

**GRANDMARC AT CLEMSON
A PLANNED DEVELOPMENT IN CLEMSON, SC
February 27, 2015**

**ARTICLE I
JURISDICTION, DESCRIPTION AND PHASING**

Section 101: Jurisdiction of this Ordinance

The provisions of this Ordinance shall apply to the Grandmarc at Clemson Planned Development located within the corporate limits of the City of Clemson, County of Pickens, State of South Carolina, and described and shown in the legal description attached hereto as Exhibit “A”. The subject property is the location of the existing Clemson Center shopping center located along the eastern side of US Highway 76 adjacent to Tillman Place Apartments in Clemson, South Carolina.

The following items shall be incorporated herein by reference as exhibits:

Exhibit A	Legal Description
Exhibit B	Boundary and Topographic Survey
Exhibit C	Conceptual Site Plan
Exhibit D	Conceptual Grading and Drainage Plan
Exhibit E	Conceptual Utility Plan
Exhibit F	Conceptual Landscape Plans
Exhibit G	Amenity Plan
Exhibit H	Proposed Land Use Plan
Exhibit I	Exterior Elevations
Exhibit J	Traffic Impact Assessment
Exhibit K	Signage
Exhibit L	Exterior Lighting Images

This Ordinance has been established to regulate and guide the implementation of the Grandmarc at Clemson Planned Development located within the corporate limits of the City of Clemson, South Carolina and defined herein.

The adoption of this ordinance shall impose the standards and restrictions to both the residential and commercial components of this mixed use Planned Development.

The Purpose of this Ordinance is to provide governing regulations over land use, layout, size and design and to formalize certain responsibilities agreed upon by the developer.

Section 102: Description of Grandmarc at Clemson, A Planned Development District

A) Existing Properties.

According to a previous survey plat, the subject property consists of approximately 9.521 acres of previously developed land. The existing subject property is comprised of five (5) separate parcels:

Tax ID 4054-17-12-9440, Existing Zoning CP-2, Community Business District
Tax ID 4054-13-12-8677, Existing Zoning CP-2, Community Business District

Tax ID 4054-13-12-5625, Existing Zoning CP-2, Community Business District
Tax ID 4054-17-12-6284, Existing Zoning CP-2, Community Business District
Tax ID 4054-17-12-8302, Existing Zoning CP-2, Community Business District

A new Boundary and Topographic Survey (Exhibit B), shows a total area of approximately 9.521 acres. The property is situated along the eastern side of US Highway 76 with approximately 925 feet of frontage along US 76, from its most southerly corner approximately 1,400 feet north of the interchange of SC Highway 93 and US Highway 76 and from its most northerly corner approximately 1,400 feet south of the intersection of US Highway 76 and US Highway 123 in the City of Clemson, South Carolina. There is an existing shopping center consisting of a number of separate buildings located on the parcels, which will be demolished once construction commences.

The surrounding properties include multifamily apartments occupied primarily by students to the south, The Arts Center to the east, single family homes to the northeast, US Highway 76 right-of-way to the west, and commercial office/service to the north.

B) Description of Generalized Land Use Plan.

The Grandmarc at Clemson Planned Development shall be a mixed use development consisting mostly of residential apartment homes and commercial space along US Highway 76. The residential lessees are intended to be primarily students who will rent by-the-bedroom under 12-month leases. The proposed site layout design driven significantly by the topography of the site includes a 2-story structured parking facility with an elevator serving a three-story multifamily residential building above, two other three-story multifamily residential buildings on grade, and two three-story mixed-use commercial/multifamily residential buildings on grade. The two mixed-use buildings contain approximately 19,200 sf of commercial space, including the property's business office which shall be no more than 2,000 SF, on the ground floor fronting US 76. Multifamily residential apartments will be on the ground floor not facing US 76 and the second and third floors above.

The developer will own, operate and maintain the entire property as a single property. The developer will have direct control and full responsibility for all aspects of the apartment buildings, drives, surface and structured parking, landscaping, storm-water management facilities, clubhouse, sport court, pool and all other structures and all open space areas. None of these elements can be modified in any way except by the owner with approval from City of Clemson staff. If the development is sold, it shall be sold as a unified entity and any owner shall adhere to this ordinance.

