PLANNED UNIT DEVELOPMENT GUIDELINES

The Village at Fenwick Plantation

Charleston, South Carolina

ID# 150928-RiverRd-1

October 15, 2015

Applicant:

Mitch Laplante

Owners:

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Fenwick Allee, LLC

2754 Maybank, LLC

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PLANNED UNIT DEVELOPMENT

MASTER PLAN REQUIREMENTS

CITY OF CHARLESTON

RELATIONSHIP TO THE CITY OF CHARLESTON ZONING ORDINANCE

The Development Guidelines and Land Use Plan for the Village at Fenwick Plantation Planned Unit Development (PUD), attached hereto and made a part hereof, are part of the PUD conditional use Master Plan application submitted in accordance with the Zoning Ordinance of the City of Charleston, Article 2, Part 7 Sections 54-250, et seq. The Zoning Ordinance of the City of Charleston is incorporated herein by reference, except as amended herein.

No person shall erect or alter any building, structure, or sign on any tract of land or use any tract of land within the Village at Fenwick Plantation PUD except in conformance with these guidelines and regulations. Unless modified herein, definitions of terms used in the Village at Fenwick Plantation PUD Development Guidelines shall follow definitions listed in the Zoning Ordinance of the City of Charleston, as amended from time to time. Administration and enforcement of the adopted Village at Fenwick Plantation PUD Master Plan shall follow Article 9 of the Zoning Ordinance of the City of Charleston.

The Village at Fenwick Plantation PUD Master Plan was approved by the City of Charleston on _____, Ordinance Number _____.

I. Statement of Purpose, Intent, Objectives

This planned development is intended to meet the criteria listed in Section 54-254 in the City of Charleston zoning code. The PUD allows flexibility in neighborhood design to create an urban node for Johns Island while providing open space, protecting the site's grand trees, and being sensitive to the context of Johns Island. This document is consistent with the City's adopted comprehensive plan, the Century V Plan, the Johns Island Community Plan, and the Johns Island Community Greenway Plan.

By creating additional open space including a linear park, that runs parallel to Maybank Highway, a leisure trail system, a dog park, and a Farmer's Market site, this development better achieves the goals of adopted plans or other zoning district regulations. A linear park alongside the conservation buffer area on Maybank Hwy. will incorporate a leisure trail, seating, ornamental plantings, and a historical design feature that will illustrate the history of Johns Island. A small dog park will be provided as an open space element, allowing people an area to relax outdoors with their pets. A leisure trail system will wind through the entire development, creating an emphasis on pedestrian connectivity, and downplaying the role of the automobile. This trail system will link into a proposed Farmers Market open air building that will be for public use, and allow local farmers to sell their produce to the Johns Island community.

This development is also consistent with the City's adopted master road plan. By committing to design the development around existing grand trees, allowing pervious road types, generating ample open space, and respecting the adjacent Fenwick Hall through buffering and architectural regulations, this PUD will protect and preserves natural and cultural resources better than standard zoning district regulations. The planned development aims to celebrate the natural characteristic of the Johns Island gateway while transitioning to the future "Four Corners" intersection at Maybank Highway and River Road.

Further, this planned development has been coded for compatibility with density and building height restrictions according to the City's vision for the location, as set forth by the Comprehensive Plan and Century V Plan. The planned development will be congruent with the density and maximum building height of the adjacent multistory apartments. To encourage a variety of roof lines through the PUD development, building heights shall be defined as number of stories. It is also compatible with the existing network of public streets and the proposed Pitchfork Road that is planned to go through the property. Additionally, this development is accommodated by existing and planned public facilities including roads, sewer, water, schools, parks, open space and recreational amenities. Coordination letters are included within this document. Finally, the POA will adequately provide for the continued maintenance of common areas, open space, and other public facilities not dedicated to the city.

Upon City approval, these Planned Development Guidelines shall apply to the entire 58.88 acres of this tract. Any zoning details not outlined in these guidelines will adhere to the current City of Charleston zoning guidelines and will default to the GB or DR9 land use regulations, based on the parcels zoning prior to this PUD. A Conceptual Land Use Plan and Conceptual Open Space Plan have been included within the appendices of this report.

This PUD is a zoning document only and does not include a Concept Plan component. Drainage, Utility and Fire Protection Plans meeting the City's requirements shall be provided with the future required Concept Plan submittal.

The Village at Fenwick Plantation PUD property includes a vehicular spur of the Pitchfork Traffic Plan set forth by the City of Charleston, with the goal of dispersing traffic, while creating walkable streets with on-street parking, to ultimately create a gathering place for Johns Island.

The vision of the Pitchfork Traffic Plan is to create a Johns Island inspired village center that is respectful of the grand live oaks it's natural surroundings, and the character of Johns Island. The goal of this PUD is to provide flexible zoning regulations in order to create a dense, walkable mixed-use gathering place along Maybank Hwy and the Pitchfork spur that is sensitive to its surrounding landscape and history.

II. City Land Use & Zoning Designations

A. Century V Plan Recommendations:

According to the City of Charleston's Century V Plan, this site's recommended future Land Use designations are Urban, Neighborhood Center, Conservation, and Suburban.

Future Land Use	***Acreage***	***Allowable Density****	***Allowable Units***
Urban	9.52 AC upland	12 DU/AC	114
Neighborhood Center	35.51 AC upland	20 DU/AC	710
Conserved/Natural Area*	3.31 AC upland 6.23 AC wetland	0 DU/AC	0
Suburban	4.31 AC upland	8 DU/AC	34
TOTAL	52.65 AC upland 6.23 AC wetland	16.29 DU/AC	***858***

* Density calculated using upland acreage.

B. Current Base Zoning and Site Tabulation:

The Village at Fenwick Plantation PUD property, totaling 58.88 acres, is comprised of TMS numbered 346-00-00-004, TMS 346-00-00-076, TMS 346-00-00-260, 346-00-00-008, a portion of 346-00-00-258, a portion of 346-00-00-259, and TMS 346-00-00-301 as found on the tax maps included in the appendices of this report. The properties are zoned GB, GO, C, and DR-9 in the City of Charleston. The Village at Fenwick Plantation PUD property is surrounded by a mix of properties with zoning designations of RR-1, DR-1, GB, PUD and GO.

Existing TMS Acreage Chart:

TMS #	***Existing ACREAGE***	***Existing Zoning(s)***
346-00-00-004	12.64 AC	DR-9
346-00-00-076	22.93 AC	GB, GO, C
346-00-00-260	12.25 AC	DR-9
346-00-00-258*	4.82 AC	GO
346-00-00-259*	4.38 AC	GO, C
346-00-00-008	0.55 AC	GB
346-00-00-301	1.31 AC	C
TOTAL	58.88 AC	

* Portion of total parcel acreage

DR-9 – Diverse Residential; GB – General Business; GO – General Office; C – Conservation

Existing Zoning Chart:

Ex. Zoning	***Acreage***
DR-9	24.89 AC
GB	14.61 AC
GO	16.19 AC
C	3.19 AC
TOTAL	***58.88 AC***

III. PUD Land Uses and Development Regulations

A. Land Uses

The proposed development will contain residential, commercial, civic and open space land uses in a horizontal or vertical mixed use format. The PUD will categorize the intensity of development into two designations; Village at Fenwick Plantation Mixed Use Residential (VFMR) and Village at Fenwick Plantation Mixed Use Commercial (VFMC). In order to preserve the Maybank natural corridor, the PUD will also consider Conservation (C) as part of the development regulation.

1. Site Tabulation:

LAND USE	***TOTAL***	***Projected WETLAND***	***Projected HIGH***	***Existing Pond***	***Maximum D.U.****	***Maximum NET DENSITY***
VFMR**	27.30 Ac.	1.11 Ac.	26.19 Ac.		216	9 D.U./Upland Ac.
VFMC**	27.51 Ac.	5.12 Ac.	22.39 Ac.	0.55 Ac.	532	26.4 D.U./Upland Ac.
C**	4.07 Ac.	0.00 Ac.	4.07 Ac.		N/A	N/A
TOTAL	58.88 Ac.	6.23 Ac.	52.65 Ac.	0.55 Ac.	***748***	***14.20 D.U./Upland Ac.***

*Accessory dwelling units shall not count toward allowable density limit (see III, A, 2 for definition)

**See VII for Open Space Requirements

2. ***Village at Fenwick Plantation Mixed Use Residential (VFMR) designated*** area(s) will allow primarily residential and limited commercial and mixed use. The following uses shall be permitted:

    1. Single-family detached dwelling (SFD)
    2. Two-family dwellings
    3. Single-family attached dwellings
    4. Nursing homes
    5. Accessory Dwelling Units (ADU). Accessory Dwelling Unit shall be defined as for a secondary house or apartment with its own kitchen, living area and separate entrance that shares the building lot of a larger, primary house. The ADU may be attached to an existing

house or garage, or it may be built as a stand-alone unit, but it usually uses the water and energy connections of the primary house and may be rented separately.

6. Detached accessory buildings for Office Space for Home Occupations
7. Live Work Units
8. Neighborhood commercial as defined in the City of Charleston CT zoning designation, except that commercial hours of operation shall be limited to 7 a.m. to 8 p.m.
9. Gazebos, shelters, play equipment, and other site furnishings shall be allowed in open spaces falling outside of wetlands and buffer areas.
10. Model homes, sales centers, and associated uses shall be allowed in all areas.
11. An open air farmers market building
12. Parks, trails, open space, etc.

3. ***Village at Fenwick Plantation Mixed Use Commercial (VFMC)*** designated area(s) will allow moderate intensity mixed use, residential, and commercial. The following uses shall be permitted:
   1. Uses permitted in the GB district, except that commercial hours of operation shall be limited to 7 a.m. to 12 a.m.
   2. Hotel, Motel, or Bed and Breakfast
   3. Multi-family / Apartment
   4. Uses permitted in the VFMR

Note: VFMC areas will be under purview of the Design Review Board.

B. Development Regulations

All lots must conform to dimensional, density, and zoning requirements as found in the following chart:

	VFMR	VFMC
Min. Front Yd. Setback (ft.)*	5	0
Min. Side Yard Setback (ft.) from Property**	5	5
Min. Rear Yard Setback (ft.) from Property***	10	0
Min. Street Side Yard Setback (ft.) from Property Line	10	10
Build to Zone at Right of Ways *	5' – 15'	0'-10'
Accessory Building front setback toward rear from primary façade	10'	10'
Accessory Building side and rear setback	3'	3'
Maximum Ht.	3 stories	4 stories
Building Coverage (Max. %)		

Commercial & MF Single Family Attached Single Family Detached	100% 80% 90%	100% 85% 95%
Minimum Lot Area (square feet) Commercial Single Family Attached Single Family Detached	 None 2500 1280	 None None None
Minimum Building Frontage along Right of Ways	None	65%.

* Setbacks and build-tos shall be measured from ROW line or innermost easement line. Flexibility for trees may be granted.
**Unless common wall construction
***Modified setbacks apply to properties adjacent to Fenwick Plantation. See buffers section.

1. Development standards for ***Village at Fenwick Plantation Mixed-Use Residential (VFMR)***

a) Architectural design must address and respond to the architectural elements present in Fenwick Plantation and must address the Fenwick Plantation side entry drive. This shall be enforced by the ARB
b) A maximum of 50 accessory dwelling units (ADUs) shall be allowed, with the number per lot not to exceed 1 ADU. ADUs shall not count toward the allowable density calculation. ADUs shall be limited to 800 s.f of habitable area, excluding garage space. See section III, A, 2 for ADU definition. ADU approval and monitoring shall be the responsibility of the future Village at Fenwick Plantation DRB.
c) Compact lots will be encouraged.

d) The minimum lot frontage for lots with vehicular access to an alley may be 15'. This will allow flexibility for unique lot configurations to work around existing trees and common spaces.
e) The maximum block size will be 800' x 800'. Blocks size shall be defined as the distance between Right of Ways, primary vehicular drives with angled or parallel parking, and / or Pedestrian Access Easements with leisure trails. Perimeter lots (lots with property lines on the PUD boundary) will be excluded from this requirement.
f) Only 25% of the total lots on each street may have front loaded attached garages.

2. Development standards for ***Village at Fenwick Plantation Mixed-Use Commercial (VFMC)***

a) Drive-thrus shall be permitted but should be oriented away from the nearest existing ROW.
b) There shall be no lot size requirements.
c) Corner lots shall meet City of Charleston vision clearance triangle requirements.
d) Steps, open stairways, open porches, eaves, roof awnings and decks may extend up to 5' into street front setback, but in no instance can they extend into the right of way.

e) Individual commercial building footprints shall be limited to 30,000 square ft. max. footprint area.
f) Block Size shall be a maximum of 600' x 600'. Blocks size shall be defined as the distance between Right of Ways, primary vehicular drives with angled or parallel parking, and / or Pedestrian Access Easements with leisure trails.
g) Building Frontage shall be defined as the width of a building along a street, including parallel walls or fences, but excluding roof overhang and canopies, and any ornamental features that cause a protrusion from the walls of the building. Building frontage shall be measured as the combined width of the building faces that front the street and lie within setback limits or build to zones. When the width of the building varies vertically, building frontage shall be measured at ground level.
h) Build-to Zone shall be defined as an area of a lot designated for placement of a building façade along a street, located parallel to a front property line. The Build-to Zone defines an area in which the locations of building fronts can vary within a specified range. Grand Tree Drip Zones and formal Open Spaces may be excluded from frontage calculations.

3. Off-Street Parking

a) The proposed development shall refer to the Peninsula parking requirements outlined in the City of Charleston zoning ordinance and will be held to the "on peninsula" parking quantities.
b) Platted private drives may be unpaved and include a minimum 20' long paved apron at street connections and paved areas to meet ADA compliance. Unpaved drives must be reviewed and approved by City of Charleston Staff.
c) For any single-family and private properties, all driveways may be unpaved.
d) Two way parking drive isles may be 22' and parking space dimensions may be 9'x18'. If no vehicle overhang is provided, parking spaces shall be the standard 9'x18.5'.
e) Multi-level Parking Garages shall not be allowed.
f) Parking areas and private drive isles may be paved, gravel, sand shell or of another pervious material.
g) There shall be no parking between building fronts and Right of Ways in the VFMC areas.

See Appendix H for the City of Charleston Lower Peninsula Parking Standards.

4. ***Buffers***

a) Interior buffers between internal uses shall not be required.
b) Wetland buffers may be required by the Army Corps of Engineers or SCDHEC Coastal Zone Consistency and shall be provided per their requirements.
c) Wetland buffers will be outside of platted lots and will be owned and maintained by the POA (Property Owner's Association).
d) Wetland buffers shall be per U.S. Army Corps of Engineers or SCDHEC Coastal Zone Consistency requirements. These buffer requirements supersede any City of Charleston requirements. Paved or non-paved walking trails, 5' wide or less will be allowed within the wetland buffers subject to U.S. Army Corps of Engineers' or SCDHEC Coastal Zone Consistency approval. If paths are not permitted by U.S. Army Corps of Engineers, Open Space may be required elsewhere such that the minimum requirement is met.
e) A required, Type F, 50' buffer will be provided along Maybank Road and will be maintained by the POA. This buffer will maintain required plant materials or may remain undisturbed. The proposed Linear Park will be located adjacent and run parallel to the Maybank Highway buffer.
f) Buffers and modified setbacks will be required along the Fenwick Plantation Allee and Rear property line. See Appendixes for buffer exhibits. Buffers will be within POA

easements and will be maintained by the POA. Within the buffers, supplemental plantings may be allowed, otherwise buffers are to be left undisturbed. A masonry wall will be allowed in the buffer along with opportunities for plant screening.

g) Supplementary to the Fenwick Plantation buffers, houses will be required to be subtle neutral tones, to minimize visual impact to the plantation. Color swatches shall be submitted for review and approval to the future Village at Fenwick Plantation ARB.

h) Buffers are shown on the Open Space Plan and in the appendices of this document. With the exception of wetland buffers, no other buffers other than those indicated on the open space plan and described here within shall be required.

IV. Surveys

Plats and a Preliminary Wetland Survey have been included in the appendixes of this document. Tree surveys and wetland surveys will be required prior to any future Concept Plan or Preliminary Plat submittal.

V. Traffic Study

A traffic study has been previously completed for Pitchfork Rd improvements and can be found on file with the City of Charleston. An executive Summary has been included in the appendix K of this document.

VI. Streets, Sidewalks, and Trails

A. Streets within the Village at Fenwick Plantation PUD shall allow Neighborhood District street classifications and right of way design standards (Sections 54-820, - 821[a,d,h,l,m,n,u,p,q,r,s,t,u], -822,-823 of the City of Charleston Zoning Ordinance) as well as the new street sections found in Appendix G. Also, the developer may present modified versions of these street sections to be reviewed and approved through the TRC and Concept Plan process.

B. Unpaved private streets, such as gravel, sand shell, or plantation mix shall be allowed if approved by City of Charleston Staff. Should an unpaved private road be desired, a street section shall be submitted to the City of Charleston Staff for review and approval. A parallel sidewalk or trail along unpaved streets may be allowed to satisfy ADA accessibility.

C. Streets, public or private, may be studied with digitally simulated emergency and service vehicle modeling to ensure proper service and access. Exhibits shall be provided to city of Charleston as requested by City Staff.

D. Sidewalks, parks, playgrounds, trails, pier/docks, pedestrian bridges, bicycle paths and any non-paved streets or roads that don't have sidewalks shall be ADA Compliant or maintain a proper ADA route throughout the development.

E. Should public streets be used they will be paved and designed per City of Charleston standards and maintained by the City of Charleston if accepted. However, curb may be omitted to allow for bio-swales and other low impact development practices, pending review and acceptance by the City of Charleston staff.

F. No new driveway or street connection to Maybank Highway shall be permitted from the planned development except for the planned 'Pitchfork Road', subject to the approval of the City of Charleston. No new street or driveway connections from the planned development to River Road shall be permitted except for the planned 'Pitchfork Road' connection. The existing vehicular connection from TMS 346-00-00-008 to Maybank Rd. may remain. Approval of this PUD shall remove and replace the language found in restrictive covenant #4 pertaining to parcel 346-00-00-076 found in (Bk Y166, Pg 522; Bk V142, Pg 434) with the language found in this paragraph. See Appendix E for Restrictive Covenants. Vehicular connections to the Village at Fenwick Plantation shall be provided along the new Pitchfork Road.

G. Due to significant tree resources, and an anticipated light imprint approach, cul-de-sac and hammerhead turn-arounds shall be allowed.

H. Gated streets shall not be permitted.
I. Pervious pavers, if approved by the City of Charleston Public Services Department, may be utilized in Public or Private ROWs where streets or sidewalks encroach into grand tree drip zones. Non-standard materials will require DRC approval.
J. Temporary Right of Way cul-de-sac and / or temporary private cul-de-sacs shall be a minimum of 96' diameter measured at the ROW or easement line.
K. The neighborhood will provide a continuous connected leisure trail system linking units and common space areas. Leisure trails shall be a minimum of 5' in width (see open space section), composed of concrete asphalt, pavers, or pervious material, and must meet ADA requirements. The leisure trail will connect all useable park spaces. The Open Space plan layout of the leisure trail is highly conceptual and will be subject to modification due to final site layouts. Leisure trails will be allowed to replace required sidewalks, such that pedestrian connectivity and ADA accessibility is maintained throughout the design. All walks outside of the ROW will be maintained by the POA. The requirement for trail and / or sidewalk shall not be dependent on Street Type.
L. The minimum sight triangle for stop conditions at street intersections shall follow SCDOT ARMS manual standards.
M. Lights shall not be required on private streets to minimize environmental impacts.
N. Staff may approve reducing or eliminating Sidewalks within ROWs due to grand or significant tree conflicts, such that a proper ADA route is maintained.

VII. Drainage

A. All drainage design should be in accordance to the City of Charleston Stormwater Design Standard Manual except that swales may be utilized on private drives and may vary from the Stormwater Manual regulations in order to accommodate light imprint practices. Swales will be maintained by the POA. Any proposed deviations from the Stormwater Design Manual will be coordinated through and and require approval by City Staff.
B. Streets within private ROWs and parking and drainage systems within private commercial areas shall be maintained by the POA. The city of Charleston shall maintain storm drainage systems that convey runoff from Public Land or Public Rights of Way.
C. The site drainage system must meet all applicable State, and Federal storm water regulations. The proposed public roadway construction must comply with the requirements of the City's Zoning Ordinance Section 54-821, Table 8.1 or Table 8-2.1 (Neighborhood District), or be per the roadway standards or sections included within or referenced by this document.

VIII. Signs

A. One master sign may occur on Maybank Hwy. immediately west of Fenwick Hall Allee and be subject to permitting. One master sign may occur at the connection to River Road and be subject to permitting. Master sign heights shall be limited to no more than 10' in height above proposed grades and no more than 40 square feet of sign face per side. No backlit signs are allowed along Maybank Hwy. and River Road. The master entrance subdivision signs will be designed according to Article 4 of the City of Charleston zoning ordinance and may occur within buffers.
B. A single secondary entrance sign per tract may be constructed at connection points to the Pitchfork Road or adjacent properties. Secondary entrance signs will be a maximum of 5' high with a maximum of 20s.f. of sign face per side.
C. All signs and associated landscaping will be maintained by the POA. All master signage will be submitted for site plan and encroachment permit review. All other signs will be in accordance with the City of Charleston standards.
D. There will be directional and traffic signage located throughout the development.

IX. Amenity Areas and Open Space

A. Required Open Space Chart:

	OVERALL OPEN SPACE* (20% of Site)	***USEABLE OPEN SPACE* (25% of Overall Open Space)***
Minimum	11.78 Min.	2.95 Ac.
Projected	17.13 Ac	5.01 Ac.

B. Open Space Definitions and Requirements:

1. Open space is calculated as 20% of the gross acreage. The proposed Open Space Plan meets or exceeds the required open space.

2. Usable open space is calculated as 25% of the required open space. The proposed Open Space Plan meets or exceeds the required usable open space.

3. Useable open space improvements must be shown on Construction Documents and installed prior to final plat, with the exception of the Farmer's Market. Designs for the Farmers Market shall be included with preliminary plat submittal for the first phase of VFMC, and the Farmers Market shall be constructed prior to the C/O for the first building in VFMC.

4. The size and location of open space and useable open space shown within the Open Space Plan included in this document are subject to adjustment; however, these spaces will remain in excess of the required minimums.

5. Open space definitions are as follows:

   Open Space. Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated or reserved for public or private use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space. Open space shall not include streets, drives, off-street parking and loading areas, area so located or of such size or shape to have no substantial aesthetic or recreational value and any area within residential lots.

   Useable Open Space. Open space areas of high ground developed to provide for active recreational uses. Examples of possible types of usable open spaces could include paths, play fields, benches, walking trails, picnic areas and ponds with seating areas.

6. A connected system of open space leisure trails, a farmers market, dog park, playfields or community gardens, and a linear park along Maybank Highway will be provided as useable open space. All trails, walkways and paths shall be ADA Compliant.
   a) ***Farmers Market:*** The farmers market will count towards useable open space requirements and will include an open air pavilion to be utilized as a programmed space for sales of local produce from local farmers to the public. Parking for the farmers market shall occur with the on-street parking spaces on Pitchfork Road, and

may occur within the private parking lots within the VFMC area. The farmer's market space shall act as a passive playfield within VFMR until construction begins. The Farmer's Market will be owned and maintained by the POA but will be open to the public for events.

b) ***Linear Park:*** The linear park will be located parallel to the Maybank Hwy. buffer, will count towards the useable open space requirement, and will include a 7' min leisure trail, benches or other seating opportunities, art, or an educational element that illustrates the history of Johns Island and Fenwick Plantation. The linear park may also include a wall, wooden decorative fence, or water feature. The Linear park will be owned and maintained by the POA but, will be open to the public.

c) ***Leisure Trails:*** Leisure trails will be allowed to wind through buffers, between lots, or along ROWs to connect the site through a pedestrian network. The leisure trails will be a minimum of 5' wide, located within open space easements that are maintained by the POA, and easement areas may count toward the useable open space requirements. Leisure trail areas may include benches, swings, or seating areas. This network is conceptually shown on the open space plan in the appendices of this document, though actual routing is subject to final neighborhood design.

d) ***Dog Park:*** A minimum 3,000 square foot fenced dog park will be included in the open space. The dog park will be accessible to all residents and will be owned and maintained by the POA. The Dog Park will be linked to the leisure trail system.

e) ***Community Garden or Play Fields:*** A 1.37 acre community garden, playfield, or combination thereof will be improved below the SCE&G power line easement adjacent to the linear park. The open space area will include leisure trails that link to the overall trail system. The design of this area will be subject to SCEG approvals.

See Appendix D for Conceptual Open Space Plan.

