

# North Augusta



*South Carolina's Riverfront*

## MINUTES OF March 18, 2026

*Dr. Christine Crawford, Chairperson*  
*Bob Bigger, Vice Chairperson*  
*Lisa Christie, Commissioner*  
*Jesse Elliott, Commissioner*  
*Rett Harbeson, Commissioner*  
*Erin Slade, Commissioner*  
*Chelsea Waddell, Commissioner*

### **ORDER OF BUSINESS**

The meeting of the Planning Commission of the City of North Augusta of March 18, 2026 having been duly publicized was called to order by Chairperson Crawford at 6:00pm and also streamed online for public viewing at “City of North Augusta – Public Information” on [www.Facebook.com](http://www.Facebook.com) and on the “City of North Augusta Public Information” on [www.YouTube.com](http://www.YouTube.com). Per Section 30-4-80, (e) notice of the meeting by email was sent out to the current maintained “Agenda Mailout” list consisting of news media outlets and individuals or companies requesting notification. Notice of the meeting was also posted on the outside doors of the Municipal Center, the main bulletin board of the Municipal Center located on the first floor, and the City of North Augusta website.

Commissioners present were Chairperson Crawford, Vice Chairperson Bigger, Commissioners Elliott, Harbeson, Slade, and Waddell.

Commissioner absent was Christie.

Also in attendance were Tommy Paradise, Director of Planning & Development, Phyllis Garvin, Planning Secretary ; and Larry Elrod, System Support Specialist.

### **3. Approval of Minutes**

The minutes of the Planning Commission Meeting of February 18, 2026 was approved as submitted by general consent.

#### **4. Confirmation of Agenda**

No changes to the agenda.

**5. PDM26-001– Planned Development Modification** – A request by Stanley Martin Homes to modify The Hive Planned Development Narrative. The request affects ±65.65 acres zoned PD, Planned Development, a portion of TPNs 001-20-01-004 and 005-14-04-010 shown as Sections C and D in The Hive Planned Development Land Use Map. The request is to revise Sections 3.2.3, 3.2.4, and 3.3.4 of the General Development Plan Narrative to reduce the minimum lot size and reduce the overall density in Sections C and D of The Hive Planned Development.

- a. Public Hearing
- b. Consideration of the Planned Development Modification request by the Planning Commission
- c. Recommendation to City Council

Planning & Development Director Paradise reviewed the staff report to the Commission. **(See PC RM Supplemental Materials)**

Director Paradise stated applicant wanted to reduce the lot size and reducing the lot count in Sections C and D.

Burt Fine engineer for Cranston was present. Mr. Fine talked about lot sizes and the development design.

Lauren McCarthy applicant for Stanley Martin Homes was present. Ms. McCarthy talked about the design of land, preserving trees and the design of homes having bigger lots for the homes. The applicant wants to offer a variety of home sizes not cookie cutter ones.

Chairperson Crawford opened the Public for Comments.

Justin resident in County. Justin spoke about the covenants and traffic on Pinion.

Donald Bridges resident. Mr. Bridges spoke about the traffic tying into Pinion Rd.

Laura Hamilton resident. Ms. Hamilton spoke about the access on Pinion Rd and the size of the homes being built.

Jeff & Miranda Williams residents. Mr. Williams spoke about encroaching on his property to build roads and removing trees.

Jean Norris resident. Ms. Norris spoke about the neighborhood being quiet.

Hearing no further comments, Chairperson Crawford closed the Public Hearing. Discussion ensued relative to answering the questions present by the residents and clarifying that Pinion Road was not part of the modification application.

It was moved by Commissioner Bigger, seconded by Commissioner Waddell, to recommend to City Council to Approve. **PDM26-001– Planned Development Modification** – A request by Stanley Martin Homes to modify The Hive Planned Development Narrative. The request affects ±65.65 acres zoned PD, Planned Development, a portion of TPNs 001-20-01-004 and 005-14-04-010 shown as Sections C and D in The Hive Planned Development Land Use Map. The request is to revise Sections 3.2.3, 3.2.4, and 3.3.4 of the General Development Plan Narrative to reduce the minimum lot size and reduce the overall density in Sections C and D of The Hive Planned Development.

Approved unanimously

## **6. Discussion**

### **a. Tree Preservation**

Director Paradise provided two recommendations on Tree Preservation. The commissioners discussed them and provided staff the direction to prepare for next meeting discussing.

## **7. Staff Report(s)**

### **a. March Performance Report**

Planning & Development Director Paradise stated that the August Report is in their packet for their information. **(See PC RM Supplemental Materials)**

Director Paradise went over a few projects that had been approved in the last month.

## **8. Adjournment**

The Planning Commission meeting adjourned at 7:55 pm.

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 2026.

Respectfully Submitted,

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Thomas L. Paradise  
Planning & Development Director

# Department of Planning and Development



## Project Staff Report

Major Subdivision (Preliminary Plat)

PP25-004 Woodstone at Bergen Place Phases II, IV & V

Prepared by: Kuleigh Baker

Meeting Date: April 15, 2026

## SECTION 1: PROJECT SUMMARY

|                       |   |
|-----------------------|---|
| Project Name          | <b>Woodstone at Bergen Place Phases II, IV &amp; V</b>                          |
| Applicant             | Woodstone Development, LLC  |
| Engineer              | Southern Partners, Inc.   |
| Address/Location      | Extension of Oakbrook Drive, Line Bars Drive, and Rippling Creek Lane           |
| Parcel Numbers        | 005-10-06-003, 005-10-19-001, and 005-10-15-001                                 |
| Total Project Acreage | ±29.10 ac   |
| Zoning                | PD, Planned Development   |
| PD                    | Woodstone at Bergen Place Planned Development                                   |
| Traffic Impact Tier   | 3   |
| Proposed Use          | 32 Townhouses, 43 single-family detached lots                                   |
| Density               | Section II: 2.15 DU/acre<br>Section IV: 1.83 DU/acre<br>Section V: 4.19 DU/acre |
| Future Land Use       | Residential Single-Family   |

## SECTION 2: PLANNING COMMISSION CONSIDERATION

The North Augusta Development Code (NADC) § 5.8.3 specifies the procedures for Planning Commission approval of major subdivisions (preliminary plats) that exceed the minor plat threshold requirements of §5.8.3.1.

### **NADC 5.8.3.1 Applicability**

An application is considered a major subdivision (preliminary plat) if:

- a. The application does not meet the tests for a minor subdivision as set forth in §5.8.2.1;
- b. The application is for property located in a PD District;**
- c. The application would otherwise require minor subdivision approval, but a waiver is requested pursuant to §5.9; or

d. The application proposes development in two (2) or more phases.

In addition, the code states:

**5.8.3.4.4** At the conclusion of the staff review stage, the Department shall report its findings to the Planning Commission as to:

- a. Type of subdivision proposed, physical characteristics of the land, relation of the proposed development to surrounding areas and existing and probable future development;
- b. Relation to major roads, utilities and other facilities and services;
- c. Any proposed agreements, contracts, deed restrictions, sureties, dedications, contributions, guarantees, or other instruments, or the need for such instruments, or for amendments in those proposed; and
- d. Compliance of the subdivision application with the provisions of this Chapter, the suitability of plans proposed, and the desirability of conditions on the approval, waivers, or amendments, if any.

**5.8.3.4.5** Based on such findings, the report to the Planning Commission on the application shall include a recommendation for approval or denial and any recommended waivers, conditions of approval or modifications to the major subdivision application as submitted, if any, with reasons therefore.

**5.8.3.4.6** A majority vote is required for the Planning Commission to approve, approve with conditions, if applicable, or deny a major subdivision application. The decision of the Planning Commission provides the final approval of the application.

**5.8.3.5** Scope of Major Subdivision Approval – Preliminary approval of a major subdivision development application shall confer upon the applicant the following rights:

- a. The approval of the major subdivision application constitutes approval of the subdivision or land development as to its character, intensity of development, general layout, and the approximate dimensions of streets, lots, and other planned features. Such approval binds the developer to the general scheme of the subdivision or land development and permits the developer to proceed with the installation of site improvements, subject to obtaining other necessary permits.
- b. The approval of the major subdivision application does not constitute approval of a final subdivision plat, and accordingly, does not authorize the sale of lots or the occupancy or use of a parcel of land.
- c. The applicant may request final approval for the whole, or a section, or sections of the major subdivision application upon completion of the subdivision and approval of the development by the city and state agencies with jurisdiction.

d. A major subdivision application, a site specific development plan for the purposes of this section, approval or conditional approval shall expire two (2) years from said approval unless a grading permit has been issued and construction has commenced. The applicant may apply for and the Planning Commission may grant extensions on such preliminary approval for additional periods up to one (1) year each but not to exceed five (5) extensions. If an amendment to this Chapter is adopted by the City Council subsequent to the major subdivision development approval that would preclude the initial approval, a request for an extension may not be granted. (Rev. 12-1-08; Ord. 2008-18) (Rev. 8-16-10; Ord. 2010-12)

**Planning Commission Action:**

Per 5.8.3.4.6, a majority vote is required for the Planning Commission to approve, approve with conditions, if applicable, or deny a major subdivision application.

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### SECTION 3: PUBLIC NOTICE

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A notice of the major subdivision application and scheduled date of the Planning Commission meeting was posted on [www.northaugustasc.gov](http://www.northaugustasc.gov) on April 9, 2026.

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### SECTION 4: SITE HISTORY

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The area in the proposed Phases II, IV, and V of the Woodstone at Bergen Place Planned Development has not been previously developed. The property was originally part of a 755 acre annexation approved by City Council on November 3, 1986 and zoned Planned Development at that time. The General Development Plan for Woodstone at Bergen Place was approved by City Council by Ordinance 2005-10 at the July 18, 2005 meeting.

Phase I was approved by the Planning Commission on July 21, 2005. Phase III was approved by the Planning Commission on June 16, 2011.

## SECTION 5: EXISTING SITE CONDITIONS

|                | <u>Existing Land Use</u>         | <u>Future Land Use</u>    | <u>Zoning</u>                               |
|----------------|----------------------------------|---------------------------|---|
| Subject Parcel | Vacant                           | Residential Single-Family | PD, Planned Development                     |
| North          | Vacant/Residential Single-Family | Residential Single-Family | Outside City Limits                         |
| South          | Residential Single-Family        | Residential Single-Family | PD, Planned Development                     |
| East           | Vacant/Residential Single-Family | Residential Single-Family | PD, Planned Development/Outside City Limits |
| West           | Residential Single-Family        | Residential Single-Family | PD, Planned Development                     |

**Access** – The existing local road network (Oakbrook Drive, Line Bars Drive, and Rippling Creek Lane) will be extended into Phases II, IV, and V. The primary roads serving the subdivision are Bergen Road and Woodstone Way.

**Topography** –The topography is variable. Highest elevations are at the northern end of the site and slope towards wetland areas.

**Utilities** – The subdivision has existing water and sanitary sewer lines serving the site.

**Floodplain** – Sections of the overall subdivision include Zone AE regulatory floodways. There are environmentally sensitive areas including wetlands in Phases II and IV of the subdivision. The developer has provided the required 30 ft state jurisdictional wetlands buffer. Stormwater management will be handled through new detention ponds within Sections IV and V.

**Drainage Basin** – This site is located within the upper Pole Branch Basin as designated on the City of North Augusta Stormwater Management Drainage Basin Map. The Stormwater Management Department has conducted a baseline assessment and rates the overall water quality as good. Impairments found in the sampling basin included some nitrates. The City is working to address the biggest concerns with stream channel integrity and stabilization post-Hurricane Helene in the basin near the Palmetto Circle FKA Willowick Apartments under a USDA Natural Resources Conservation Service Emergency Watershed Protection (EWP) grant.

## SECTION 6: STAFF EVALUATION AND ANALYSIS

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**Section §5.8.3.4.4** asks that the Department shall report its findings to the Planning Commission as to:

- a. Type of subdivision proposed, physical characteristics of the land, relation of the proposed development to surrounding areas and existing and probable future development;*

**There are 75 total lots proposed in the remaining phases of Woodstone.**

- Phase II proposes 25 single-family detached lots.
- Phase IV proposes 18 single-family detached lots.
- Phase V proposes 32 townhouse lots.

The NADC provides the following definitions:

**Dwelling, Attached.** A residential structure containing more than two dwelling units in which units are physically attached, and each has its own separate exterior entranceway on a separately owned lot. **Townhouses and zero lot line dwellings are included in this definition.**

**Dwelling, Townhouse.** A series of attached single-family dwelling units on **separate lots** in which each has its own front and rear access to the outside, no unit is located over another unit, each unit is separated from any other unit by one or more common vertical walls, and which may or may not have a common roof.

Townhouses are permitted by the Woodstone Planned Development.

**The total project acreage is 29.10 acres**

- Phase II encompasses 11.63 acres.
- Phase IV encompasses 9.84 acres.
- Phase V encompasses 7.63 acres.

The topography in the project area is variable. Highest elevations are at the northern end of the site at the current end of Oakbrook Drive and slope towards wetland areas. The lowest elevations in Woodstone are near the Bergen Road entrance of Woodstone Way.

The surrounding area is residential in character. Woodstone at Bergen Place is surrounded by the Bergen Place, Bergen Place West, and The Village at Bergen Place Planned Developments. It is compatible in density and scale with the surrounding Bergen Road subdivisions. Property East of the subdivision falls within the Aiken County

jurisdiction is owned by multiple property owners. The surrounding County parcels remain undeveloped.

In recent years, a connection of the North Augusta Greenway from Bergen Road to Mayfield Drive in Edgefield County was completed, bisecting Section IV and Section V of Woodstone. A raised crosswalk, bollards, pavement markings, and driveway with stop signs will be implemented at the Greenway crossing over Rippling Creek Lane. Sidewalks have been provided to the Greenway to connect the homes in Sections IV and V to the trail system.

*b. Relation to major roads, utilities and other facilities and services;*

The City owned and maintained roads Oakbrook Drive, Rippling Creek Lane, and Line Bars Drive will be extended into Phases II, IV, and V of Woodstone. The proposed major subdivision plan provides adequate internal vehicular and pedestrian circulation consistent with the approved General Development Plan. The Planned Development was approved prior to the adoption of the NADC regulations that require additional access points and locations. Road widths are within the prescribed limits of local streets. The applicant will request the City accept the roads and infrastructure upon completion of the final plat process.

The applicant has proposed the new road name Stillwater Court in Section IV. Aiken County E911 Addressing has reserved the names for one year. Final approval of the proposed road name is subject to Planning Commission approval of this application.

Dominion Energy will provide a final street lighting plan. The approximate street lamp locations have been included on the landscape plan to be coordinated with Dominion Energy.

*c. Any proposed agreements, contracts, deed restrictions, sureties, dedications, contributions, guarantees, or other instruments, or the need for such instruments, or for amendments in those proposed; and;*

As part of the Final Plat process required for the issuance of individual building permits and Certificates of Occupancy for residential lots, the developer shall submit a Deed of Dedication, Maintenance Guarantee and required financial guarantees for the acceptance of infrastructure. If needed, the Planning Department will also require a Performance Guarantee with a Letter of Credit for sidewalks and street trees and any other incomplete infrastructure to allow the applicant to construct homes prior to completion of all site improvements. The riparian buffer areas platted on individual lots (namely Lots 23-25 in

Phase II) are to be deed-restricted.

- d. *Compliance of the subdivision application with the provisions of this Chapter, the suitability of plans proposed, and the desirability of conditions on the approval, waivers, or amendments, if any.*

A full wetlands delineation is required to be submitted for properties in the 100 year floodplain. The results of the delineation are pending, but not expected to further impact the design of the subdivision.

The developer has requested a minor waiver from the front setback requirements of the PD to allow for a reduced minimum setback for Lots 23-25 in Section II. The request is for a minimum front setback of 15 ft; a reduction of 5 ft from the 20 ft minimum setback required by the PD. These lots in particular contain a large portion of undevelopable land due to wetlands at the rear of the lots. The applicant has maintained the required 30 foot buffer around the wetlands. Individual site grading is to be done by the residential building contractor.

The setbacks for townhome lots in Phase V are to be determined at the time of preliminary plat consideration per Section I. B. 4. of the Planned Development. The developer has proposed a 5 ft minimum setback and 25 ft maximum front setback for the townhome lots.

Installation of the required street trees and individual lot landscaping will be confirmed prior to the release of any final plat or Certificate of Occupancy, as applicable. Required additional parking is provided with the postal cluster box for the townhouse lots.

## SECTION 7: STAFF RECOMMENDATION

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Based on the analysis and evaluation of each review criteria outlined above, the Department has determined the application is complete.

A recommendation by the Planning Commission for the approval of the major subdivision preliminary plat is appropriate subject to the following conditions:

- 1) This approval includes certification of the use of the road name Stillwater Court.
- 2) This approval includes a minor waiver from the front setback requirements of the Woodstone at Bergen Place PD to allow a minimum front setback of 15 ft for lots 23, 24, and 25 in Section II only.

- 3) Any outstanding comments will be addressed to the satisfaction of City staff. There are minor outstanding comments related to the Stormwater permit.

