DARLINGTON COUNTY SCHOOL DISTRICT	Solicitation # Date Issued: Procurement Officer Phone Email	Brunson-Dargan August 16, 2024 Criselda Mendoza-Landa 843-398-2272 Criselda.mendozaland@darlington.k12.sc.us

Addendum # 2

Description of solicitation: Brunson-Dargan 081624

Offeror is required to acknowledge this Amendment on the first page of the original Invitation for Bid. If you have any further questions, please contact Criselda Mendoza-Landa at Criselda.mendozaland@darlington.k12.sc.us

AMENDMENTS TO SOLICITATION a) The Solicitation may be amended at any time prior to opening. All actual and prospective Offerors should monitor the following web site for the issuance of Amendments: http://www.darlington.k12.sc.us Click Departments, Click Business Office, Click Procurement, Click Solicitations, Click 2024-25 Solicitations, (b) Bidders shall acknowledge receipt of any Amendment to this solicitation acknowledging (1) by letter or (2) by submitting a bid that indicates in some way that the bidder received the amendment.

Solicitation has been amended as follows:

1. Do we have water and sewer availability for the site? If so, for how many homes? What is the depth of the water and sewer lines? Included is a response from the city's consulting engineer. Water and sewer are nearby and there is capacity. However, some improvements are needed, due to age and condition.
2. Will the site be cleared any further? i.e. remove concrete foundations and parking lots, and other infrastructure. Site where school was will not be cleared any further. It is the District's intent to demolish the Baseball/Football stadium once the new field at Blue Street is completed but that can be negotiated.
3. Provide a list of contributions or reductions from the municipality – i.e. reduced or elimination of permit, IMPACT, and/or other municipal fees. This would be a conversation with the City – possibly Planning and Development department.
4. Will the municipality waive or reduce tap fees or install water/sewer taps at no charge along all lots that front current roadways? This would be a conversation with the City – possibly Planning and Development department.
5. How many homes would the school district commit to providing reduced rent or purchase price for schoolteachers or district employees. Pending discussion, possibly 6 to 12.
6. Please provide land appraisal information. $650,000.

7. Are there any local or state tax credits that would be available for developing the site? Unknown.
8. Would the school district be agreeable to a phased takedown or the lots/land over a period of time? This would allow the site to developed over time based on the absorption rate of the homes and help lower the initial capital burden. Pending discussion.
9. Would the electrical utility be contributing to the development of the site – providing electrical services, infrastructure, etc at no or reduced costs? This would be a question for the utility provider.
10. Who would be the points of contact for setting up meetings with municipal leaders to discuss the project and the terms of the contract? Merry Morgan Smith may be able to serve as the contact person.
11. Given the short amount of time before the proposals are due – will there be any extensions given to provide additional time for feasibility? Extended until November 4, 2024, at 3PM.
12. Does the new PD allow for driveway cuts on the existing main roads? Curb cuts on the existing streets would be allowed, pending SCDOT approvals. Both Wells and Doneraile Streets are SCDOT streets.
13. Please share any ESA information about the site. Unknown, please elaborate.
14. Please share the appraisal on the land. $650,000.
15. Provide demographics of the area? Incomes, household sizes, etc. Darlington has a population of 6,172 with a median age of 49.8. The per capita income is $33,259 and the median household income is $33,750. 30.9% live below the poverty line. There are 2,563 households with 2.3 persons per household. There are 3,186 housing units, with 80% occupied. 51% are rentals. The median value of owner-occupied housing units is $158,100.
16. Please provide information on the school district – number of teachers and staff, and number of students. Number of teachers 850, staff 750, and students 8,900.
17. Please provide city/county internal road improvements standards. Street standards are available from the City of Darlington, for internal streets. The section of the pending ordinance that addresses streets are included. As stated previously, both Wells and Doneraile Streets are SCDOT streets.

Company Name: _____

Authorized Signature: _____ Date: _____

SECTION 2.2, TABLE 2: SCHEDULE OF LOT REQUIREMENTS BY DISTRICT

District	Minimum Lot Area		Minimum Yard and Building Setback (ft.)				Maximum Height (stories)	Maximum Percent of Lot Occupied by Buildings	Maximum Residential Density (E)
			Front		Side	Rear			
	Sq. Ft.	Width at Front Setback (ft.)	Major Street	Minor Street					
LD	9,000	90	25 (A)	20 (A)	10	25	2.5	35%	4.8
MD	7,500	80	20 (A)	15 (A)	8	25	2.5	35%	5.8
HD	6,000	60	15 (A)	10 (A)	5	20	2.5	50%	7.2
TN	NA	NA	15 (B, C)	10 (B, C)	5 (D)	20	3	50%	7.2
MF	NA	NA	15 (B)	10 (B)	10	10	4	50%	NA
NC	NA	NA	0	0	5	5	2	75%	NA
LC	NA	NA	0	0	5	5	3	75%	NA
GC	NA	NA	0	0	5	5	5	85%	NA
CC	NA	NA	0	0	(F)	(F)	NA	100%	NA
IN	NA	100	50	50	NA	NA	NA	50%	NA

Refer to Sections 8.2 and 8.3 for yard and setback modifications. (s.f. = square feet. (ft.) = feet. (NA) = Not applicable.