X. Tree Summary

A. Existing Trees

1. The site is currently heavily wooded with a high concentration of grand live oaks. The vision of this project is to create a highly sensitive site plan effort that creates a meaningful gathering place and urban node that is respectful to the grand trees and natural surroundings.
2. A licensed independent arborist will be consulted to inspect the conditions and grade rating of existing grand trees. Every effort will be made to preserve A and B rated grand trees while other quality significant trees will be carefully evaluated and considered, while balancing the goal of creating a node for Johns Island.
3. Existing grand trees and their drip zones near the allee of oaks leading to Fenwick Hall and the Fenwick Hall property shall have proper and specific attention through construction and future planning as to avoid disrupting the natural aesthetic of the site.
4. Tree surveys will be provided prior to concept plan submittal.
5. All grand and protected trees shall be govern by Part 6 of the City of Charleston's Tree Protection Ordinance. Should the removal of a grand tree be deemed necessary, the Board of Zoning Appeals process shall be utilized.

B. Street Trees

1. Canopy Street trees will be required in the Public or Private right of way. Street trees will not count towards tree mitigation for tree variances. A Street Tree Plan will be required to be submitted for review and approval by the City Parks Department.

2. Existing significant or grand trees with that fall within 12' of a proposed right of way shall count towards the street tree requirement, subject to Parks Department approval.
3. Due to the high amount of anticipated significant and grand trees, city staff shall have the right to grant flexibility on size, species, spacing and location of required street trees in order to minimize the impact to existing trees.
4. Native tree species are encouraged to preserve the existing natural characteristic throughout the site.

XI. Additional Development Criteria

Sales and/or construction trailers and associated parking areas are allowed on POA areas or designated lots prior to the recording of plats. Site plan review and issuance of clearing and grading permits are required prior to the issuance of the required building permit.

In all cases where sidewalks, tree plantings, or mitigation plantings are required prior to the approval of a final plat for the property, sidewalks and tree mitigation shall be installed, inspected and deemed acceptable by the City. Sidewalks and tree plantings shall be contingent upon approval of encroachment permit and construction plans by the City. These items will be submitted for review to Public Services, Engineering and Parks and Recreation Departments.

Water will be served by Saint Johns Water Company

Sewer will be served by Charleston Water Systems for this project.

Gas will be served by SCE&G.

XII. Subdivision

This P.U.D is currently a composed of 7 parcels with singular ownership. Commercial and single family lots will be subdivided through subsequent plat submittals. The commercial parcel may be subdivided into multiple lots, provided that the subdivision meets the development criteria set forth in the standards of this PUD. The Village at Fenwick Plantation PUD will be a multi-phased development. A phasing plan will be submitted with the Concept Plan submittal and included / adjusted as necessary with subsequent Preliminary Plat submittals. Subdivision may occur off of platted private drives or pedestrian access easements, such that acceptable emergency access is provided.

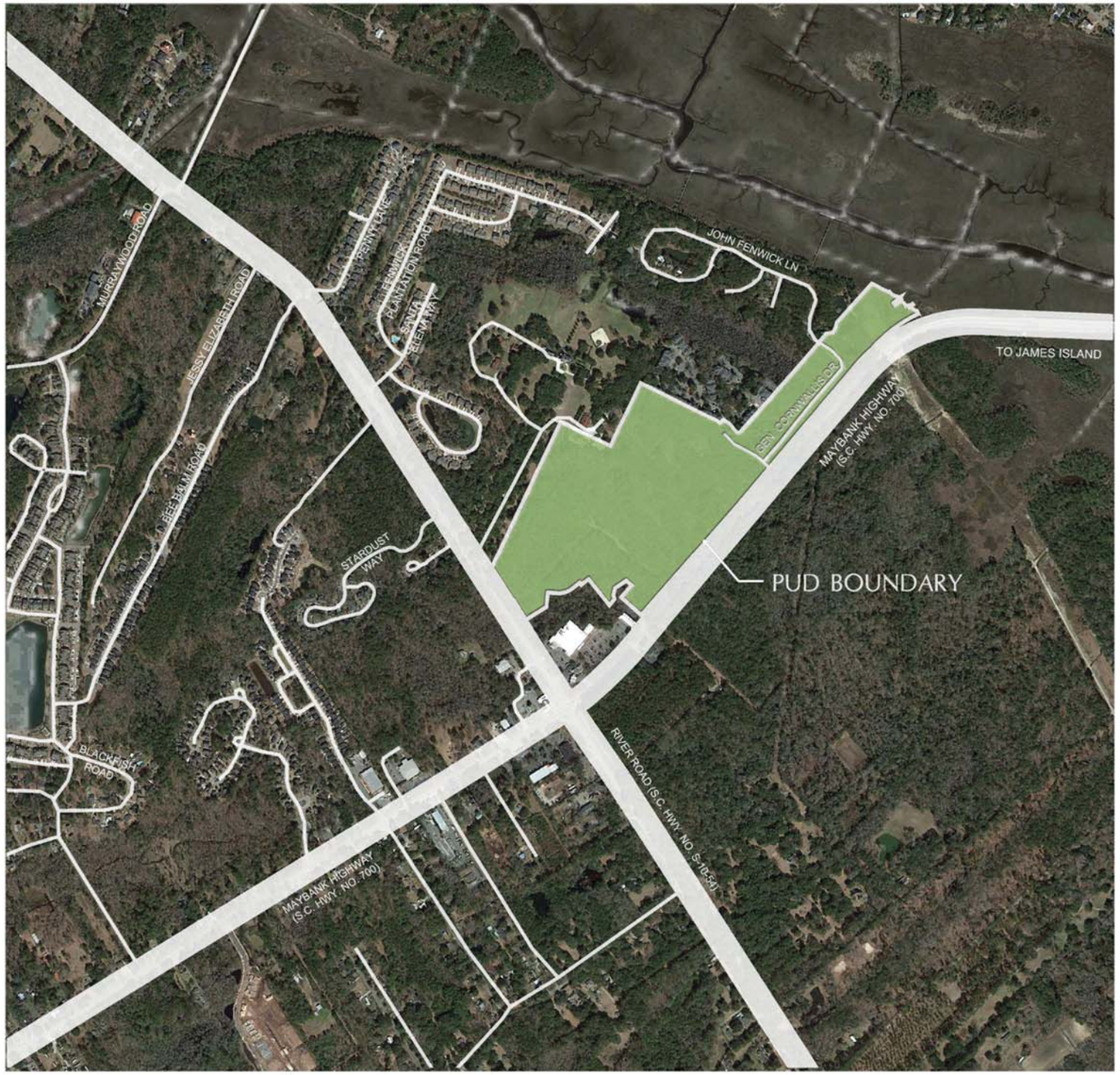
XIII. Cultural Resources

A cultural resources study for the property was completed in 2001. A copy of the full cultural resources report is on-file with the City of Charleston. A summary of the report can be found within the appendices of this document.

XIV. Appendices

APPENDIX A

THIS DRAWING SHALL NOT BE REPRODUCED IN ANY MANNER OR USED FOR ANY PURPOSE WITHOUT WRITTEN PERMISSION.



NOT TO SCALE

VILLAGE AT FENWICK PLANTATION PUD

LOCATION: JOHNS ISLAND, CHARLESTON COUNTY
SOUTH CAROLINA

SeamonWhiteside + ASSOCIATES
Land Planning | Landscape Architecture | Civil Engineering | Urban Design
501 Wando Park Blvd., Suite 200
Mount Pleasant, SC 29464-7849
843.884.1667 (f) 843.884.6944
607 Pendleton Street, Suite 100
Greenville, SC 29601-3319
864.298.0534 (f) 864.298.8018

SOUTH CAROLINA
SEAMON, WHITESIDE & ASSOCIATES, INC.
No. C00472
CERTIFICATE OF AUTHORIZATION

THE VILLAGE AT FENWICK PLANTATION
PLANNED UNIT DEVELOPMENT
CITY OF CHARLESTON, SOUTH CAROLINA

Registered Landscape Architect
State of South Carolina
No. 295
KENNETH R. SEAMON

DRAWN BY: MZC
CHECKED BY: DRS

PROJECT: 6518
DATE: 9/19/13

NO.	DATE	REVISION NOTES	BY
1	10.10.13	STAFF SUBMITTAL	DRS
2	9.21.15	PUD SUBMITTAL – VERSION 2	MZC
3	10.15.15	PUD SUBMITTAL – REVISIONS PER TRC COMMENTS	MZC

LOCATION MAP

SHEET

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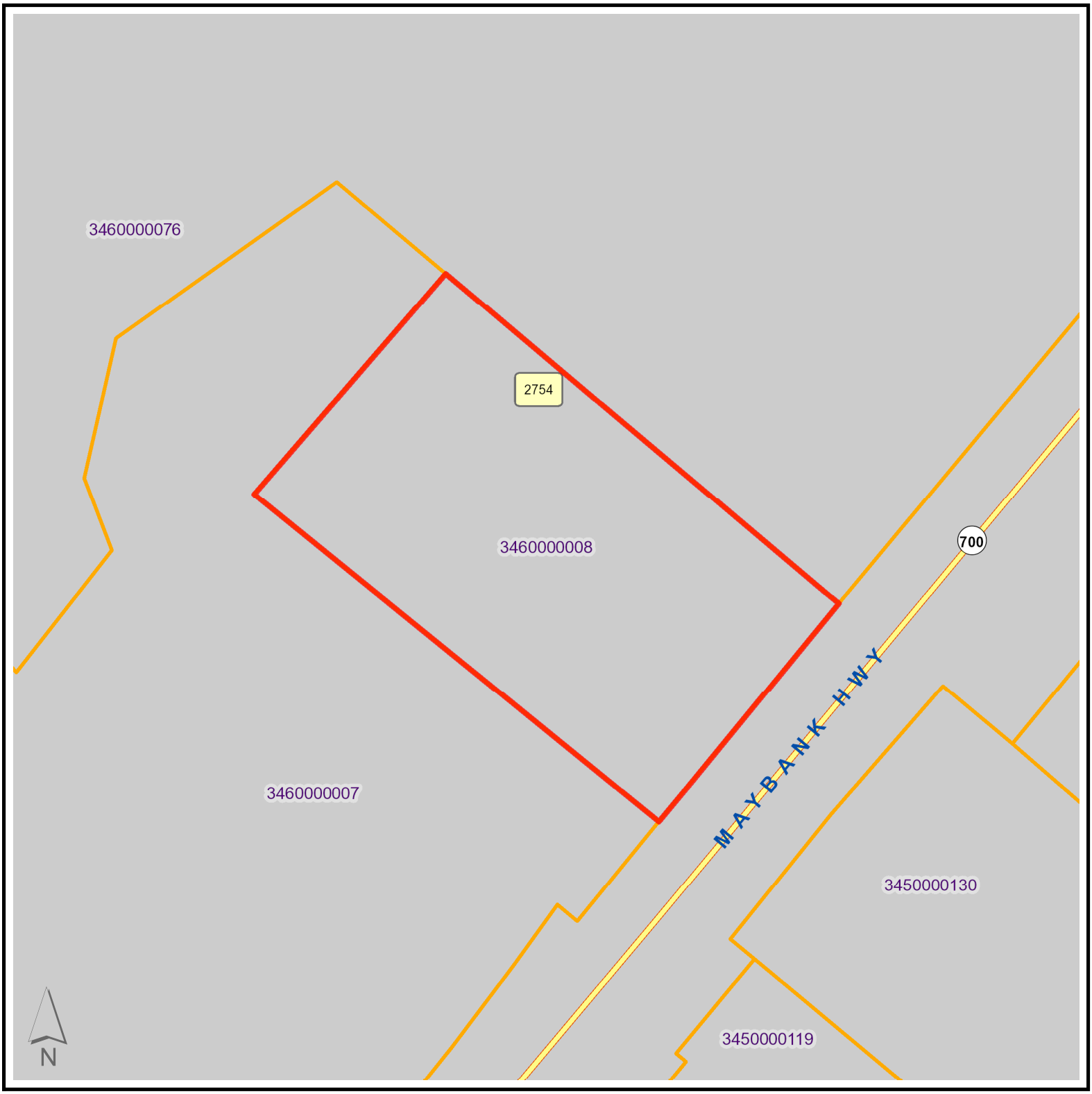
APPENDIX B



Village at Fenwick Plantation

0 30 60 120 Feet

1 inch = 52 feet

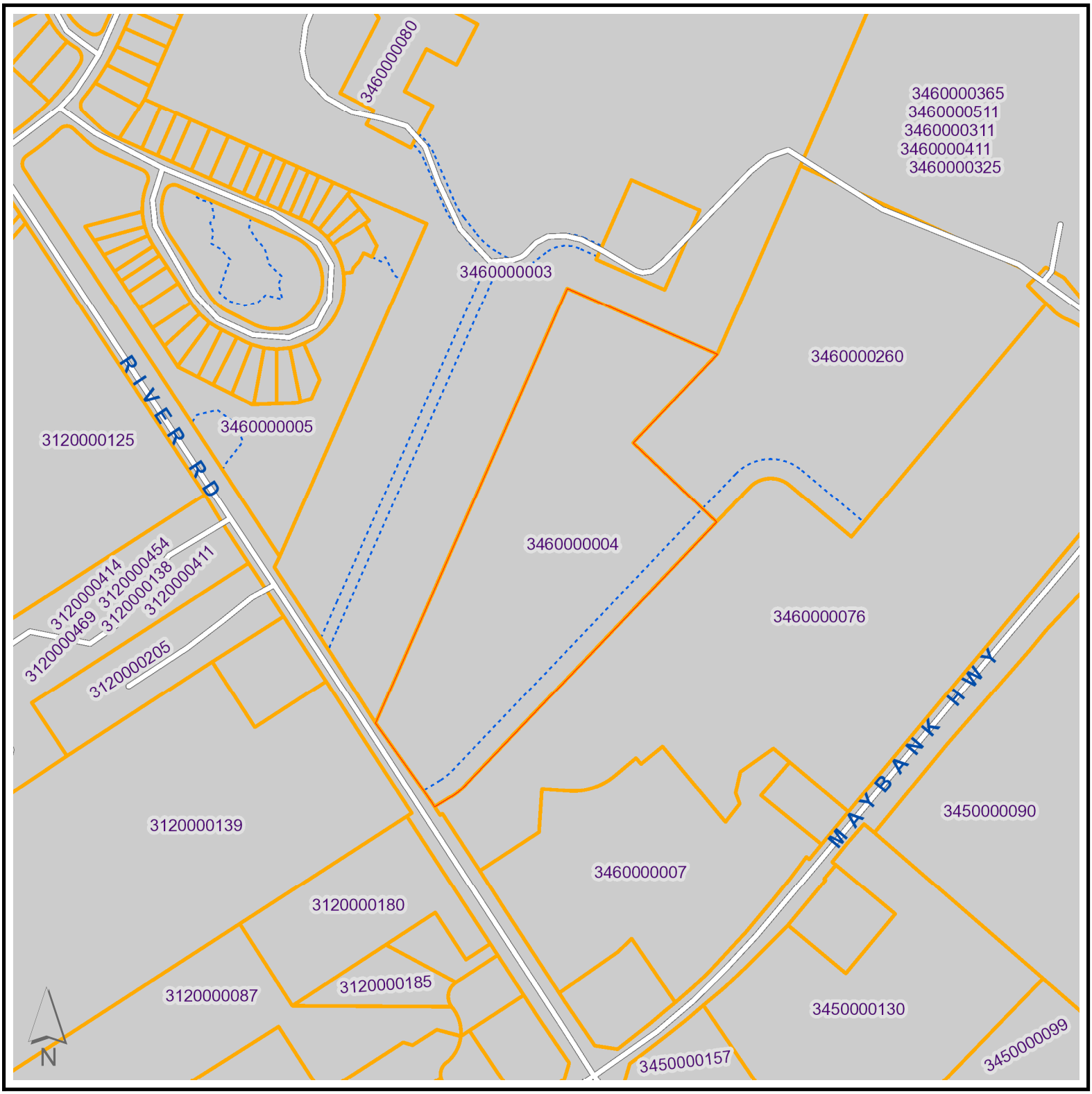
Parcel ID: 3460000008
Owner1: MAYBANK 2754 LLC
Prop St Number: 2754
Prop St Name: MAYBANK
Prop Type: HWY
Acreage: 0.55
Class Code: 650 - SPCLTY-OFC

Plat Book Page: T-139
Deed Book Page: F583-757
Jurisdiction: CITY OF CHARLESTON

CHARLESTON COUNTY
SOUTH CAROLINA

Note: The Charleston County makes every effort possible to produce the most accurate information. The layers contained in the map service are for information purposes only. The Charleston County makes no warranty, express or implied, nor any guaranty as to the content, sequence, accuracy, timeliness or completeness of any of the information provided. The County explicitly disclaims all representations and warranties. The reader agrees to hold harmless the Charleston County for any cause of action and costs associated with any causes of action which may arise as a consequence of the County providing this information.

Author: Charleston County SC
Date: 9/15/2015



Village at Fenwick Plantation

0 220 440 880 Feet

1 inch = 345 feet

Parcel ID: 3460000004
Owner1: PENNY CREEK ASSOCIATES LLC
Prop St Number: 0
Prop St Name: RIVER
Prop Type: RD
Acreage: 12.64

Class Code: 800 - AGRICULTURAL
Plat Book Page: AO-74
Deed Book Page: O352-691
Jurisdiction: CITY OF CHARLESTON

CHARLESTON COUNTY
SOUTH CAROLINA

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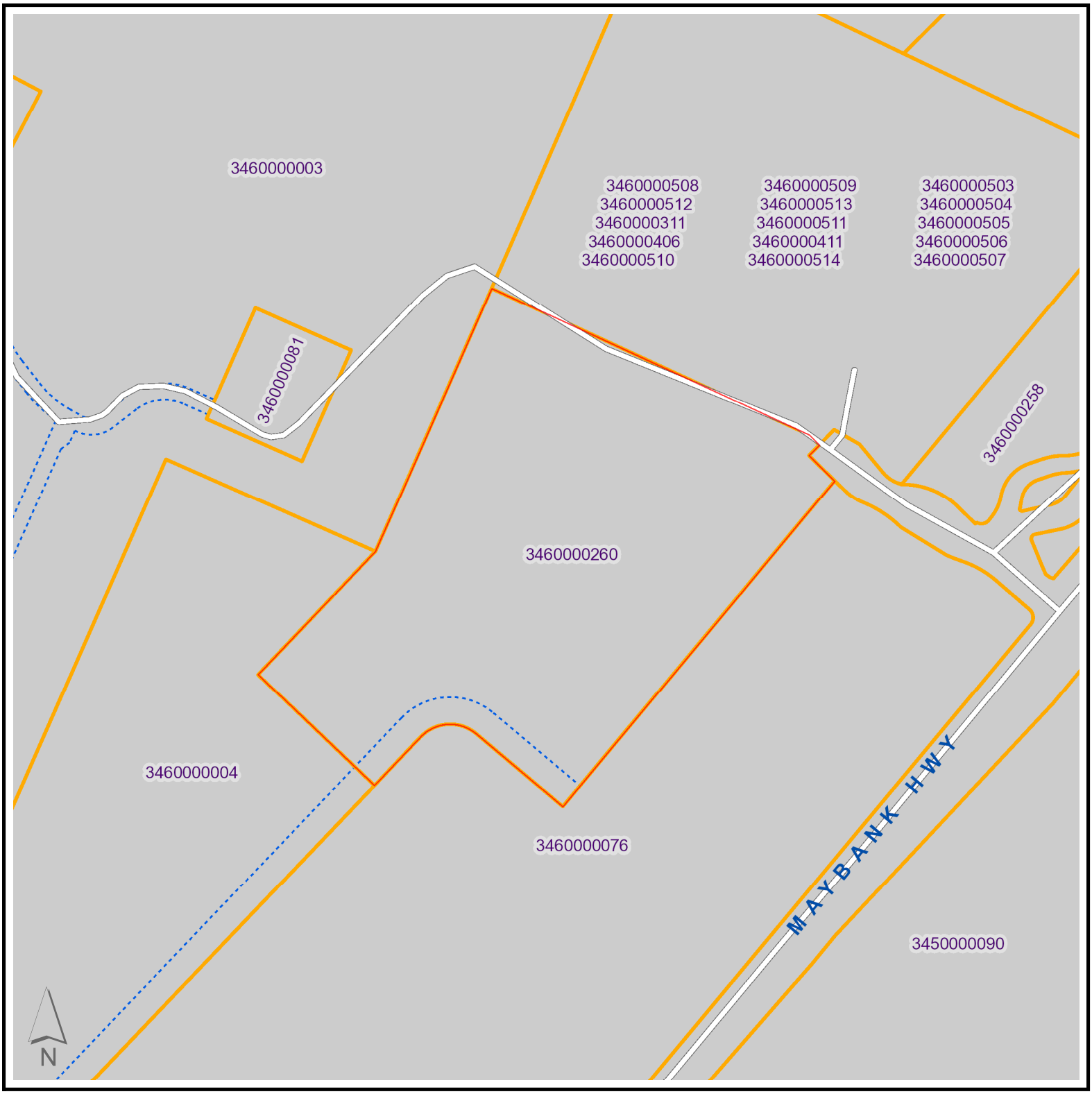
Author: Charleston County SC
Date: 8/25/2015



Village at Fenwick Plantation

0 155 310 620 Feet

1 inch = 247 feet

Parcel ID: 3460000260
Owner1: FAISON-FENWICK HALL
Prop St Number: 0
Prop St Name: FENWICK HALL ALLEE
Prop Type: null
Acreage: 12.25
Class Code: 900 - RES-DEV-ACRS

Plat Book Page: EH-903
Deed Book Page: U537-570
Jurisdiction: CITY OF CHARLESTON

CHARLESTON COUNTY
SOUTH CAROLINA

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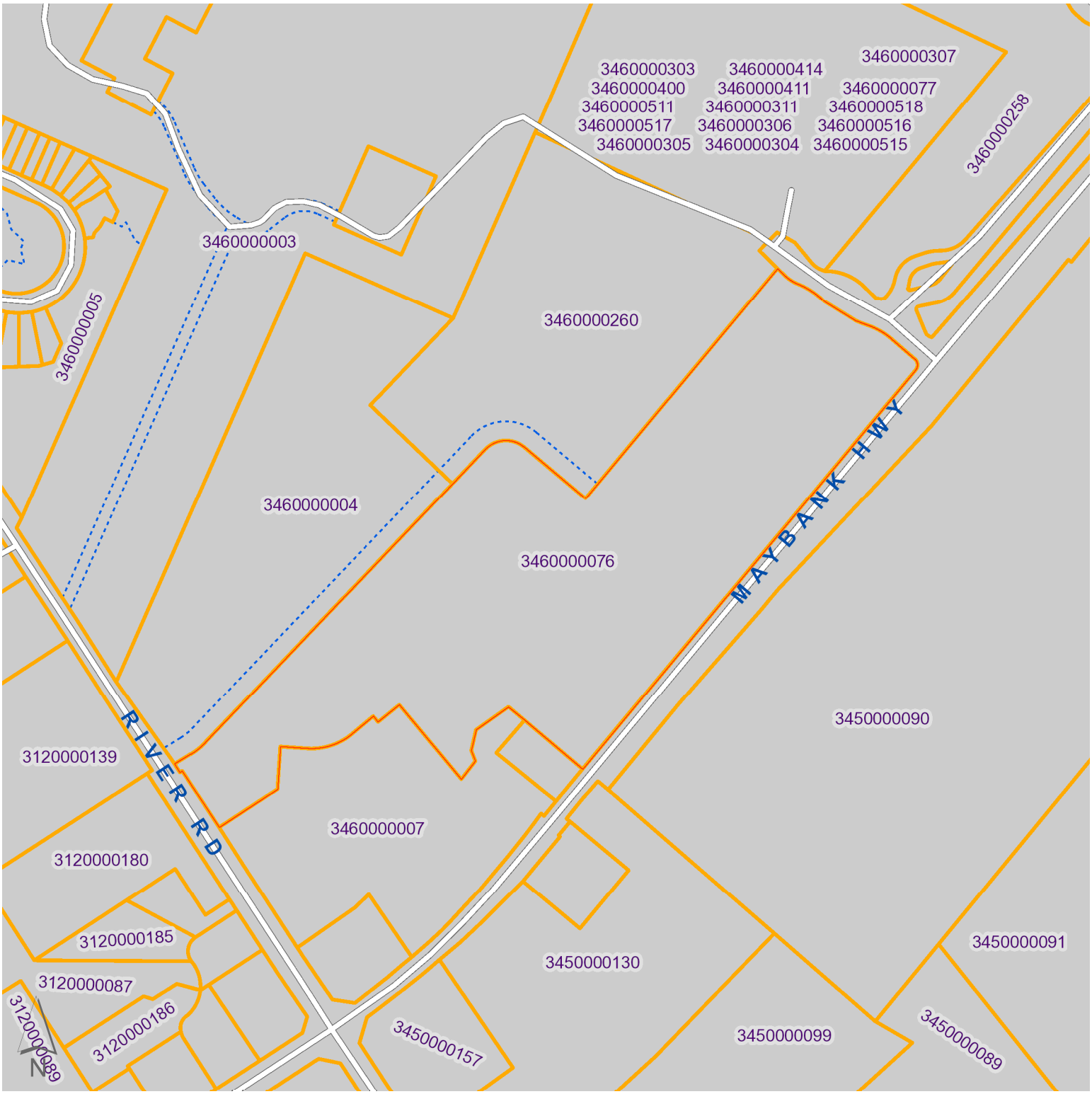
Author: Charleston County SC
Date: 8/25/2015