## SECTION 8: ATTACHMENTS

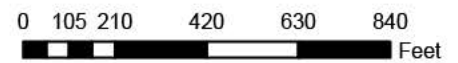
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1. Aerial/Site Map
2. Topography
3. Current Zoning
4. Application Materials
5. Waiver Request Letter
6. Site Plans
7. PD Ordinance
8. Traffic Study

cc Winchester Homebuilders  
Woodstone Development, LLC  
Phillip Green, PE, Southern Partners, Inc

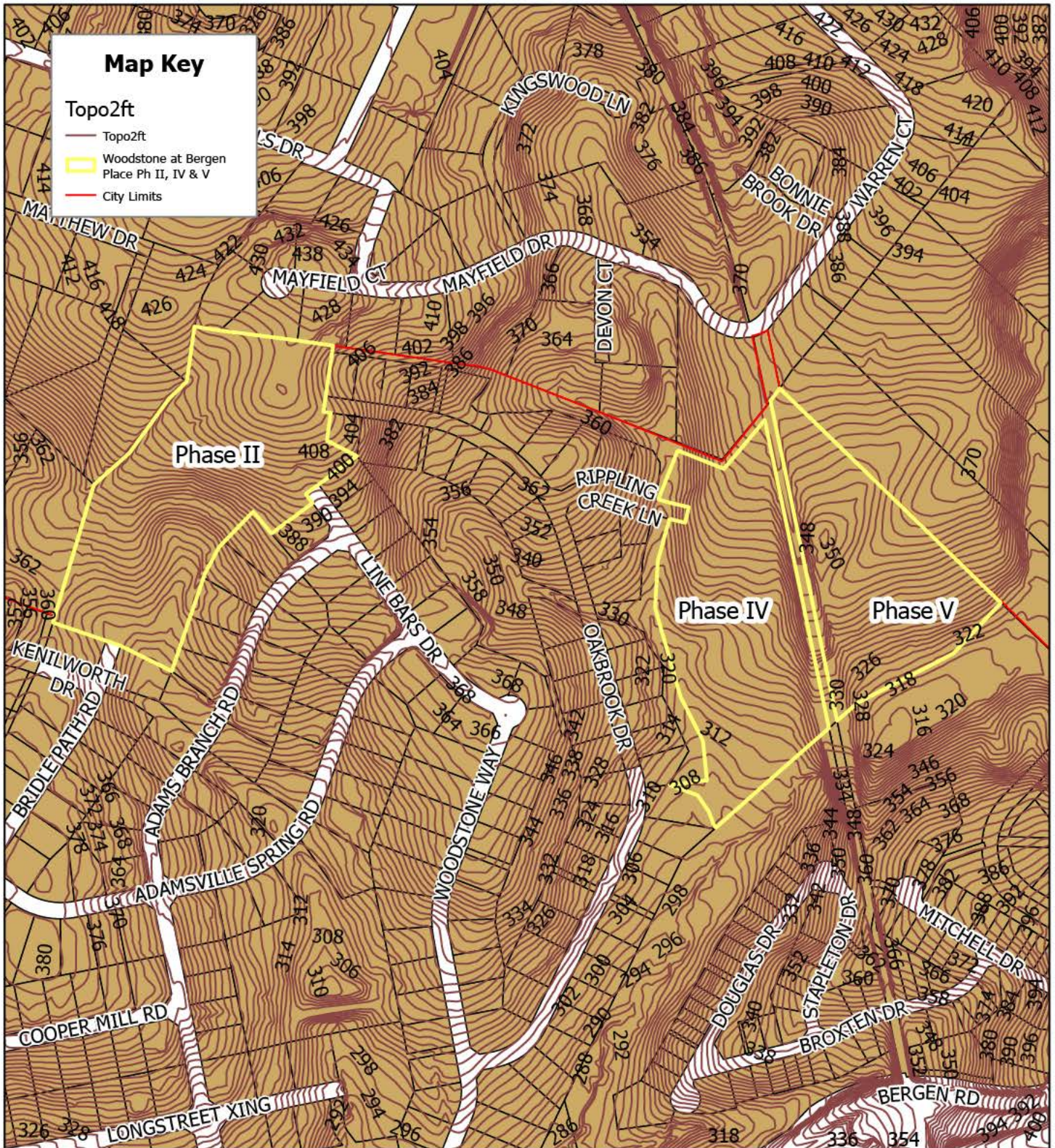


Aerial Map  
 Application Number PP25-004  
 Woodstone at Bergen Place Ph II, IV, & V  
 Tax Parcel Numbers  
 005-10-06-003, 005-10-19-001, 005-10-15-001  
 Zoned PD, Planned Development

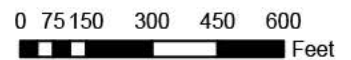


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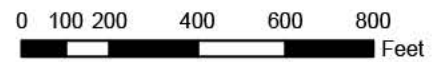
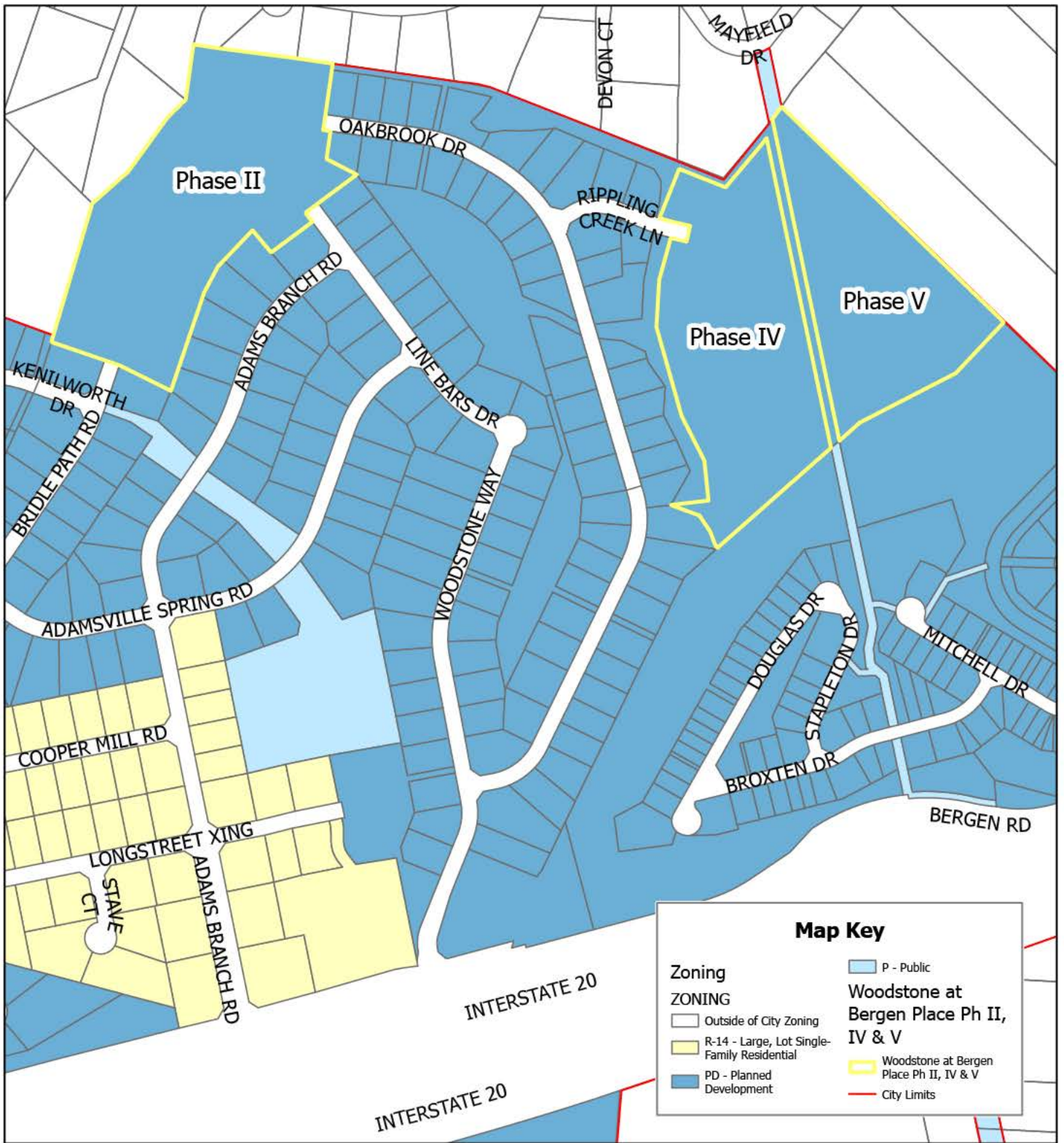


Topography Map  
 Application Number PP25-004  
 Woodstone at Bergen Place Ph II, IV, & V  
 Tax Parcel Numbers  
 005-10-06-003, 005-10-19-001, 005-10-15-001  
 Zoned PD, Planned Development



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4/2/2026

Zoning Map  
 Application Number PP25-004  
 Woodstone at Bergen Place Ph II, IV, & V  
 Tax Parcel Numbers  
 005-10-06-003, 005-10-19-001, 005-10-15-001  
 Zoned PD, Planned Development



# Application for Development Approval

Please type or print all information



### Staff Use

Application Number PP25-004 Date Received 12-4-25  
Review Fee 2500.00 Date Paid 12-4-25

1. Project Name Woodstone at Bergen Place PH II, IV & V

Project Address/Location Woodstone at Bergen Place

Total Project Acreage PH II-11.63 ac, IV-9.84 ac, V-7.63 Current Zoning PD  
Total Acres = 29.10

Tax Parcel Number(s) 005-10-06-003, 005-10-19-001, 005-10-15-001

2. Applicant/Owner Name Winchester Homebuilders Applicant Phone [REDACTED]

Mailing Address 112-A Pleasant Home Road

City Augusta ST GA Zip 30907 Email [REDACTED]

3. Is there a Designated Agent for this project?  Yes  No  
If Yes, attach a notarized Designation of Agent form. (required if Applicant is not property owner)

4. Engineer/Architect/Surveyor Philip Green, P.E. License No. 20074

Firm Name Southern Partners, Inc. Firm Phone [REDACTED]

Firm Mailing Address 1233 Augusta West Parkway

City Augusta ST GA Zip 30909 Email [REDACTED]

Signature  Date November 25, 2025

5. Is there any recorded restricted covenant or other private agreement that is contrary to, conflicts with or prohibits the use or activity on the property that is the subject of the application?  
(Check one.)  yes  no

6. In accordance with Section 5.1.2.3 of the North Augusta Development Code, I hereby request the City of North Augusta review the attached project plans. The documents required by the City of North Augusta, as outlined in Appendix B of the North Augusta Development Code, are attached for the City's review for completeness. The applicant acknowledges that all required documents must be correct and complete to initiate the compliance review process.

7.  November 25, 2025  
Applicant or Designated Agent Signature Date

T.J. Washburn  
Print Applicant or Agent Name

# Designation of Agent

Please type or print all information



This form is required if the property owner is not the applicant.

### Staff Use Only

Application Number PP25-004

Date Received 12-4-25

1. Project Name Woodstone at Bergen Place PH II, IV & V

Project Address/Location Woodstone at Bergen Place

Project Parcel Number(s) 005-10-06-003, 005-10-19-001, 005-10-15-001

2. Property Owner Name Winchester Homebuilders Owner Phone [REDACTED]

Mailing Address 112-A Pleasant Home Road

City Augusta ST GA Zip 30907 Email [REDACTED]

3. Designated Agent Philip Green, P.E.

Relationship to Owner Engineer

Firm Name Southern Partners, Inc. Phone [REDACTED]

Agent's Mailing Address 1233 Augusta West Parkway

City Augusta ST GA Zip 30909 Email [REDACTED]

Agent's Signature *Philip Green* Date November 25, 2025

4. I hereby designate the above-named person (Line 3) to serve as my agent and represent me in the referenced application.

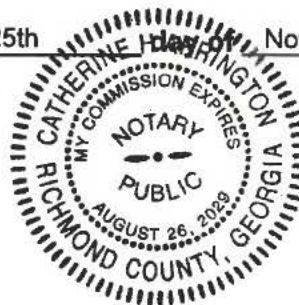
*[Signature]*  
Owner Signature

November 25, 2025  
Date

5. Sworn and subscribed to before me on this 25th day of November, 2025.

*[Signature]*  
Notary Public

August 26, 2029  
Commission Expiration Date





**SOUTHERN PARTNERS, INC.**

Engineering • Planning • Surveying

1233 Augusta West Parkway

Augusta, Georgia 30909

Phone: (706) 855-6000 Fax: (706) 869-9847

engineering@southernpartners.net

March 2, 2026

Ms. Kuleigh Baker  
Planner  
City of North Augusta  
100 Georgia Avenue  
North Augusta, SC 29841

**RE: Woodstone, Phase II**

Dear Ms. Baker:

On behalf of my client, Winchester Homebuilders, I am requesting a variance from the 20' front minimum building line on lots 23,24, and 25. The rear of these lots are encumbered by a wetland area and have limited depth. When the original PD plan was developed, the wetland buffer was ten feet and the lots had sufficient depth to construct homes. However, the changes in the wetland buffer regulations now require a thirty feet buffer and the lots are unbuildable. There is limited opportunity to move the road since we are tying to an existing stub out of Bridle Path Rd.

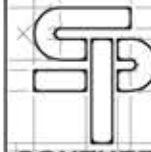
I am requesting a reduction in the front minimum building line from 20' to 15' in order to maintain a buildable lot.

If you have any questions, or need additional information please call.

Sincerely,

A handwritten signature in blue ink that reads "Philip Green". The signature is written in a cursive style and is followed by a long horizontal line that extends to the right.

Philip Green, PE



**SOUTHERN PARTNERS INC**  
 ENGINEERING SURVEYING  
 LAND PLANNING  
 1233 ALLEGRA WEST PARKWAY  
 AUGUSTA, GEORGIA 30904  
 (706) 893-6000  
 sponline@southernpartners.com

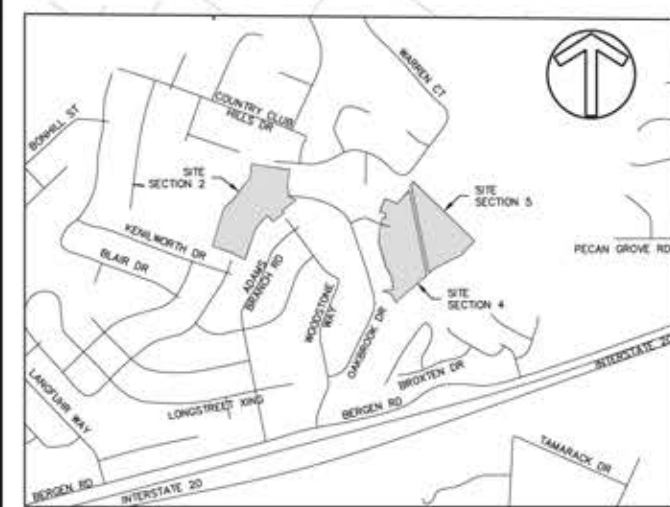


**WOODSTONE  
 AT BERGEN PLACE  
 PHASE II, IV, & V**  
 A RESIDENTIAL SUBDIVISION  
 PROJECT LOCATED WITHIN THE CITY OF NORTH AUGUSTA, WALKER COUNTY, SC

DEVELOPER / CONTACT  
**WINCHESTER HOMEBUILDERS**  
 112-A PLEASANT HOME RD  
 AUGUSTA, GEORGIA 30907  
 (706) 431-7734 ATTN: L.2. WILKINSON

| PROJECT DATA                   |               |
|--------------------------------|---------------|
| TOTAL ACRES                    | 29.10         |
| SECTION 2 ACRES                | 11.63         |
| SECTION 2 LOTS                 | 25            |
| SECTION 2 DENSITY              | 2.15          |
| SECTION 4 ACRES                | 9.84          |
| SECTION 4 LOTS                 | 32            |
| SECTION 4 DENSITY              | 1.63          |
| SECTION 5 ACRES                | 7.63          |
| SECTION 5 LOTS                 | 33            |
| SECTION 5 DENSITY              | 4.18          |
| SETBACKS MIL/FEET/FEAR 20/7/20 |               |
| TAX MAP/PARCEL #               | 005 10 06 003 |
|                                | 005 10 19 001 |
|                                | 005 10 15 001 |
| CURRENT ZONING                 | RD            |

| SHEET INDEX         |           |
|---------------------|-----------|
| COVER SHEET         | 1.1       |
| GENERAL NOTES       | 2.1       |
| SITE PLAN           | 3.1-3.3   |
| GRADING PLAN        | 4.1-4.3   |
| STORM SEWER PLAN    | 5.1-5.3   |
| SANITARY SEWER PLAN | 6.1-6.4   |
| WATER PLAN          | 7.1-7.3   |
| LANDSCAPE PLAN      | 8.1-8.2   |
| SECS PLAN           | 9.1-9.11  |
| PROFILES            | 10.1-10.4 |
| DETAILS             | 11.1-11.2 |



**LOCATION MAP**  
 SCALE: 1"=1000'

**LAND USE TABLE (SECTION 2)**

|                          |                      |
|--------------------------|----------------------|
| TOTAL LAND USE:          | 11.63 AC. (8.3 DIST) |
| PROPERTY AREA:           | 11.63 AC.            |
| RESIDENTIAL DEVELOPMENT: |                      |
| RESIDENTIAL LOTS:        | 8.55 AC. (6.40 DIST) |
| CITY OF NORTH AUGUSTA:   |                      |
| ROAD R/W:                | 1.67 AC. (1.67 DIST) |
| OFFSITE DISTURBED AREA:  | (0.07 AC.)           |
| OPEN SPACE/ COMMON AREA  | (1.41 AC.)           |
| TOTAL DISTURBED =        | 8.3 AC               |
| TOTAL IMPERVIOUS =       | 3.2 AC               |

NOTE: ROAD R/W WILL BE DECEDED TO THE CITY OF NORTH AUGUSTA.  
 OPEN SPACE/COMMON AREA INCLUDES NATURAL AREAS AND GRASSED AREAS NOT PART OF LOTS.

**LAND USE TABLE (SECTION 4)**

|                          |                      |
|--------------------------|----------------------|
| TOTAL LAND USE:          | 9.84 AC. (7.2 DIST)  |
| PROPERTY AREA:           | 9.84 AC.             |
| RESIDENTIAL DEVELOPMENT: |                      |
| RESIDENTIAL LOTS:        | 5.42 AC. (4.87 DIST) |
| CITY OF NORTH AUGUSTA:   |                      |
| ROAD R/W:                | 1.21 AC. (1.21 DIST) |
| OFFSITE DISTURBED AREA:  | (0.08 AC.)           |
| OPEN SPACE/ COMMON AREA  | (2.40 AC.)           |
| TOTAL DISTURBED =        | 7.14 AC              |
| TOTAL IMPERVIOUS =       | 2.2 AC               |

NOTE: ROAD R/W WILL BE DECEDED TO THE CITY OF NORTH AUGUSTA.  
 OPEN SPACE/COMMON AREA INCLUDES NATURAL AREAS AND GRASSED AREAS NOT PART OF LOTS.

