

**CITY OF RIDGELAND
MISSISSIPPI**



**THE TOWNSHIP AT COLONY PARK
TRADITIONAL NEIGHBORHOOD DEVELOPMENT
OVERLAY DISTRICT ORDINANCE**

ADOPTED AS OF
AUGUST 7, 2001

**THE TOWNSHIP AT COLONY PARK
TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)
OVERLAY DISTRICT ORDINANCE**

CITY OF RIDGELAND, MISSISSIPPI



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**THE TOWNSHIP AT COLONY PARK
TND OVERLAY DISTRICT ORDINANCE**

CITY OF RIDGELAND, MISSISSIPPI

AN OVERLAY DISTRICT ORDINANCE ESTABLISHED TO PROVIDE MINIMUM DEVELOPMENT STANDARDS FOR PROPOSED DEVELOPMENT, CONSTRUCTION AND/OR ALTERATION OF IMPROVEMENTS; PROVIDING THE CRITERIA FOR EVALUATING SUCH PROPOSED ACTIVITIES IN ORDER TO ISSUE ONE OR MORE SUITABILITY CERTIFICATES FOR DEVELOPMENT, CONSTRUCTION AND/OR ALTERATION, AND ACCOMPLISHING RELATED PURPOSES.



SECTION I – PURPOSE

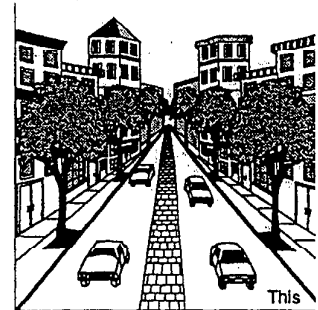
The City hereby recognizes that the City of Ridgeland is known for its dynamic and exciting growth. The dramatic increase in residential newcomers to the City is unsurpassed in the State of Mississippi only to be equaled by the quantity and quality of commercial development.

As a matter of Public Policy the City aims to enhance the sense of community and “place” that exists in the City through responsible development standards.

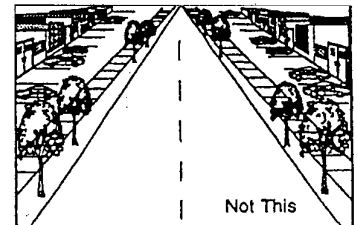
Note:

Drawings are illustrative only, they do not represent required specific architectural designs.

The Township at Colony Park Traditional Neighborhood Development (TND) Overlay District Ordinance (“TND Ordinance”) is established to improve the sense of place and community; improve the environment for businesses, including smaller, locally-owned businesses; support a healthy economy by providing a vibrant mix of commercial, office, retail and residential uses in close proximity; reduce crime by encouraging a 24-hour mix of uses and a significant number of pedestrians; strike a balance between the needs of the pedestrian and automobile by creating a pleasant ambiance and interesting human-scaled features, and make the pedestrian feel safe while also providing convenient services; increase transit viability; and improve independence of people without access to an automobile (see Figures #1 & #1A). The Development Standards (as hereinafter defined) that are part of this TND Ordinance are designed to make Ridgeland a more vibrant, livable place; to provide an important source of job creation, a strengthened tax base, and an incubator for new, entrepreneurial, locally-owned businesses mixed with established national and local businesses, thus providing stable job growth including professional employment and entry-level job opportunities. The Development Standards (as hereinafter defined) established hereby are also intended to protect the property values of nearby residential and commercial areas while providing pedestrian sensitive services in a community sensitive atmosphere.



#1 The Traditional City



#1A The Traditional City

SECTION II – INTERPRETATION AND DEFINITIONS

A. CONSTRUCTION OF OTHER ORDINANCES AND EFFECT OF CLASSIFICATION

To the extent this TND Ordinance conflicts with the Official Zoning Ordinance (as hereinafter defined), the sign ordinance, the landscape ordinance or any other zoning or development ordinance of the City of Ridgeland, Mississippi, this TND Ordinance shall control, except with regard to any technical codes such as building codes, gas codes, mechanical codes, plumbing codes, electrical codes, etc. This is a TND

Overlay Zoning District Ordinance and therefore shall operate in conjunction with any Underlying Zoning District (as hereinafter defined) in the Subject Area, (as hereinafter defined). The administrative procedures of the appropriate Review Board (as hereinafter defined) shall apply to this TND Ordinance, with the Development Standards (as hereinafter defined) controlling the Development (as hereinafter defined). Further, the Architectural Review Ordinance of the City of Ridgeland, Mississippi shall not apply to a TND Single Family (as hereinafter defined) use under this TND Ordinance.

B. RULES FOR WORDS AND PHRASES

For the purposes of this TND Ordinance, words used in the present tense include the future tense; words in the singular number include the plural number, and words in the plural number include the singular number; the word "shall" is mandatory; the word "may" is permissive; the word "used" includes "designed" and "intended" or arranged to be used or occupied; and the word "person" includes a firm, association, organization, partnership, trust, foundation, company, corporation or other legal entity, as well as an individual.

C. DEFINITIONS

For the purposes of this TND Ordinance certain words, phrases and terms used herein shall be interpreted as stated in this Section II C. hereof. Any word, phrase or term not defined herein shall be defined by the City of Ridgeland Zoning Administrator, the interpretation based on its common ordinary usage.

For the purpose of this TND Ordinance, all definitions defined herein are in addition to all definitions in the City of Ridgeland "Official Zoning Ordinance" (as hereinafter defined).

"A" Street. A street that is designed with, or otherwise characterized by or planned to include, features that promote the safety, comfort, and convenience of pedestrians, and that does so in a relatively exceptional way. Such streets typically feature sidewalks at least 5 feet wide, narrow streets, buildings pulled up close to the street, no front yard off-street parking, pedestrian-scaled lighting, on-street parking, landscaped medians, articulated building walls, aligned building Facades, a building entrance on the street, modest turning radii, trash receptacles remote from the sidewalk and outdoor Mechanical Equipment on the side, rear or screened on the roof of buildings. An "A" Street is **not** a Private Entry Drive or a Surface Parking Area.

Adjacent. Property that physically abuts the subject property on the same side of the street.

Alteration. Any change to a Resource because of Construction, repair, maintenance, or other means.

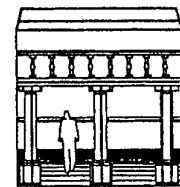
Applicant. The Owner of Record of a Resource; the lessee thereof, with the approval of the Owner of Record in notarized form; or a person holding a bona fide contract to purchase a Resource.

Appurtenance. A feature related to a parcel of land or to a building, structure, object, site, or a related group thereof. The term includes, but is not limited to, structures, objects, sites, landscaping features, walls, fences, light fixtures, steps, paving, sidewalks, shutters, awnings, solar panels, satellite dishes and signs.

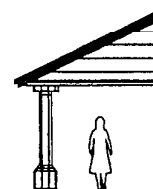
Arcade. An exterior covered passageway along a building Facade open to the street frontage (see Figures #2 & #2A).

Build-to Line. The line at which construction of the majority of a building Facade is to occur on a lot. A Build-to Line runs generally parallel to the front property line and is established to create an even (or more or less even) building Facade line on a street.

City. The City of Ridgeland, Mississippi.



#2 Arcade front view



#2A Arcade side view

Civic Buildings or Civic Use. Administrative and legislative government offices, schools, postal facilities, cultural facilities (such as libraries, theatres and museums), places of religious assembly, meeting halls, child care centers, clubhouses, band shells, pavilions, parks, pocket parks, water features, lakes, lake shores, swimming pools, tennis courts, green spaces, and the like.

Commercial Street. "A" Streets within the land area regulated by this TND Ordinance that have primarily commercial uses along their edges, not primarily residential uses.

Conservation Easement. An easement on and along the western boundary of the Subject Area to be established in connection with the issuance of a Corps of Engineers permit for the development of the Subject Area and to be recorded in the office of the Chancery Clerk of Madison County, Mississippi. Said Conservation Easement shall be maintained in accordance with, and subject to, the mitigation covenants the subject of the Corps of Engineers Permit issued for all or a portion of the Subject Area.

Construction. The addition or placement of any Improvement onto the Subject Area regulated by this TND Ordinance.

Development. The Improvements placed upon a Resource including, but not limited to, buildings, structures, streets, water features, and landscaping, etc. (see Improvements defined term herein).

Development Standards. Development design guidelines established herein to aid in the implementation of this TND Ordinance.

District. The section of the City for which the regulations governing the use of land, buildings and premises are uniform, which may include, but not be limited to, zoning Districts, Underlying Zoning Districts or the District(s) established by this TND Ordinance.

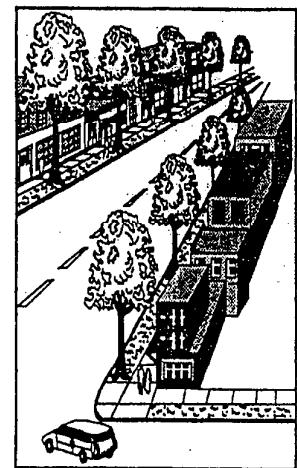
Façade. The principal face, front elevation, or vertical surface of a building which is set along a Frontage.

Family. One person living alone, or two or more persons living together as a single, housekeeping unit, whether related to each other legally or not, as distinguished from a group occupying a boarding house, rooming house, lodging house, hotel, motel, dormitory, or similar dwelling for group use. A family shall be deemed to include domestic servants employed by said family when these servants are on-premise residents.

Formal Landscaping. Street trees or shrubs, sometimes placed in grated tree wells, sidewalks, brick-paved sidewalks, planters, or distinctive screening walls, that form an aligned street wall parallel to the street. This tree arrangement forms an intimate, comfortable, dignified public place along a street corridor. The arrangement is often useful to visually "narrow down" a corridor when facing buildings on a street are set too far apart or are of insufficient height to establish the most preferred street width to building height ratios (see Figure #3).

Freestanding Retail. A retail building in which the entire building is used by a single retailer. A single, rather than mixed-use retail building.

Frontage. That side of a lot or building abutting an "A" Street. When a lot abuts more than one street, a Private Entry Drive, or Surface Parking Area, it is that side that abuts the more primary street or the street designed for the highest pedestrian volume (but never that side abutting a Private Entry Drive or a Surface Parking Area). For a corner lot, all sides abutting an "A" Street shall be considered Frontage.



#3 Formal landscaping

Glazed Area. Combined geometric surface area of fixed or operable window units, storefront windows and glass doors. Glazed Area does not include glass block.

Improvement. An improvement(s) to the Resource, developed by human design, including, but not limited to, buildings, structures, objects, landscape features, manufactured units, docks, carports, and storage buildings.

Landscape Feature. Any landscape improvement, natural formation, or vegetation including, but not limited to: shrubbery, trees, plantings, outbuildings, walls, courtyards, fences, swimming pools, planters, gates, street furniture, exterior lighting, and site improvements, including, but not limited to, subsurface construction, fill depositing, and paving.

Land Uses Permitted/Prohibited. The land uses Permitted or specifically Prohibited as land uses within the Subject Area regulated by this TND Ordinance.

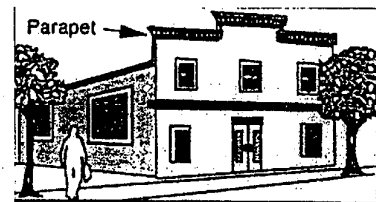
Main Entrance. That entrance of a building or structure, which is most architecturally prominent and contains operable doors and/or other special architectural features.

Mechanical Equipment. A heating, ventilation, or air conditioning unit placed outside of a building.

Official Zoning Ordinance. The current Official Zoning Ordinance of the City of Ridgeland, Mississippi as adopted February 6, 2001 in accordance with Section 12 of said Ordinance.

Owner of Record. The owner of a parcel of land in the Subject Area, improved or unimproved, reflected in the county deed records.

Parapet. A low, solid, protective screening or decorative wall; often used around a balcony or balconet, or along the edge of a roof (see Figure #4).

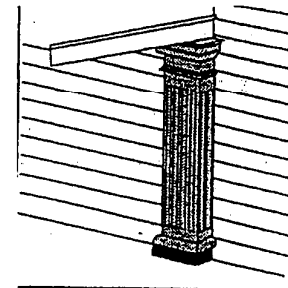


#4 Parapet

Parking Structure. A multi-story structure containing vehicle parking. Does not include a single-level parking area commonly known as a "Surface Parking Area".

Pedestrian-Style/Scale or People-Scaled. The establishment of appropriate proportions for building mass and features in relation to pedestrians and the surrounding context.

Pilaster. A rectangular or round column or shallow pier attached to a wall constructed to coordinate with the style of the building (see Figure #5).



#5 Pilaster

Private Entry Drive. A right-of-way primarily designed to serve as a secondary access to the sides or rear of those properties for which principal Frontage is on another street and is intended to provide access for private entrances, refuse collection, loading/unloading, and for fire protection.

Rear Yard. That side of a lot or building to the rear of and directly opposite the Frontage. For a corner lot, that side of a lot or building to the rear of and directly opposite the Frontage abutting the more primary "A" Street.

Residential Hotels and Houses for the Elderly Complexes. A facility for the provision of residential, social, and personal care for the aged or elderly where medical care is not a significant consideration.

Residential Street. "A" Streets within the Subject Area regulated by this TND Ordinance that have primarily residential uses along their edges, not primarily commercial uses.

Resource. A landmark, landmark site, and all land or water within the Subject Area, together with the Appurtenances and Improvements, if any. The term resource includes, but is not limited to, buildings, structures, sites, objects, Landscape Features, and related groups thereof.

Review Board. The various entities of the City of Ridgeland, Mississippi responsible for the oversight and regulation of specific Development criteria (i.e. Site Plan Administrative Review, Architectural Review Board, Administrative Review of Preliminary Plat, Planning and Zoning Board, Mayor and Board of Aldermen), all as established by the ordinances of the City.

Rhythm. Regularly recurring Façade elements, features, or building masses.

Screening Wall. A wall made of fieldstone, brick, stucco, wood, wrought iron (or equivalent to wrought iron), or a combination of these materials, excluding round industrial railing and chain link. The wall shall create a visual buffer and shall be at least twenty five percent (25%) solid design.

Setback. The required minimum horizontal distance from a building structure to a street or property line within which a structure may not be erected.

Side Yard. The side(s) of a lot or building that is not Frontage or Rear Yard.

Street Edge. The vertical face formed by building Facades, street trees, and Screening Walls which is aligned along a street, forming a comfortable People-Scaled space.

Subject Area. The designated area indicated by Section III hereof.

Suitability Certificate. A document signed and dated evidencing the approval of the City of Ridgeland, Mississippi (pursuant to the actions of the appropriate Review Board) of the proposed Development, Improvements and/or Alterations proposed by an Applicant in accordance with this TND Ordinance.

Surface Parking Area. Any off-street parking Improvements within the Subject Area (excluding parking in a Parking Structure).

TND Condominium. Real property consisting of an individual interest in common of a portion of a parcel of real property, plus a separate interest in space in either a residential, office, commercial, or other land use or building. (Derived from **Mississippi Code of 1972, Annotated, Section 89-9-7**). TND Condominiums may include individual building(s) or unit(s) of TND Live/Work, TND Live/Work Condominium, TND Office, TND Office Condominium, TND Residential Condominium, TND Retail, TND Retail Condominium or any other Land Use Permitted under this TND Ordinance except TND Live/Above, TND Single Family, or TND Townhome.

TND Live/Above. Contiguous attached residential dwelling units where each unit is designed for occupancy by one family only, either rented or leased to the occupants, and such unit(s) is located above the Land Uses Permitted under this TND Ordinance, except TND Live/Work, TND Live/Work Condominium, TND Residential Condominium, TND Single Family or TND Townhouse.

TND Live/Work. Single family dwellings constructed as either individual buildings or in a series or group of attached units with property lines separating each unit where office, commercial and/or retail space is provided, but said office, commercial and/or retail space is limited to first or second floor space of the dwelling only. TND Live/Work is not a TND Live/Above.

TND Live/Work Condominium. TND Live/Work that is all or part of a TND Condominium.

TND Nonconforming Edge. That portion of the Subject Area that is Adjacent to and fronts Highland Colony Parkway, Steed Road and an undedicated existing roadway connecting Highland Colony Parkway to Steed Road at the southeast property line of the Subject Area running from Highland Colony Parkway to Steed Road.

TND Office. A room, group of rooms or building in which commercial activities primarily involving the provision of services rather than the sale of commodities are conducted. TND Office may be a single story or multiple story individual building (s) or TND Condominiums and may also be part of a building(s) that also contains TND Retail, TND Live/Above, TND Residential Condominium, TND Condominium, other commercial Land Uses Permitted, or all such uses.

TND Office Condominium. TND Office that is all or part of a TND Condominium.

TND Ordinance. An ordinance establishing an overlay District designated and adopted by the City through an ordinance, which contains a geographically definable area, urban or rural, possessing significant concentration of sites, buildings, structures, or objects by plan, physical development or past events.

TND Residential Condominium. A single family dwelling unit that is part of a TND Condominium.

TND Retail. Commercial establishments planned, developed and managed for the sale of commodities to households and to the ultimate consumers in the trade area or neighborhood which the establishments serve. TND Retail may be a single story or multiple story individual building(s) or TND Condominiums and may also be part of a building(s) that also contains TND Office, TND Live/Above, TND Residential Condominium, TND Condominium, other commercial Land Uses Permitted or all such uses.

TND Retail Condominium. TND Retail that is all or part of a TND Condominium.

TND Single Family. A detached residential building designed for occupancy by one family (single family), including TND Single Family (Rear Loaded) and TND Single Family (Side Loaded).

TND Single Family (Rear Loaded). A detached residential building designed for occupancy by one family (single family) which has primary vehicular off-street parking access to the residence provided at the rear of the residence via a Private Entry Drive.

TND Single Family (Side Loaded). A detached residential building designed for occupancy by one family (single family) which has primary vehicular off-street parking located at the rear or side of the residence accessed via an individual private driveway that enters the subject TND Single Family lot from an "A" Street.

TND Townhouse. A single family dwelling constructed in a series or group of attached units with property lines separating each unit.

Underlying Zoning District. The current Official Zoning Ordinance District classification(s) of the Subject Area as identified and delineated on the "Official Zoning Map: City of Ridgeland, Mississippi" (see Section 101 of the Official Zoning Ordinance).

SECTION III – DESIGNATION

The Township at Colony Park Overlay District shall include all land being situated in an area described in Exhibit "A" attached hereto and shown on a location map attached hereto as Exhibit "B" (the "Subject Area"), including the area within the Subject Area contained in the Conservation Easement, which runs on and along the western boundary of the Subject Area.

SECTION IV – REQUIRED COMPLIANCE

- (A) All new Land Uses Permitted and Development, Improvements and/or Alterations shall be required to comply with the Sections of this TND Ordinance labeled "Development Standards".

- (B) Presumptive vested rights:
Land Uses Permitted and Developments shall be presumptively vested for the purposes of consistency with this TND Ordinance if the City has issued a Suitability Certificate therefore.
- (C) Non-conforming uses and buildings:
Shall comply with Section 40 of the Official Zoning Ordinance.

