



MEETING AGENDA
The Town of Ridgeland
PLANNING COMMISSION

Monday, September 14, 2026, 5:30 P.M.

Town Hall, Council Chambers, 1 Town Hall, Ridgeland, SC 29936

STATEMENT OF MEDIA NOTIFICATION: "In accordance with South Carolina Code of Laws, 1976, Section 30-4-80(d), as amended, all local media were duly notified of the time, date, place, and agenda of this meeting."

I. Call to Order: Pledge of Allegiance and Invocation by Chairman Frankie Denmark

II. Roll Call

III. Approval of Minutes: August 10, 2026

IV. Old Business:

Policy Item(s):

1. ZTX-26-02: A text to the Town of Ridgeland Zoning Ordinance addressing window signs/curtains standards.

Planning Commissions role: Consider policy revisions.

Action needed: Formal recommendation to Council

V. New Business:

Policy Item(s):

1. The applicant and property owner, Robert Rini, applied for a petition to annex and zone one lot of record consisting of approximately 23 acres of real property located in unincorporated Jasper County, South Carolina and identified as parcel No.: 063-00-06-003 and located at 941 Old House Road. Simultaneous to the annexation request is the request to zone to *T3 Neighborhood General*.

Public Notice Comments: Ask for public comments

Planning Commissions role: Advisory to Council

Action needed: Recommendation to Council

Projects/Architectural Review:

2. Concept plan: Southeast Tree & Limb office, located near the intersection of Grahamville Road and Bees Creek Road
3. Concept plan: CurryCrete Ready Mix concrete plant, located in the Moultrie Tract near the intersection of Fordville Road and Family Circle

Planning Commissions role: Advisory to staff

Action needed: Recommendation to staff

VI. Staff Comments:

1. Downtown Master Plan RFQ
2. Zoning Information webpage overhaul
3. Town's expectations for large-scale development

VII. Commissioner's Comments:

VIII. Adjournment



MEETING MINUTES
The Town of Ridgeland
PLANNING COMMISSION

Monday, August 10, 2026, 5:30 P.M.

Town Hall, Council Chambers, 1 Town Square, Ridgeland, SC 29936

STATEMENT OF MEDIA NOTIFICATION: "In accordance with South Carolina Code of Laws, 1976, Section 30-4-80(d), as amended, all local media were duly notified of the time, date, place, and agenda of this meeting."

Planning Commissioners in attendance:

Chairman Denmark, Vice Chairman Rodina, Commissioner Smith, Commissioner May, and Commissioner Mohr

Town of Ridgeland Staff:

Graham Glaab, Aaron Rucker and Danielle Smoak

I. Call to Order: Pledge of Allegiance and Invocation by Chairman Frankie Denmark

Chairman Denmark called the meeting to order at 5:30.

II. Roll Call

Aaron took roll call. All members were present.

III. Approval of Minutes: July 13, 2026

Change Commissioner May to Commissioner Smith under VIII. Adjournment. Motion to approve with changes was made by Commissioner Rodina and seconded by Commissioner May.

IV. New Business:

Policy Item(s):

1. The applicant and property owner, Robert Rini, applied for a petition to annex and zone one lot of record consisting of approximately 23 acres of real property located in unincorporated Jasper County, South Carolina and identified as parcel No.: 063-00-06-003 and located at 941 Old House Road. Simultaneous to the annexation request is the request to zone to *T3 Neighborhood General*.

Graham Glaab (Planner) presented where the property was located on the map and gave a brief overview of what the applicant was requesting. Aaron Rucker (Director of Planning and Community Development) explained T3 zoning was consistent with the zoning already out there. There are no utilities out that far and to develop, one would have to have sewer and water at the developer's expense to serve higher densities. Mr. Rini already owns two adjacent properties that were previously annexed into the Town with the date unknown.

Mr. Robert Rini explained he bought this property from Mr. Hughs last July and at this time he just wants to annex the property. He did check into the nearest places to tap into sewer and water. They have laid it out to 3.2 homes per acre once you add in infrastructure, roads, setbacks, etc. regard to Honey Hill, in the event they do something with the property, they will increase the required setbacks by adding 10-15 ft more to it. Mr. Rini will not be the developer.

Public Notice Comments:

Don Evans, resident and president of Honey Hill HOA, expressed concerns about density, the nearness to Honey Hill Battlefield and the impression it could make on visitors, the major powerline easement, and major drainage ditch that does not drain.

Motion: Vice Chairman Rodina made a motion to recommend annexation with T3 zoning for the property located at 941 Old House Rd, parcel No: 063-00-06-003, to Town Council. Motion was seconded by

Commissioner May. Motion passed unanimously.

Projects/Architectural Review:

1. Concept plan: Weathersbee Phase 4 located off Grays Highway, Mungo Homes

Willie Powell with Ward Edwards provided a brief presentation on Phase 4 of Weathersebee. The project is located northeast of the Ridgeland Claude Dean Airport and is subjected to density restrictions due to a recorded aviation easement or overlay. The western portion of the site is Airport Zone B1, and the eastern portion of the site is in Airport Zone C. Zone B1 does not allow any new vertical construction, while Zone C allows low density residential development of one lot per acre.

Per Johnson with Mungo Homes explained that Phases 1, 2, and 3 are the Genesis product line, but with Phase 4 there is the potential to upgrade to the Vanguard product line. At this point, they are unsure if these 4 lots will be tied in with the existing HOA or if it will have its own HOA. The lots would tap into adjacent sewer and water infrastructure.

Conceptual plans are reviewed by the Planning Commission to provide direction to the applicant and staff. A preliminary plat would occur next in the phased process, with Planning Commission consideration at that time.

V. Old Business:

Policy Item(s):

1. ZTX-26-02: A text to the Town of Ridgeland Zoning Ordinance addressing window signs/curtains standards.

Aaron explained the changes in 5.12 Signage Standards in green are specific to zones T4 and T5. There is a consensus with sections 5.12.3.A and B, but not so with sections C and D. Before discussing C and D further, Aaron and Graham presented photos taken today. Staff suggested waiting to onboard a consultant in connection to the downtown master plan to provide further assistance.

Commission made a few suggestions for staff, such as having a discussion with the Jasper County Chamber to get their input, suggesting working something out to get lines buried as part of a new downtown plan, and guidance regarding buildings on the National Register.

Postponed until the next meeting.

VI. Staff Comments:

Working through an amendment to Moultrie track with a conceptual plan showing rear-loaded residential and mixed-use commercial core.

VII. Commissioner's Comments:

Would like staff to ask each council member about their vision for the farmers' market. Keep out signs posted at 11143 N Jacob Smart Blvd looks tacky.

VIII. Adjournment

Motion to adjourn was made by Commissioner May and seconded by Vice Chairman Rodina. Motion passed unanimously. Meeting adjourned at 7:27.

5.12 - SIGNAGE STANDARDS.

5.12.1 General to Zones T2, T2.5, T3, T4, T5, SD-Exit 21.

- A. There shall be no signage permitted additional to that specified in this section.
- B. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the principal entrance or at a mailbox.
- C. Architecturally compatible ground level signs shall not exceed 6' in height, 8' in length and 2' in width.

5.12.2 Specific to Zones T2, T2.5, T3.

- A. Signage shall not be illuminated.

5.12.3 Specific to Zones T4, T5.

- A. Signage may be externally illuminated with downward cast lighting, except that signage within the shopfront glazing may be neon lit subject to the neon sign being approved by the CRC.

B. Prohibited signs:

- i. Any sign which the Administrator determines Signs which obstruct the view of bicyclists or motorists using any street, approach to any street intersection, or which interferes with the effectiveness of or obscures any traffic sign, device, or signal shall be prohibited.
- ii. Illuminated, highly reflective signs, or spotlights which hamper the vision of motorists or bicyclists.
- iii. Signs not erected by a public authority which may be erroneously construed as government signs or emergency warning signs, i.e., a sign which contains a picture of a traffic sign plus the word "Stop" or "Yield."
- iv. Any sign located outdoors which interferes with free passage from or obstructs any fire escape, downspout, window, door, stairway, ladder, or opening intended as a means of ingress or egress or providing light or air.
- v. Flashing signs, signs with flashing or reflective disks, signs with flashing lights or lights of changing degree of intensity or color.
- vi. Signs placed on property without permission of its owners or agent.
- vii. Illuminated tubing, excluding strands of lights or neon accent trim (if approved by the CRC), temporary holiday displays, and town-approved displays.
- viii. Portable or temporary signs except as may be permitted below.

- ix. No manufactured home, mobile home, shipping container, recreational vehicle, or similar structure or non-structure shall be used as a sign in any manner.
- x. Facsimile signs, three-dimensional objects, or human figures which may or may not contain advertising matter and may or may not contain information about products sold on the premises and is located in such a manner as to attract attention.



- xi. Parked vehicles with messages (exempting vehicles with commercial advertising which are used regularly and customarily to transport people or property for business).



- xii. Rotating signs, other than on-premises rotating identification names which contain a logo and/or business name on it.



xiii. Roof signs.



xiv. Any sign whose sign face was initially constructed and designed to be placed and/or transported on wheels.



C. Window Signage Regulations (Signs and Decals)

- a. The goal is to prevent cluttered, distracting, or low-quality storefronts.
- b. Transparency Requirements: A minimum of 50% of the window surface at pedestrian eye level (e.g., 3 to 7 feet above the sidewalk) shall remain transparent to allow views into the store.
- c. Sign Coverage Limit: Temporary and permanent signs, including vinyl letters, shall cover no more than 25% of the total glassed area. Window clings may cover 100% of the total glassed area provided subsection b is demonstrated (see above).
- d. Content Restrictions: Window graphics shall be professional, designed for brand visibility, and avoid excessive text.
- e. Allowed Types: High-quality, professional vinyl lettering, contour-cut decals, and perforated, one-way vision graphics are generally allowed.
- f. Prohibited Items: Handwritten signs, posters or poster paper, banners (unless for short-term, permitted events as allowed in Section 28.70 Special event signs), and brightly lit neon/LED signs.
- g. Placement: Signs shall be placed on the interior of the glass, preferably in the upper or lower corners, rather than centered, to maximize visibility through the window.
- h. Seasonal/Event Decor: Holiday decorations are permitted but shall be removed promptly after the season.
- i. Retail/Office Use: Offices or service businesses that require privacy (e.g., spas, doctor's office) should use frosted window film (which mimics etched glass) instead of curtains or blinds.

D. Window Curtains and Treatments

- a. The goal is to maintain an engaging, "open" look while allowing for practical needs like privacy or sun protection.
- b. Prohibited Coverings: for non-residential uses, blinds, curtains, heavy drapery, or aluminum foil that completely block the view from the street on the first floor.
- c. Permitted Treatments: If blinds or shades are necessary for sun protection, they must be consistent in color (typically neutral) and style with the building facade.

E. Design Guidelines and Compliance

- a. Compatibility: All treatments-signage must be compatible with the architectural style of the building.
- b. Maintenance: Signs and window treatments must be kept in good repair. Faded, peeling, or damaged signs must be replaced or removed.
- c. Visibility & Lighting: Gooseneck reflectors or internal, high-quality lighting that illuminates the display (rather than blinding pedestrians) are encouraged to increase, not obscure, visibility.
- d. Non-Conforming Uses: Existing signs that do not meet these standards shall be brought into compliance within thirty (30) days of code violation notification.

- e. The applicant for a sign permit shall be responsible for compliance with all state and federal laws and regulations pertaining to signs, and the issuance of a sign permit by the town shall not be construed to certify compliance with such laws and regulations.

5.12.4 Specific to Zones T2, T2.5, T3.

- A. One blade sign for each business may be permanently installed perpendicular to the facade within the first layer. Such a sign shall not exceed a total of 8 square feet and shall clear 8 feet above the sidewalk.

5.12.5 Specific to Zones T4 and T5.

- A. Blade signs, not to exceed 10 square feet for each separate business entrance, may be attached to and should be perpendicular to the facade, and shall clear 8 feet above the sidewalk.
- B. A single external permanent sign band may be applied to the facade of each building, providing that such sign does not exceed 4 feet in height by ten feet in length and proportional to the front façade.
- C. Signs shall be made of wood or enameled steel or equivalent material.

5.12.6 Specific to Zone SD-Exit 21.

- A. All proposed signage shall be reviewed and approved by the CRC.

100 PERCENT ANNEXATION PETITION FORM

TO THE MEMBERS OF TOWN COUNCIL)

TOWN OF RIDGELAND, SOUTH CAROLINA)

PETITION FOR ANNEXATION

The undersigned, being 100 percent of the freeholders owning 100 percent of the assessed value of the property in the contiguous territory described below and shown on the attached plat or map, hereby petition for annexation of said territory to the Town of Ridgeland by ordinance effective as soon hereafter as possible, pursuant to South Carolina Code Section 5-3-150(3), as amended.

The territory to be annexed is described as follows:

[Required: Insert description of territory. The description may be taken from deeds or may be drawn to cover multiple parcels using known landmarks. It should be definitive enough to accurately fix the location.] **The parcel (TMS # 063-00-06-003) located at 941 Old House Road, Ridgeland, SC, 29936 for a total of 23.0 acres located adjacent to parcel TMS# 063-00-06-005 which is located in Town of Ridgeland. Deed Book 1189, Page 1924**

[Recommended: The property is designated as follows on the County tax maps: **063-00-06-003**

[Required : A plat or map of the area should be attached. A tax map may be adequate.]
See attached Map

[Optional: It is requested that the property be zoned as follows: **T3**

[Required: Date the petition must be dated before the first signature is affixed to it and all necessary signatures must be obtained within six months from the date of the petition]

<u>Robert D. Linn</u>	<u>33 Oxford Dr. Hilton Head Island, SC</u>	<u>9.4.2026</u>
Name	Signature	Street Address, City
		Date

[Add signature lines as necessary.]

For Municipal Use:

Petition received by Graham Glaab, Date 9.4.2026

Description and Ownership verified by Graham Glaab, Date 9.4.2026

Recommendation Proceed to Planning Commission

By: [Signature], Date 9.9.2026

OR BK 1231 PG 1961 - 1967 (7)
202600006452 08/20/2026 10:15:51 AM
eFiled for Record in JASPER COUNTY, SC ROD
DEED Fee: \$15.00
State Tax: \$1,729.00 Local Tax: \$731.50
Vanessa Wright, Registrar

STATE OF SOUTH CAROLINA)
) **GENERAL WARRANTY DEED**
COUNTY OF JASPER)

AND Grantors do hereby bind themselves and their heirs and assigns, to warrant and forever defend all and singular the said premises unto the said Shepherd Land Investments, LLC, a South Carolina limited liability company, its successors and assigns, against the Grantors' heirs and assigns, and against every person whomsoever lawfully claiming, or to claim, the same or any part thereof.

IN WITNESS WHEREOF our Hands and Seals this 19th day of August, 2026.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

GRANTORS:

Susan L. Ormstead
First Witness
Print Name: Susan L. Ormstead

Larry J. Hughes
Larry J. Hughes

Robert L. Going
Second Witness/Notary Public
Print Name: Robert L. Going

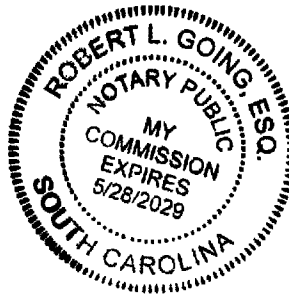
STATE OF SOUTH CAROLINA)
COUNTY OF Beaufort)

ACKNOWLEDGMENT
under S.C. Code § 30-5-30(c)

I, Robert L. Going the undersigned Notary Public, do hereby certify that the within named Larry J. Hughes, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witnessed to before me this
19 day of August, 2026.

Robert L. Going
Notary Public for South Carolina
My Commission Expires: 5/28/29



(SEAL)

IN WITNESS WHEREOF our Hands and Seals this 19th day of August, 2026.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

GRANTORS:

Susan L. Olmstead

First Witness

Print Name: Susan L. Olmstead

Linda Hughes

Linda Hughes

Robert L. Going

Second Witness/Notary Public

Print Name: Robert L. Going

STATE OF SOUTH CAROLINA)

COUNTY OF)

Beaufort

ACKNOWLEDGMENT

under S.C. Code § 30-5-30(c)

I, Robert L. Going the undersigned Notary Public, do hereby certify that the within named Linda Hughes, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witnessed to before me this
19 day of August, 2026.

Robert L. Going

Notary Public for South Carolina

My Commission Expires: 5/28/29



(SEAL)

IN WITNESS WHEREOF our Hands and Seals this 19th day of August, 2026.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

GRANTORS:

Susan L. Olmstead
First Witness
Print Name: Susan L. Olmstead

Melissa Stewart
Melissa Stewart

Robert L. Going
Second Witness/Notary Public
Print Name: Robert L. Going

STATE OF SOUTH CAROLINA)
COUNTY OF Beaufort)

ACKNOWLEDGMENT
under S.C. Code § 30-5-30(c)

I, Robert L. Going the undersigned Notary Public, do hereby certify that the within named Melissa Stewart, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witnessed to before me this
19 day of August, 2026.