**LAND USE TABLE (SECTION 5)**

|                          |                      |
|--------------------------|----------------------|
| TOTAL LAND USE:          | 7.63 AC. (6.8 DIST)  |
| PROPERTY AREA:           | 7.63 AC.             |
| RESIDENTIAL DEVELOPMENT: |                      |
| RESIDENTIAL LOTS:        | 2.27 AC. (2.27 DIST) |
| CITY OF NORTH AUGUSTA:   |                      |
| ROAD R/W:                | 0.83 AC. (0.83 DIST) |
| OFFSITE DISTURBED AREA:  | (0.00 AC.)           |
| OPEN SPACE/ COMMON AREA  | (2.99 AC.)           |
| TOTAL DISTURBED =        | 6.77 AC              |
| TOTAL IMPERVIOUS =       | 2.8 AC               |

NOTE: ROAD R/W WILL BE DECEDED TO THE CITY OF NORTH AUGUSTA.  
 OPEN SPACE/COMMON AREA INCLUDES NATURAL AREAS AND GRASSED AREAS NOT PART OF LOTS.

GRAND TOTAL LAND USE AREA: 29.10 AC. (22.3 DIST) (8.2 IMP)

**SWPPP CERTIFICATION:**  
 I HAVE PLACED MY SIGNATURE AND SEAL ON THE DESIGN DOCUMENTS SIGNIFYING THAT I ACCEPT RESPONSIBILITY FOR THE DESIGN OF THE SYSTEM. FURTHER, I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE DESIGN IS CONSISTENT WITH THE REQUIREMENTS OF TITLE 48, CHAPTER 14 OF THE CODE OF LAWS OF SC, 1976 AS AMENDED, PURSUANT TO REGULATION 72-300 ET SEQ (IF APPLICABLE), AND IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF SCR100000.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**APPLICANT'S CERTIFICATION:**  
 I HEREBY CERTIFY THAT ALL CLEARING, GRADING, CONSTRUCTION, AND/OR DEVELOPMENT WILL BE DONE PURSUANT TO THIS PLAN, AND AGREE TO INDEMNIFY ANY PERSON DAMAGED BY THE FAILURE TO COMPLY WITH SAME.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**DESIGNER'S CERTIFICATION:**  
 I HEREBY CERTIFY THAT THIS PLAN IS DESIGNED TO CONTAIN 'SLT' ON THE PROPERTY CONCERNED TO THE MAXIMUM EXTENT FEASIBLE AND THAT ALL STRUCTURES ARE DESIGNED TO THE MINIMUM STANDARDS FOR HEALTH AND SAFETY.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_



**Know what's below**  
 Call before you dig

| NO.      | DATE | REVISION                        | BY  |
|----------|------|---------------------------------|-----|
| 2-27-26  |      | REVISED FOR GOVERNMENT REVIEW   | PHS |
| 11-12-25 |      | SUBMITTED FOR GOVERNMENT REVIEW | PHS |

**STREET DETAILS**

- THE FOLLOWING DETAILS APPLY:
- 7.03 STREET WITH CONCRETE CURB AND GUTTER
  - 7.04 CONCRETE CURB AND GUTTER
  - 7.05 TYPICAL UTILITY ARRANGEMENT
  - 7.06 SPEED LIMIT SIGN
  - 7.09 SUBDIVISION STREET NAME SIGN & STOP SIGN
  - 7.11 DRIVEWAY WITH GRASS STRIP UNDER 7.33'
  - 7.13 STANDARD SIDEWALK
  - 7.15 STREETLIGHT STANDARDS

THE PROJECT AREA IS NOT WITHIN THE SPECIAL FLOOD HAZARD AREAS (SFHAs) AS SHOWN BY THE FEMA MAP NUMBER 45003C0311E & 45003C0312E, EFFECTIVE DATE JUNE 19, 2012.



Curve Table: Alignments

| Curve # | Radius | Length | Chord Direction  | Start Sta. | End Sta. |
|---------|--------|--------|------------------|------------|----------|
| C1      | 90.00  | 25.87  | S10° 38' 58.31"W | 12+27.34   | 12+53.21 |
| C2      | 90.00  | 29.21  | S11° 42' 45.94"W | 11+46.24   | 11+75.45 |
| C3      | 90.00  | 17.96  | S15° 17' 38.53"W | 10+00.54   | 10+18.50 |
| C4      | 90.00  | 81.70  | S35° 35' 01.45"W | 7+56.88    | 8+38.58  |
| C5      | 90.00  | 23.13  | S54° 13' 40.37"W | 8+83.55    | 7+06.68  |
| C6      | 500.00 | 83.20  | S42° 05' 54.16"W | 4+77.56    | 5+60.76  |
| C7      | 200.00 | 212.57 | S67° 46' 46.77"W | 2+07.37    | 4+19.94  |
| C8      | 500.00 | 130.40 | S29° 08' 43.95"E | 0+57.97    | 1+88.37  |

- NOTE:
- ALL PAVEMENT MARKINGS TO BE THERMOPLASTIC.
  - PAVEMENT DESIGN IS GENERIC AND WILL BE FINALIZED BASED OF FIELD RUN CBR VALUES.



**SOUTHERN PARTNERS INC**  
 ENGINEERS, SURVEYORS & LAND PLANNERS  
 1233 ALLEGRA WEST PARKWAY  
 AUGUSTA, GEORGIA 30909  
 (706) 893-6000  
 spt@spinc.com



**WOODSTONE AT BERGEN PLACE PHASE II, IV, & V**  
 A RESIDENTIAL SUBDIVISION  
 PROJECT LOCATED WITHIN THE CITY OF NORTH AUGUSTA, Aiken County, SC

DEVELOPER / CONTACT  
**WINCHESTER HOMEBUILDERS**  
 113-A PLEASANT HOME RD  
 AUGUSTA, GEORGIA 30907  
 (706) 426-7734 ATTN: L.2. WILKINSON

PROJECT DATA

|                                    |               |
|------------------------------------|---------------|
| TOTAL ACRES                        | 29.10         |
| SECTION 2 ACRES                    | 11.63         |
| SECTION 2 LOTS                     | 25            |
| SECTION 2 DENSITY                  | 2.15          |
| SECTION 4 ACRES                    | 9.84          |
| SECTION 4 LOTS                     | 18            |
| SECTION 4 DENSITY                  | 1.63          |
| SECTION 5 ACRES                    | 7.63          |
| SECTION 5 LOTS                     | 32            |
| SECTION 5 DENSITY                  | 4.19          |
| SETBACKS W/ SIDE/REAR 20'/7' / 20' |               |
| TAX MAP/PARCEL #                   | 005 10 06 003 |
|                                    | 005 10 19 001 |
|                                    | 005 10 15 001 |
| CURRENT ZONING                     | PD            |

SHEET INDEX

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| GENERAL NOTES       | 2.1       |
| SITE PLAN           | 3.1-3.2   |
| GRADING PLAN        | 4.1-4.2   |
| STORM SEWER PLAN    | 5.1-5.2   |
| SANITARY SEWER PLAN | 6.1-6.4   |
| WATER PLAN          | 7.1-7.3   |
| LANDSCAPE PLAN      | 8.1-8.2   |
| SECS PLAN           | 9.1-9.11  |
| PROFILES            | 10.1-10.4 |
| DETAILS             | 11.1-11.2 |



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|          |                                 |    |
|----------|---------------------------------|----|
| 2-27-09  | REVISED FOR GOVERNMENT REVIEW   | MS |
| 11-12-05 | SUBMITTED FOR GOVERNMENT REVIEW | MS |
| NO. DATE | REVISION                        | BY |

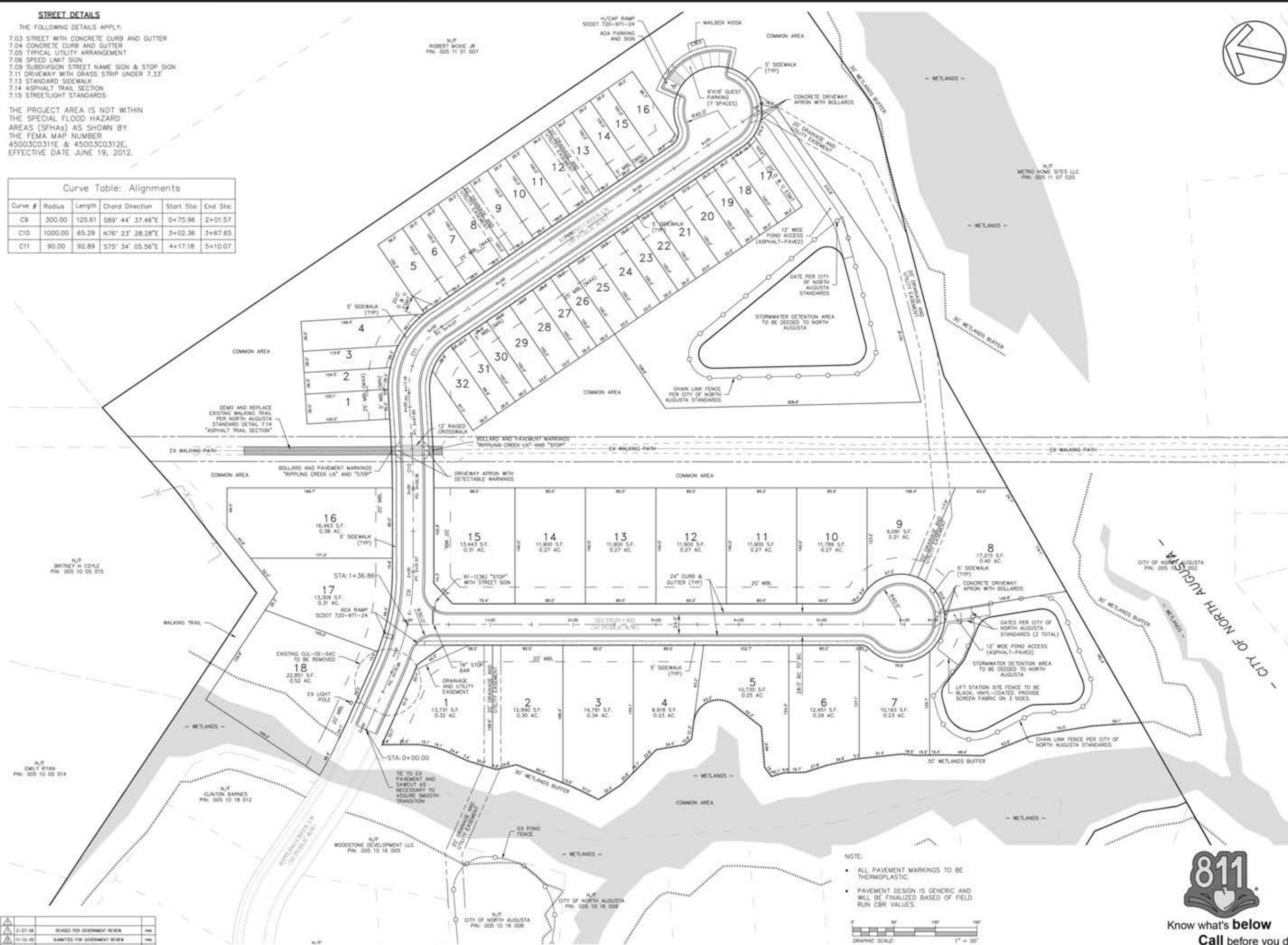
**STREET DETAILS**

- THE FOLLOWING DETAILS APPLY:
- 7.03 STREET WITH CONCRETE CURB AND GUTTER
  - 7.04 CONCRETE CURB AND GUTTER
  - 7.05 TYPICAL UTILITY ARRANGEMENT
  - 7.06 SPEED LIMIT SIGN
  - 7.09 SUBDIVISION STREET NAME SIGN & STOP SIGN
  - 7.11 DRIVEWAY WITH GRASS STRIP UNDER 7.33'
  - 7.13 STANDARD SIDEWALK
  - 7.14 ASPHALT TRAIL SECTION
  - 7.15 STREETLIGHT STANDARDS:

THE PROJECT AREA IS NOT WITHIN THE SPECIAL FLOOD HAZARD AREAS (SFHAs) AS SHOWN BY THE FEMA MAP NUMBER 45003C0311E & 45003C0312E, EFFECTIVE DATE JUNE 19, 2012.

Curve Table: Alignments

| Curve # | Radius  | Length | Chord Direction  | Start Sta: | End Sta: |
|---------|---------|--------|------------------|------------|----------|
| C9      | 300.00  | 125.61 | S89° 44' 37.46"E | 0+75.96    | 2+01.57  |
| C10     | 1000.00 | 65.29  | N76° 23' 28.28"E | 3+02.36    | 3+67.65  |
| C11     | 90.00   | 92.89  | S75° 34' 05.56"E | 4+17.18    | 5+10.07  |



**SOUTHERN PARTNERS INC**  
 ENGINEERS, ARCHITECTS & LAND PLANNERS  
 1223 ALLEGRA WEST HIGHWAY  
 AUGUSTA, GEORGIA 30909  
 (706) 893-6000  
 spt@spartners.com

**SOUTH CAROLINA**  
 PROFESSIONAL ENGINEER  
 No. 20074  
 JOHN P. R. GREEN

**SOUTH CAROLINA**  
 SOUTHERN PARTNERS ENGINEERING & LAND SURVEYING COMPANY, INC.  
 COMPANY, INC. 000029  
 LICENSE OF AUTHORITY

**WOODSTONE AT BERGEN PLACE PHASE II, IV, & V**  
 A RESIDENTIAL SUBDIVISION  
 PROJECT LOCATED WITHIN THE CITY OF NORTH AUGUSTA, Aiken County, SC

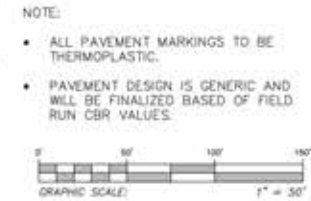
DEVELOPER / CONTACT  
**WINCHESTER HOMEBUILDERS**  
 112-A PLEASANT HOME RD  
 AUGUSTA, GEORGIA 30907  
 (706) 431-7734 ATTN: L. WILKINSON

**PROJECT DATA**

|                                     |               |
|-------------------------------------|---------------|
| TOTAL ACRES                         | 29.10         |
| SECTION 2 ACRES                     | 11.63         |
| SECTION 2 LOTS                      | 25            |
| SECTION 2 DENSITY                   | 2.15          |
| SECTION 4 ACRES                     | 9.84          |
| SECTION 4 LOTS                      | 18            |
| SECTION 4 DENSITY                   | 1.63          |
| SECTION 5 ACRES                     | 7.63          |
| SECTION 5 LOTS                      | 32            |
| SECTION 5 DENSITY                   | 4.19          |
| SETBACKS W/L SIDE/REAR 20'/7' / 20' |               |
| TAX MAP/PARCEL #                    | 005 10 06 003 |
|                                     | 005 10 19 001 |
|                                     | 005 10 15 001 |
| CURRENT ZONING                      | PD            |

**SHEET INDEX**

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| SITE PLAN           | 3.1-3.2   |
| GRADING PLAN        | 4.1-4.2   |
| STORM SEWER PLAN    | 5.1-5.2   |
| SANITARY SEWER PLAN | 6.1-6.2   |
| WATER PLAN          | 7.1-7.2   |
| LANDSCAPE PLAN      | 8.1-8.2   |
| SECS PLAN           | 9.1-9.11  |
| PROFILES            | 10.1-10.4 |
| DETAILS             | 11.1-11.2 |



|          |                                 |     |
|----------|---------------------------------|-----|
| 2-27-26  | REVISED FOR GOVERNMENT REVIEW   | PHS |
| 11-12-25 | SUBMITTED FOR GOVERNMENT REVIEW | PHS |
| NO. DATE | REVISION                        | BY  |

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**TREE LEGEND**

NUTTALL OAK (*Quercus nuttallii*) (57)

TOTAL NUMBER OF TREES PLANTED = 57

LARGE TREES SHALL BE A MINIMUM OF THREE CALIPER INCHES AND SMALL TREES SHALL BE A MINIMUM OF TWO CALIPER INCHES AT THE TIME OF PLANTING

**FOUNDATION PLANTING**

THE PERIMETER OF THE BUILDING FOOTPRINT VISIBLE FROM A STREET SHALL BE PLANTED WITH SHRUBS NOT LESS THAN 18 INCHES IN HEIGHT OR VEGETATIVE GROUNDCOVER, OR BOTH. A MINIMUM OF ONE SHRUB SHALL BE PLANTED FOR EACH TEN FEET OF PERIMETER OF THE PRINCIPAL STRUCTURE.

APPROVED SHRUBS LIST SHOWN IN APPENDIX C, TABLE C-3, OF THE NORTH AUGUSTA DEVELOPMENT CODE.