Village at Fenwick Plantation

0 225 450 900 Feet

1 inch = 357 feet

Parcel ID: 3460000076
Owner1: PENNY CREEK ASSOCIATES LLC
Prop St Number: 0
Prop St Name: MAYBANK
Prop Type: HWY
Acreage: 22.93

Class Code: 800 - AGRICULTURAL
Plat Book Page: EH-817
Deed Book Page: O352-691
Jurisdiction: CITY OF CHARLESTON

CHARLESTON COUNTY
SOUTH CAROLINA

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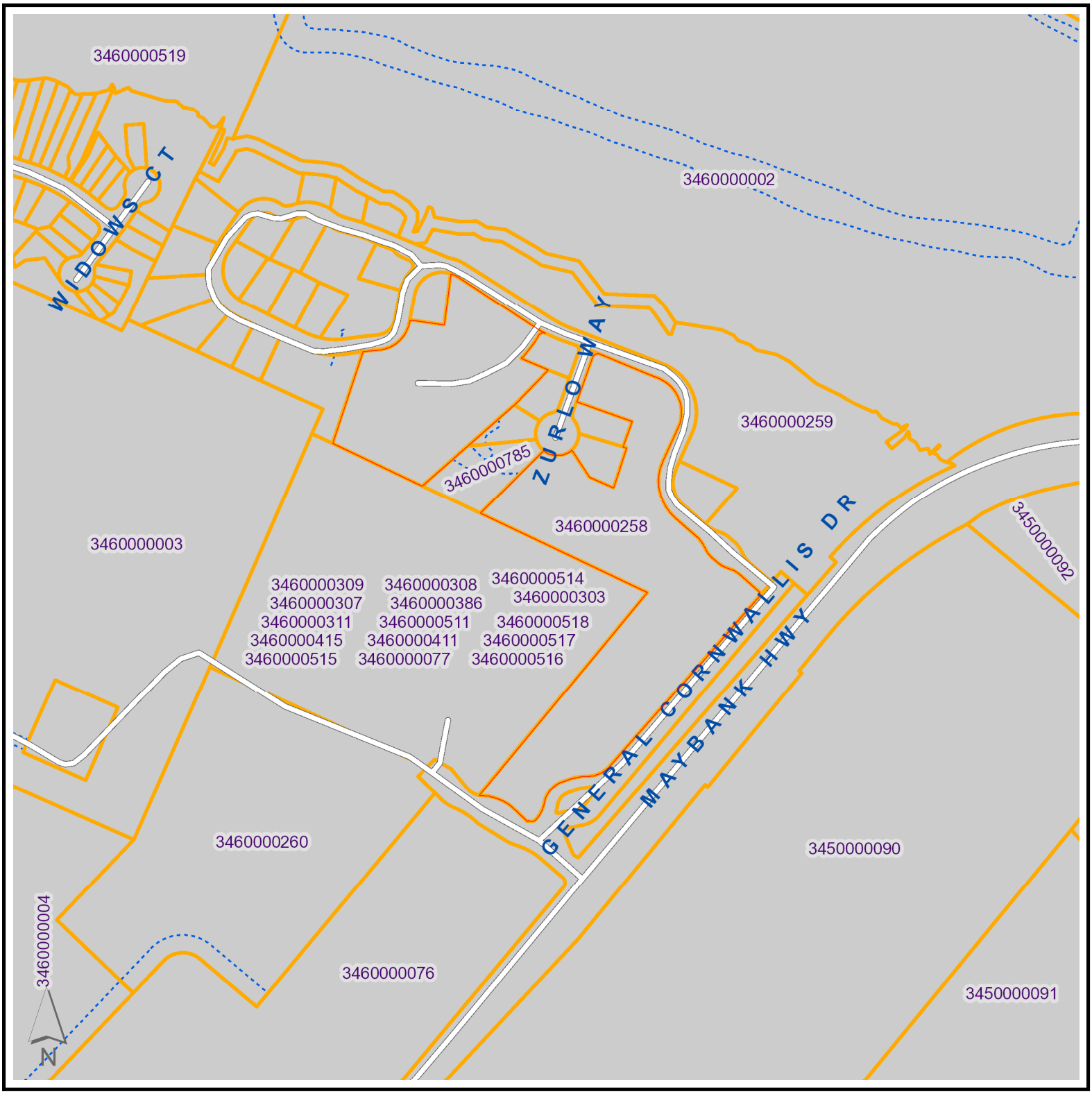
Author: Charleston County SC
Date: 8/25/2015



Village at Fenwick Plantation

0 240 480 960 Feet

1 inch = 377 feet

Parcel ID: 3460000258
Owner1: PENNY CREEK ASSOCIATES LLC
Prop St Number: 0
Prop St Name: JOHN FENWICK
Prop Type: LN
Acreage: 15.06

Class Code: 800 - AGRICULTURAL
Plat Book Page: null
Deed Book Page: D323-439
Jurisdiction: CITY OF CHARLESTON

CHARLESTON COUNTY
SOUTH CAROLINA

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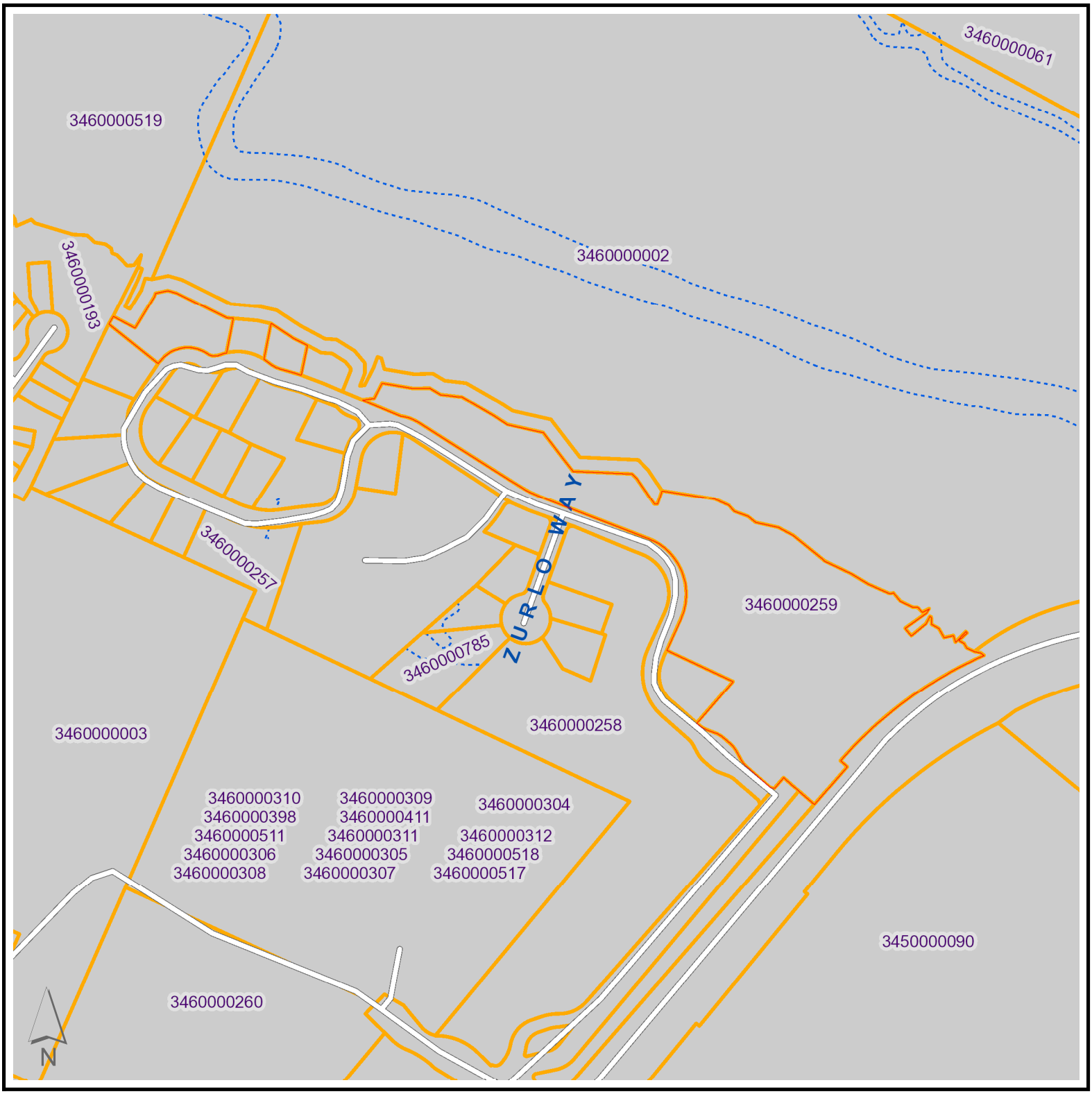
Author: Charleston County SC
Date: 8/21/2015



Village at Fenwick

0 205 410 820 Feet

1 inch = 327 feet

Parcel ID: 3460000259
Owner1: PENNY CREEK ASSOCIATES LLC
Prop St Number: 1513
Prop St Name: JOHN FENWICK
Prop Type: LN
Acreage: 9.76

Class Code: 800 - AGRICULTURAL
Plat Book Page: XXX-L100154
Deed Book Page: D323-439
Jurisdiction: CITY OF CHARLESTON

CHARLESTON COUNTY
SOUTH CAROLINA

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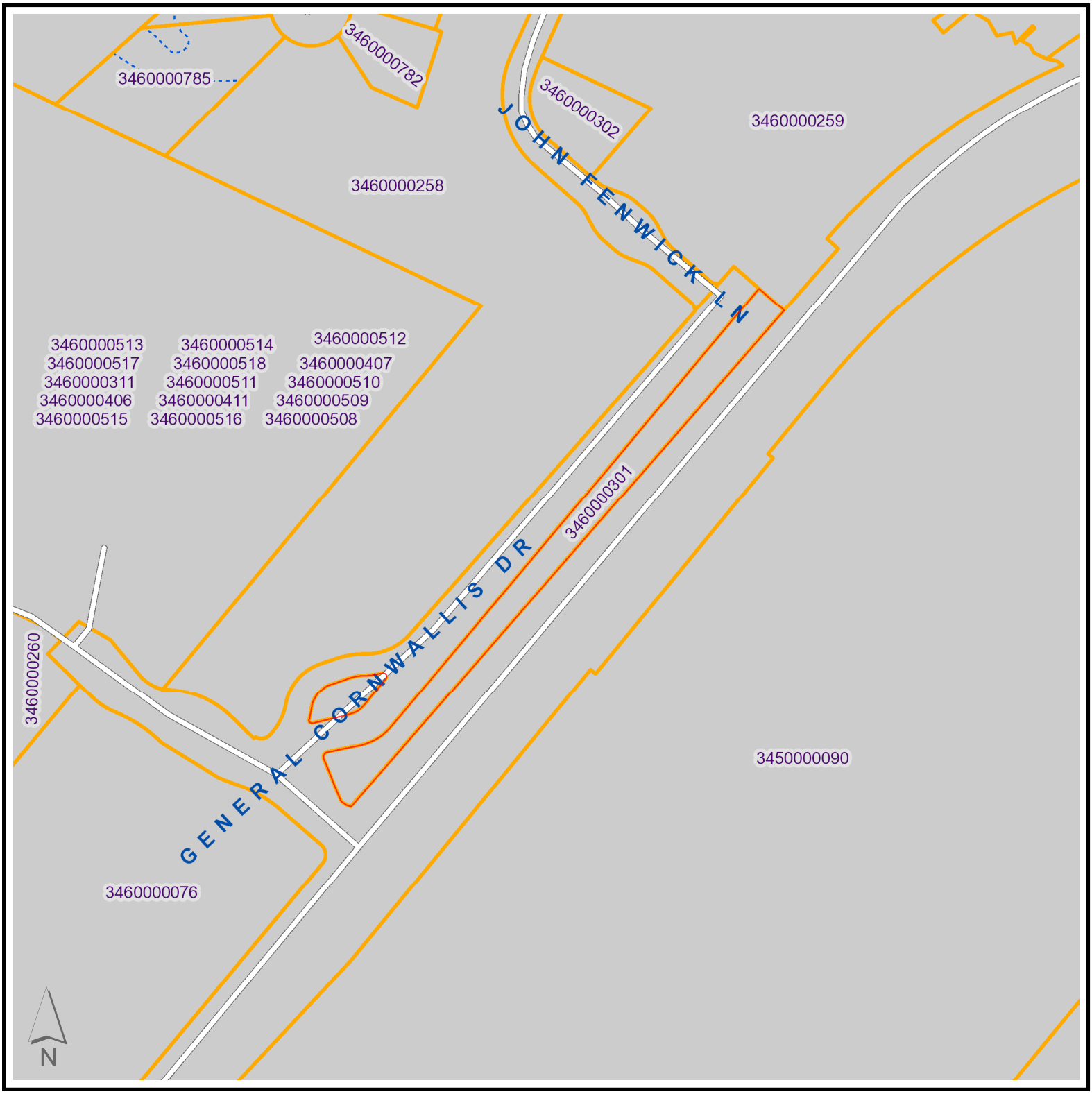
Author: Charleston County SC
Date: 8/21/2015



Village at Fenwick

0 125 250 500 Feet

1 inch = 199 feet

Parcel ID: 3460000301
Owner1: FENWICK HALL PLANTATION
Prop St Number: 0
Prop St Name: JOHN FENWICK
Prop Type: LN
Acreage: 1.31
Class Code: 990 - UNDEVELOPABLE

Plat Book Page: EJ-722
Deed Book Page: F583-397
Jurisdiction: CITY OF CHARLESTON

CHARLESTON COUNTY
SOUTH CAROLINA

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Author: Charleston County SC
Date: 8/21/2015

APPENDIX C

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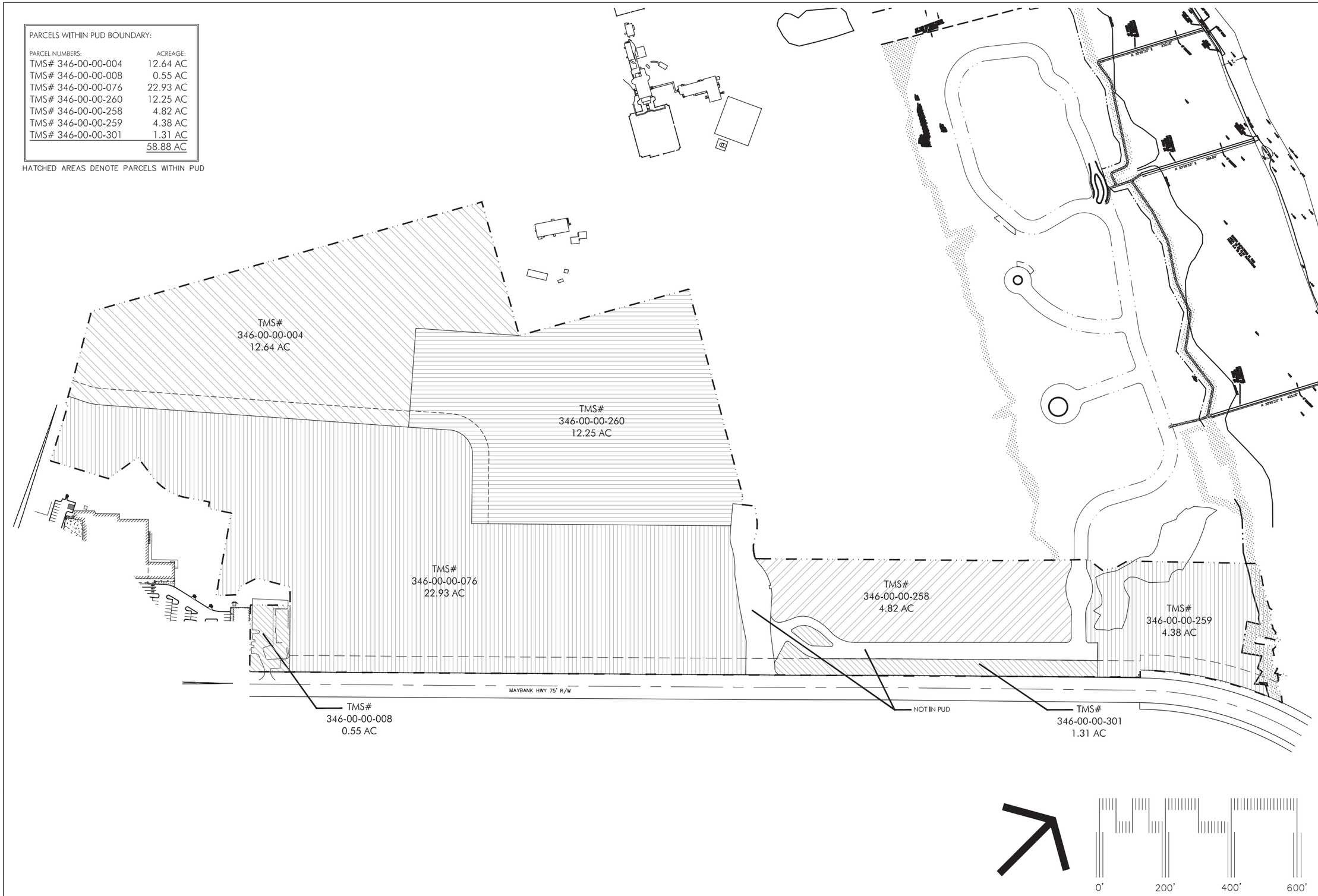
PARCELS WITHIN PUD BOUNDARY:

PARCEL NUMBERS:	ACREAGE:
TMS# 346-00-00-004	12.64 AC
TMS# 346-00-00-008	0.55 AC
TMS# 346-00-00-076	22.93 AC
TMS# 346-00-00-260	12.25 AC
TMS# 346-00-00-258	4.82 AC
TMS# 346-00-00-259	4.38 AC
TMS# 346-00-00-301	1.31 AC
	58.88 AC

HATCHED AREAS DENOTE PARCELS WITHIN PUD



NOTE: ALL BASE INFORMATION AND APPROXIMATE ACREAGE CALCULATIONS ARE DERIVED FROM THE CITY OF CHARLESTON RECORDED PLATS.

SeamonWhiteside + ASSOCIATES
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Mount Pleasant, SC 29464-7849
843.884.1667 (f) 843.884.6944
607 Pendleton Street, Suite 100
Greenville, SC 29601-3319
864.298.0534 (f) 864.298.8018

SOUTH CAROLINA
SEAMON, WHITESIDE & ASSOCIATES, INC.
No. C00472
CERTIFICATE OF AUTHORIZATION

THE VILLAGE AT FENWICK PLANTATION
PLANNED UNIT DEVELOPMENT
CITY OF CHARLESTON, SOUTH CAROLINA

State of South Carolina
Registered Landscape Architect
No. 295
KENNETH R. SEAMON

DRAWN BY: MZC
CHECKED BY: DRS

PROJECT: 6518
DATE: 9/19/13

NO.	DATE	REVISION NOTES	BY
1	10.10.13	STAFF SUBMITTAL	DRS
2	09.21.15	PUD SUBMITTAL – VERSION 2	MZC
3	10.15.15	PUD SUBMITTAL – REVISION PER TRC COMMENTS	MZC

PROPERTY EXHIBIT

SHEET

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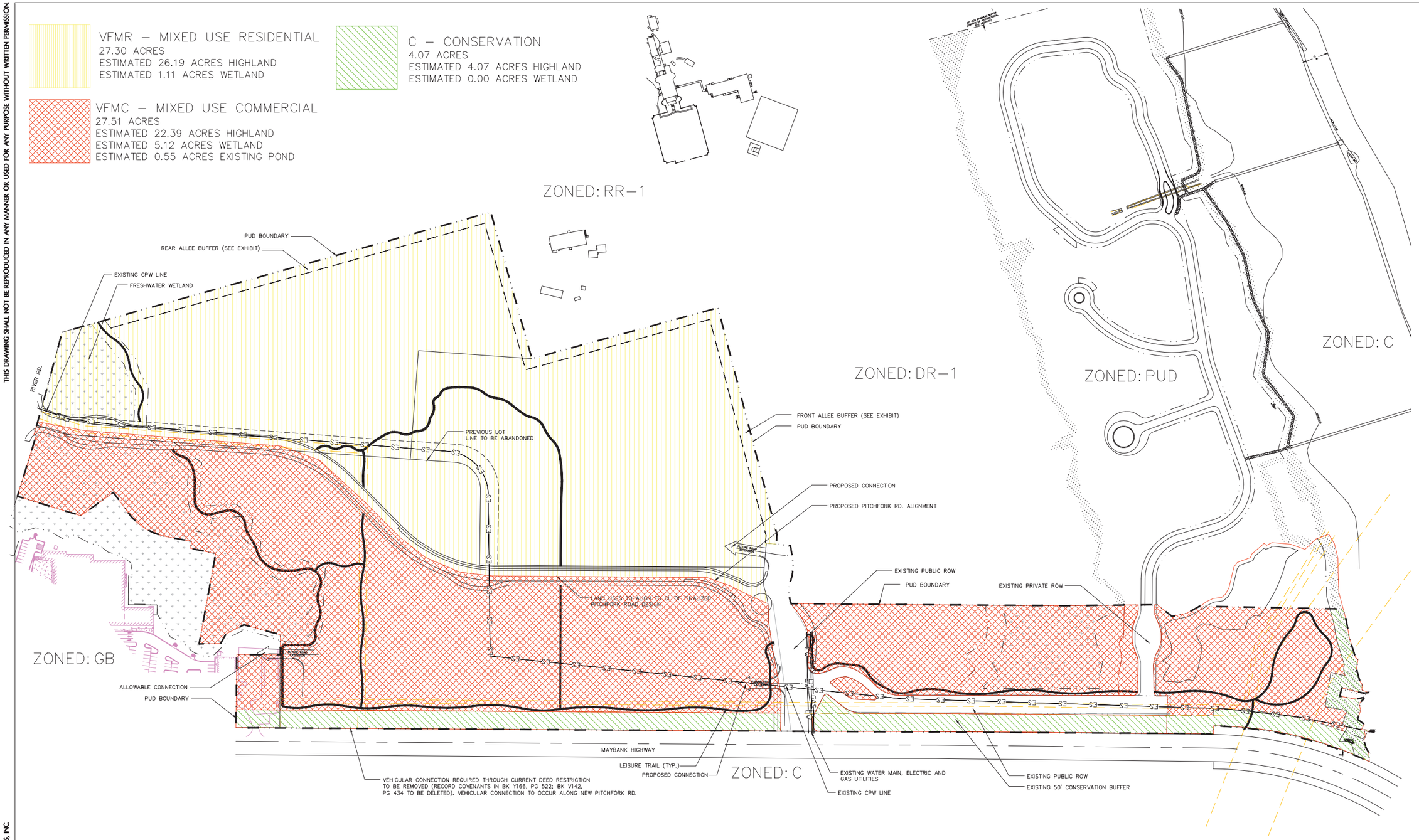
APPENDIX D

THIS DRAWING SHALL NOT BE REPRODUCED IN ANY MANNER OR USED FOR ANY PURPOSE WITHOUT WRITTEN PERMISSION.