(A) Front setbacks shown are for new developments. For infill development, front setback shall be no less than the lesser of and no greater than the greater of the two closest adjacent lots. See Section 8.2. Yard and Setback Modifications.

(B) For infill development front setbacks must meet required minimums. For new planned communities in TN of greater than 5 lots, front setback may be less than the required minimum. See Section 8.2.1 Front and Side Setbacks.

(C) If it is not possible to provide required parking to the side or rear of the primary structure, on-street, or off-site, the front setback shall be a minimum of 20'.

(D) Side setbacks may be less than 5' if all applicable Building Codes and Fire Codes are met.

(E) Measured as units per gross acre.

(F) No setback requirement except where a building or use is contiguous to a Residential Zone District, then a minimum setback equal to the setback required in the contiguous residential district shall be required.

SECTION 2.3 STREET NETWORK

Section 2.2, Table 2 "Schedule of Lot Requirements by District" identifies differing front setbacks for Major and Minor Streets. The list and map below identify which streets are considered "Major Streets" as applicable to this Table. All other streets are to be considered "Minor Streets." This list of streets also applies to 6.2.8 Table of Bufferyard Requirements.

MAJOR STREETS

W. Broad Street (East of Washington)
Cashua Street (Highway 34)
Cashua Ferry Road (Highway 34)
Exchange Street (on Square only)
Governor Williams Highway (Highway 52)
Lamar Highway (Highway 401)
South Main Street (Highway 52 Business)
North Main Street (Highway 52 Business)
Pearl Street (Highway 34)
Public Square
Society Hill Road
Washington Street (Highway 340)

MINOR STREETS

All other streets are considered Minor



ARTICLE XII: DESIGN STANDARDS AND REQUIRED IMPROVEMENTS

SECTION 12.1 PURPOSE

The purpose of design and improvement standards is to create functional and attractive land developments and to minimize adverse impacts.

SECTION 12.2 SITE DESIGN STANDARDS, GENERALLY

A. Site Analysis

An analysis shall be made of characteristics of the development site, such as site context, geology and soil, topography, ecology, existing vegetation, structures, road networks, visual features, and past and present use of the site.

B. Site Design, Generally

Site design shall take into consideration all existing local and regional plans and shall be based on the site analysis. To the extent practical, development shall be located to preserve any natural features on the site, to avoid areas of environmental sensitivity, to minimize negative impacts and alteration of natural features, to avoid adversely affecting groundwater and aquifer recharge, to reduce cut and fill, to avoid unnecessary impervious cover, to prevent flooding, to provide adequate access to lots and sites, and to mitigate adverse effects of shadow, noise, odor, traffic, drainage, and utilities.

The following specific areas and resources shall be preserved to the extent consistent with the reasonable utilization of the site.

1. Unique and/or fragile areas, including wetlands as defined in Sec. 404, Federal Water Pollution Control Act Amendments of 1972, as determined by the U.S. Corps of Engineers.

2. Trees 12" or more DBH (Diameter Breast High) in accordance with the Section 6.4 of the Zoning Ordinance.

3. Flood plain areas, as determined by FEMA (Federal Emergency Management Agency) and delineated on Flood Boundary and Floodway Maps for the City of Darlington, except as provided herein and in related regulations.

4. Habitats of endangered wildlife, as identified on federal and state lists.

5. Historically significant structures and sites, as listed on federal, state, and/or local lists of historic places.

SECTION 12.3 STREETS

All streets and roads, whether publicly dedicated or private, shall be designed and constructed in accordance with the requirements of this Section. All streets owned, maintained, or improved upon by SCDOT shall follow the Complete Streets Policy found in SCDOT Directive Number 28 dated February 4, 2021 and shall also follow the provisions of the SCDOT Roadway Design Manual. This will ensure those streets allow for the inclusion of multimodal accommodations in projects undertaken on the state owned highway system.

12.3.1 Circulation System Design

The street system shall be designed to permit the safe, efficient, and orderly movement of vehicles, pedestrians, and bicycles; to have a simple and logical pattern; to respect natural features and topography; to present an attractive streetscape; and to permit connecting to existing streets and subdivisions.