Robert L. Going
Notary Public for South Carolina
My Commission Expires: 5/28/29



(SEAL)

IN WITNESS WHEREOF our Hands and Seals this 19th day of August, 2026.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

GRANTORS:

Susan L. Olmstead
First Witness
Print Name: Susan L. Olmstead

Meggine Hughes
Meggine Hughes

Robert L. Going
Second Witness/Notary Public
Print Name: Robert L. Going

STATE OF SOUTH CAROLINA)

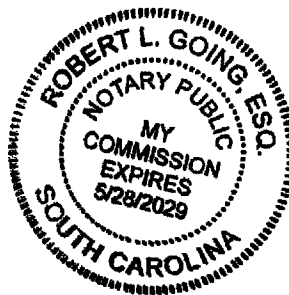
COUNTY OF Beaufort)

ACKNOWLEDGMENT
under S.C. Code § 30-5-30(c)

I, Robert L. Going the undersigned Notary Public, do hereby certify that the within named Meggine Hughes, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witnessed to before me this
19 day of August, 2026.

Robert L. Going
Notary Public for South Carolina
My Commission Expires: 5/28/29



(SEAL)

IN WITNESS WHEREOF our Hands and Seals this 19th day of August, 2026.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

GRANTORS:

Susan L. Olmstead
First Witness
Print Name: Susan L. Olmstead

Mark E. Hughes
Mark E. Hughes, Personal Representative of the
Estate of Lois Beth Hughes (Colleton County
Probate Estate File 2024-ES-15-00387)

Robert L. Going
Second Witness/Notary Public
Print Name: Robert L. Going

STATE OF SOUTH CAROLINA)

COUNTY OF Beaufort)

ACKNOWLEDGMENT
under S.C. Code § 30-5-30(c)

I, Robert L. Going the undersigned Notary Public, do hereby certify that the
within named Mark E. Hughes, Personal Representative of the Estate of Lois Beth Hughes, personally
appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witnessed to before me this
19 day of August, 2026.

Robert L. Going
Notary Public for South Carolina
My Commission Expires: 5/28/29



(SEAL)

Exhibit A

ALL that certain piece, parcel or tract of land, situate, lying and being in the Village of Grahamville, Jasper County, South Carolina, bound on the North side of U.S. Highway 278 and containing 52 acres, more or less, and being on the North by lands of Continental Can Co.; on the East by Continental Can Co.; on the South by U.S. Highway 278; and on the West by lands, now or formerly, of Willie Cleland.

AND ALSO, all that certain piece, parcel or lot of land consisting of 7.5 acres, more or less, received by Bernice Hughes from her husband, Hugh Hughes recorded in Deed Book 79 at Page 2284, Jasper County Records. Said land bounded on the North and East by lands of R.E. Carter, South by lands of Hugh Hughes, and West by lands of E.R. Langford.

SAVINGS AND EXCEPTION THEREFROM, all that certain piece, parcel or tract of land consisting of 29.0 acres, more or less, and shown on plat entitled "Property of Roy Hughes, State of State Carolina, County of Jasper, about 2 Miles East of Ridgeland", dated 29 August 1984, prepared by Henry M. Chaplin, R.L.S., SC 3120 and recorded in Deed Book 87 at Page 1469, Jasper County Records.

BEING the same property conveyed to **H. Edward Hughes, Jr., Larry J. Hughes & Lewis C. Hughes** from **H.E. Hughes**, by Deed dated **July 13, 2016**, and recorded on **October 31, 2016**, in **Book 933, Page 721**; and conveyed to **Linda Hughes, Melissa Stewart, and Meggine Hughes** by Deed of Distribution from the Estate of Lewis Craven Hughes; 2024-ES-15-00054 Colleton County Probate Court and recorded on August 19, 2026, in **Book 1189 at Page 1924** on **July 14, 2025**, and by Deed of Distribution from the Estate of Lois Beth Hughes; 2024-ES-15-00387 Colleton County Probate Court; and recorded on August 19, 2026, in Record Book 1231 at Page 1832, in the Register of Deeds Office for Jasper County, South Carolina.



Honey Hill
Community

Ridgeland Lakes

Groves at
Bees Creek

SD Good Hope

SD Genesis

Location



Honey Hill
Community

Ridgeland Lakes

Groves at
Bees Creek

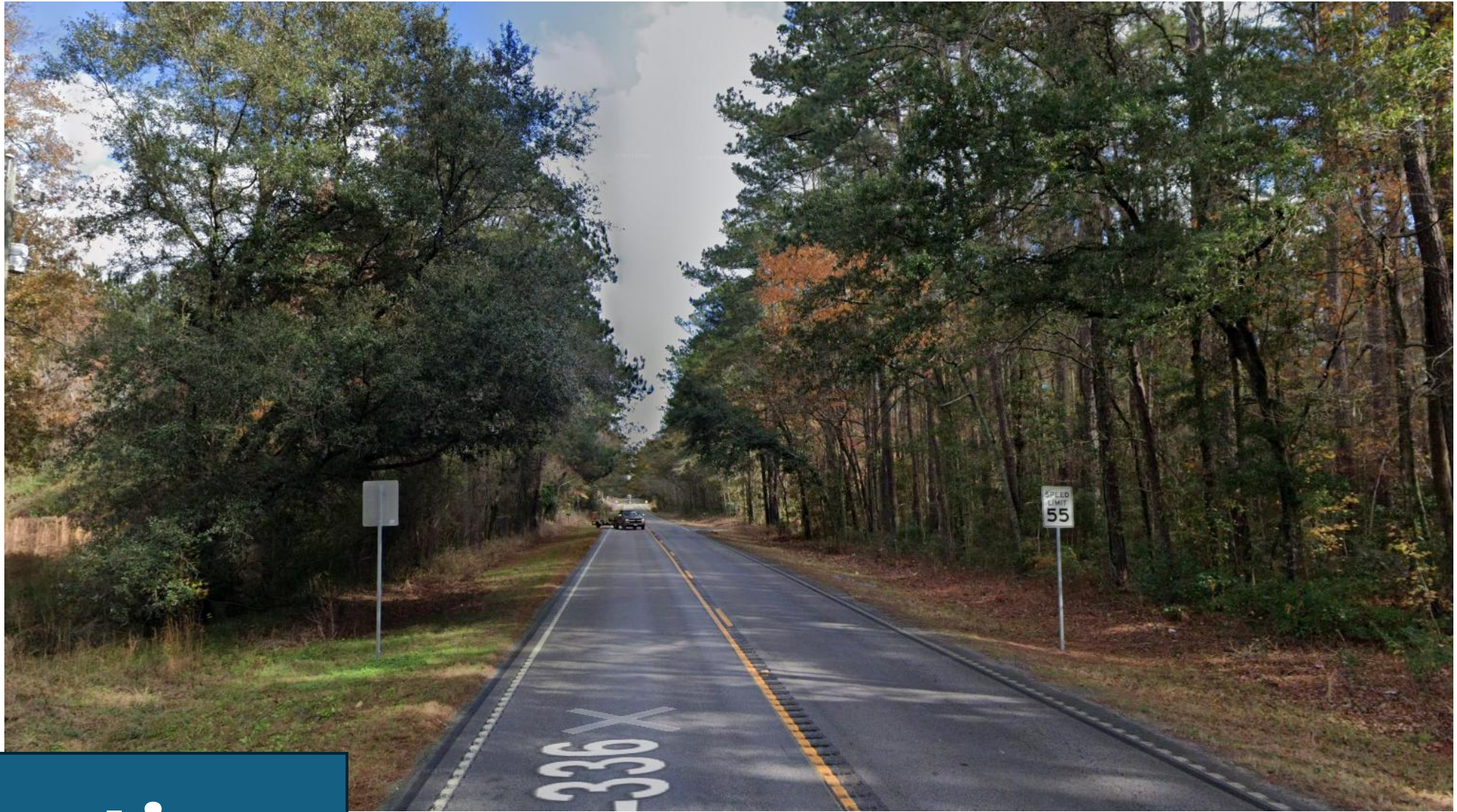
SD Good Hope

SD Genesis

Wetlands



Location



Location



Location

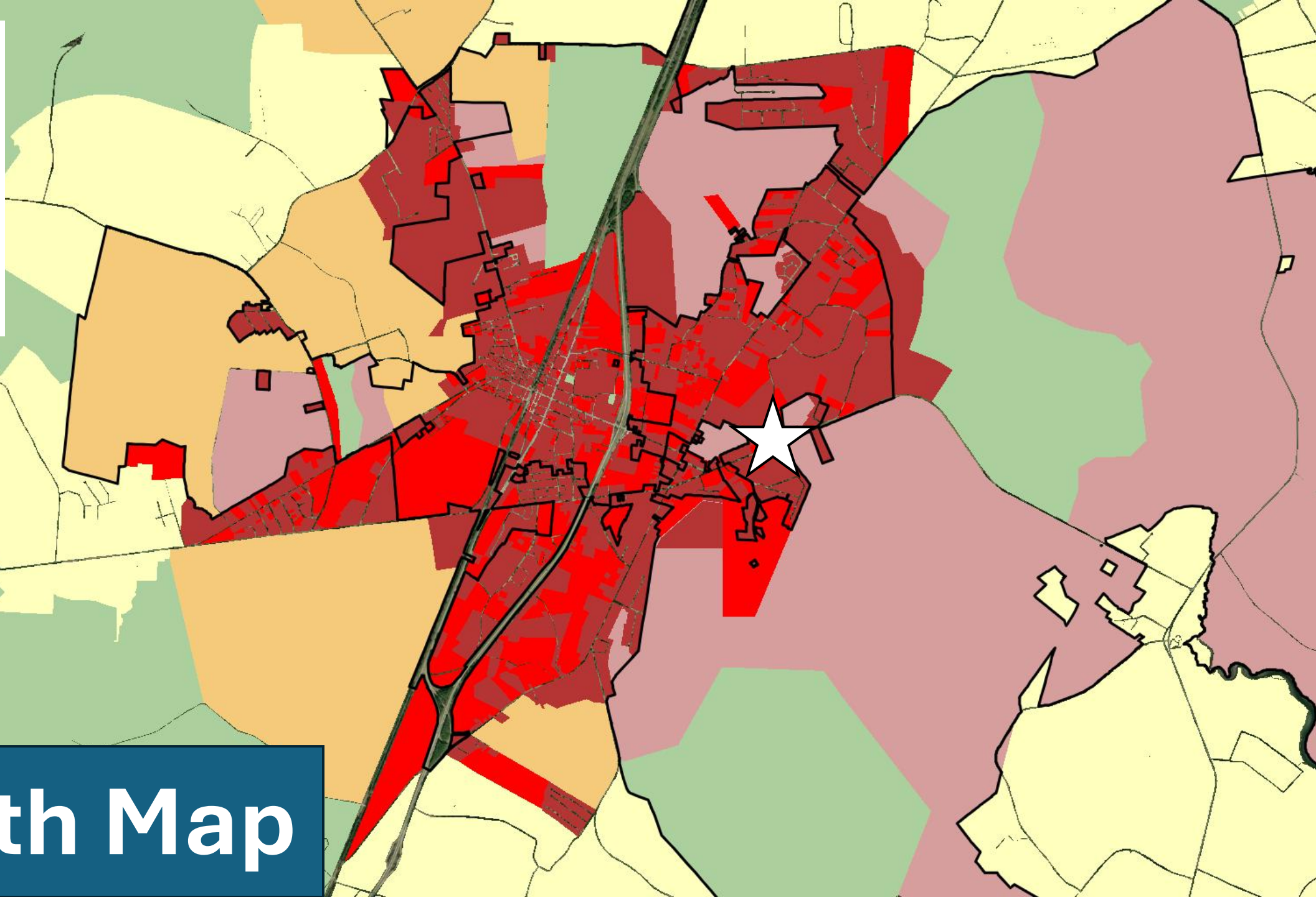


Location

Growth Map

FLUM

- Approved Development
- Developed Land
- Infill / Redevelopment
- Primary Growth
- Restricted Development
- Secondary Growth
- others



Growth Map

INFILL / REDEVELOPMENT

Overview:

Infill / Redevelopment areas are generally concentrated toward the center of the City. These areas are either currently undeveloped or developed at a lower density / intensity than could be supported in these prime locations.

Given their proximity to existing development, particularly in and around downtown, these areas should be targeted for infill development and redevelopment opportunities. The new development should be consistent with surrounding properties, blending seamlessly into the existing footprint. Given the scattered locations of this category, future transect / zoning classifications should be determined based on surrounding zoning classifications.

Transect / Zoning Classification:

- T3 - Neighborhood General
- T4 - Neighborhood Core
- T5 - Town Center / Main Street

Land Use and Context:

- Residential (medium to high density)
- Commercial and Mixed Use
- Light Industrial

Character:

While these properties are currently undeveloped or under-developed, they are surrounded by existing development of suburban to urban scale.

Sector Map

(G-3) INTENDED GROWTH SECTOR.

The Intended Growth Sector shall be assigned to those locations that can support substantial mixed use by virtue of proximity to an existing or planned regional thoroughfare and/or transit.

Sector Map

Zoning

Groves at Bees Creek (T3)

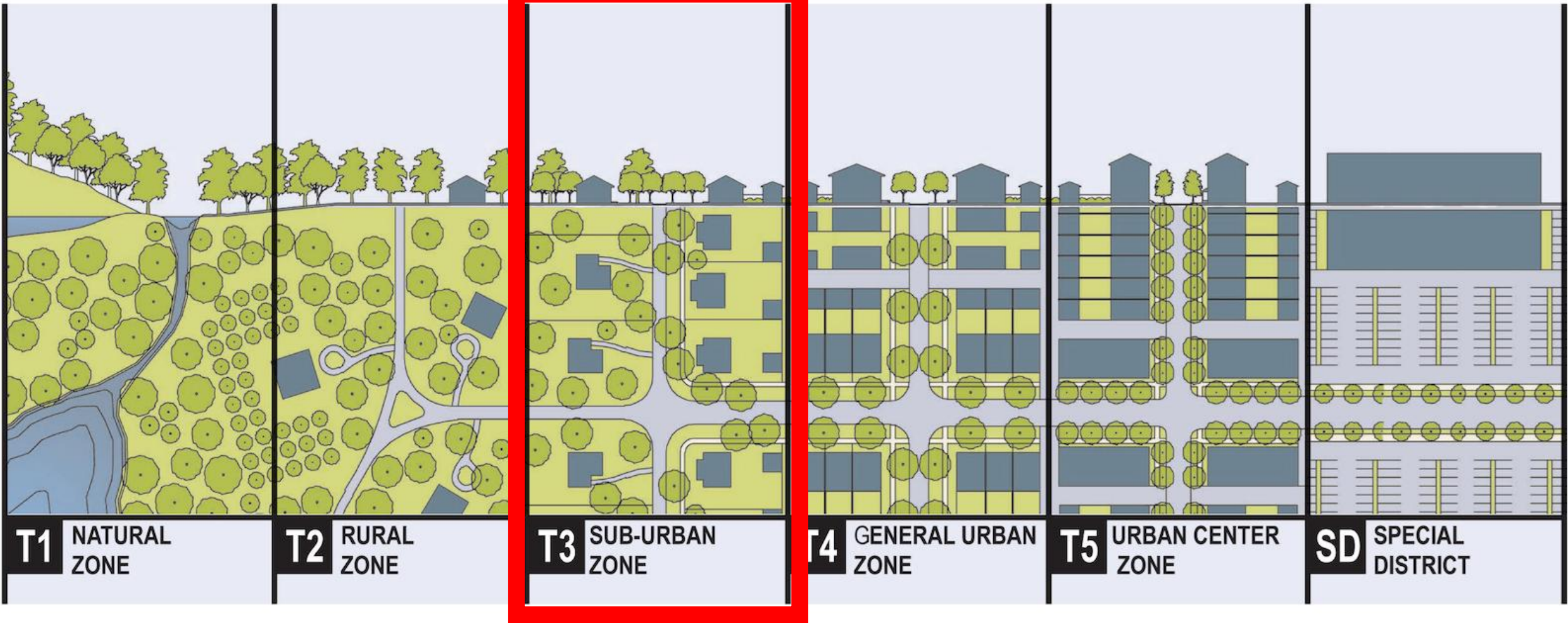
Adjacent Land (T3)

SD Good Hope

SD Genesis

SD Genesis

063-00 -07-005



Zoning



Zoning

T3 (Neighborhood General)

- T3, Neighborhood General, consists of a medium density residential area, adjacent to Neighborhood Core (T4) areas that contain some mixed use. Home occupations and accessory buildings are permitted. T3 contains a wide array of building types and is characterized by its dappled sunlight and shade illuminating its thoroughfares with soft edges. Medium-sized blocks define neighborhood general and are typically serviced by rear lanes/alleys similar to the originally platted lots of Ridgeland.
- **Permitted uses:**
By right: Live/work unit, bungalow, sideyard house, cottage, bed & breakfast (up to 5 rooms), house, accessory unit, openmarket building, bus shelter, fountain or public art, outdoor auditorium, playground, library, religious assembly, childcare center, fire station, funeral home.
- **Base residential density:** 6 dwelling units per acre maximum.
- **Block size/perimeter:** 2,200 feet.