VFMR – MIXED USE RESIDENTIAL
27.30 ACRES
ESTIMATED 26.19 ACRES HIGHLAND
ESTIMATED 1.11 ACRES WETLAND

VFMC – MIXED USE COMMERCIAL
27.51 ACRES
ESTIMATED 22.39 ACRES HIGHLAND
ESTIMATED 5.12 ACRES WETLAND
ESTIMATED 0.55 ACRES EXISTING POND

C – CONSERVATION
4.07 ACRES
ESTIMATED 4.07 ACRES HIGHLAND
ESTIMATED 0.00 ACRES WETLAND



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CITY OF CHARLESTON, SOUTH CAROLINA

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Registered Landscape Architect
No. 295
KENNETH R. SEAMON

DRAWN BY: MZC
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PROJECT: 6518
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NO.	DATE	REVISION NOTES	BY
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2	09.21.15	PUD SUBMITTAL – VERSION 2	MZC
3	10.15.15	PUD SUBMITTAL – REVISION PER TRC COMMENTS	MZC

LAND USE PLAN

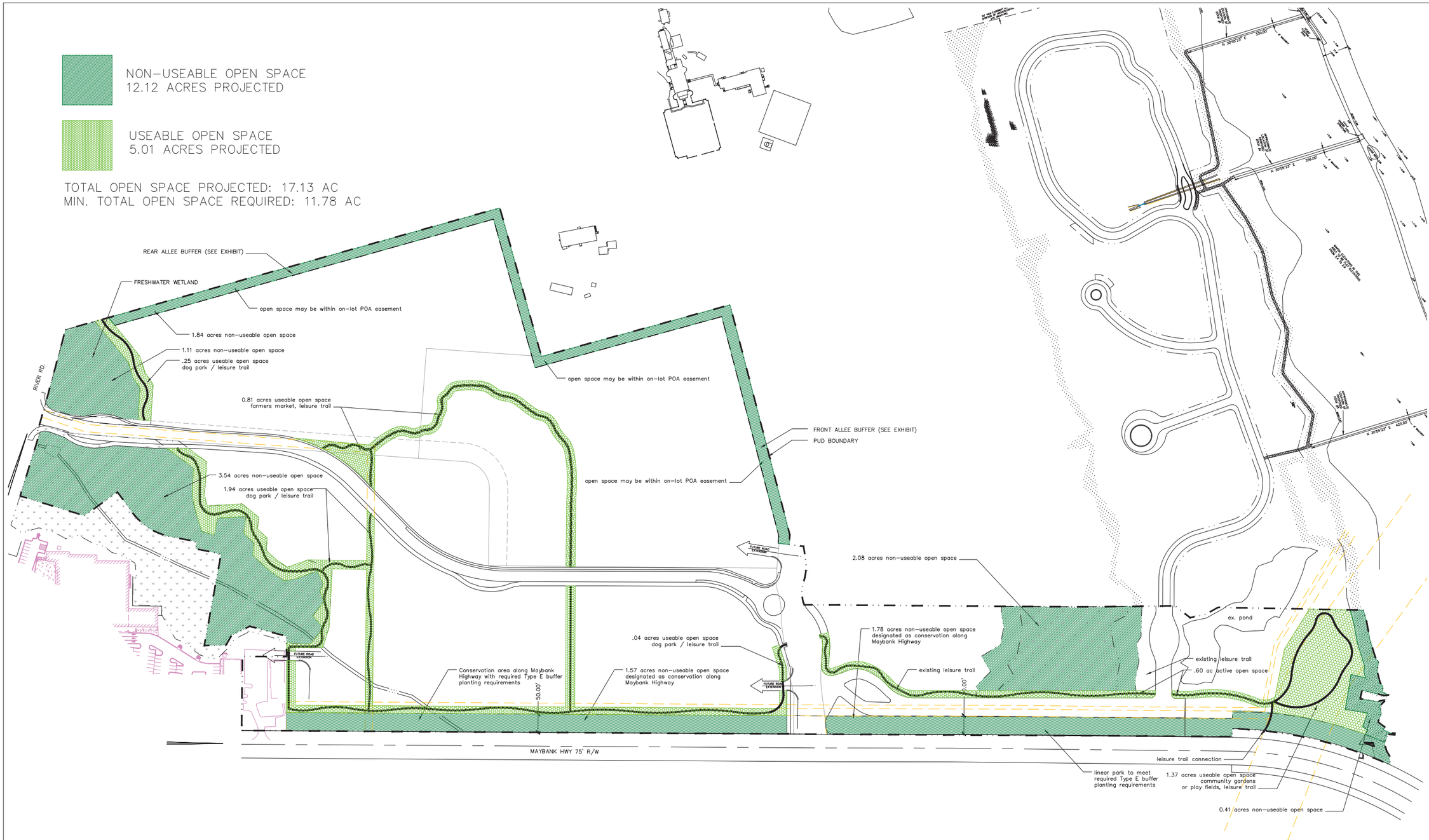
SHEET

THIS DRAWING SHALL NOT BE REPRODUCED IN ANY MANNER OR USED FOR ANY PURPOSE WITHOUT WRITTEN PERMISSION.

NON-USEABLE OPEN SPACE
12.12 ACRES PROJECTED

USEABLE OPEN SPACE
5.01 ACRES PROJECTED

TOTAL OPEN SPACE PROJECTED: 17.13 AC
MIN. TOTAL OPEN SPACE REQUIRED: 11.78 AC



NOTE: OPEN SPACE PLAN SUBJECT TO CHANGE WITH STAFF APPROVAL SUCH THAT MINIMUMS ARE MET.

0' 200' 400' 600'

NOTE: ALL BASE INFORMATION AND APPROXIMATE ACREAGE CALCULATIONS ARE DERIVED FROM THE CITY OF CHARLESTON RECORDED PLATS.

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CITY OF CHARLESTON, SOUTH CAROLINA

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NO.	DATE	REVISION NOTES	BY
1	10.10.13	STAFF SUBMITTAL	DRS
2	09.21.15	PUD SUBMITTAL – VERSION 2	MZC
3	10.15.15	PUD SUBMITTAL – REVISION PER TRC COMMENTS	MZC

OPEN SPACE PLAN

SHEET

APPENDIX E

BK K 530PG085

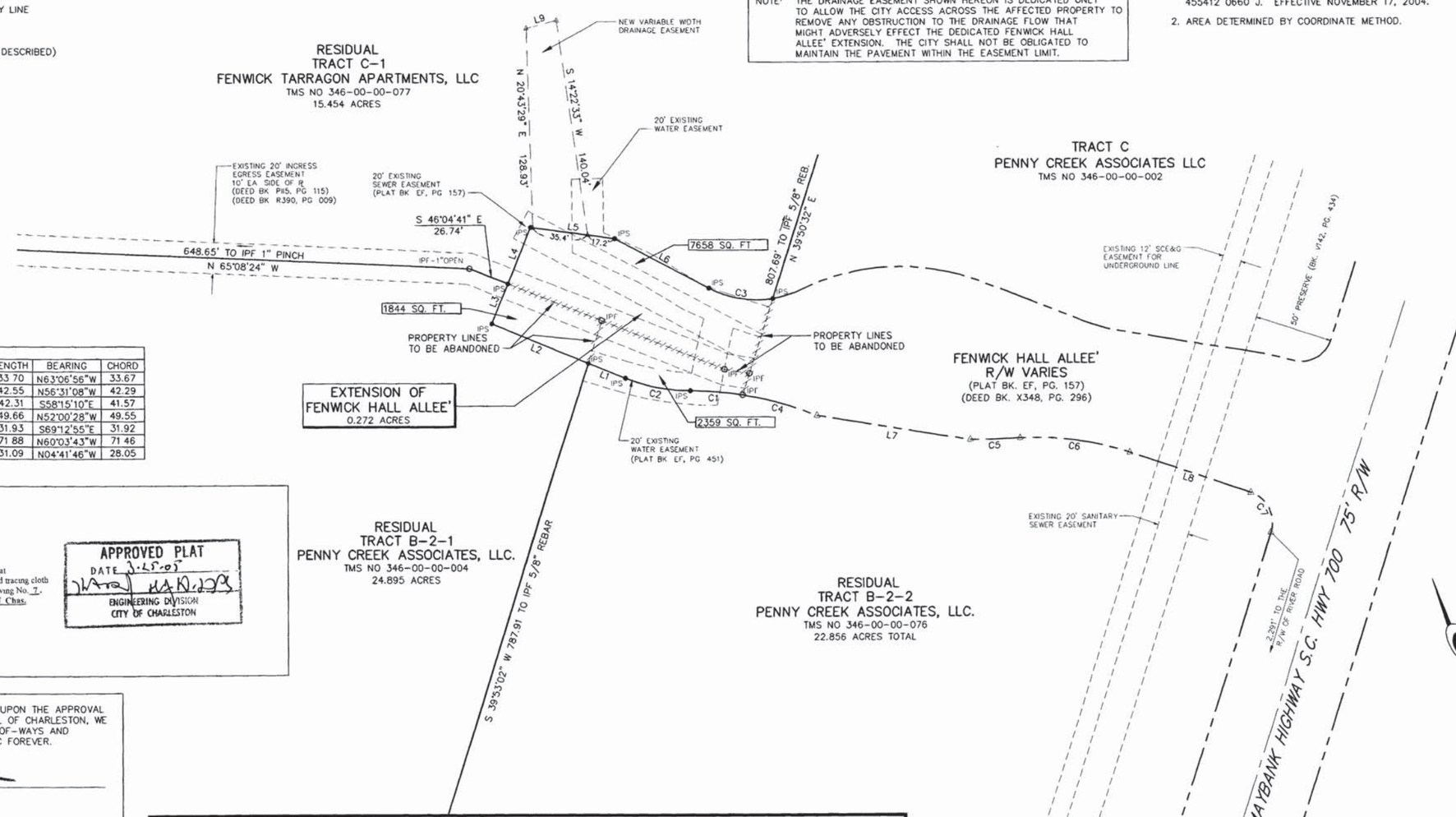
LEGEND

- IPF — BOUNDARY LINE & CORNER FOUND (5/8" REBAR, UNLESS OTHERWISE NOTED)
- IPS — BOUNDARY LINE & CORNER SET (5/8" REBAR)
- ADJACENT BOUNDARY LINE
- RIGHT OF WAY LINE
- EASEMENT LINE (AS DESCRIBED)
- CENTERLINE

NOTES

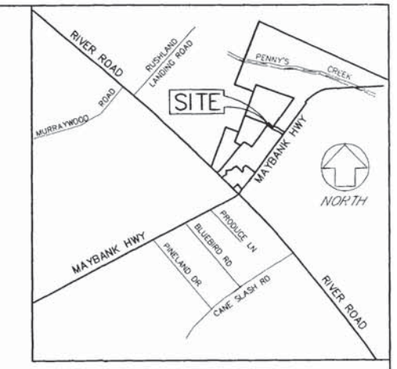
1. PROPERTY IS LOCATED IN FLOOD ZONE X AS PER MAP NUMBER 45019C0660J, COMMUNITY PANEL 455412 0660 J. EFFECTIVE NOVEMBER 17, 2004.
2. AREA DETERMINED BY COORDINATE METHOD.

NOTE: THE DRAINAGE EASEMENT SHOWN HEREON IS DEDICATED ONLY TO ALLOW THE CITY ACCESS ACROSS THE AFFECTED PROPERTY TO REMOVE ANY OBSTRUCTION TO THE DRAINAGE FLOW THAT MIGHT ADVERSELY EFFECT THE DEDICATED FENWICK HALL ALLEE' EXTENSION. THE CITY SHALL NOT BE OBLIGATED TO MAINTAIN THE PAVEMENT WITHIN THE EASEMENT LIMIT.



LINE TABLE		
LINE	BEARING	LENGTH
L1	N 45°34'27" W	25.35
L2	N 45°34'27" W	66.90
L3	N 44°25'33" E	27.75
L4	N 44°25'33" E	39.25
L5	S 60°01'53" E	54.03
L6	S 39°36'38" E	68.21
L7	S 58°28'23" E	100.16
L8	S 49°13'24" E	81.11
L9	S 82°29'21" E	20.00

CURVE TABLE						
CURVE	RADIUS	DELTA	TANGENT	LENGTH	BEARING	CHORD
C1	215.00	8°58'55"	16.89	33.70	N63°06'56"W	33.67
C2	110.00	22°09'49"	21.54	42.55	N56°31'08"W	42.29
C3	65.00	37°17'49"	21.94	42.31	S58°15'10"E	41.57
C4	215.00	13°14'02"	24.94	49.66	N52°00'28"W	49.55
C5	542.79	3°22'12"	15.97	31.93	S69°12'55"E	31.92
C6	190.00	21°40'37"	36.38	71.88	N60°03'43"W	71.46
C7	20.00	89°03'16"	19.67	31.09	N04°41'46"W	28.05



LOCATION MAP

NOT TO SCALE

REFERENCES

1. A PORTION OF TMS NO 346-00-00-004, 076 & 077.
2. PLAT BY HOFFMAN LESTER ASSOC. DATED APRIL 4, 2000. RECORDED IN PLAT BOOK EE, PAGE 543. CHAS. CO RMC.
3. PLAT BY HOFFMAN LESTER ASSOC. DATED AUGUST 27, 2001. RECORDED IN PLAT BOOK EFE, PAGE 157. CHAS. CO RMC.
4. PLAT BY HOFFMAN LESTER ASSOC. DATED SEPT 25, 2000. RECORDED IN PLAT BOOK EE, PAGE 542. CHAS. CO RMC.
5. PLAT BY HOFFMAN LESTER ASSOC. DATED AUGUST 31, 2001. RECORDED IN PLAT BOOK EF, PAGE 451. CHAS. CO. RMC.
6. PLAT BY HOFFMAN LESTER ASSOC. DATED JANUARY 17, 2001. RECORDED IN PLAT BOOK EF, PAGE 126. CHAS. CO. RMC.

RMC & PLANNING USE ONLY

Charleston, South Carolina
Office of Register Mesne Conveyance
Plat recorded this 25th day of March 2005 at 12:50 o'clock in Plat Book EH Page 817 and tracing cloth copy filed in File 8 Drawer — Folder 7, Drawing No. 7. Original plat (a White Print) delivered to City of Chas.

Register Mesne Conveyance

APPROVED PLAT
DATE 3-25-05
ENGINEERING DIVISION
CITY OF CHARLESTON

BY THE RECORDING OF THIS PLAT AND UPON THE APPROVAL AND ACCEPTANCE BY THE CITY COUNCIL OF CHARLESTON, WE HEREBY DEDICATE ALL ROADS, RIGHTS-OF-WAYS AND EASEMENTS TO THE USE OF THE PUBLIC FOREVER.

PENNY CREEK ASSOCIATES, LLC

FENWICK TARRAGON APARTMENTS, LLC.

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION — HLA INC ENGINEERING & LAND SURVEYING No C00264

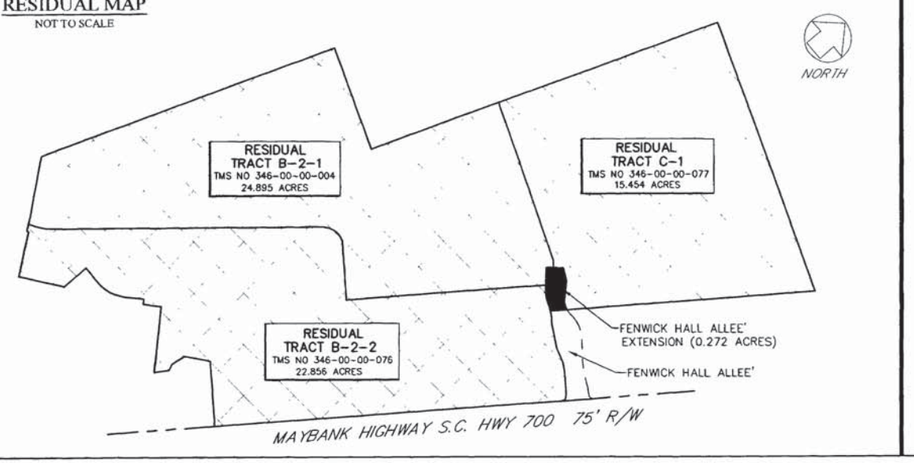
SOUTH CAROLINA PROFESSIONAL LAND SURVEYOR No 16120 RICHARD D. LACEY

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

RICHARD D. LACEY S.C.P.L.S. 16120

RESIDUAL MAP

NOT TO SCALE



GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

PLAT SHOWING THE SUBDIVISION OF TRACT C-1 (TMS NO. 346-00-00-077), TRACT B-2-1 (TMS NO. 346-00-00-004), AND TRACT B-2-2 (TMS NO. 346-00-00-076) TO CREATE AN EXTENSION OF FENWICK HALL ALLEE' (CONTAINING 0.272 ACRES) AND CREATING RESIDUAL TRACT C-1 (TMS NO. 346-00-00-077) CONTAINING 15.454 ACRES, RESIDUAL TRACT B-2-1 (TMS NO. 346-00-00-004) CONTAINING 24.895 ACRES, AND RESIDUAL TRACT B-2-2 (TMS NO. 346-00-00-076) CONTAINING 22.856 ACRES

PREPARED FOR

PENNY CREEK ASSOCIATES, LLC. AND FENWICK TARRAGON APARTMENTS,LLC.

LOCATED IN
THE CITY OF CHARLESTON
CHARLESTON COUNTY SOUTH CAROLINA

DATE DECEMBER 6, 2004 SCALE 1" = 40'

HLA
LAND PLANNING LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING SURVEYING
29 Leinbach Drive, A2. Charleston SC 29407-6988
tel 843 763.1166

BK 0 535PG883

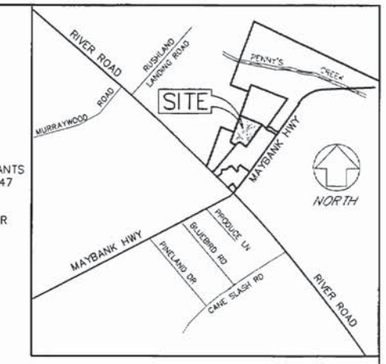
REFERENCES

1. A PORTION OF TMS NO 346-00-00-004
2. PLAT BY HOFFMAN LESTER ASSOC. DATED APRIL 4, 2000. RECORDED IN PLAT BOOK EE, PAGE 543. CHAS CO RMC.
3. PLAT BY HOFFMAN LESTER ASSOC. DATED SEPT 25, 2000. RECORDED IN PLAT BOOK EE, PAGE 542. CHAS CO RMC.
4. PLAT BY HOFFMAN LESTER ASSOC. DATED AUGUST 31, 2001. RECORDED IN PLAT BOOK EF, PAGE 451 CHAS. CO. RMC
5. PLAT BY HOFFMAN LESTER ASSOC. DATED JANUARY 17, 2001. RECORDED IN PLAT BOOK EF, PAGE 126 CHAS. CO. RMC
6. PLAT BY HLA, INC DATED DECEMBER 6, 2004 SHOWING THE FENWICK HALL ALLEE' EXTENSION RECORDED IN PLAT BOOK EH, PAGE 817 CHARLESTON COUNTY RMC.

CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	TANGENT	BEARING	CHORD
C1	NOT USED					
C2	215.00	49.66	13°14'02"	24.94	S52°00'28"E	49.55
C3	542.79	31.93	03°22'12"	15.97	S59°12'55"E	31.92
C4	190.00	71.88	21°40'37"	36.38	S60°03'43"E	71.46
C5	20.00	31.09	89°03'16"	19.67	S04°41'46"E	28.05
C6	75.00	113.08	86°23'17"	70.42	S86°54'08"W	102.67
C7	200.00	52.14	14°56'18"	26.22	S51°10'38"W	52.00
C8	150.00	39.11	14°56'18"	19.67	N51°10'38"E	39.00

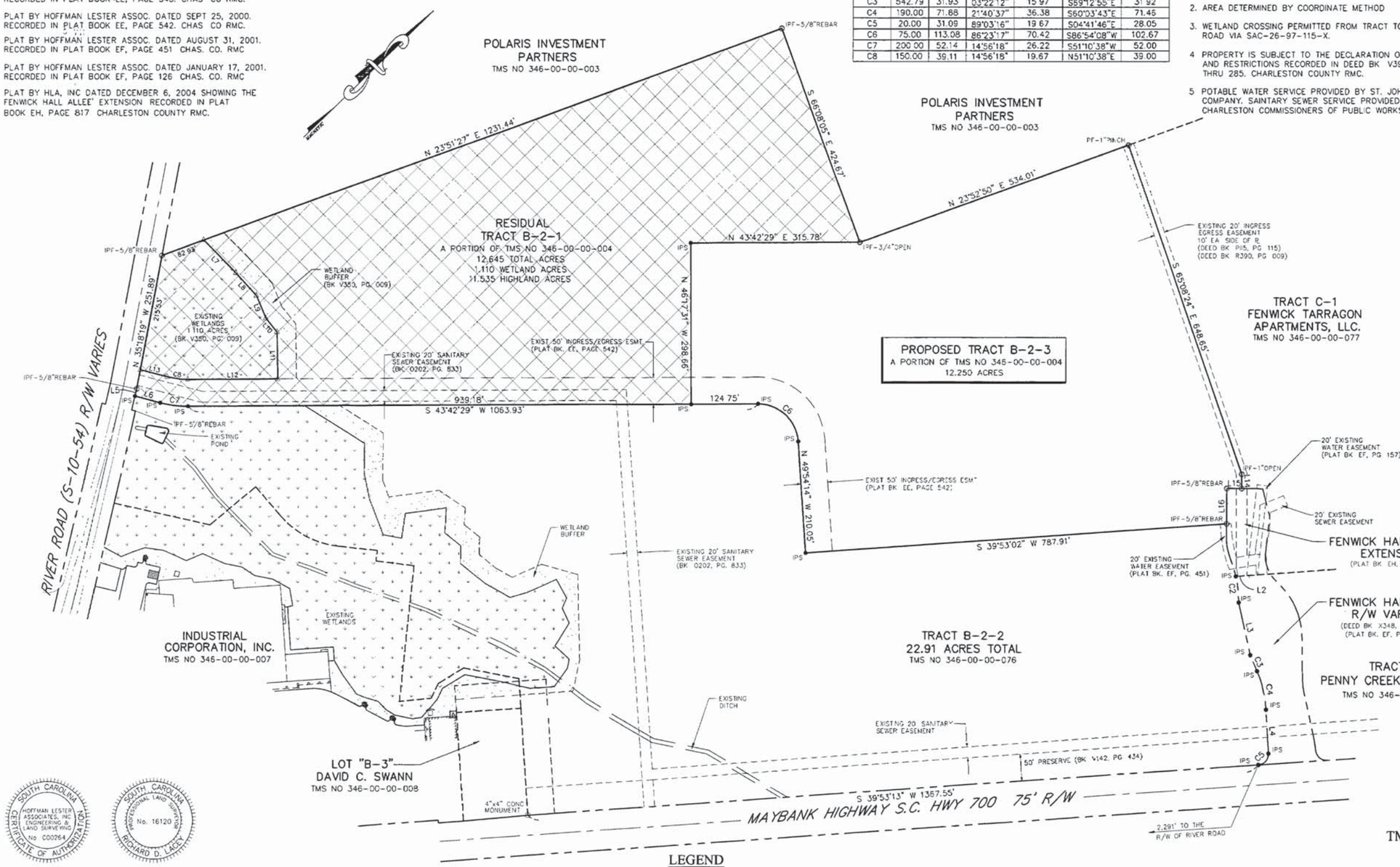
NOTES

1. PROPERTY IS LOCATED IN FLOOD ZONE X, PER MAP NUMBER 45019C0660J, COMMUNITY PANEL 455412 0660 J DATED NOVEMBER 17, 2004
2. AREA DETERMINED BY COORDINATE METHOD
3. WETLAND CROSSING PERMITTED FROM TRACT TO RIVER ROAD VIA SAC-26-97-115-X.
4. PROPERTY IS SUBJECT TO THE DECLARATION OF COVENANTS AND RESTRICTIONS RECORDED IN DEED BK V390, PG 247 THRU 285, CHARLESTON COUNTY RMC.
5. POTABLE WATER SERVICE PROVIDED BY ST. JOHNS WATER COMPANY. SAINTARY SEWER SERVICE PROVIDED BY THE CHARLESTON COMMISSIONERS OF PUBLIC WORKS



LOCATION MAP
NOT TO SCALE

LINE TABLE		
LINE	BEARING	LENGTH
L1	NOT USED	
L2	S 39°50'32" W	14.57
L3	S 58°28'23" E	100.16
L4	S 49°13'24" E	81.11
L5	N 33°03'54" W	13.73
L6	S 58°38'47" W	48.70
L7	S 89°14'32" W	85.00
L8	N 88°52'17" W	56.85
L9	N 68°53'43" W	45.52
L10	N 85°19'52" W	33.43
L11	N 46°52'41" W	87.61
L12	S 43°42'29" W	168.00
L13	S 58°38'47" W	51.61
L14	S 46°04'41" E	26.74
L15	S 44°25'34" W	27.75
L16	S 45°34'26" E	66.90



APPROVED PLAT
DATE 5-9-05
ENGINEERING DIVISION
CITY OF CHARLESTON

Charleston, South Carolina
Office of Register Mesne Conveyance
Plat recorded this 4th day of May, 2005 at
4:20 o'clock in Plat Book EH Page 903 and tracing cloth
copy filed in File 8 Drawer — Folder 8, Drawing No. 41,
Original plat (a White Print) delivered to City of Chas.

Register Mesne Conveyance

SOUTH CAROLINA HOFFMAN LESTER ASSOCIATES, INC ENGINEERING & LAND SURVEYING No C00264 CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA PROFESSIONAL LAND SURVEYOR No. 16120 RICHARD D. LACEY

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

RICHARD D. LACEY S.C.P.L.S. 16120

LEGEND

- CMF — BOUNDARY LINE & 4" x 4" CONC. MONUMENT
- IPF — BOUNDARY LINE & CORNER FOUND (AS DESCRIBED)
- IPS — BOUNDARY LINE & CORNER SET (5/8" REBAR)
- ADJACENT BOUNDARY LINE
- RIGHT OF WAY LINE
- EASEMENT LINE (AS DESCRIBED)
- CENTERLINE
- P — OVERHEAD POWER LINE
- RESIDUAL

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.