12.3.2 Layout and Alignment

a. Generally, new developments should address existing streets and not turn away from them.

b. Proposed streets shall be coordinated with the street system in the surrounding area and, where possible, shall provide for the continuation of existing streets abutting the development, with the goal of having a connected network of streets.

c. Developments with only one point of ingress should be avoided unless multiple ingress points are not possible.

d. Where abutting undeveloped parcels, new streets should extend to the exterior property lines with a temporary vehicular turnaround as allowed in Section 12.3.5. This will allow future extension of the network of streets. Otherwise, streets may also terminate at an intersection with another street.

e. Reserve strips, also known as Spite Strips, controlling access to streets are prohibited except where their control is placed with the City, under conditions approved by the Planning Commission.

12.3.3 Alleys

a. Alleys are permitted in residential developments to provide rear access to parking courts, garages, and carports.

b. Alleys may be either one-way or two-way circulation.

c. Alleys may include parallel parking for residents and guests.

d. Alleys are permitted in commercial and industrial developments to provide service access, off-street loading and unloading, and parking consistent with and adequate for the use proposed.

12.3.4 Cul-de-sacs

a. Cul-de-sacs are generally discouraged as a connected network of streets is preferred. Cul-de-sacs are allowed when topography, wetlands, lot configuration or other circumstances prevent the connection of through streets.

b. Dead-end streets designed to be permanently closed at one end shall not exceed 800 feet in length measured from the right-of-way to the center point of the turn-around.

c. Turn-arounds shall be provided at the closed end of a street.

d. Temporary dead-end streets, which extend for a greater distance than the depth of one abutting lot, shall be provided with a temporary turn-around conforming to the illustration in this Section.

12.3.5 Intersections

a. No more than two streets shall intersect at any one point unless they connect at a roundabout.

b. All streets shall intersect as nearly as possible at ninety-degree angles.

c. Streets entering upon opposite sides of a given street shall have their center lines directly opposite (aligned) or shall be offset a minimum distance of 200 feet for minor streets and 600 feet for major streets, measured along the centerline of the streets being intersected.

d. Street intersections shall be located at least 200 feet from the right-of-way of any railroad track, measured from the center point of the intersection to the railroad right-of-way line nearest the intersection.

e. Private driveways shall not intersect a public street within 40 feet of an intersection, measured from the street right-of- way.

12.3.6 Right-of-way and Pavement Widths

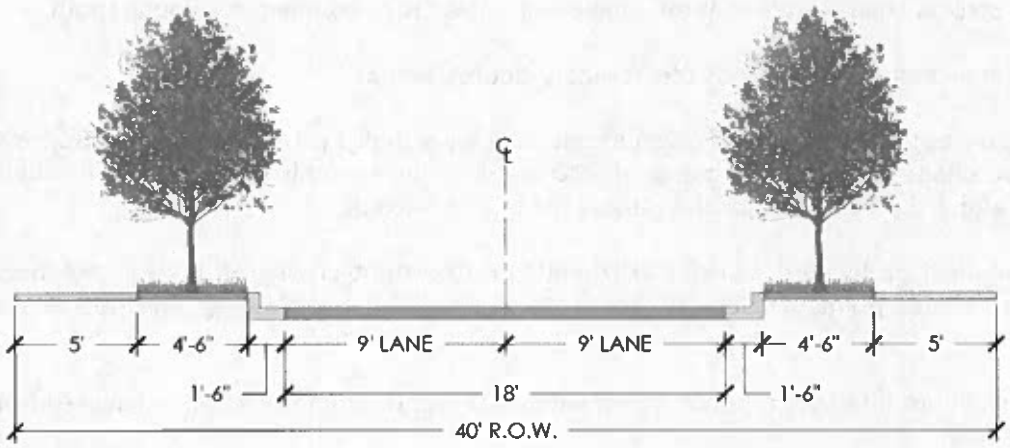
Creativity in street design is encouraged to provide adequate facilities for pedestrians, cyclists, and vehicles. However, minimum right-of-way and pavement widths for streets other than SCDOT streets shall be as follows:

Street Classification	Pavement Width	Right-of-Way Width	On-Street Parking	Max. Speed
Yield Street, Residential	18' – 24'	40' to 50'	1 side	20 MPH
Yield Street, Residential	24' – 30'	50' to 54'	2 sides	20 MPH
Minor Street, Residential	26'	50'	1 side	25 MPH
Minor Street, Collector	28'	54'	1 side	30 MPH
Major Street	varies	varies	varies	varies
Alley – One Way	12'	20'	none	NA
Alley – One Way	20'	24'	1 side	NA
Alley – Two Way	18'	24'	none	NA
Alley – Two Way	24'	30'	1 side	NA