The development will be owned by an entity which includes the developer and its investors. The property will be constructed by a SC licensed general contractor with oversight from the developer, its architect and engineers as well as other third party inspectors. Upon completion, the property will be managed by a nationally-recognized property management company which specializes in student apartment properties. It is expected that there will be at least 4 full-time employees dedicated to the property and numerous other part-time employees. This day-to-day operation, maintenance, management and marketing will include site and stormwater management systems and be overseen by the owner. Trash collection will be provided by a private trash collection company at the property owner's expense.

A total of 147 multifamily residential apartments are proposed, subject to final design and permitting. The buildings will include varying facades that use common materials but provide color, texture and rhythm to "break up" the building scale. The exterior will include a variety of exterior treatments, predominantly Hardi plank with brick and/or stucco accents. The buildings have been designed in a transitional architectural style to have an attractive, updated look. There shall be a break in plane or material change every 50 ft. Refer to the exterior building

elevations (Exhibit G). Material articulation changes shall be a minimum depth of 1 1/2 inches. Building design must have final approval of staff.

Material: Exterior building material, colors and accents shall be consistent but varied through the project. All sides of the building shall be compatible materials with appropriate design consideration. The ground floor of building one and two shall not have less than 60% Fenestration along US highway 76.

Exterior building material shall be high quality materials including:

- Brick
- Rain Screen panel systems
- Stucco (EIFS)
- Cast stone
- Cementitious siding
- Precast concrete
- Cast-in place concrete
- Solid cellular PVC, vinyl or anodized or coated aluminum windows
- Painted or stained wood, fiberglass or steel and solid or raised panel doors with glass lights.
- Painted steel, aluminum, stainless steel handrails and guardrails.
- Painted or pre-finished steel, stainless steel, copper or aluminum, fiber- cement board, PVC, stucco or natural and Cast stone trim and accents
- Asphalt Shingles, metal standing seam, Membrane roofing
- Asphalt paving, concrete sidewalks, brick, concrete, stone pavers, cast- in -place retaining walls, brick retaining walls.

The development will include a total of 147 residential apartments; 100 four-bedroom/ four bathroom units and 47 two-bedroom/ two bathroom units. The combined total of the units represents a density of 15.75 units per acre. The combined total number of bedrooms will not exceed 500 with a density of 51.89 bedrooms per acre. The maximum height of the building 5 will be 69 feet as measured from the front façade facing US 76. All other buildings will be a maximum 50 feet as measured from the respective front facade. There are 674 total parking spaces resulting in a total of 1 parking space for each bedroom and 180 remaining spaces available for commercial space employees/customers and residential visitors. 100% of open air parking will be dedicated to commercial tenants.

Parking Stalls: The parking stall size for the on-site “open air” parking areas shall be a minimum of 9’-0” X 18’-0” with a minimum two-way drive aisle width of 24’-0”. The parking stall size for the on-site podium parking deck shall be a minimum of 8’-8” X 19’-0” with a minimum two-way drive aisle width of 22’-0”. Compact space shall be 8’-0” x 16’-0” and shall be a maximum of 30% of the total parking spaces. There will be no assigned parking for residents. Bicycle parking shall be in various locations and include up to 100 bicycles with a minimum of 2 locations dedicated for commercial uses. One loading space shall be provided for commercial use.

There will be an amenity park of approximately one acre that includes two swimming pools, sand volleyball courts and bocce ball courts. Within the community, the parking facility, amenity park, mail kiosk, trash receptacles, and lighting shall be of a coordinating style that will harmonize with the proposed homes. This area may be segregated in part or in full from public areas.

Specific impacts which might be discovered with respect to traffic or sewer shall be mitigated by the developer. The developer agrees to undertake any improvements recommended by the approved traffic impact study. The City Engineer shall approve all improvements.