SECTION V – LAND USES PERMITTED/PROHIBITED

Because it is the intent of this TND Ordinance to establish a master planned community within the Subject Area with the Land Uses Permitted herein organized in an efficient manner in order to maximize functionality and land uses while providing protections to property owners within the Subject Area, there are districts hereby established as a guideline for approval of the Land Uses Permitted hereunder within a designated district. Within the Subject Area, there are established three districts designated as "Township North District", "Township Central District", "Township South District" consisting of the general areas shown on Exhibit "C" attached hereto and made a part hereof. As a guideline in the issuance of a Suitability Certificate, the following shall be approved Land Uses Permitted within the designated districts:

Township North District: TND Single Family, TND Residential Condominium, TND Townhouse, TND Live/Work, TND Live/Work Condominium, Civic Buildings or Civic Uses, public streets and roadways, private streets and Private Entry Drives, scheduled outdoor special events in accordance with Section V (A) (22) hereof, and any special exception or conditional use granted in accordance with Section V (A) (28) hereof.

Township Central District: All Land Uses Permitted under this TND Ordinance except TND Single Family.

Township South District: All Land Uses Permitted under this TND Ordinance except TND Single Family and TND Townhouses.

Further it is the intent of this TND Ordinance that the district boundary-lines as depicted on Exhibit "C" are established to serve as general boundary-line guidelines for the Land Uses Permitted within a general area and the City (or appropriate Review Board) may issue a Suitability Certificate which deviates therefrom but is substantially in conformance with said guidelines. The master plan depicted within the districts as shown on Exhibit "C" is proposed and for reference purposes only and may be revised.

- (A) The following land uses are **Land Uses Permitted** within the Subject Area:
- 1) Except as otherwise prohibited herein, all uses permitted under each of the current Underlying Zoning Districts shall be permitted in those areas of the Subject Area which are zoned for such uses. The Subject Area is currently zoned City of Ridgeland, Mississippi General Commercial District (C-2) and Convenience Commercial District (C-3) in accordance with the Official Zoning Map of the City.
 - 2) Banks, branch banks and automatic teller machines and other banking facilities in accordance with the Official Zoning Ordinance Section 430.02 G.
 - 3) Laundry and Dry Cleaning pickup stations in accordance with the Official Zoning Ordinance Section 430.02 H.
 - 4) Photomats in accordance with the Official Zoning Ordinance Section 430.02 I.
 - 5) Food Product carry-out and delivery stores in accordance with the Official Zoning Ordinance Section 430.02 F.
 - 6) Grocery stores including small convenience grocery stores.

- 7) Retail and/or food street vendors who have obtained an appropriate permit from the City of Ridgeland to conduct business and who also have written approval from the Owner of Record of TND Retail, TND Office and/or TND Condominium property (located where said vendor proposes to operate) to conduct business on said property at specific locations and specific times.
- 8) Child Care Facilities in accordance with the Official Zoning Ordinance Section 430.02 K.
- 9) Fine Arts and Community Movie Theatre facilities.
- 10) Residential Hotels and Houses for the Elderly Complexes (as defined herein) in accordance with the Official Zoning Ordinance Section 400.03 B. (but not as a conditional use or special exception but as a Permitted Use); provided, however, no more than one hundred fifty (150) of these units shall be permitted within the Subject Area.
- 11) Commercial sports and recreational facilities such as swimming pools, tennis courts and fully enclosed gymnasiums in accordance with the Official Zoning Ordinance Section 400.03 D. (but not as a conditional use or special exception but as a Permitted Use) and accessory uses or structures incidental to residential uses such as laundry facilities, vending machine centers, automobile wash bays and similar uses.
- 12) TND Live/Above as defined herein; provided however, no more than seventy-five (75) Live/Above units shall be permitted in the Subject Area.
- 13) TND Townhouses as defined herein.
- 14) TND Office as defined herein (including TND Office Condominium).
- 15) TND Retail as defined herein (including TND Retail Condominium).
- 16) TND Residential Condominium as defined herein.
- 17) TND Live/Work as defined herein (including TND Live/Work Condominium).
- 18) TND Single Family as defined herein.
- 19) Civic Buildings or Civic Uses as defined herein.
- 20) Buildings (up to but not exceeding 55' in height) and Improvements that comply with the intent of the Development Standards listed herein and that are Land Uses Permitted by this TND Ordinance.
- 21) Freestanding enclosed restaurants in accordance with the Official Zoning Ordinance which may include allowance for adjacent outdoor dining.
- 22) Scheduled outdoor special events such as ice-skating, festivals and outdoor musical events appropriately authorized by the City of Ridgeland, Mississippi.
- 23) Public streets and roadways.
- 24) Parking Structures.
- 25) Surface Parking Areas
- 26) Private streets and Private Entry Drives.
- 27) Freestanding Retail as defined herein.
- 28) Any special exception or conditional use for a Permitted Land Use granted by the City pursuant to the procedures established by the Official Zoning Ordinance under the specific Underlying Zoning District(s) (but not those land uses that are **Land Uses Prohibited** as listed herein). No special exception or conditional use may be granted under this TND Ordinance for multi-family residential apartments as listed in the Official Zoning Ordinance Section 410.03 C.

(B) The following land uses are **Land Uses Prohibited** within the Subject Area:

- 1) Auto Dealers, Auto Service and Limited Auto Service.
- 2) Carwashes.
- 3) Gas Service Station.
- 4) Outdoor storage as the principal use.
- 5) Gasoline pumps when accessory to a Food Store or a small convenience grocery store.
- 6) Any Adult Entertainment uses, activities or establishments including those defined as "Adult Entertainment Uses (Activity or Establishment)" in the Official Zoning Ordinance Section 21.

SECTION VI – PROCEDURAL RULES

The City of Ridgeland may adopt written rules of procedure in addition to those already adopted, which facilitate the administration of this TND Ordinance.

SECTION VII – CRITERIA FOR ISSUANCE OF SUITABILITY CERTIFICATE(S)/CERTIFICATE DURATION

Upon receipt by the City of an application for Suitability Certificate by Applicant and upon review and approval of said application by the appropriate Review Board, the City shall issue a Suitability Certificate for proposed Development, Improvements and/or Alterations within the Subject Area based upon the application being in conformance with this TND Ordinance and its Development Standards. No Suitability Certificate is required for routine ongoing maintenance of an Improvement. Any Suitability Certificate issued by the City shall expire twenty-four (24) months after its issuance (unless said Certificate indicates longer or shorter duration when issued or is otherwise extended) unless a building permit or a certificate of occupancy is issued by the City during such period. The issuance of a Suitability Certificate shall not relieve an Applicant of any requirements for a companion building permit, special use permit, or from compliance with any other applicable requirement or provision of the laws and ordinances of the City of Ridgeland, Mississippi.

SECTION VIII - APPEALS

Any party aggrieved with the administrative interpretation of the Zoning Administrator or a decision of the appropriate Review Board shall have the right to appeal such interpretation. Such appeals may be made directly to the Mayor and Board of Alderman of the City of Ridgeland, Mississippi within thirty (30) days of said decision. The party aggrieved shall submit a written request to the City Clerk by 12:00 Noon on Wednesday preceding any regularly scheduled meeting of the Mayor and Board of Aldermen at which the aggrieved party desires to be heard. All appeals shall be in writing and shall include a copy of the original application for Suitability Certificate, together with a statement of the reason for the appeal. Appeals of the actions of the Mayor and Board of Aldermen shall be pursuant to the **Mississippi Code of 1972, Annotated**, as amended. Where applicable, all appeals shall be in accordance with the procedures established by the City of Ridgeland Development Review Process, Subdivision Development Regulations and Section 600.04 B. of the Official Zoning Ordinance.

SECTION IX – APPEALS TO A COURT OF LAW

An appeal from any action, decision, ruling, judgment or order by the City of Ridgeland, Mississippi may be taken by any person or persons in interest to the Circuit Court of Madison County.

SECTION X – ISSUANCE OF CERTIFICATE OF OCCUPANCY

Prior to the issuance of a Certificate of Occupancy, the Zoning Administrator shall verify that Construction complies with all stipulations of the Suitability Certificate. If compliance has not been met, the Certificate of Occupancy shall be withheld until substantial compliance has been made or satisfied through other means approved by the City.

SECTION XI – MAINTENANCE REQUIREMENTS

To ensure the protective maintenance of Resources, the exterior features of such properties shall be maintained to meet the minimum requirements of the City's Standard Housing Code and the City of Ridgeland, Mississippi Building Code (2000 International Building Code and/or 2000 International Residential Code), as the same may be amended from time to time.

SECTION XII – SUPPLEMENTAL DEVELOPMENT STANDARDS

Supplemental Development Standards may from time to time be adopted by the Mayor and Board of Aldermen for additional guidance in the administration of this TND Ordinance in accordance with the procedures set forth in the Official Zoning Ordinance for amendments to the Zoning Ordinance text. The initial Development Standards are included herewith in Section XVI.

SECTION XIII – REPEALER

This TND Ordinance shall stand repealed upon the earlier of (i) six (6) years from the effective date of this TND Ordinance or (ii) five (5) years from the date the City issues the first Suitability Certificate hereunder, unless otherwise extended by the Mayor and Board of Aldermen; provided however, since certain portions of the Subject Area may have been developed in accordance with the provisions of this TND Ordinance, this TND Ordinance shall remain effective and in force with regard to such portions of the Subject Area which have been developed or which have been granted a Suitability Certificate. No property or Improvements shall become a non-conforming use by virtue of the repeal of this TND Ordinance as stated above. Upon repeal, the remaining undeveloped Subject Area shall convert to its Underlying Zoning District only.

SECTION XIV – ESTABLISHMENT OF COVENANTS

The Owner of Record shall record in the Office of the Chancery Clerk of Madison County, Mississippi a legal instrument(s) or covenants providing for the maintenance of open spaces, parks, pocket parks, lakes, green spaces, or other common improvements.

SECTION XV – EXCEPTIONS

Exceptions to the Development Standards established hereby can be granted by the appropriate Review Board of the City, upon a finding that either of the following criteria is met:

- 1) The proposed Development, Improvement(s), Construction and/or Alteration is consistent with the overall intent of these minimum Development Standards; or
- 2) The Applicant proves the Development Standard is unreasonable under the circumstances or that an undue hardship, owing to conditions peculiar to the land or structure and not the result of the action of the Applicant, would result from strict adherence to these Development Standards.

In addition to the exceptions that may be granted above, exceptions to the Build-to Line may be granted if the proposed Construction includes an existing structure which has been designated as an historic property, or has historic significance because it is potentially eligible for listing on the national or local register, and maintaining a view of the existing historic structure is in the public interest.

SECTION XVI- DEVELOPMENT STANDARDS

- (A) The Development Standards for this TND Ordinance are established to aid in the implementation of this TND Ordinance and its' purpose stated in Section 1 hereof.

These Development Standards are intended to serve as a guide to the appropriate Review Board in their role as a review body and issuer(s) of a Suitability Certificate(s) required for Development, Improvement(s) and/or Alterations in the Subject Area. All Development, Improvement(s) and/or Alterations shall be required to comply with these Development Standards (subject to Section XV - Exceptions hereof) with regard to both sections of the text labeled "Intent" and "Standards".

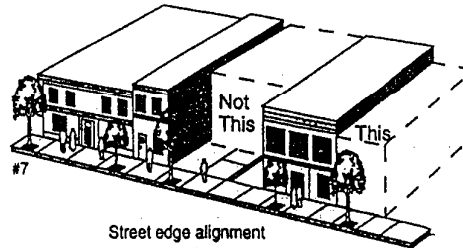
- (B) **Specific Development Standards**

- 1) **Build-to Line**

- (a) Intent. The intent of a Build-to Line is to pull the building Facade close to the street and streetside sidewalk on both Commercial Streets and Residential Streets. By doing so, building Facades along a block face will be aligned to form a Street Edge that frames the public realm, while retaining sufficient width for people to walk, and sufficient space to provide a Formal Landscape created by street trees (see Figures #6, #7 & #8). The street edge shapes the public realm to provide a sense of comfort and security for the public space. The Build-to Line prevents overly large Setbacks. Overly large Setbacks are inconvenient and unpleasant for pedestrians and increase



#6 Building facades pulled up to sidewalk



#7 Street edge alignment

walking distances from the public sidewalk. They prevent the pedestrian on the public sidewalk from enjoying building details and activity within the building. Similarly, on Commercial Streets overly large Setbacks contribute to sign proliferation and visual blight because a building set back a large distance often needs to "shout", with signs, at passing motorists and transit users, bicyclists, and pedestrians in order to be noticed. Buildings pulled up to the street sidewalk have more of a human scale, and allow for the Construction of canopies which create shade and shield the pedestrian from wet weather on Commercial Streets, and allow for greater community interaction on Residential Streets.

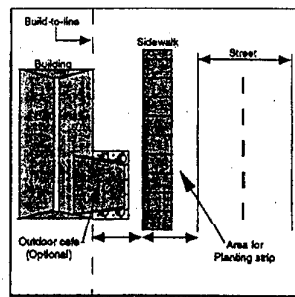


#8

In general, the goal of a Commercial Street Build-to Line should be that the width of the street corridor (as measured by opposing building Facades) and the height of the buildings on the Commercial Street shall be at a ratio that is consistent with the intent of the Build-to Line stated above; therefore, the minimum height of

a building's primary Facade located on a Commercial Street shall be eighteen feet (18').

- (b) **Standard.** The Build-to Line and Setbacks (see Figures #9 & #10) shall be those which achieve the above stated intent and are in accordance with the standards outlined in Appendix "A" hereof. TND Nonconforming Edge buildings may, but are not required to comply with the Build-to Line requirements except that they shall comply with the minimum height requirement of eighteen feet (18'). In most instances the Build-to Line will be maintained for at least seventy percent (70%) of the building Facade and is measured from the Frontage face of curb or property line. A Build-to Line shall also apply to buildings that front on more than one (1) primary street (Commercial Street or Residential Street, not a Private Entry Drive or Surface Parking Area).



#9 Build-to-line



#10

Factors to be considered for variations to the Build-to Line standards outlined in Appendix "A" and in general:

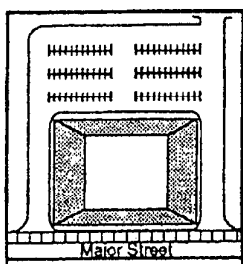
- When considering a closer Build-to Line, the building Facade shall in all instances be no closer than ten feet (10') from the Frontage face of curb in order to leave space for adequate sidewalks and tree planting strip/grates.
- The appropriate Review Board may approve a Facade Build-to Line less than or greater than the distances listed in Appendix "A" so that a consistent Street Edge of Adjacent buildings can be maintained.
- Buildings on corner lots – A building fronting more than one primary street (not Private Entry Drive or Surface Parking Area) shall, in most instances, have the greater Build-to Line distance on the more primary street Frontage.
- Buildings may have a Build-to Line that exceeds (is deeper than) the standards established in Appendix "A" in order to create a courtyard or outdoor sidewalk café so long as the intent of this Build-to Line requirement is generally maintained on the overall street front.
- Places of religious assembly and other Civic Buildings or Civic Uses may have a Build-to Line up to sixty feet (60') to allow for congregation/assembly/open space.
- The appropriate Review Board may approve a greater Build-to Line (farther from the street) than the required Build-to Line when site constraints such as significant tree features, or significant design features warrant it. If such approval by the appropriate Review Board is granted, the front yard area must be landscaped with tree plantings to provide shade for pedestrians and to establish the Street Edge articulation.
- The standards described in this Build-to Line subsection shall supersede any landscape buffer width requirements found in Sections 410, 420 and

430 of the Official Zoning Ordinance for front yard or frontage areas and any landscape ordinance of the City or other landscape requirements set forth in the Official Zoning Ordinance.

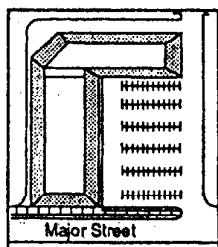
- Stoops, stairs, chimneys, bay windows and similar protrusions are allowed to extend beyond the Build-to Line as long as they do not exceed more than 25 percent of the front Façade. Open porches, projecting signs, balconies, Arcades, awnings and outdoor cafes may also extend beyond the Build-to Line; however, at least 5 feet of unobstructed sidewalk width and room for any required tree strip/grates must be retained.

2) Parking

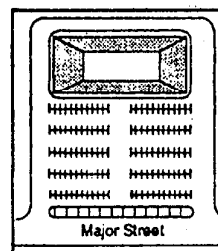
- (a) Intent. Parking is one component of the successful commercial area, but should not dominate the streetscape, degrade the public realm, or excessively inconvenience pedestrians or transit users in the TND. Good pedestrian and community environments are important competitive leverage for the TND. Off-street parking areas located in front of buildings are inconvenient and unpleasant for pedestrians. They significantly increase walking distances from the public sidewalk. They create hot expanses of paving, prevent the pedestrian on the



#11 This



#11A This



#11B Not This

Commercial parking location

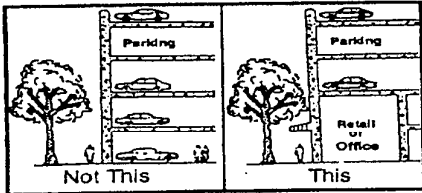
public sidewalk from enjoying building details and activity within the building, and increase safety problems since pedestrians must avoid moving cars in the parking area. In addition, they prevent the building from contributing to an intimate, comfortable Street Edge. Buildings pulled up to the street without intervening parking areas have more of a human scale. A larger curb turning radius at a parking area ingress and egress point allows vehicles to negotiate a turn rapidly, whereas a small radius forces a vehicle to slow down.

Because a TND provides a vibrant mix of commercial, office, retail and residential uses in close proximity, the proven concepts of shared parking can be utilized in calculating the required motor vehicle parking for the Subject Area. The benefits of shared parking further enhances the desirable qualities of a TND.

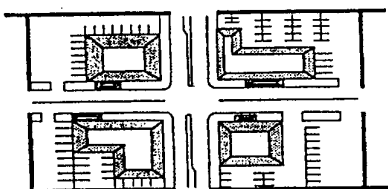
- (b) Standard.

- i) All off-street motor vehicle parking, except for parking dedicated to single family dwellings, shall be located in the rear or interior side of the building, or both (see Figures #11, #11A, #11B and #14). No parking for motor vehicles is allowed between the Build-to Line and the Frontage property line. However, driveway entrances and exits to Surface Parking Areas for motor vehicles shall be allowed on the front side of the building. No Surface Parking Areas shall extend for a width of more than seventy feet (70') feet along any street front, without a building, outdoor

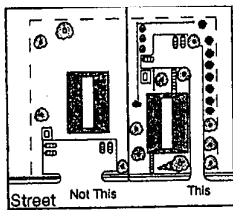
café, or other vertically prominent and articulated People-Scaled amenity such as Screening Walls or landscaping interrupting the parking streetscape. Surface Parking Areas for motor vehicles shall not abut the more primary street intersection (see Figure #13 for appropriate parking orientation) or occupy lots which terminate a street vista. Structured Parking shall be allowed at the Frontage of a Commercial Street if retail, office or residential uses are provided on the first floor abutting all Commercial Streets and sidewalks (see Figure #12). Parking for motor vehicles shall not be incorporated into the first floor Facade so that the first floor building space facing the frontage consists of parking. In addition, storm water basins shall not abut the more primary street intersection.