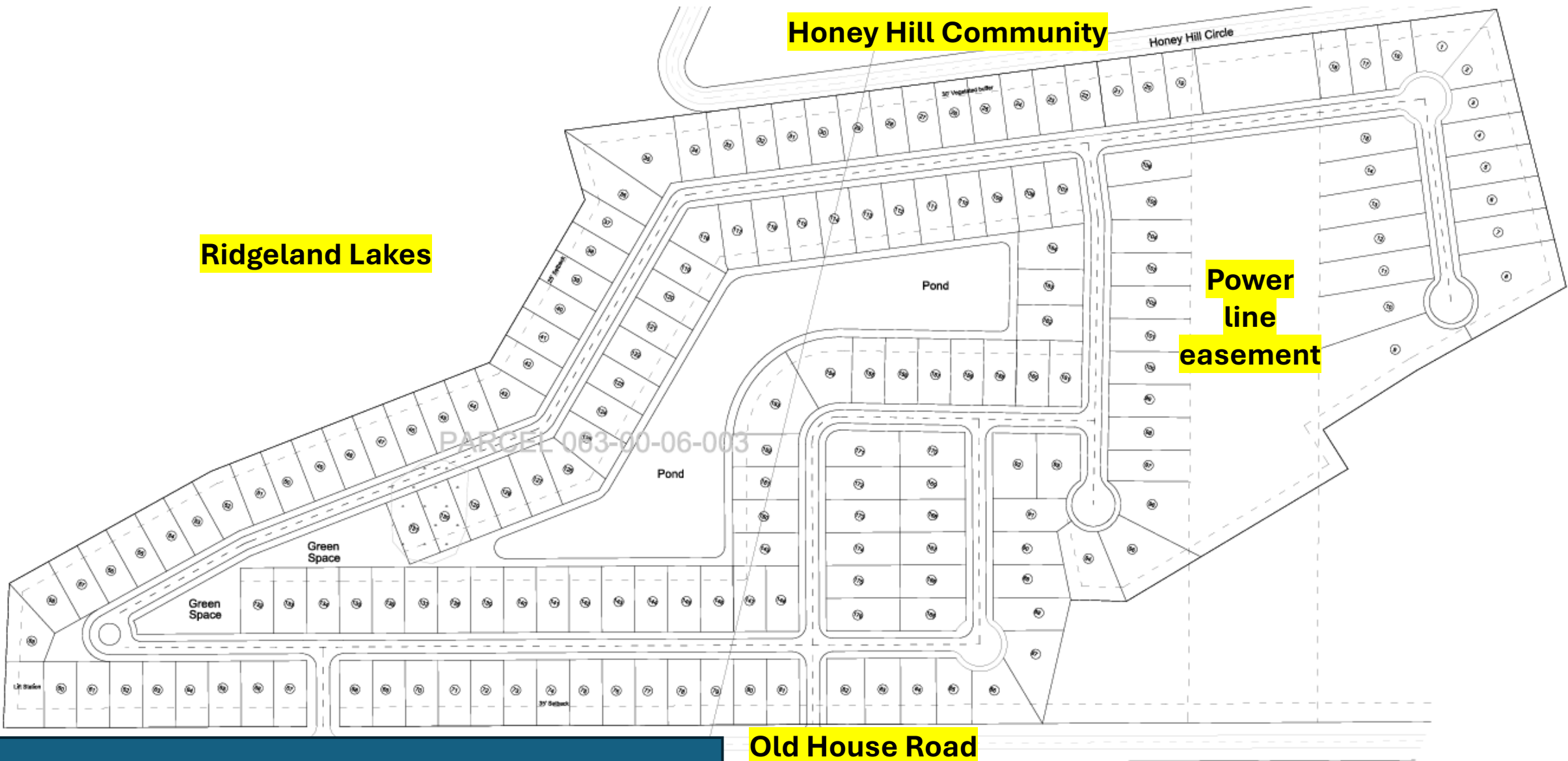
T3 (Neighborhood General)



Zoning



Concept Plans



Concept Plans



Concept Plans



PROJECT NARRATIVE

Project Name: Southeastern Limb & Tree - Ridgeland
Date: September 08, 2026
Applicant: Southeastern Limb & Tree
Agent: Alex Hawley, EIT, Ward Edwards, Inc.

Description

The proposed project is located near the intersection of Grahamville Road and Bees Creek Road in Ridgeland, South Carolina 29936, and is identified by Jasper County Tax Map Number 063-39-01-015. The property encompasses approximately 7.25 acres, is currently undeveloped, and has frontage along both Grahamville Road and Bees Creek Road. The parcel is located within the Town of Ridgeland and is zoned Special District Exit 21.

The proposed development consists of a commercial facility that will include an approximately 3,500-square-foot office building and an approximately 3,500-square-foot warehouse/equipment storage building separated via a covered breezeway. Site improvements will include two access points, one from Grahamville Road and one from Bees Creek Road, to facilitate efficient site circulation. A designated staff and customer parking area will be provided, along with pedestrian connectivity to the proposed office building. The rear operational area of the site will primarily consist of aggregate surfacing, while both driveway entrances will incorporate asphalt pavement and driveway aprons adjacent to the public roadways to improve durability and site access.

Zoning District

Special District Exit 21

Wetlands

The property contains wetlands. A formal wetland delineation has been completed to identify the approximate location and extent of wetland areas on the site. At this time, no impacts to on-site wetlands are proposed as part of the development.

Vehicle Access

Two driveway connections are proposed to serve as the primary points of ingress and egress for the development. The site has been designed to separate truck traffic from passenger vehicles, improving operational efficiency and site safety. A perimeter fence and gate system will restrict unauthorized access to the rear operational areas of the facility.

The primary staff and customer parking area will be located outside the secured portion of the site and will provide direct pedestrian access to the proposed office building. Both driveway entrances will include asphalt driveway aprons to improve site accessibility and reduce the potential for off-site tracking of sediment and aggregate materials onto adjacent public roadways.



Site Parking

A summary of the proposed parking is as follows:

Standard Parking Provided:	11 Spaces
Total Parking Spaces:	11 Spaces

Drainage

Runoff generated on site will be routed through storm pipes or overland flow through a series of swales into the proposed wet detention lagoon. The proposed wet detention lagoon will provide water quality and will control peak flows to be less than or equal to the predevelopment runoff rate. The proposed wet detention lagoon will outfall via an outfall control structure and overland flow into the nearby existing wetland. The onsite wetlands discharge into an unnamed tributary before ultimately discharging into the Broad River.

The drainage design will be submitted to the Town of Ridgeland for review and approval as well as the South Carolina Department of Environmental Services Bureau of Coastal Management.

Utilities

The proposed development will connect to the existing public water and gravity sewer infrastructure located adjacent to the site. To minimize impacts to the surrounding community and existing roadways, utility connections will be made using available infrastructure immediately adjacent to the property wherever feasible. This approach will help limit the need for directional drilling, jack-and-bore operations, or roadway cut-and-patch activities.

Water and wastewater demands generated by the proposed development are anticipated to be consistent with those typically associated with a small-scale office and warehouse commercial facility.

Erosion Control

Silt fence, inlet protection, a concrete washout station, construction entrances, sediment tubes, dust control measures, and temporary/permanent seeding, will be used to help erosion and sediment remain on site during construction activities.

Maintenance

The final owner will be responsible for maintaining the development in accordance with all Town of Ridgeland and SCDES requirements and guidelines.

If you have any questions or concerns during your review, please do not hesitate to contact me at 843.505.5421 or ahawley@wardedwards.com

Sincerely,

Ward Edwards Engineering

A handwritten signature in blue ink, appearing to read "Alex Hawley".

Alex Hawley, EIT



September 1st, 2026

Chris Dubose

cdubose@selimbandtree.com

**RE: Grahamville Road Parcels Tract
Jasper County, South Carolina
NEI #04-6493a**

Mr. Dubose,

Reference is made to a 7.23 -acre tract of land located on Grahamville Road in Jasper County, South Carolina. The wetland determination of this site has been completed by Newkirk Environmental, Inc. using methods outlined in the *US Army Corps of Engineers Wetland Delineation Manual, 1987 and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region, November 2010*. Therefore, Newkirk Environmental, Inc. believes that the delineation, gathering of supporting information and presentation of the information has been conducted and prepared in accordance with the current method required by the USACE.

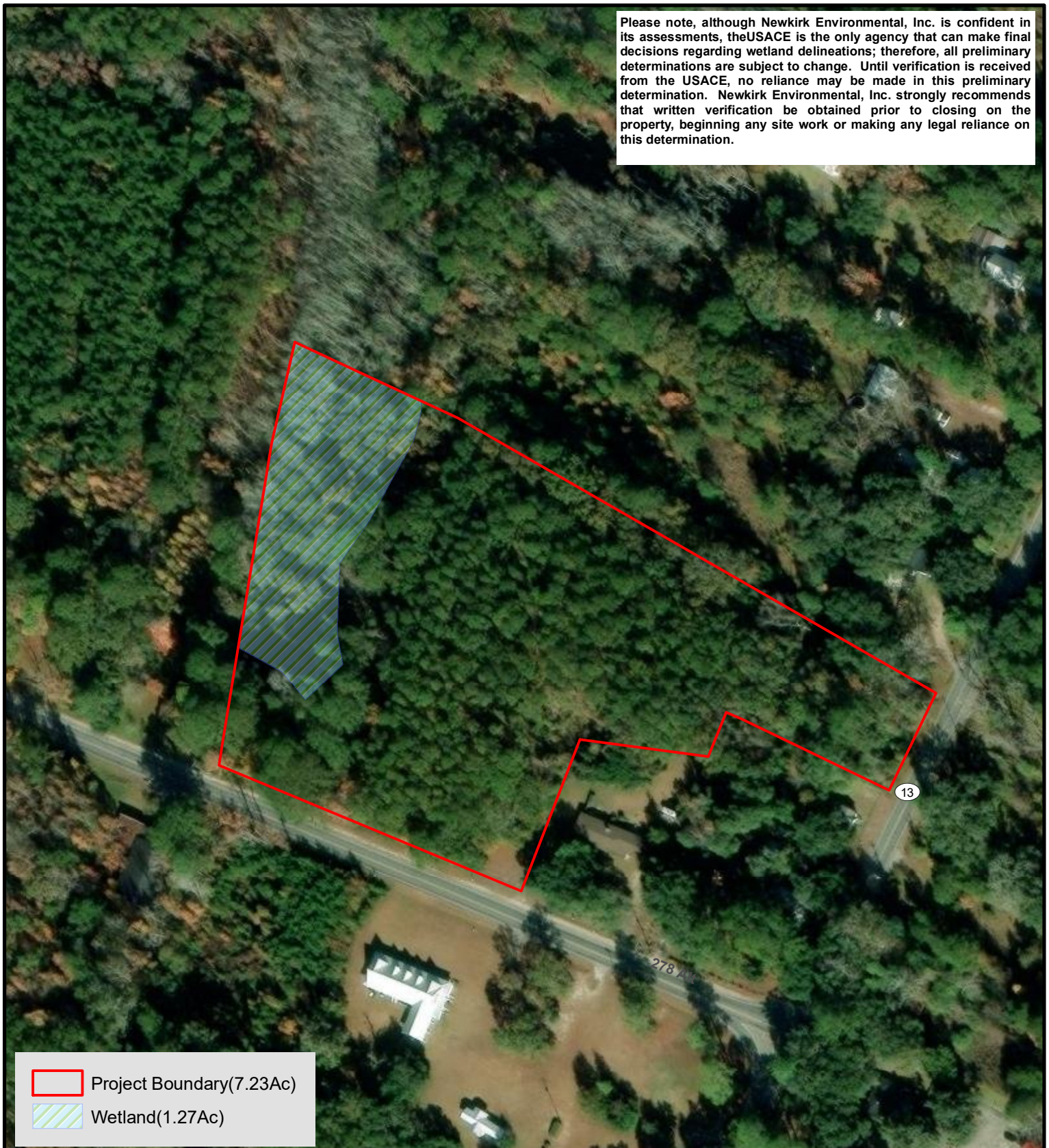
Based on our determination, one wetland features was found on site totaling 1.27 acres on the northwestern side of the property within the project boundary. A combination of GIS data and field evaluation of soils, vegetation, and hydrology was conducted to assess site conditions. The location of these findings is included herein.

Although Newkirk Environmental, Inc., is confident in our assessment, the USACE is the only agency that can make final decisions regarding wetland determinations. Therefore, all preliminary determinations are subject to change until written verification is obtained. Until verification is received from the USACE, no reliance may be made in the preliminary determination.

Sincerely,

Thornton Gentry, Field Biologist
Charleston, South Carolina

Please note, although Newkirk Environmental, Inc. is confident in its assessments, the USACE is the only agency that can make final decisions regarding wetland delineations; therefore, all preliminary determinations are subject to change. Until verification is received from the USACE, no reliance may be made in this preliminary determination. Newkirk Environmental, Inc. strongly recommends that written verification be obtained prior to closing on the property, beginning any site work or making any legal reliance on this determination.



- Project Boundary(7.23Ac)
- Wetland(1.27Ac)

Wetland Resource Map

Project #: 01-6493a Date: September 1st, 2026

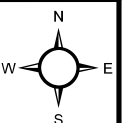
Created by: TSG



150



Feet



Grahamville Road Parcels
Jasper County, South Carolina



PROJECT NARRATIVE

Project Name: CurryCrete Mobile Plant
Date: September 08, 2026
Applicant: CurryCrete LLC
Agent: Alex Hawley, EIT, Ward Edwards, Inc.

Description

The proposed project is located at 465 Fordville Road, Ridgeland, SC 29936, and is identified by Jasper County Tax Map Numbers 062-00-10-123, 062-00-10-127, 062-00-10-133, and a portion of 062-00-10-109. The property is currently occupied by the Southeastern Limb and Tree commercial facility and is located within the Town of Ridgeland's Moultrie PDD.

The proposed development consists of the establishment of a ready-mix concrete plant utilizing the existing structures on-site for office and operational functions. Site improvements will include the installation of aggregate surfacing throughout the property, dust-controlled aggregate storage bins and containment areas, concrete washout facilities, pervious pavement for primary drive aisles and parking areas, a designated dumpster enclosure laydown area, asphalt resurfacing of the existing shared access driveway, and other associated site infrastructure necessary to support the proposed operation.

Zoning District

Moultrie PDD

Wetlands

The property contains wetlands. A formal wetland delineation is currently in progress to determine the precise extent and location of wetland areas on the site. At this time, no impacts to on-site wetlands are proposed as part of the development. Upon completion, copies of the wetland delineation and determination documents will be provided to the Town of Ridgeland for review and record.

Vehicle Access

The existing driveway connection will continue to serve as the primary point of ingress and egress for the site. As part of the proposed development, the existing access drive will be resurfaced with asphalt to improve site accessibility and reduce the potential for off-site tracking of sediment and aggregate materials onto adjacent public roadways. The access drive connects directly to Fordville Road.

Site Parking

A summary of the proposed parking is as follows:

Truck Parking Provided:	19 Spaces
Standard Parking Provided:	10 Spaces
Total Parking Spaces:	19 Spaces

Drainage

Runoff generated on site will be routed through storm pipes or overland flow through a series of swales into the proposed wet detention lagoon. The proposed wet detention lagoon will provide water quality and will control peak flows to be less than or equal to the predevelopment runoff rate. The proposed wet



detention lagoon will outfall via an outfall control structure and overland flow into the nearby existing wetland. The onsite wetlands discharge into an unnamed tributary before ultimately discharging into the Broad River.

The drainage design will be submitted to the Town of Ridgeland for review and approval as well as the South Carolina Department of Environmental Services Bureau of Coastal Management.

Utilities

The proposed development will continue to utilize the existing well and septic system currently serving the site. Water and wastewater demands are anticipated to be generally consistent with those associated with the site's existing commercial use.

Erosion Control

Silt fence, inlet protection, a concrete washout station, construction entrances, sediment tubes, dust control measures, and temporary/permanent seeding, will be used to help erosion and sediment remain on site during construction activities.

Maintenance

The final owner will be responsible for maintaining the development in accordance with all Town of Ridgeland and SCDES requirements and guidelines.