TYPICAL SINGLE-FAMILY PERIMETER VISIBLE = 100' = 10 SHRUBS

**RESIDENTIAL LOT LANDSCAPING**

**REQUIRED**

- AT LEAST 20 PERCENT OF THE TOTAL LOT AREA LESS THAT AREA COVERED BY A PRIMARY DWELLING MUST HAVE A CANOPY COVER EITHER BY EXISTING TREE COVER OR BY INSTALLATION (NEW PLANTING).
- IF EXISTING TREE COVER IS USED THE ACTUAL COVERAGE MEASURED AT THE DRIP LINE OF EACH TREE OR AT THE PERIMETER DRIP LINES OF A CLUSTER OF TREES MAY BE USED. TREES PRESERVED FOR THE PURPOSES OF THIS SECTION MUST BE PROTECTED DURING CONSTRUCTION AND UNTIL A CERTIFICATE OF OCCUPANCY IS ISSUED AS REQUIRED.
- IF THE CANOPY COVER IS ACCOMPLISHED BY INSTALLATION, A COMBINATION OF NEW LARGE AND SMALL TREES AS SPECIFIED IN TABLE 7.2, PLANT MATERIAL SPECIFICATIONS, MAY BE UTILIZED TO ACHIEVE THE REQUIRED COVERAGE. THE FOLLOWING FACTORS SHALL BE USED TO CALCULATE TREE CANOPY FOR NEW TREES.
  - A CANOPY CREDIT OF 400 SQUARE FEET SHALL BE ASSIGNED TO A LARGE TREE.
  - A CANOPY CREDIT OF 200 SQUARE FEET SHALL BE ASSIGNED TO A SMALL TREE.



**STREET TREES**

- TREE ROOT BARRIER SHALL BE INSTALLED AT EACH TREE AND ON THE SIDEWALK SIDE AND CURB SIDE.
- STREET TREES SHALL BE LOCATED IN THE RIGHT-OF-WAY IN THE REQUIRED LANDSCAPE AREA BETWEEN THE CURB AND THE SIDEWALK OR THE POTENTIAL LOCATION OF A SIDEWALK IF ONE IS NOT PRESENT.
- ALL STREET TREES MUST BE FROM THE CITY'S APPROVED PLANT LIST, APPENDIX C, IN THE LANDSCAPE DEVELOPMENT CODE.

STREET TREES REQUIRED (1 PLUS 1 PER 50' OF FRONTAGE)

**SECTION 2**

TOTAL LOT FRONTAGE = 2808.2'  
STREET TREES REQUIRED = 57 TREES  
STREET TREES PROVIDED = 57 TREES

TO COMPLY WITH CITY TREE CANOPY AND STREET TREE REQUIREMENTS, THE NUMBER, SIZE AND VARIETY OF TREES WILL BE DETERMINED PRIOR TO FINAL PLAT APPROVAL. THE LOCATION OF THE TREES ARE SHOWN FOR ILLUSTRATION ONLY. ACTUAL TREE LOCATION WILL BE DETERMINED IN FIELD PRIOR TO C.O. HOME BUILDER WILL CONTACT NORTH AUGUSTA LANDSCAPING DEPARTMENT AT TIME OF SIDEWALK INSTALLATION TO DETERMINE PRECISE TREE PLACEMENT. IF TREES CANNOT BE PLANTED AT PRESCRIBED RATE, HOME BUILDER WILL PAY THE CITY A PER TREE COST FOR ALL UNPLANTED TREES.

**YARD LAWNS**

THE AREA OF THE LOT BETWEEN THE FRONT AND SIDE PROPERTY LINES AND THE FRONT AND SIDE WALLS OF THE PRINCIPAL STRUCTURE, EXCLUDING DRIVEWAYS, PATIOS, TREES, FOUNDATION PLANTING OR OTHER REGULARLY MAINTAINED PLANTING BEDS, SHALL BE SEEDED, PLANTED OR SOODED WITH AN ACCEPTABLE TURF OR VEGETATIVE GROUND COVER THAT WILL ACHIEVE FULL COVERAGE WITHIN ONE YEAR OF INSTALLATION.

APPROVED GRASSES, BULBS AND SUCCULENTS LIST SHOWN IN APPENDIX C, TABLE C-5, OF THE NORTH AUGUSTA DEVELOPMENT CODE.

**STORMWATER MANAGEMENT LANDSCAPING**

DETENTION AND RETENTION PONDS SHALL BE SCREENED FROM VIEW AT THE STREET RIGHT-OF-WAY BY EVERGREEN SHRUBS AND TREES THAT WILL AT MATURITY, BLOCK AT LEAST 50 PERCENT OF THE VIEW OF THE DETENTION POND AND FENCING FROM THE PROPERTY LINE.

APPROVED TREES AND SHRUBS LIST SHOWN IN APPENDIX C, TABLES C-1, C-2 AND C-3, OF THE NORTH AUGUSTA DEVELOPMENT CODE.

**GENERAL LANDSCAPE NOTES**

- 1 TREES PER 50' FRONTAGE SHALL BE PLANTED ALONG STREET YARD AT TIME OF INFRASTRUCTURE PER CITY OF N.A.
- 2 APPROXIMATELY 25% OF PHASE IS PROPOSED TO BE IMPERVIOUS.
- 3 ALL LANDSCAPING SHALL CONFORM TO 2023 NADC ARTICLE 7 LANDSCAPING, BUFFERS, OPEN SPACE, AND TRAILS FOR THE CITY OF NORTH AUGUSTA.
- 4 PER N.A. ORDINANCE 10.9.2.1 PRIOR TO ISSUANCE OF A C.O., THE BUILDER IS REQUIRED TO ACHIEVE 20% CANOPY COVERAGE ON THE NET LOT AREA OF EACH LOT (TYPICAL LOT WITH 11,500 SQ FT NET LOT AREA WOULD REQUIRE 6 LARGE TREES TO BE PLANTED TO ACHIEVE 2,400 SQ FT OF COVERAGE).
- 5 ALL TREE PLANTING SHALL BE INSTALLED PER THE ANSI A300 PART 6 TREE PLANTING BEST MANAGEMENT PRACTICES.



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**SOUTHERN PARTNERS INC**  
LAND PLANNING  
1800 AUGUSTA WEST PARKWAY  
AUGUSTA, GEORGIA 30909  
(706) 893-6000  
www.southernpartners.com



**WOODSTONE AT BERGEN PLACE PHASE II, IV, & V**  
A RESIDENTIAL SUBDIVISION  
PROJECT LOCATED WITHIN THE CITY OF NORTH AUGUSTA, WAYNE COUNTY, SC

DEVELOPER / CONTACT  
**WINCHESTER HOMEBUILDERS**  
113-A PLEASANT HOLE RD  
AUGUSTA, GEORGIA 30907  
(706) 426-1734 ATTN: T.J. WASHINGTON

**PROJECT DATA**

|                                |               |
|--------------------------------|---------------|
| TOTAL ACRES                    | 29.10         |
| SECTION 2 ACRES                | 11.63         |
| SECTION 2 LOTS                 | 25            |
| SECTION 2 DENSITY              | 2.15          |
| SECTION 4 ACRES                | 9.84          |
| SECTION 4 LOTS                 | 38            |
| SECTION 4 DENSITY              | 1.83          |
| SECTION 5 ACRES                | 7.63          |
| SECTION 5 LOTS                 | 32            |
| SECTION 5 DENSITY              | 4.19          |
| SETBACKS W/L SIDE/REAR 20/7/70 |               |
| TAX MAP/PARCEL #               | 005 10 06 003 |
|                                | 005 10 19 001 |
|                                | 005 10 15 001 |
| CURRENT ZONING                 | P5            |

**SHEET INDEX**

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| SITE PLAN           | 3.1-3.2   |
| GRADING PLAN        | 4.1-4.2   |
| STORM SEWER PLAN    | 5.1-5.3   |
| SANITARY SEWER PLAN | 6.1-6.4   |
| WATER PLAN          | 7.1-7.3   |
| LANDSCAPE PLAN      | 8.1-8.2   |
| SEDC PLAN           | 9.1-9.11  |
| PROFILES            | 10.1-10.4 |
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|          |                                 |     |
|----------|---------------------------------|-----|
| 2-27-26  | REVISED FOR GOVERNMENT REVIEW   | PHS |
| 11-12-25 | SUBMITTED FOR GOVERNMENT REVIEW | PHS |
| NO. DATE | REVISION                        | BY  |

**TREE LEGEND**

- NUTTALL OAK (*Quercus nuttallii*) (70)
- CRAPE MYRTLE (*Lagerstrœmia*) (32)
- MAPLE, NATIVE 'AERYN' TRIDENT (21)  
(*Acer buergerianum*)

TOTAL NUMBER OF TREES PLANTED = 123

LARGE TREES SHALL BE A MINIMUM OF THREE CALIPER INCHES AND SMALL TREES SHALL BE A MINIMUM OF TWO CALIPER INCHES AT THE TIME OF PLANTING

**FOUNDATION PLANTING**

THE PERIMETER OF THE BUILDING FOOTPRINT VISIBLE FROM A STREET SHALL BE PLANTED WITH SHRUBS NOT LESS THAN 18 INCHES BY HEIGHT OR VEGETATIVE GROUNDCOVER, OR BOTH. A MINIMUM OF ONE SHRUB SHALL BE PLANTED FOR EACH TEN FEET OF PERIMETER OF THE PRINCIPAL STRUCTURE.

APPROVED SHRUBS LIST SHOWN IN APPENDIX C, TABLE C-3, OF THE NORTH AUGUSTA DEVELOPMENT CODE.

4-UNIT BUILDING PERIMETER VISIBLE = 146' = 15 SHRUBS

TYPICAL SINGLE-FAMILY PERIMETER VISIBLE = 100' = 10 SHRUBS

**RESIDENTIAL LOT LANDSCAPING**

**REQUIRED**

1. AT LEAST 20 PERCENT OF THE TOTAL LOT AREA LESS THAT AREA COVERED BY A PRIMARY DWELLING MUST HAVE A CANOPY COVER EITHER BY EXISTING TREE COVER OR BY INSTALLATION (NEW PLANTING).
2. IF EXISTING TREE COVER IS USED THE ACTUAL COVERAGE MEASURED AT THE DRIP LINE OF EACH TREE OR AT THE PERIMETER DRIP LINES OF A CLUSTER OF TREES MAY BE USED. TREES PRESERVED FOR THE PURPOSES OF THIS SECTION MUST BE PROTECTED DURING CONSTRUCTION AND UNTIL A CERTIFICATE OF OCCUPANCY IS ISSUED AS REQUIRED.
3. IF THE CANOPY COVER IS ACCOMPLISHED BY INSTALLATION, A COMBINATION OF NEW LARGE AND SMALL TREES AS SPECIFIED IN TABLE 7.2, PLANT MATERIAL SPECIFICATIONS, MAY BE UTILIZED TO ACHIEVE THE REQUIRED COVERAGE. THE FOLLOWING FACTORS SHALL BE USED TO CALCULATE TREE CANOPY FOR NEW TREES.
4. A CANOPY CREDIT OF 400 SQUARE FEET SHALL BE ASSIGNED TO A LARGE TREE.
5. A CANOPY CREDIT OF 200 SQUARE FEET SHALL BE ASSIGNED TO A SMALL TREE.



**STREET TREES**

- TREE ROOT BARRIER SHALL BE INSTALLED AT EACH TREE AND ON THE SIDEWALK SIDE AND CURB SIDE.
- STREET TREES SHALL BE LOCATED IN THE RIGHT-OF-WAY IN THE REQUIRED LANDSCAPE AREA BETWEEN THE CURB AND THE SIDEWALK OR THE POTENTIAL LOCATION OF A SIDEWALK IF ONE IS NOT PRESENT.
- ALL STREET TREES MUST BE FROM THE CITY'S APPROVED PLANT LIST, APPENDIX C, IN THE LANDSCAPE DEVELOPMENT CODE.

STREET TREES REQUIRED (1 PLUS 1 PER 50' OF FRONTAGE)

| SECTION 4                        | SECTION 5                        |
|----------------------------------|----------------------------------|
| TOTAL LOT FRONTAGE = 1866'       | TOTAL LOT FRONTAGE = 1333'       |
| STREET TREES REQUIRED = 39 TREES | STREET TREES REQUIRED = 28 TREES |
| STREET TREES PROVIDED = 39 TREES | STREET TREES PROVIDED = 28 TREES |

TO COMPLY WITH CITY TREE CANOPY AND STREET TREE REQUIREMENTS, THE NUMBER, SIZE AND VARIETY OF TREES WILL BE DETERMINED PRIOR TO FINAL PLAT APPROVAL. THE LOCATION OF THE TREES ARE SHOWN FOR ILLUSTRATION ONLY. ACTUAL TREE LOCATION WILL BE DETERMINED IN FIELD PRIOR TO C.O. HOME BUILDER WILL CONTACT NORTH AUGUSTA LANDSCAPING DEPARTMENT AT TIME OF SIDEWALK INSTALLATION TO DETERMINE PRECISE TREE PLACEMENT. IF TREES CANNOT BE PLANTED AT PRESCRIBED RATE, HOME BUILDER WILL PAY THE CITY A PER TREE COST FOR ALL UNPLANTED TREES.

**YARD LAWNS**

THE AREA OF THE LOT BETWEEN THE FRONT AND SIDE PROPERTY LINES AND THE FRONT AND SIDE WALLS OF THE PRINCIPAL STRUCTURE, EXCLUDING DRIVEWAYS, PATIOS, TREES, FOUNDATION PLANTING OR OTHER REGULARLY MAINTAINED PLANTING BEDS, SHALL BE SEEDED, PLANTED OR SOODED WITH AN ACCEPTABLE TURF OR VEGETATIVE GROUND COVER THAT WILL ACHIEVE FULL COVERAGE WITHIN ONE YEAR OF INSTALLATION.

APPROVED GRASSES, BULBS AND SUCCULENTS LIST SHOWN IN APPENDIX C, TABLE C-5, OF THE NORTH AUGUSTA DEVELOPMENT CODE.

**STORMWATER MANAGEMENT LANDSCAPING**

DETENTION AND RETENTION PONDS SHALL BE SCREENED FROM VIEW AT THE STREET RIGHT-OF-WAY BY EVERGREEN SHRUBS AND TREES THAT WILL AT MATURITY, BLOCK AT LEAST 50 PERCENT OF THE VIEW OF THE DETENTION POND AND FENCING FROM THE PROPERTY LINE.

APPROVED TREES AND SHRUBS LIST SHOWN IN APPENDIX C, TABLES C-1, C-2 AND C-3, OF THE NORTH AUGUSTA DEVELOPMENT CODE.

**GENERAL LANDSCAPE NOTES**

1. 1 TREE PER 50' FRONTAGE SHALL BE PLANTED ALONG STREET YARD AT TIME OF INFRASTRUCTURE PER CITY OF N.A.
2. APPROXIMATELY 25% OF PHASE IS PROPOSED TO BE IMPERVIOUS.
3. ALL LANDSCAPING SHALL CONFORM TO 2023 NADC ARTICLE 7 LANDSCAPING, BUFFERS, OPEN SPACE, AND TRAILS FOR THE CITY OF NORTH AUGUSTA.
4. PER N.A. ORDINANCE 10.9.2.1 PRIOR TO ISSUANCE OF A C.O., THE BUILDER IS REQUIRED TO ACHIEVE 20% CANOPY COVERAGE ON THE NET LOT AREA OF EACH LOT (TYPICAL LOT WITH 11,500 SQ FT NET LOT AREA WOULD REQUIRE 6 LARGE TREES TO BE PLANTED TO ACHIEVE 2,400 SQ FT OF COVERAGE).
5. ALL TREE PLANTING SHALL BE INSTALLED PER THE ANSI A300 PART 6 TREE PLANTING BEST MANAGEMENT PRACTICES.



Know what's below  
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**SOUTHERN PARTNERS INC**  
ENGINEERING SURVEYING LAND PLANNING  
1203 ALLEGRA WEST DRIVE  
AUGUSTA, GEORGIA 30909  
(706) 880-6900  
engineering@southernpartners.net

SOUTH CAROLINA  
PROFESSIONAL ENGINEER  
No. 20074  
JOHN P. R. GREEN

SOUTH CAROLINA  
PROFESSIONAL ENGINEER  
No. C60529  
SOUTHERN PARTNERS ENGINEERING & LAND SURVEYING COMPANY, INC.

**WOODSTONE AT BERGEN PLACE PHASE II, IV, & V**  
A RESIDENTIAL SUBDIVISION PROJECT LOCATED WITHIN THE CITY OF NORTH AUGUSTA, LAKE COUNTY, SC

DEVELOPER / CONTACT  
**WINCHESTER HOMEBUILDERS**  
113-A PLEASANT HOME RD  
NORTH AUGUSTA, GEORGIA 30907  
(706) 491-1734 ATTN: L.J. WOODBURN

**PROJECT DATA**

|                                 |               |
|---------------------------------|---------------|
| TOTAL ACRES                     | 29.10         |
| SECTION 2 ACRES                 | 11.63         |
| SECTION 3 LOTS                  | 25            |
| SECTION 2 DENSITY               | 2.15          |
| SECTION 4 ACRES                 | 9.84          |
| SECTION 4 LOTS                  | 58            |
| SECTION 4 DENSITY               | 1.83          |
| SECTION 5 ACRES                 | 7.63          |
| SECTION 5 LOTS                  | 32            |
| SECTION 5 DENSITY               | 4.18          |
| SETBACKS W/L SIDE/REAR 20/17/10 |               |
| TAX MAP/PARCEL #                | 005 10 06 003 |
|                                 | 005 10 18 001 |
|                                 | 005 10 18 001 |
| CURRENT ZONING                  | PD            |

**SHEET INDEX**

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| COVER SHEET         | 1.1       |
| GENERAL NOTES       | 2.1       |
| SITE PLAN           | 3.1-3.2   |
| GRADING PLAN        | 4.1-4.2   |
| STORM SEWER PLAN    | 5.1-5.2   |
| SANITARY SEWER PLAN | 6.1-6.2   |
| WATER PLAN          | 7.1-7.3   |
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| SECC PLAN           | 9.1-9.11  |
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8.2

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ORDINANCE NO. 2005-10  
TO APPROVE THE GENERAL DEVELOPMENT PLAN  
FOR THE 77.32± ACRE WOODSTONE AT BERGEN PLACE PLANNED  
DEVELOPMENT LOCATED NORTH, EAST AND ADJACENT TO BERGEN PLACE  
SUBDIVISION

WHEREAS, within the guidelines of the North Augusta Zoning and Development Standards Ordinance, a General Development Plan for property within a designated Planned Development zone (PD) requires Planning Commission review and subsequent recommendation to City Council for review and approval; and

WHEREAS, an application has been received from Woodstone Development, LLC, requesting approval for a General Development Plan for a tract of land zoned Planned Development (PD) containing 77.32± acres located on the north, east, and adjacent to the Bergen Place subdivision; and

WHEREAS, the developer, Woodstone Development, LLC, proposes to construct 123 one and two story single family dwellings and 32 townhomes in five (5) phases; and

WHEREAS, the North Augusta Planning Commission, at its April 21, 2005 regular meeting, reviewed the subject application and voted to recommend that City Council approve the General Development Plan for the 77.32± acre Woodstone at Bergen Place Planned Development.