General Land Use Data:

Total Area = 9.521 acres

Total Impervious Area = <5.903 acres (The site is presently developed as a shopping center which has 269,560 square feet of impervious area (65.06%). The new development will reduce this impervious surface and shall not exceed 62% of the Total Area).

Total Open Space Area = 3.33 acres

General Site Data:			Height- Min- Max Avg.
Building 1	33 apartments	11,635sf commercial	38'-0"min-50'-0"max.
Building 2	24 apartments	8,925sf commercial	35'-0"min-50'-0"max.
Building 3	12 apartments		35'-0"min-50'-0"max
Building 4	12 apartments		35'-0"min-50'-0"max
Building 5	66 apartments		59'-0"min-69'-0"max
Garage Facility	589 parking spaces		
Surface parking	85 parking spaces		
Total Dwelling Units	147 or 15.4 dwelling units per acre		
Total Bedrooms	494 bedrooms or 51.9 bedrooms per acre		
Total Residential Parking	531 or 1.074 spaces per bedroom		
Total Commercial Parking	143 or 2.23 spaces per 300 sf of commercial		

C) Site Plan.

The site was chosen for its close proximity to Clemson University, ease of access to US Highway 76, availability of public utilities and lack of alternate sites within the area. The initial Site Plan was modified somewhat based on city and community feedback received during the February 2, 2015 informal public hearing meeting. The notion of using the site topography to facilitate a podium parking structure without internal ramps was driven by the desire to preserve open space and minimize site work. The Site Plan (Exhibit C) evolved based upon the topography of the site. From Anderson Highway (US 76) the property gains over 60 feet in elevation to the back property line.

A full-scale version of the revised Site Plan at 1"=100' is attached at the end of this document. (Exhibit C).

D) Grading and Drainage Plan and Stormwater Management.

Existing and proposed contour elevations at 2 foot intervals have been provided on the Grading and Drainage Plan (Exhibit D). The final Grading and Drainage Plans and Erosion and Sedimentation Control Plans, Notes and Details shall be established when the civil engineering package is reviewed and approved by the appropriate governing authorities.

Consistent with design parameters herein, the project shall be graded to promote positive drainage away from all buildings and direct runoff into an underground conveyance system. Slopes along the external property boundary will be graded at a minimum 2:1 slope and ideally to a 3:1 slope. Slopes in parking areas shall not exceed 5% and not be less than 1%. Slopes in drives not adjacent to parking and not within 50-feet of the road shall not exceed 10%. Handicap access areas shall be graded such that slopes do not exceed those required by applicable codes.

The existing use of this property includes pavement and rooftops that are considered the “Existing Condition”. The proposed use of this property will also include pavement and rooftops that will be considered the “Proposed Condition”. The project shall not increase stormwater runoff to offsite properties or rights-of-way in the “Proposed Condition”. If required, an underground stormwater detention facility shall be constructed as approved by governing authorities.

Existing Condition Impervious Surface = 269,560 s.f. or 65%

Proposed Condition Impervious Surface \leq 257,123 s.f. or 62%

Due to the site being approximately 8-acres an NPDES Erosion Control Permit shall be required from SCDHEC. During construction, erosion control BMPs (i.e. Silt Fence, Sediment Basins, Temporary Grassing, etc.) shall be utilized as approved in the NPDES Permit.

A full-scale version of the revised Grading and Drainage Plan at 1" = 100' is attached at the end of this document. (Exhibit D).

E) Utility Services.

The utility systems that will serve this community will be local utilities which serve the surrounding areas and either have sufficient capacities or shall be improved to achieve sufficient capacities for the development. Water supply and wastewater services will be provided by the City of Clemson. Electric service will be provided by Duke Energy Corporation. Telephone services will be provided by AT&T. Gas services to the extent required by commercial tenants will be provided by Fort Hill Natural Gas Authority. All utilities including cable television, internet and/or satellite lines will be placed underground; service will be provided to each dwelling. The capacity of all the utilities and exact service locations will be finalized when the civil engineering is coordinated with the appropriate authorities. No Utilities shall be visible from public ROW.

