front Street. The common consists of an open grassy area surrounded by landscaped borders. The common is conducive for small family gatherings such as a picnic or game of Frisbee.
- C. Diamond Common: Diamond Common is located within the right of way of Crystal Lake Drive at its intersection with Fallmouth Street. Fallmouth Street crosses the center of Diamond Common. Diamond Common is used solely as a landscape median and entry feature for the Crystal Lake entrance to the development.

- D. 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 used for hard surface parking, special event parking, limited agriculture and open space in accordance with archeological deed restrictions.
- E. Brick Pond Park: Brick Pond Park is a 45 acre wetlands park that utilizes the excavation pits from the brick and pottery manufacturers which formerly occupied the site. Brick Pond Park consists of two main bodies of water, East Pond and West Pond, and also contains a smaller water treatment cell. The Park serves the citizens of North Augusta as a recreational and educational facility through the implementation of trail networks, an outdoor pavilion and informational kiosks. Brick Pond Park also serves a vital role as a water treatment facility for Hammond's Ferry as well as the lower quadrant of the existing Downtown North Augusta.
- F. Greenway Alignment: The temporary alignment of the Greenway adjacent to the Jackson Bridge from Railroad Avenue to Riverfront Park will be relocated as necessary in conjunction with the final design and subdivision development plan for Phase B, the Riverfront Center.
- G. Riverfront Park: Riverfront Park is located adjacent to the Riverfront Plaza/Ballpark Village consisting of an area of approximately 1.5 acres. The Park is also part of the Greenway Trail network. The Park will be used in conjunction with Riverfront Plaza/Ballpark Village to host public events such as musical entertainment, movies in the park and other recreational activities. The Park may also host larger City events such as the Yellow Jessamine Festival and the Jack-o-Lantern Jubilee. Amenities will include an entertainment pavilion, a boathouse to facilitate needs of rowers and small crafts, and docking facilities for day use boaters.
- H. Riverfront Plaza/Ballpark Village: The Riverfront Plaza/Ballpark Village area within Phase B will be designed as 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 the Village will be 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, and related issues will be addressed.

- I. Peerless Common: Peerless Common is a small linear open space within the right of way of a future road located in Phase D of the development.
- J. Arrington Common: Arrington Common is a trapezoid shaped common within the right of way of Arrington Avenue in Phases A2 and D.
- K. Power Line Easement: Land located within the Georgia Power transmission line easement may be utilized for agricultural, horticultural, open space or public parking uses.

15. Relationship of the proposed development to area schools and the estimated additional enrollment in the school system.

Hammond's Ferry will be designed and built to serve as a natural and logical extension of North Augusta's civic life, with an explicit goal of fostering an enhanced sense of community. Since schools play an important role in the civic life of any well functioning community, we consider having a school in Hammond's Ferry to be an important long term goal. We do not yet know how this goal will be achieved, but will work with the appropriate officials and citizens to bring a school to this neighborhood if possible. It is worth noting that some preliminary discussions have been held regarding the future establishment of a public charter school for elementary students. Though discussions have been very preliminary, this type of school would benefit the children in Hammond's Ferry development as well as children from greater North Augusta.

Regarding demand, many of the future residents of Hammond's Ferry will be existing North Augusta residents, and will continue to use many of the same civic amenities as in the past, including North Augusta's public school system. Based on the target market for homes in this new development, and based on the fact that many of the residents of the development will be existing North Augusta residents, it is estimated that the additional student generation per unit will be relatively low, in the range of approximately 0.3 new students per unit.

16. Topography, natural drainage systems, and wetlands on the site and the impact of the proposed development including preservation of open space, natural landscaping, wetlands, natural buffers, etc.

- *Stormwater Management*

Stormwater management and sediment control will be designed in accordance with the South Carolina Department of Health and Environmental Control (SCDHEC) Bureau of Water's *South Carolina Stormwater Management and Sediment Control Handbook for Land Disturbance Activities* and the City of North Augusta's requirements. Stormwater collection systems will be designed for the 2, 10, and 25-year, 24-hour storm event. Detention and/or retention elements will be designed for the 10-year, 24-hour event and to safely pass the 100-year, 24-hour event. Detention waivers will be requested for areas directly adjacent to the Savannah River which currently drain directly to the river. Stormwater runoff from the vast majority of the site will be collected and routed to the West Pond and East Pond located in the center of the site. Actual storage and outfall requirements will be dependent on final development plans.

Sediment and erosion control will be designed in accordance with SCDHEC requirements. The project will be designed and constructed in phases, and sediment and erosion control will be implicit to each phase. Generally, sediment and erosion control will utilize those best management practices detailed in Appendices E and H in the SCDHEC *Handbook*. In addition to standard practices, the development will utilize the sustainable water quality systems such as forebays, discharge pools and bioretention as water quality practices.