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

- I. The General Development Plan for the 77.32± acre Woodstone LLC, Woodstone at Bergen Place Planned Development, is hereby approved as outlined below and as shown on the attached plat and identified as 'Exhibit A' as prepared by Southern Partners, Inc., dated March 4, 2005, revised March 21, 2005, and received May 23, 2005 and in the attached Project Narrative identified as 'Exhibit B':

A. Scope of Development:

The scope of development described in the General Development Plan for the Woodstone at Bergen Place Planned Development and described herein shall be the maximum level of development allowed. The land uses permitted in the Woodstone at Bergen Place Planned Development shall be limited to single-family detached residential and townhome lots as shown on the General Development Plan and in accordance with the following phasing plan.

B. Development Program:

1. The development will provide 155 single-family residential lots. The development will be constructed in five phases as follows:

| <u>Phase</u> | <u>Acres</u> | <u>Units</u> | <u>Schedule</u> |
|--------------|--------------|--------------|-----------------|
| 1            | 27.51        | 46           | 2005-2006       |
| 2            | 11.64        | 25           | 2006-2007       |
| 3            | 18.59        | 34           | 2007-2008       |
| 4            | 10.52        | 18           | 2008-2009       |
| 5            | 9.06         | 32           | 2009-2010       |
| Open Space   | 26.26        | --           | --              |
| Totals       | 103.58       | 155          | --              |

2. The maximum building height shall not exceed thirty-five (35) feet.
3. The minimum setbacks for all-single family lots shall be:  
Front      20 feet  
Side        7 feet  
Rear        20 feet
4. Setbacks for the townhome lots in phase 5 will be determined at the time of preliminary plat consideration.

C. Development Approval Process:

1. Minor modifications to the development plan and program, i.e. number and location of lots, development schedule, setbacks, parking, and landscaping, may be approved by the Planning Commission prior to or at the time of preliminary plat approval for an individual phase.
2. Prior to or in conjunction with the preliminary plat submission for phase 1 an overall stormwater management plan shall be submitted that addresses and minimizes the need for multiple detention ponds to the extent practicable.
3. Prior to or in conjunction with the preliminary plat submission for phase 1 a master sanitary sewer plan shall be submitted for review. The master sanitary sewer plan shall include the identification of any necessary modifications to the Bergen Road lift station.
4. The capacity of the Edgefield Water and Sewer Authority to serve water to the proposed development shall be verified and resolved prior to or in conjunction with the preliminary plat for phase 1.

5. Prior to approval of any preliminary plat, the applicant shall submit the written approval from the Army Corp of Engineers and, if required, South Carolina Department of Health and Environmental Control (DHEC) of the wetland delineation for this property, the approval of any wetland encroachment and any required mitigation.

D. Other development conditions:

1. Five (5) foot wide sidewalks shall be provided on one side of each street segment. In lieu of a sidewalk on both sides of the street, the applicant shall construct a paved nature trail between lots and through open space as shown on the general development plan and described in this memo.
2. The applicant may reduce the design width of roads to twenty-seven (27) feet between the faces of the curbs. Adequate right of way width will be provided as determined by the City Engineer. The road design shall be reviewed in conjunction with preliminary plat submissions for each phase.
3. Two mature trees shall be maintained on street frontage for each lot on both sides of the street or two minimum three inch diameter trees shall be required prior to issuance of a Certificate of Occupancy.
4. The applicant shall dedicate a right of way that is a minimum of twenty (20) feet wide for future Greenway connector alignments as generally shown on the general development plan. The applicant shall clear; grub and rough grade a corridor eight (8) feet wide within the Greenway alignments adjacent to all proposed lots and for a distance of a minimum of fifty (50) feet into the open space areas as delineated on the general development plan. Such clearing, grubbing and rough grading shall occur in conjunction with the development of each phase.
5. The City will consider accepting other areas of designated open space that the applicant is willing to dedicate in addition to the required drainage way dedications.
6. The applicant shall provide the City with a slope analysis to identify lots and portions of lots that exceed 15%. Such analysis will be provided in conjunction with the preliminary plat for each phase and will address the proposed treatment of lots to mitigate the impacts of grading slopes in excess of 15%.
7. Prior to approval of any preliminary plat, the applicant shall submit a master utilities (water, sanitary sewer, and storm sewer) plan, subject to

review and approval by the City. The master utility plan must include proposed improvements to the sanitary sewer lift station on Bergen Road to the extent required by City policy and ordinance.

8. The applicant shall participate financially, in an amount proportionate to the impacts created by the Woodstone at Bergen Place development, with the City and other developers proposing development in the vicinity, in the completion of a traffic impact study of the greater Bergen Road development area including Bergen Place, Bergen Place West, Woodstone at Bergen Place, Bergen Village and to the extent appropriate, the remaining vacant lands in the vicinity that will affect the volume of traffic on Bergen Road.
9. The applicant shall participate financially, in an amount proportionate to the impacts created by the Woodstone at Bergen Place development, in the implementation of needed off site traffic improvements necessary to mitigate the impacts of new development on Bergen Road, specifically a left turn lane into Bergen Place at Adams Branch Road and potentially a left turn lane at the new entrance to Woodstone at Bergen Place from Bergen Road.
10. Prior to approval of any preliminary plat, the applicant shall submit the written approval from the Army Corp of Engineers and, if required, South Carolina Department of Health and Environmental Control (DHEC) of the wetland delineation for this property.
11. A description of property management arrangements for any common area retained by the homeowners association shall be submitted prior to or in conjunction with the preliminary plat for phase 1.
12. A fifty (50) foot strip of land adjacent to Bergen Road shall be dedicated to the City to provide for the extension of the future Bergen Road Greenway extension.
13. The road extension into and through phase 5 as shown on the general development plan shall be constructed as part of phase 4 in order to provide a Greenway crossing. In the event the applicant does not close on the acquisition of the phase 5 property, phase 4 is not approved and may not be constructed.
14. The applicant will construct the nature trail in phase 1 and phase 3 as shown on the general development plan. In phase 1 the nature trail shall run from the common property line with Bergen Village (extended from the future Bergen Village walking trail) between the proposed lots, west across the new road (Bridle Path Road extended), between the proposed lots and north through the proposed central common green area, across

Bridle Path Road extended in Phase 3 to connect with the future Greenway alignment. A second connection from the east side of Line Bars Road extended, between the proposed lots, and connecting to the nature trail in the central common green area shall also be constructed in phase 1. The nature trail shall be paved to a width of no less than eight (8) feet.

15. The wetlands and common green area property east of the current terminus of Longstreet Crossing will be dedicated to the City of North Augusta for a future park. A paved trail no less than eight (8) feet in width will be constructed by the applicant to connect the proposed park to Line Bars Road extended near its intersection with Bridle Path Road extended. The paved trail shall also be dedicated to the City.
16. Three lots in phase 2 proposed for development include significant areas of delineated wetland and may not be developable. A determination on the developability of the three lots will be made at the time of the preliminary plat for phase 2.

E. Applicable Standards for Review:

General design criteria and development standards applicable to each phase of the development and not otherwise prescribed in the General Development Plan or this ordinance shall be as prescribed in the Zoning and Development Standards Ordinance, as it may be amended.

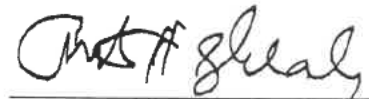
- II. All ordinances or parts of Ordinances in conflict herewith are, to the extent of such conflict, hereby repealed.
- III. This Ordinance shall become effective immediately upon its adoption on third reading.

DONE, RATIFIED AND ADOPTED BY THE MAYOR AND CITY  
COUNCIL OF THE CITY OF NORTH AUGUSTA, SOUTH CAROLINA, ON THIS 18<sup>th</sup>  
DAY OF July, 2005.

First Reading 6/20/05

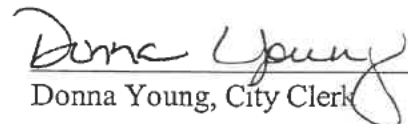
Second Reading 6/20/05

Third Reading 7/18/05



Arthur H. Shealy, Mayor Pro Tem

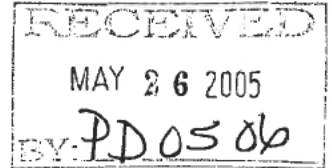
ATTEST:



Donna Young, City Clerk

WOODSTONE AT BERGEN PLACE

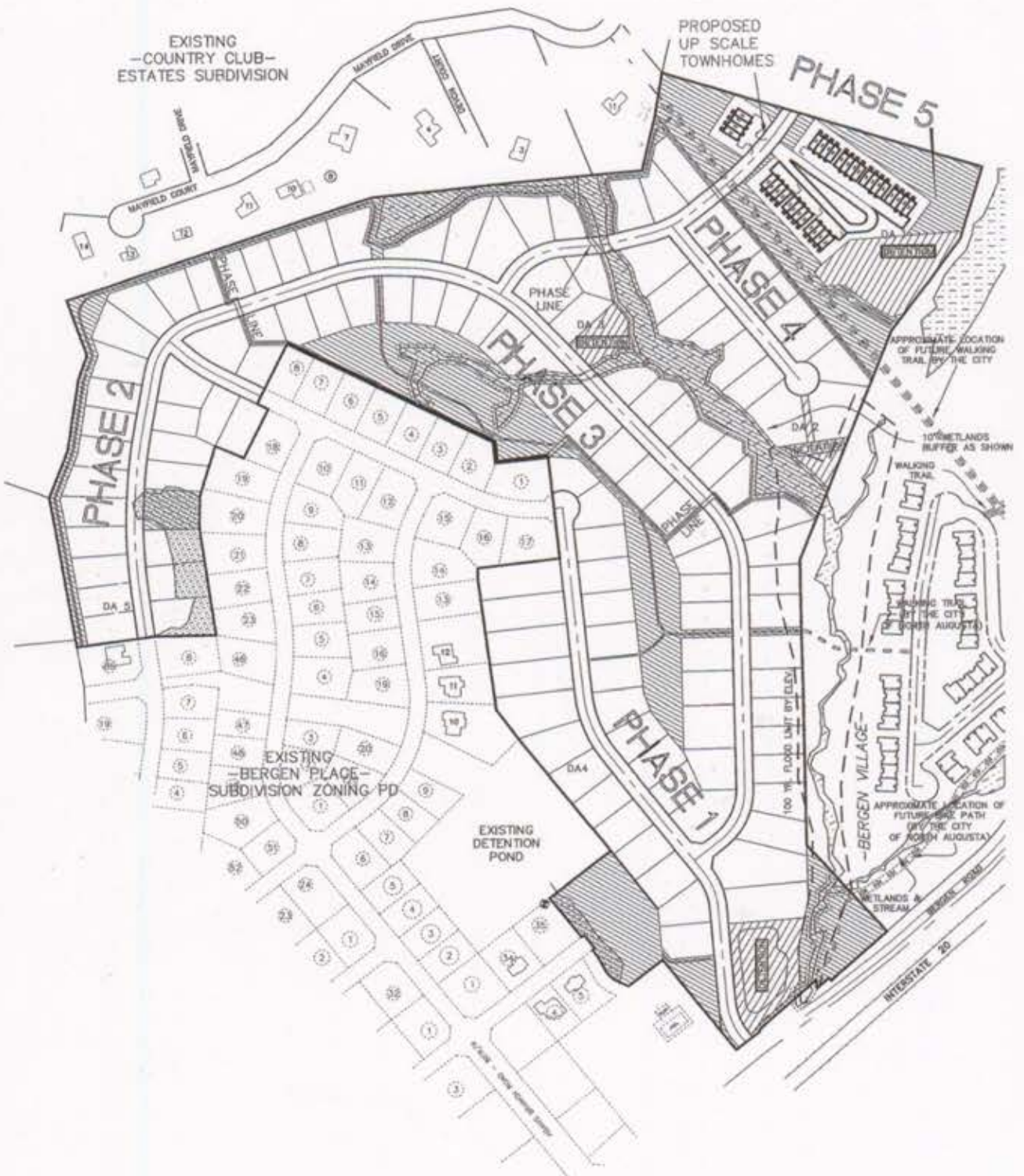
PROJECT DESCRIPTION



1. Woodstone Phases I, II, III, and IV is a planned community having three and four bedroom homes. These will be one and two story buildings. Phase V consists of 32 luxury townhomes in a secluded area near other proposed attached units in Bergen Village. The community will have 33.96% green space for common use of the residents.
2. Total project acreage - 77.32 acres  
Gross Density = 2.00 units/acre      Single Family Density = 1.80 units/acre
3. There are 123 houses and 32 luxury town homes proposed for this project. The minimum front setback is 20 feet, side setback is 7 feet, and rear setback will be 20 feet for the homes. The town homes will be zero lot line construction.
4. The project is proposed to be constructed in five (5) phases:  
  
Phase One will include the entrance and 46 lots;  
Phase Two will include 25 lots;  
Phase Three will include 34 lots;  
Phase Four will include 18 lots; and  
Phase Five will include 32 luxury town homes.  
  
The development of the first phase will take 18 months with subsequent phases to start every 8-12 months in succession. (Development timing of additional phases is based on sales activity.)
5. Woodstone Development, LLC .
6. Target market for Phases I, II, III, and IV is single family owners and Phase Five is targeted for retirees and empty nesters.
7. The common area will consist of areas shown on the plans as shaded. All common areas, drainage easements, wetlands, detention areas, nature trails, and the 20 foot right-of-way for a walking trail will be deeded to the City of North Augusta.
8. The homeowners association will be managed by the developer and/or management company until close to build out of the property. It will then be turned over to the homeowners to manage. Homeowners Association Covenants will be recorded with the record plat of Phase one.
9. This project is situated between Bergen Place Subdivision and Bergen Village Town homes.

This development will extend single family ownership and provide single-family attached adjacent to other single-family attached.

10. The project traffic volume would be approximately 1,500 cars per day. The development will have three ties to Bergen Place and one new tie in to Bergen Road. The roadways inside the development are sufficient for the expected traffic.
11. See Item 10.
12. Water and sewer are available in Bergen Place. Storm water will be piped to detention ponds as required. Water will be furnished by Edgefield. All of the lots in this development will go to the existing lift station in Bergen Place. Last year when we were designing Bergen Village Phases one and three, we were told that the lift station capacity was 250 houses, therefore, an upgrade may need to be done to the lift station before Bergen Village and Woodstone developments are completed.
13. There is no public park near this site. The nature trail will include covered seating areas and lookout areas. There will be a right-of-way deeded to the City to continue the Greenway. Consideration should be given the developer for donating land to the city at no charge.
14. This is in the Aiken County School District / North Augusta area. Minimum impact on the school system is anticipated.
15. Wetlands are shown on the map.
16. Setbacks will be 20 feet from the right-of-way, 7 feet on the sides, and 20 feet on the rear setback from the tract boundary. The maximum height of the buildings will be 35 feet. Planning Commission has recommended sidewalks on one side of street and trees on both sides. The developer desires to save existing trees and to add trees where necessary to accent the houses in the development. The Greenway and nature trail will provide adequate walking areas.
17. N/A
18. Project is consistent with the Comprehensive Plan.
19. No modifications are needed.



**DRAINAGE AREAS FOR STORM SEWER SYSTEM**

|                 |        |   |
|-----------------|--------|---|
| DRAINAGE AREA 1 | 7 AC   | STORAGE VOLUME PROPOSED 1.1AC FT                        |
| DRAINAGE AREA 2 | 4.8 AC | STORAGE VOLUME PROPOSED 0.7 AC FT                       |
| DRAINAGE AREA 3 | 7.5 AC | STORAGE VOLUME PROPOSED 1.2 AC FT                       |
| DRAINAGE AREA 4 | 2.8 AC | STORAGE VOLUME PROPOSED 0.45 AC FT<br>USE EXISTING POND |
| DRAINAGE AREA 5 | 8.1 AC | TIE TO EXISTING STORM SEWER SYSTEM AND EXISTING POND    |



PUD PLAN  
OF:  
**WOODSTONE**  
AT BERGEN PLACE

PROPERTY LOCATED IN THE CITY OF NORTH AUGUSTA  
AIKEN COUNTY, SOUTH CAROLINA  
SCALE : 1" = 200'      DATE : 03-04-05  
REV. 4-21-05  
PREPARED FOR :  
**WOODSTONE DEVELOPMENT, LLC**  
1895 GREEN FOREST DR. NORTH AUGUSTA, SC 29841 (803) 439-4581

PREPARED BY :  
**SOUTHERN PARTNERS, INC.**  
1233 AUGUSTA WEST PARKWAY AUGUSTA GA. 30909 (706) 855-6000

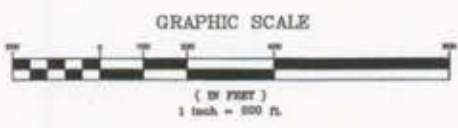
**LEGEND**

|  |                                  |
|--|----------------------------------|
|  | COMMON GREEN AREA                |
|  | STORM WATER DETENTION GREEN AREA |
|  | WETLANDS                         |

**RECEIVED**  
MAY 9 3 2005  
BY: PD 03-06

|                                  | PHASE 1   | PHASE 2   | PHASE 3   | PHASE 4   | PHASE 5  | TOTAL     |
|----------------------------------|-----------|-----------|-----------|-----------|----------|-----------|
| AREA                             | 27.51 Ac. | 11.64 Ac. | 18.59 Ac. | 10.52 Ac. | 9.06 Ac. | 77.32 Ac. |
| COMMON GREEN AREA                | 5.55 Ac.  | 1.48 Ac.  | 4.93 Ac.  | 2.70 Ac.  | 4.06 Ac. | 18.72 Ac. |
| STORM WATER DETENTION GREEN AREA | 1.25 Ac.  | -         | 0.45 Ac.  | 0.38 Ac.  | 1.43 Ac. | 3.51 Ac.  |
| STREET GREEN AREA                | 1.53 Ac.  | 0.76 Ac.  | 1.05 Ac.  | 0.52 Ac.  | 0.17 Ac. | 4.03 Ac.  |
| TOTAL GREEN AREA                 | 8.33 Ac.  | 2.24 Ac.  | 6.43 Ac.  | 3.60 Ac.  | 5.66 Ac. | 26.26 Ac. |
| GREEN AREA %                     | 30.28%    | 19.24%    | 34.59%    | 34.22%    | 62.47%   | 33.96%    |
| RESIDENTIAL LOTS                 | 46        | 25        | 34        | 18        | 32       | 155       |

**REVIEW SET** f



NOTE: ALL COMMON AND GREEN AREA SPACES TO BE DEEDED TO THE CITY OF NORTH AUGUSTA.