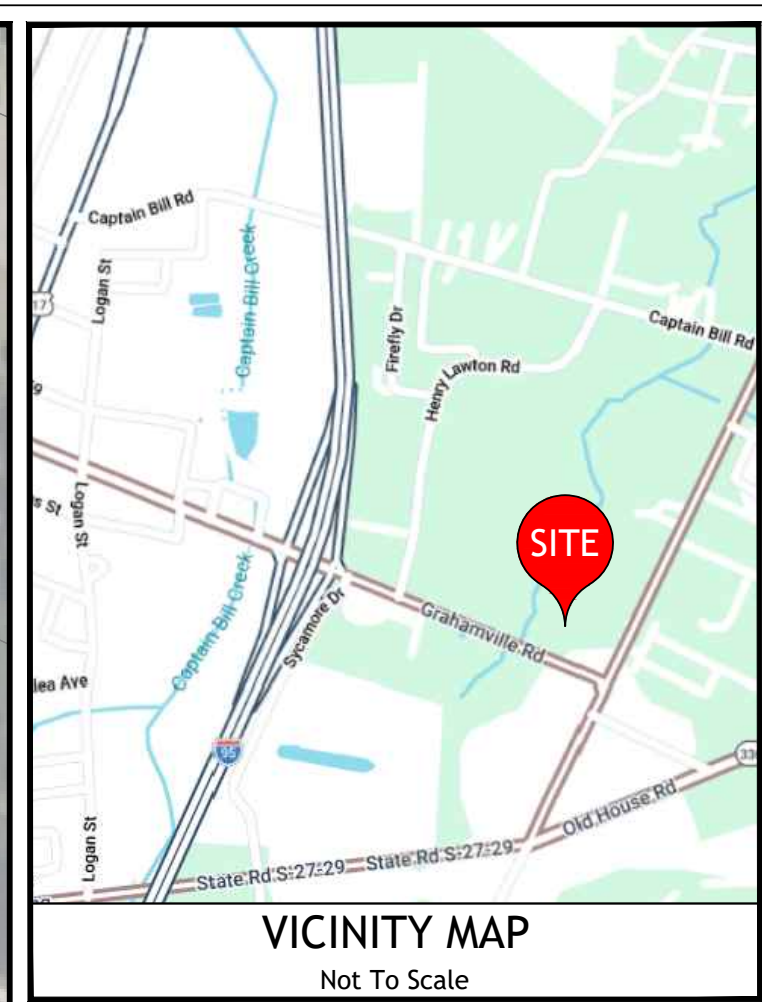
If you have any questions or concerns during your review, please do not hesitate to contact me at 843.505.5421 or ahawley@wardedwards.com

Sincerely,

Ward Edwards Engineering

A handwritten signature in blue ink, appearing to read "Alex Hawley".

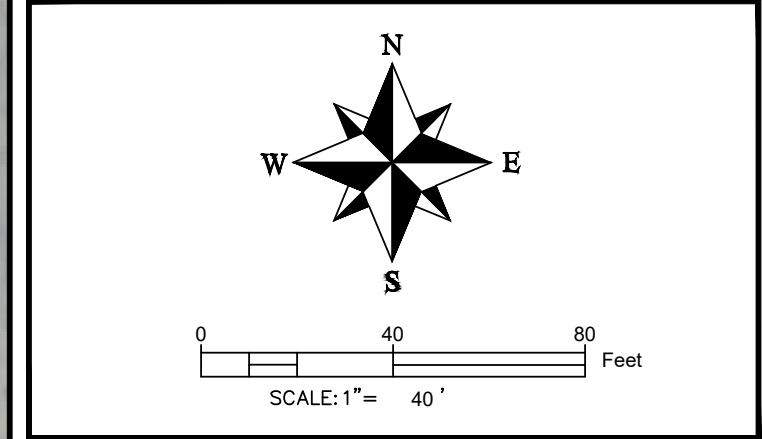
Alex Hawley, EIT



AERIAL CONCEPTUAL SITE PLAN
SOUTHEASTERN LIMB & TREE - RIDGELAND
TOWN OF RIDGELAND, SOUTH CAROLINA
PREPARED FOR:
CHRIS DUBOSE

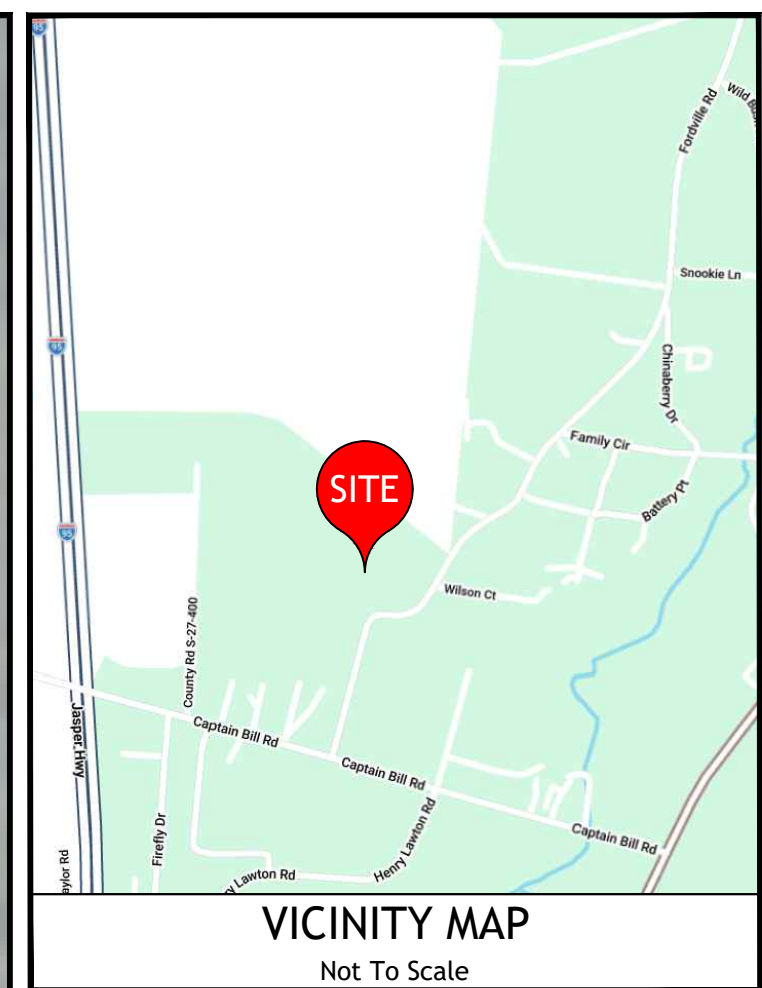
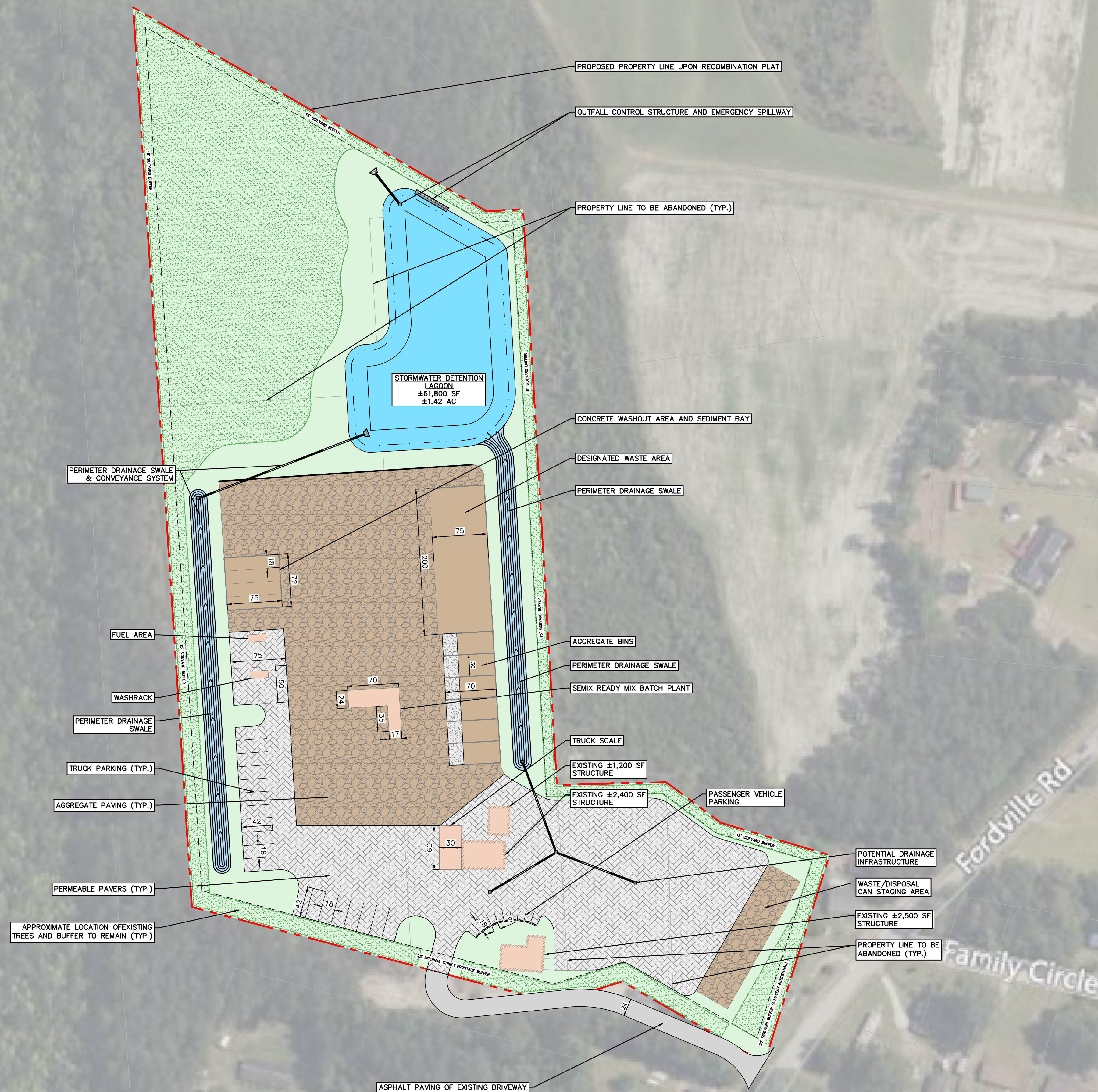
SITE COLOR LEGEND	
PONDS/WATER FEATURES	
BUILDINGS/STRUCTURES	
ASPHALT PAVING ROADS/PARKING LOTS	
CONCRETE PAVING ROADS/PARKING/PATHS	
GRAVEL PAVING ROADS/PATHS/PERMEABLE	
GRASS/OPEN SPACE	
WETLAND BUFFER	
WETLAND	
DRY SWALE AREAS	
BACKGROUND	

THIS GRAPHIC ILLUSTRATES A GENERAL PLAN OF THE DEVELOPMENT, DOES NOT LIMIT OR BIND THE OWNER/DEVELOPER, AND IS SUBJECT TO CHANGE AND REVISION. DIMENSIONS, BOUNDARIES, AND IMPROVEMENT ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE OWNER/DEVELOPER RESERVES THE RIGHT TO ADJUST FEATURES SUCH AS BUT NOT LIMITED TO LOT LINES, ROADS, LAGOONS, ETC. WHILE MEETING THE INTENT OF THE PDD AND APPROVED BY JURISDICTION OF AUTHORITY.



Ward Edwards
ENGINEERING
119C Palmetto Way
P.O. Box 381, Bluffton,
South Carolina 29910
(843) 837-5250
www.WardEdwards.com

PROJECT #:	260690
DATE:	09/08/26
PREPARED BY:	ASH
SHEET NUMBER:	1 OF 1



AERIAL CONCEPTUAL SITE PLAN

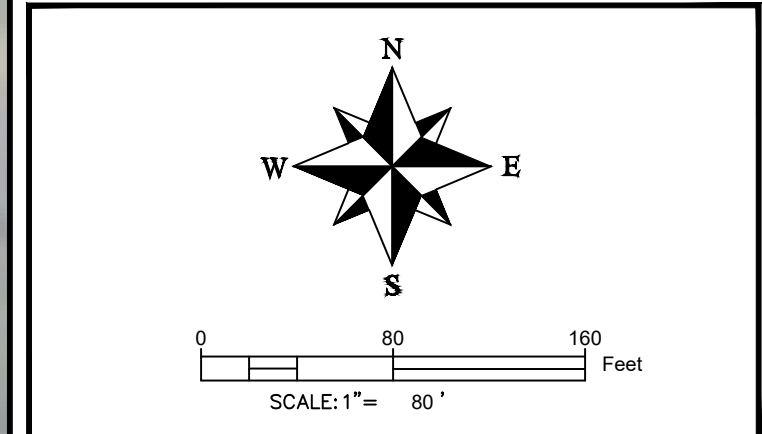
CURRYCRETE MOBILE PLANT

TOWN OF RIDGELAND, SOUTH CAROLINA

PREPARED FOR:
CURRYCRETE LLC

SITE COLOR LEGEND	
PONDS/WATER FEATURES	
BUILDINGS/STRUCTURES	
ASPHALT PAVING ROADS/PARKING LOTS	
CONCRETE PAVING ROADS/PARKING/PATHS	
GRAVEL PAVING ROADS/PATHS/PERMEABLE	
GRASS/OPEN SPACE	
DRAINAGE SWALE AREAS	
BACKGROUND	

THIS GRAPHIC ILLUSTRATES A GENERAL PLAN OF THE DEVELOPMENT, DOES NOT LIMIT OR BIND THE OWNER/DEVELOPER, AND IS SUBJECT TO CHANGE AND REVISION. DIMENSIONS, BOUNDARIES, AND IMPROVEMENT ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE OWNER/DEVELOPER RESERVES THE RIGHT TO ADJUST FEATURES SUCH AS BUT NOT LIMITED TO LOT LINES, ROADS, LAGOONS, ETC. WHILE MEETING THE INTENT OF THE PDD AND APPROVED BY JURISDICTION OF AUTHORITY.



Ward Edwards ENGINEERING

119C Palmetto Way
P.O. Box 381, Bluffton,
South Carolina 29910

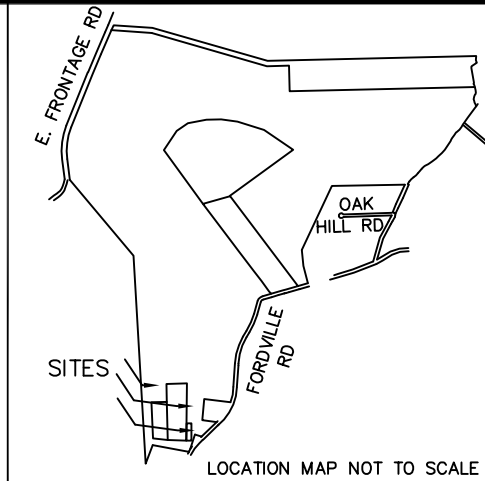
(843) 837-5250
www.WardEdwards.com

PROJECT #:	260700
DATE:	09/08/26
PREPARED BY:	ASH
SHEET NUMBER:	I OF I

THIS PLAT PREPARED AT THE REQUEST OF

SOUTHEASTERN LIMB & TREE, LLC

A COMBINATION OF TAX MAP # 062-00-10-123,
TAX MAP # 062-00-10-127, TAX MAP # 062-00-10-133,
PARCEL A AS SHOWN IN PLAT BOOK 38 PAGE 1514
AND PARCEL C AS SHOWN IN PLAT BOOK 38 PAGE 1514,
FORDVILLE AREA, TOWN OF RIDGELAND,
JASPER COUNTY, SOUTH CAROLINA



reserved for register of deeds stamp

TOTAL AREA
15.59 acres

REFERENCE:

- 1.) PLAT BOOK 38 PAGE 1251
- 2.) PLAT BOOK 37 PAGE 73
- 3.) PLAT BOOK 36 PAGE 92
- 4.) PLAT BOOK 35 PAGE 119
- 5.) PLAT BOOK 26 PAGE 467
- 6.) PLAT BOOK 30 PAGE 130
- 7.) PLAT BOOK 38 PAGE 1514

LEGEND:
CMF - CONCRETE FOUND
RBS - 5/8" REBAR SET
RBF - REBAR FOUND
IPF - IRON PIPE FOUND
TP - TELEPHONE PEDESTAL
OPL - OVERHEAD POWER
NTS - NOT TO SCALE
R/W - RIGHT OF WAY
TM - TAX MAP
C/L - CENTERLINE
Q - POWER POLE

NOTE:

BY GRAPHICAL DETERMINATION
This Lot Appears To Lie In A Federal Flood Plain
Zone X Minimum Required Elevation N/A Ft. NAVD88
FIRM # 45053C05D 10/18/2019

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

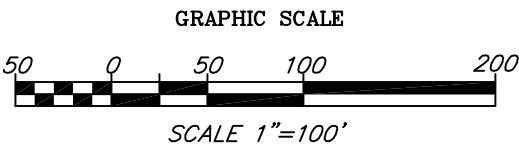
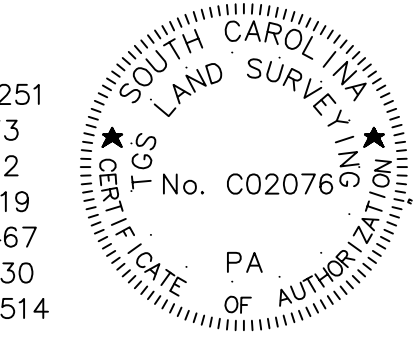
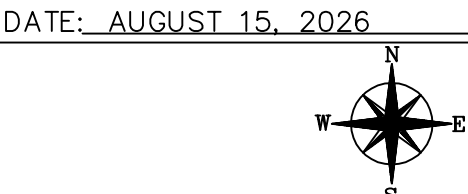
THOMAS G. STANLEY, JR., PLS # 18269

TGS LAND SURVEYING

P.O. BOX 2023
RIDGELAND, S.C. 29936

Phone 843-726-9117

JOB # 06196DUBOSE8-15-26



NOTE: THERE ARE STRUCTURES AND
UTILITIES NOT SHOWN ON THIS PLAT

DATE: AUGUST 15, 2026

GRID NORTH



CurryCrete Ready Mix

Air - Fugitive Dust Control Plan

Facility: CurryCrete Ready Mix

Location: Hardeeville, South Carolina

1. Purpose

The purpose of this Fugitive Dust Control Plan is to outline reasonable practices CurryCrete Ready Mix uses to minimize fugitive dust from normal ready-mix concrete operations.