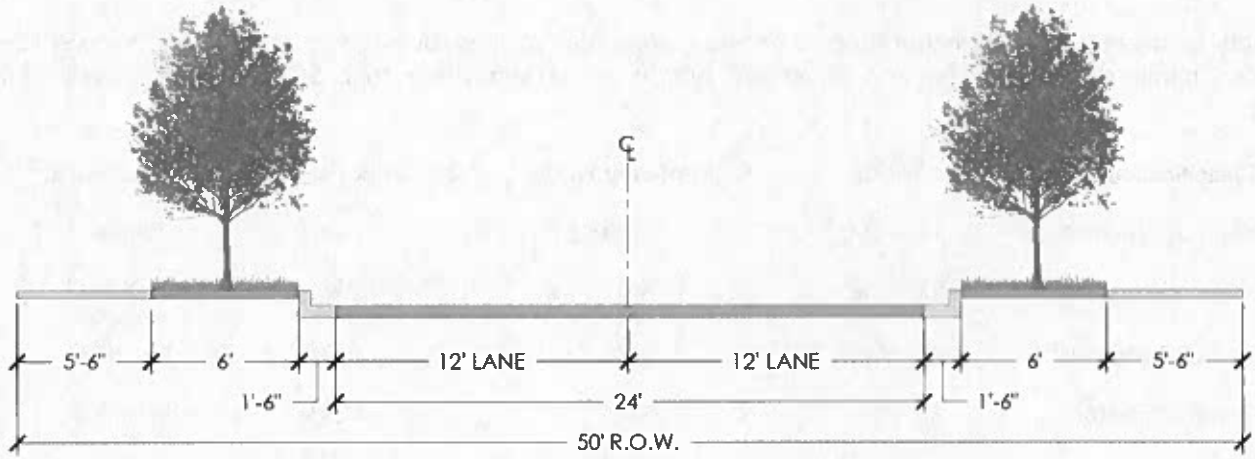
Note: Streets shall be designed to include sidewalks on both sides, with verges for street trees and lighting, and utilities. Bike lanes or sharrows should be incorporated, where feasible. Facilities for bicycles should follow standards from the National Association of City Transportation Officials (NACTO) or AASHTO "Guide for the Development of Bicycle Facilities."

Note: For Yield Streets with parking on one side only, there should be adequate signs to communicate on which side of the street parking is not allowed.

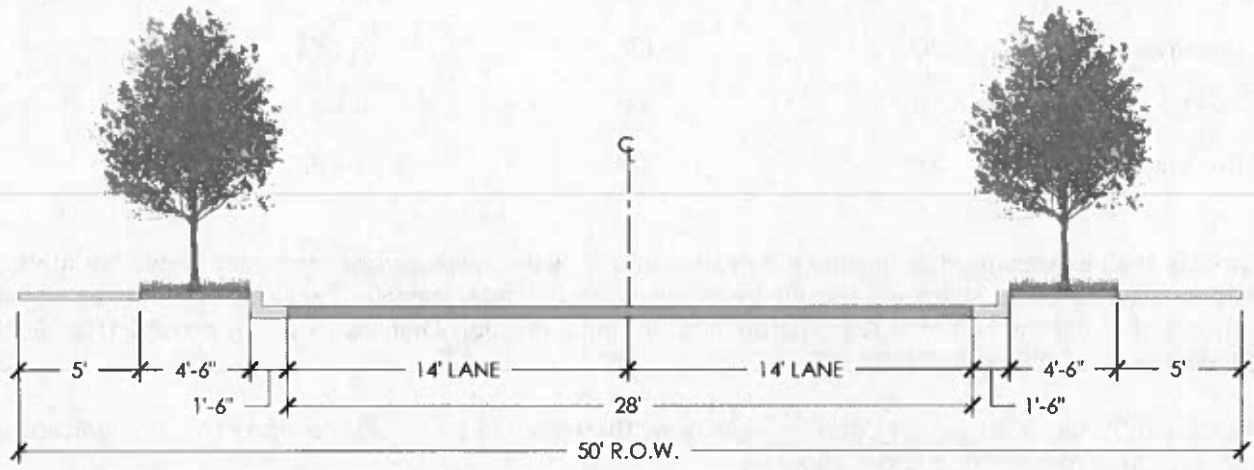
Examples of possible street configurations are shown on the following pages.