**PROJECT DATA**

|                    |          |   |              |
|--------------------|----------|---|--------------|
| TOTAL ACRES        | 77.32    | UNITS PER AC  | 1.80         |
| TOTAL WETLANDS     | 4.24     | SINGLE FAMILY LOT   | 1.80         |
| MIN. GREENSPACE    | 19.33    | EX. ZONING  | PUD          |
| GREENSPACE %       | 33.96    | U & P No.   | 00-00-0-0-00 |
| SINGLE FAMILY LOTS | 123      | U & P No.   | 00-00-0-0-01 |
| TOWNHOME LOTS      | 32       | DEVELOPER SHALL PROVIDE MIN. 20' ROW FOR FUTURE WALKING PATH BY CITY OF NORTH AUGUSTA |              |
| TOTAL No. LOTS     | 155      |   |              |
| AVE. LOT SIZE      | 85 x 140 |   |              |
| FRONT MBL.         | 20'      |   |              |
| SEK MBL.           | 7'       |   |              |
| UPSCALE TOWNHOMES  | 32       |   |              |

# **EXECUTIVE SUMMARY**

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This study has been conducted to assess the traffic impacts and evaluate the access and egress requirements for two proposed Bergen Road Planned Unit Development's (PUD's) both of which are to be located on the north side of Bergen Road generally between Martintown Road and Five Notch Road in North Augusta, South Carolina. This report identifies the impact of traffic generated by the proposed developments and evaluates it with regard to current City policy. The following provides a brief summary of this study's findings.

## **PROJECT DESCRIPTION**

Each of the proposed PUD's are generally located on the north side of Bergen Road, between Martintown Road and Five Notch Road. The first PUD known as Bergen Place West, is located to the north and west of the existing Bergen Place sub-division. This project proposes a total of 289 new single-family residential units and would be provided access via inner-connecting with the existing Bergen Place sub-division (access to Bergen Road via Adams Branch Road) and will also have an access to Country Club Hills Drive.

The second PUD, know as Woodstone at Bergen Place (Woodstone), is located to the north of the existing Bergen Place sub-division and proposes at total of 155 new residential units consisting of 123 single-family and 32 townhome units. Access to/from this project is proposed via a new driveway to/from Bergen Road approximately 550-feet east of Adams Branch Road and via internal roadway connections to the existing Bergen Place sub-division.

As scheduled and for purposes of this report, both of these new neighborhoods are planned to be fully operational by 2009.

## **EXISTING CONDITIONS**

Existing conditions have been gathered for the following three intersections, which make up the project study area as directed by Planning Staff:

- Martintown Road at Bergen Road;
- Bergen Road at Adams Branch Road; and
- Five Notch Road at Bergen Road.

Traffic volume data within the study area has been obtained for the weekday AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM).

## **PROBABLE IMPACTS OF THE PROJECT**

### **Future Background Traffic**

To represent Future 2009 traffic volume conditions within the study area, the 2005 Existing traffic flow volumes were upwardly adjusted to account for normal traffic growth and any other currently approved projects within the study area.

Based on information provided by the South Carolina Department of Transportation (SCDOT), an annual growth rate of two-percent per year has been used. This growth rate was applied to the 2005 Existing peak-hour traffic volumes to estimate Future 2009 background traffic volumes. In addition, traffic anticipated to be generated by the adjacent Bergen Village residential development has also been included.

### **Planned Roadway Improvements**

Discussions with City Planning Staff indicate that no roadway improvements which would increase roadway or intersection capacities are currently planned within the study area.

### **Site-Generated Traffic**

Based on the proposed development scenario for each of the new PUD's in combination would generate a total of 4,540 vehicle trips on a weekday daily basis (2,270 entering, 2,270 exiting) of which 349 trips (87 entering, 262 exiting) would occur during the weekday AM peak-hour. During the weekday PM peak-hour, 473 trips (299 entering, 174 exiting) are expected. Specific traffic generation characteristics for the individual PUD's are illustrated later in this report.

A majority of the traffic generated by each of the sites will be primarily distributed to and from Bergen Road. Approximately 20/25-percent of the site-generated traffic from each project is anticipated to enter and exit the PUD's via Country Club Hills Drive to the north.

## **TRAFFIC OPERATIONS ANALYSIS**

Intersection analyses indicate that, under 2005 Existing Conditions, each of the study area intersections achieve good service levels during both peak hours. It should be noted that while the Martintown Road at Bergen Road intersection operates at acceptable service levels, the westbound left-turn movement from Bergen Road to Martintown Road towards the downtown was observed to have operational constraints due to both the high volume of traffic making this move and the approach curve within Bergen Road as it intersects Martintown Road.

Under Existing plus Site Conditions, two of the intersections are anticipated to degrade to poor service levels; Martintown Road at Bergen Road and Five Notch Road at Bergen Road are each anticipated to operate poorly during one or both of the peak-hours studied.

Future 2009 Build conditions indicate that both Martintown Road at Bergen Road and Five Notch Road at Bergen Road will operate at a LOS F at one or more peak-hours.

## **MITIGATION**

### **Proposed Site Access Points**

As planned, primary direct access to the PUD's are provided via two full movement driveways along Bergen Road and one full movement drive to/from Country Club Hills Road. The following describe the planned access drives for each of the two PUD's:

#### **Bergen Place West**

The project will be provided access to Bergen Road via three internal roadway connections to the existing Bergen Place sub-division which in turn provides access to/from Bergen Road via Adams Branch Road. As a

result of the increase in traffic at the Adams Branch Road intersection, an eastbound left-turn entering the sub-division is recommended.

In addition, a direct access to/from Country Club Hills Drive will be constructed. Two future connections are also proposed which will allow cross-movement between this project and future development to the west when this property is planned/developed.

### **Woodstone**

Project will be provided direct access to Bergen Road via a new access drive to be constructed approximately 600-feet east of the existing Adams Branch Road intersection. This new access drive should provide a separate left-turn lane and a separate right-turn lane as it approaches Bergen Road. In addition, two internal roadway connections will be provided to the existing Bergen Place sub-division.

### **Site Connectivity/Access**

Each of the two proposed projects plans inner-connectivity to the existing Bergen Place sub-division, each other and future development to the west. These connections will provide opportunities to help alleviate the concentration of traffic along Bergen Road especially at the Martintown Road intersection which currently has a capacity issue. These internal connections will allow the possibility of the existing Bergen Place sub-division, the future Bergen Place West sub-division and Woodstone sub-division to access Country Club Hills Drive to the north and a second access to Bergen Road (via the second access constructed by Woodstone).

These connections will provide the ability of traffic generated by these three planned sub-divisions (and probable future development) to distribute throughout the local area with multiple access opportunities. As future development continues in the area, which is probable to the west of the Bergen Place West project, every effort should be made to create another access to/from Martintown Road between Bergen Road and Gregory Lake Road and to Bergen Road west of Adams Branch Road. By providing inner-connectivity to the adjoining sub-divisions, this access would help alleviate some of the congestion currently being experienced at the Martintown Road at Bergen Road intersection. In addition, access drive(s) to the north intersection with Gregory Lake Road and Country Club Hills Drive should also be planned for these future developments.

### **CONCLUSIONS**

Based on the results of this Traffic Impact Analysis report, it has been shown that the traffic generated by the occupancy of the Bergen Place West and Woodstone PUD's can be accommodated at the site access points along Bergen Road with some roadway widening to accommodate the left-turn movements entering either the existing drive (Adams Branch Road) and the new Woodstone access driveway.

The Five Notch Road at Bergen Road intersection operates with some delay and the provision of separate left-turn lane and a separate right-turn lane for the approach will improve conditions at this intersection. However, at the Martintown Road at Bergen intersection, no feasible mitigation is possible due to existing constraints which limit traffic signalization and roadway widening. As such, if traffic volumes as projected occur with these developments, an alternative access to Martintown Road should be considered, which if properly planned, will alleviate the current and future delays at this critical intersection.

# **EXISTING CONDITIONS**

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## **INTRODUCTION**

SRS Engineering, LLC (SRS) has been retained to evaluate the traffic and transportation impacts resulting from the occupancy of two Planned Unit Developments (PUD's), Bergen Place West and Woodstone both of which will be located on the north side of Bergen Road in North Augusta, South Carolina. The study includes the following:

- A review of existing traffic and roadway conditions in the vicinity of the site;
- Background traffic growth;
- Proposed site-generated traffic; and
- Conclusions and recommendations.

Evaluation of the transportation impacts associated with the proposed project first requires a thorough description and quantification of the proposed project and the project site, which is included in the following sections.

## **PROJECT DESCRIPTION**

Each of the proposed PUD's are generally located on the north side of Bergen Road, between Martintown Road and Five Notch Road. The first PUD known as Bergen Place West, is located to the north of the existing Bergen Place sub-division. This project proposes a total of 289 new single-family residential units and would be provided access via inner-connecting with the existing Bergen Place sub-division (access to Bergen Road via Adams Branch Road) and will also have and access to Country Club Hills Drive.

The second PUD, know as Woodstone, is located to the east of the existing Bergen Place sub-division and proposes at total of 155 new residential units consisting of 123 single-family and 32 townhome units. Access to/from this project is proposed via a new driveway to/from Bergen Road just east of Adams Branch Road and inner roadway connections to the existing Bergen Place sub-division.

**Figure 1** depicts the location of each of the project sites in relation to the local and regional roadway system. **Figures 2 & 3** depict the proposed development plans respectively for the Bergen Place West and Woodstone PUD's.

## **GEOMETRICS AND TRAFFIC CONTROL**

A comprehensive field inventory of the site and study area was conducted during June 2005. The field study included a collection of geometric data, traffic volumes, and traffic control with in the study area. **Figure 4** graphically depicts the study area intersection geometrics and traffic control characteristics. Based on information provided by the functional classification plan, the following details the desired future characteristics of the study area roadways:

- Martintown Road- Minor Arterial;
- Bergen Road- Collector; and
- Five Notch Road- Minor Arterial.

**TRAFFIC VOLUMES**

In order to determine the existing traffic volume flow patterns within the study area, manual turning movement counts were collected in May 2004. Weekday morning (7:00–9:00 AM) and evening (4:00-6:00 PM), peak period manual turning movement counts were collected at the following intersections which make up the study area as defined by Staff:

- Martintown Road at Bergen Road;
- Bergen Road at Adams Branch Road; and
- Five Notch Road at Bergen Road.

Summarized intersection count sheets are located in the Appendix at the end of this report. The existing peak-hour traffic volumes are summarized in **Table 1**. Existing peak-hour traffic flow networks for the weekday AM and PM peak-hour conditions are shown graphically in **Figures 5 & 6** respectfully.

**Table 1**  
**EXISTING TRAFFIC VOLUME SUMMARY**  
*Bergen Road PUD's*

| <b>Intersections</b>             | <b>Time Period</b> | <b>Total Volume Entering Intersection</b> |
|----------------------------------|--------------------|---|
| Martintown Road at Bergen Road   | AM                 | 968                                       |
|                                  | PM                 | 1,155                                     |
| Bergen Road at Adams Branch Road | AM                 | 182                                       |
|                                  | PM                 | 239                                       |
| Five Notch Road at Bergen Road   | AM                 | 883                                       |
|                                  | PM                 | 1,003                                     |

As shown, the volume of traffic at each of the study area intersections is heaviest during the PM peak-hour. Also, the greatest volume of traffic occurs at the Martintown Road at Bergen Road intersection; this is most likely the preferred travel route for the current residential developments that exists along Bergen Road orientated towards the south/I 20 and downtown North Augusta.

# **PROBABLE IMPACTS OF THE PROJECTS**

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To estimate the impact of site-generated traffic volumes on the roadway network, in accordance with City policy, specific project traffic expected with the proposed development was added to the Existing 2005 traffic volumes. This measurement of relative impact between the Existing and Existing plus Site Traffic is the basis for the determination of the traffic impact the proposed development will have on the study area intersections.

In addition, a Future traffic volume scenario has also been developed for the development's opening/operational year which includes all existing traffic, any new traffic due to normal traffic growth, any traffic related to specific developments that are presently approved and are expected to be completed by 2009; the project's expected design year.

## **BACKGROUND TRAFFIC GROWTH**

Traffic growth on area roadways is a function of the expected land development both within the immediate area as well as the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed identifies the location and type of approved/permitted development. This produces a realistic estimate of growth for local traffic. However, the drawback of this procedure is that the potential growth in population and traffic growth external to the study area would not be accounted for in the traffic projections.

An alternative procedure estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning movement volumes may be growing at either a higher or lower rate at particular intersections. To provide a conservative analysis framework, both procedures have been applied.

### **Specific Development**

In accordance with information provided by the City Staff, there is one currently planned development in the area which will cause an increase in traffic volume (in excess of normal traffic volume growth) within the study area. The Bergen Village project is currently under construction and proposes a total of 77 townhomes along the easterly section of Bergen Road. Traffic anticipated to be generated by this development has been accommodated for in the analyses of this report.

### **Annual Growth**

An annual growth rate of two-percent per year was developed and approved by SCDOT Staff. This two-percent annual growth rate, which would account for all unknown and anticipated development growth, was applied to the 2005 Existing peak-hour traffic volumes.

## PLANNED ROADWAY IMPROVEMENTS

Discussions with City and SCDOT Staff indicate that there are presently no programmed roadway improvement which would increase roadway and/or intersection capacity planned within the study area prior to or concurrent with the opening year of the project.

## SITE-GENERATED TRAFFIC

Traffic volumes expected to be generated by the proposed projects were forecasted using the Seventh Edition of the ITE *Trip Generation* manual, as published by the Institute of Transportation Engineers. **Table 2** presents the summarized trip generation characteristics for the site.

**Table 2**  
**PROJECT TRIP GENERATION SUMMARY<sup>1</sup>**  
*Bergen Road PUD's*

| Time Period          | Bergen Place West                 | Woodstone at Bergen Place         |                              |   | Total Trips<br>Bergen<br>Developments<br>(a+b+c) |
|----------------------|-----------------------------------|-----------------------------------|------------------------------|---|--|
|                      | Single-Family<br>289 Units<br>(a) | Single-Family<br>123 Units<br>(b) | Apartment<br>32 Units<br>(c) | Total Trips<br>Bergen<br>Estates<br>(b+c) |  |
| <b>Weekday Daily</b> | 2,760                             | 1,260                             | 220                          | 1,480                                     | 4,240  |
| <b>AM Peak-Hour</b>  |                                   |                                   |                              |   |  |
| Enter                | 53                                | 24                                | 4                            | 28  | 81   |
| Exit                 | <u>159</u>                        | <u>72</u>                         | <u>15</u>                    | <u>87</u>                                 | <u>246</u>                                       |
| Total                | 212                               | 96                                | 19                           | 115                                       | 327  |
| <b>PM Peak-Hour</b>  |                                   |                                   |                              |   |  |
| Enter                | 176                               | 81                                | 23                           | 104                                       | 280  |
| Exit                 | <u>103</u>                        | <u>48</u>                         | <u>12</u>                    | <u>60</u>                                 | <u>163</u>                                       |
| Total                | 279                               | 129                               | 35                           | 164                                       | 443  |

<sup>1</sup> ITE *Trip Generation* manual, 7th Ed. 2003, LUC's 210 (Single-Family) and 220 (Apartment).

As shown by this table, in total, both PUD's can be expected to generate a total of 4,240 (two-way) trips on a weekday daily basis of which a total of 327 trips (81 entering and 246 exiting) can be expected during the AM peak-hour and 443 trips (280 entering and 163 exiting) would occur during the PM peak-hour.

Individually, Bergen Place West which proposes 289 single-family units is expected to generate 2,760 daily trips with a total of 212 trips (53 entering and 159 exiting) expected during the AM peak-hour. During the PM peak-hour, 279 trips (176 entering and 103 exiting) are expected. Woodstone which proposes 123 single-family units and 32 apartments is expected to generate a total of 1,480 daily trips with a total of 115 trips (28 entering and 87 exiting) expected during the AM peak-hour. During the PM peak-hour, 164 trips (104 entering and 60 exiting) are expected.

## TRIP DISTRIBUTION

The directional distribution pattern for site-generated traffic on the study area roadways was based on the characteristics of the flow of existing traffic within the study area and has been based on the collected peak-hour

traffic data. **Figures 7 & 8** illustrate the distribution patterns used for the assignment of site-generated traffic to the local roadway for the Bergen Place West and Woodstone projects respectively.