Fire Protection shall be sized for the entire Planned Development. Utility layout and fire line design shall be coordinated with the City of Clemson Utilities Department and the City Fire Marshal. Compliance with the Fire Department shall be finalized when civil engineering package is submitted to the appropriate governing authorities.

A full-scale version of the revised Utility Plan (Exhibit E) at 1" = 100' is attached at the end of this document.

F) Bufferyard and Landscaped Areas.

Landscaping shall be used to provide outdoor environment that functions as an amenity to tenants as well as a buffer from surrounding properties. The species of trees, shrubs, and ground covers shall be selected to provide visual interest to the landscape during each season. There shall be a healthy mixture of deciduous and evergreen species to further provide visual interest during winter months. All planting areas shall be adequately sized to accommodate selected plants at maturity. Mature trees in parking areas shall provide shade to minimize “heat island affect”. The Landscape Plan shall be prepared by a Registered Landscape Architect.

Existing Plant Material Protection: This site contains some mature trees along the northern boundary of the site that may be selected for protection if grading operations allow. Protection of these trees will be noted on the site construction drawings. Temporary tree protection fencing shall be installed around the critical root zone of any trees to be saved. Tree protection Measures will adhere to existing city ordinance.

Vehicular use and Perimeter Landscape Area: Landscaping at all open-air parking areas shall be provided at a minimum per Chapter 19, Article IX. – Bufferyards, Screening, and Landscaping Specifications of the City of Clemson Code of Ordinances.

Buffers: Buffers shall be provided as noted on Exhibit F. Buffers shall contain plant material as specified in Chapter 19, Article IX. – Bufferyards, Screening, and Landscaping Specifications of the City of Clemson Code of Ordinances.

Building Frontage Landscaping: The building frontage along U.S. Highway 76 shall include a 16-foot wide sidewalk with upper story/understory trees planted in tree wells as indicated on Exhibit F. Trees in the 16-foot wide sidewalk shall be spaced approximately 35-feet on center. The landscaping in this area shall provide for an open urban “Main Street” feel. The grade transition between the sidewalk along U.S. Highway 76 and the 16-foot wide building frontage sidewalk shall be planted with a turf grass or ground cover as allowed by SCDOT.

Interior Building Landscaping: Exterior walls/foundations of buildings on the interior of the project shall be landscaped to provide aesthetics and security. These areas shall be generally maintained with shrubs that do not grow much higher than 3-feet at maturity and trees limbed up 6-feet to maintain clear lines of site.

Tree/Shrub Material Sizes: At planting, trees and shrubs shall be of minimum size as indicated in Chapter 19, Article IX. – Bufferyards, Screening, and Landscaping Specifications of the City of Clemson Code of Ordinances.

All Landscaping and infrastructural planting will be done in a manner that allows for required landscaping while maintaining a 10’ clear area on either side of water and sewer lines.

Landscape Plan: A landscape plan with plant locations, material quantities, and species shall be provided for the zoning and codes administrator to review and approve.

Completion: The entire landscape installation must be completed before a Certificate of Occupancy will be provided.

G) Protecting Streams and Tree Preservation.

There are no existing streams or stream buffers running through the subject property. This site contains some mature trees along the northern boundary of the site that may be selected for protection if grading operations allow. Protection of these trees will be noted on the site construction drawings and shall meet or exceed city standards. Temporary tree protection fencing shall be installed around the critical root zone of any trees to be saved.

H) Lighting.

Lighting shall follow the City of Clemson zoning ordinance as per Article X Lighting Standards.

I) Access to Development and Traffic Impact Assessment.

There shall be a maximum of two (2) driveway accesses off of US Highway 76 to access the development. The proposed driveway accesses do not line up exactly with existing curb cuts, this plan reduces the number of curb cuts to the combined property from six (6) to two (2). The new driveways shall be commercial driveways to accommodate the mixed use development. Final driveway configuration is subject to the SCDOT Driveway Encroachment Permit review and approval process.

