



EARLE STREET APARTMENTS CLEMSON PLANNED DEVELOPMENT DESCRIPTIVE STATEMENT

As required by the City of Clemson for the Planning Commission submittal package, the following is a supplemental descriptive statement to be an attachment to the Application for Planned Development Amendment.

Section a. Legal Description of site boundaries, and total area of the site.

A Boundary Survey Plat and Legal Description as prepared by MSP & Associates Land Surveying, Inc., the surveyor for the project, is attached to the application.

According to the latest field Boundary and Topographic Survey Plat, the total area of the property is approximately 161,844.4 square feet or 3.72 acres. The property area after the 20-foot public road right-of-way dedication to the City of Clemson is 147,082 square feet or 3.38 acres.

Section b. Type, size, number, area, location, density and occupancy of units by type for each section or project phase.

The project shall be a mixed-use planned development which shall consist of the construction of one multi-story building structure for the primary use of student residential apartment units with an attached parking garage along with commercial space along Fendley Street and auxiliary residential space along Earle Street. The entire project shall be constructed all at one time.

The total residential area shall consist of approximately 253,000 net rentable square feet. The approximate average unit size shall be 1,100 square feet. There shall be a maximum of 230 dwelling units. The maximum number of bedrooms shall be 730 beds. The combination of leasing, office, retail or live/work areas shall be approximately 7,000 square feet. The residential dwelling units shall include 5-bedroom units, 4-bedroom units, 3-bedroom units, 2-bedroom units, 1-bedroom units and studio units. The maximum number of units shall be 230 with a density of 67.45 units per acre. The maximum number of bedrooms is 730 with a density of 214.08 bedrooms per acre. The maximum occupancy shall be (1) occupant per bedroom.

There shall be a leasing office and amenity area for the residential dwelling units located along Earle. There shall be other commercial space along Fendley Street which shall consist of standard retail space, office space, flex space or live/work space creating a new edge to the downtown district. The commercial development process and the uses shall be outlined in the

Planned Development Ordinance. It is anticipated that the commercial uses shall occur after the completion of the residential portion. The Ordinance shall specify the uses, general standards and the development process for the commercial component.

Section c. Description of open space locations, uses and proposed dedications for public use, including timing for dedications.

There shall be approximately 32.55% open space planned for the areas outside the building. This open space shall consist of setbacks, outdoor courtyards, proposed sidewalks and streetscape areas. Of note is a large open area along the north end of the site consisting of approximately 8,900 square feet which provides for significant separation between the site and the nearby residential neighborhood. All of the open space within the property area shall be owned and maintained by the developer and it shall not be dedicated for public use. There shall be 0.34 acres dedicated to the City of Clemson for public road right-of-way. All adjacent streets shall be repaved as part of the project; there shall be on-street parking, sidewalks and street trees constructed within these public areas. The maximum impervious area for the project shall not exceed 85%.

Section d. Ownership and maintenance of streets, and proposed dedication to the public.

All areas on the project site with the exception of those areas dedicated for public road right-of-way use shall be privately owned and maintained. As part of the public road right-of-way dedication, the developer shall ensure that the adjacent roadway travel lanes shall be widened enough to accommodate one-way or two-way traffic along with meeting the minimum width for fire apparatus access along all adjacent streets. Also, on-street parking, street trees and street lights shall be dedicated to the City of Clemson. It is not anticipated that any widening or major public road improvements are required along Fendley Street, Earle Street and Foy Creek Drive. Foy Creek Drive, a City maintained right-of-way, shall be utilized as residential entrance into the project's parking structure.

Section e. Number of off-street parking spaces and methods for dealing with parking and impact of projected traffic on uses on-site and adjacent districts and streets.

The project shall include an attached 6-level parking deck structure. The City of Clemson has expressed preliminary interest and may lease up to 30 spaces in the parking deck from the developer (owner). There are approximately 511 total new parking spaces planned. Of which, no more than 30% shall be compact spaces. This includes a combination of street parking and structured, off-street parking. The parking ratio shall be no less than 0.70 parking spaces per bed. All parking within the parking deck shall be cross access parking where all parking is shared. The on-street parking spaces shall be public parking. A minimum of 100 covered

bicycle spaces shall be provided within the parking deck and a minimum of 20 bicycle racks shall be provided for public use. The location of the project provides for several alternative modes of travel. Occupants can walk, bike or use public transportation to any service they require. A bus stop is one block away. The developer shall incorporate a car sharing program and a bike sharing program for residents. Both programs will be implemented and managed by a third-party service provider (i.e. Enterprise, Zip Car, Zagster). The City of Clemson shall allow for one on-street, public parking space, as depicted on Exhibit C, to be used at no cost for the purpose of parking the car share vehicle. Parking within the parking deck shall be 90 degree parking. Parking on the street shall be both 45 degree angle parking and parallel parking. Parking space sizes shall meet the code requirements of the City of Clemson.