PLAT SHOWING THE SUBDIVISION OF TRACT B-2-1 TMS NO. 346-00-00-004 CONTAINING 24.895 ACRES INTO TRACT B-2-3 (12.250 ACRES) AND RESIDUAL TRACT B-2-1 (12.645 ACRES)

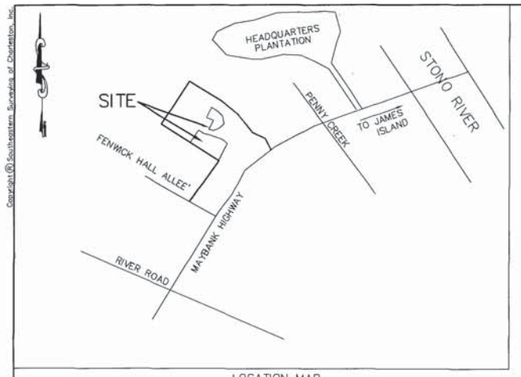
PROPERTY OF
PENNY CREEK ASSOCIATES, LLC.
LOCATED IN
THE CITY OF CHARLESTON
CHARLESTON COUNTY SOUTH CAROLINA

DATE: DECEMBER 10, 2004 SCALE: 1" = 100'

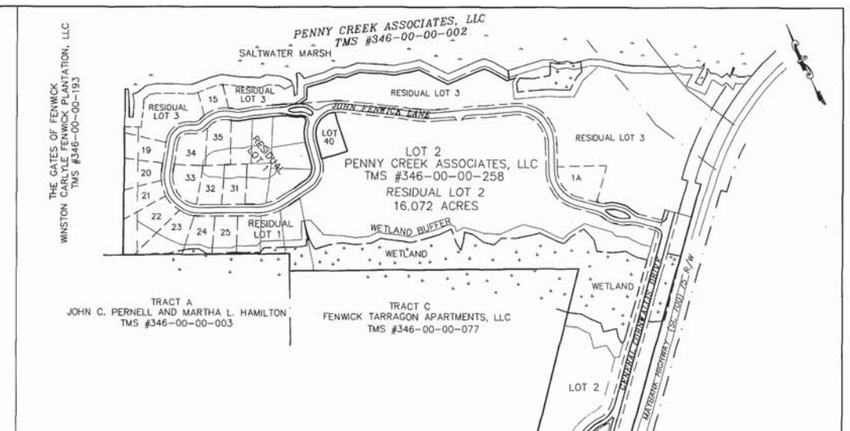
HLA INC LAND PLANNING LANDSCAPE ARCHITECTURE CIVIL ENGINEERING SURVEYING
29 Leinbach Drive, A2. Charleston SC 29407-6988
tel 843.763.1166

94320-12ACRE-SUBD.DWG 94320.00

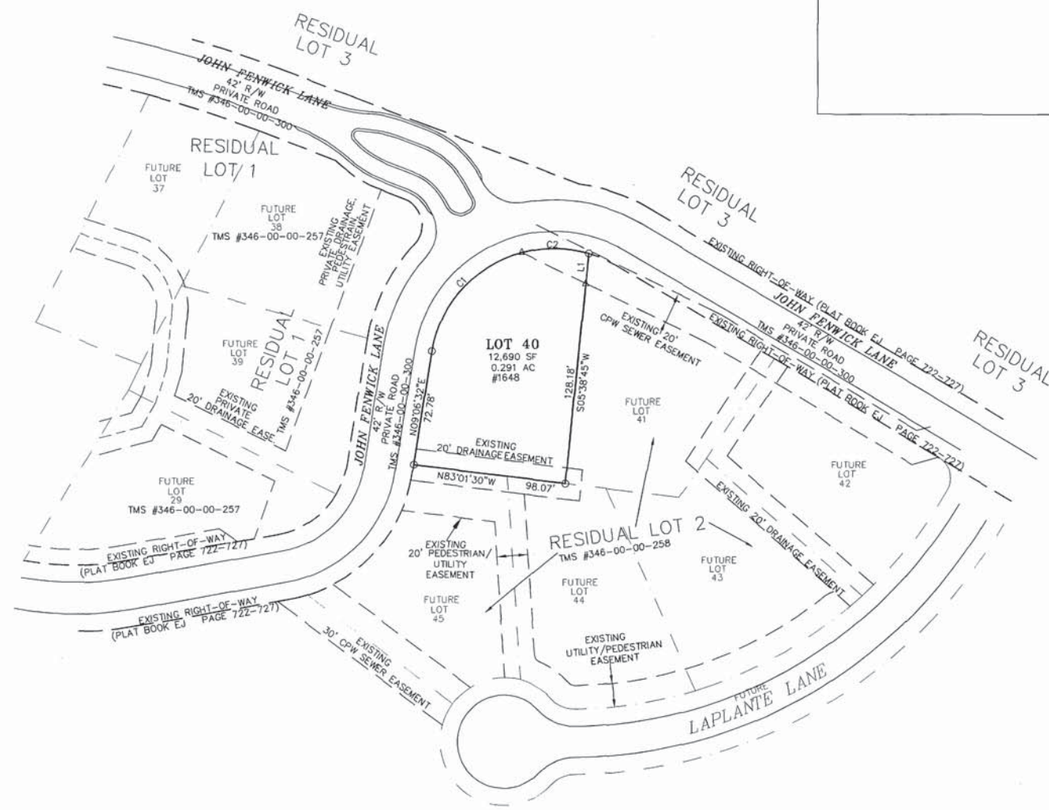
Copyright © Southeastern Surveying of Charleston, Inc.



LOCATION MAP
(NOT TO SCALE)



RESIDUAL MAP THE PRESERVE AT FENWICK PLANTATION



NOTES:
1. ANYTHING SHOWN OUTSIDE THE DEFINED BOUNDARY OF THIS PLAT IS FOR DESCRIPTIVE PURPOSES ONLY.
2. AREA DETERMINED BY COORDINATE METHOD.
3. THE PUBLIC RECORDS REFERENCED ON THIS PLAT ARE ONLY THOSE USED FOR THE ESTABLISHMENT OF THE BOUNDARY OF THIS PROPERTY. THEY ARE NOT AND DO NOT CONSTITUTE A TITLE SEARCH.
4. FRESHWATER WETLANDS SHOWN ON THIS PLAT HAVE BEEN PERMITTED BY THE U.S. ARMY CORPS OF ENGINNERS. (PERMIT SAC #81-2003-1449 AND 39-2004-1442)
5. WETLANDS DEPICTED ON THIS PLAT ARE UNDER THE JURISDICTION OF THE U.S. ARMY CORPS OF ENGINEERS AND ARE SUBJECT TO ITS PERMITTING AUTHORITY.
6. WETLAND BUFFERS DEPICTED ON THIS PLAT WILL HAVE NO MANMADE ALTERATIONS. (I.E. NO CLEARING, GRUBBING, CUTTING, DRAINING, FILLING, EXCAVATION, BURNING, ETC.)
7. WATER TO BE PROVIDED BY ST. JOHNS WATER DISTRICT. SEWER TO BE PROVIDED BY C.P.W.
8. PROPERTY IS LOCATED IN FLOOD ZONE AE (EL 13) AS SCALED FROM F.I.R.M. PANEL #45019C 0493 J. (DATED 11/17/04) BEFORE CONSTRUCTION, THE APPROPRIATE OFFICIAL WITH THE CITY OF CHARLESTON SHOULD BE CONTACTED TO VERIFY.
9. TOTAL # OF RESIDENTIAL LOTS: 1
   LOT 40 12,690 SF
10. ALL POND EASEMENTS, OPEN SPACES, ROADS AND R/W ISLANDS IN THE SUBDIVISION TO BE OWNED AND MAINTAINED BY THE PROPERTY OWNERS ASSOCIATION. (P.O.A.)
11. AS PROVIDED IN THE DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THE PRESERVE AT FENWICK PLANTATION, ALL RIGHT-OF-WAY LOCATED WITHIN THE SUBDIVISION ARE PRIVATE AND SHALL BE MAINTAINED BY THE P.O.A., AND ALL GARBAGE AND TRASH COLLECTION SERVICES SHALL BE PROVIDED BY THE P.O.A. AND NOT BY THE CITY OF CHARLESTON.
12. ALL ROAD RIGHTS-OF-WAY AND EASEMENTS ARE EXISTING. (PLAT BOOK EJ PAGES 722-727)

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 05°38'45" E	19.57'

CURVE TABLE						
CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	79.00'	90.81'	51.17'	85.89'	S 42°02'19" W	65°51'33"
C2	79.00'	43.39'	22.26'	42.85'	N 89°17'45" W	31°28'20"

ACREAGE CHART
1 LOT 0.291 ACRES
RESIDUAL LOT 2 16.072 ACRES

REFERENCES:
PLAT BOOK PAGE
EJ 722-727
DEED BOOK PAGE
D323 311
TMS #346-00-00-258 (LOT 2)

LEGEND:
● 5/8" REBAR, OLD
○ 5/8" REBAR, NEW
△ CALCULATED POINT, NO CORNER SET
P.O.A. PROPERTY OWNERS ASSOCIATION
#1648 STREET ADDRESS
↓ FRESHWATER WETLAND

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

RECORDED
DATE: March 04, 2009 TIME: 2:30:04 PM
Book-Page L09 0097 DocType Large Plat
Charlie Lybrand, Register, Charleston County, SC
Filed By:

Record Fee	10	CITY OF CHARLESTON
Postage	0	
TOTAL	10	
Drawer	Drawer 2	
Clerk	SLN	

Location: PRESERVE @ FENWICK PLTN

APPROVED PLAT
DATE 3/3/09
B/Pelletier, P.E.
ENGINEERING DIVISION
CITY OF CHARLESTON

SOUTH CAROLINA SOUTHEASTERN SURVEYING OF CHARLESTON, INC. C02626 CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA REGISTERED LAND SURVEYOR 16115 JOHN T. BYRNES III

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

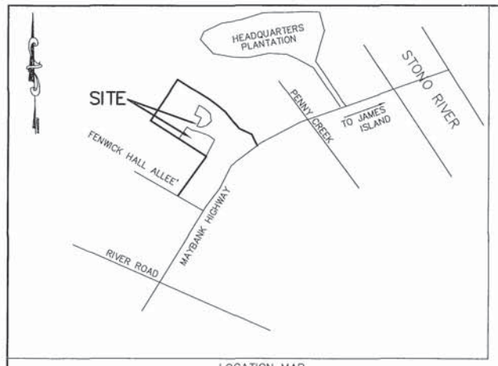
JOHN T. BYRNES, III S.C.P.L.S. No. 16115

NO.	DATE	DESCRIPTION	BY

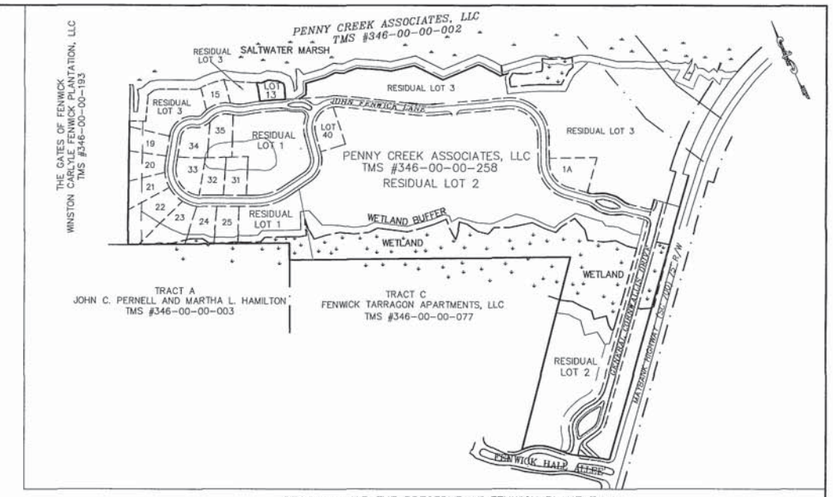
Southeastern Surveying
OF CHARLESTON, INC.
2033 EXECUTIVE HALL ROAD CHARLESTON, SC 29407
843-795-8350 FAX 795-2007 www.ses-sc.com

A SUBDIVISION PLAT OF
LOT 2 OWNED BY PENNY CREEK ASSOCIATES, LLC
THE PRESERVE AT FENWICK PLANTATION
TO CREATE LOT 40, CONTAINING 0.291 ACRES
LOCATED IN THE CITY OF CHARLESTON
CHARLESTON COUNTY, SOUTH CAROLINA

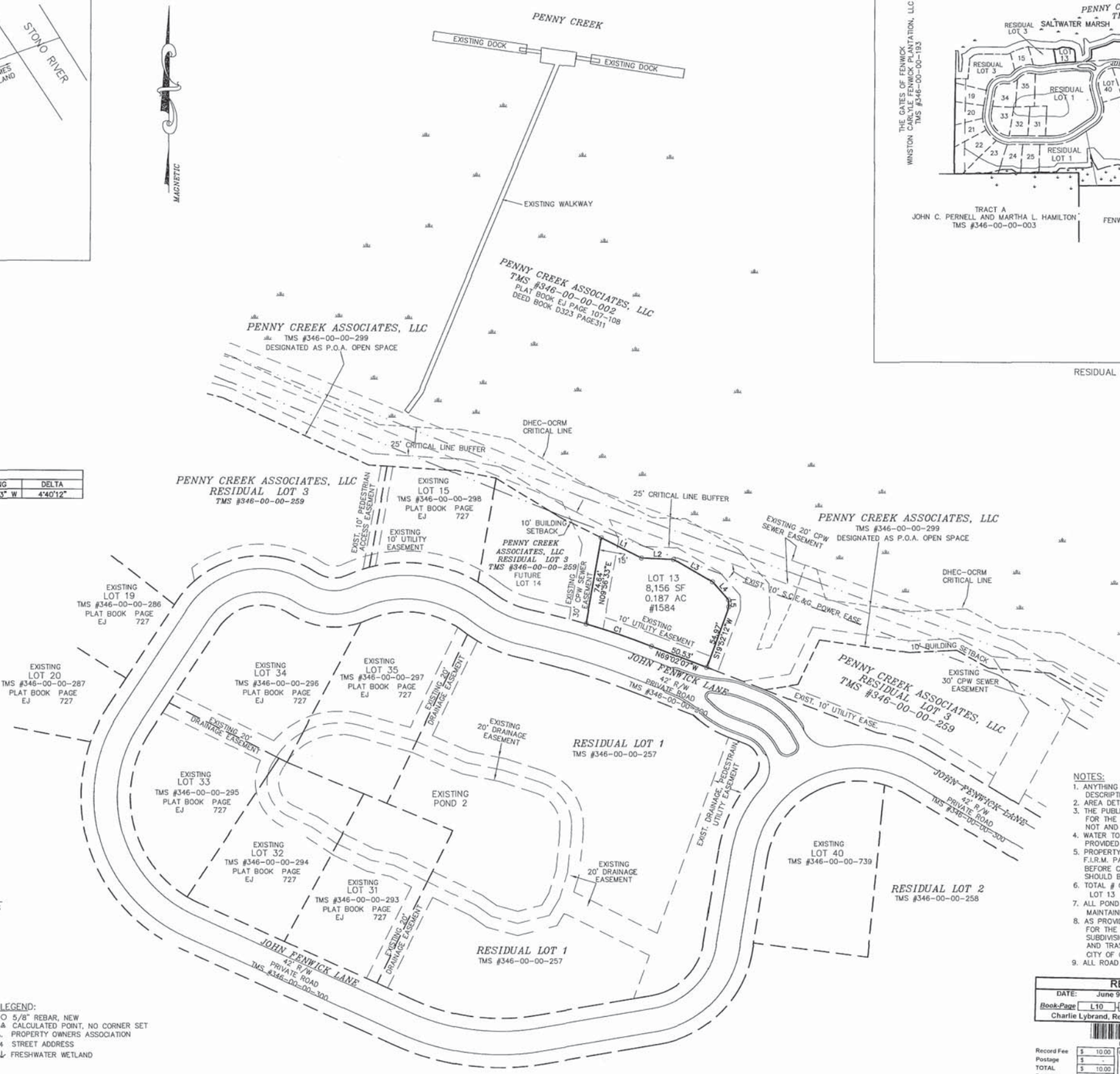
DATE: JUNE 25, 2008	
DRAWN: RAW	
CHECK: JTB	
CC: RM	
JOB: 05086	
DWG: 05086-P2	
SHEET: 1 OF 1	



LOCATION MAP
(NOT TO SCALE)



RESIDUAL MAP THE PRESERVE AT FENWICK PLANTATION



CURVE TABLE						
CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	721.00'	58.77'	29.40'	58.75'	N 71°22'13" W	4°40'12"

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 63°33'54" W	38.38'
L2	N 87°40'03" W	27.37'
L3	N 59°53'41" W	38.15'
L4	N 41°51'11" W	20.58'
L5	N 01°57'38" W	6.01'

ACREAGE CHART

1 LOT 0.187 ACRES

REFERENCES:

PLAT BOOK PAGE
EJ 722-727

DEED BOOK PAGE
D323 311

TMS #346-00-00-259 (LOT 3)

LEGEND:

○ 5/8" REBAR, NEW
△ CALCULATED POINT, NO CORNER SET
P.O.A. PROPERTY OWNERS ASSOCIATION
#1584 STREET ADDRESS
↓ FRESHWATER WETLAND

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

NOTES:

1. ANYTHING SHOWN OUTSIDE THE DEFINED BOUNDARY OF THIS PLAT IS FOR DESCRIPTIVE PURPOSES ONLY.
2. AREA DETERMINED BY COORDINATE METHOD.
3. THE PUBLIC RECORDS REFERENCED ON THIS PLAT ARE ONLY THOSE USED FOR THE ESTABLISHMENT OF THE BOUNDARY OF THIS PROPERTY. THEY ARE NOT AND DO NOT CONSTITUTE A TITLE SEARCH.
4. WATER TO BE PROVIDED BY ST. JOHNS WATER DISTRICT. SEWER TO BE PROVIDED BY C.P.W.
5. PROPERTY IS LOCATED IN FLOOD ZONE AE (EL 13) AS SCALED FROM F.I.R.M. PANEL #45019C 0493 J. (DATED 11/17/04) BEFORE CONSTRUCTION, THE APPROPRIATE OFFICIAL WITH THE CITY OF CHARLESTON SHOULD BE CONTACTED TO VERIFY.
6. TOTAL # OF RESIDENTIAL LOTS: 1
   LOT 13 8,156 SF
7. ALL POND EASEMENTS, OPEN SPACES, ROADS AND R/W ISLANDS IN THE SUBDIVISION TO BE OWNED AND MAINTAINED BY THE PROPERTY OWNERS ASSOCIATION. (P.O.A.)
8. AS PROVIDED IN THE DECLARATION OF COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THE PRESERVE AT FENWICK PLANTATION, ALL RIGHT-OF-WAY LOCATED WITHIN THE SUBDIVISION ARE PRIVATE AND SHALL BE MAINTAINED BY THE P.O.A., AND ALL GARBAGE AND TRASH COLLECTION SERVICES SHALL BE PROVIDED BY THE P.O.A. AND NOT BY THE CITY OF CHARLESTON.
9. ALL ROAD RIGHTS-OF-WAY AND EASEMENTS ARE EXISTING. (PLAT BOOK EJ PAGES 722-727)

RECORDED
DATE: June 9, 2010 TIME: 2:34:35 PM
Book-Page L10 0154 DocType Large Plat
Charlie Lybrand, Register, Charleston County, SC
Filed By:
CITY OF CHARLESTON

Record Fee	$ 10.00
Postage	$ -
TOTAL	$ 10.00
Drawer	Drawer 2
Clerk	SLW

Location: JOHN FENWICK LANE

APPROVED PLAT
DATE 8-5-10
ENGINEERING DIVISION
CITY OF CHARLESTON

SOUTH CAROLINA
SOUTHEASTERN SURVEYING OF CHARLESTON, INC.
CERTIFICATE OF AUTHORIZATION
C02626

SOUTH CAROLINA
REGISTERED
LAND SURVEYOR
16115
JOHN T. BYRNES, III

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

JOHN T. BYRNES, III S.C.P.L.S. No. 16115

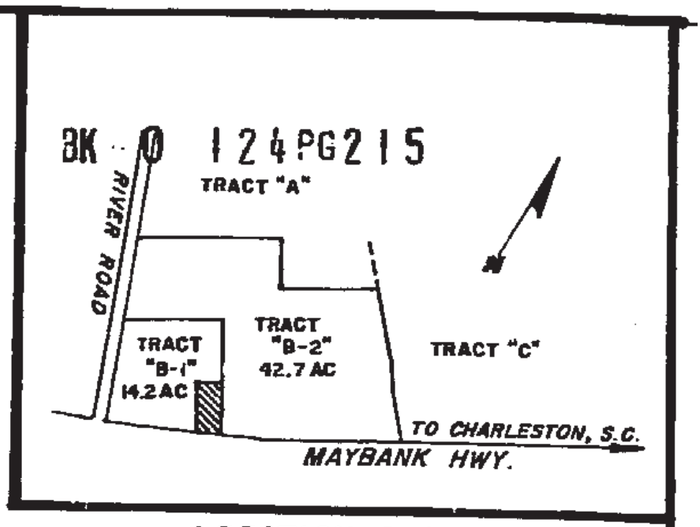
NO.	DATE	DESCRIPTION	BY
1.	6/03/10	ANSWER CITY COMMENTS	

Southeastern Surveying OF CHARLESTON, INC.
2083 EXECUTIVE HALL ROAD CHARLESTON, SC 29407
843-795-2830 FAX 795-2007 www.sse-sc.com

A SUBDIVISION PLAT OF
RESIDUAL LOT 3 OWNED BY PENNY CREEK ASSOCIATES, LLC
THE PRESERVE AT FENWICK PLANTATION
TO CREATE A NEW LOT 13, CONTAINING 0.187 ACRES
LOCATED IN THE CITY OF CHARLESTON
CHARLESTON COUNTY, SOUTH CAROLINA

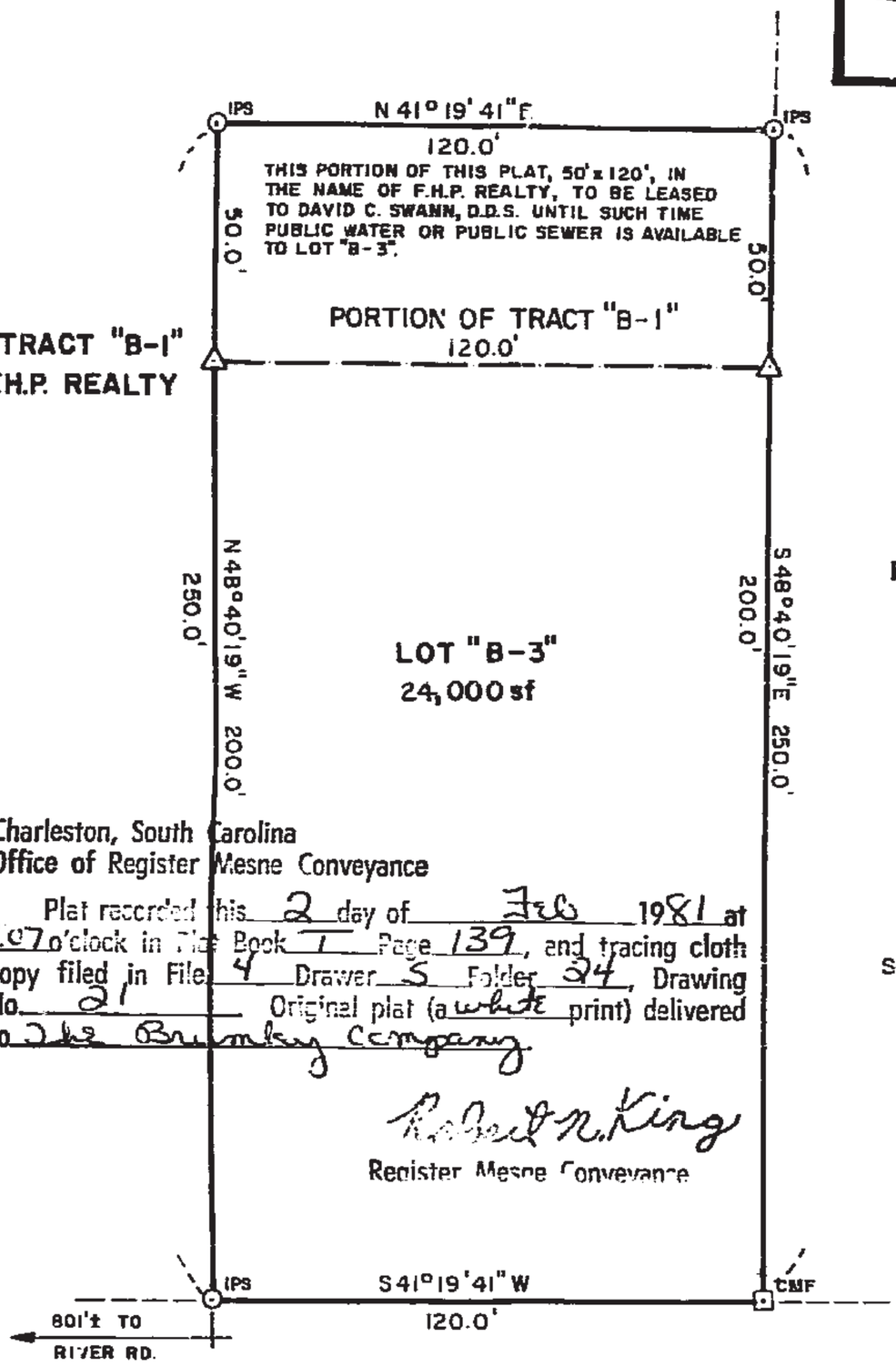
DATE: JUNE 25, 2008	
DRAWN: RAW	
CHECK: JTB	
CC: RM	
JOB: 05086	
DWG: 05086-P2	
SHEET: 1 OF 1	

BK 0 124 PG 215



LOCATION PLAN

NOT—TO—SCALE



Charleston, South Carolina
Office of Register Mesne Conveyance

Plat recorded this 2 day of Feb 1981 at 12:07 o'clock in File Book 1 Page 139, and tracing cloth copy filed in File 4 Drawer 5 Folder 24, Drawing No. 21 Original plat (a white print) delivered to The Brumley Company

Robert N. King
Register Mesne Conveyance

I FORREST G. CALVERT, A REGISTERED SURVEYOR OF THE STATE OF SOUTH CAROLINA, HEREBY CERTIFY THAT I HAVE SURVEYED THE PROPERTY SHOWN HEREON, THAT THE PLAT SHOWS THE TRUE DIMENSIONS OF THE PROPERTY, THAT ALL NECESSARY MARKERS HAVE BEEN INSTALLED, AND THE PRECISION IS 1/10,000.