CurryCrete's goal is to operate in a responsible manner while recognizing that some temporary dust may occur during normal material handling, truck traffic, dry weather, high winds, and active production. This plan is intended to reduce visible dust where practical and to provide a reasonable response procedure when dust-control issues are observed.

2. Dust Sources

Potential sources of fugitive dust at the facility may include:

- Aggregate stockpiles.
 - Yard roads and truck traffic.
 - Loader activity.
 - Aggregate bins and conveyors.
 - Cement and fly ash silo loading.
 - Truck mixer loadout.
 - Material spills.
 - Dried concrete, sand, or aggregate fines.
 - Washout and returned-concrete areas.
 - General plant cleanup and maintenance.
-

3. General Dust Control Practices

CurryCrete will use reasonable dust-control practices based on site conditions, weather, truck traffic, and production activity.



Dust-control measures may include:

- Watering roads, stockpile areas, and traffic lanes as needed.
- Using sprinklers, hoses, or other wet-suppression methods where practical.
- Keeping truck and loader speeds reasonable within the yard.
- Cleaning up spills and accumulated material as practical.
- Maintaining plant dust-control equipment.
- Minimizing unnecessary disturbance of dry material.
- Monitoring silo loading and loadout areas for abnormal visible dust.
- Using additional controls when normal measures are not sufficient.

Dust-control activities may be reduced or paused during rain, wet conditions, low-production periods, or when dust is not being generated.

4. Yard Roads and Speed Control

CurryCrete will use reasonable yard speed controls to help limit dust from vehicle traffic. Drivers are expected to follow posted speed signs, stay on approved travel areas, and operate in a manner that limits dust and track-out.

Typical site speeds may include 10 mph on main yard roads and 5 mph near stockpiles, loadout, washout, and congested areas, unless site conditions require otherwise.

5. Watering and Wet Suppression

CurryCrete may use a water truck, water wagon, sprinkler, hose, or similar method to control dust when conditions require it.

Watering may be increased during:

- Dry weather.
- Windy conditions.
- Heavy truck traffic.
- Active loader work.
- Visible dust from roads or stockpiles.
- Dust complaints.
- SCDES inspection or request.
- Any condition where dust appears likely to leave the property.

Watering may not be necessary during wet weather, after rainfall, or when dust is not being generated.

Water Truck Failure Procedure



Operators will check water trucks or water wagons before use for adequate water, proper pump and spray-bar operation, usable hoses and nozzles, and obvious leaks or damage.

If a water truck or water wagon fails or becomes unavailable while dust control is needed, the operator will stop using the affected equipment, report the problem to the plant manager or designated supervisor, and implement an available alternative dust-control method.

Alternative controls may include:

- Using fixed sprinklers, hoses, or another available water truck or water wagon.
- Reducing vehicle and loader speeds in affected areas.
- Sweeping or removing accumulated dry material before it can be disturbed by traffic.
- Limiting or temporarily suspending high-dust activities in the affected area.
- Prioritizing wet suppression on high-traffic roads, stockpiles, and other areas creating visible dust.

Repairs will be made as soon as practical. If available alternative controls are not sufficient to control visible dust, the affected activity will be reduced or temporarily stopped until an effective control method is restored.

The operator or supervisor will document the equipment failure, alternative controls used, corrective action or repair, and return-to-service status on the applicable dust-control log.

6. Stockpile Management

Aggregate stockpiles will be managed in a reasonable manner to limit unnecessary dust.

CurryCrete may use the following practices:

- Maintain moisture in sand and fine material when needed.
 - Minimize loader drop heights when practical.
 - Avoid unnecessary rehandling of dry material.
 - Keep stockpiles organized by material type.
 - Apply water when stockpile handling creates visible dust.
 - Reduce activity during unusually windy conditions when practical.
-

7. Process Equipment

This section applies to plant process equipment associated with aggregate handling, cement and fly ash storage and transfer, conveyors and bins, dust-control equipment, and truck mixer loadout.

Silo Loading and Powder Handling

Cement, fly ash, and other powder materials will be stored in silos or approved storage systems. During silo loading and plant operation, CurryCrete will observe equipment for abnormal visible dust.

If abnormal dust is observed, reasonable corrective action may include:

- Pausing silo loading or material transfer.
- Checking filters, vents, baghouses, dust collectors, gaskets, hoses, and connections.
- Cleaning accumulated material that may interfere with normal operation.
- Repairing or replacing damaged parts.
- Resuming operation once the issue is reasonably corrected.

Truck Mixer Loadout

Truck mixer loadout areas will be observed during normal operation. If abnormal visible dust is noticed, CurryCrete will investigate and take reasonable corrective action.

Corrective actions may include:

- Adjusting loading practices or the loading rate.
- Checking dust-control equipment and loadout components.
- Cleaning accumulated material.
- Repairing damaged equipment.
- Temporarily slowing or stopping the affected activity, if needed.

Weekly Process Equipment Checks

At least once each week when the plant is operating, a designated employee will visually inspect plant process and dust-control equipment for proper operation and maintenance needs.

The weekly check will include, as applicable:

- Cement and fly ash silo filters, vents, baghouses, and dust collectors.
- Silo fill hoses, connections, gaskets, and transfer points.
- Aggregate bins, gates, conveyors, and transfer points.
- Truck mixer loadout chutes, shrouds, and associated dust-control components.
- Sprinklers, hoses, water lines, and other wet-suppression equipment.
- Water trucks or water wagons used for fugitive dust control.



- Other plant equipment or areas where a malfunction could create abnormal visible dust.

Observed deficiencies will be corrected as soon as practical. The inspection date, equipment or area checked, condition observed, corrective action, completion status, and inspector initials will be recorded on the Weekly Process Equipment Inspection and Maintenance Log.

8. Spills, Cleanup, Track-Out, and Vehicle Material Handling

CurryCrete will clean up spilled cement, fly ash, sand, stone, or dried concrete material as practical, giving priority to spills that may create dust, affect traffic areas, or be tracked off site.

Vehicle Loading, Off-Loading, Unloading, and Dumping Procedures

Vehicle material handling will be performed in designated areas and in a manner intended to minimize fugitive dust, spills, and track-out.

Operators and drivers will use the following practices, as applicable:

- Position vehicles fully within the designated loading or unloading area and maintain reasonable speeds.
- Avoid overfilling vehicles or hoppers and avoid sudden vehicle movement that may spill or disturb dry material.
- Minimize material drop height during aggregate loading, unloading, and dumping when practical.
- Use controlled loading or dumping rates and apply water or other wet suppression when dry or windy conditions create visible dust.
- Before pneumatic delivery of cement, fly ash, or other powder material, verify the correct silo, available storage capacity, secure hose connections, and normal operation of the receiving dust-control equipment.
- Keep pneumatic unloading attended and stop transfer if a hose, connection, filter, vent, or other component leaks or creates abnormal visible dust.
- Depressurize dry-bulk transfer equipment before disconnecting hoses or fittings.
- Inspect the area after loading, unloading, or dumping and clean spilled or accumulated material before it can be tracked through the yard or off site.

Cleanup methods may include:

- Loader cleanup.
- Skid steer cleanup.
- Water application.
- Sweeping.
- Street sweeping.



- Removal of accumulated material.

When sweeping dry material, water or another reasonable control will be used when needed to avoid creating excessive visible dust during cleanup.

If material is tracked onto a public road, CurryCrete will take reasonable steps to clean the affected area as practical.

9. Inspection, Operation, and Maintenance Records

CurryCrete will use operating and maintenance logs to document dust-control activities and equipment checks.

Records will include, as applicable:

- Operation and maintenance of water trucks or water wagons.
- Operation and maintenance of sprinklers and other wet-suppression equipment.
- Use of alternative dust-control methods when normal watering equipment is unavailable or insufficient.
- Weekly operation and maintenance checks of plant process and dust-control equipment.
- Equipment failures, observed deficiencies, corrective actions, repair status, and return-to-service information.

Completed logs will be maintained with the facility's dust-control records and made available for review as appropriate. Sample logs are provided in Appendix A and may be reproduced or adapted for normal plant use.



A-4. Weekly Process Equipment Inspection and Maintenance Log

Week of: _____ Inspector: _____

Equipment / Area	Condition / Operational?	Issue Observed	Corrective Action	Completion Date / Initials
Cement/fly ash silo filters and vents				
Baghouses / dust collectors				
Silo fill hoses, connections, and gaskets				
Aggregate bins and gates				
Conveyors and transfer points				
Truck mixer loadout chute / shroud				
Sprinklers, hoses, and water lines				
Water truck / water wagon				
Other plant equipment / dust-control area				

Supervisor Review: _____ Date: _____



DOWNTOWN MASTER PLAN REQUEST FOR QUALIFICATIONS

WWW.RIDGELANDSC.GOV/BID-OPPORTUNITIES

Town of Ridgeland, SC

1 Town Square
Ridgeland, SC 29936

Contact:

Aaron Rucker
Director of Planning
arucker@ridgelandsc.gov
(843) 726.7521





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JACOB SMART BOULEVARD	13
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OVERVIEW

The Town of Ridgeland is requesting qualifications from qualified land planning and design firms interested in preparing a master plan for the downtown area, which is split into three distinct Planning Areas and which totals approximately 0.75 square miles. **Deadline For Response: Friday, October 2, 2026, 5:00 PM EDT**

About the Town of Ridgeland

Originally known as Gopher Hill, the Town of Ridgeland was incorporated in 1894 and was the first railroad stop at the highest point in elevation between Savannah and Charleston. With just over 4,000 residents, Ridgeland is one of the last remaining authentic Lowcountry small towns. The broader area has a rich history dating back to the Founding Fathers and the Civil War. Ridgeland is well-known for its commitment to preserving natural resources, small-town charm, and a business-friendly environment. Ridgeland is the county seat, with the Jasper County Courthouse and County offices located in Town.

The Town has a relatively compact footprint centering around the intersection of Main Street and Jacob Smart Boulevard. The Town is characterized by commercial development along the primary roadways, alongside single-family neighborhoods built in the Lowcountry vernacular or otherwise in typical suburban styles depending on the year each neighborhood was built.



Jasper County Courthouse

Ridgeland is well-positioned to attract investor interest. The Town is located near Beaufort, Savannah, Bluffton, and Hilton Head Island, which are all fast-growing areas. Jasper County is the fastest growing county in the United States, with a year-over-year growth rate of 5.7% from 2024 to 2025. Ridgeland is expecting rapid growth alongside the County; according to the Town's estimates, Ridgeland has a population of around 4,000 but predicts that the population could grow to over 12,000 by the year 2040. The I-95 widening project, scheduled for 2027, will improve access to the Town and make it a more desirable place for commuters who work in nearby cities.

Market Guide

The following excerpts are from the Town of Ridgeland Market Guide, 2021 , by Retail Strategies.

Demographics

(Custom Trade Area)

Population

21,218

Households

7,396

Median Household Income

\$40,288

Demographic Profile

(Custom Trade Area)

3 Mile Radius

5 Mile Radius

10 Mile Radius

2020 Estimated Population

Daytime Population

Median HH Income

Number of Households

8,455

7,757

\$35,792

1,506

10,693

8,616

\$36,986

2,251

15,224

13,501

\$41,135

3,911

5 Minute DT

10 Minute DT

15 Minute DT

2020 Estimated Population

Daytime Population

Median HH Income

Number of Households

6,603

6,287

\$34,646

1,441

10,289

8,750

\$36,846

2,755

13,844

11,669

\$39,221

3,594

Daytime Population

(Custom Trade Area)

17,066

Children at home

858

Retired/Disable persons

3,394

Homemakers

3,357

Student Populations

3,753

Work at Home

305

Employed

4,686

Unemployed

714

GAP Analysis

(Custom Trade Area)

\$85,507,819

The Gap Analysis is a summary of the primary spending Gaps segmented by retail category. It measures actual consumer expenditures within the City's trade area and compares it to the potential retail revenue generated by retailers in the same area. The difference between the two numbers reflects leakages, or the degree to which consumers travel outside the community for certain retail goods and services. The Gap analysis is a useful tool to gauge retail supply and demand within the community.

Grocery Stores

\$28,056,453

Foodservice and Drinking Places

\$18,940,858

Clothing & Clothing Accessories Stores

\$12,968,892

Health & Personal Care Stores

\$10,485,600

General Merchandise Stores

\$4,439,338

Building Material and Garden Equipment Stores

\$3,722,520

Furniture and Home Furnishings Stores

\$3,683,621

Sporting Goods, Hobby, Book, Music Stores

\$3,210,537

Focus Categories

The top categories for focused growth in the municipality are pulled from a combination of leakage reports, peer analysis, retail trends and real estate intuition. Although these are the top categories, our efforts are inclusive beyond the defined list.

Let us know how we can help you find a site!

Grocery

Restaurants

General Merchandise

Home and Garden

Peer Analysis

The Peer Analysis, built by Retail Strategies along with our analytics partner (Tetrad), identifies analogue retail nodes within a similar demographic and retail makeup. The Peer Analysis is derived from a 5 or 10 minute drive time from major comparable retail corridors throughout the country. The variables used are population, income, daytime population, market supply and gross leasable area. The following are retail areas that most resemble this core city:

Peer Trade Areas

Manning SC

500 W Boyce St

Gaffney SC

1204 Bonner Rd

Batesburg SC

290 Willis St

Chesnee SC

5098 Chesnee Hwy

Aiken SC

7011 Harvey Ct

Pageland SC

209 S Vanhinkle Mungo Blv

Woodruff SC

341 N Main St

Orangeburg SC

1661 Neeses Hwy

</

Statement of Purpose

1. The Town of Ridgeland expects substantial population growth. The Town currently has a population of around 4,000 but predicts that the population could grow to over 12,000 by the year 2040.
2. The Town wishes to preserve its small-town charm amid this growth, while directing growth and investment to the underdeveloped properties in the Town's main commercial areas along Main Street and Jacob Smart Boulevard.
3. The Town wishes to guide and regulate new growth to create a vibrant, walkable urban core, where new growth is compatible with existing historic buildings. This will require different strategies in each part of the Planning Area.
4. The Town wishes to prevent new development downtown that is inherently suburban and auto-oriented. Special attention will be needed for the area around Exit 21 of I-95, which has two functions as a gateway into the downtown area while also serving the needs of Interstate traffic.
5. The Town is open to achieving these goals via a wide range of approaches including, but not limited to, new ordinances, SmartCode zoning reforms, large-scale land planning, public-private partnerships, and most notably immediately actionable, small-scale solutions.
6. The Town wishes to grow in a way in which local businesses, property owners, local investors, and local developers can participate and thrive from growth, rather than growth being driven solely by national players.
7. The Town wishes to implement these goals within the bounds of the Town's form-based code, the SmartCode.
8. The Town is open to considering contributions to the public realm to enhance revitalization efforts.

Planning Area Description

The Planning Area covers the main commercial areas of the Town, with a central locus at Main Street and Jacob Smart Boulevard (U.S. Highway 17). Both Main Street and Jacob Smart Boulevard are the primary entrances to the community with direct access to Interstate 95 from Exits 18, 21, and 22.

The Planning Area can be broken into three distinct areas. The consultant shall provide area-specific recommendations for Historic Main Street, Jacob Smart Boulevard, and Exit 21, recognizing that each subarea has different development patterns, transportation functions, historic character, and regulatory needs.

1. The Historic Downtown along West Main Street;
2. the Jacob Smart Boulevard corridor;
3. and East Main Street where it meets I-95 (Exit 21).



Map of the Planning Area.

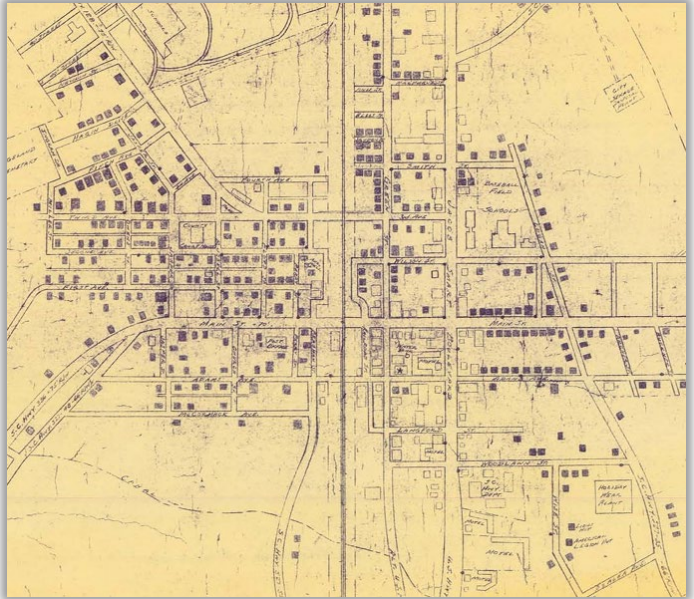
HISTORIC DOWNTOWN

Overview and History

The Historic Downtown is composed of the historic core of Ridgeland, largely built in the early-to-mid-1900s when the Town's growth was influenced first by the railroad and then by its position as the County seat. The Town found its beginnings as the small community of Gopher Hill, which began to grow when the Charleston and Savannah Railway was built through the area in the 1850s. When Jasper County was established in 1912, Ridgeland was made the County seat, cementing its regional importance. As a result, the Historic Downtown centers around two areas: the Historic Main Street where the old railroad station was located, and the Jasper County Courthouse where municipal and county government offices are located.