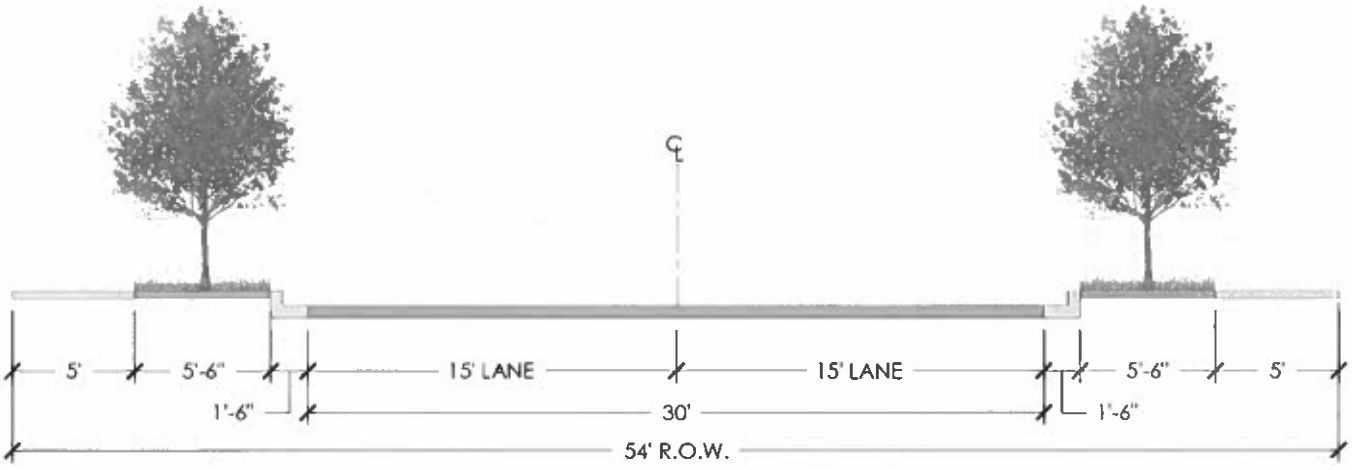
YIELD STREET
RESIDENTIAL



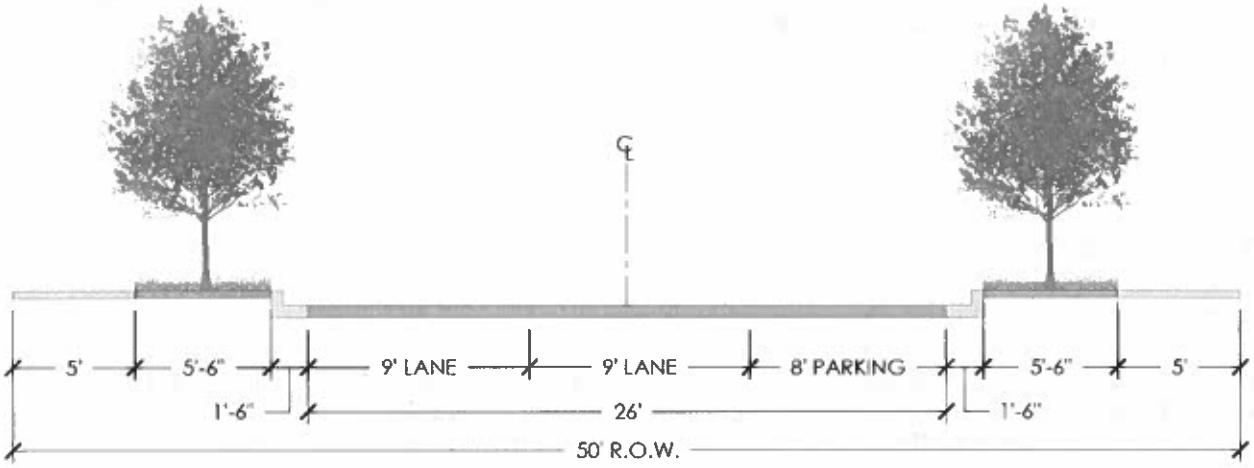
YIELD STREET
RESIDENTIAL



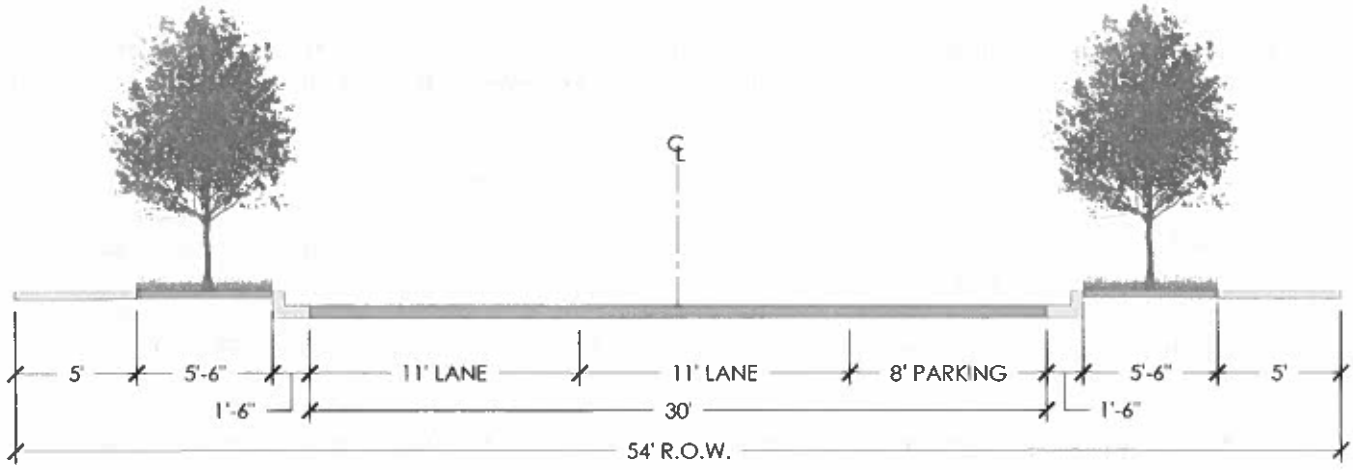
YIELD STREET
RESIDENTIAL



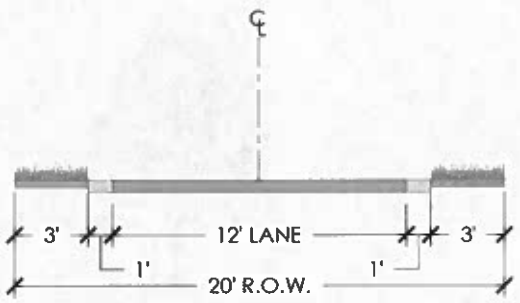
YIELD STREET
RESIDENTIAL



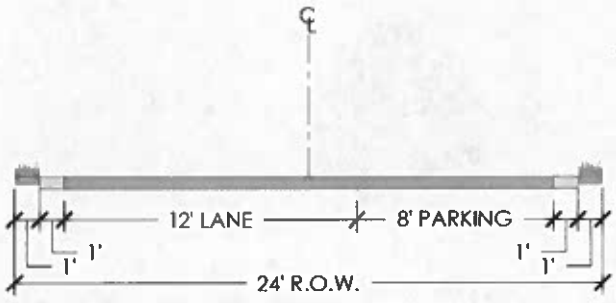
MINOR STREET
RESIDENTIAL



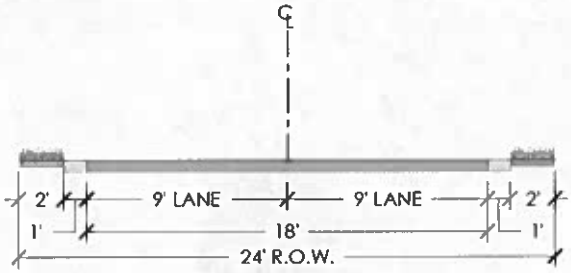
MINOR STREET
COLLECTOR



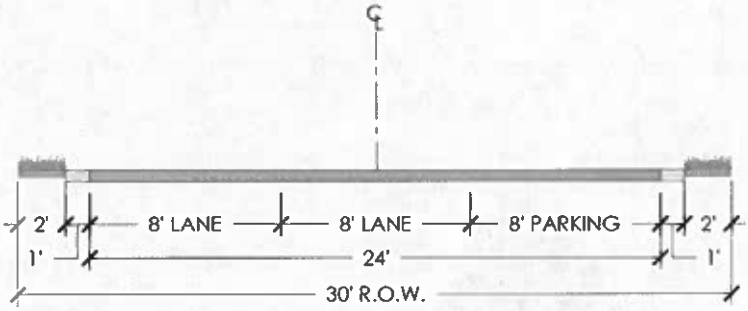
ALLEY
ONE-WAY



ALLEY
ONE-WAY



ALLEY
TWO-WAY



ALLEY
TWO-WAY

12.3.7 Sight Distance

Where horizontal curves are used, the minimum sight distance shall be as follows:

Street Classification	Design Speed MPH	Min. Curve Radii	Min. Sloping Sight Distance
Residential Access	30-35 MPH	275 ft.	200 ft.
Collector	35-45 MPH	350 ft.	240 ft.
Arterial	Refer to local office of SCDOT		

12.3.8 Required Improvements

A. Construction Specifications: All streets and roads shall be paved and improved in accordance with the South Carolina Standard Specifications For Highway Construction Manual, Latest Edition. Specifically:

1. Earthwork shall be completed in accordance with Section 200.

2. Base-and Subbases shall be constructed in accordance with Section 300, as applicable to the proposed base course.

3. Paving shall be constructed in accordance with Sections 400 and 500, as applicable to the proposed paving material.

4. Before surfacing any roads, all required utilities shall be installed in accordance with these regulations.

B. Testing: All required compaction and materials test shall be performed at the expense of the

developer, and in the presence of the Public Works Director.

C. Inspections: A Professional Engineer (PE) shall inspect all phases of construction and certify satisfactory completion of the following steps to the Public Works Director.