Forrest G. Calvert
FORREST G. CALVERT, REG. L.S. 4175

PROPERTY IN THE NAME OF
F.H.P. REALTY
about to be conveyed to
DAVID C. SWANN, D.D.S.
LOCATED ON JOHN'S ISLAND,
CHARLESTON COUNTY, S. C.

STATE OF SOUTH CAROLINA)
)
COUNTY OF CHARLESTON)

RESTRICTIVE COVENANTS

WHEREAS, FHP Realty Company is the owner of the following described property, containing various zoning classifications of Conservation (C), DR-9 (Diverse Residential), GB (General Business) and General Office (GO) as fully described in the Zoning Ordinance of the City of Charleston, South Carolina; and,

WHEREAS, FHP Realty Company (hereinafter sometimes called Owner), has determined it to be in its best interest that its land be developed in an orderly manner, and in an effort to assure the same, has determined to place restrictive covenants on lands identified as assessor's Tax Map #346-00-00-04 in the County of Charleston, South Carolina and described as follows:

(See attached)

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS, that FHP Realty Company in full furtherance of its interests in assuring orderly development of its land does hereby declare that the portion of the above referenced property comprising forty-two and seven-tenths (42.7) acres, more or less, is and shall be held transferred, sold, conveyed, given, purchased, leased, occupied and otherwise disposed of and used subject to the following Covenants and Restrictions, which will run with the land:

1) A fifty (50) foot wide preserve shall be maintained along the frontage of Maybank Highway and shall be developed in accordance with the zoning classification of Conservation (C) as defined under the of the Zoning Ordinance of City of Charleston, South Carolina.

   a) Within six (6) months of the recording of these covenants a certified plat shall be prepared establishing the preserve of mature trees having a diameter of twelve (12) inches or more, measuring three feet above the ground of the fifty (50) foot wide preserve.
   b) No person shall cut, remove, thin, in any way damage, or create any condition injurious to a tree shown on the plat. The preserve shall not be developed for parking and no structure shall be erected thereon (except for signage and lighting).
   c) Any development of the preserve shall be guided by a tree survey locating all trees over twelve (12) inches caliper (measured three [3] feet above the ground) by genus and species with grade elevations at the base of the trunk. The survey shall be prepared at a scale not less than one (1) inch equals twenty (20) feet (1"=20') and presented to the Planning and Zoning Commission.

d) The Planning and Zoning Commission shall review petitions to cut, remove, trim, in any way damage, or create any condition injurious to a tree having a diameter of twelve (12) inches or more, measured three (3) feet above the ground. The commission shall base its decision on whether the public and private benefit that will result from granting the petition outweighs the public and private benefit derived from denying the petition.

2) The property commencing at a point at the western most corner on Maybank Highway and continuing to a point four hundred fifty (450) feet east, parallel to the right-of-way of Maybank Highway and to a depth of seven hundred (700) feet north of the preserve shall be developed in accordance with the zoning classification of GB (General Business) as defined under the of the Zoning Ordinance of City of Charleston, South Carolina. The remaining 966 feet of property immediately north of the preserve zoned Conservation (C) and adjacent to the west of the property zoned GB (General Business) and to a depth of three hundred fifty (350) feet shall be developed in accordance with the zoning classification of General Office (GO) as defined under the of the Zoning Ordinance of City of Charleston, South Carolina.

3) The balance of the forty-two and seven-tenths (42.7) acres is given a zoning classification of DR-9 (Diverse Residential) allowing for multi-family use limiting the average density to nine (9) dwelling units per acre of highland.

4) Access to this property will be limited to two (2) points of entry from Maybank Highway and one (1) point of entry on River Road, lining up with the access to the west with assessor's Tax Map #312-00-00-139. In addition to the curb cuts described above, the owners shall create an access road intersecting with Maybank Highway at a location east of the five-tenths (.5) acre parcel known as assessor's Tax Map #346-00-00-08 and aligning with a similarly designed access road on the south side of Maybank Highway.

Additionally, the owner shall preserve the avenue of oaks found along the eastern property line and work with adjacent property owners to create a major point of entry that could provide access to the office development fronting on Maybank Highway and the residential development.

5) All development site plans shall be submitted and approved by the appropriate staff agencies of the City of Charleston.

6) These restrictive covenants shall be binding upon the Owner, its heirs, successors and assigns, and the restrictions contained herein shall run with the land. Any violation or attempted violation of any of the covenants or terms hereof may be enforced by the City Council of the City of Charleston in an action at law or in equity against the person or persons or corporations or other entity violating or attempting to violate any restrictive covenants, either to prevent such violation from occurring or to require the specific performance hereof; PROVIDED, HOWEVER, no violation of these restrictive covenants shall result in a forfeiture or reversion of title, notwithstanding any other provision of this instrument.

7) No amendment to these restrictive covenants shall be had unless the same has been approved by the record owners of the parcel subject to the amendment and by the City Council of the City of Charleston; PROVIDED, HOWEVER, that the City Council shall only approve an amendment to these covenants in such manner as provided by applicable city ordinances for amendment of the zoning maps then in effect at the time of the proposed amendment.

IN WITNESS WHEREOF, we have hereunto set our hands and seals as of this 28th day of October, 1986.

WITNESS: FHP REALTY COMPANY

Mary Jane Miller BY: Eugene C. Santos
Eugene C. Santos, Partner

Sandra G. Reed

Mary Jane Miller BY: Sherman Yarborough
Sherman Yarborough, Partner

Sandra G. Reed

STATE OF SOUTH CAROLINA)
) PROBATE
COUNTY OF CHARLESTON)

Personally appeared before me Mary Jane Miller who being duly sworn deposes and says that he/she saw Eugene C. Santos, Partner of FHP Realty Company, sign the within Restrictive Covenants and that he/she along with Sandra G. Reed witnessed the execution thereof.

Sworn to me this 28th day of October, 1986.

Sandra G. Reed
Notary Public
My Commission Expires: MY COMMISSION EXPIRES 11-25-1995

STATE OF SOUTH CAROLINA)
)
COUNTY OF CHARLESTON)

PROBATE

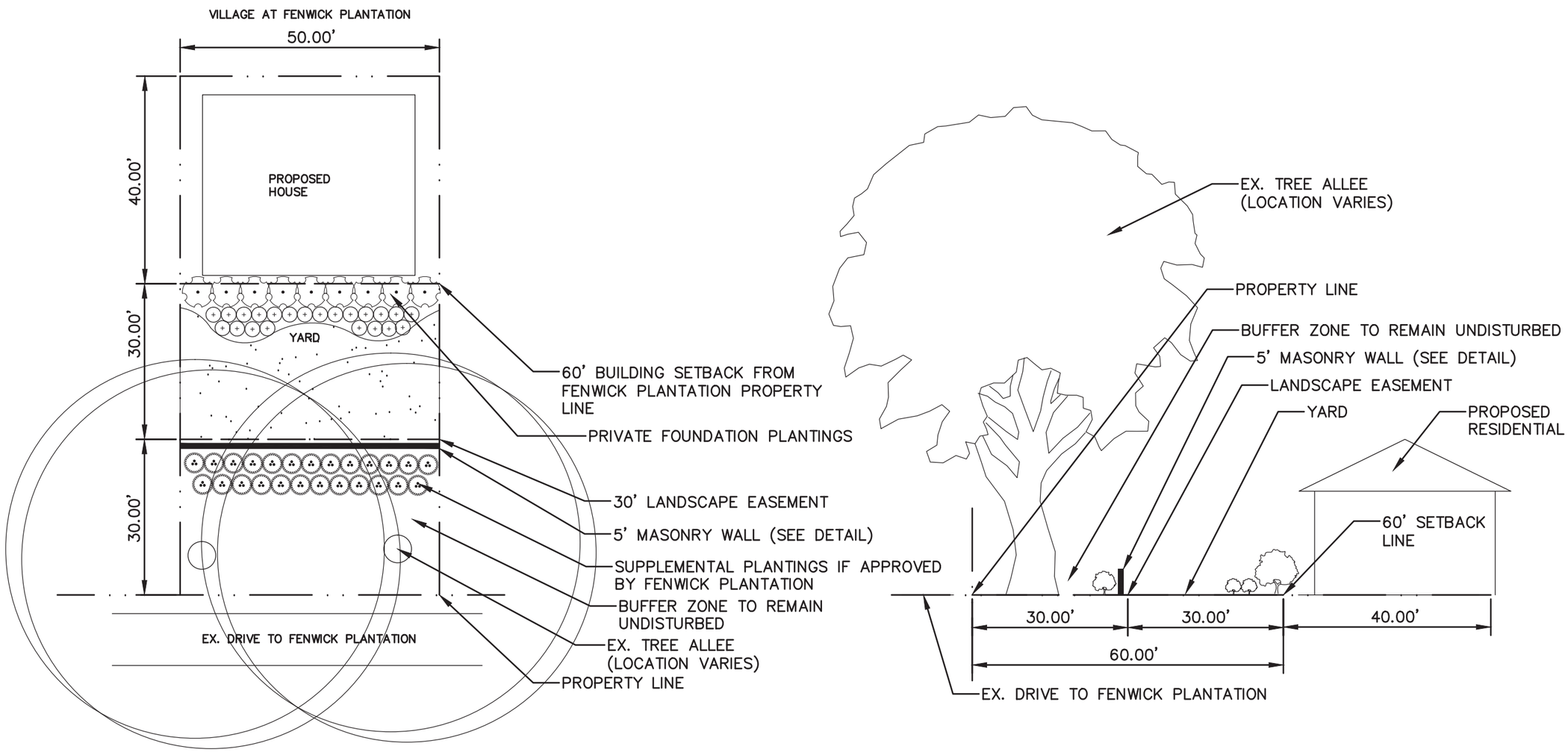
Personally appeared before me Mary Jane Miller who being duly sworn deposes and says that he/she saw Sherman Yarborough, Partner of FHP Realty Company, sign the within Restrictive Covenants and that he/she along with Sandra G. Reed witnessed the execution thereof.

Sworn to me this 28th day of October, 1986.

Sandra G. Reed
Notary Public
My Commission Expires: MY COMMISSION EXPIRES 11-25-1995

APPENDIX F

THIS DRAWING SHALL NOT BE REPRODUCED IN ANY MANNER OR USED FOR ANY PURPOSE WITHOUT WRITTEN PERMISSION.



NOTES.
1. MASONRY WALL DETAIL TO BE COORDINATED THROUGH AND APPROVED BY CITY STAFF.
2. SEE LAND USE PLAN FOR BUFFER LOCATIONS.

SW SEAMONWHITESIDE
501 Wando Park Blvd., Suite 200
Mount Pleasant, SC 29464-7849
843.884.1667 (f) 843.884.6944
607 Pendleton Street, Suite 100
Greenville, SC 29601-3319
864.298.0534 (f) 864.298.8018

SOUTH CAROLINA
SEAMON, WHITESIDE & ASSOCIATES, INC.
No. C00472
CERTIFICATE OF AUTHORIZATION

THE VILLAGE AT FENWICK PLANTATION
PLANNED UNIT DEVELOPMENT
CITY OF CHARLESTON, SOUTH CAROLINA

Registered Landscape Architect
State of South Carolina
No. 795
KENNETH R. SEAMON

DRAWN BY: MZC
CHECKED BY: DRS

PROJECT: 6518
DATE: 9/19/13

NO.	DATE	REVISION NOTES	BY
1	10.10.13	STAFF SUBMITTAL	DRS
2	9.21.15	PUD SUBMITTAL - VERSION 2	MZC
3	10.15.15	PUD SUBMITTAL - REVISIONS PER TRC COMMENTS	MZC

FRONT ALLEE BUFFER

SHEET

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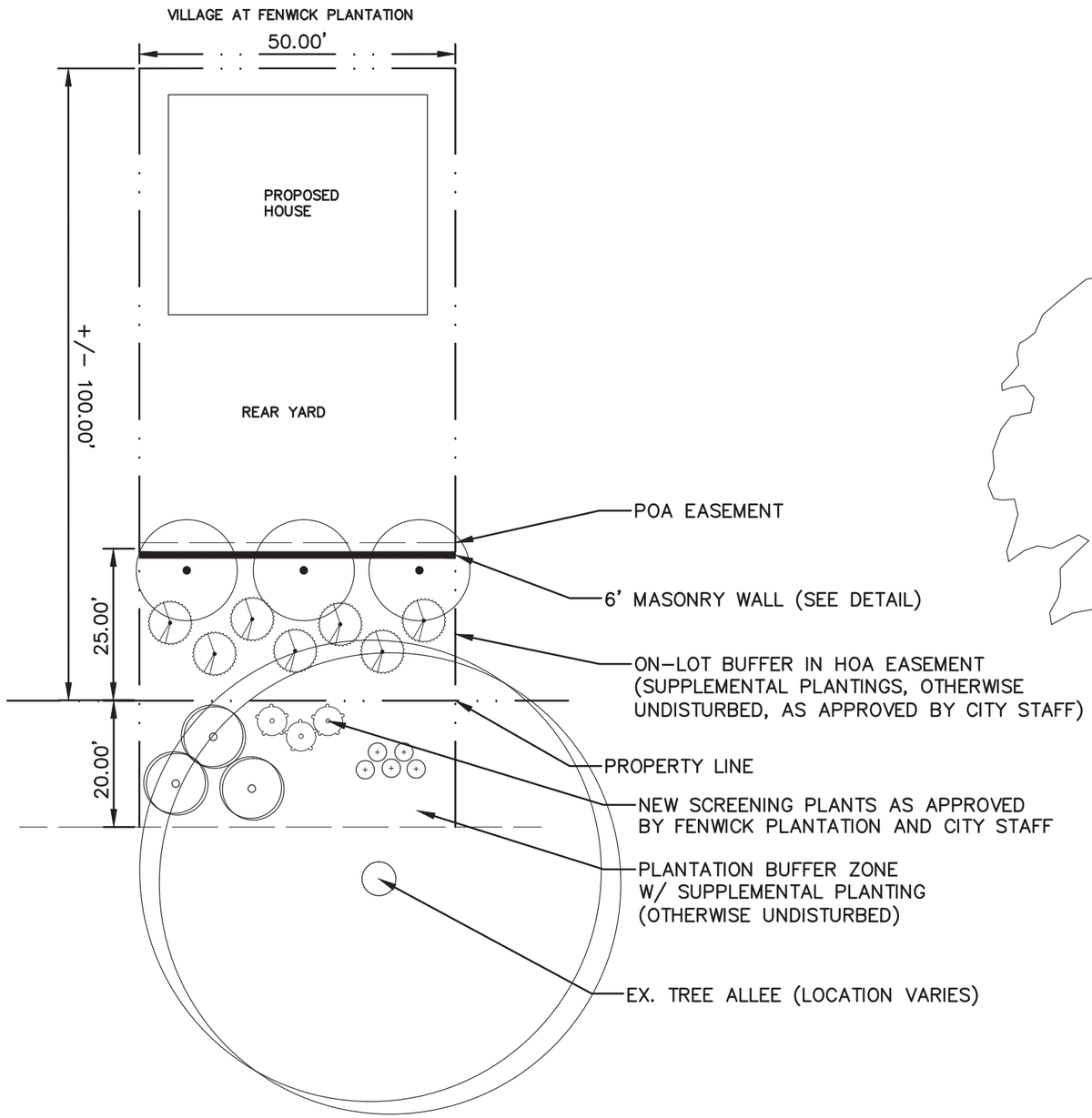
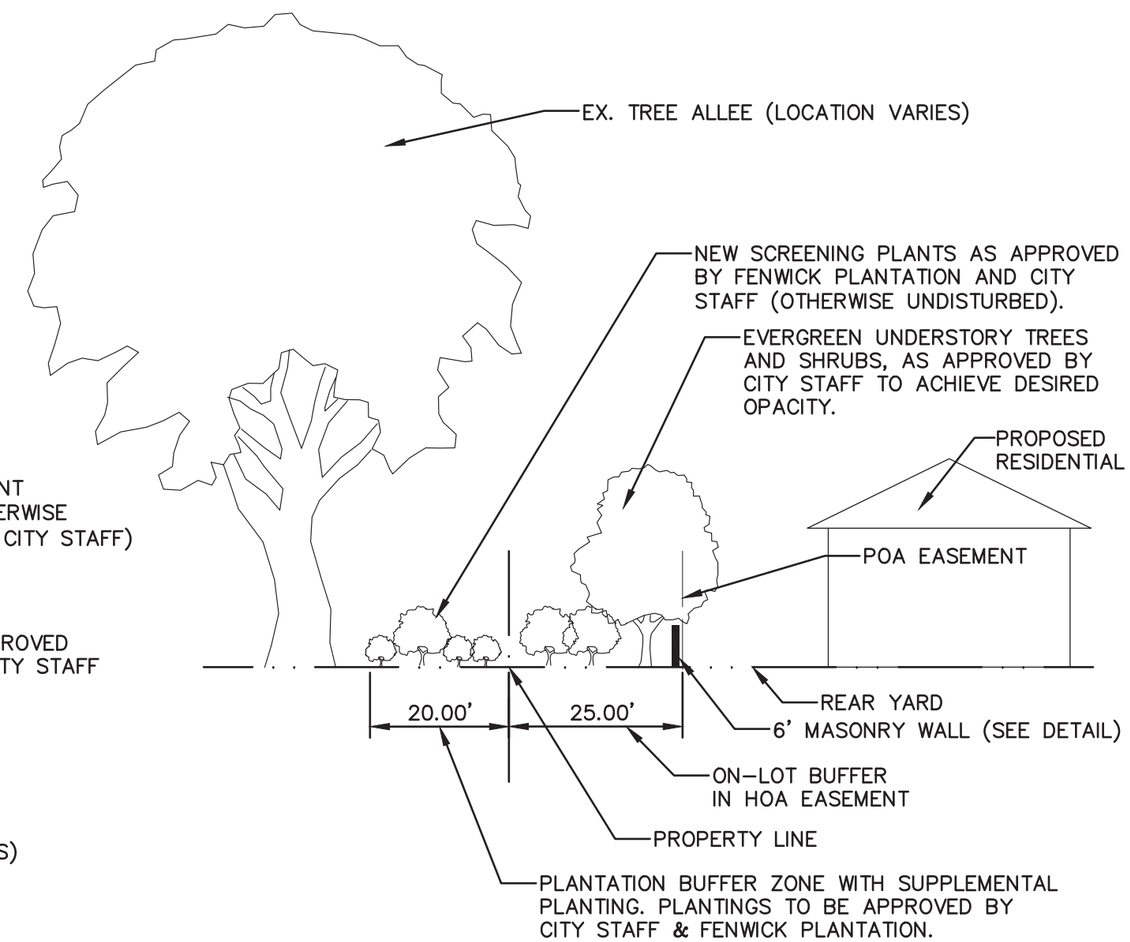
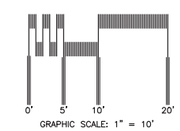




NOTES:
1. ON-LOT BUFFER TO INCLUDE 4 UNDERSTORY TREES & 20 EVERGREEN SHRUBS PER 100'. CITY STAFF MAY REDUCE PLANTING REQUIREMENT TO ACCOUNT FOR EXISTING VEGETATION BUFFER TO REMAIN UNDISTURBED ON LOT.
2. MASONRY WALL DETAIL TO BE COORDINATED THROUGH AND APPROVED BY CITY STAFF.
3. SEE LAND USE PLAN FOR BUFFER LOCATIONS.



SEAMONWHITESIDE
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Mount Pleasant, SC 29464-7849
843.884.1667 (f) 843.884.6944
607 Pendleton Street, Suite 100
Greenville, SC 29601-3319
864.298.0534 (f) 864.298.8018

SOUTH CAROLINA
SEAMON, WHITESIDE & ASSOCIATES, INC.
No. C00472
CERTIFICATE OF AUTHORIZATION

THE VILLAGE AT FENWICK PLANTATION
PLANNED UNIT DEVELOPMENT
CITY OF CHARLESTON, SOUTH CAROLINA

Registered Landscape Architect
No. 795
KENNETH R. SEAMON
State of South Carolina

DRAWN BY: MZC
CHECKED BY: DRS

PROJECT: 6518
DATE: 9/19/13

NO.	DATE	REVISION NOTES	BY
1	10.10.13	STAFF SUBMITTAL	DRS
2	9.21.15	PUD SUBMITTAL - VERSION 2	MZC
3	10.15.15	PUD SUBMITTAL - REVISIONS PER TRC COMMENTS	MZC

REAR ALLEE BUFFER

SHEET

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BUFFERS 10/13/15

This PUD agreement between Fenwick Hall Planation [John Pernell] and Penny Creek Associates is to state clearly the required buffers along west side of the south Allee of Oaks leading to Maybank Highway and also the buffer along the property line between Fenwick Hall running east to west and the PUD. [The plantation buffer shall run from the new gate noted below and extend to the west property line to the edge of wetlands.]

- Attached drawings "rear and front allee buffers" dated 9/19/15 from SWA,

- These buffers will become part of the approved PUD, therefore will be restricted via each and every deed.

- The HOA will have full and complete responsibility to not only maintain the buffers but to enforce them as well.

- It is acknowledged that buffers are to be installed and landscaping complete prior to any home construction in the PUD neighborhood.

- Upon installation it shall be the HOA's duty to maintain and enforce the buffers.

GATES AGREEMENT

Two [2] gates are to be installed, one at each end of the Allee of Oaks running from the end of Fenwick Allee [a public street], to the north end at the property line of Fenwick Hall Plantation

The south gate will be simple painted wooden plantation style gate, the north gate at the property line shall be iron with brick columns. Both gate designs to be submitted to the Fenwick Plantation HOA for approval prior to proceeding.

Penny Creek Associates agrees to reimburse all material cost for the south gate, as soon as invoices are submitted.

It is acknowledged that a contribution shall be made to the owners of Fenwick Hall in the amount of $30,000 by the neighborhood PUD developers. This shall be used toward the cost of the north gate [at the plantation property line].

This contribution shall be in place prior to any construction activity on the new neighborhood development.

It is acknowledged that the maintenance of the Allee of Oaks shall be by the owners of Fenwick Hall.