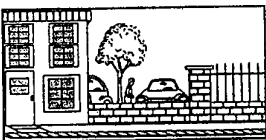
#12 Structured Parking



#13 Buildings, not parking abut intersection



#14 Parking lot location



#15 Screening wall

When a Surface Parking Area for motor vehicles is Adjacent to a street (not a Private Entry Drive), it shall be buffered with a Screening Wall a minimum of 3 feet to 4 feet in height in order to enclose the portion of the parking exposed (see Figure #15). Alternatively, landscaping a minimum of 3 to 4 feet high may be used if it adequately defines the street corridor and screens the parking with at least seventy five percent (75%) opacity at maturity. However, such walls or landscaping must be broken up at intervals no greater than seventy-five feet (75') feet to allow pedestrian access.

ii)

The minimum required number of on-street and off-street motor vehicle parking spaces required shall be established by utilizing the methodology for shared parking established by the "Shared Parking Study" performed for the Urban Land Institute (ULI) dated 1983 and prepared by Barton-Aschman Associates, Inc. This study requires beginning "unadjusted peak parking demand ratios" as the beginning point for the shared parking methodology calculations. For purposes of this TND Ordinance these "unadjusted peak parking demand ratios" shall be established as those ratios required by the Official Zoning Ordinance Section 37 for the respective Land Uses Permitted (with the exception of the neighborhood grocery ratio which shall be the standard retail trade ratio of one (1) parking space for each 200 square feet of gross floor area). For example, a restaurant in the Subject Area shall be required to utilize an "unadjusted peak parking ratio" (prior to the application of the methodology of the shared parking calculations) of one (1) space for each seventy five (75) square feet of floor area devoted to patron use, plus one space for each employee, as the beginning ratio; then applied to the shared parking calculations methodology for the subject restaurant. As another example, an office (other than physicians or dentists) shall be required to provide one (1) space for each three hundred (300) square feet of gross floor area as the beginning "unadjusted peak parking ratio" applied to the shared parking methodology calculations for the subject office space. The sum of all motor vehicle parking spaces on-street, off-street and in Structured Parking facilities shall comprise the total shared parking spaces of the Subject Area. All residential uses in the Subject Area other than TND Residential Condominiums and TND Live Above shall comply with a requirement of two (2) off-street parking spaces per dwelling unit (in accordance with Section 37 of the Official Zoning Ordinance) and these residential parking spaces shall not be calculated as part of the total shared parking spaces of the Subject Area, but are reserved exclusively for such residential use(s), therefore, the shared parking methodology

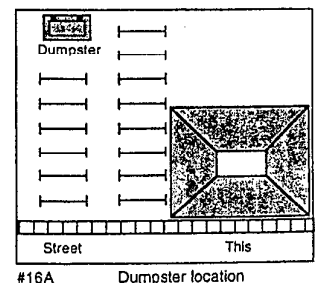
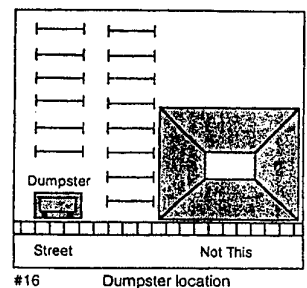
shall only be utilized within the areas designated as "Township Central District" or "Township South District".

3) **TND Nonconforming Edge**

- (a) Intent. A relatively highly traveled arterial (with higher rates of motor vehicle speed) public street is by intent at the outer edges of a TND. The pedestrian friendly environment is within the TND, the more motor vehicle conducive environment is at the outer edges of the TND.
- (b) Standard. The street front outer edges of the Subject Area where TND Nonconforming Edge(s) exists shall comply with the following standards:
- A yard setback in accordance with the Official Zoning Ordinance to a commercial use of a minimum of thirty feet (30') to any commercial building.
 - A yard setback of a minimum of thirty feet (30') to any residential building with the use of noise mitigation measures including a Screening Wall and landscaping.
 - Landscape requirements in these yard Setbacks shall comply with the landscape ordinance of the City and landscape requirements set forth in the Official Zoning Ordinance.
 - For consistency with the development pattern of the Subject Area any building Adjacent to or fronting a TND Nonconforming Edge shall comply with the minimum building height standards established under "Build-to-Line" standards [eighteen feet (18')].
 - Surface Parking Areas may front the public streets of the TND Nonconforming Edge, however, any such Surface Parking Area shall comply with the landscape requirements of the Official Zoning Ordinance.
 - The Main Entrance to buildings fronting on TND Nonconforming Edge streets may, but are not required to be placed Adjacent and along said front yard.

4) **Trash, Recycling Receptacles, and Loading Docks**

- (a) Intent. Trash and recycling receptacles, grease containers, and loading docks typically provide an unsightly appearance and odor problem. Improperly located and screened receptacles and docks can cause noise problems for nearby land uses when receptacles and packages are being loaded or unloaded; therefore, they should be located as far from public sidewalks as possible and screened from view.
- (b) Standard. If stored outside of the building, all solid waste, recycling, yard trash containers (except litter containers), and grease containers shall be placed at either the side or the rear of the building and attached to that building, or shall be located as remote as is reasonably possible (see **Figures #16, #16A**) from higher intensity pedestrian activity. Either location shall be surrounded by an enclosing wall on all sides not exceeding eight feet (8') in height or also utilize walls of the adjacent building. All enclosing walls shall be architecturally coordinated with



adjacent building materials and colors. The enclosing wall(s) shall be fitted with an opaque sliding or hinged door and working latch architecturally coordinated with the side walls. All containers shall be located to minimize sound from and visibility to abutting streets and residences. "Trash Shacks", a sealed and cooled self-compacting container, may be used. Loading docks shall be placed at the side or rear of the building and shall be screened from the street.

5) Sidewalks

- (a) Intent. Sidewalks, when properly designed and maintained, provide the pedestrian with a pleasant, safe, and convenient place to walk, and serve to mitigate traffic impacts by making the area more walkable; therefore, they are an important public space in the TND. Sidewalks, which are too narrow are inconvenient, especially in areas with large volumes of pedestrians. For pedestrians, people using wheelchairs and walking side-by-side, a minimum sidewalk width of five feet (5') unobstructed is required. In addition, sidewalks that are too curvilinear or that wrap around large block faces are an impediment to pedestrian convenience.
- (b) Standard. All buildings or Development must provide sidewalks along the Street Edge(s) of their property. Sidewalks shall be placed to align with existing sidewalks. Sidewalk connections from the principal building to the public sidewalk must be provided, and be aligned to minimize walking distance. Curvilinear sidewalks are not allowed unless they are necessary to avoid significant trees, storm water basins, or topography, as determined by the appropriate Review Board.

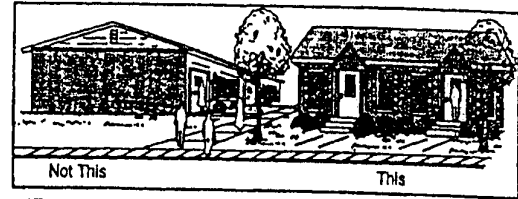
The maximum length of a Commercial Street block face shall be four hundred eighty feet (480'), unless shortened with cross sidewalks, Arcades and alleys so that the face is not greater than four hundred eighty feet (480'). The minimum unobstructed sidewalk width shall be five feet (5'). At transit stops, the minimum width is eight feet (8') of unobstructed sidewalk. The minimum width for a tree strip/grate area adjacent to a sidewalk shall be four feet six inches (4'6") [five feet (5') less a typical six inch (6") curb thickness]. Tree planting strips and or tree grates shall be provided along all "A" Streets at the curb line.

6) Building Orientation

- (a) Intent. A successful commercial area must have vibrant street fronts. Neighborhoods with lively street fronts become the healthiest for business. Street front entrances provide convenience for customers and residents by minimizing walking distances from public sidewalks and nearby buildings. Rear or side entrances or entrances oriented toward a parking lot, when no street front entrance is available, make travel highly inconvenient for pedestrians and transit users, cuts the building off from street life, "turns the building's back" to the public realm, and hides architectural character from public view. When a building is located at an intersection, the most convenient entrance is usually abutting the public sidewalks at the corner of the intersection.
- (b) Standard. The Main Entrance of buildings shall be on the first floor of the most primary street. The Main Entrance shall not be oriented toward a Surface Parking Area. Direct access to the building shall be provided from the street (see **Figure #17**). Buildings on a corner lot or a lot fronting on two (2) streets (not a Private Entry Drive or Surface Parking Area) shall place the Main Entrance on the most primary street or at the corner of the intersection. This standard does

not preclude or prohibit additional side or rear entrances facing any parking areas.

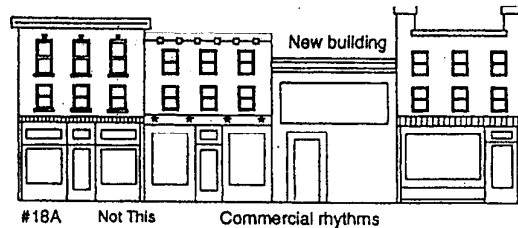
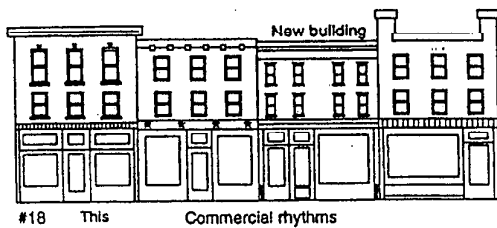
Those buildings fronting a TND Nonconforming Edge may, but are not required to comply with the standards of this subsection.



7) **Building Wall Articulation**

- (a) **Intent.** All buildings and Development shall be designed to provide street front vitality. Long expanses of blank walls tend to be monotonous. Windows attract pedestrians and provide a sense of security for the business. Like the Build-to-Line, windows put "eyes on the street", which establishes citizen surveillance of the street side sidewalk. Buildings without relief and interest tend to create a "massive scale", and make the public realm impersonal.
- (b) **Standard.** No more than twenty feet (20') of horizontal distance of wall shall be provided without articulation or architectural relief for building walls facing the street, even if the building wall faces a street outside of the overlay affected area. Walls along rear or side service areas or Surface Parking Areas are exempted. Building wall articulation or architectural relief can include, but is not limited to pilasters, windows, pedestrian entrances, Arcades, awnings, shutters and canopies, or other types of building massing that modulate the building mass or surface texture. Building wall articulation shall maintain a distinction between the street-level story and upper stories.

Development shall generally maintain the Rhythm established by the repetition of Façade elements. The relationship of the new building's width to its height particularly in lower floor bays, should be similar, if possible, to buildings in the same block face (see Figures #18 & #18A). Traditional, established breaks that occur between buildings, such as alleys or courtyards should not be eliminated.



Front and side building walls shall have non-reflective, transparent windows or glazed areas at pedestrian level [between not greater than three feet (3') above grade and to a minimum height of at least eight feet (8') above grade] on the first floor, even if the wall faces a street outside of the overlay-affected area (excluding residential buildings). For front building walls, windows shall cover at least 30 percent of this area. For side walls, windows or glazed areas shall cover at least 10 percent of this area except in conditions where the building use would reasonably prevent the use of windows or glazed areas for specific design requirements such as a theatre or fine arts building that require opaque side walls. Side wall windows or glazed area is only required if the building is set back at least three feet (3') from the side property line. Operable and glazed entrance doors shall be included in the calculations of total Façade area. Windows or glazed areas facing a sidewalk on the first story of a commercial

building shall use glass which is at least 80 percent transparent. In no case shall wall openings violate any provision for protected openings in Section 704.8 of the International Building Code 2000 edition, as the same may be amended from time to time.

Building walls that front TND Nonconforming Edges may but are not required to comply with the building wall articulation standards of this subsection.

8) **Mechanical Equipment**

- (a) Intent. Mechanical Equipment, when improperly located on a site or improperly screened, can contribute to noise problems and create visual blight.
- (b) Standard. All Mechanical Equipment must be placed on the roof, in the rear or at the side of the building, or otherwise visually screened from the street. In no case shall Mechanical Equipment be allowed along street frontage(s) (see Figure #19). Mechanical Equipment on the roof shall be screened from abutting streets with parapets or other types of visual screening.

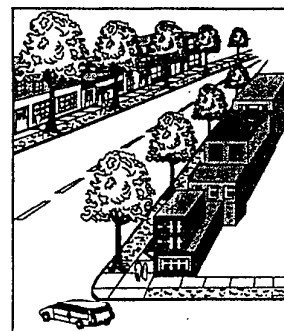


#19 Inappropriate front location for mechanical equipment

9) **Landscaping**

- (a) Intent. In the TND, landscaping should be used both to enhance the sense of place and community for the pedestrian, and make the pedestrian feel more comfortable by providing shade, reducing glare and helping to form public spaces, "outdoor rooms", and corridor Street Edges while maintaining existing large trees where reasonably possible. Such formality of landscaping adds dignity to the TND.
- (b) Standard. Landscaping fronting on an "A" Street must be aligned to provide a pleasant pedestrian atmosphere. Landscaping adjacent to existing and proposed street sidewalks must be Formal Landscaping (see Figure #3) and include shade trees that help to frame and define the public space and comply with the following standards:

- In general the current landscape ordinance of the City and landscape requirements set forth in the Official Zoning Ordinance represent the minimum landscaping standards for the Subject Area, subject however to Section II A hereof. This TND Ordinance establishes additional or alternative required landscape standards due to special landscape requirement conditions created by the Development Standards of this TND Ordinance. The additional or alternative standards are as follows:



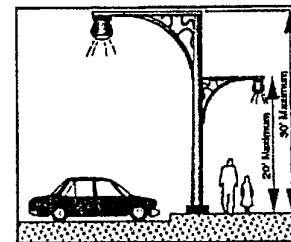
#3 Formal landscaping

- i) Shade trees (conducive to street conditions) reaching at least 40 feet in height at maturity must be planted at no more than 40-foot intervals along "A" Streets except where such planting would be impractical due to drives, structures, or other special conditions.

- ii) On Commercial Streets the spacing of trees and plant material shall be designed to avoid obscuring entrance and building signs.
- iii) To maintain sight lines on both Commercial and Residential Streets, trees and other objects should be restricted from corners for distances of at least fifteen feet (15') along planting strips/grates adjacent to street curbs. The vertical area between two feet six inches (2'-6") and seven feet (7') above ground shall be maintained as a clear zone to preserve sight lines and accommodate pedestrians.
- iv) Within commercial areas on Commercial Streets, and on sidewalks with high pedestrian volumes, grated tree wells may be used in lieu of continuous planting strips adjacent to the street.
- v) Chain link fences, barbed wire, line-voltage electrified wire, and razor wire fences are prohibited.
- vi) Where sidewalks adjacent to buildings fronting on Commercial Streets or Residential Streets extend from the Build-to Line of a building to the adjacent street edge, grated tree wells, planted tree wells, or a combination of both shall be used, except where such grated tree wells or planted tree wells would be impractical due to drives, structures, or other special conditions.
- vii) In addition to the required tree plantings specified herein, the continuous planting strips adjacent to Commercial Streets or Residential Streets shall be planted with live vegetation, ground cover, grass, or flowering plants with planting bed mulch, except where such plantings would be impractical due to drives, structures, or other special conditions. Shrubbery or hedge plantings may be planted in said continuous planting strips but are not required.

10) **Lighting**

- (a) **Intent.** Appropriate lighting can enhance the intimate, pleasant and romantic character the City seeks to promote in the TND. Lighting designed for cars tends not to be human-scaled and detracts from a pleasant ambiance. Lights on tall structures cause light pollution by casting light into areas not needed by pedestrians. In addition, the lights present a poor, bleached out atmosphere as the pedestrian views an area from afar, and hides the nighttime sky completely.
- (b) **Standard.** Appropriate street lighting shall be installed. Lighting structures, as installed, shall be pedestrian-style lighting along all sidewalks and around bicycle parking areas. Lighting structures, as installed, must be no more than twenty feet (20') high in pedestrian-oriented areas and no more than thirty feet (30') high if it is street lighting or Surface Parking Area lighting (see Figure #20). Building, wall, and freestanding exterior lighting fixtures shall be directed downward in order to reduce glare onto adjacent properties and street. Relatively low intensity up lighting and special feature lighting is permitted so long as the intent of this lighting standard is complied with.



#20 Street and pedestrian lighting maximums

11) **Separation of Land Uses Permitted**

- (a) Intent. Because this TND Ordinance is “established to improve the sense of place and community; improve the environment for businesses, including smaller, locally-owned businesses; support a healthy economy by providing a vibrant mix of commercial, office, retail and residential uses in **close proximity...**”, the techniques for separation of land uses typical of standard zoning ordinances, which are, among other techniques, extensive buffers, setbacks, street walls and large separation distances are not utilized in the Subject Area. The intent of this TND Ordinance is to ensure that various Land Uses Permitted within the Subject Area do vibrantly mix and are in close proximity to one another for the purposes stated within this TND Ordinance.
- (b) Standard. The implementation of the standards and Districts established by this TND Ordinance is sufficient to provide the required separation and privacy between Land Uses Permitted.

12) **Minimum Lot Standards**

- (a) Intent. Relatively narrow lots enhance the comfort and convenience of pedestrians by reducing walking distances and increasing interest and activity along the sidewalk and streetscape.
- (b) Standard. Minimum lot widths at the Build-to Line are established by Appendix “A” hereof.

13) **Building Coverage**

- (a) Intent. Build-to Lines, Setbacks, required parking, landscape and storm water requirements and dedicated civic and park spaces already provide sufficient limitations on building coverage.
- (b) Standard. There shall be no maximum building coverage required under this TND Ordinance.

14) **Civil Engineering Standards and Code Compliance**

- (a) Intent. The purposes for which this TND Ordinance is established requires special civil engineering design standards.
- (b) Standard. Development within the Subject Area shall comply with the following standards and the intent of this TND Ordinance.
- Standards for Build-to Lines and Setbacks are in accordance with Appendix “A” hereof.
 - Standards for parking dimensions in accordance with Appendix “B” hereof.
 - Standards for typical curb radii and street intersections in accordance with Appendix “C” hereof.
 - Standards for street sections for Commercial Streets, Residential Streets, Private Entry Drives and Surface Parking Area street connections in accordance with Appendix “D” hereof.
 - Compliance with all applicable building codes and the “Americans with Disabilities Act” (ADA), the 2000 International Building Code, and the International Residential Code, as applicable.