The surrounding neighborhood composes the oldest intact neighborhood in Ridgeland, surprisingly well-preserved, with nearly all buildings dating back to the early 1900s. Most of these houses were built in the Bungalow, Craftsman, and Colonial Revival architectural styles. There are several notable buildings spread out across this area, including the C.E. Perry House, Ridgeland Centralized Graded School, Pratt Memorial Library, and the Wise House. All of these buildings, possibly the entire Downtown core, may be eligible for listing in the National Register of Historic Places.

The Main Street includes several important public spaces. The Town Clock and Gopher Tortoise Square are character-defining public squares. There is a small business community including the popular sit-down restaurants Eats and Sweets, Fiddlers Seafood, and Taqueria Rocio. Main Street is anchored by the Morris Center for Lowcountry Heritage, a museum and non-profit space



Map of Ridgeland in 1964, centered on the railroad where it meets the Historic Downtown



Historic C.E. Perry House, c.1900

located in a converted 1930s Sinclair gas station, which is also listed on the National Register of Historic Places. There are a variety of land uses including restaurants, convenience stores, groceries, retail, offices, pop-up churches, and public squares.

The other focal point of downtown is the Jasper County Courthouse and the surrounding neighborhood. The Courthouse is listed on the National Register of Historic Places, and it is flanked by other civic uses such as the Veterans Memorial Park, the Clementa Pinckney Government Building, and Ridgeland Town Hall.

Over the years, the Town has made substantial investments into the area, including streetscape improvements, various public squares, the Farmers Market pavilion, and the renovated Fire Station. However, there is vacant and underutilized land scattered throughout the Historic Downtown, creating opportunities for revitalization and infill redevelopment.



Aerial view of West Main Street



Typical view down West Main Street



Morris Center for Lowcountry Heritage c.1937



Ridgeland Centralized Graded School c.1928



Ridge Pointe Square



Craftsman style house c.1925



Ridgeland Town Hall

Area Vision

The Town is fortunate to have a functional Main Street with an active business community, as well as an intact historic center dating back to the early 1900s. The Town views these as assets that it wishes to safeguard and preserve. Additionally, as the Town grows over time, it wishes to expand its small business community, regulate new buildings to fit in with the existing historic fabric, beautify the Historic Main Street, and communicate the history of the Town to the public at large.

Historic preservation is a major priority for the Town. Preservation protects Ridgeland's small-town charm, the character of its old buildings, and the places that are key to the Town's history. The Town is interested in a variety of preservation strategies including stricter architectural regulations (currently ongoing), establishment of a Landmarks overlay or Historic District to protect the most important structures (prior to 2010, Ridgeland had a "Craftsman Bungalow District Overlay Area" which protected historic structures), establishment of a demolition/major alteration review process, and the addition of buildings (if not the entire historic core) to the National Register of Historic Places.



Bungalow house c.1915

Aside from preservation, the Town also wishes to better communicate Ridgeland's history to the public. Ridgeland has a rich history shaped by the ever-changing agricultural industry, the Civil War, major transportation routes (Atlantic Coast Line railroad, US-17, I-95), and its status as the County Seat; however, much of this history is only known to long-time residents and not properly communicated to newcomers and tourists. The Town seeks to leverage its history as an asset that gives the Town character, makes it a recognized place of importance, and which attracts business and commerce. The Town is interested in a variety of strategies including the further research of historic properties (and publishing that research to the public), listing of buildings to the National Register of Historic Places, placement of historic markers/walking tour signs throughout the Downtown, partnerships with the Morris Center for Lowcountry Heritage, public art/mural programs which reference the Town's history (currently ongoing), and the integration of the Town's history into its civic branding (e.g. references to Gopher Hill, Battle of Honey Hill).

At the same time, Downtown cannot be frozen in amber. There are many vacant or blighted lots Downtown which present opportunities for **infill redevelopment**, especially around West Main Street. The Town envisions these properties being developed and contributing once again to the day-to-day life of a vibrant Downtown core. The Town is fortunate to have a group of private investors, the Ridgeland Development Group, which is actively buying and rehabilitating old structures to this end. The Town wishes to capitalize on this investment by identifying specific properties in need of rehabilitation/redevelopment, coordinating with private property owners on redevelopment, proactively addressing blighted structures, improving the Town's relationships and communications with local businesses, and attracting the right businesses and developers who have an aligned vision for the Downtown's future.

In order to preserve the Town's character and small-town charm, **new construction should be compatible with Ridgeland's historic buildings and neighborhoods**. The Town has an existing architectural code which is currently under revision to encourage Lowcountry, traditional Southern commercial, civic, and early 20th-century architecture. Downtown should have building uses which are compatible with the Downtown area, particularly high-activity frontage uses such as restaurants, stores, and boutique hotels; incompatible land uses (e.g. auto-oriented uses and warehouses) should not be allowed. Housing should be placed above the first floor of multi-story buildings. Some residential buildings have been converted for commercial use; additional conversions should respect the architectural character of the existing buildings.



This vacant land on South Green Street is ripe for infill development.



The old bank building on West Main Street, c.1925, is being targeted by the Ridgeland Development Group for rehabilitation.



This house, c. 1950, was remodeled for PJ's Coffee while retaining its architectural character.

Finally, the Town is interested in **low-cost, high-impact beautification initiatives** which could improve the appearance of the Historic District, especially along West Main Street, to create a more welcoming street environment/public realm. Potential initiatives include, but are not limited to: an expanded flower/landscaping program, new and improved wayfinding signage throughout town, a public art/mural program (currently ongoing), a façade improvement program, new regulations on cluttered/covered storefront windows and signage (currently ongoing), continued improvement of the Town's parks (particularly Ridge Pointe, Harold Turpin, and Blue Heron Nature Trail), and encouragement of outdoor dining for restaurants. Some of these initiatives could start immediately and some are already underway. Others require careful consideration and could take years to fully bear fruit.

Anticipated Services

The consultant is expected to provide services to:

- Work with Town Council, the Planning Commission, and the Planning Department to create and/or modify existing ordinances for:
 - Architectural regulations which produce the Town's preferred architectural styles;
 - Signage and storefront window regulations to produce a livelier downtown;
 - Historic protections for old and historic buildings.
- Explore the Main Street South Carolina program and how to leverage assistance.
- Review the zoning standards for T4 and T5 and optimize them for the Town's vision in the Historic Downtown; this could include upzoning parts of the Historic Downtown to T4 or T5.
- Provide recommendations on how the Town can better accommodate redevelopment and infill for private investors while maintaining high architectural and preservation standards.
- Provide recommendations on immediate next steps to beautify the Historic Downtown area.
- Identify sites that are immediately ready for redevelopment in the Historic Downtown.
- Identify historic sites and buildings for the purpose of preservation and adaptive reuse.
- Evaluate what buildings, if not the entire historic core, could be added to the National Register of Historic Places.

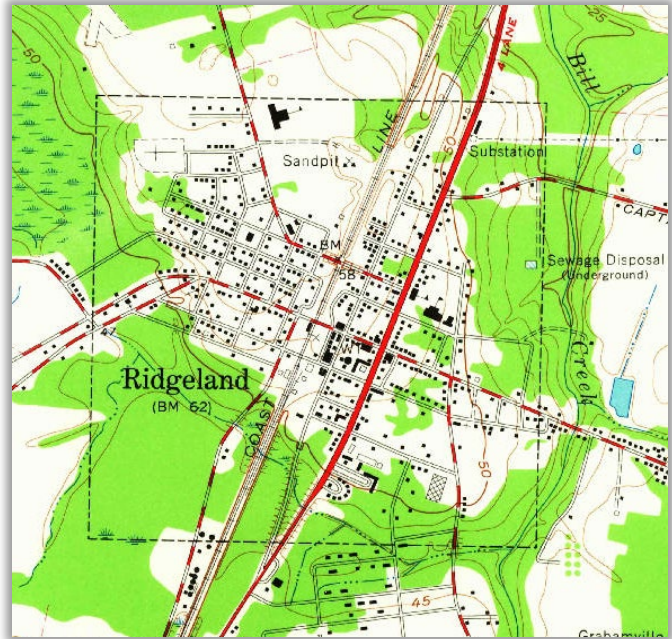
JACOB SMART BOULEVARD

Overview and History

Jacob Smart Boulevard runs perpendicular to Main Street, and it is characterized by a wide variety of auto-oriented uses including general stores, motels, gas stations, auto parts stores, and small retail stores. There are also several abandoned buildings and vacant lots.

In the 1920s, Jacob Smart Blvd became part of the U.S. Highway 17 corridor, one of the most important roads in the country at the time as well as a predecessor to I-95. For decades, it facilitated inter-state travel between Florida and the Northeast until I-95 was built in the 1960s.

As travelers drove through Ridgeland, they brought with them business and commerce, the remnants of which are still present today. The Palms Motel, Forest Motel, and Siesta Motel opened and became fixtures of the highway during this time; only the Forest Motel remains open today. Many gas stations, auto shops, and other auto-oriented uses opened to cater to the traveler market, many of which are still open. To this day, Jacob Smart Blvd is still a very auto-oriented corridor, designed to function as a highway, even though larger volumes of traffic have moved to I-95.



Map of Ridgeland in 1964. Jacob Smart Blvd funneled travelers into the heart of the Town.



The abandoned 'Proctor Building'



Typical view down Jacob Smart Boulevard



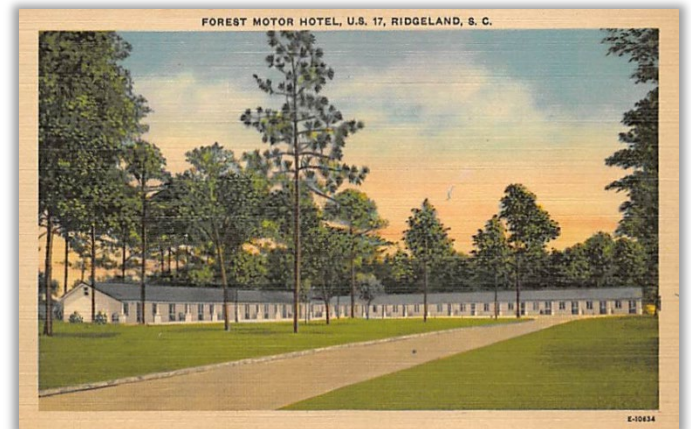
Storefronts at the corner of Main & Jacob Smart



Morris Center for Lowcountry Heritage, c.1937



Ridgeland Centralized Graded School, c.1928



Old postcard for the Forest Motel



Vacant storefront on Jacob Smart Blvd



Palms Motel and Potrero restaurant

Area Vision

Today, many buildings in the corridor have fallen into abandonment. Despite this, Jacob Smart Boulevard is still well-positioned as the Town's central spine, and as the Town grows there is the opportunity to revitalize the corridor.

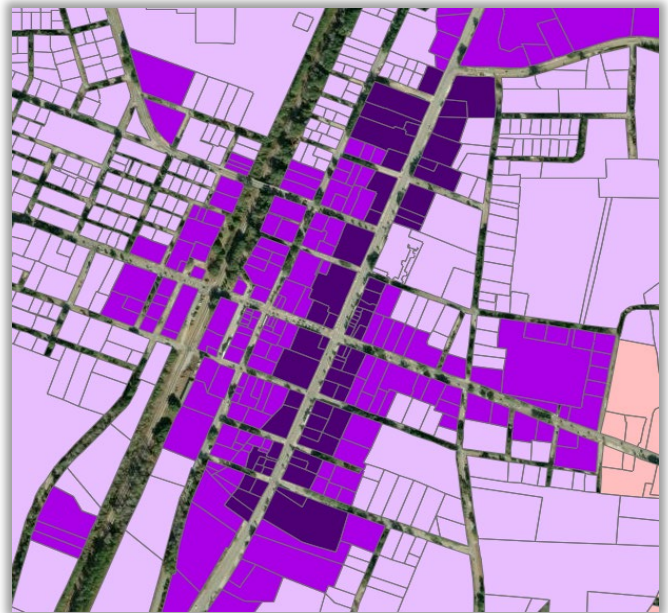
The Town envisions Jacob Smart Boulevard as a **dense, mixed-use street** which will absorb a significant amount of the Town's future growth. This area will become a **vibrant 'Main Street'** with retail, restaurants, housing, hotels, and offices, all laid out along a walkable street grid. **Historic buildings will be preserved and adaptively reused** to showcase the Town's history. New growth will be architecturally compatible with historic buildings, creating a comfortable 'Main Street' environment that is common in towns across the state.

Ridgeland looks to successful precedents in the region, like the revitalization of Old Town Bluffton, where many new buildings have been built in traditional styles to fit in with the surrounding older neighborhood, and Habersham, a New Urbanist community which features local Lowcountry architecture as well as its own walkable Market Street. However, although these are successful precedents, Ridgeland wishes to create a **unique corridor which is authentically Ridgeland**, rather than simply duplicating what has been built in these other communities.

The Town has zoned this corridor with the highest-density zoning districts allowed in the Town, the T5 zone, which allows for buildings up to 3 stories tall and accommodates a variety of uses such as retail, rowhouses, offices, and apartments. As of today, few property owners have taken full advantage of the T5 zoning district. As redevelopment occurs, many of the existing, legally non-conforming uses will give way to the Town's vision for redevelopment.



Jasper County School District building



The Town's highest-density zoning, the T5 zone (dark purple), is centered exclusively on Jacob Smart Blvd.

Anticipated Services

The consultant is expected to provide services to:

- Identify sites that are ready for reinvestment and redevelopment along the corridor.
- Identify historic sites and buildings for the purpose of preservation and adaptive reuse.
- Identify opportunities to enhance the street grid, improving walkability and connectivity.
- Redesign the street layout of Jacob Smart Boulevard to function as a walkable 'Main Street' type destination, including turn lanes at major intersections.
- Review the zoning standards for T4 and T5, as well as pending and enacted ordinances on related issues e.g. architecture and signage and optimize them for the Town's vision along this corridor.
- Provide recommendations for how the Town should address non-conforming, auto-oriented uses along the corridor as it transitions into a mixed-use destination.

EXIT 21

Overview and History

The eastern end of the Planning Area is composed of East Main Street where it meets I-95. This area, known as Exit 21, was largely built out in the 1990s and 2000s as part of a boom in businesses catering to Interstate travelers. The built environment is characterized by auto-oriented uses such as strip malls, gas stations, motels, and drive-through fast food restaurants.

I-95 was built through Ridgeland in the 1960s and completed statewide by 1978. I-95 routed traffic around Ridgeland with no immediate access to the Town's commercial areas; only Exits 18 and 22 existed at the time. Exit 21 opened in 1990, which gave Downtown Ridgeland direct access to the Interstate. The land immediately around the interchange was acquired and developed by national hotel brands, fast-food chains, and gas stations, which catered directly to Interstate travelers. Much of the market demand focused here, rather than on the Historic



View of East Main Street at Exit 21

Downtown. At the time, Exit 21 was viewed as a boon for the Town, as it brought in many national brands, a large commercial tax base, and better access to I-95. Exit 21 remains an attractive area for national brands, more so than anywhere else in the Town, due to the visibility and access from I-95.

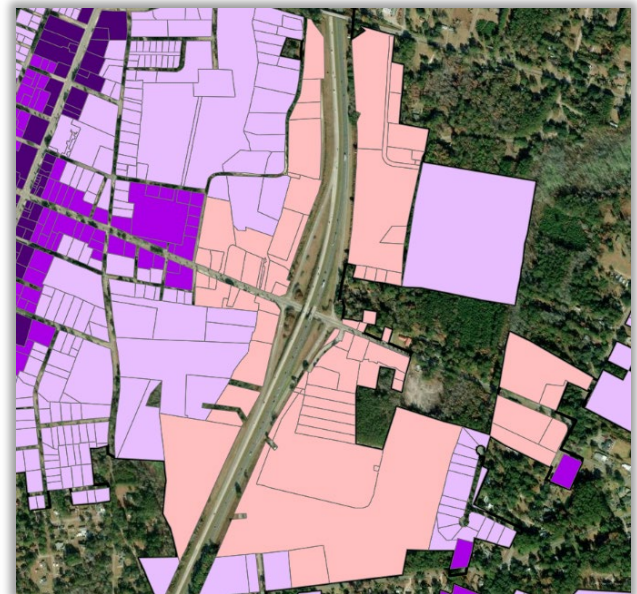
This area was developed in a relatively short time span, between the 1990s and 2000s, but there was very little coordination between properties during this time; as a result, many places do not internally connect with one another, and it can be confusing to navigate the area. For example, Pizza Bella and New Hong Kong restaurant are located right next to each other yet have separate parking lots and separate entrances to the street.