The Traffic Impact Assessment, prepared by Ramey Kemp & Associates, is attached. It addresses specifics on traffic volumes, impact onsite and adjacent districts and streets. In summary there is sufficient capacity on existing city street system to handle the proposed traffic load from the development. This project shall not have a significant impact on the surrounding streets.

Section f. Impervious surface (square footage and percentage), existing and proposed site conditions, soils analysis, hydrology study, and plan proposed to comply with sediment control and storm drainage regulations.

Under existing conditions, the site consists of residential apartment buildings. The surface area consists of a combination of roof areas, parking areas, sidewalks, lawn areas and existing trees and understory brush. The existing impervious surface is approximately 76,627 square feet (or 1.76 acres) for the entire project site area (3.41 acres). For the entire project site area of 3.41 acres, this is approximately 51.61% of the property.

Under proposed conditions, the site shall consist of the proposed building structure and other improvements. The surface area shall consist of a combination of roof areas, parking deck, sidewalks, courtyards, driveways, lawn areas and existing trees, new landscape and mulch areas. The proposed impervious surface is approximately 118,832 square feet (or 2.73 acres) for the entire project site area (3.41 acres). It is established in the Planned Development Ordinance that the maximum impervious area shall be set as 85% for the entire planned development project area.

Under pre-development conditions, the existing topography shows that the project site area has a high point at elevation 754 feet at Earle Street and a low point elevation of 681 feet at the northwest corner of the project site. This is a total elevation difference of 75 feet. The site slopes from Earle Street north both down Fendley and Foy Creek Drive to the northern portion of the project site. The project site drains to an existing ditch along the northern end of the project site. This ditch flows off the property at the northwestern most point on the property and flows to an existing catch basin and pipe which drains to another ditch which flows and drains to an existing stream. This stream flows north under College Avenue.

Under post-development conditions, the majority of the site stormwater runoff shall be conveyed onsite to a proposed underground stormwater vault located beneath the parking deck. This detention vault shall be designed to reduce the post-development peak flow rates to less than pre-development peak flow rates for a minimum of the 2 and 10-year storm events per SCDHEC requirements. This vault shall be designed for the first flush of one-inch to improve water quality from the resulting runoff. The stormwater outfall shall be piped under the parking deck to the existing stormwater ditch at the northern portion of the property. This ditch shall be reinforced as necessary to prevent erosion and sedimentation to downstream properties.

According to the Soil Survey of Pickens County developed by the U.S. Department of Agriculture Soil Conservation Service, the predominant soils onsite are identified as Cecil and Pacolet. The Cecil soils onsite are a sandy loam with slopes ranging from 2 to 6 percent, eroded and clay loam 6 to 10 percent, severely eroded. The Pacolet soils onsite are a fine sandy loam with slopes ranging from 10 to 25 percent slopes, eroded and a portion of the Pacolet soils onsite are a clay loam with 10 to 25 percent slopes, severely eroded.

A Phased Erosion and Sedimentation Control Plan with details and specifications shall be prepared to meet SCDHEC standards and shall also be reviewed and approved by SCDHEC and the City of Clemson. The erosion control measures shall include silt fencing, stone construction exits, temporary sediment trap/basin, diversion berms and intercepting channels, stone check dams, slope drains, organic erosion control blankets on slopes and in ditches, riprap aprons and temporary and permanent grassing. Per SCDHEC requirements, 80% trapping efficiency must be achieved.

Section g. Open space and landscaping.

Through coordination with the City of Clemson, there shall be a 10 foot setback on the sides of the development adjacent to the northern property line and along the existing restaurant parcel (TM #4044-20-82-2056) along Fendley Street. These areas contain some existing trees that may be identified for protection if site construction allows. All of the open space within the property area shall be owned and maintained by the developer and it shall not be dedicated for public use. Much of this open space has existing trees and vegetation. Existing trees in the open spaces shall be maintained to the maximum extent possible but new construction may impact these trees. New trees and shrubs shall be planted in these open spaces, as well as, provision of tree credits to the City to allow off-site planting of new canopy trees. In addition, street trees shall be added along Fendley Street, Earle Street and Foy Creek Drive which shall be dedicated to the public. The private residential courtyards shall be landscaped with a combination of upper and lower story trees, shrubs and flowers.

Section h. Development phasing schedule, including number of units and approximate construction dates.

Currently, the project is in the re-zoning and preliminary design phase. Anticipated construction schedule shall be to start construction in January 2016 with the entire project operating for the fall semester 2017.