Exhibit "A" The Township at Colony Park TND Overlay District Ordinance

LEGAL DESCRIPTION OF SUBJECT AREA

PARCEL A

BEING SITUATED IN THE SW 1/4 OF SECTION 13 AND THE NW 1/4 OF SECTION 24, T7N-R1E, RIDGELAND, MADISON COUNTY, MISSISSIPPI AND BEING ALSO A PART OF LOTS 4 AND 5 OF BLOCK 7 OF HIGHLAND COLONY SUBDIVISION ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A 1" SQUARE IRON BAR MARKING THE SOUTHWEST CORNER OF AFORESAID SECTION 13 AND RUN THENCE N0°17'05" W, ALONG THE WEST BOUNDARY OF SAID SECTION 13, 1408.28' TO THE POINT OF BEGINNING FOR THE PROPERTY HEREIN DESCRIBED; CONTINUE THENCE N0°17'05"W, ALONG THE WEST BOUNDARY OF SECTION 13, 14.07' TO THE SOUTHWEST CORNER OF THE PARKWAY MEMORIAL CEMETERY CORPORATION PROPERTY AS RECORDED IN DEEDBOOK 317 AT PAGE 311 OF THE CHANCERY RECORDS OF MADISON COUNTY, MISSISSIPPI; RUN THENCE N89°41'32"E, ALONG THE SOUTH BOUNDARY OF THE SAID PARKWAY MEMORIAL CEMETERY PROPERTY, 1776.33' TO THE WESTERN RIGHT-OF-WAY LINE OF HIGHLAND COLONY PARKWAY; RUN THENCE S0°50'56"E, ALONG THE WESTERN RIGHT-OF-WAY LINE OF SAID PARKWAY, 240.34' TO THE BEGINNING OF A CURVE; RUN THENCE SOUTHEASTERLY, COUNTERCLOCKWISE, ALONG THE ARC OF A CURVE IN THE WESTERN RIGHT-OF-WAY LINE, 435.64'; SAID CURVE HAVING THE FOLLOWING CHARACTERISTICS: CENTRAL ANGLE OF 12°11'24", RADIUS OF 2047.64' AND CHORD BEARING AND DISTANCE OF S6°56'38"E, 434.82'; RUN THENCE S29°43'05"W, ALONG SAID WESTERN RIGHT-OF-WAY LINE, 44.14'; RUN THENCE S14°45'35"E, ALONG SAID RIGHT-OF-WAY LINE, 60.00'; RUN THENCE S59°14'15"E, ALONG SAID RIGHT-OF-WAY LINE, 44.14'; RUN THENCE SOUTHEASTERLY, COUNTERCLOCKWISE, ALONG THE ARC OF A CURVE IN THE SAID WESTERN RIGHT-OF-WAY LINE, 593.03'; SAID CURVE HAVING THE FOLLOWING CHARACTERISTICS: CENTRAL ANGLE OF 16°38'59", RADIUS OF 2047.64' AND CHORD BEARING AND DISTANCE OF S24°48'20"E, 592.94'; RUN THENCE S9°37'36"W, ALONG SAID WESTERN RIGHT-OF-WAY LINE, 44.14'; RUN THENCE S34°51'04"E, ALONG SAID RIGHT-OF-WAY LINE, 60.00'; RUN THENCE S79°19'44"E, ALONG SAID RIGHT-OF-WAY LINE, 44.14'; RUN THENCE SOUTHEASTERLY, COUNTERCLOCKWISE ALONG THE ARC OF A CURVE IN THE SAID WESTERN RIGHT-OF-WAY LINE, 219.06' TO THE POINT OF TANGENCY; SAID CURVE HAVING THE FOLLOWING CHARACTERISTICS: CENTRAL ANGLE OF 6°07'46", RADIUS OF 2047.64' AND CHORD BEARING AND DISTANCE OF S39°38'13"E, 218.95'; RUN THENCE S42°42'06"E, ALONG THE SAID WESTERN RIGHT-OF-WAY LINE, 469.31'; RUN THENCE S2°17'54"W, ALONG SAID WESTERN RIGHT-OF-WAY LINE, 42.43'; RUN THENCE S42°42'06"E, ALONG SAID RIGHT-OF-WAY LINE 60.00'; RUN THENCE S88°10'56"E, ALONG SAID RIGHT-OF-WAY LINE, 41.92'; RUN THENCE SOUTHEASTERLY, CLOCKWISE, ALONG THE ARC OF A CURVE IN THE SAID WESTERN RIGHT-OF-WAY LINE, 394.61'; SAID CURVE HAVING THE FOLLOWING CHARACTERISTICS: CENTRAL ANGLE OF 15°17'04", RADIUS OF 1479.25' AND CHORD BEARING AND DISTANCE OF S34°22'10"E, 393.44'; THENCE LEAVING THE WESTERN RIGHT-OF-WAY LINE OF HIGHLAND COLONY PARKWAY, RUN S13°26'49"W, 47.20'; RUN THENCE SOUTHWESTERLY, COUNTERCLOCKWISE, ALONG THE ARC OF A CURVE, 50.00' NORTHERLY OF AS MEASURED RADIALLY FROM AND PARALLEL WITH THE NORTHWESTERN BOUNDARY OF THE DEPOSIT GUARANTY NATIONAL BANK PROPERTY, AS RECORDED IN DEEDBOOK 321 AT PAGE 404 AND DEEDBOOK 344 AT PAGE 153 OF THE AFORESAID CHANCERY RECORDS, 563.40' TO THE PRESENT (MARCH, 2000) NORTH RIGHT-OF-WAY LINE

OF STEED ROAD, AS RECORDED IN DEEDBOOK 324 AT PAGE 448 OF THE AFORESAID CHANCERY RECORDS; SAID CURVE HAVING THE FOLLOWING CHARACTERISTICS: CENTRAL ANGLE OF 57°56'06", RADIUS OF 557.18' AND CHORD BEARING AND DISTANCE OF S30°40'51"W, 539.70'; RUN THENCE N84°46'34"W, ALONG THE NORTH RIGHT-OF-WAY LINE OF STEED ROAD, 124.73'; RUN THENCE NORTHWESTERLY, CLOCKWISE, ALONG THE ARC OF A CURVE IN THE SAID NORTH RIGHT-OF-WAY LINE, 250.27' TO THE EAST BOUNDARY OF THE MARTIN L. ALMON ET UX PROPERTY, AS RECORDED IN DEEDBOOK 155 AT PAGE 713 OF THE AFORESAID CHANCERY RECORDS; SAID CURVE HAVING THE FOLLOWING CHARACTERISTICS: CENTRAL ANGLE OF 2°31'13", RADIUS OF 5689.58' AND CHORD BEARING AND DISTANCE OF N79°47'54"W, 250.25'; RUN THENCE N0°18'00"E, ALONG THE EAST BOUNDARY OF THE ALMON PROPERTY, 346.01' TO THE NORTHEAST CORNER THEREOF; RUN THENCE N85°27'00"W, ALONG THE NORTH BOUNDARY OF THE ALMON PROPERTY, 243.00' TO THE NORTHWEST CORNER THEREOF; RUN THENCE S0°18'00"W, ALONG THE WEST BOUNDARY OF THE ALMON PROPERTY, 314.25' TO THE AFORESAID NORTH RIGHT-OF-WAY LINE OF STEED ROAD; RUN THENCE N71°43'51"W, ALONG THE SAID NORTH RIGHT-OF-WAY LINE, 158.44'; RUN THENCE NORTHWESTERLY, COUNTERCLOCKWISE, ALONG THE ARC OF A CURVE IN THE SAID NORTH RIGHT-OF-WAY LINE, 388.68'; SAID CURVE HAVING THE FOLLOWING CHARACTERISTICS: CENTRAL ANGLE OF 3°51'12", RADIUS OF 5779.58' AND CHORD BEARING AND DISTANCE OF N76°19'02"W, 388.61'; RUN THENCE N66°56'44"W, ALONG SAID RIGHT-OF-WAY LINE, 50.99'; RUN THENCE N78°15'20"W, ALONG SAID RIGHT-OF-WAY LINE, 59.53' TO THE EAST BOUNDARY OF THE GLEN T. RAY ET UX PROPERTY, AS RECORDED IN DEEDBOOK 194 AT PAGE 174 OF THE AFORESAID CHANCERY RECORDS; RUN THENCE N1°15'18"W, ALONG THE EAST BOUNDARY OF THE RAY PROPERTY, 609.38' TO THE NORTHEAST CORNER THEREOF; RUN THENCE S89°38'42"W, ALONG THE NORTH BOUNDARY OF THE RAY PROPERTY, 326.17' TO THE CENTERLINE OF PURPLE CREEK; RUN THENCE NORTHWESTERLY, ALONG THE CENTERLINE OF SAID CREEK AND THE EASTERN BOUNDARY OF THE SAID GLEN T. RAY PROPERTY AND THE EASTERN BOUNDARY OF THE RITA F. KELLY PROPERTY, AS RECORDED IN DEEDBOOK 223 AT PAGE 326 OF THE AFORESAID CHANCERY RECORDS, THE FOLLOWING COURSES: N25°37'42"W, 91.87'; N27°59'58"W, 168.09'; N31°07'10"W, 162.14'; N34°15'59"W, 226.80'; N36°33'56"W, 335.42'; N31°09'37"W, 294.09'; N23°58'55"W, 959.20' TO THE POINT OF BEGINNING.

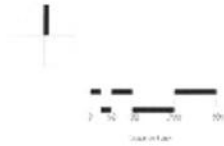
THE HEREIN DESCRIBED PARCEL NO. A CONTAINS 92.5116 ACRES, MORE OR LESS (SAID LEGAL DESCRIPTION IS IN ACCORDANCE WITH SURVEY PREPARED BY CASE & ASSOCIATES, INC. DATED REVISED 04/27/00).

PARCEL B

THAT PORTION OF THE GLENN T. RAY AND MARY BETH STEED RAY PROPERTY LOCATED EAST OF THE CENTERLINE OF PURPLE CREEK, NORTH OF THE CITY OF RIDGELAND PUBLIC ROADWAY KNOWN AS STEED ROAD AND ADJACENT TO THE SOUTH AND WEST BOUNDARY LINE OF THE ABOVE DESCRIBED PARCEL.

Revised June 15, 2001 for inclusion in public record

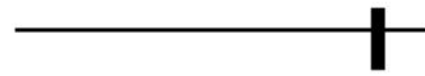
Exhibit "C" The Township at Colony Park TND Overlay District Ordinance



**THE TOWNSHIP AT COLONY PARK
PROPOSED MASTER PLAN**
WHICH MAY BE AMENDED FROM TIME TO TIME
August 7, 2001

Township at Colony Park
Baldwin, Georgia
Parcel Coordinates • January, 2001
03 000 31 20 • May 31, 2001
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Landscape Architects
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Telephone: 615-259-1144
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Atlanta Metroville Branch
1000 Peachtree Street, N.E.



APPENDIX A to The Township at Colony Park TND Overlay District Ordinance

08/07/01

Build-to-Line and Setback Schedule	FRONTAGE BUILD-TO-LINE	SIDE YARD SETBACK	REAR YARD SETBACK	TYPICAL MINIMUM LOT WIDTH	TYPICAL MINIMUM LOT DEPTH
BUILDINGS FRONTING ON A RESIDENTIAL STREET					
TND SINGLE FAMILY (Rear Loaded)	Distance from the Build-to-Line to the Frontage property line shall be a minimum of 10' and a maximum of 25' See Appendix D Street Sections	3' 6" and 10' from the property line opposite the 3' 6" side	18' or greater or 8' or less to rear lot line	25'	80'
TND SINGLE FAMILY (Side Loaded)	Distance from the Build-to-Line to the Frontage property line shall be a minimum of 10' and a maximum of 25' See Appendix D Street Sections	3' 6" and 15' on driveway side	Minimum 15' to rear lot line	50'	80'
TND RESIDENTIAL CONDOMINIUMS	Distance from the Build-to Line to face-of-curb of the most dominant Street Edge shall be a minimum of 12' See Appendix D Street Sections	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED
TND TOWNHOUSES	Distance from the Build-to-Line to the Frontage property line shall be a minimum of 10' and a maximum of 25' See Appendix D Street Sections	No sideyard required for attached internal units and 3' 6" at end units	18' or greater or 8' or less to rear lot line	18'	75'
TND LIVE/WORK	Distance from the Build-to-Line to the Frontage property line shall be a minimum of 10' and a maximum of 25' See Appendix D Street Sections	No sideyard required for attached internal units and 3' 6" at end units	18' or greater or 8' or less to rear lot line	16'	65'
BUILDINGS FRONTING ON A COMMERCIAL STREET					
TND OFFICE	Distance from the Build-to Line to face-of-curb of the most dominant Street Edge shall be a minimum of 15' See Appendix D Street Sections	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED
TND RETAIL	Distance from the Build-to Line to face-of-curb of the most dominant Street Edge shall be a minimum of 12' See Appendix D Street Sections	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED
TND RESIDENTIAL CONDOMINIUMS	Distance from the Build-to Line to face-of-curb of the most dominant Street Edge shall be a minimum of 12' See Appendix D Street Sections	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED
TND TOWNHOUSES	Distance from the Build-to Line to face-of-curb of the most dominant Street Edge shall be a minimum of 12' See Appendix D Street Sections	NONE REQUIRED	NONE REQUIRED	16'	50'
TND LIVE/WORK	Distance from the Build-to Line to face-of-curb of the most dominant Street Edge shall be a minimum of 12' See Appendix D Street Sections	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED
TND LIVE/ABOVE	Distance from the Build-to Line to face-of-curb of the most dominant Street Edge shall be a minimum of 12' See Appendix D Street Sections	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED
OTHER "LAND USES PERMITTED" FRONTING ON A COMMERCIAL OR RESIDENTIAL STREET					
OTHER "LAND USES PERMITTED"	Distance from the Build-to Line to face-of-curb of the most dominant Street Edge shall be a minimum of 12' See Appendix D Street Sections	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED	NONE REQUIRED

APPENDIX "B" to The Township at Colony Park TND Overlay District Ordinance

PARKING DIMENSION STANDARDS

The following drawings represent minimum parking dimension standards for Surface Parking Areas:

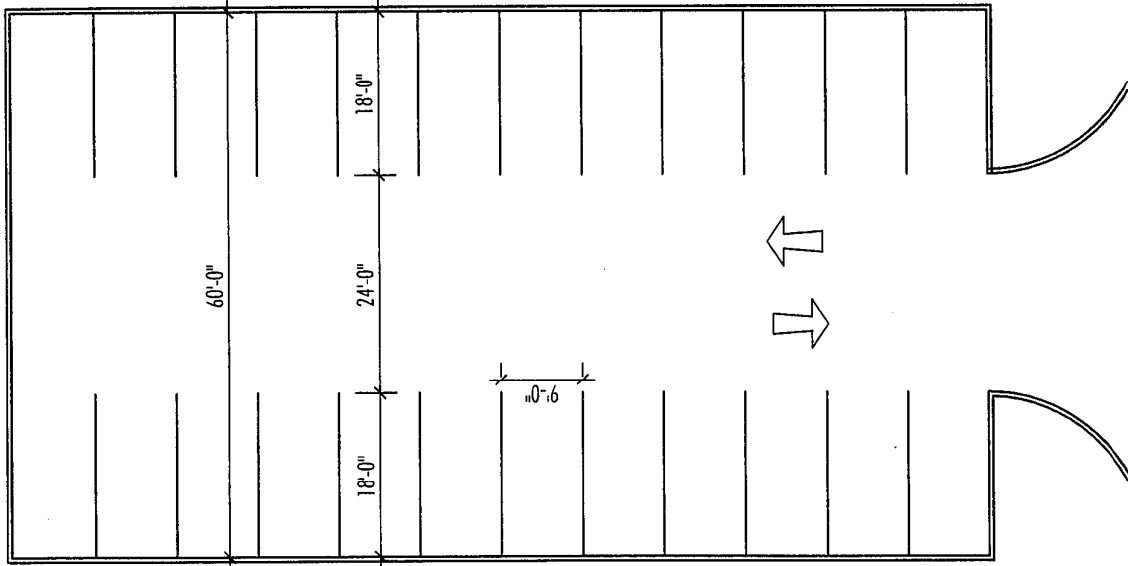
90 Degree Parking – Two Way Double Loaded
90 Degree Parking – Two Way Single Loaded

75 Degree Parking – One Way Double Loaded
75 Degree Parking – One Way Single Loaded

60 Degree Parking – Two Way Double Loaded
60 Degree Parking – Two Way Single Loaded

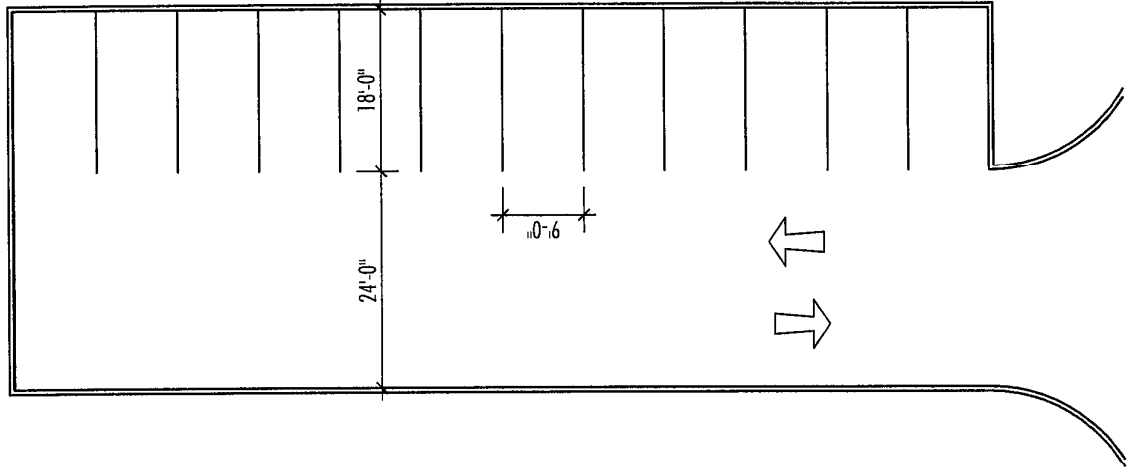
60 Degree Parking – One Way Double Loaded
60 Degree Parking – One Way Single Loaded

45 Degree Parking – One Way Double Loaded
45 Degree Parking – One Way Single Loaded



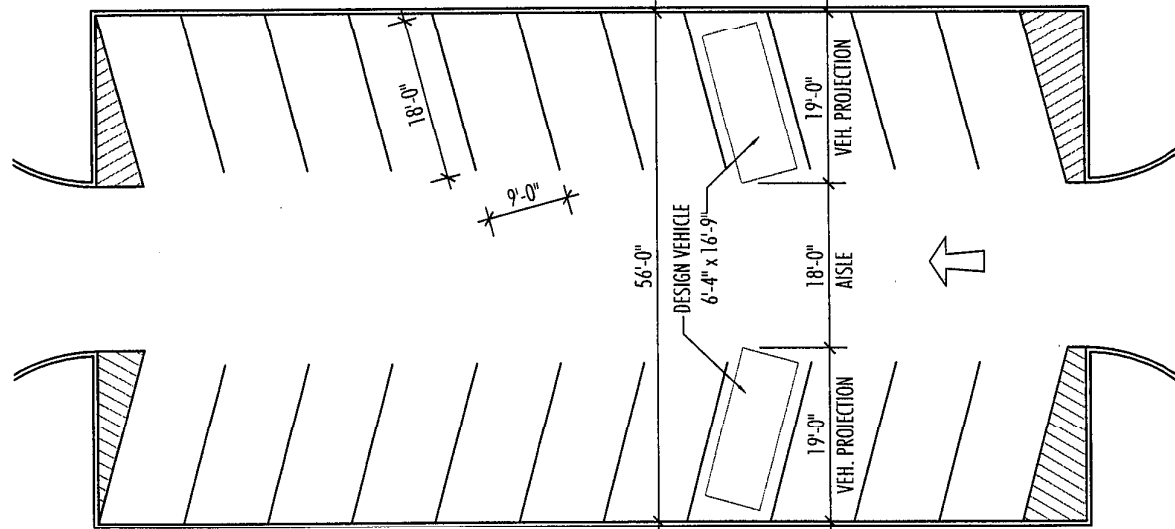
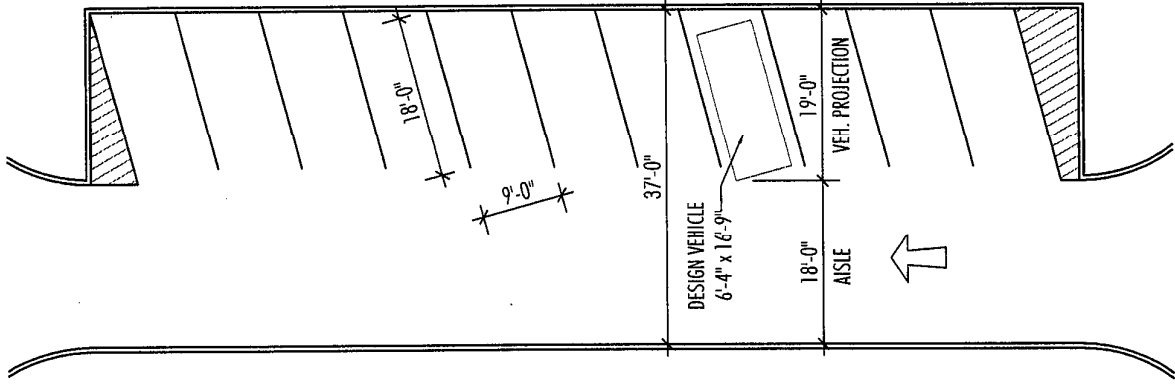
THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)