Tucked into this commercial area are Ralph Tuten Memorial Park and the Blue Heron Nature Trail. These are high-quality public spaces on their own but are affected by the public realm surrounding them. Ralph Tuten Memorial Park is surrounded on one side by the Burger King drive-thru, and on the other side by the BP gas station parking lot. The Blue Heron Nature Trail is adjacent to the commercial area and not very well connected; to access the Blue Heron Nature Trail, drivers must drive through the BP gas station parking lot.

This area has its own special zoning district, *SD-Exit 21*. This is a flexible zone which allows a wide variety of uses by right, including hotels, offices, retail, restaurants, a variety of civic uses (e.g. museums and libraries), a variety of auto-oriented uses (e.g. gas stations and drive-throughs), hospitals, schools or colleges, and an array of light industrial uses. Many of these uses are wholly incompatible with one another, and the Town wishes to improve this corridor by creating more cohesiveness with the downtown core.



Due to a lack of coordination, each building has its own standalone parking lot, some of which do not connect to each other, all laid out in an illogical manner.



The Town's SD-Exit 21 zoning district (pink) covers an extensive amount of land around the I-95 interchange.



Blue Heron Nature Trail



BP, Shell, and Dairy Queen



OYO Hotel



Burger King



Ralph Tuten Memorial Park



Jasper Station Shopping Center

Area Vision

The Town considers Exit 21 a **'gateway' to the Town**, where visitors and newcomers get their first impression of the Town of Ridgeland. This area currently gives the impression of auto-oriented sprawl meant for people to quickly arrive then leave, but not stay. It is not differentiated from other highway exits along I-95. It does not present Ridgeland's unique small-town charm.



View of Exit 21 from the I-95 overpass

The Town envisions Exit 21 to be **redeveloped in the style of a traditional town center**, similar to what is envisioned for the rest of the Planning Area, but with additional flexibility to accommodate the needs and services of the I-95 traveler market. This long-term vision will take years, even decades, to realize, so this vision must be approached with a long-term mindset but also reflect more immediate solutions.

The Town intends for Exit 21 to be carefully approached so that **new development balances automobile access with walkability and aesthetics**. This includes redesigning the area with a coherent street grid, intuitive connectivity between places (for both pedestrians and drivers), and new buildings which match the character of a traditional Main Street. At the same time, the Town understands that this area will have to accommodate gas stations and drive-thru restaurants to stay relevant to the I-95 traveler, so that Exit 21 is still easy and attractive for I-95 travelers to navigate and visit.

Ralph Tuten Memorial Park and the Blue Heron Nature Trail are strong assets for Ridgeland, but their full potential has not been realized. Today, Ralph Tuten Memorial Park is very self-contained and overshadowed by highway-style signage; in the future, it should be a highly visible public square and a focal point of the Exit 21 area. The Blue Heron Nature Trail is hidden from view with no clear entry point; in the future, it should be a visible place with an obvious, welcoming entrance. The Blue Heron Nature Trail is currently being expanded with new trails; the main area around the pond is primed for a design overhaul. A dog park ought to be considered for the area as well, either as a standalone park or as a part of the Blue Heron Nature Trail.

As Exit 21 faces market competition from other exits outside of Ridgeland (e.g. the Buc-ee's that is slated for Exit 8), it is important that Exit 21 is able to **differentiate itself and provide something unique and desirable to Interstate travelers**. Many of the ideas and principles in this vision (a Main Street atmosphere, improvements to the Blue Heron Nature Trail, a new dog

park) could help Ridgeland differentiate itself while leaving a good impression on visitors and staying economically competitive.

Finally, the Town wishes to address the section of Exit 21 which has already been developed (west of the interchange), but also to **plan proactively for Grahamville Road**, which runs east from the interchange to Bees Creek Road. As the Town grows and new housing developments are built along Bees Creek Road, this area is positioned for future commercial development, and whatever is built should be included as part of the Town's broader vision for the Exit 21 area.



Grahamville Road is adjacent to the Exit 21 interchange, but this area has not been extensively developed.

In anticipation of the Downtown Master Plan, Ridgeland Town Council is moving forward with a moratorium on certain kinds of uses currently allowed in the SD-Exit 21 zoning district. This temporary measure will allow the Town to create a plan for the Exit 21 area and update the zoning district to match the new plan.

Anticipated Services

The consultant is expected to provide services to:

- Redesign East Main Street and Grahamville Road to function as a walkable 'Main Street' and vibrant gateway that prioritizes transformative placemaking and public amenities.
- Identify sites that are ready for acquisition and redevelopment along the corridor.
- Review the zoning standards for the SD-Exit 21 zone and optimize them for the Town's vision along this corridor.
- Provide recommendations for how the Town should address non-conforming, auto-oriented uses along the corridor as it transitions into a 'Main Street' type destination.
- Provide recommendations for how the Town can coordinate with businesses along the corridor to improve and redesign the corridor without disrupting business activity.
- Assist in improvements to, and better connections with, Ralph Tuten Memorial Park and the Blue Heron Nature Trail.

PREVIOUS PLANNING EFFORTS

- **MASC/Ridgeland Downtown Revitalization, circa 1992.** The Town updated Main Street and commercial core with palm trees, brick sidewalks, and green lamp posts.
- **SmartCode, 2010.** The Town developed a form-based zoning code through a grant received by the Coastal Conservation League. The code emphasized design standards and building function, with the goal of building a sustainable, urban atmosphere.
- **Comprehensive Plan, 2025.** The Town updated its Comprehensive Plan with a particular focus on Downtown growth and revitalization.
- **I-95 Widening, Ramp Redesigns & Wayfinding Signage, 2026.** Ongoing work with the SCDOT to widen I-95 and redesign of exits around Ridgeland. Slated to begin construction in late 2027.



Brief on the Comprehensive Plan

Ridgeland recently updated its Comprehensive Plan in 2025, which includes ample discussion of the Town's vision for its Historic Main Street. Included here is a list of pages from the Comprehensive Plan which the Town's Planning Staff recommend for review.

- **Pages 6-7:** Discussion about Strengths, Weaknesses, Major Changes, Opportunities, and Desires based on public engagement. The Downtown area is central to conversations about the Town, so it is mentioned multiple times.
- **Pages 16-27:** Clearly stated outline of the Town's goals, many of which center around Downtown. Pages 20–21 focus exclusively on Downtown.
- **Pages 42-45:** Discussion about Ridgeland's history, population growth, drivers of that growth, Ridgeland's position relative to others in the region, and characteristics about Ridgeland's population.
- **Pages 48-49:** Discussion about Ridgeland's population growth projections.
- **Page 116:** Brief overview of Ridgeland's Downtown area as an asset to be built upon.
- **Pages 154-159:** the Implementation Strategy for the Comprehensive Plan, outlining actionable items the Town can work towards to achieve its Comprehensive Plan.

QUALIFICATION REQUIREMENTS

Core Anticipated Services

Phased approach: Each of the three separate Planning Areas will be broken into three separate phases. It is expected that the Historic Downtown phases 1 through 3 will occur first, then Jacob Smart Boulevard next, and finally Exit 21.

Phase 1: Assess Baseline and Set Strategic Direction

- Gather data, analyze strengths and opportunities, and identify potential incentives.
- Develop the area's overall vision based on community priorities and outline public investment and incentive opportunities.

Phase 2: Produce a Roadmap

- Building on the vision from phase 1, create a plan to achieve that vision and the elements needed for success.

Phase 3: Adopt

- Translate the preferred concepts established in phase 2 into implementation documents for adoption by Town Council and execution by staff.

Core Deliverables: The consultant will be expected to produce, at a minimum:

- existing conditions analysis;
- developing and executing a community engagement strategy;
- downtown vision and illustrative concepts;
- recommended projects with priorities and cost ranges;
- ordinance/code audit;
- ordinance-ready overlay/SmartCode language;
- funding and grant strategy/incentives for private reinvestment;
- actively participating in visioning, development of alternative scenarios, and final recommendations/presentations to Council.

Infill and Redevelopment: The consultant should be able to identify and evaluate sites that are immediately ready or strategically positioned for acquisition, reinvestment, redevelopment, and infill within the Town's targeted Planning Areas. The consultant should evaluate opportunities for public and private investment and provide recommendations for how the Town can better

facilitate redevelopment and infill while maintaining appropriate architectural, historic preservation, and community standards.

Historic Preservation: The consultant should identify historic sites, buildings, and structures appropriate for preservation and adaptive reuse; evaluate whether individual buildings, districts, or portions of the historic core may be eligible for listing on the National Register of Historic Places; and recommend appropriate historic preservation strategies, protections, and incentives.

Zoning and Ordinances: The consultant should review existing zoning standards and related ordinances applicable to each Planning Area and evaluate them to ensure they align with the Town's vision. The consultant should also review existing, pending, and proposed regulations related to architecture, signage, storefronts, historic preservation, and other development standards and recommend ordinance amendments that establish clear and achievable standards consistent with the desired character and development pattern of each area. Recommendations should address architectural and site-design standards, signage, storefronts, windows, streetscapes, landscaping, and other elements that contribute to attractive, active, and pedestrian-oriented environments.

Transition Design Pattern: The consultant should evaluate existing auto-oriented and non-conforming uses within areas targeted for transition or redevelopment and provide recommendations for managing the transition toward more walkable, mixed-use development patterns. These recommendations should balance the Town's long-term vision with the continued viability of existing businesses and should identify strategies for incremental redevelopment that minimize disruption to business activity. The consultant should recommend approaches for coordinating with property owners, businesses, private investors, and other stakeholders to advance redevelopment and corridor improvement goals while encouraging investment and maintaining community activity.

Coordination with Stakeholders: Throughout the process, the consultant should work collaboratively with Town Council, the Planning Commission, the Planning Department, property owners, businesses, private investors, and other appropriate stakeholders. The consultant should conclude the work with a clear implementation strategy identifying immediate, short-term, and long-term actions; prioritizing regulatory, capital, public-realm, preservation, and economic-development strategies; identifying potential public investments, partnerships, incentives, and other tools to catalyze private redevelopment; and providing recommendations for phasing and next steps.

Submittal Requirements

Firms shall submit written qualifications which clearly demonstrate their ability to provide quality services in a timely and cost-effective manner. Submittals should include the following:

- General Firm background
- Documentation of experience on similar projects (include client references)
- Outline of proposed work-plan and schedule including a summary of current workload
- Organization of personnel and contractors
- Include the dollar value for each project task to include:
 - Billing rates for each individual assigned to the work
 - Travel rates per diem
- Letters of recommendation and references
- Subconsultant information (if any). The preferred firm will have the in-house resources to perform work
- Design schedule showing all critical paths and key milestones

The firm may submit any additional supporting information which it deems relevant or important under this section. Additional supporting information is limited to no more than 20 pages.

It is highly desirable that the team have demonstrated experience preparing downtown master plans, form-based code amendments, overlay districts, historic downtown design standards, projects involving traditional architecture and New Urbanism, and implementation strategies for small towns or rural communities.

The firm shall be prepared to present to the Town Council their qualifications and approach, including all elements and recommendations as directed by the Town, prior to final selection.

Evaluation Criteria

The criteria used to evaluate the RFQ responses will include, but not be limited to, the following:

- 20 % Qualifications of the respondent, specifically as they relate to this project.
 - 20 % Experience of the respondent on similar projects and the individuals who would be assigned to this project.
 - 15 % Public participation strategies and past participation results from similar projects.
 - 20 % Available resources to complete the project and overall cost-effectiveness. This criterion would include any tools, personnel, resources, or methodologies commonly used by the respondent that may be applicable to the project categories.
 - 15 % Responsiveness to the RFQ.
 - 5 % Professional references.
 - 5 % Body of work, both completed and ongoing.
- (Items listed above are not necessarily listed in order of importance)

ADDENDA TO RFQ

During the period provided for the preparation of proposal documents, the Town may issue Addenda answering questions, clarifying or modifying this RFQ. Such Addenda will be numbered consecutively and shall be posted on the Town's website at www.ridgelandsc.gov/bid-opportunities Notifications will also be sent by email to registered bidders.

Town's Expectations for Large-Scale Development

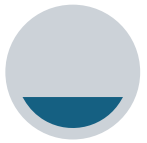
1. Ridgeland's Vision Statement

"Ridgeland strives to maintain our small-town charm while growing in a manner that respects our traditional development patterns and our valuable cultural and natural resources. We seek to strengthen our downtown, our economy, and our community identity. Moving forward, we will work with our neighbors to ensure that Ridgeland builds off and helps improve the Lowcountry as a whole."

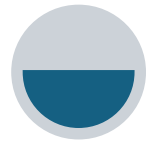


2. Defer to the Town's Vision and Ordinances

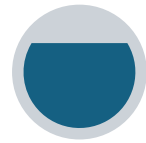
Due to the scale of large-scale development, any buildout of a development could **transform the character of the Town of Ridgeland as a whole**. As a result, any development of the site should **defer to the Town's existing vision and ordinances** whenever possible, as the vision and ordinances are meant to guide the growth of Ridgeland and it would be pointless to have them if a development with hundreds of homes were exempt from them.



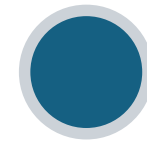
SmartCode



Architecture



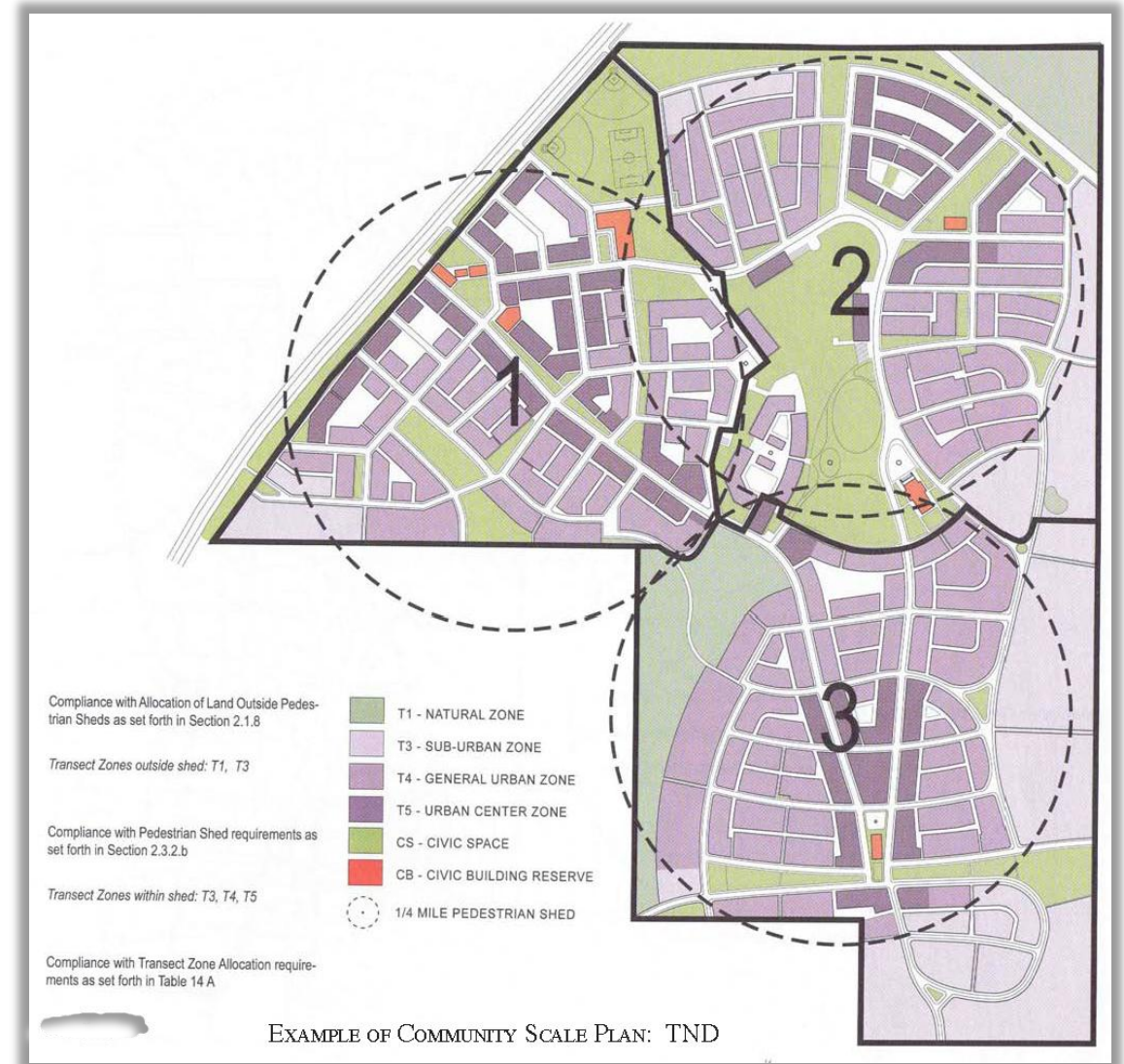
Street layouts



Environmental
protections

3. Use SmartCode

- Any new Special Districts should be **compatible with Smartcode at bare minimum.**
 - The Town could use 'community scale plans' from the SmartCode instead of Special Districts.
 - **Compatibility** = simpler zoning code, easier to administer
 - **Incompatibility** = complicated zoning, will not develop uniformly with the rest of town



4. Design as a New Town

- Due to the scale of large developments, developers should approach them as though they are **designing a new Town, complete with a designated Town Center and public facilities** (e.g. a fire station, parks, schools, a library, etc).
- This acknowledges the scale of the development, brings services close to residents of the new development, and helps the development contribute to the identity of the Town as a distinct place rather than a mass-produced non-place.