1. At completion of subgrade work.

2. During final pavement application.

3. Final acceptance inspection.

4. The Public Works Director or City appointed representative will inspect the quality of construction of each stage within two working days. This inspection must be conducted prior to starting construction on the next phase.

SECTION 12.4 CURB AND GUTTER

A. Requirement: Curbs and gutters shall be required and installed along both sides of all streets, unless bioswales or other Light Imprint Development (LID) stormwater Best Management Practices (BMPs) are part of the overall design.

B. Construction Specifications: Curbs and gutters shall be constructed in accordance with Section 720 of the Standard Specifications for Highway Construction Manual, latest Edition.

C. Curb Type: Roll Curbs or Standing Curbs are allowed.

D. Ribbon Curbs may be allowed when part of a LID stormwater approach.

E. Transition: The transition from one type of curb to another shall be made only at street intersections.

SECTION 12.5 SHOULDERS

Shoulders shall consist of stabilized turf or other material acceptable to the Public Works Director and shall be prepared in compliance with Section 209 of the Standards Specifications Manual previously referenced.

SECTION 12.6 SIGNAGE AND NAMES

12.6.1 Street Signs

A. Design and placement of traffic signs shall follow state regulations, or the requirements specified in the Manual of Uniform Traffic Control Devices for Streets and Highways, published by the U.S. Department of Transportation. Responsibility for installation shall rest with the developer.

B. At least one street name sign shall be placed at each street intersection. Signs shall be installed under streetlights, where possible, and free of visual obstruction. The design of street name signs shall be uniform in size and color, and subject to approval by the Public Works Director.

12.6.2 Neighborhood and Street Names

A. New Streets. Street names shall be subject to approval of the Planning Commission and Darlington County 911 Addressing. Proposed street names shall be substantially different in sound and spelling from existing streets in the city and county unless at a future date plans call for a tie-in between the proposed street and an existing street. Where such streets are in obvious alignment with an existing street, it shall be given the same name as the existing street.

B. New Subdivisions and Land Developments. Subdivision and land development names shall be subject to the approval of the Planning Commission and shall not duplicate the name of any recorded subdivision or development.

C. Existing Streets. Subdivisions. and Developments. The proposed name change of an existing street, subdivision, or development shall be subject to the requirements of (a) and/or (b) above. Additionally, any request for a name change shall be accompanied by an application to the Planning Commission.

The Commission shall:

1. Give reasonable notice in a newspaper of general circulation of a public hearing, and

2. Conduct the public hearing.

Upon receipt of an approved name change, the City Council shall issue a certificate designating the change and transmit the certification to the clerk of court for proper recordation and notification to 911 Addressing.

SECTION 12.7 UNDERGROUND UTILITIES

A. Where Required

All electric, telephone, television, or other communication lines, both main and service connections servicing new subdivisions shall be provided by underground wiring within easements or dedicated public rights-of-way, installed in accordance with the prevailing standards and practices of the utility or other companies providing such services.

Lots that abut existing easements or public rights-of-way where overhead electric or telephone distribution supply lines and service connections have previously been installed may be supplied with electric and telephone service from those overhead lines but should a road widening or an extension of service or other such condition occur as a result of development and necessitate the replacement or relocation of such utilities, such replacement or relocation shall be underground.

B. Exceptions

If the Planning Commission grants an exception, the placement and alignment of poles shall be designed to lessen the visual impact of overhead lines; that clearing swaths through treed areas shall be avoided by selective cutting and staggered alignment; that trees shall be planted in open areas and at key locations to minimize the view of poles and alignments; and that alignments shall follow rear lot lines and other alignments, as practical.

SECTION 12.8 STREET LIGHTING

A. Where Required: Street lighting shall be provided at all street intersections, and between intersections where the distance is 1,000 feet or more.

B. Height: The maximum height of streetlights shall be 25 feet.

C. Illumination and Shielding: Street lighting shall adhere to the illumination and shielding requirements of Article VI of the City's Zoning Ordinance.

SECTION 12.9 EASEMENTS

A. Drainage Easements

1. Where a subdivision or land development is traversed by a water course, drainage way, channel, or stream, adequate areas for storm water or drainage easements shall be allocated, conforming substantially with the lines of such water course, and not less than 20 feet wide or of sufficient width, as determined by the Public Works Director, to carry off storm water and provide for maintenance and improvements of the water course.

2. The location of any surface drainage course shall not be changed without the approval of the Public Works Director.

B. Utility Easements

1. Adequate areas of suitable size and location shall be allocated for utility easements. The location and size of such easements shall be coordinated with the public and private utilities involved.

2. Where provided alongside or rear lot lines, utility easements shall be not less than 10 feet in width. No structures or trees shall be placed within such easements.