STANDARD DETAILS FOR SURFACE PARKING AREAS

90 DEGREE PARKING - Two Way
DOUBLE LOADED and SINGLE LOADED

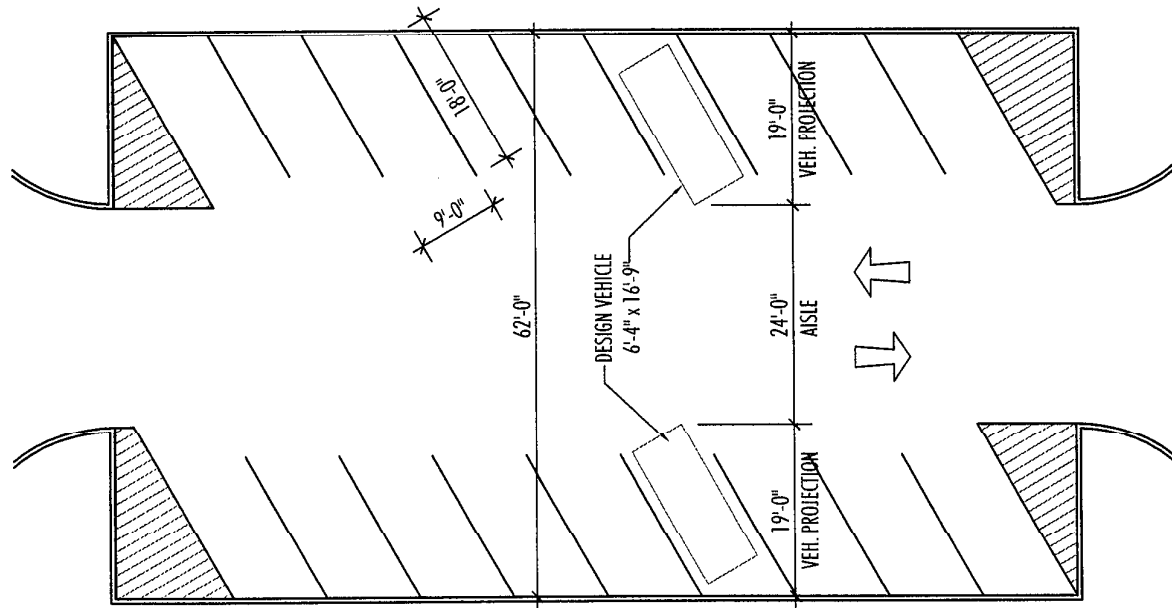
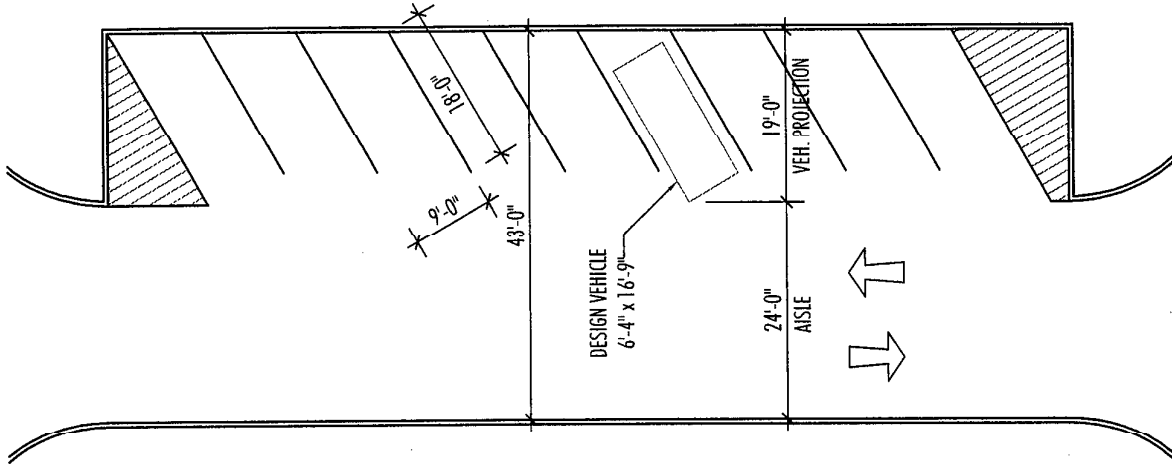


STANDARD DETAILS FOR SURFACE PARKING AREAS

THE TOWNSHIP AT COLONY PARK

75 DEGREE PARKING - One Way
DOUBLE LOADED and SINGLE LOADED

Drawn: 06/05/01 (Not To Scale)

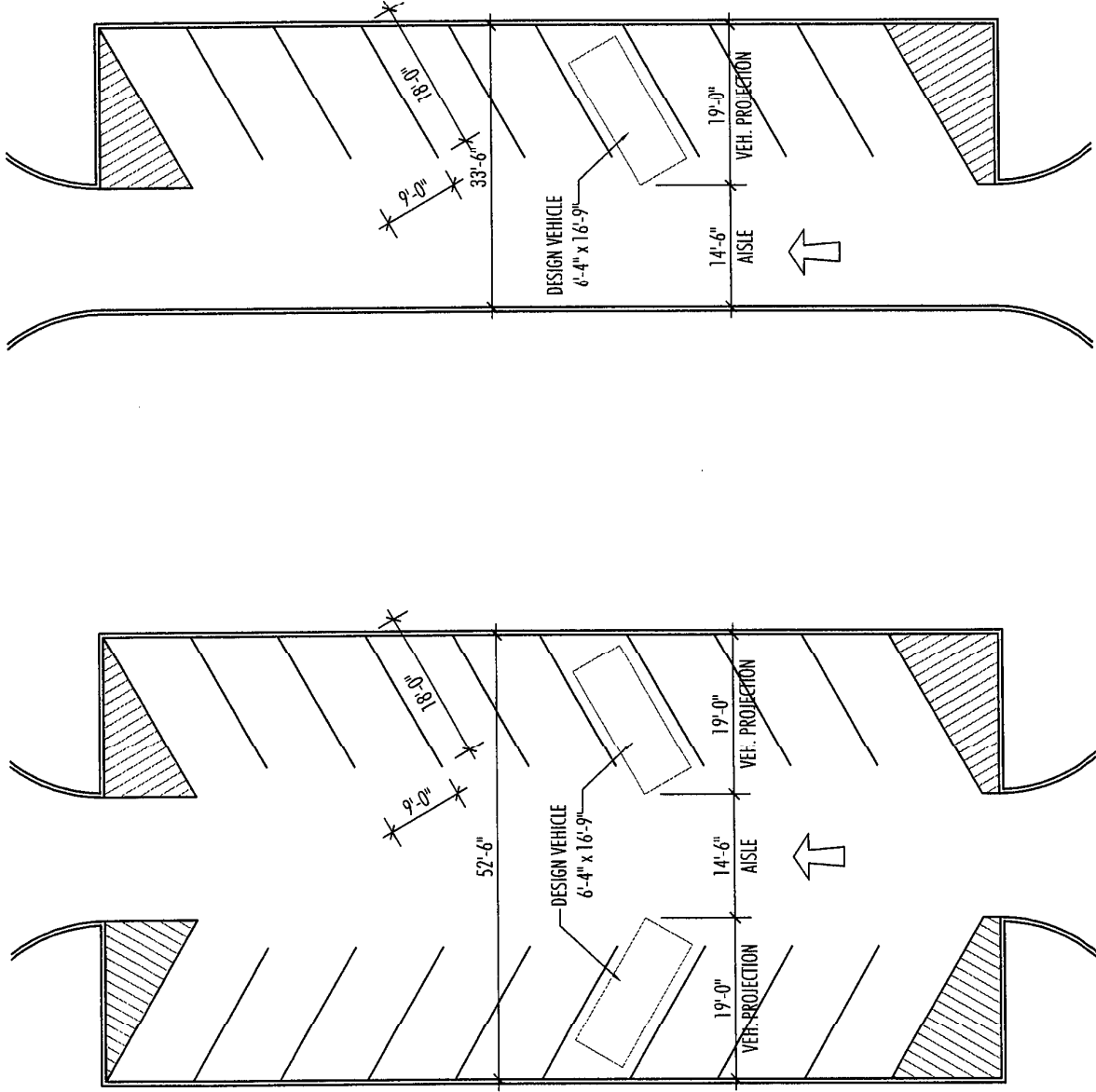


STANDARD DETAILS FOR SURFACE PARKING AREAS

60 DEGREE PARKING - Two Way
DOUBLE LOADED and SINGLE LOADED

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

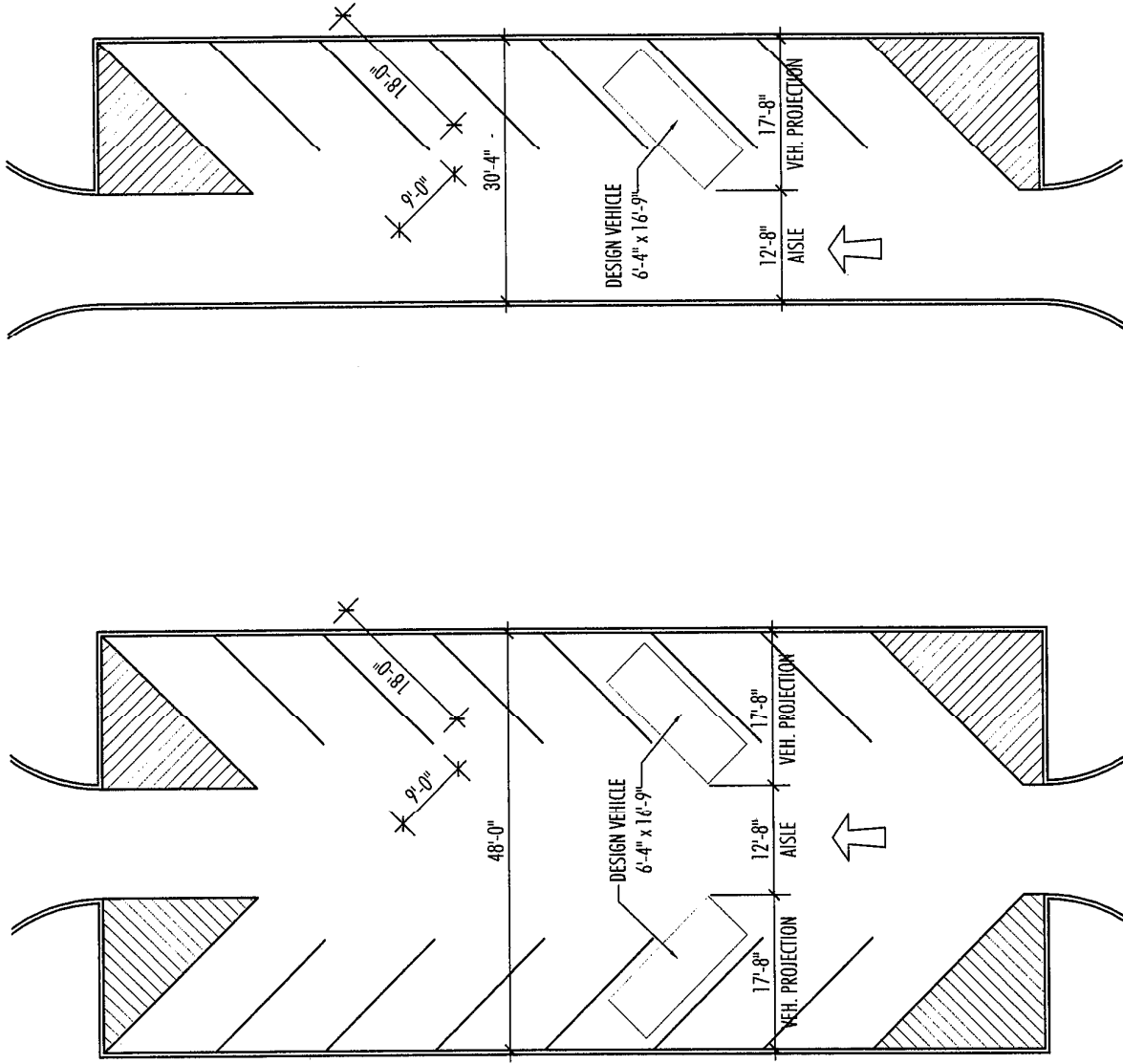


STANDARD DETAILS FOR SURFACE PARKING AREAS

60 DEGREE PARKING - One Way
DOUBLE LOADED and SINGLE LOADED

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)



THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

STANDARD DETAILS FOR SURFACE PARKING AREAS

45 DEGREE PARKING - One Way
DOUBLE LOADED and SINGLE LOADED

APPENDIX "C" to The Township at Colony Park TND Overlay District Ordinance

STANDARDS FOR TYPICAL CURB RADII AND STREET INTERSECTIONS

Drawings:

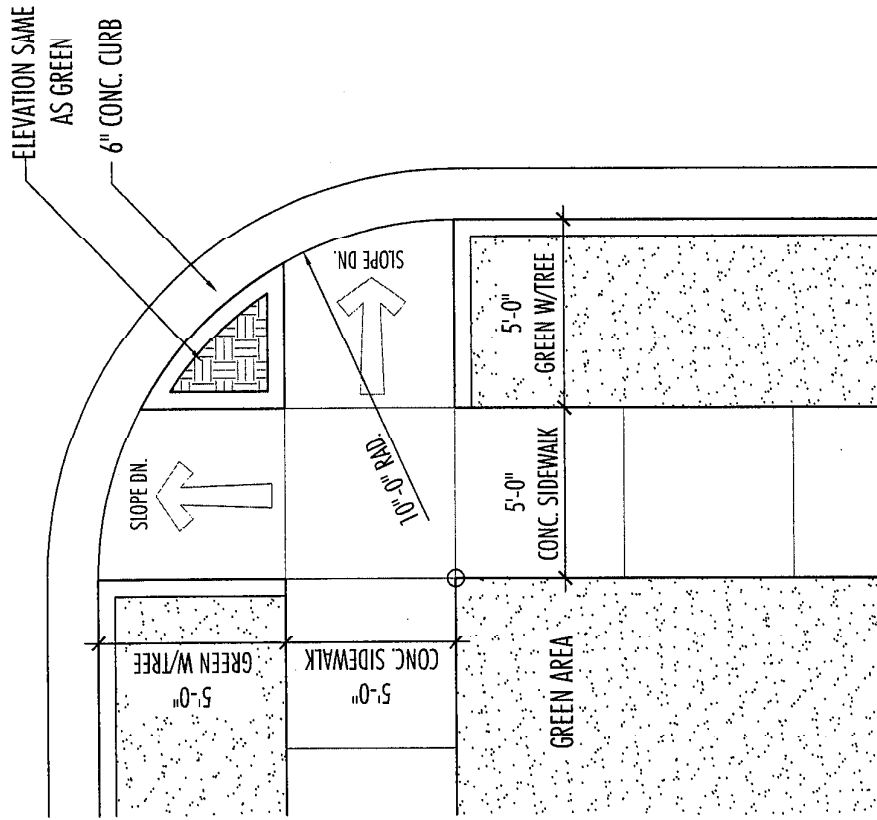
Typical Street Corner Detail (A) – Commercial Area (10' Radius)

Typical Street Corner Detail (B) – Commercial Area (10' Radius)

Typical Street Corner Detail – Residential Area (5' Radius)

Typical Private Entry Drive Entrance to a Residential Street

Typical Entrance to a Surface Parking Area

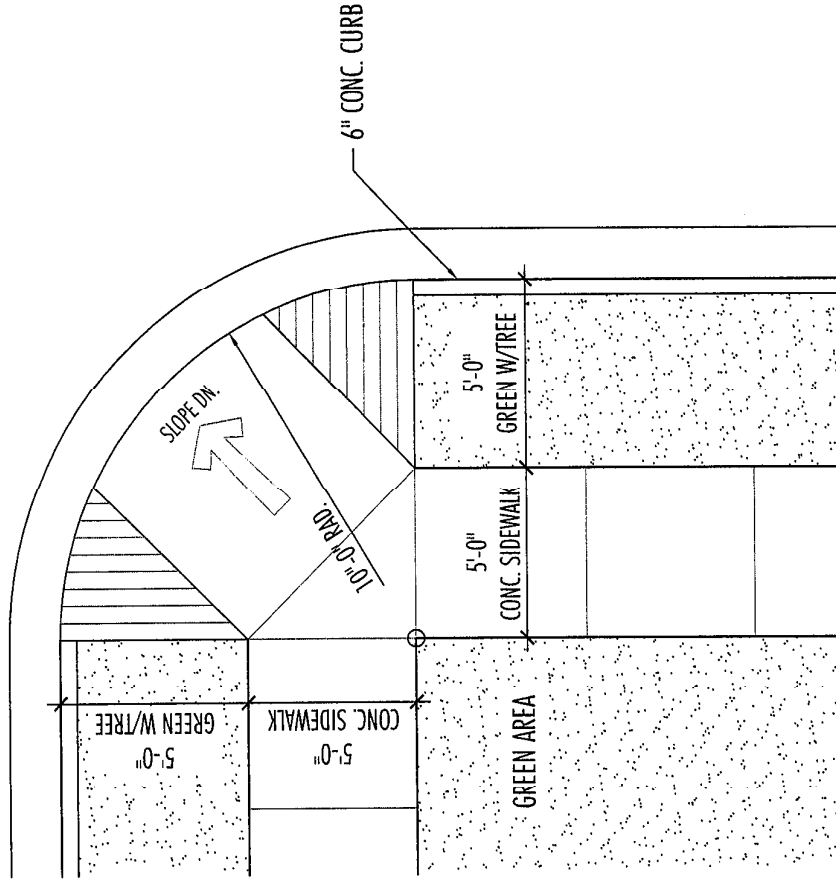


TYPICAL STREET CORNER DETAIL (A) - Commercial Area - 10'-0" Radius

THE TOWNSHIP AT COLONY PARK

STREET GRADE DEPICTED IS NOT INTENDED TO ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.