A Traffic Impact Assessment (TIA) for this development was prepared by Kimley Horn., dated 2/25/2015 attached hereto as Exhibit “H”. According to the TIA, the capacity of US Highway 76 is not anticipated to be exceeded with

the net additional traffic generated by the development (including the full build out of 494 beds and 19,197 sf of commercial space). A new signal is unlikely to be warranted by the SCDOT although the developer will pursue getting one as a means to slow traffic and create a safe pedestrian crossing of US 76.

The purpose of this Traffic Impact Analysis (TIA) is to review vehicular traffic impacts as a result of the proposed Grandmarc at Clemson development. The objectives of the study are:

- To estimate trip generation and distribution for the proposed development.
- To perform capacity analyses for the identified study area.
- To determine the potential traffic impacts of the proposed development.
- To develop recommendations for needed roadway and operational improvements to accommodate the proposed development's traffic impacts.
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The proposed Grandmarc at Clemson development is located in Clemson, South Carolina east of US 76/SC 28 (Anderson Highway). The site, currently known as Clemson Center, is bound by Butler Street to the north and College Heights Boulevard to the south. As currently envisioned, the proposed site will ultimately consist of the following land uses:

- 25,000 SF of Shopping Center
- 500 Person Apartment Building – Student Housing
- 618 Space Parking Facility to accommodate demand from Apartment Building

The development is expected to be completed (built-out) in 2016, with access provided via two full-movement, unsignalized driveway connections on US 76/SC 28 (Anderson Highway)

This report summarizes the analyses of 2015 existing conditions, 2016 background conditions, and 2016 build-out conditions during the AM and PM peak hours at the following intersections:

1. US 76/SC 28 (Anderson Highway) at Clemson Center Driveway #1 (full-movement)
2. US 76/SC 28 (Anderson Highway) at Clemson Center Driveway #2 (full-movement)
3. US 76/SC 28 (Anderson Highway) at Clemson Center Driveway #3 (full-movement)
4. US 76/SC 28 (Anderson Highway) at Clemson Center Driveway #4 (full-movement)
5. US 76/SC 28 (Anderson Highway) at Proposed Driveway #1 (proposed full-movement)
6. US 76/SC 28 (Anderson Highway) at Proposed Driveway #2 (proposed full-movement)

Kimley-Horn and Associates, Inc. was retained to determine the potential traffic impacts of this development (in accordance with the traffic study guidelines set forth by SCDOT and the City of Clemson) and to identify transportation improvements that may be required to accommodate future traffic conditions. This report presents trip generation, distribution, capacity analyses, and recommendations for transportation improvements required to meet anticipated traffic demands.

Based on the capacity analyses contained herein, no roadway improvements are recommended to mitigate impact of the proposed development on the adjacent street network. The overall concept of driveway consolidation from the existing site to the proposed development provides an overall level of operational improvement.

Intersection sight distance should be reviewed at Proposed Driveway #2 due to the existing retaining wall to the south of the proposed location which may impact sight distance based on the exact location of the driveway.

Further discussion between the Client, Kimley-Horn, City of Clemson and SCDOT will need to occur to develop a traffic control plan for pedestrian connectivity and CAT BUS connectivity on US 76/SC 28 (Anderson Highway) at the proposed site location.

The site is currently on a Clemson Area Transit bus route. The developer shall construct a CAT bus stop on the opposite side of US 76 to facilitate the use of that transit service by student residents. Creating a safe pedestrian crossing from the property to the opposite side of US 76 will promote usage of the bus service as well as walking or biking to campus on the existing sidewalks and bike lanes. The developer shall provide a bike sharing program of not less than 20 bicycles.

All interior drives shall be private and permanently maintained by the developer with appropriate utility and access easements as required by the City of Clemson. All parking for the site shall be contained on site.

Signage: All signage within the Project shall comply with the City of Clemson zoning ordinance, Article VII, sign regulations with the exception that a 120 sf. maximum monument sign will be allowed at each entry into the development off Anderson Highway for a maximum of two monuments signs at least 250' apart. No digital signs shall be allowed. (Exhibit K).

Refer to application, Plan and other exhibits with the planned development ordinance application.