Acknowledged and Approved

Fenwick Hall Plantation
John Pernell

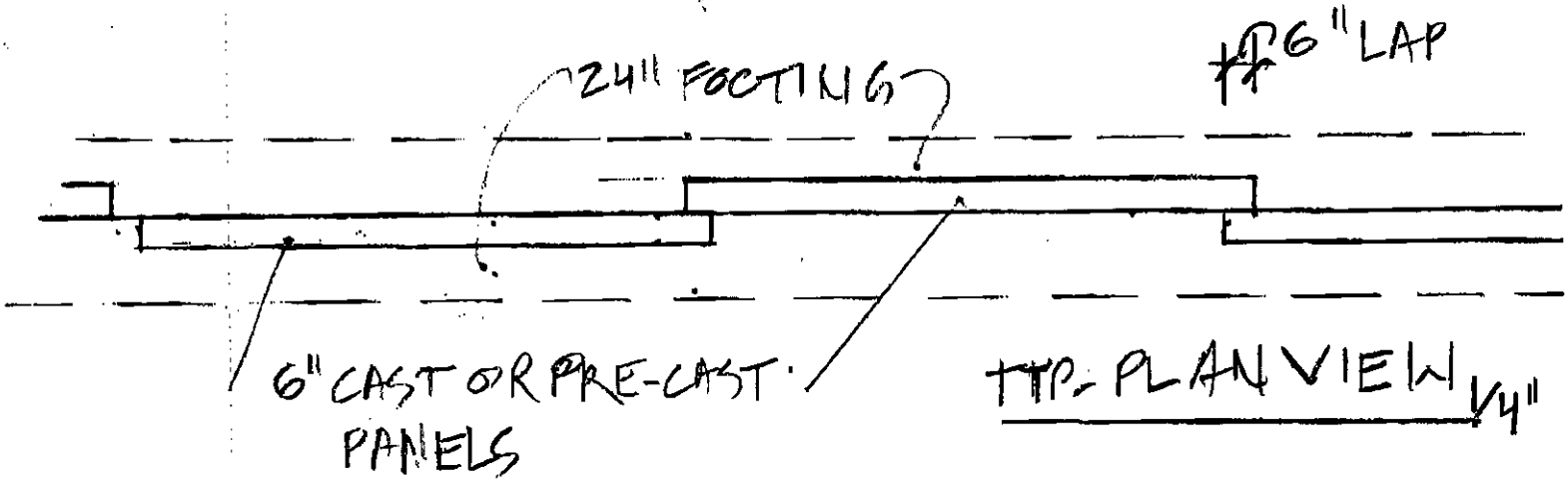
---------- date
10-14-15

Penny Creek Associates
Mitch Laplante

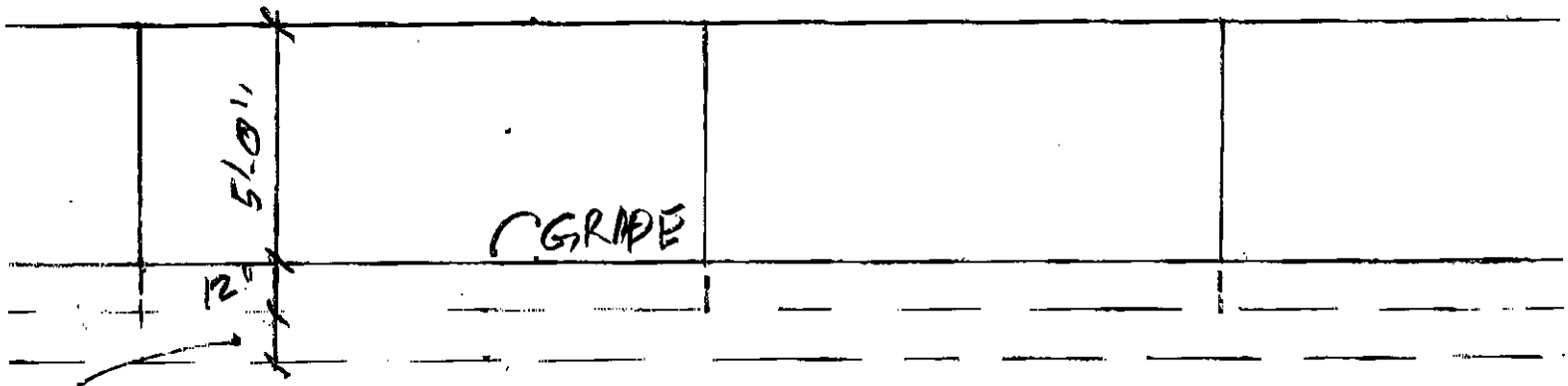
---------- date

FENWICK VILLAGE P.U.D.
BUFFER COURTYARD WALLS

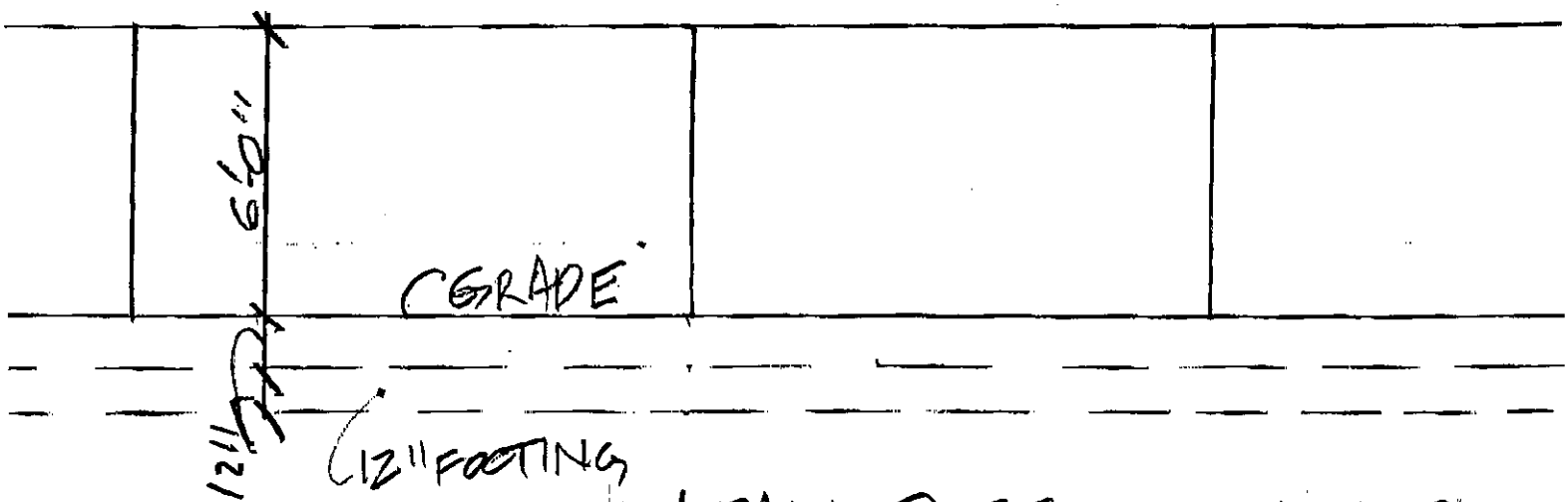
10/13/15



TYP. PLAN VIEW 1/4"



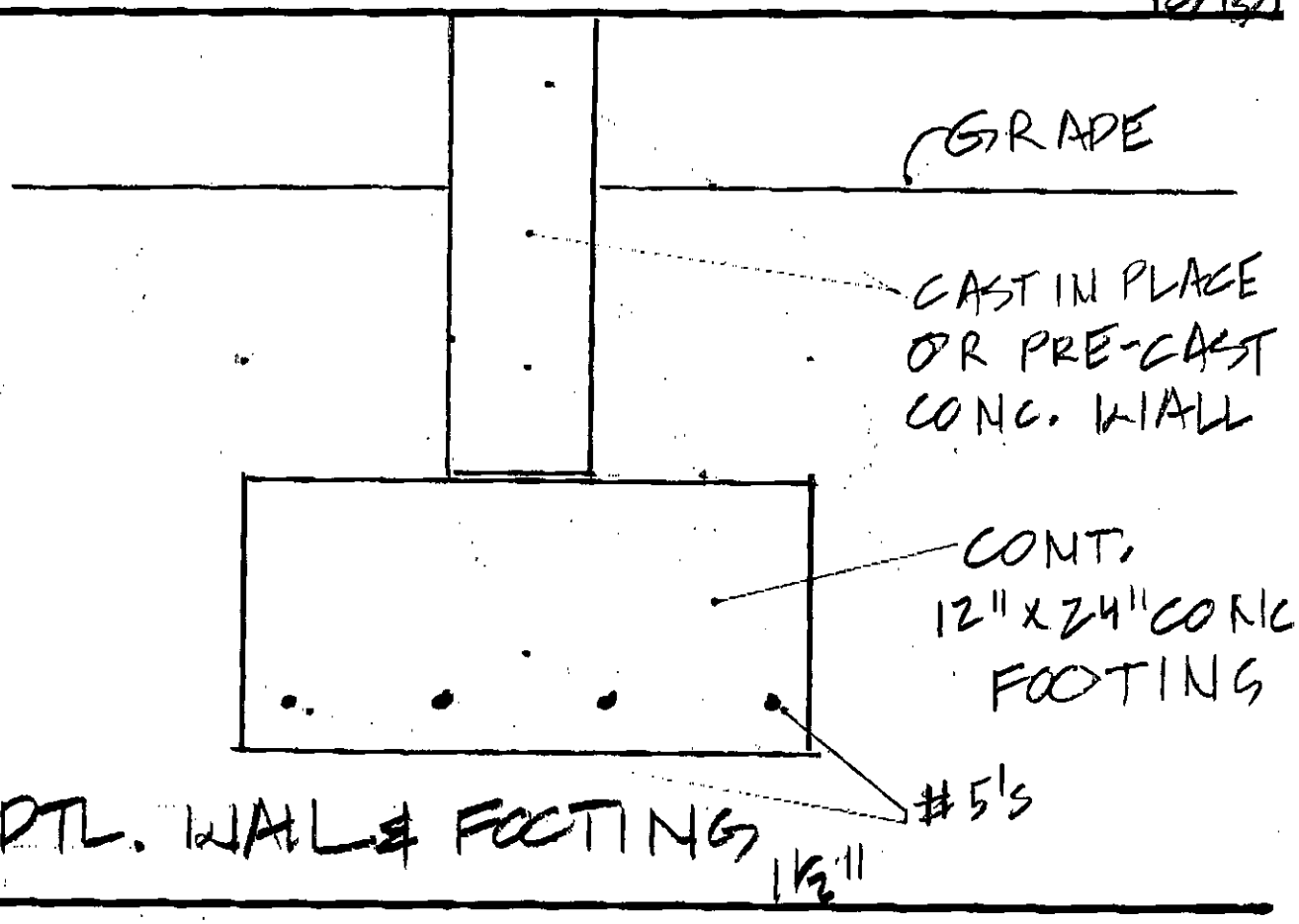
5' TALL WALLS @ SIDE ALLEE 1/4"



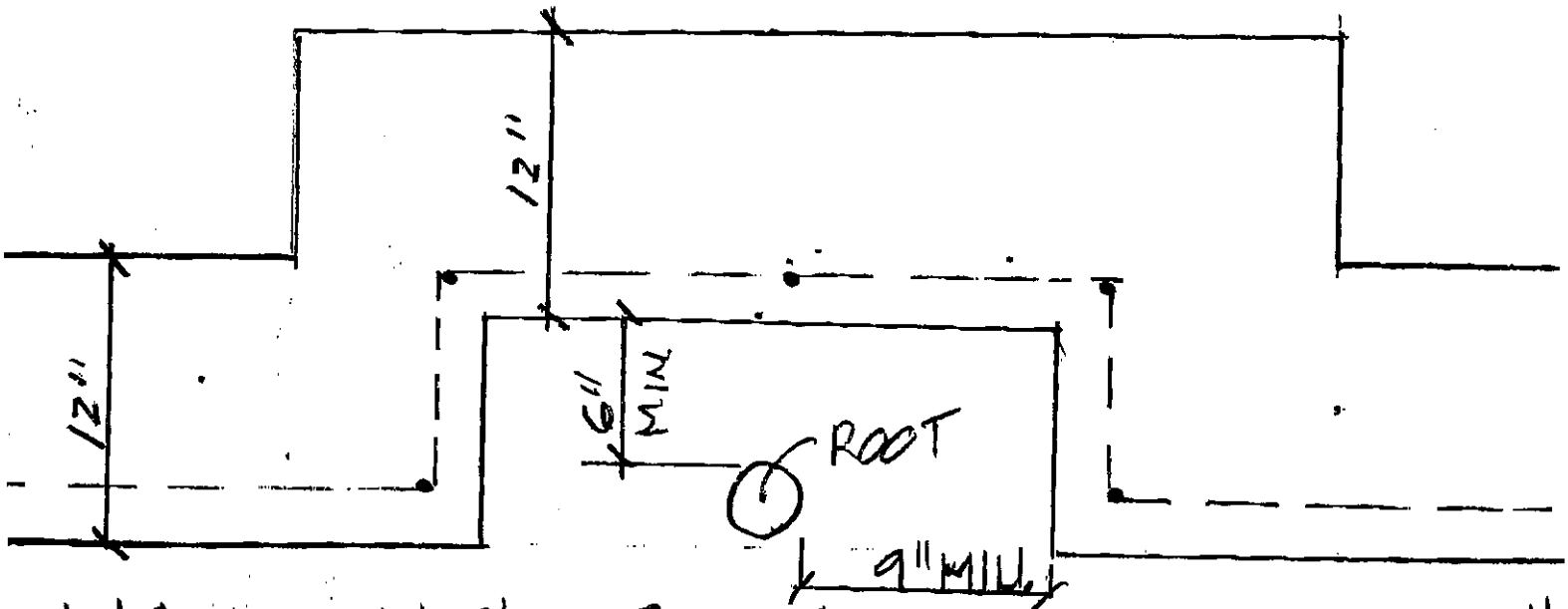
6' TALL @ FENWICK HALL PL 1/4"

FENWICK VILLAGE P.U.D.
BUFFER COURTYARD WALL DETAILS

10/13/

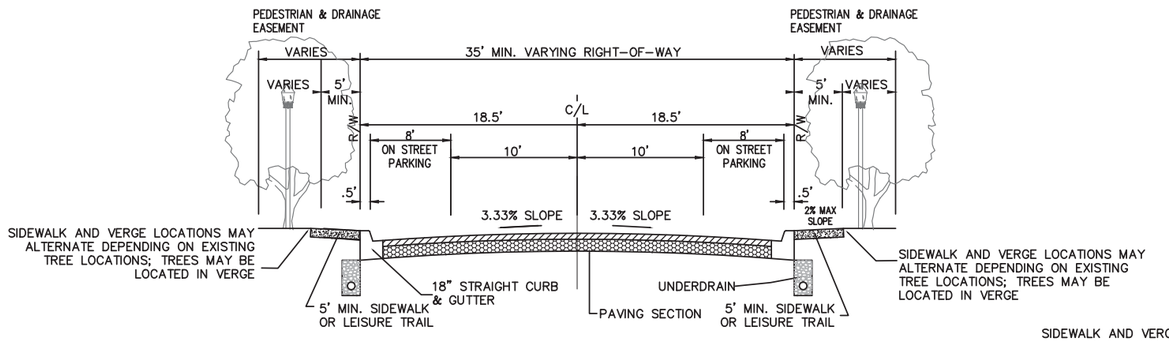


TYP. DTL. WALL & FOOTING



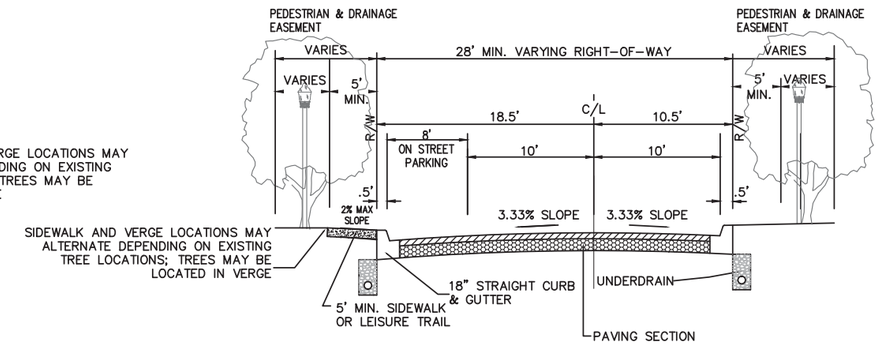
HAUNCHED FOOTING @ ALL ROOT > 4"

APPENDIX G



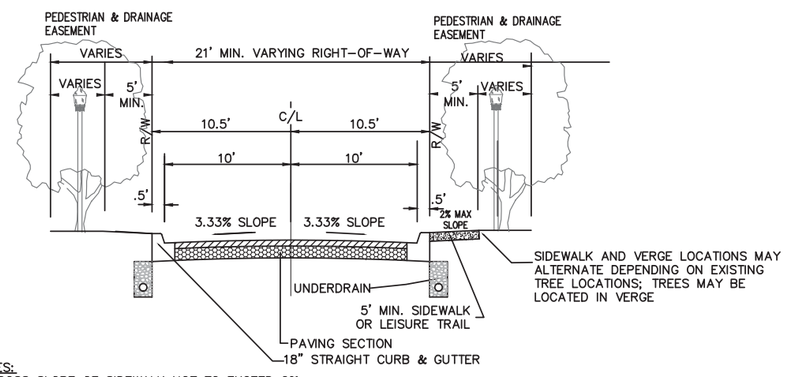
NOTES:
1. CROSS SLOPE OF SIDEWALK NOT TO EXCEED 2%.
2. UNDERDRAIN TO BE LOCATED ALONG BOTH SIDES OF ROADWAYS FOR THE ENTIRE LENGTH.
3. ROW WIDTHS MAY VARY AND PARALLEL SPACES MAY BE OMITTED TO AVOID IMPACTING GRAND TREES
4. STREET TREES SHALL BE PROVIDED. SEE PUD DOCUMENT FOR FLEXIBILITY DUE TO EXISTING TREES.

1 TYPE 1 SECTION—37' VARYING SMALL STREET
(NOT TO SCALE) **TWO SIDE ON-STREET PARKING**



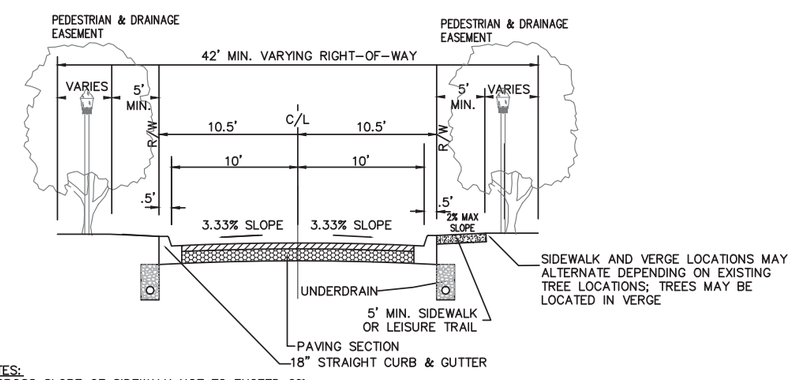
NOTES:
1. CROSS SLOPE OF SIDEWALK NOT TO EXCEED 2%.
2. UNDERDRAIN TO BE LOCATED ALONG BOTH SIDES OF ROADWAYS FOR THE ENTIRE LENGTH.
3. ROW WIDTHS MAY VARY AND PARALLEL SPACES MAY BE OMITTED TO AVOID IMPACTING GRAND TREES
4. STREET TREES SHALL BE PROVIDED. SEE PUD DOCUMENT FOR FLEXIBILITY DUE TO EXISTING TREES

2 TYPE 2 SECTION—29' VARYING SMALL STREET
(NOT TO SCALE) **ONE SIDE ON-STREET PARKING**



NOTES:
1. CROSS SLOPE OF SIDEWALK NOT TO EXCEED 2%.
2. UNDERDRAIN TO BE LOCATED ALONG BOTH SIDES OF ROADWAYS FOR THE ENTIRE LENGTH.
3. ROW WIDTHS MAY VARY
4. STREET TREES SHALL BE PROVIDED. SEE PUD DOCUMENT FOR FLEXIBILITY DUE TO EXISTING TREES

3 TYPE 3 SECTION—21' VARYING SMALL STREET
(NOT TO SCALE) **ONE SIDE ON-STREET PARKING**



NOTES:
1. CROSS SLOPE OF SIDEWALK NOT TO EXCEED 2%.
2. UNDERDRAIN TO BE LOCATED ALONG BOTH SIDES OF ROADWAYS FOR THE ENTIRE LENGTH.
3. ROW WIDTHS MAY VARY
4. STREET TREES SHALL BE PROVIDED. SEE PUD DOCUMENT FOR FLEXIBILITY DUE TO EXISTING TREES

4 TYPE 4 SECTION—42' VARYING SMALL STREET
(NOT TO SCALE) **ONE SIDE ON-STREET PARKING**

NOTES:
1. SEE PUD DOCUMENT FOR ADDITIONAL ALLOWABLE STREET TYPES.
2. SHOULD PRIVATE PERVIOUS DRIVES BE DESIRED, A DETAIL SHALL BE REVIEWED AND APPROVED BY THE FIRE DEPARTMENT AND ENGINEERING DEPARTMENT. (SEE PUD DOCUMENT)

SeamonWhiteside + ASSOCIATES
Land Planning | Landscape Architecture | Civil Engineering | Urban Design
501 Wando Park Blvd., Suite 200 Mount Pleasant, SC 29464 (843) 884.1667 (f) 843.884.6944
607 Pendleton Street, Suite 100 Greenville, SC 29601 (864) 298.0531 (f) 864.298.8018

SOUTH CAROLINA SEAMON, WHITESIDE & ASSOCIATES, INC. No. C00472 CERTIFICATE OF AUTHORIZATION

THE VILLAGE AT FENWICK PLANTATION
PLANNED UNIT DEVELOPMENT
CITY OF CHARLESTON, SOUTH CAROLINA

State of South Carolina Registered Landscape Architect No. 285 KENNETH R. SEAMON

DRAWN BY: MZC
CHECKED BY: DRS

PROJECT: 6518
DATE: 9/19/13

NO.	DATE	REVISION NOTES	BY
1	10.10.13	STAFF SUBMITTAL	DRS
2	9.21.15	PUD SUBMITTAL – VERSION 2	MZC
3	10.15.15	PUD SUBMITTAL – REVISIONS PER TRC COMMENTS	MZC

STREET SECTIONS

SHEET

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APPENDIX H

Sec. 54-317. - Required number of off-street parking spaces by land use.

a. Minimum number of parking spaces required. Table 3.3 indicates off-street parking requirements for land uses. All calculations shall be rounded up to the next whole number. The total parking requirement for mixed uses shall be the sum of the requirement for each use, except that "shopping center" developments, as defined in Table 3.3, shall be exempt from this requirement. Parking spaces required for one use shall not be used to satisfy the parking requirement for another use with the exception of churches, synagogues or other places of worship. Additional parking for bicycles shall be required for certain land uses pursuant to Section 54-320. For the purposes of this Section, "peninsula" shall mean the area of the City of Charleston bounded by the Cooper River to the east, the Ashley River to the west and south, and the Charleston City Limits to the north.

b. Maximum area of paved parking spaces and aisles allowed for surface parking lots. The maximum number of hard surfaced parking spaces allowed for a shopping center development, as defined in Table 3.3, shall not exceed the total number of spaces required pursuant to this section, increased by 20 percent. All spaces and appurtenant aisles in excess of this 20 percent cap, or areas within the parking lot equivalent in size to the number of excess parking spaces multiplied by 450 square feet, shall be non-hard surfaced utilizing slag, gravel, ROC, grasscrete, or similar porous material or simply a grass field.

TABLE 3.3: OFF-STREET PARKING REQUIREMENTS

USE		NUMBER OF SPACES REQUIRED
RESIDENTIAL:		
-	One (1) family detached dwelling	2 per unit
	One (1) family attached dwelling & mobile home	
-	Two (2) family dwelling	2 per unit
-	Multiple (3 or more) dwellings or dwellings (one or more) within commercial bldgs.	1½ per unit
-	Boarding house	1 per 2 bedrooms
-	Dormitory, sorority or fraternity house	1 per 2 beds
-	Nursing home, homeless shelter, orphanage, sanitarium, boarding home for sheltered care; where above uses are communal living with central dining room	1 per 6 beds
-	Special needs housing; housing restricted by funding agencies, public housing agencies, or	1 per 3 dwelling units

	other such organizations, to elderly, handicaped individuals or families, or low income occupants based on current income limits established by the U.S. Department of Housing and Urban Development	
-	Affordable housing	1 per 4 dwelling units
ACCOMMODATIONS:		
-	Accommodations uses, except bed and breaskfasts	2 per 3 sleeping units
-	Bed and breakfasts	1 per bed and breakfast unit
-	RV parks	1 per trailer accommodation or "hook-up"
INSTITUTIONAL AND COMMUNITY SERVICE:		
-	High schools (grades 9-12)	1 per each 4 seats in the main assembly hall plus 1 for each classroom
-	Preschool, kindergarten, elementary and junior high schools (grades preschool through 8)	2 spaces for each employee
-	Day care centers	2 per employee
-	Church, synagogue, place of worship (other than on the peninsula)	1 per 4 seats design capacity of the principal place of worship; 80 percent of the required spaces may be provided at an off-site public or private parking lot which is accessory to another use not open or operating during the time of weekend services and within 400 feet of the place of worship. Written permission from owner of lot indicating times parking is to be permitted shall be submitted to zoning administrator prior to approval.