Drawn: 06/05/01 (Not To Scale)

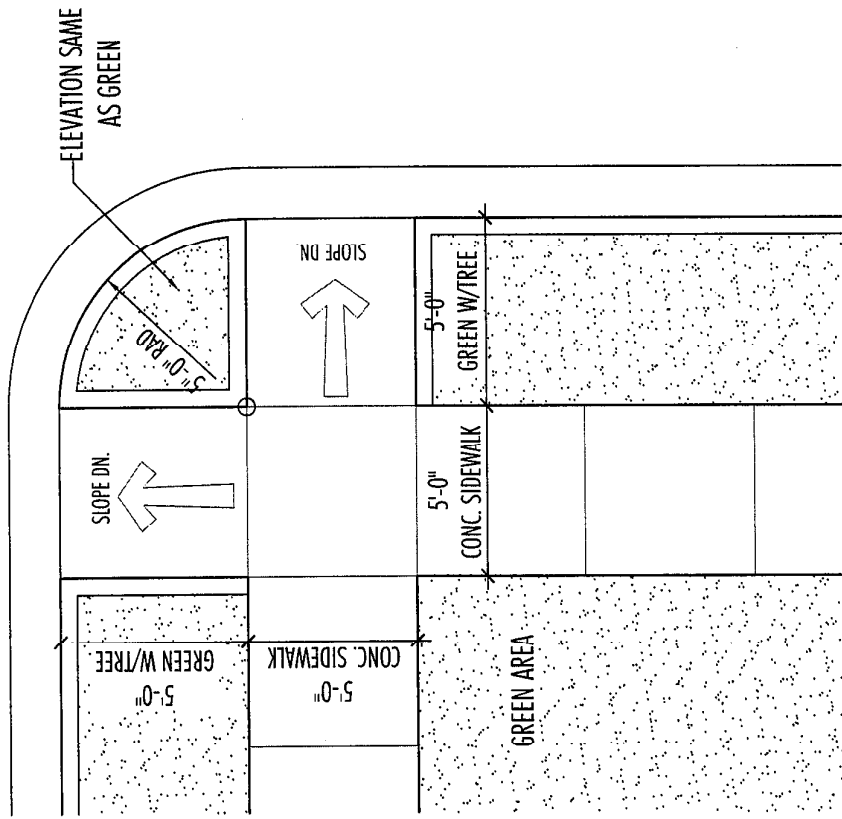


TYPICAL STREET CORNER DETAIL (B) - Commercial Area - 10'-0" Radius

THE TOWNSHIP AT COLONY PARK

STREET GRADE DEPICTED IS NOT INTENDED TO ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.

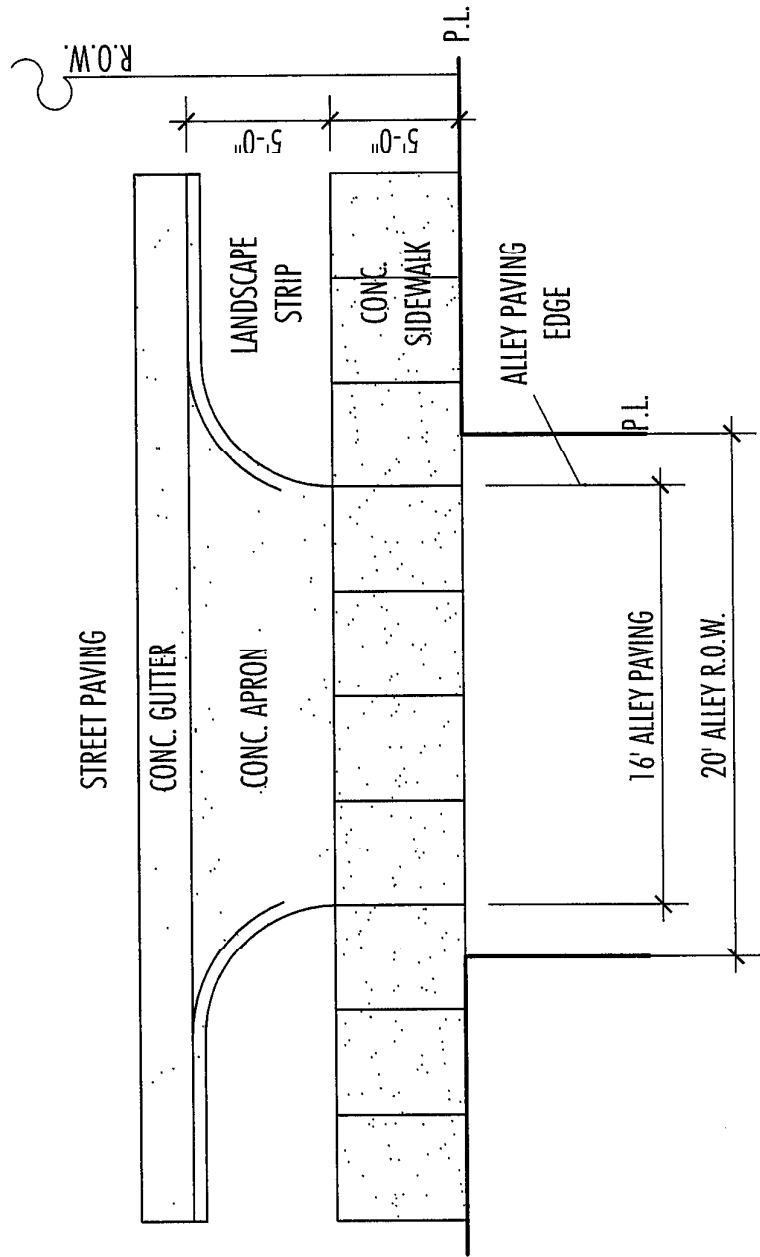
Drawn: 06/05/01 (Not To Scale)



TYPICAL STREET CORNER DETAIL - Residential Area - 5'-0" Radius

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)
 STREET GRADE DEPICTED IS NOT INTENDED TO ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.



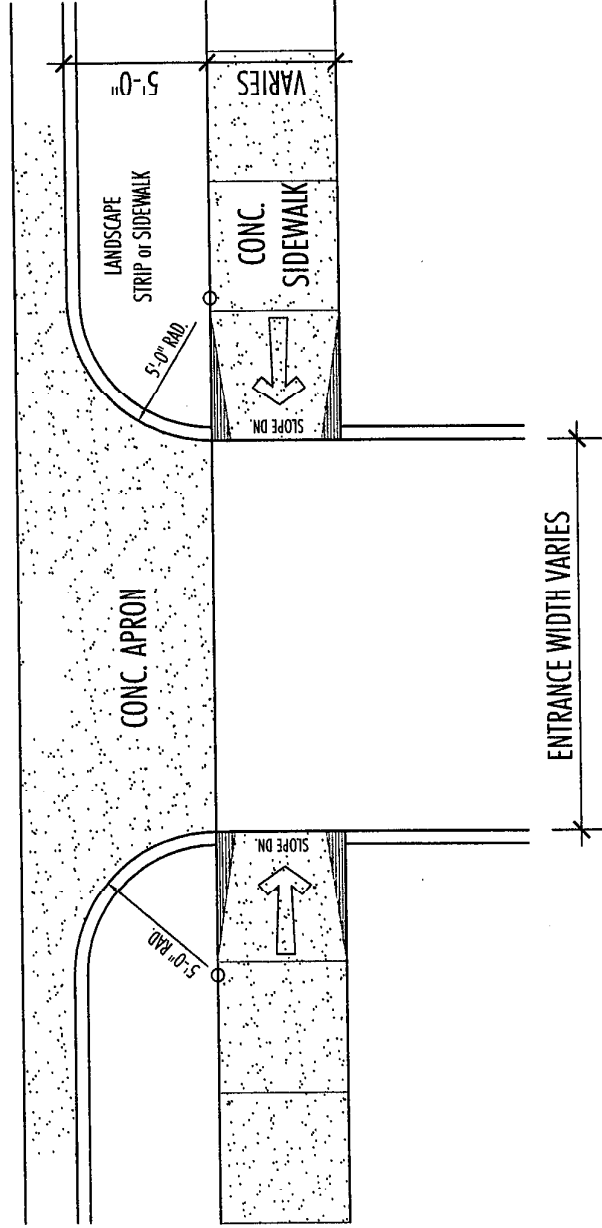
PRIVATE ENTRY DRIVE

TYPICAL PRIVATE ENTRY DRIVE
ENTRANCE TO RESIDENTIAL STREET

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

STREET GRADE DEPICTED IS NOT INTENDED TO
ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.



ENTRANCE TO SURFACE PARKING AREA
 TYPICAL ENTRANCE TO A SURFACE PARKING AREA

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

STREET GRADE DEPICTED IS NOT INTENDED TO
 ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.

APPENDIX "D" to The Township at Colony Park TND Overlay District Ordinance

STREET SECTIONS

Drawings:

Street Section A drawn 06.05.01

Street Section B drawn 06.05.01

Street Section C drawn 06.05.01

Street Section D drawn 06.05.01

Street Section E drawn 06.05.01

Street Section F drawn 06.05.01

Street Section G drawn 06.05.01

Street Section H drawn 06.05.01

Street Section I drawn 06.05.01

Street Section J drawn 06.05.01

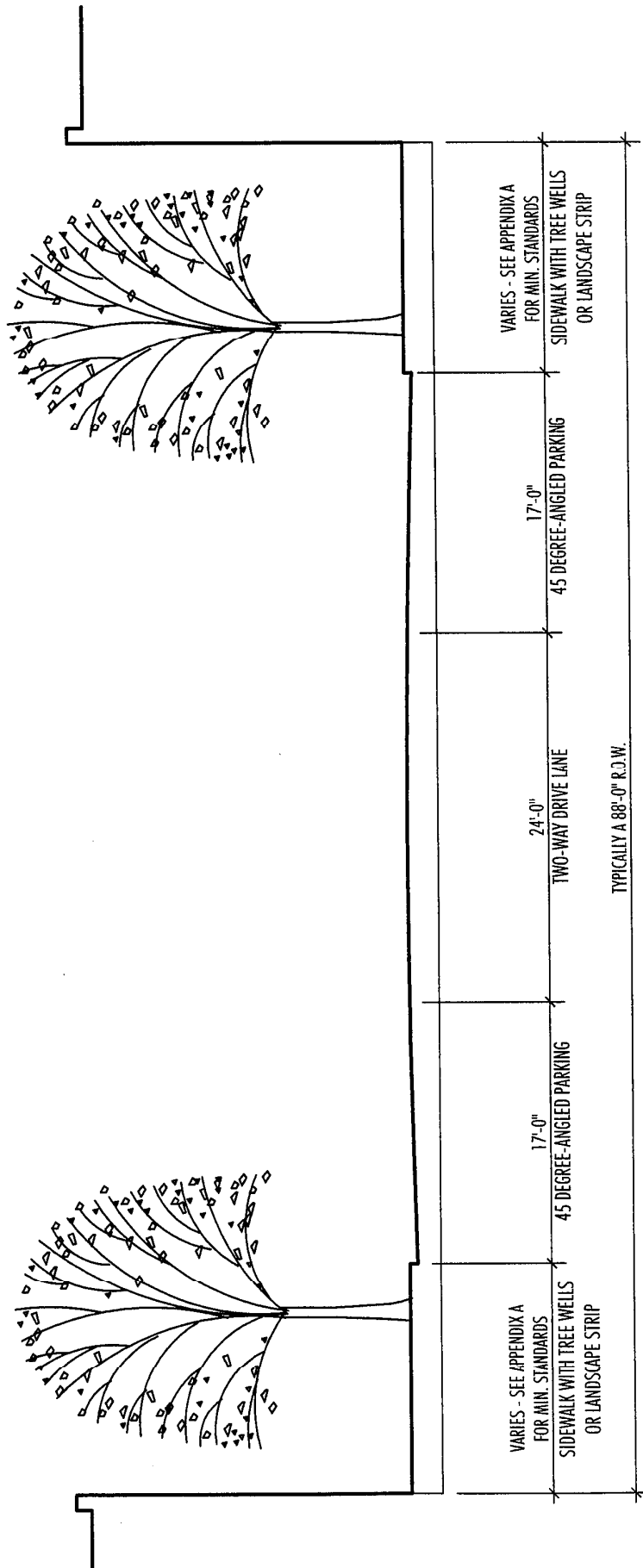
Street Section K drawn 06.05.01

Street Section L drawn 06.05.01

Street Section M drawn 06.05.01

Street Section N drawn 06.05.01

Street Section O drawn 06.05.01

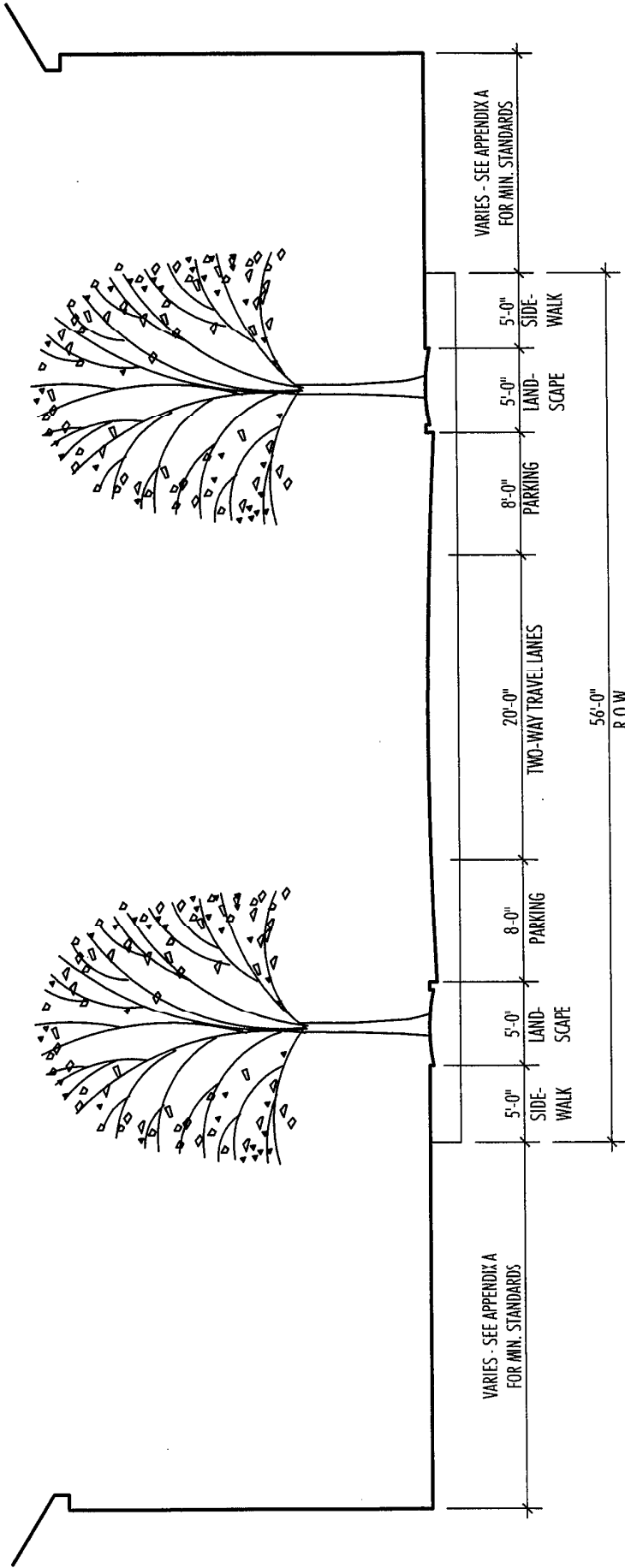


STREET SECTION A - Commercial Street

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

STREET GRADE DEPICTED IS NOT INTENDED TO ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.

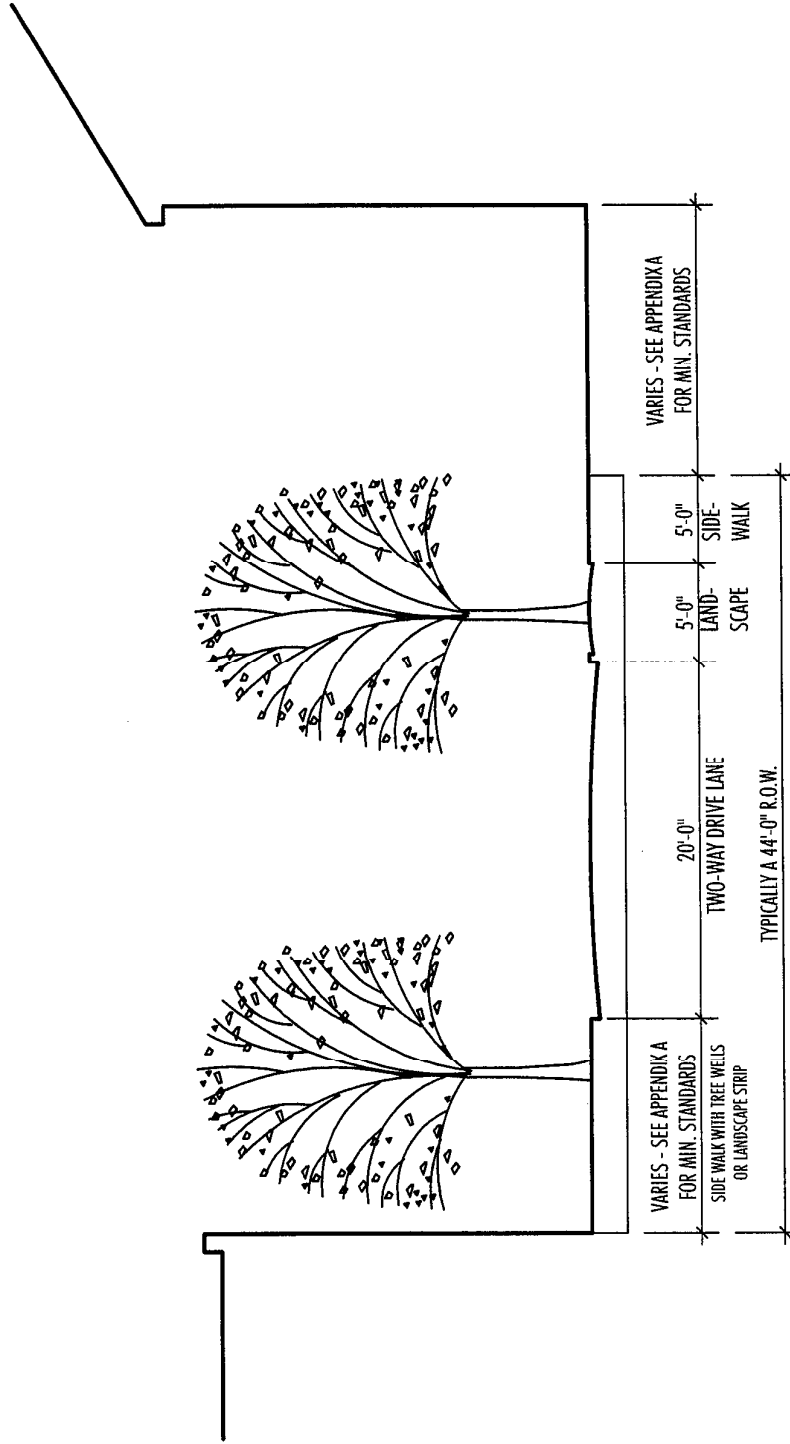


STREET SECTION B - Commercial Street

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

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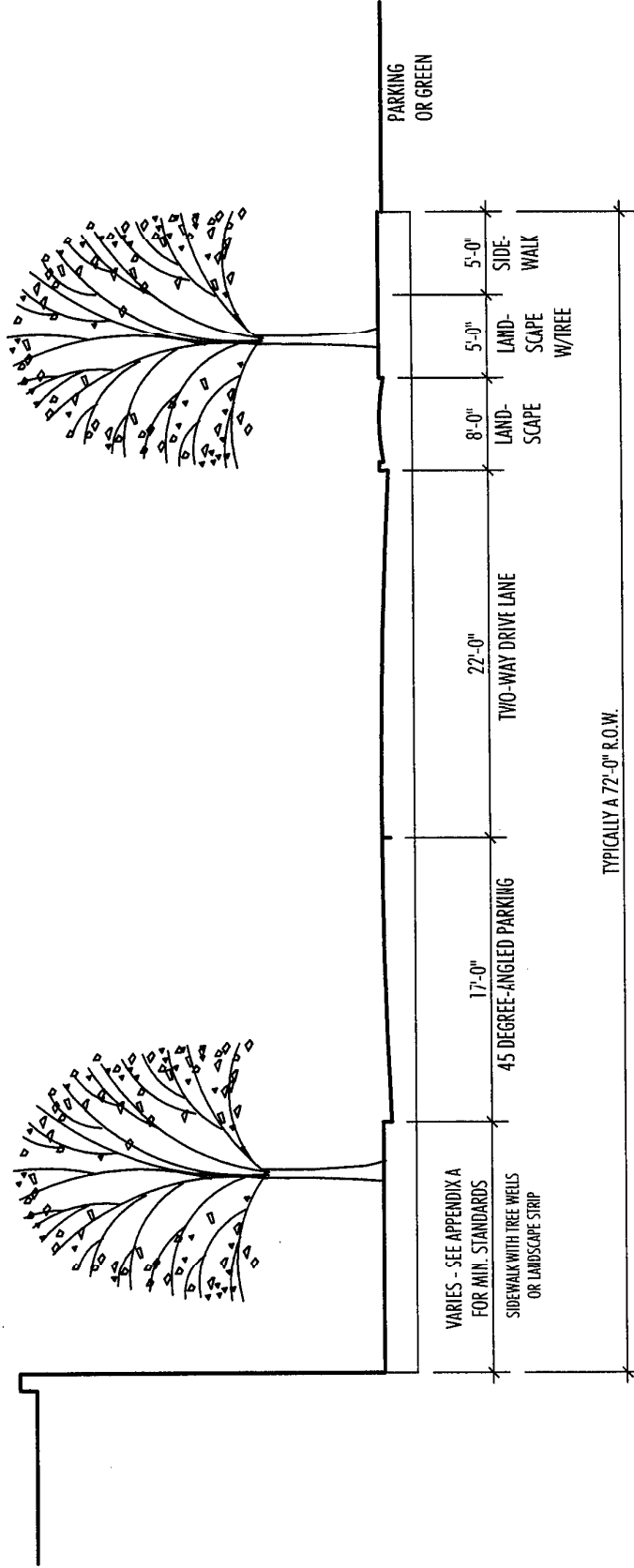