Section 103: Development phases and schedule for initiation and completion.

The developer plans to complete the rezoning on the subject property by May 4, 2015. The Final Site Development Plans for the project are anticipated to be submitted in February 2015 and construction plans and permits approved by May 2015. Construction of the project infrastructure will commence immediately upon approval of the plans. The infrastructure and building construction of the development will require a minimum of 15 months to complete. It is anticipated that the development will be ready for student housing operation by the fall semester of 2016.

Following the completion of the buildings, the commercial space shall be upfitted to the specification of the individual commercial tenants as the space is leased. It is the expectation of the developer that the commercial space will be fully leased by December 2016.

The Developer agrees to discuss options with the SCDOT and City of Clemson to provide bike lanes and lower speed limit on US Highway 76.

ARTICLE II DISTRICT REGULATIONS

Section 201: Description

Grandmarc at Clemson planned development consists of 9.521 acres of property. Refer to the attached Site Plan (Exhibit C).

Section 202: Landscape

On the Site Plan (Exhibit C) the required Bufferyard Table as set forth by the City's zoning ordinance is shown. A green space twenty-five (25) foot minimum setback is proposed and illustrated along rear and side adjoining

properties. A full-scale version of the Landscape Bufferyard Plan (Exhibit F) is attached at the end of this document.

The Landscape Plans (Exhibit F) have been developed to adhere to these requirements and will also detail specific landscaping plantings within the community, such as at the homes, in the parking areas, at the amenity areas, along the driveways and at the Grandmarc at Clemson development monument signs at the new driveway locations along US Highway 76.

Landscaping shall be used to provide an outdoor environment that functions as an amenity to tenants as well as a buffer from surrounding properties. The species of trees, shrubs, and ground covers shall be selected to provide visual interest to the landscape during each season. There shall be a healthy mixture of deciduous and evergreen species to further provide visual interest during winter months. All planting areas shall be adequately sized to accommodate selected plants at maturity and shall meet or exceed the City of Clemson Zoning Ordinance. Mature trees in parking areas shall provide shade to minimize “heat island affect”. The Landscape Plan shall be prepared by a Registered Landscape Architect and approved by city staff prior to implementation.

Existing Plant Material Protection: This site contains some mature trees along the northern boundary of the site that may be selected for protection if grading operations allow. Protection of these trees will be noted on the site construction drawings. Temporary tree protection fencing shall be installed around the critical root zone of any trees to be saved. Tree protection measures will adhere to existing city ordinance.

Vehicular use and Perimeter Landscape Area: Landscaping at all open-air parking areas shall be provided at a minimum per Chapter 19, Article IX. – Bufferyards, Screening, and Landscaping Specifications of the City of Clemson Code of Ordinances.

Buffers: Buffers shall be provided as noted on Exhibit F. Buffers shall contain plant material as specified in Chapter 19, Article IX. – Bufferyards, Screening, and Landscaping Specifications of the City of Clemson Code of Ordinances.

Building Frontage Landscaping: The building frontage along U.S. Highway 76 shall include a 16-foot wide sidewalk with upper story/understory trees planted in tree wells as indicated on Exhibit F. Trees in the 16-foot wide sidewalk shall be spaced approximately 35-feet on center. The landscaping in this area shall provide for an open urban “Main Street” feel. The grade transition between the sidewalk along U.S. Highway 76 and the 16-foot wide building frontage sidewalk shall be planted with a turf grass or ground cover as allowed by SCDOT.

Interior Building Landscaping: Exterior walls/foundations of buildings on the interior of the project shall be landscaped to provide aesthetics and security. These areas shall be generally maintained with shrubs that do not grow much higher than 3-feet at maturity and trees limbed up 6-feet to maintain clear lines of site.

Tree/Shrub Material Sizes: At planting, trees and shrubs shall be of minimum size as indicated in Chapter 19, Article IX. – Bufferyards, Screening, and Landscaping Specifications of the City of Clemson Code of Ordinances.

All landscaping and infrastructural planning will be done in a manner that allows for required landscaping while maintaining a 10’ clear area on either side of water and sewer lines.