### **TRAFFIC VOLUME SCENARIOS**

The site-generated traffic presented in Table 2 has been distributed within the study area roadway network as shown by the distribution patterns in Figures 7 & 8. This has resulted in the site-generated specific volumes depicted by **Figures 9 & 10** for the proposed developments for the respective AM and PM peak-hours. As requested, the site-generated traffic volumes indicate the total for both developments but also indicate the specificity of each of the planned PUD's.

To demonstrate the site-generated traffic volumes immediate impact to the study area, the site traffic shown in Figures 9 & 10 were added to the Existing traffic volumes shown in Figures 5 & 6. The resulting traffic volumes are graphically depicted in **Figures 11 & 12**. These volumes were used as the main basis for analysis to determine potential improvement measures to mitigate traffic impacts caused by the site traffic which is in accordance with current City policy.

Traffic volumes were also developed for Future 2009 conditions. These volumes include the site traffic depicted in Figures 9 & 10 as well as future background traffic formed by the application of the annual two-percent growth rate. The resulting volumes are graphically depicted in **Figures 13 & 14**.

It should be noted that for both the Existing plus Site and Future 2009 traffic volume conditions, traffic anticipated to be generated by the adjacent approved/under construction Bergen Village project has been accounted for.

# **TRAFFIC OPERATIONS ANALYSIS**

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Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, capacity analyses were conducted under Existing, Existing Plus Site, and Future Plus Site traffic volume conditions. Capacity analyses provide an indication of how well the study area intersections serve existing and future traffic demands.

## **METHODOLOGY**

### **Level-of-Service**

A primary result of capacity analyses is the assignment of level-of-service (LOS) to traffic facilities under various traffic flow conditions<sup>1</sup>. The concept of level-of-service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels-of-service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst.

Since the level-of-service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels-of-service, depending on the time of day, day of week, or period of a year.

### **Signalized Intersections**

The six levels-of-service for signalized intersections may be described as follows:

- LOS A describes operations with very low delay; most vehicles do not stop at all.
- LOS B describes operations with relatively low delay. However, more vehicles stop than LOS A.
- LOS C describes operations with higher delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- LOS D describes operations with delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and individual cycle failures are noticeable.
- LOS E describes operations with high delay values. Individual cycle failures are frequent occurrences.
- LOS F describes operations with high delay values that often occur with over-saturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

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<sup>1</sup> The capacity analysis methodology is based on the concepts and procedures in the *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2000.

Levels-of-service for signalized intersections are calculated using the operational analysis methodology of the 2000 *Highway Capacity Manual*. This method assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on delay. Level-of-service designations are based solely on the criterion of calculated control delay per vehicle, since delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time.

### **Unsignalized Intersections**

The six levels-of-service for two-way stop controlled intersections may be described as follows:

- LOS A represents a condition with little or no delay to minor street traffic.
- LOS B represents a condition with short delays to minor street traffic.
- LOS C represents a condition with average delays to minor street traffic.
- LOS D represents a condition with long delays to minor street traffic.
- LOS E represents operating conditions at or near capacity level, with very long delays to minor street traffic.
- LOS F represents a condition where minor street demand volume exceeds capacity of an approach lane, with extreme delays resulting.

The levels-of-service of unsignalized intersections are determined by application of a procedure described in the 2000 *Highway Capacity Manual*. The procedure accounts for lane configuration on both the minor and major approaches, and conflicting traffic stream volumes. First, the theoretical maximum or capacity flow of vehicles for each minor approach lane is calculated based on a gap acceptance procedure. The capacities are then compared to the demand at the respective minor approaches to determine the control delay for each vehicle. Control delay is used as the criterion for estimating level-of-service for minor street traffic.

**Table 3** summarizes the relationship between level-of-service and delay for both signalized and unsignalized intersections. The tabulated delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to entire intersections.

**Table 3**  
**LEVEL-OF-SERVICE CRITERIA<sup>1</sup>**

| <b>Level-of-Service</b> | <b>Signalized Intersection<sup>2</sup></b> | <b>Unsignalized Intersection<sup>2</sup></b> |
|-------------------------|--|--|
| A                       | 0.0 to 10.0                                | 0.0 to 10.0                                  |
| B                       | 10.1 to 20.0                               | 10.1 to 15.0                                 |
| C                       | 20.1 to 35.0                               | 15.1 to 25.0                                 |
| D                       | 35.1 to 55.0                               | 25.1 to 35.0                                 |
| E                       | 55.1 to 80.0                               | 35.1 to 50.0                                 |
| F                       | >80.0                                      | >50.0  |

1. Source: Highway Capacity Manual, Transportation Research Board; Washington, DC; 2000; pages 16-2 and 17-2.  
 2. Delay in seconds-per-vehicle.

## ANALYSIS RESULTS

Intersection analyses have been conducted at the study area intersections for all previously cited traffic volume conditions and/or scenarios. Results of these analyses are shown in **Table 4**. The intersection analysis worksheets are contained in the Appendix at the end of this report.

When the site traffic, under the proposed development scenario is applied to the existing traffic volumes, an increase in delay is realized. As per City guidelines, this increase must be mitigated such that equal to or better than Existing Conditions are present when traffic generated by the site is accounted for.

**Table 4**  
**LEVEL-OF-SERVICE SUMMARY<sup>1</sup>**  
*Bergen Road PUD's*

| Unsignalized Intersections           | Peak Hour | 2005 Existing                      |                  | 2005 Existing Plus Site Traffic |          | 2009 Build   |          |
|--------------------------------------|-----------|------------------------------------|------------------|---------------------------------|----------|--------------|----------|
|                                      |           | Delay <sup>1</sup>                 | LOS <sup>2</sup> | Delay                           | LOS      | Delay        | LOS      |
| Martintown Road at Bergen Road       | AM        | 23.2                               | C                | <b>71.9</b>                     | <b>F</b> | <b>95.1</b>  | <b>F</b> |
|                                      | PM        | 30.4                               | D                | <b>104.1</b>                    | <b>F</b> | <b>152.5</b> | <b>F</b> |
| Bergen Road at Adams Brancd Road     | AM        | 7.3                                | A                | 8.9                             | A        | 9.0          | A        |
|                                      | PM        | 8.5                                | A                | 11.2                            | B        | 11.5         | B        |
| Five Notch Road at Bergen Road       | AM        | 16.0                               | C                | 22.0                            | C        | 25.5         | D        |
|                                      | PM        | 22.5                               | C                | <b>38.0</b>                     | <b>E</b> | <b>51.7</b>  | <b>F</b> |
| Bergen Road at Woodstone Site Access | AM        | To be Constructed by Woodstone PUD |                  | 10.5                            | B        | 10.4         | B        |
|                                      | PM        |                                    |                  | 11.6                            | B        | 11.6         | B        |

1. Calculations completed using the 2000 HCM methodology.

1. Delay in seconds per vehicle.

2. Level-of-Service.

**GENERAL NOTES:**

1. For unsignalized intersections, delay is representative of the minor street approach.

Intersection analyses indicate that, under 2004 Existing Conditions, each of the study area intersections operate at acceptable service levels during both peak-hours. It should be noted that while the Martintown Road at Bergen Road intersection operates at acceptable service levels, the westbound left-turn movement from Bergen Road to Martintown Road towards the downtown area is a large volume and was observed to have operational constraints.

Under Existing plus Site Conditions, two of the intersections are anticipated to degrade in service level to either a LOS E or F; Martintown Road at Bergen Road and Five Notch Road at Bergen Road are each anticipated to operate poorly during one or both of the peak-hours studied.

Table 5 also depicts the results of the Future 2009 Build Conditions which indicate the same operational characteristics as under the Existing plus Site Traffic scenario; both of the unsignalized intersections of Martintown Road at Bergen Road and Five Notch Road at Bergen Road operate at poor service levels under Future 2009 Build conditions.

# **MITIGATION**

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The final phase of the analysis process is to identify mitigating measures which may either minimize the impact of the project on the transportation system or tend to alleviate poor service levels not caused by the project. Measures considered necessary to mitigate roadway system deficiencies are discussed below as they relate to the impacts of the proposed project.

## **PROPOSED ACCESS DRIVES**

As planned, both of the PUD's will be provided access to/from Bergen Road via either a direct connection (Woodstone) or indirectly by inner connecting to/through Bergen Place (both Woodstone and Bergen Place West). Access to/from Country Club Hills Drive will also be provided via the direct connection that Bergen Place West will provide which in turn provides indirect access to Country Club Hills Drive for both the existing Bergen Place and the proposed Woodstone sub-divisions.

Based on the analyses, the access drives to/from Bergen Road at the existing intersection of Adams Branch Road will see a significant rise in the left-turn volume entering the sub-division. This increase is, in accordance with SCDOT standards, sufficient to require a separate left-turn lane at this unsignalized intersection. As such, a separate left-turn lane with a 180-foot storage lane and a 200-foot taper is suggested (taper length may vary depending on method of widening). To construct this lane, Bergen Road must be widened however; the SCDOT design standards for widening this roadway will extend to/through this intersection and will have an affect on the proposed access to be constructed for the Woodstone PUD. While the proposed access for the Woodstone project does not meet the SCDOT criteria for a separate left-turn entering the project, because of the widening needed at the adjacent Adams Branch Road intersection (which is approximately 550-feet to the west), a separate left-turn lane for this access should be constructed in order to meet SCDOT design standards. For further explanation of the impact that the widening of Bergen Road at Adams Branch Road intersection will have on the Woodstone access, please refer to the exhibit in the Appendix which is provided by the SCDOT.

## **Site Connectivity/Access**

Each of the two proposed projects plans inner-connectivity to the existing Bergen Place sub-division, each other and future development to the west. These connections will provide opportunities to help alleviate the concentration of traffic along Bergen Road especially at the Martintown Road intersection which currently has a capacity issue. These internal connections will allow the possibility of the existing Bergen Place sub-division, the future Bergen Place West sub-division and Woodstone sub-division to access Country Club Hills Drive to the north and a second access to Bergen Road (via the second access constructed by Woodstone).

These connections will provide the ability of traffic generated by these three planned sub-divisions (and probable future development) to distribute throughout the local area with multiple access opportunities. As future development continues in the area, which is probable to the west of the Bergen Place West project, every effort should be made to create another access to/from Martintown Road between Bergen Road and Gregory Lake Road and to Bergen Road west of Adams Branch Road. By providing inner-connectivity to the adjoining

sub-divisions, this access would help alleviate some of the congestion currently being experienced at the Martintown Road at Bergen Road intersection. In addition, access drive(s) to the north intersection with Gregory Lake Road and Country Club Hills Drive should also be planned for these future developments.

The following depict the suggested geometry at each access:

### **Bergen Road at Adams Branch Road**

Existing access to be modified-

#### Exiting the Site-

- No changes needed, separate left and right-turning lanes are currently provided; and
- Maintain existing STOP sign control.

#### Entering the Site-

- Construct a separate eastbound left-turn entering Adams Branch Road. Lane should provide 180-foot of full lane storage and a 200-foot taper; and
- Maintain the separate westbound right-turn lane currently serving traffic entering from westbound Bergen Road.

### **Bergen Road at Woodstone Access**

New access to be constructed-

#### Exiting the Site-

- Provide a separate left-turn lane and a separate right-turn lane exiting the site; and
- Place intersection under STOP sign control where vehicles southbound entering the intersection are required to stop.

#### Entering the Site-

- Construct a separate eastbound left-turn entering the site access. Due to the proximity of the left-turn lane at Adams Branch Road, left-turn lane will be continuous between Adams Branch and the Woodstone Access.

### **Country Club Hills Drive at Bergen Place West Access**

New access to be constructed-

#### Exiting the Site-

- Provide a single-lane approach which will be a shared left/right-turn lane exiting the site; and
- Place intersection under STOP sign control where vehicles northbound entering this future intersection will be required to stop.

#### Entering the Site-

- No separate turning lanes are suggested; current cross-section is sufficient to accommodate project traffic.

## **OFF-SITE**

Review of the two unsignalized intersection analyses indicate poor service levels under both build conditions (Existing and Future). Reasoning for these poor service levels are the left-turn movements from the minor street approaches. While both intersections operate at a LOS F, the Five Notch intersection is a relatively minor delay and not a major issue. To improve this poor service level, if the eastbound Bergen Road approach could be widened to provide a separate left-turn and right-turn lane, operations would improve.

The Martintown Road intersection is not as easy of fix and is a major issue capacity issue. The westbound left-turn movement from Bergen Road is significant and would meet peak-hour signal warrants under both current and future conditions. However, the proximity of this intersection to the I 20 ramps creates a safety and design issue. Additionally, other existing constraints that include the limited right-of-way on the Bergen Road approach, close proximity of access to an sub-division and the curvature of Bergen Road as it approaches Martintown Road all hinder the potential of improving this intersection.

Only widening and installation of signal control can accommodate the traffic volumes at acceptable service levels if no other alternative to access Martintown Road is provided in the future. Therefore, because signalization is most likely not feasible at this location, a new access further to the north should be planned as part of the future development of the adjoining parcel. When planned, this access should provide good separate from the Bergen Road intersection and provide an adequate connection to surrounding sub-divisions by providing a collector through the property. This new collector must provide good access for all the sub-divisions which will help divert traffic away from the Martintown Road at Bergen Road intersection if it is to improve in operations.

## **CONCLUSIONS**

Based on the results of this Traffic Impact Analysis report, it has been shown that the traffic generated by the occupancy of the Bergen Place West and Woodstone PUD's can be accommodated at the site access points along Bergen Road with some roadway widening to accommodate the left-turn movements entering either Adams Branch Road and the Woodstone driveway.

At the two off-site intersections, the Five Notch Road at Bergen Road intersection operates with some delay and the provision of separate left and right turning lane on the approach will improve conditions at this intersection. However, for the Martintown Road at Bergen intersection, no feasible mitigation is possible due to existing constraints which limit traffic signalization and roadway widening. As such, if traffic volumes as projected occur with these developments, an alternative access to Martintown Road should be considered which if properly planned, will alleviate the current and future delays at this critical intersection.

# Department of Planning And Development

## Memorandum # 26-010

**To:** Planning Commission  
**From:** Tommy Paradise, Director  
**Subject:** Tree Preservation & Landscaping  
**Date:** April 8, 2026

The Planning Commission has been reviewing the landscape provisions as they relate to tree preservation for the past few months. The Commission has reviewed current regulations. The Commission also received input from the Roy Kibler, City Arborist, with his recommendations. Lance Cheely, a registered landscape architect and city resident, who works for Cranston Engineering provided the Commission his assessment and recommendations as someone who works with landscape requirements throughout the southeast. The Planning Commission then directed staff to draft a proposal for the Commission to review.

Staff has prepared two recommendations:

### **Recommendation #1**

The first would be to amend §7.3.3.2 Permits Required to incentivize the preservation of large existing trees, except for Pines. A 3-inch caliper large tree is rated to provide 400 sf of tree canopy. Staff is proposing that if an existing tree of 15-inches but less than 24-inches DBH is preserved it would be rated at 500 sf of canopy. A tree 24-inches DBH or more would be rated at 600 sf of canopy. If the canopy actually exceeds the amount given, the Planning Director is authorized to allow the amount covered. In addition, the tree protections must be shown on the approved plans, applied prior to receiving a grading permit, and maintained during construction. The Diameter Breast Height is defined in the Development Code as, "Tree diameter measured at 4.5 feet (1.37 meters) above grade. For multi-trunk trees and other unique site conditions, DBH shall be defined as determined by a certified arborist."

### **7.3.3**

#### **2. Permits Required.**

~~Permits Required. No clearing permit shall be issued unless the applicant has taken measures to preserve trees on the site. Any trees intended to be used towards the net lot tree canopy coverage shall have tree protection installed around them per ANSI A300 Standards.~~

a. No clearing permit shall be issued unless the applicant has taken measures to preserve trees on the site. Any trees intended to be used towards the net lot tree canopy coverage shall have tree protection installed in accordance with this section.

b. Existing trees with a DBH of 15 inches and less than 24 inches, except Pines, may receive canopy credit of 500 square feet, those trees with a DBH equal to or greater than 24 inches DBH, excluding Pines, may receive of 600 square feet of canopy credit. If the applicant provides evidence that the actual canopy cover is greater than the credit received, the Planning Director may increase the canopy coverage for the designated tree to the amount equal to the coverage.

In order to receive this credit, the tree size, type, and protection area must be shown on the approved plans and protected throughout the construction process in accordance with this section.

c. During grading and construction, a protected area equal to one-foot radius for every inch of DBH of each tree shall be provided within which paving, grading, or the storage of dirt, building materials, debris, or any other materials or any other equipment shall not be allowed. Each protected area shall be enclosed by a barrier constructed in a manner required and approved by the Planning Director prior to issuance of a grading permit. Failure to maintain barriers may result in revocation of the building and/or grading permit. For projects not requiring a grading permit, installation of the required barriers shall be approved by the Planning Director prior to issuance of a building permit. Protective barriers shall be maintained until issuance of a Certificate of Occupancy. The protected area shall be permanent and maintained by the property owner. No pavement shall be installed in the protected area. The Planning Director may reduce the protected area or allow intrusions into it if such actions would not adversely affect the survival and health of the tree.

## **Recommendation #2**

The second option is specifically for major single-family residential subdivisions. It would create Section 7.4.4 Residential Subdivision Buffer Requirements. The proposal would require a require a 25-foot undisturbed buffer along the exterior boundary of the subdivision. The buffer could be penetrated to provide necessary infrastructure. The buffer would be a common area maintained by a Homeowner's Association or other entity having ownership. It would also allow the Planning Director to require additional plantings if the buffer is not sufficient. Each homesite is required to have 20% canopy coverage to receive their Certificate of Occupancy.

Section 7.4.3.3 of the NADC currently states, "Buffer on Property Line. When platting abutting lots, the applicant may establish a buffer that straddles a property line between lots if the cumulative buffer width is maintained. Trees along that are proposed for that property line shall stagger one another to allow for trees to grow to maturity on both sides. If the required amount of plant material cannot be installed due to unforeseen site changes, the developer shall pay into the city's Tree Fund in lieu of installing the plants.