STREET SECTION C - Commercial Street

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

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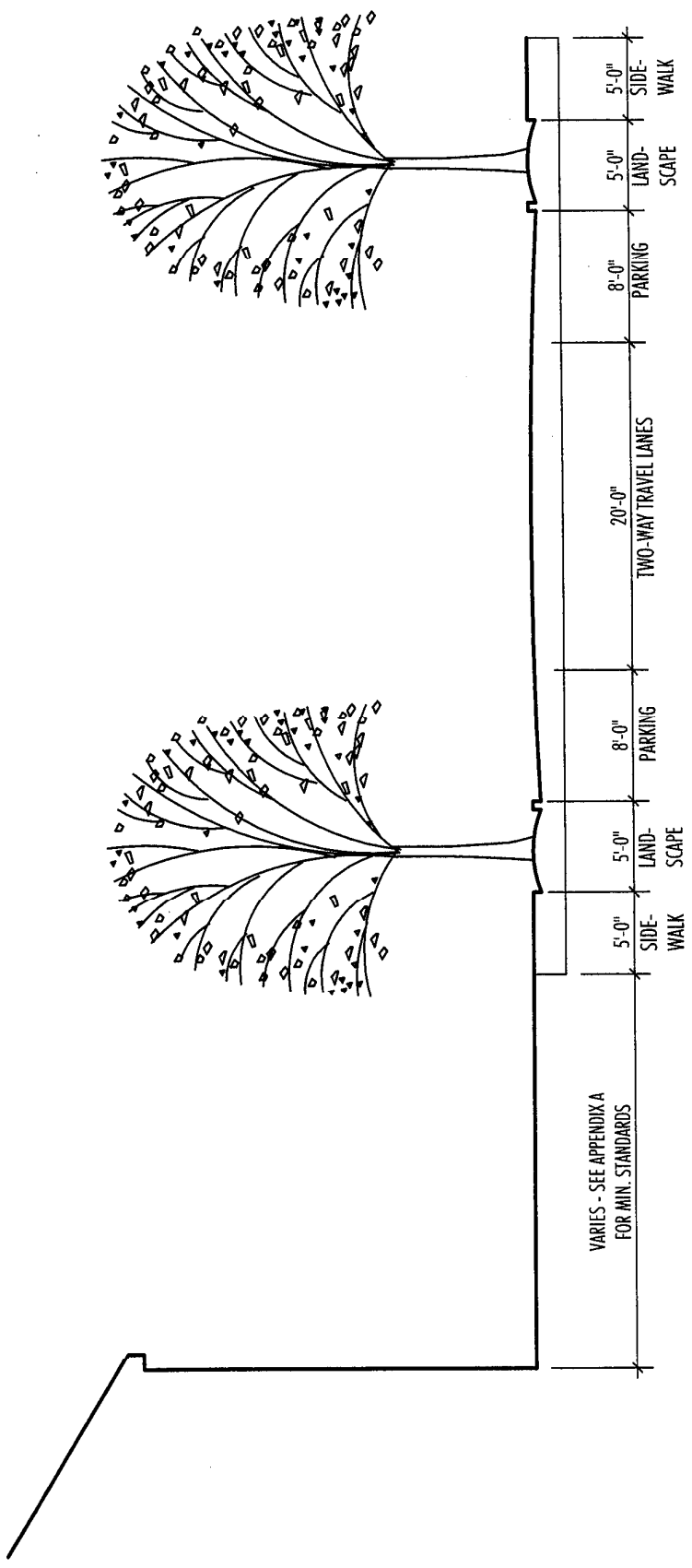


TOWNSHIP AT COLONY PARK

STREET SECTION D - Commercial Street

Drawn: 06/05/01 (Not To Scale)

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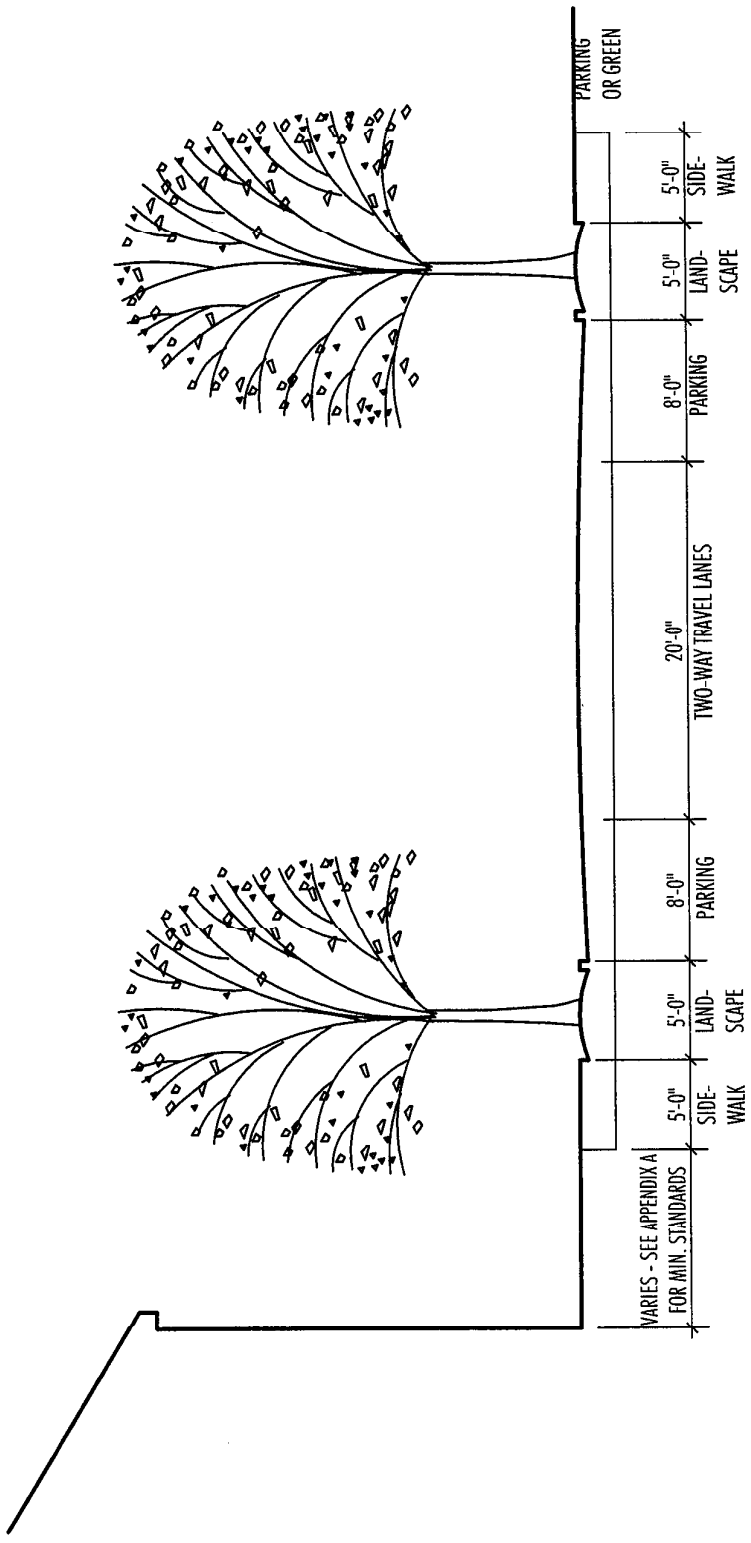


STREET SECTION E - Commercial Street

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

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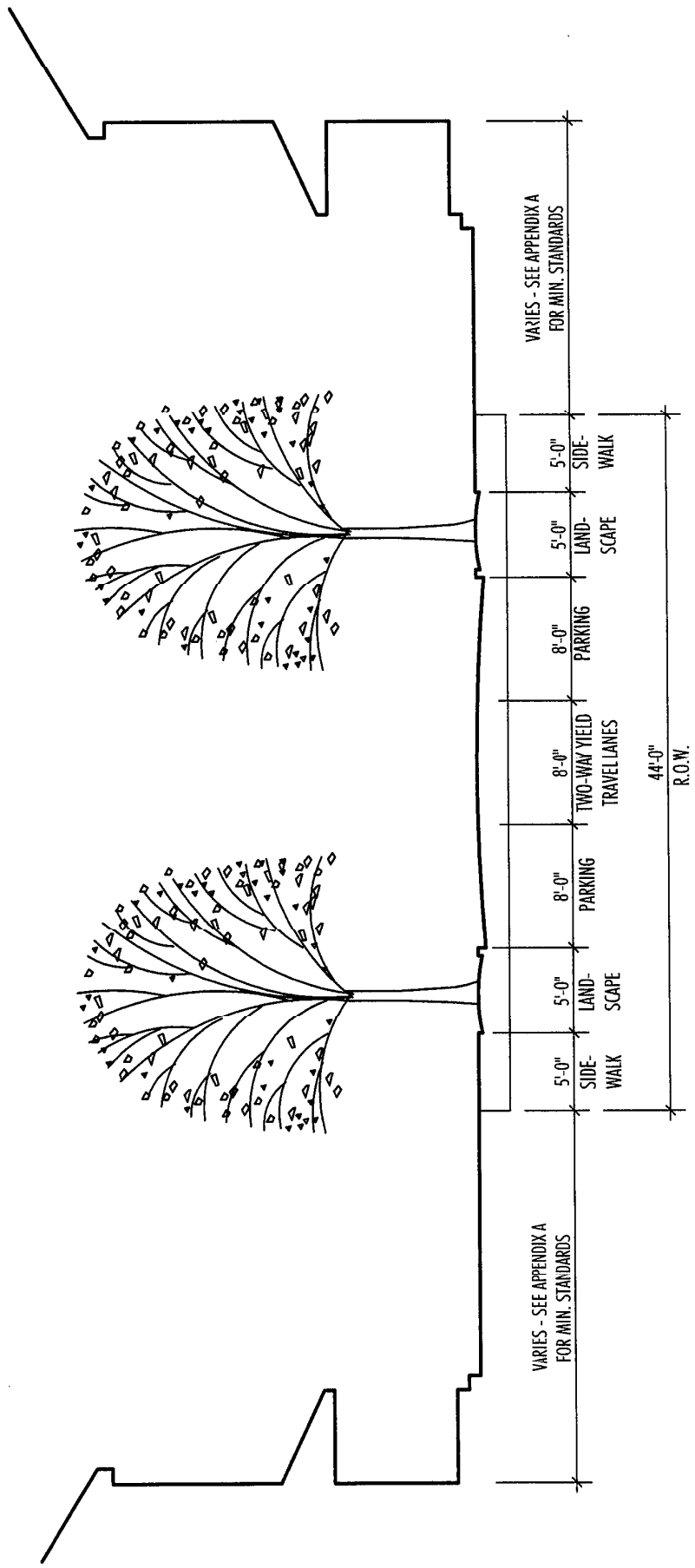


STREET SECTION F - Commercial Street

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

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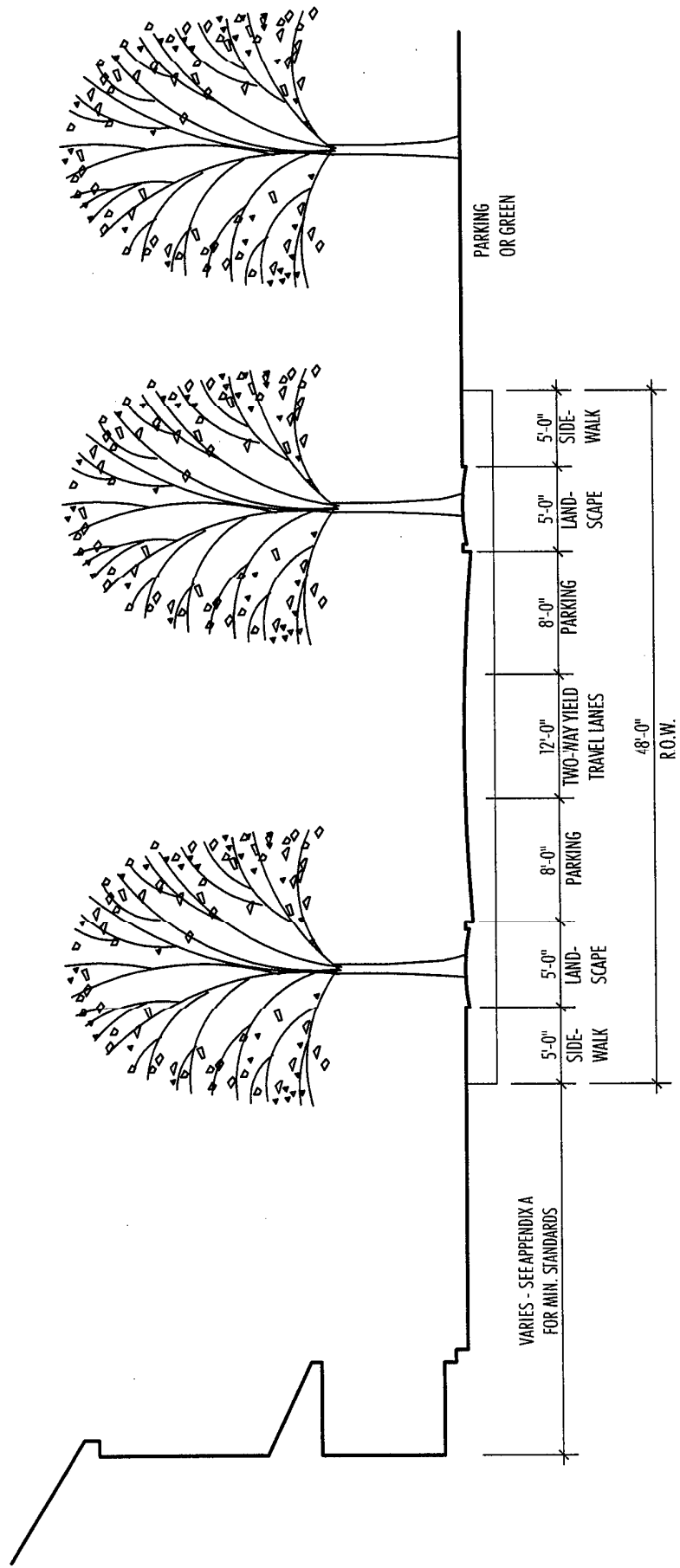


STREET SECTION G - Residential Street

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

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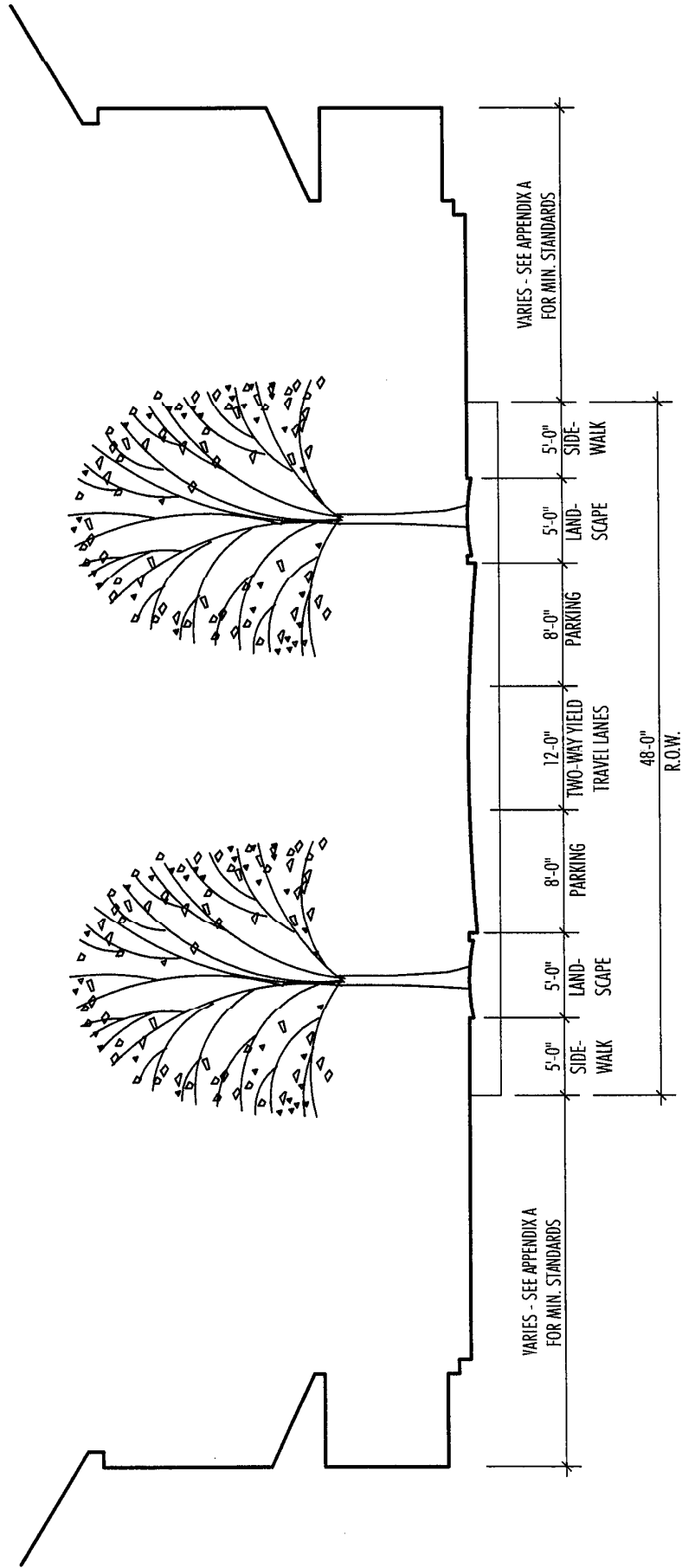


STREET SECTION H - Residential Street

THE TOWNSHIP AT COLONY PARK

STREET GRADE DEPICTED IS NOT INTENDED TO ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.