Landscape Plan: A landscape plan with plant locations, material quantities, and species shall be provided for the zoning and codes administrator to review and approve prior to issuance of a building permit.

Completion: The entire landscape installation must be completed before a Certificate of Occupancy will be provided.

Section 203: Parking, Drives and Access

The parking, driveways and main driveway access off US Highway 76 are shown on the attached Site Plan (Exhibit C). A detailed civil engineering design package shall be submitted at the construction plan review stage. The final parking drives and main driveway access will be finalized after review and approval from the appropriate governing authorities. Fire access drives shall meet Section 503 and Appendix D of the 2012 International Fire Code.

There will be 674 total parking spaces. The parking ratio is 1 parking space per bed plus 1/300 parking spaces for commercial area. There will not be any demarcation or specific parking for each apartment.

Parking Stalls: The parking stall size for the on-site “open air” parking areas shall be a minimum of 9’-0” X 18’-0” with a minimum two-way drive aisle width of 24’-0”. The parking stall size for the on-site podium parking deck shall be a minimum of 8’-8” X 19’-0” with a minimum two-way drive aisle width of 22’-0”.

A Traffic Impact Assessment (TIA) for this development was prepared by Kimley Horn., dated 2/25/2015 attached hereto as Exhibit “H”. According to the TIA, the capacity of US Highway 76 is not anticipated to be exceeded with the net additional traffic generated by the development (including the full build out of 494 beds and 19,197 sf of commercial space). A new signal is unlikely to be warranted by the SCDOT although the developer will pursue getting one as a means to slow traffic and create a safe pedestrian crossing of US 76. In summary, there is sufficient capacity on Anderson Highway (US 76) to handle the proposed traffic load from the proposed development. This project will not have a significant impact on the surrounding neighborhoods. The developer shall construct and maintain a bus stop shelter across US highway 76 for pedestrian pickup.

Section 204: Open Space

Of the 9.521 acres of residential area 0.3 acres or 3.15% is undisturbed and tree preservation areas, 3.33 acres or 38% is impervious area. All opened space shall be owned and maintained by the developer.

Section 205: Impervious Area

As currently exists, the site has over 65% impervious area. The proposed plan includes approximately 6.19 acres of impervious area including the main driveway entrance through the commercial area. The impervious area includes the buildings, parking, driveways, clubhouse and pool. The maximum impervious area for the residential area shall be 62%.

General: The project shall be graded to promote positive drainage away from all buildings and direct runoff into an underground conveyance system. Slopes along the external property boundary will be graded at a minimum 2:1 slope and ideally to a 3:1 slope. Slopes in parking areas shall not exceed 5% and not be less than 1%. Slopes in drives not adjacent to parking and not within 50-feet of the road shall not exceed 10%. Handicap access areas shall be graded such that slopes do not exceed by applicable codes.

Stormwater Management: The existing use of this property includes pavement and rooftops that are considered the “Existing Condition”. The proposed use of this property will also include pavement and rooftops that will be considered the “Proposed Condition”. The proposed condition will include equal or less amounts of impervious surfaces than the existing condition. Therefore no stormwater peak flow attenuation will be required.

Existing Condition Impervious Surface = 269,560 s.f. or 65%

Proposed Condition Impervious Surface < 257,123 s.f. or 62%

Erosion Control: Due to the site being approximately 8-acres an NPDES Erosion Control Permit will be required from SCDHEC. During construction, erosion control BMPs (i.e. Silt Fence, Sediment Basins, Temporary Grassing, etc.) will be utilized as approved in the NPDES Permit.

Section 206: Amenities

The amenities package includes the pool area, volleyball courts, bocce ball court, grill area and passive green space. Refer to the Site Plan (Exhibit C). The amenity area will be located in the center of the property between the parking structure and residential buildings. This area will be heavily landscaped. The clubhouse will be contained within one of the buildings. The final design of these structures will be approved by City Staff during the construction plan review. The construction of these structures shall be consistent with the style of the project and use materials similar to the ones used in the residential buildings and other accessory structures.