Section i. Statement of impact on public facilities, including water, sewage collection and treatment, schools, roads, solid waste disposal, fire protection, and written verification from providers that facilities and services adequate to serve the development are available.

A Traffic Impact Assessment prepared by Ramey Kemp & Associates, Inc. dated March 9, 2015 is attached hereto as Exhibit "H". It addresses specifics on traffic volumes, impact onsite and adjacent districts and streets. The Traffic Impact Assessment concludes that there is sufficient capacity on existing city street system to handle the proposed traffic load from the development. This project shall not have a significant impact on the surrounding streets. The conclusion of the TIA prepared by Ramey Kemp & Associates is below.

"In conclusion, our analysis results indicate that the additional traffic generated by the proposed Fendley and Earle Student Housing Development is not expected to have a significant impact on the study area. As previously noted, the primary mode of transportation for residents would not have to be one's own automobile, which helps to reduce new vehicular trips. On average the proposed development is only expected to generate about two (2) vehicles per minute. The signalized intersection of College Avenue and Keith Street is expected to continue operating at an acceptable overall level of service, along with all of its approaches. With the reallocation of green time from the main line through movements to the side streets during the PM peak hour, the signalized intersection is anticipated to operate at similar levels to those expected under 'no-build' conditions. In addition, the queues are not expected to increase by more than 2-3 vehicles."

All areas on the project site with the exception of those areas dedicated for public road right-of-way use shall be privately owned and maintained. As part of the public road right-of-way dedication, the developer shall ensure that the adjacent roadway travel lanes shall be wide enough to accommodate one-way or two-way traffic along with meeting the minimum width for fire apparatus access along all adjacent streets. The City of Clemson shall provide that Foy Creek Drive be utilized as a residential entrance into the project's parking structure. Also, on-street parking, sidewalks, street trees and street lights (outside of the planned development) as shown on the Site Plan shall be dedicated to the City of Clemson. The developer shall repave the adjacent streets with asphalt when construction is complete to be uniform with the connecting street surfaces. It is not anticipated that any widening or major public road improvements, other

than what is mentioned above, are required along Fendley Street, Earle Street or Foy Creek Drive.

The project shall require the service of public utilities for domestic water, source for fire protection, sanitary sewer collection and treatment, natural gas, telephone, cable TV, data, internet and electric services. According to meetings and discussions with the City of Clemson Utilities and Engineering Departments, existing water services are adequate and available for the development. The City of Clemson Utilities and Engineering Departments have requested that the developer provide flow monitoring services, which is underway, for the downstream sanitary sewer system in order to evaluate the capacity of the line sizes and to determine if they are sufficient to accept the proposed sanitary sewer flow from the Earle Street Apartments Planned Development. Written documentation has been received from the local utilities regarding availability of service. Further studies and analysis and coordination with all public utilities shall be required. The Developer shall pay for utility improvements that are required to service this development. Both the City and the Developer acknowledge that there are other projects proposed in the Clemson area and the effects of these other proposed projects need to be considered separately as they relate to required upgrades of the utility systems. A 20' easement shall be provided along the sanitary sewer line on the northern portion of the site. No trees or other vegetation other than groundcover shall be permitted within the easement area.

Provision of additional right-of-way is anticipated to improve operational efficiency of the adjacent roadways. Proposed public parking spaces shall be dedicated to City at the request of the Police Department to clarify enforcement responsibilities. Both the Police and Fire Departments indicated current service levels are adequate to serve this project subject to the specific review and approval of the construction documents/plans. CAT has indicated downtown bus schedules will need to be reassessed along with the need for fixed bus stops along College Avenue.

Section j. Details of association or organization involved in ownership and maintenance of development, including procedures and methods of operation.

The development shall be owned and constructed by the developer. The developers shall then maintain ownership and operate the property, maintain the site, as well as, onsite stormwater management system, water and sanitary sewer services. The trash collection shall be provided by the developer through a local private trash collection company.

Section k. Design standards, procedures and methods demonstrating that development shall result in an integrated use district, functional and compatible with the area.

The project shall follow all the appropriate governmental agency design standards, procedures and methods to ensure proper site design development and construction. The project shall

continue to be coordinated with the developer and City of Clemson to ensure that the entire development shall function and be compatible with the surrounding area.

Section l. Proposed restrictive covenants to be recorded to ensure future compliance with standards in the plan.

The proposed Planned Development Ordinance Amendment shall be recorded and act as the tools to set the standards for this property and its current and future development. In the event the commercial spaces are sold as commercial condominiums, deed restrictions and covenants shall be created that establish a property owners association. A copy of this document shall be submitted for review and approval prior to recording. An executed copy shall be provided to the City.

Section m. Such other information as may be appropriate for planning commission review.

Refer to the Application and Plans and all the official exhibits with the Planned Development Ordinance Amendment Application.