Drawn: 06/05/01 (Not To Scale)

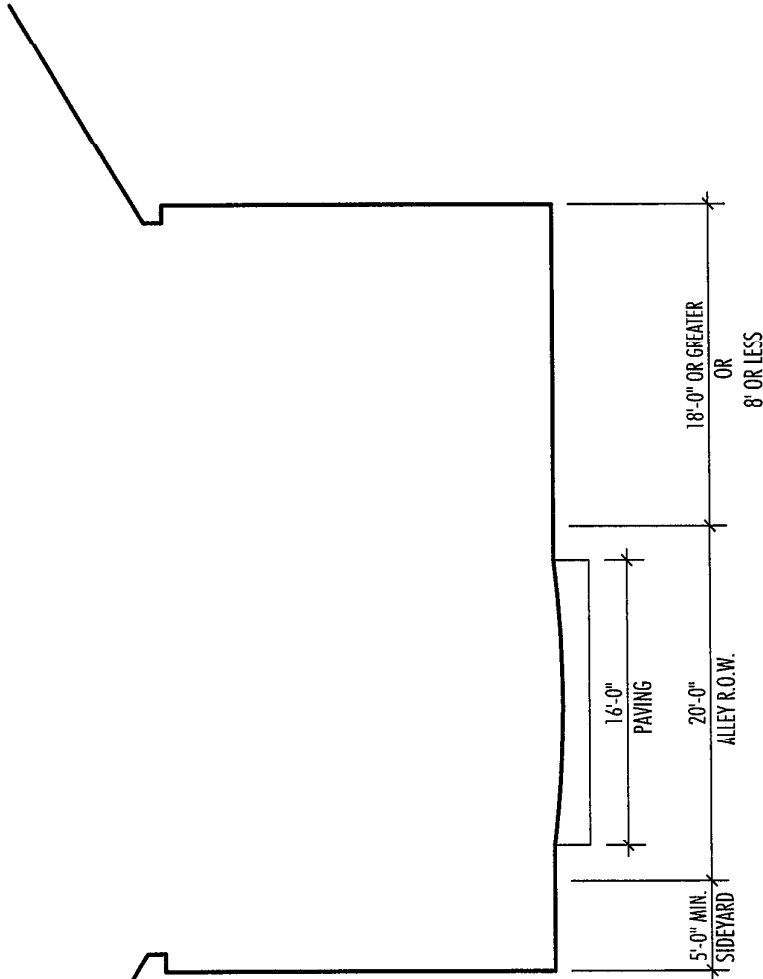


TOWNSHIP AT COLONY PARK

STREET SECTION I - Residential Street

Drawn: 06/05/01 (Not To Scale)

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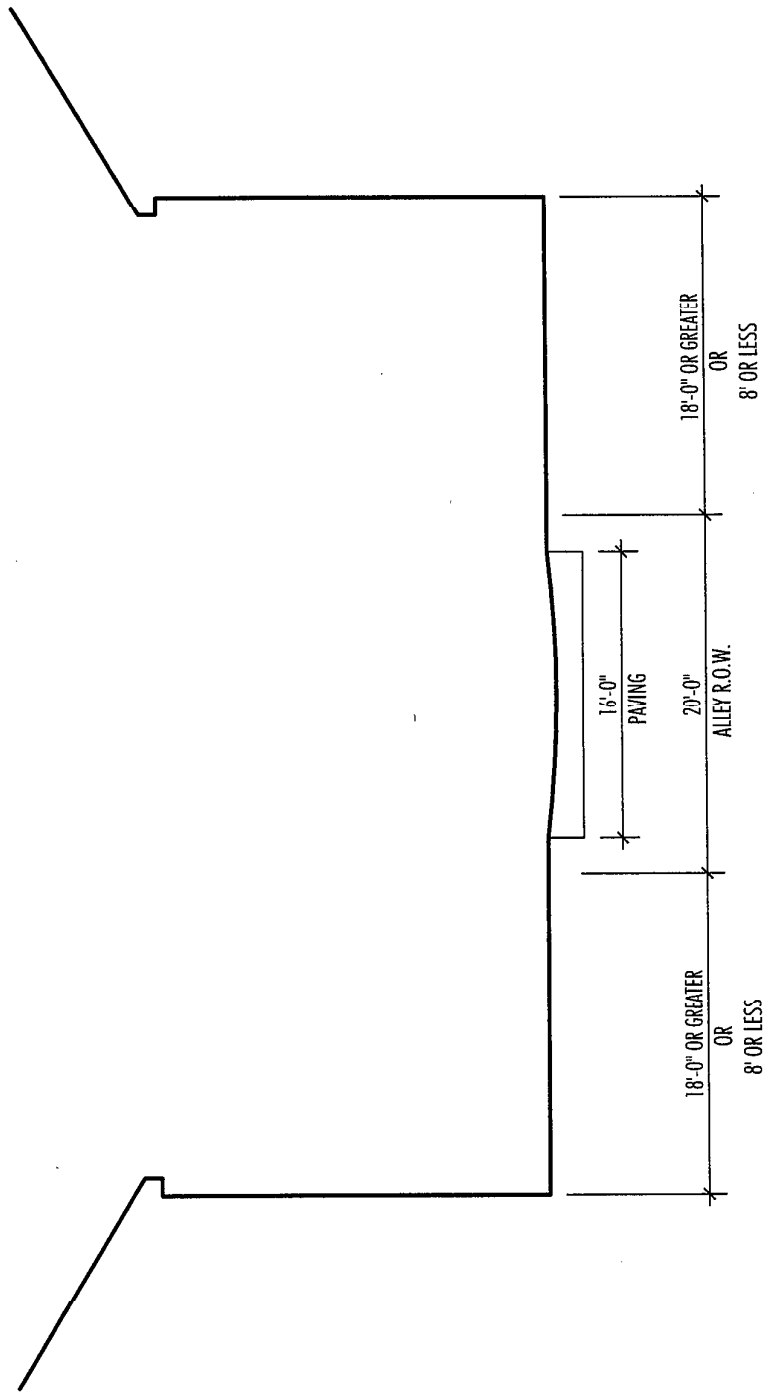
STREET SECTION J

PRIVATE ENTRY DRIVE AT CORNER LOT

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

STREET GRADE DEPICTED IS NOT INTENDED TO ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.



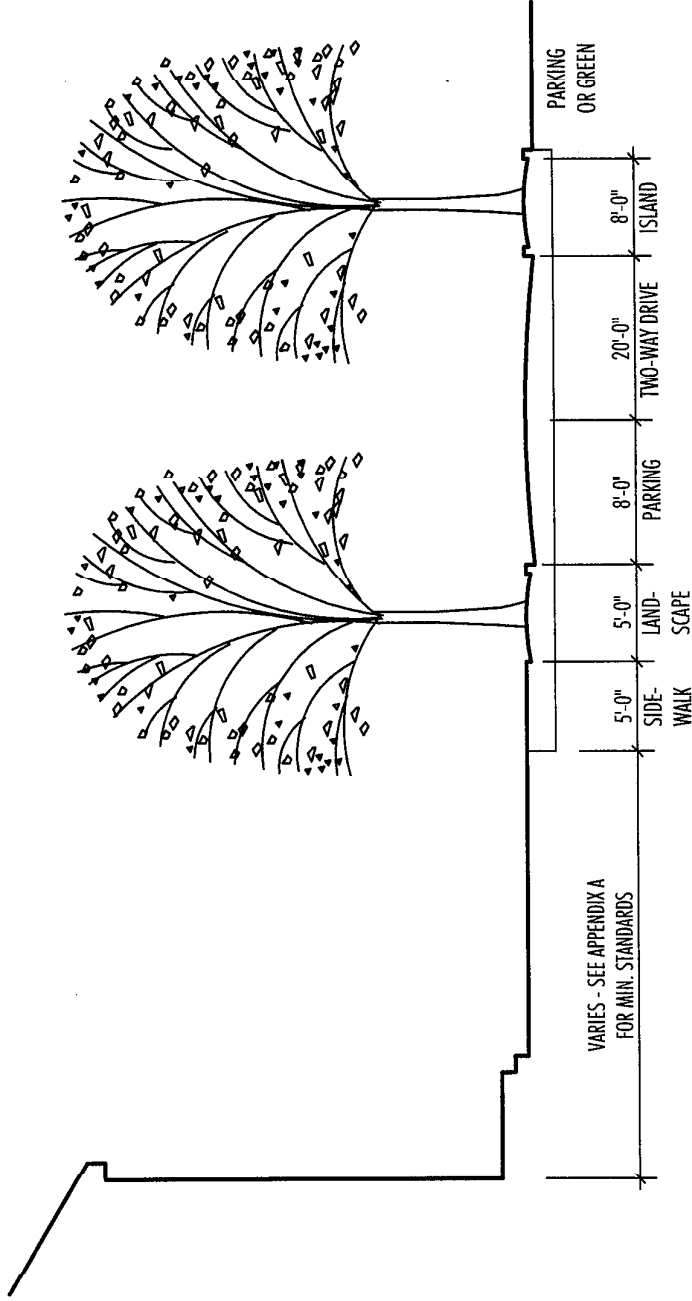
STREET SECTION K

PRIVATE ENTRY DRIVE

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

STREET GRADE DEPICTED IS NOT INTENDED TO ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.

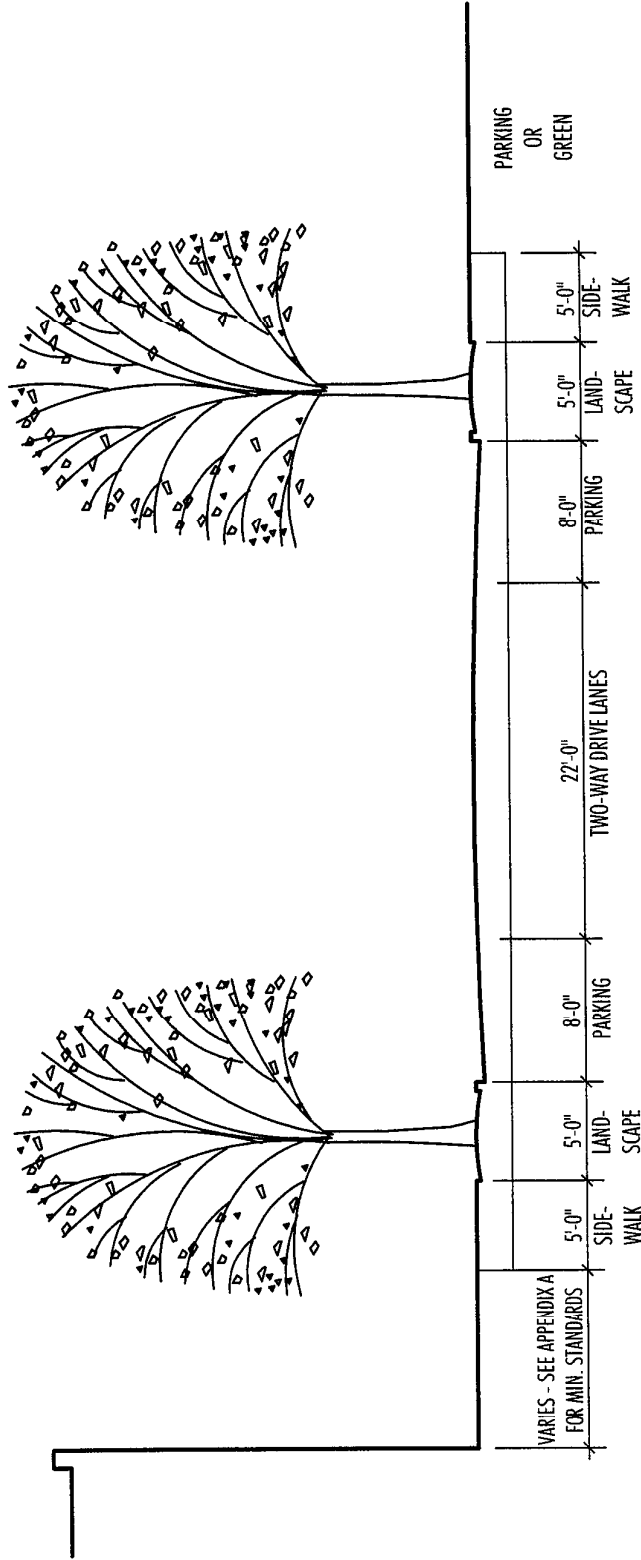


STREET SECTION L - Commercial Street

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

STREET GRADE DEPICTED IS NOT INTENDED TO ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.



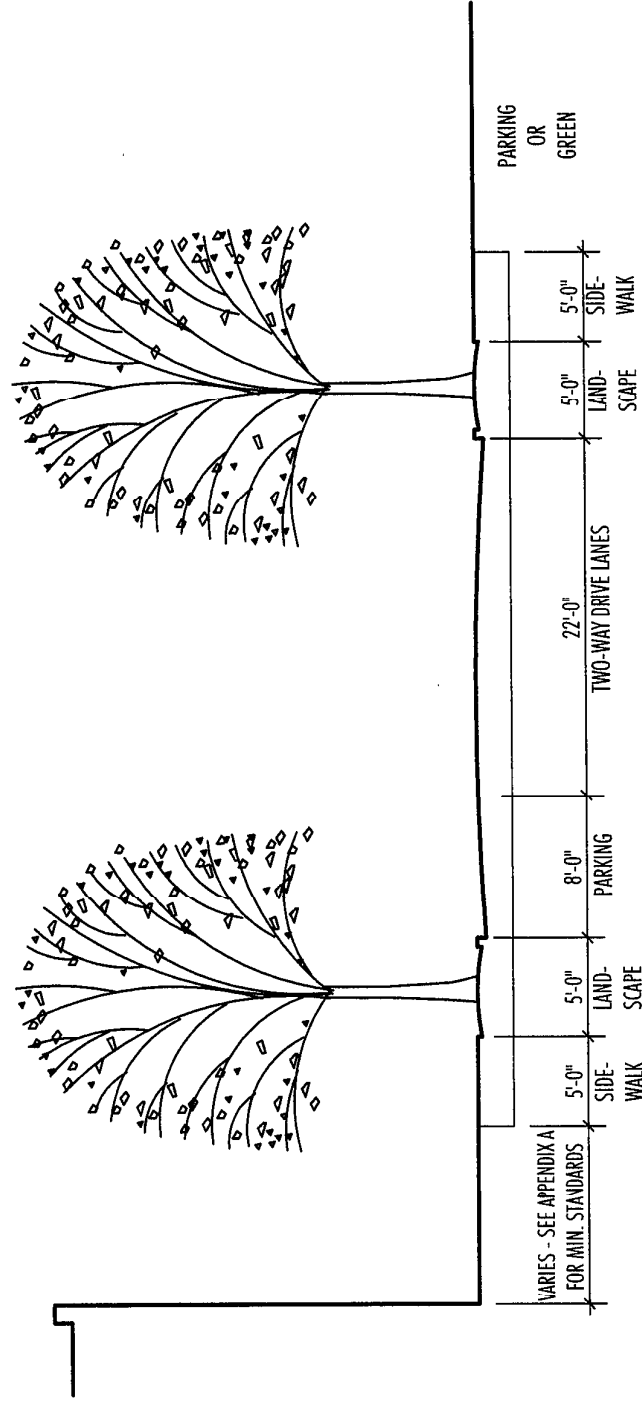
VARIES - SEE APPENDIX A
FOR MIN. STANDARDS

STREET SECTION M - Commercial Street

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

STREET GRADE DEPICTED IS NOT INTENDED TO
ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.

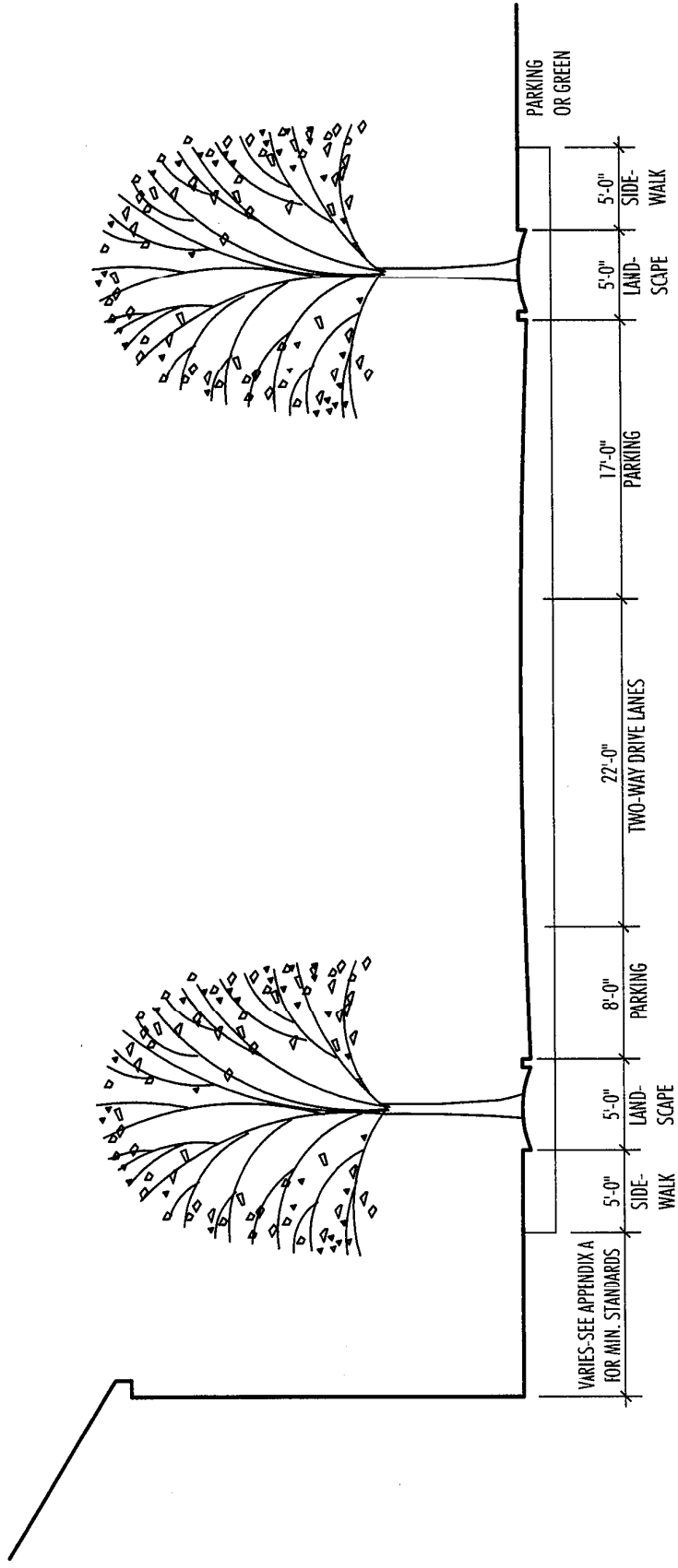


TOWNSHIP AT COLONY PARK

STREET SECTION N - Commercial Street

Drawn: 06/05/01 (Not To Scale)

STREET GRADE DEPICTED IS NOT INTENDED TO ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.



STREET SECTION 0 - Commercial Street

THE TOWNSHIP AT COLONY PARK

Drawn: 06/05/01 (Not To Scale)

STREET GRADE DEPICTED IS NOT INTENDED TO ILLUSTRATE FINAL AS BUILT DRAINAGE CONDITIONS.