- *Preliminary Subsurface Conditions*

Preliminary subsurface exploration work has encountered significant remnants of the brick works and other buildings and operations that once occupied the property. The soil borings and test pits performed to date indicate the presence of subsurface brick over much of the easterly portion of the property to the north and south of Railroad Avenue. Some of the brick appears to result from the destruction and collapse of the brick structures once located along Railroad Avenue. Significant deposits of brick to greater depths appear to be the result of dumping from the brick factories and from the remains of the brickworks themselves. Generally, the test pits encountered brick to depths of two to over 12 feet below the existing ground surface on the north side of Railroad Avenue. On the south side, two to three feet of brick has been found on the ground surface with deeper deposits occurring in and around the brick factory and along the west property line of the parcel formerly used for brick production. Numerous structures, slabs, walls, subsurface vaults and foundation remnants were observed throughout the east portion of the site. The actual horizontal and vertical extend of these conditions is not known.

The western portion of the site consists of alluvial soils generally composed of silty sand and clay. The soil strata vary greatly depending on the depth of excavation and soil moisture. It has been found that existing soil conditions are not suitable for standard infrastructure installation techniques and requires the use of offsite fill or soil amendments to meet compaction requirements.

It has been found that these soils will generally support most vertical construction and foundation walls through the use of spread footings and additional support to structures under three stories in height. Any structures over three stories may require additional soil testing and engineering for load bearing capacities.

Site preparation and foundation design and construction will be significantly affected by the materials encountered. Conventional site preparation and grading measures may not be applicable in areas where adverse conditions exist. Also, many of these conditions are not suitable for roadway or shallow foundation support using conventional design and construction techniques. Significant site preparation measures will be required in certain areas to remedy the subsurface conditions observed. Such measures may include, but not be limited to, undercutting the unsuitable materials and replacing them with suitable structural fill; lowering foundations through unsuitable materials; or using driven, auger-cast or similar pile type foundations.

17. Description of design and “zoning bulk standards” applicable to the project, by parcel if appropriate, i.e., setbacks, height, buffers, landscaping, building materials, sidewalks, street trees, etc.

- *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.

- A. 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. All Phase B lots are designated as Urban Zone lots.
- B. 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.
- C. 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.
- D. Front Loaded Lots: Lots that are accessible only from the front (not served by an alley or a side street) and driveways entering 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.

- *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 such as existing and proposed easements, utilities and natural features including trees may affect the location of a structure on a lot.

Setbacks for Neighborhood Zone Lots:

<u>Setback</u>	<u>Principal Building</u>	<u>Accessory Structure</u>
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 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.

Maximum Projections into Setbacks for Neighborhood Zone Lots:

<u>Type</u>	<u>Setback</u>	<u>Principal Building</u>	<u>Accessory Structure</u>
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	No closer than 1.0 feet to 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.

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 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 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.

Maximum Projections into Setbacks for Urban Zone Lots:

<u>Type</u>	<u>Setback</u>	<u>Principal Building</u>	<u>Accessory Structure</u>
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	0.0 feet.	0.0 feet.

	side		
	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.

A. 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 (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 of Planning and Development (Director) and City Engineer. In no case may the unobstructed width of the sidewalk be reduced to less than five (5) feet.

B. Special Front Overhang Provisions for Urban Zone Lots:

- 1) Where the ground level use is non-residential 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.

- 2) 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.
 - 3) 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.
- C. 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. 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.
- D. 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.
- E. Corner Lots in the Neighborhood Zone:
- 1) 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.
 - 2) Corner lots in the neighborhood zone that border a midblock 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.
- F. Front Setback Uniformity: The front setbacks on lots where there is a transition from an urban to a residential 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.

- G. 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 (3) feet for both principal buildings and accessory structures.
- H. 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.
- I. 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, 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.
- J. Height: Maximum building heights shall be as specified herein.
- 1) Maximum building height shall be fifty (50) feet in all phases except Phase B.
 - 2) Maximum building height shall be four (4) stories not to exceed sixty (60) feet for buildings in Phase B, with an exception for the proposed hotel, office and Railroad Avenue ballpark outfield buildings which maximum building height shall be eight (8) stories not to exceed one hundred twenty (120) feet.
 - 3) The maximum height for civic buildings located in any phase is seventy (70) feet.
- K. Design Guidelines: The design guidelines for the Riverfront Center area and the blockfaces on Railroad Avenue and Front Street within Phase B are based on and similar to the design standards applicable to the Georgia Avenue Overlay District provided in the North Augusta Development Code. These guidelines may be adjusted prior to inclusion in the revised Hammond's Ferry PD ordinance. 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 Riverfront Center/Ballpark Village shall adhere to the following standards:
1. Riverfront Center/Ballpark 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 area shall adhere to the following general development standards:

- a) Buildings should be located and designed so that they provide visual interest and create enjoyable, human-scale spaces.
 - b) Key buildings should be designed to be compatible in form and proportion and create a vista to the Greenway and the Savannah River.
 - c) Buildings or groups of buildings should include a variety of forms, materials and colors, while maintaining a unified appearance.
 - d) Buildings should include a richness of architectural detail to help define their scale.
2. 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 in accordance with Section K.8 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.
3. Maximum and Minimum Height: The maximum height shall be as provided in Section J above. The minimum height shall be twenty-four (24) feet measured from the center of the front elevation to the eave or parapet. Exception: Retail buildings in Phase B shall have a minimum height of twelve (12) feet. In all cases, minimum height is measured from the center of the front elevation to the eave or parapet. 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.
4. 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.
5. Fenestration, Openings, and Storefronts: This section applies to all storefronts and commercial frontages. Facades facing or visible from Riverfront Plaza/Ballpark Village shall include at least four (4) of the following elements:
- a) A defined parapet wall;
 - b) A cornice adjoining the top of the roof or top of the facade;
 - c) Clerestory windows above the storefront windows for high single level spaces or those with interior mezzanines;

- d) 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;
 - e) Architectural treatments 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;
 - f) 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.
6. 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. The requirements in this section are applicable to all proposed Phase B buildings except GreenJackets Ballpark, the ballpark outfield, and parking garage structures.
7. 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 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.
8. Entryways: Recessed entryways in accordance with 6.f above are permitted in order to provide a sense of entry and to add variety to the streetscape.
9. Canopies: Canopies, awnings and similar appurtenances are encouraged at the entrances to buildings and in open space areas.
10. Riverfront Park Blockfaces: All buildings on lots that front on Front Street from one (1) block east of West Avenue to one (1) block east of Center Street shall have a minimum height to the eave or parapet of twenty-four (24) feet.
11. Railroad Avenue Blockfaces: All buildings on lots that front on Railroad Avenue between the Jackson Bridge and one (1) block west of Center Street shall have a minimum height to the eave or parapet of twenty-four (24) feet.
12. Corner Lots: Notwithstanding the subsections relating to the Riverfront Park and Railroad Avenue blockfaces above, corner lots that front on both Center and Front Streets and on both Railroad Avenue and Center Street shall have a minimum height of thirty-two (32) feet to the eave or parapet to hold the corners.
13. 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 and garage 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) The number of parking spaces required shall be:
 - i. Two (2) per detached single-family dwelling.
 - 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.
 - v. One half (1/2) 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, 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.
 - viii. Parking required for detached single-family residential uses shall be provided off-street and must be accessed and must be accessed from an alley or street unless the lot is designed for side street garage access or is a front loaded lot.
- d) Parking required for nonresidential uses may include on-street parking where available and shall be delineated adjacent to the frontage of property. Not more than one-half (1/2) of the required parking may be provided on the street.
- e) Delineated on-street parking spaces may include handicap spaces but may not be used to provide required handicap spaces.
- f) 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.
- g) As part of the application submittal for each major subdivision plan, the Master Developer 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.
- h) Bicycle parking required for commercial uses as provided for in the NADC shall be included and shown on major subdivision plan and site plan applications.

18. Consistency with the Future Land Use Element of the Comprehensive Plan.

The existing and proposed development is consistent with the Comprehensive Plan.

19. Potentially required modifications to the Comprehensive Plan, variations from the provisions of the Development Code or modifications to previously adopted plans or ordinances necessary to approve the Planned Development General Development Plan.

No modifications to the Comprehensive Plan are needed. All variations from the provisions of the Development Code are delineated in the PD Ordinance. The PD Ordinance, this Exhibit C, and Exhibit D, the Hammond's Ferry Pattern Book, contain all necessary modifications and updates associated with the original Hammond's Ferry PD Ordinance, associated exhibits and plans.

20. Any proposed waivers from the requirements of this Chapter pursuant to §5.9, including the proposed alternative standards and the justification for those standards.

The use and density in Hammond's Ferry are consistent with the Mixed Use Classification in the Future Land Use Element of the 2005 Comprehensive Plan and are appropriate for a Planned Development. The approval of the Hammond's Ferry Planned Development initially in 2002 was prior to the existing Traditional Neighborhood Use Pattern authorized in the 2008 NADC. The Traditional Neighborhood Development floating zone created in the 1996 Zoning and Development Standards Ordinance did not meet the design objectives for Hammond's Ferry. The specific standards for the development of "urban" and "neighborhood" lots are different than the lot standards in conventional zoning districts but one of the purposes of a Planned Development district is to provide for alternative development types. The only waiver, if a waiver is necessary, is a variation from the requirement of §3.6.1.6.6 of the NADC which specifies "*in addition to the requirements of Article 12, Parking, areas designated for parking shall be physically separated from public streets and shall be designed in a manner conducive to safe ingress and egress. Access points to internal public streets or internal circulation drives should be no more than three hundred (300) feet apart.*" This requirement is intended for planned commercial and multifamily development of a more conventional nature. On-street parking to serve a portion of the commercial parking requirement is consistent with traditional neighborhood development. Additionally, smaller off-street parking areas which may provide or require access points less than 300 feet apart are consistent with traditional neighborhood development.