### **7.4.4 Buffer Requirements for Residential Subdivision**

An undisturbed buffer is required between adjacent single-family residential major subdivisions. A minimum 25-foot natural buffer shall be maintained along the exterior boundary of a common

development adjacent to streets and a 15-foot undisturbed buffer between existing subdivisions. Said buffer shall be fully contained in the development's common area and maintained by a Homeowner's Association or other entity having ownership. Such buffer shall remain undisturbed, except to provide necessary infrastructure. The planning director may approve alternate entrance buffer treatments.

The buffer shall consist of a natural buffer, utilizing existing vegetation, or, upon written approval of the planning director or his or her designee, a planted berm which provides a visual screen to a minimum height of six feet, or any combination of existing and replanted vegetation which can reasonably be expected to create a visual screen to a minimum height of six feet within two growing seasons. Where deemed necessary by the Planning Director, additional measures may be required to provide an effective screen. Any screening buffer area shall be maintained in good order at all times by the owner of the property.

### **Recommendation #3**

During the March 16<sup>th</sup> meeting, the Planning Commission requested a recommendation for the definition of a Grand Tree and suggestions on limiting their removal.

Definition of Grand Tree: Any tree, other than a pine, with a DBH of 24-inches or greater in size.

7.3.3. be amended to add e. All landscape plans shall show existing grand trees and any grand tree proposed to be removed.

7.3.2 amended to add .7 The removal of a Grand Tree is prohibited unless one or more of the following can be demonstrated to the satisfaction of the Planning Director after consultation with appropriate city staff members:

1. The tree is diseased, dying, or dead.
2. The tree causes a safety hazard to nearby buildings or pedestrian or vehicular traffic.
3. The tree is causing structural damage to a building or other structure that reasonable maintenance cannot prevent.
4. The tree is interfering with an existing underground utility line or overhead wiring.
5. It is necessary to allow construction of a road essential for access to the site, subject to the requirement that the inches of Grand and Significant trees removed therefore shall be replaced when the site is developed.
6. For sites that are being developed, no Grand Tree may be removed unless the Planning Director determines there is absolutely no alternative because of unavoidable grading or because of the required configuration of paving, essential utilities, or buildings.

# Department of Planning And Development

## Memorandum # 26-009

**To:** Planning Commission  
**From:** Tommy Paradise, Director  
**Subject:** Possible Amendment to Sign Regulations  
**Date:** April 8, 2026

The Board of Zoning Appeals have recently heard several variance requests to allow increased sign square footage for wall signs greater than the maximum per lot allowed by Section 9.6.2 and Table 9.3. The Board of Zoning Appeals requested that the Planning Commission review the applicable sections of the Development Code for possible revisions.

Section 9.6.2 states, “Maximum Total Signage Allowed by District. Table 9.3 outlines the total combined square footage allowed by lot for non-residential districts.”

| Zoning District                             | All Signs (lesser of) |                        |   | Wall Signs (lesser of) |                | Freestanding Signs (lesser of) |   |                  |                          |
|---|-----------------------|------------------------|---|------------------------|----------------|--------------------------------|---|------------------|--------------------------|
|   | Max. Area (sf)        | % of Ground Floor Area | Total sign area Per Linear Foot of Frontage | Max. Area (sf)         | % of Wall Area | Max. Area (sf)                 | Freestanding Sign Area per foot of Linear Frontage (sf) | Max. Height (ft) | Front/Side Setbacks (ft) |
| Neighborhood Commercial (NC) and Public (P) | 200                   | 4                      | 3   | 160                    | 10             | 60                             | 0.25  | 10               | 5/10                     |
| Office Commercial (OC)                      | 300                   | 6                      | 3   | 300                    | 10             | 100                            | 0.50  | 12               | 5/10                     |
| General Commercial (GC)                     | 300                   | 10                     | 3   | 300                    | 10             | 100                            | 0.50  | 20               | 5/10                     |
| Thoroughfare Commercial (TC)                | 300                   | 10                     | 3   | 300                    | 10             | 100                            | 1   | 25               | 5/10                     |
| Corridor Preservation Mixed-Use (CPMU)      | 200                   | 6                      | 3   | 160                    | -              | 60                             | 0.50  | 10               | 5/5                      |
| Downtown Mixed-Use 1 and 2 (DT 1 and DT2)   | 200                   | 10                     | 6   | 100                    | 7              | 20                             | .25   | 8                | 0/0                      |
| Industrial (IND)                            | 300                   | 2                      | 3   | 300                    | -              | 150                            | 0.50  | 20               | 5/10                     |

Section 9.6.4.3 states:

### 3. Shopping Centers

- a. A Master Signage Plan is required for any new shopping center permitted after January 1, 2020. A Master Signage Plan is recommended for existing shopping centers.
- b. Wall Sign maximum square feet shall be 1,000; or five percent of ground floor area; or one square foot per linear foot of street frontage, whichever is least.
- c. Freestanding signage maximum area shall be 150 square feet or 0.5 square feet per linear foot of street frontage, whichever is less.

d. Maximum Height shall be 25 feet. Minimum Setbacks shall be five feet on the front and ten feet on the side.

A Shopping Center is defined in the Development Code as:

Shopping Center. A group of commercial/retail establishments planned, constructed, and managed as a total entity, with customer and employee parking provided on-site, provision for goods delivery separated from customer access, aesthetic considerations and protection from the elements, and landscaping and signage in accordance with an approved plan.

Staff has reviewed the sections and as a possible solution may add wording to amend Section 9.6.2 to read:

9.6.2 Signage Allowed By District. The following sign types are allowed by zoning district, subject to any additional provisions of this article. Maximum Total Signage Allowed by District. Table 9.3 outlines the total combined square footage allowed by lot for non-residential districts. Except, where a single parcel contains more than one business, each business may have a front wall sign not exceeding 10% of the square-footage of tenant front façade.

Staff would further recommend deleting Section 9.6.4.3.

The Planning Commission may have additional ideas they wish staff to research as well.

***DEPARTMENT OF  
PLANNING AND DEVELOPMENT***

***TOMMY PARADISE  
DIRECTOR***

***MONTHLY REPORT  
FOR  
March 2026***

**City of North Augusta**  
**Department of Planning and Development**  
**Monthly Report for March 2026**

| Item  | This Month |          | Year To Date |          | Same Month, Last Year |          | Last Year To Date |          |
|---|------------|----------|--------------|----------|-----------------------|----------|-------------------|----------|
|   | Received   | Approved | Received     | Approved | Received              | Approved | Received          | Approved |
| <b>Development Applications</b>                 |            |          |              |          |                       |          |                   |          |
| <b>Subdivisions</b>                             |            |          |              |          |                       |          |                   |          |
| Major Subdivision Plans (PP)                    | 0          | 0        | 1            | 0        | 0                     | 0        | 1                 | 0        |
| Planned Acres                                   | 0          | 0.00     | 1.42         | 0.00     | 0.00                  | 0.00     | 47.30             | 0.00     |
| Planned Lots                                    | 0          | 0        | 1            | 0        | 0                     | 0        | 88                | 0        |
| Minor Subdivision Plans (MP)                    | 3          | 3        | 7            | 7        | 1                     | 1        | 4                 | 4        |
| Platted New Lots                                | 3          | 3        | 7            | 7        | 1                     | 1        | 4                 | 4        |
| Major Subdivision Plans (FP)                    | 1          | 0        | 1            | 0        | 0                     | 0        | 0                 | 0        |
| Platted Acres                                   | 10.87      | 0.00     | 10.87        | 0.00     | 0.00                  | 0.00     | 0.00              | 0.00     |
| Platted Lots                                    | 35         | 0        | 35           | 0        | 0                     | 0        | 0                 | 0        |
| <b>Site Plans</b>                               |            |          |              |          |                       |          |                   |          |
| Minor Site Plans (MSP)                          | 2          | 1        | 4            | 1        | 1                     | 0        | 1                 | 1        |
| Major Site Plans (SP)                           | 0          | 1        | 2            | 1        | 0                     | 0        | 0                 | 0        |
| Site Plan Modification (SPM)                    | 0          | 0        | 0            | 0        | 0                     | 0        | 3                 | 3        |
| Total Site Plan Acres                           | 25.9       | 0.80     | 48.01        | 14.20    | 0.90                  | 0.00     | 5.34              | 4.44     |
| <b>Planned Developments</b>                     |            |          |              |          |                       |          |                   |          |
| PD Gen Dev Plans/Major Mod. (PD)                | 0          | 0        | 0            | 0        | 0                     | 0        | 0                 | 0        |
| PD Acres  | 0          | 0        | 0            | 0        | 0                     | 0        | 0                 | 0        |
| Development Plan Modification (PDM)             | 0          | 0        | 1            | 0        | 0                     | 0        | 1                 | 0        |
| <b>Annexations</b>                              |            |          |              |          |                       |          |                   |          |
| Annexation Agreements Received                  | 0          | 0        | 0            | 0        | 0                     | 0        | 0                 | 0        |
| Annexation Cases (ANX) Approved by City Council | 0          | 0        | 0            | 0        | 0                     | 0        | 0                 | 0        |
| Parcels   | 0          | 0        | 0            | 0        | 0                     | 0        | 0                 | 0        |
| Acres   | 0          | 0        | 0            | 0.00     | 0                     | 0        | 0                 | 0        |





North Augusta Planning Department

**March 2026 Staff Approvals**

**Residential Site Plans**

| Application Number | Tax Parcel Number | Applicant                  | Legal Description | Zone | Approval Date | Structure               |
|--------------------|-------------------|----------------------------|-------------------|------|---------------|-------------------------|
| B26-0132           | 106 00 14 023     | Stanley Martin Homes       | 5375 Proper Ct    | R-7  | 3/3/2026      | New Residential Constru |
| B26-0134           | 011 09 09 015     | DR Horton INC              | 5215 Montana Loop | R-5  | 3/3/2026      | New Residential Constru |
| B26-0135           | 011 09 09 016     | DR Horton INC              | 5191 Montana Loop | R-5  | 3/3/2026      | New Residential Constru |
| B26-0136           | 011 09 09 017     | DR Horton INC              | 5181 Montana Loop | R-5  | 3/3/2026      | New Residential Constru |
| B26-0137           | 011 09 09 018     | DR Horton INC              | 5175 Montana Loop | R-5  | 3/3/2026      | New Residential Constru |
| B26-0138           | 011 09 09 019     | DR Horton INC              | 5165 Montana Loop | R-5  | 3/3/2026      | New Residential Constru |
| B26-0151           | 014 00 02 239     | First Choice Home Builders | 1372 Satilla Pl   | PD   | 3/9/2026      | New Residential Constru |
| B26-0152           | 014 00 02 238     | All Weathers Construction  | 1392 Satilla Pl   | PD   | 3/9/2026      | New Residential Constru |
| B26-0153           | 007 10 10 002     | Starnes Company            | 312 W Forest Ave  | R-7  | 3/9/2026      | Master Bedrm W/Bath     |
| SP26-0003          | 002 20 08 007     | Pete Alewine Pool Co       | 916 River Oak Dr  | R-14 | 3/9/2026      | Swimming Pool           |
| B26-0155           | 006 08 06 004     | Your Neighborhood          | 225 Mossy Oak Cir | R-7  | 3/11/2026     | New Residential Constru |
| B26-0156           | 011 09 08 024     | DR Horton INC              | 5152 Montana Loop | R-5  | 3/11/2026     | New Residential Constru |
| B26-0157           | 011 09 08 025     | DR Horton INC              | 5142 Montana Loop | R-5  | 3/11/2026     | New Residential Constru |
| B26-0158           | 011 09 08 026     | DR Horton INC              | 5134 Montana Loop | R-5  | 3/11/2026     | New Residential Constru |

|           |               |                           |                     |      |           |                           |
|-----------|---------------|---------------------------|---------------------|------|-----------|---------------------------|
| B26-0159  | 011 09 08 027 | DR Horton INC             | 5126 Montana Loop   | R-5  | 3/11/2026 | New Residential Constru   |
| B26-0160  | 011 09 08 028 | DR Horton INC             | 5118 Montana Loop   | R-5  | 3/11/2026 | New Residential Constru   |
| B26-0163  | 106 00 14 025 | Stanley Martin Homes      | 5399 Proper Ct      | R-7  | 3/11/2026 | New Residential Constru   |
| B26-0165  | 002 11 02 051 | J-Mar Builders & Services | 362 Osprey Pt       | R-14 | 3/11/2026 | Remodel Cottage/add deck  |
| B26-0167  | 006 11 12 005 | Ivey Residential          | 372 Bobbye Dr       | R-7  | 3/12/2026 | New Residential Constru   |
| B26-0168  | 006 11 07 021 | Ivey Residential          | 250 Bobbye Dr       | R-7  | 3/12/2026 | New Residential Constru   |
| B26-0171  | 106 00 13 017 | Keystone Homes            | 472 Parakeet Ct     | R-10 | 3/17/2026 | New Residential Constru   |
| B26-0099  | 006 11 03 176 | Tridium Development       | 122 Springwood Dr   | R-7  | 3/17/2026 | New Residential Constru   |
| B26-0013  | 005 10 11 041 | Winchester Homes          | 251 Oakbrook Dr     | PD   | 3/24/2026 | New Residential Constru   |
| B26-0045  | 002 12 06 050 | DR Horton INC             | 5199 Warbler Ct     | R-10 | 3/24/2026 | New Residential Constru   |
| B26-0180  | 002 12 06 043 | DR Horton INC             | 3420 Wrenfield Way  | R-10 | 3/24/2026 | New Residential Constru   |
| B26-0183  | 002 12 06 042 | DR Horton INC             | 3436 Wrenfield Way  | R-10 | 3/24/2026 | New Residential Constru   |
| B26-0184  | 002 12 06 041 | DR Horton INC             | 3454 Wrenfield Way  | R-10 | 3/24/2026 | New Residential Constru   |
| B26-0185  | 002 12 06 009 | DR Horton INC             | 3375 Wrenfield Way  | R-10 | 3/24/2026 | New Residential Constru   |
| B26-0186  | 002 12 06 008 | DR Horton INC             | 3357 Wrenfield Way  | R-10 | 3/24/2026 | New Residential Constru   |
| B26-0187  | 005 12 15 013 | K&K Exteriors             | 288 Orchard Way     | R-7  | 3/24/2026 | Install Patio Cover       |
| SP26-0004 | 005 14 02 006 | CSRA Backyard Oasisi      | 105 Adams Branch Rd | R-14 | 3/24/2026 | Swimming Pool             |
| B26-0188  | 006 19 05 052 | Tallents Construction     | 1017 Senic Ct       | R-14 | 3/24/2026 | Deck 10x12 Screened Porch |

|          |               |               |                    |      |           |                         |
|----------|---------------|---------------|--------------------|------|-----------|-------------------------|
| B26-0193 | 002 12 06 040 | DR Horton INC | 3474 Wrenfield Way | R-10 | 3/26/2026 | New Residential Constru |
| B26-0194 | 002 12 06 039 | DR Horton INC | 3494 Wrenfield Way | R-10 | 3/26/2026 | New Residential Constru |
|          |               |               |                    |      |           |                         |
|          |               |               |                    |      |           |                         |
|          |               |               |                    |      |           |                         |
|          |               |               |                    |      |           |                         |
|          |               |               |                    |      |           |                         |

**Sign Permits**

| Application Number | Tax Parcel Number | Applicant                 | Legal Description            | Zone  | Approval Date | Use |
|--------------------|-------------------|---------------------------|------------------------------|-------|---------------|-----|
| SN26-012           | 006 18 10 003     | Glynn Bruker              | The Harbor at Carolina Ave.  | R-5   | 3/3/2026      |     |
| SN26-013           | 007 14 10 005     | Aisha Quichocho-Hernandez | Beanie Bens                  | DTMUZ | 3/3/2026      |     |
| SN26-014           | 006 12 05 001     | EZZI Signs                | Burlington                   | GC    | 3/3/2026      |     |
| SN26-015           | 007 12 06 033     | Full Tilt Sign Co         | Advance Stores Com Inc.      | GC    | 3/11/2026     |     |
| SN26-016           | 007 14 10 006     | Karen Waldheim            | Stifel                       | DTMU1 | 3/16/2026     |     |
| SN26-017           | 007 18 05 003     | Cimberlia Brinkley        | Brinkley's Chop House Awning | PD    | 3/27/2026     |     |

**Certificate of Zoning Compliance Approvals**

| Application Number | Tax Parcel Number | Applicant            | Legal Description               | Zone  | Approval Date | Use |
|--------------------|-------------------|----------------------|---------------------------------|-------|---------------|-----|
| CZC26-021          | 006 17 05 004     | Katherine Harley     | Revia Wellness Spa              | NC    | 3/3/2026      |     |
| CZC26-022          | 007 10 19 021     | Tamera Nesmith       | Earth Tone Beauty               | DTMU1 | 3/3/2026      |     |
| CZC26-023          | 012 09 02 004     | James Crosby         | Gold Cross EMS                  | P     | 3/6/2026      |     |
| CZC26-024          | 007 17 02 005     | Briar Van Haastrecht | BeachView Events                | DTMU2 | 3/11/2026     |     |
| CZC26-025          | 007 14 10 006     | Karen Nall Waldheim  | Stifel                          | DTMU1 | 3/12/2026     |     |
| CZC26-027          | 007 18 05 004     | Stephanie Wates      | Burgers & Dawgs                 | PD    | 3/19/2026     |     |
| CZC26-028          | 007 14 11 011     | Andre Fields         | Fields Restoration              | DTMU2 | 3/19/2026     |     |
| CZC26-029          | 007 07 11 062     | Davis Blosser        | ster Life dba Cousins Maine Lob | PD/HC | 3/19/2026     |     |
| CZC26-030          | 013 17 04 001     | Karen Key            | St Joseph Hospice               | PD    | 3/19/2026     |     |
|                    |                   |                      |                                 |       |               |     |
|                    |                   |                      |                                 |       |               |     |