Complete community: housing, parks, services, stores, civic buildings



Non-place: only housing, no services, no public spaces



Ridgeland: housing, parks, services, stores, civic buildings

5. Architectural Vision

- "Overall design of new structures should follow the **Lowcountry, coastal Southern style of architecture** designed for hot, humid, and flood-prone regions, characterized by **raised foundations, wide, shaded, or screened-in porches, and high ceilings**. It emphasizes indoor-outdoor living, with materials like hardy plank or wood siding, metal roofs, and large windows to encourage ventilation and capture available breezes."
- (Pending Town Council approval)



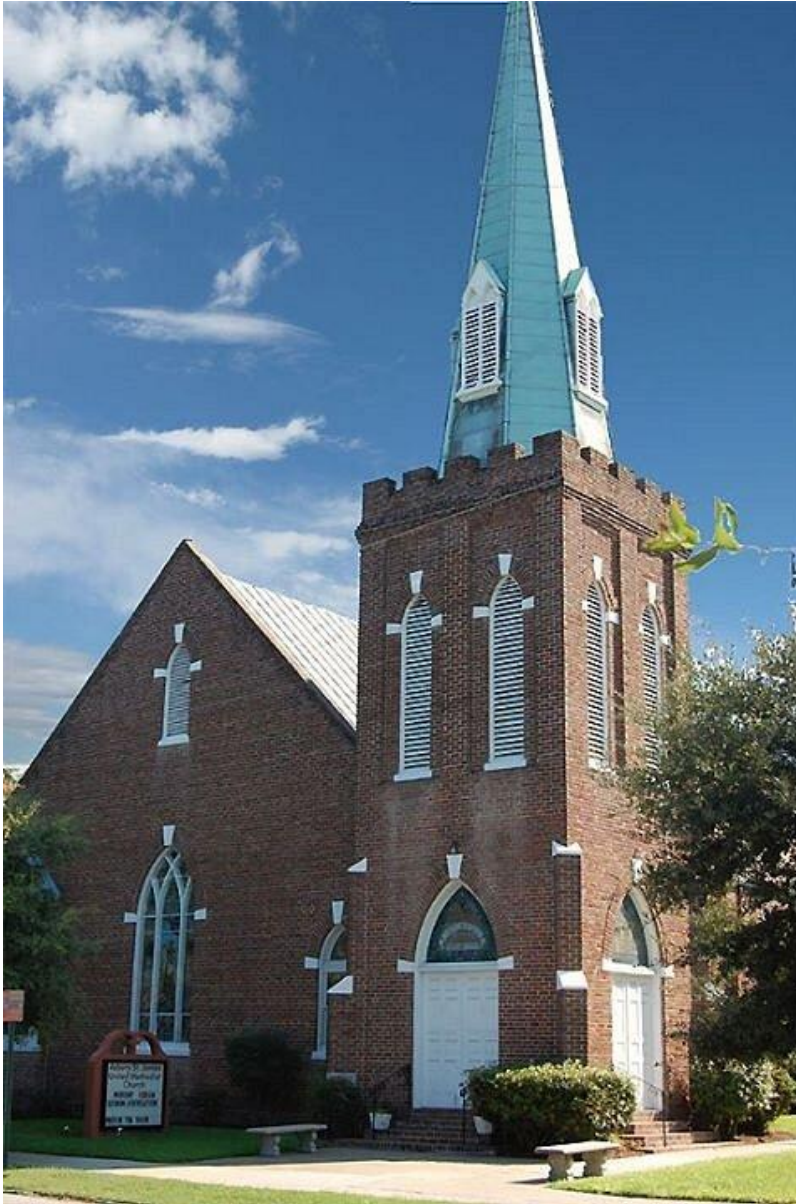
Architecture of regular buildings in Ridgeland

6. Civic Spaces and Buildings

- There should be **plenty of land designated for civic uses**. This does not simply mean land should be designated for a school and fire station. Rather, land should be set aside for parks, religious institutions, non-profit institutions, community center, YMCA, etc.
 - It is important that the development offers places and institutions for the existing residents of Ridgeland to enjoy, **so that development contributes to the social life and prosperity of the Town as a whole**.
 - Even though some civic uses are not profitable by themselves, developers will find that these uses increase the value of the development as a whole, as **people want to live near parks, schools, community centers**, etc.
 - These civic uses are great opportunities to **give character to new parts of the Town of Ridgeland**, so that the neighborhood does not become yet another non-descript 'non-place' which people do not think about or care about.

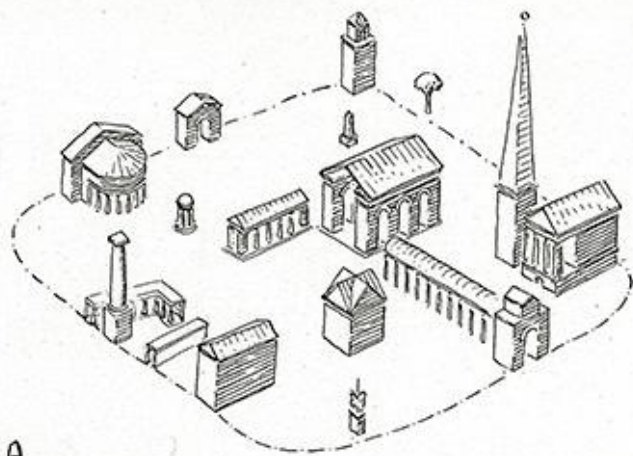


Civic spaces: parks, playgrounds, squares



Civic buildings: religious buildings, community centers, libraries, etc.

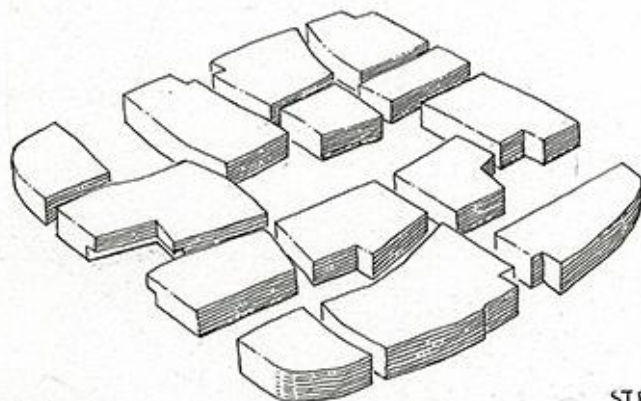
RES PUBLICA
CLASSICAL



MONUMENTS
WITHOUT
STREETS or SQUARES



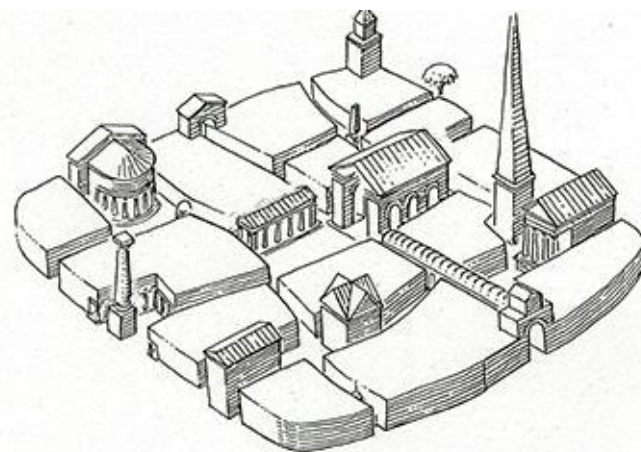
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STREETS and SQUARES
WITHOUT
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CIVITAS
CLASSICAL+VERNACULAR



LK 83

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CITY

7. Natural Environment

- The development should be **integrated with the natural environment**, or elements from the natural environment.
 - In the Town's Comprehensive Plan, residents were surveyed about what they most valued in Ridgeland. Across all respondents, their top value was Nature & Open Space (p. 9).
 - In 2025, the Town passed a strict Tree Preservation Ordinance (Smartcode 5.11.1.C) which reinforced the Town's commitment to preserving its natural resources and integrating trees into the Town's urban fabric.



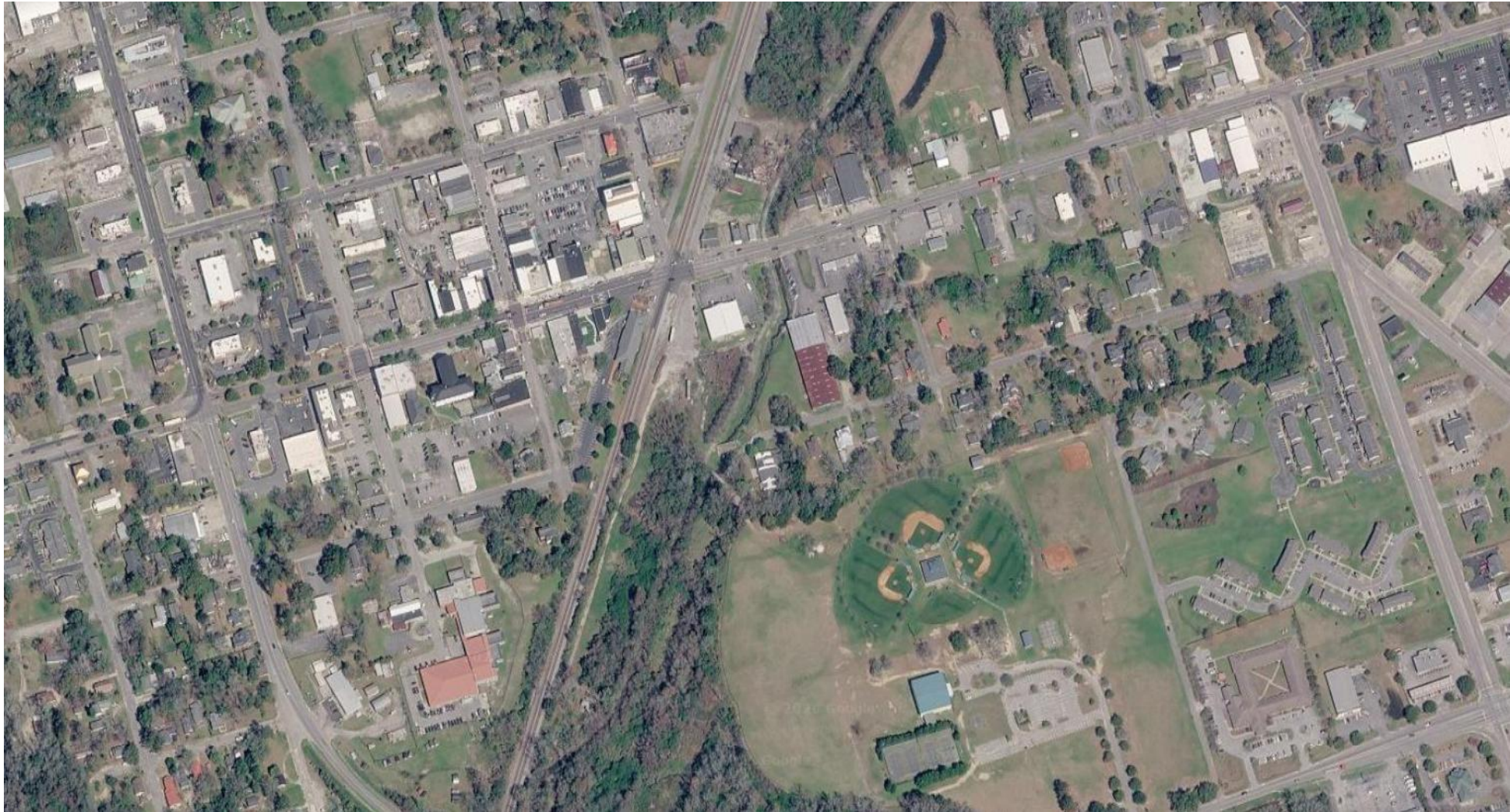
Nature integrated into Habersham, Beaufort



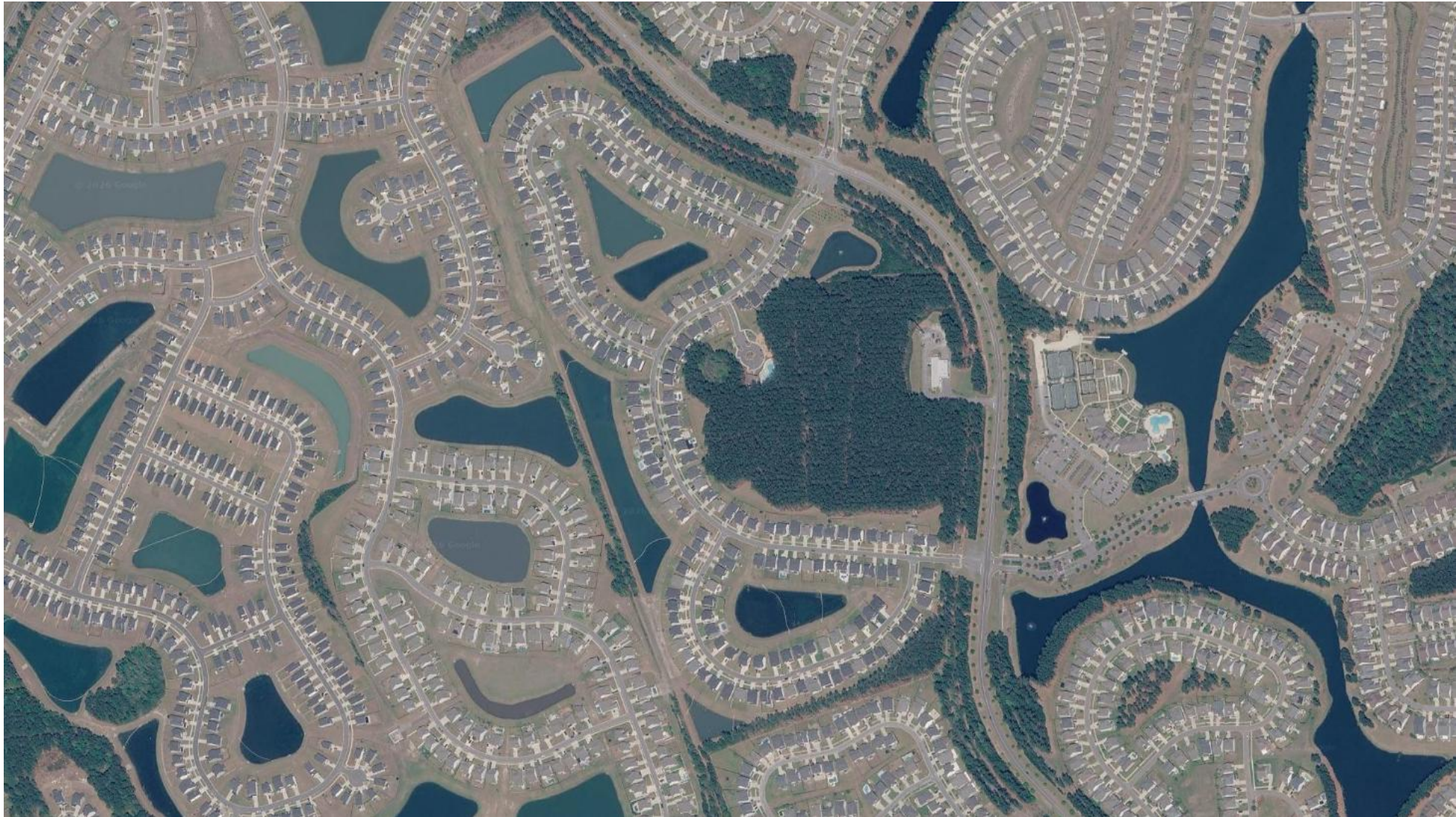
Nature less integrated into the Groves at Bees Creek

8. Street layout

- The development should **organize its streets into a network of blocks** which is easy to navigate and which is easy to walk within.
 - The Town enforces the block system in its Smartcode with 'block size' regulations. These place a maximum length on the perimeter of a block, so that the street system is broken down into many small blocks which each fall within the allowable perimeter lengths. (Search for 'block size' in Smartcode Article 6, Table 2)



Street grid in Kingstree, SC



No street grid in Cane Bay, SC



Street grid in Ridgeland

9. Inter-connectivity

- Large developments often constitute a significant portion of the entire Town. Therefore, it is important that they are **well-connected to the rest of Town, not self-contained**.
- New developments should have **provisions for future road connections** to adjacent parcels of land where growth is logical.



Lack of connectivity in Summerville