-	Church, synagogue, place of worship (on the peninsula)	1 per 8 seats design capacity of the principal of the principal place of worship with off-site parking allowed same as above.
-	Funeral home, mortuary, crematorium	1 per 4 seats in sanctuary or 1 per 2 employees whichever is greater.
-	Health care facility;	1 per 2 beds
	Hospital, accessory uses	
-	Health care facility;	1 per employee plus 1.5 per outpatient treatment room.
	Ambulatory care, clinic, accessory uses	
-	Laboratory, research facility	1 per 2 employees
-	Place of public assembly auditorium, stadium, community center, theater	1 per 6 seats or patrons (based on maximum occupancy etc. as allowed by Building Code)
-	Trade School, College, Institution of higher learning and accessory uses to such facility except dormitory, sorority, and fraternity housing	1 per 100 square feet of total classroom space
-	Library	3 per 1000 square feet of interior floor area.
BUSINESS, ENTERTAINMENT AND OFFICE:		
-	Art gallery (non-retail), museum (on the peninsula)	1 per 600 square feet (excluding storage)
-	Art gallery (non-retail), museum (all other areas)	1 per 400 square feet (excluding storage)
-	Automobile repair garage	1 per 2 employees at maximum employment on a single shift plus 1 per 150 square feet of automobile repair space.

-	Office, professional and public buildings bank (on the peninsula)	1 per 500 square feet (excluding halls, stairwells, storage/elevator shafts and bathrooms)
-	Office, professional and public buildings, bank (all other areas)	1 per 240 square feet (excluding halls, stairwells, storage/elevator shafts and bathrooms)
-	Restaurants; sit down establishments serving food and beverage (on the peninsula)	1 per 150 square feet of inside patron use area (excluding bathrooms), and 1 per 200 square feet of outside seating area if available.
-	Restaurants, sit down establishments serving food and beverage (all other areas)	1 per 90 square feet of inside patron use area (excluding bathrooms), and 1 per 200 square feet of outside seating area if available.
-	Restaurant, fast food, take-out and/or express prepared food delivery only	1 per 75 square feet of inside patron use area, plus 1 per square feet of outside seating area if available.
-	Restaurant, drive-thru with no use area	1 per employee at maximum shift inside patron plus 1 per delivery vehicle plus 1 per 250 square feet of outside seating area.
-	Retail and personal service establishments not including food stores (on the peninsula)	1 per 400 square feet of gross floor area.
-	Retail and personal service establishments not including food stores (all other areas)	1 per 200 square feet of gross floor area
-	Gas stations with convenience stores	In addition to one space for each pump facility, one per 400 square feet of floor area
-	Food stores (off-peninsula)	1 per 300 square feet of floor area
-	Food stores (on-peninsula)	1 per 400 square feet of floor area
-	Car wash (full service)	2 per bay/stall plus 1 space per employee
-	Car wash (self serve)	1 per washing module

-	Retail specialty stores selling only furniture, or large appliances, or carpet, or lumber, or or plants, or other specific types of household furnishings	1 per 400 square feet of total floor area excluding storage areas plus 1 per store delivery vehicle.
-	Shopping center - a commercial development which includes one or more retail type uses listed in this table. The total floor area must equal 20,000 square feet or more, in one or more buildings, on one or more lots which are designed and laid out to function as an interrelated development, as evidenced by both shared driveways and parking.	1 per 200 square feet leasable floor area for the first 20,000 total square feet. 1 per 250 square feet for 20,001 to 140,000 total leasable square feet. 1 per 300 square feet for total leasable square feet over 140,001.
-	Mini warehouse, self storage warehouse facility	1 space per 6,000 square feet of net leaseable square footage of warehouse space, or fraction thereof, with up to half the required spaces and associated driveway areas permitted to remain unmarked for trucks and other large vehicles to park and maneuver.
-	Dry cleaners, laundry services	1 per 300 square feet of customer use area plus 2 per 3 employees at maximum employment on a single shift.
-	Private club, fraternal lodges, country clubs	1 per 3 persons allowed by Building Code in the main assembly room or auditorium.
INDUSTRIAL:		
-	Manufacturing, wholesale, or other industrial establishments not catering to retail trade	1 per 2 employees at maximum employment on employment on a single shift plus 1 per company vehicle.
RECREATIONAL:		
-	Recreational facilities (on the peninsula)	1 per 8 patrons based on occupancy limit as determined by Building Code or based on design capacity.

-	Recreational facilities (other areas)	1 per 4 patrons based on occupancy limit as determined by Building Code or based on design capacity.
-	Marinas	1 per 4 dry slips
		1 per 2 wet slips
-	Driving range	1 per tee plus 1 per employee at maximum employment on a single shift.
-	Golf Course	2 per tee plus 1 per employee at maximum employment on a single shift.
-	Bowling alleys	5 per alley
-	Health club	1 per 400 square feet of total floor area.

(Ord. No. 1998-76, § 3, 4-28-98; Ord. No. 2002-92, § 7, 8-13-02; Ord. No. 2004-70, § 1, 7-20-04; Ord. No. 2006-428, § 9, 9-26-06; Ord. No. 2007-214, § 1, 11-20-07; Ord. No. 2014-130, §§ 2-4, 10-14-14)

APPENDIX I

October 16, 2013

Anna Lewis
Permitting Coordinator
501 Wando Park Boulevard, Suite 200
Mount Pleasant, South Carolina 29464

Re: TMS# 346-00-00-004, 008, 076, 258 & 260 / Charleston County, SC

Dear Mrs. Lewis:

This letter will verify that South Carolina Electric and Gas Company has sufficient electrical and natural gas capacity to serve the referenced tracts above. Electric and gas service will be provided in accordance with SCE&G's General Terms and Conditions, other documents on file with the South Carolina Public Service Commission, and the Company's standard operating policies and procedures.

Please contact me at 843-576-8447 if you have any questions or if I may be of assistance.

Sincerely,

Steven M. Morillo
Customer Service Engineering

October 16, 2013

Village at Fenwick Plantation
Charleston, SC 29455

RE: TMS: 4346-00-00-004, 008, 076, 258 & 260

To Whom It May Concern:

This letter is to confirm that Comcast Cable is the franchised video service provider for the new location of Village at Fenwick Plantation Charleston, SC. Upon execution of a property-specific agreement, the terms of which will be negotiated separately, Comcast can and will extend its cable plant to the property so that the residents there will have access to Xfinity Video, High-Speed Data, and Digital Voice services.

Depending on cost to extend the plant, the owner may be asked to bear some of the cost of cable plant construction.

Should you have any additional questions, please contact me at 843-266-3094.

Best Regards,

Andy Mcilwain
Business Development Account Executive
Comcast of South Carolina, Inc.
4400 Bell Oaks Drive
North Charleston, SC 29405
(843) 266-3094 office
Andrews_mcilwain@cable.comcast.com

To:
Cc:
Bcc:
Subject: Fw: TMS #346-00-00-004, 008, 076, 258 & 260

From: RALPH WATKINS <ralph_watkins@charleston.k12.sc.us>
To: Anna S Lewis <ALewis@seamonwhiteside.com>,
Cc: Bill Lewis <william_lewis@charleston.k12.sc.us>
Date: 10/16/2013 08:32 AM
Subject: Re: TMS #346-00-00-004, 008, 076, 258 & 260

The site is in the Angel Oak ES, Haut Gap Middle, and St John's High School attendance zone. Seats will be made available to residents of the project. We will send a formal letter as soon as possible. Do you have a rough idea of when the site will be fully built out?
V/r, rw

--
Ralph Watkins, PE
Facilities Planner
Capital Programs Department
Charleston County School District
3999 Bridge View Drive
North Charleston, SC 29405
Ph. 843-566-1983
Fax 843-746-1374
Excellence is Our Standard

APPENDIX J

(Full Document on File with City of Charleston)

Isolate 3

Investigators identified Isolate 3 between site 38CH1716 and 38 CH1864 in an area of mixed pine and hardwood forest (see Figures 1, 2, and 25). Investigators excavated eight shovel tests at 15 meter intervals, two in each cardinal direction (see Figure 25). Soils in the area consisted of grayish brown sand 0-55 cm bs underlain by yellow sand 55-75 cm bs. Investigators recovered one small slipware sherd 30-50 cm bs. No features were identified on the surface or in any of the shovel tests.

Project Summary

The project tract lies near landscape features that are contributing elements to the Fenwick Hall NRHP property. Development of the project tract may affect Fenwick Hall by visually detracting from the property's historic landscape. Specifically, the landscape features that may be affected are the double oak allee from River Road to the house, the single oak allee from SC Route 700 to the house, and the views from the house and surrounding grounds. We recommend the developers consult with the SHPO to ensure that building placement, height, and materials are designed so that there is no visual effect to these approaches to and from the house and grounds.

Archaeologists identified seven archaeological sites (38CH1716, 38CH1861-38CH1866) and three isolated finds (Isolates 1-3) on the project tract. We recommend 38CH1716, 38CH1861-38CH1866, and Isolates 1-3 not eligible for the NRHP. Additional management of these sites and isolated finds is not warranted. However, if at any time during construction activities on the tract cultural features or suspected cultural features, such as dense artifact or shell clusters, articulated bricks, or human remains are encountered work should stop immediately and the SHPO should be notified. If suspected human remains are encountered the Charleston County Coroner also should be notified immediately.

APPENDIX K

(Full Document on File with City of Charleston)

EXECUTIVE SUMMARY

Maybank Highway (SC 700) is a two lane state highway that runs in a northeast-southwest direction across Johns Island in the metropolitan area of Charleston, South Carolina. The traffic congestion and travel times along Maybank Highway have increased significantly in recent years and are expected to worsen as the area continues to grow.

This particular study addresses the operation of the 3.75 mile section of Maybank Highway between the western end of the Stono River Bridge to the east and the Main Road/Bohicket Road intersection to the west. The goal of this study is to examine Existing (2010) and Future Year (2035) traffic conditions. The future year traffic conditions include both 2035 No-Build and two separate 2035 Build scenarios. The Build scenarios are:

- 2035 Build Concept A: Widening of Maybank Highway from its existing two-lanes to a proposed four lane facility; and

- 2035 Build Concept B: Improvement of the Maybank Highway corridor incorporating the *Town and Country Sections* and *Pitchfork Roadway* concepts. The Pitchfork roadway concept provides a system of two-lane east-west roads parallel to Maybank Highway between the Stono River and River Road to support development and divert traffic turning to and from River Road away from the Maybank Highway-River Road intersection. The Town and Country concept will adopt the primary components of the Johns Island Community Plan for Maybank Highway between the River Road and the Bohicket Road/Main Road intersections as per the *ULI February 2009 Report*. In both Town and Country sections, Maybank Highway will have 10 feet wide lanes in each direction. The arterial travel speed will be lowered to 25 mph in the *Town Section* and 35 mph in the *Country Section*. The Town Sections will also have a center Two-Way-Left-Turn-Lane and 8 feet wide parallel parking on both sides of the street.

Since the construction of the proposed I-526 extension is uncertain at this moment, the future year analyses were evaluated with and without the I-526 extension. Traffic operational analyses were performed for a total of seven alternatives: Existing (2010) year; Design year (2035) No-Build (with and without I-526), 2035 Build Concept A (with and without I-526) and 2035 Build Concept B (with and without I-526).

Existing Condition: The arterial analysis results show that both eastbound and westbound Maybank Highway currently operates at LOS B during both the morning and afternoon peak hours. The analysis of existing conditions indicates the afternoon peak hour is the most critical operating period. The existing two signalized intersections at River Road and Main Road/Bohicket Road will operate at LOS C or better during the afternoon peak hour. However, the stop sign controlled approaches of Sailfish Drive, Pineland Drive and Fenwick Hall Allee currently experience high delay and fail to operate at an acceptable LOS during the afternoon peak period.

2035 No-Build: The 2035 No-Build alternative (without the I-526 extension) analysis results show that four of the nine study intersections will fail to accommodate the projected traffic growth by 2035 and will operate at **LOS E** or **LOS F**. The existing signalized intersection at Maybank Highway and Main Road/Bohicket Road will fail to accommodate the 2035 traffic if no improvements to the roadway network are implemented. The 2035 No-Build alternative (with the I-526 extension) results show seven of the nine study intersections will fail to accommodate the future traffic growth and will operate at **LOS E** or **LOS F**. The existing signalized intersections along Maybank Highway at Main Road/Bohicket Road and River Road will fail to accommodate the 2035 traffic if no improvements to the roadway network are implemented. The arterial operating condition results show that both eastbound and westbound Maybank Highway will operate at LOS B during both I-526 scenarios.

2035 Build Concept A (Maybank Highway Widening): The analysis of the 2035 Build (Concept A) alternative improve significantly with or without the extension of I-526 compared to 2035 No-Build alternative due to the provision of additional capacity to accommodate projected traffic volumes. A new traffic light at the Maybank Highway intersection with Walter Drive will likely be needed to accommodate the future year traffic volume in Concept A.

Without the I-526 Extension: The results for the Concept A (without I-526) analysis show the three stop sign controlled approaches on Sailfish Drive, Pineland Drive and Fenwick Hall Alee will operate at **LOS E** or **LOS F**. The existing signalized intersections along Maybank Highway at Main Road/Bohicket Road and River Road will operate at LOS C.

The travel speed and travel time along Maybank Highway will improve in Concept A compared with 2035 No-Build scenario. The eastbound travel time between the Main Road/Bohicket Road and River Road intersections will be reduced by about 11 seconds and travel speed will increase slightly by 1.0 mph. The westbound travel time will be reduced significantly by about 78 seconds and the travel speed will increase about 6.0 mph. The westbound arterial LOS will improve from LOS B in the 2035 No-Build to LOS A in Concept A . The eastbound arterial LOS will remain LOS B for both the 2035 No-Build and Concept A scenarios.

With the I-526 Extension: The results for the Concept A (with I-526) analysis show two stop sign controlled approaches at the Sailfish Drive and Pineland Drive approaches to Maybank Highway, and the stop sign controlled approach at the Stardust Way approach to River Road will operate at **LOS F**. The existing signalized intersection at Maybank Highway and River Road will fail operate at **LOS E** due to the extremely heavy traffic projected to be diverted from Maybank Highway along both directions of River Road from the proposed connections to River Road from the I-526 extension.. With the extension of I-526, the travel patterns within the study area will change and significant amount of traffic will be shifted to River Road from Maybank Highway. The arterial operating condition results show that both eastbound and westbound Maybank Highway will operate at LOS B or better during both I-526 scenarios.

The travel speed and travel time along Maybank Highway will improve in Concept A with the I-526 extension compared with 2035 No-Build scenario. The eastbound travel time and travel

speed will remain about the same in both Concept A and the 2035 No-Build scenarios. The westbound travel time will be reduced significantly by about 70 seconds and the travel speed will increase about 4.0 mph. The westbound arterial LOS will improve from LOS B in the 2035 No-Build to LOS A in Concept A. The eastbound arterial LOS will remain LOS B for both the 2035 No-Build and Concept A scenarios.

2035 Build Concept B (Town and Country and Pitchfork Concept): The analysis indicates the overall operating condition for Build Concept B is comparable to Build Concept A with some operations improving over Concept A while others do not. Build Concept B includes two new east-west parallel roadways (North Pitchfork Road and South Pitchfork Road) east of River Road. The addition of these roads increased the number of intersections analyzed in Concept B to 12 intersections from the nine intersections evaluated in the No-Build and Concept A alternatives. As in Concept A, new traffic light at the Maybank Highway intersection with Walter Drive will likely be needed to accommodate the future year traffic volume in Concept B. Additionally, two new traffic signals will likely be needed at River Road and North Pitchfork Road intersection and Maybank Highway and Fenwick Hall Allee intersection in both I-526 extension alternatives. Traffic signals will likely be needed only in the alternative where I-526 is not extended at the South Pitchfork Road intersections with Maybank Highway and River Road. If I-526 is extended, its connection to River Road south of Maybank Highway will divert traffic away from the South Pitchfork Road, negating the need for a traffic signal at those intersections.

Without I-526 Extension: All of the stop sign controlled approaches (except Sailfish Drive) will operate at LOS D or better. The Sailfish Drive approach to Maybank Highway will operate at **LOS E**. The projected future year traffic volumes make it unlikely that the Sailfish Drive approach will warrant the installation of a traffic signal.

The existing signalized Maybank Highway intersections at Main Road/Bohicket Road and River Road will operate at an LOS C and LOS A, respectively. The five additional traffic signals included in the analysis at the Maybank Highway intersections with Walter Drive, the North Pitchfork Road, and the South Pitchfork Road, and at the River Road intersections with the North Pitchfork Road and South Pitchfork Road are expected to operate at LOS D or better.

The arterial analysis results show that Maybank Highway between Bohicket Road and the South Pitchfork Road will operate at LOS B in the eastbound direction and at LOS C in the westbound direction. The arterial operation is slightly worse in Concept B than in Concept A largely due to the lower posted travel speeds in the Town and Country sections of Maybank Highway compared to the existing travel speeds currently in place along Maybank Highway and in Concept A.

With I-526 Extension: Two of the stop sign controlled approaches to Maybank Highway (at Sailfish Drive and Pineland Drive will operate at **LOS E** and **LOS F** respectively. The signalized intersection at the Maybank Highway Intersection with Walter Drive will operate at **LOS E**.

The existing signalized intersections at Maybank Highway and Bohicket Road and Maybank Highway and River Road will operate at LOS D and LOS C, respectively.

The arterial analysis results show that Maybank Highway between Bohicket Road and the South Pitchfork Road will operate at LOS B in the eastbound direction and LOS C in the westbound direction. As with the Concept B alternative without the I-526 extension, this result is slightly worse than the Concept A results because of the lower posted travel speeds in the Town and Country sections along Maybank Highway.

In comparing the 2035 No-Build, Concept A and Concept B analysis results (without the extension of I-526):

- The widening of Maybank Highway in Concept A results in an increase of traffic through the corridor attracted by the additional capacity provided by the widening. With no alternatives available to traveling on Maybank Highway, traffic volumes will increase. Despite the increase in traffic, the additional capacity will result in traffic operations improving over the No-Build Condition.

- The implementation of the Town and Country sections and the Pitchfork Roads in Concept B will facilitate the removal of turning movements to and from River Road from the Maybank Highway/River Road intersection. This, in turn, will likely reduce through travel along Maybank Highway between River Road and Main Road/Bohicket Road by diverting the traffic to Murraywood Road and River Road. With the same capacity along Maybank Highway, these reductions in traffic along the Maybank Highway corridor to the parallel Pitchfork Roads should result in traffic operations improving over the No-Build condition.

- The increased capacity associated with the Pitchfork Roadways in Concept B will also attract additional traffic to the corridor by diverting trips made by other routes to the less congested routes with less delay, but to a lesser degree than traffic is attracted by the widening of Maybank Highway in Concept A.

- In comparing the overall operations of Concept A and Concept B, it appears the additional roadway capacity, higher volumes, and higher speeds in the Maybank Highway corridor in Concept A provide slightly better overall operation than Concept B. Fewer traffic signals would need to be installed in Concept A than in Concept B. Concept B provides for better operations at the Maybank Highway intersection with River Road.

- The analyses show that the two improvement concepts essentially result in comparable operations. Both concepts have advantages and disadvantages. Determining which concept will provide a better long term operation depends on whether Concept A or Concept B is preferable to stakeholders and decision makers. Concept A provides more capacity and higher travel speeds than Concept B, but the different Urban Street LOS

criteria for Concept A (Class II) and Concept B (Class IV) makes it possible for the two concepts function at comparable levels of service despite differences in the average travel speed and travel times. The additional capacity provided in Concept A will likely provide for more flexibility should the growth projections assumed in the BCDCOG model, and therefore the future traffic projections, are understated. The capacity provided along Maybank Highway between River Road and Main Road/Bohicket Road may or may not be able to accommodate additional traffic if more development occurs on Johns Island than is currently predicted.

Although the extension of I-526 is uncertain, it has the potential to substantially impact how traffic will travel around and through the study area. The I-526 extension will likely have a major redistributive effect on traffic in the Johns Island region. With the two proposed connections to River Road from the I-526 extension, traffic will be shifted away from Maybank Highway to River Road in and around their intersection and along River Road to the north and south of the I-526 connections.

Aside from this diversion of traffic, the extension of I-526 does not significantly change whether Concept A or Concept B provide a better operation. Comparable trade-offs in those concepts are observed whether or not I-526 is extended.

The travel demand model shows that the widening concept of Maybank Highway (Concept A) will attract significantly higher traffic along Maybank Highway compared with the Pitchfork concept (Concept B) for both with and without I-526 extension scenarios. The primary reasons behind this behavior due to two reasons; change in the travel pattern and arterial classification. When Maybank Highway is widened to a four lane facility the travel demand model projects that more traffic will follow that route to travel between River Road and Main/Bohicket Road. Moreover, including the Pitchfork roadways into the roadway network changes the entire travel pattern. In the Pitchfork concept, the parallel new roadway network diverts the through traffic of Maybank Highway towards River Road.

The following Table compares the future year (2035) travel time and travel speed along Maybank Highway between Main Road/Bohicket Road and River Road for the different alternative scenarios. In the micro-simulation model, travel times and speeds are measured only at signalized intersections. No values are shown for the Walter Drive intersection in the 2035 No-Build scenario since it was assumed that it will not be signalized. Walter Drive is assumed to be signalized in Concept A and B.

Future Year (2035) Afternoon Peak hour Travel Time and Speed along Maybank Highway

Cross Street	Travel Time (sec) /Travel Speed (mph) (Without I-526)			Travel Time (sec) /Travel Speed (mph) (With I-526)		
	No-Build	**Concept A**	**Concept B**	**No-Build**	**Concept A**	**Concept B**
Eastbound Maybank Highway						
Bohicket Rd/Main Rd	79.8 / 9.3	76.6 / 9.6	87.1 / 8.5	68.5 / 10.8	96.0 / 7.7	106.5 / 6.9
Walter Drive*	-	130.0 / 42.0	178.9 / 30.6	-	127.2 / 43.0	175.4 / 21.0
River Road	293.4 / 37.5	155.5 / 35.6	198.0/ 27.9	292.2 / 37.6	154.7 / 35.7	222.4 / 24.9
Total	***373.2 / 31.4***	***362.1 / 32.4***	***464.0 / 22.3***	***360.7 / 32.5***	***377.9 / 31.0***	***504.3 / 21.0***
Westbound Maybank Highway						
River Road	74.6 / 32.5	57.8 / 31.8	76.6 / 22.0	75.6 / 32.0	67.7 / 27.2	101.5 / 16.6
Walter Drive*	-	132.0 / 41.9	205.7 / 26.7	-	134.2 / 41.2	275.4 / 20.1
Bohicket Rd/Main Rd	343.0 / 32.1	150.0 / 36.4	214.9 / 25.4	356.7 / 30.8	160.5 / 34.1	221.8 / 24.6
Total	***417.6 / 32.1***	***339.8 / 37.8***	***497.2 / 24.7***	***432.3 / 31.0***	***362.4 / 35.4***	***598.7 / 20.4***

** Proposed traffic signal at Walter Drive and Maybank Highway intersection in Concept A and Concept B.*

The arterial operation along Maybank Highway between Main Road/Bohicket Road and River Road show that the travel time will be substantially higher in Concept B than in Concept A. The eastbound travel time in Concept B is about 30 to 35 percent higher than the Concept A travel time depending on whether or not I-526 is extended. Similarly, the westbound travel time in Concept B is 45 to 65 percent higher than the Concept A travel time.

With higher travel times, the travel speed in Concept B will be lower than Concept A. The travel speed in Concept B will be 10 mph less than Concept A in the eastbound direction and 13 mph lower in the westbound direction (15 mph lower with I-526).

As shown in the following table, the arterial LOS thresholds for different arterial types vary by the typical arterial free flow speed. The LOS criteria for Concepts A and B are different due to the difference in free flow speed. The LOS for Concept A (as well as the existing and no-build concepts) is based on the average travel speeds for a Class II roadway (highlighted in yellow) because its 45 mph posted speed limit is the upper limit of the range of free flow speeds for that

Urban Street Class	**I**	**II**	**III**	**IV**
Range of free flow speeds (FFS)	**55 to 45 mph**	**45 to 35 mph**	**35 to 30 mph**	**35 to 25 mph**
Typical FFS	**50 mph**	**40 mph**	**35 mph**	**30 mph**
LOS	**Average Travel Speed (mph)**			
A	>42	>35	>30	>25
B	>34-42	>38-35	>24-30	>19-25
C	>27-34	>22-28	>18-24	>13-19
D	>21-27	>17-22	>14-18	>9-13
E	>16-21	>13-17	>10-14	>7-9
F	<=16	<=13	<=10	<=7

Source: Exhibit 15-2, Highway Capacity Manual

category. The LOS for Concept B is based on the Class IV roadway criteria (highlighted in red) due to the proposed reduction in free flow speed to 25 mph. Consequently, the two improvement alternatives can have the same LOS with different travel speed (or different LOS with the same travel speed).

A travel speed of 20 mph in both concepts would be considered a LOS D operation in Concept A and a LOS B operation in Concept B since, as a Type II urban street, Concept A has higher free flow travel speed LOS criteria than a Type IV urban street as in Concept B.