Section 207: Maintenance

The property shall utilize single central trash compactor with a masonry screened and gated enclosure that mimics the architectural style of the development. All of the residential community areas shall be maintained by the developer.

All drives, roadways and parking shall be privately owned and maintained. It is not anticipated that there are any improvements to adjacent public property or facilities that would require the dedication of property to any public authority

Section 208: Planned Development District Regulations

(1) The following regulations shall apply to the Planned Development District.

- | | |
|----------------------------|---|
| A) Maximum Occupancy | One occupant per bedroom |
| B) Maximum Unit Density | 150 units |
| C) Maximum Bedroom Density | 500 bedrooms |
| D) Parking provided | 674 parking spaces |
| E) Setbacks | 8' min. setback |
| F) Buffers | Multiple buffer regulations.
Refer to Bufferyard Table on Site Plan (Exhibit C). |
| G) Maximum Development | Site Plan (Exhibit C) |

(2) The following regulations shall apply to the Commercial component of the Planned Development.

A) Permitted Uses:

- a. Retail involving the sale of merchandise on the premises.
- b. Eateries or restaurants. No portion of the development shall be used for a tavern, night club, bar or any other establishment serving alcoholic beverages for on-premises consumption; provided, however, that the foregoing shall not prohibit or limit the sale of alcoholic beverages within a permitted restaurant where such sales comprise less than fifty (50) percent of the restaurant's total sales.
- c. Professional offices, such as accounting, legal services, financial institutions without drive-through elements (excluding "cash for title" and/or "payday advance" operations), insurance, real estate, engineering,, architecture, research and similar offices.

- d. Financial institutions without drive through elements (excluding “cash for title” and/or “payday advance” operations.
 - e. Personal services, such as dry cleaning, beauty salon, barber shop, tailor, shoe repair, photo studio, art gallery, day spa, wellness center, and similar series.
 - f. Medical and Dental offices.
 - g. Government buildings, offices only.
- B) Uses Specifically Prohibited:
- a. Gas station
 - b. Auto leasing and sales
 - c. Auto service station or shop
 - d. “Adult” or sexually oriented business
- C) The hours of operation shall be limited to 7:00 a.m. to 11:00 p.m., with exception of a restaurant which may operate between the hours of 6:00 a.m. and 1:00am
- D) Pedestrian sidewalk connections to the existing sidewalk along US Highway 76 shall be provided.
- E) No off premise signs are allowed. The user of the outparcel shall submit signage for review and approval by City Staff according to standards set forth in Article XII Sign Regulations of the city zoning ordinance.
- F) Trash receptacles and other service areas shall be enclosed. Enclosures shall be a maximum of eight (8) feet in height and shall be secured by a locking gate of a matching material. Appropriate landscaping shall be provided to screen and soften the remaining sides of the enclosure.
- G) No storage, display or sales of such items shall be permitted in any vehicular use area. Sidewalk sales shall be permitted along private sidewalks and are prohibited in SCDOT R/W.
- H) The development will be owned by an entity which includes the developer and its investors. The property will be constructed by a SC licensed general contractor with oversight from the developer, its architect and engineers as well as other third party inspectors. Upon completion, the property will be managed by a nationally-recognized property management company which specializes in student apartment properties. It is expected that there will be at least 4 full-time employees dedicated to the property and numerous other part-time employees. This day-to-day operation, maintenance, management and marketing will include site and stormwater management systems and be overseen by the owner. Trash collection will be provided by a private trash collection company at the property owner’s expense.

Section 209: Accessory Structures

- A) Trash receptacles shall be noted on the Site Plan (Exhibit C) and enclosed by a masonry wall and screened by landscaping.
- B) Other accessory structures that are customary with this style of development shall be reviewed by the Zoning and Codes Administrator prior to any building permit application. Any accessory structure shall not exceed six hundred (600 square feet) and shall not be located in any bufferyard.

Section 210: Construction Activity

Construction activity in all sections of the Planned Development shall be conducted within the hours of 6:00 a.m. to 9:00 p.m.