C. Maintenance

1. Easements shall be maintained by the property owner(s), unless dedicated to and specifically accepted by the City for public maintenance and may be used to satisfy yard requirements.

2. Covenant restrictions placed in the deed of a lot which contains a utility easement shall stipulate that the city, county, or utility company with lines in such easement shall have full right of access.

SECTION 12.10 BLOCKS

A. Residential

1. Block lengths shall be appropriate to topographic conditions and density to be served but shall not exceed 1,000 feet in length.

2. Blocks should be of sufficient depth to allow for two tiers or lots of appropriate depth, except where reverse frontage lots are required along a major street or where prevented by size, topographical

conditions, or other inherent conditions of the property.

B. Commercial and Industrial

Blocks intended for commercial or industrial development may vary from the standards of design detailed above in favor of dimensions more suitable to their prospective use; provided such blocks permit adequate traffic circulation.

SECTION 12.11 LOTS

A. Accessibility: All lots shall be accessible by a public or private street.

B. Dimensions: All lots shall meet the minimum lot area and dimensional requirements of the zoning district in which they are located.

C. Alignment: Side lot lines shall be aligned at approximately right angles to straight street lines and radial to curved street lines.

SECTION 12.12 SIDEWALKS

A. Where Required: Sidewalks shall be required on both sides of all streets.

B. Design Specifications: Sidewalks shall be placed parallel to streets, and within the street right-of-way, with exceptions permitted to preserve natural features or to provide visual interest.

C. Location: Sidewalks should generally be separated from the street by a grassed of planted verge, except when adjacent to on-street parking in Commercial Areas.

D. Residential Areas: Sidewalks shall be a minimum of five (5) feet wide.

E. Commercial Areas: Sidewalks shall be a minimum of eight (8) feet wide.

F. Sidewalks shall be installed in accordance with Section 720 of the Standard Specifications for Highway Construction Manual, latest Edition.

G. Graded areas shall be planted with grass or treated with other suitable ground cover.

SECTION 12.13 STREET TREES

A. Residential Streets: Street Trees should be planted in the verge at a maximum of 60' on center.

B. Commercial Streets: Street Trees should be planted in a verge or sidewalk cut-out at a maximum of 44' on center.

C. Adjacent to Parallel Parking: Where possible, street trees should align with lines between parallel spaces to minimize conflicts with vehicle doors.

SECTION 12.14 AREAS SUBJECT TO FLOODING

If the area being developed, or any part thereof, is located within the boundary of a designated Flood Plain, as delineated on FEMA Maps for the City of Darlington, adequate plans and specifications for protection from flooding shall be provided as herein required:

1. Not To Be Expanded

Any plat which contains land subject to flooding shall be accompanied by evidence provided by a registered civil engineer that no appreciable expansion of the area subject to flooding would result from the proposed land development, and that the proposed development will be adequately protected from inundation without appreciable interference with the flow of any watercourse or into an impounding basin.

All such evidence including surveys and specifications shall be submitted with the Final Plat, and no final Plat shall be approved in the absence thereof.

In no case shall any fill, levee, or other protective works be approved unless sufficient compensating adjustments of waterways, ditches, or impounding basins are made to prevent any appreciable expansion of flood hazard areas.

2. Streets Subject to Flooding

The centerline of all streets should be at least on the ten-year flood line.

SECTION 12.15 WATER SUPPLY

A. DHEC Approval Required: All developments and lots within such subdivisions shall be provided with water supplies and systems conforming to the requirements, rules, and policies of the South Carolina Department of Health and Environmental Control (DHEC) and approved by said agency.

B. When Required to Connect to City System: New residential subdivisions and land developments shall be required to connect to the City's water system if such service is available within the following distances.

Size of Development	Distance
2 lots	200 feet
3 - 10 lots	400 feet
more than 10 lots	600 feet

3. System Approval Required: Improvement plans and specifications for the water supply system shall be submitted for approval with the Preliminary Plat.

4. System To Include Fire Hydrants: Fire hydrants shall be installed by the developer in accordance with

SECTION 12.16 SANITARY SEWERAGE FACILITIES

1. DHEC Approval Required: All developments and lots within subdivisions shall be provided with sanitary sewerage facilities conforming to requirements, rules, and policies of the South Carolina

Department of Health and Environmental Control (DHEC) and approved by said agency. Said facilities shall be "stubbed out" prior to road surfacing.

2. When Required to Connect to City Sewerage System: New residential subdivisions shall be connected to the City's sanitary sewer system if such service is available within the following distances:

Size of Development	Distance
2 lots	200 feet
3 - 10 lots	400 feet
more than 10 lots	600 feet

If a city service is not in place or cannot be extended, the developer must provide individual subsurface disposal systems where appropriate, given site density, soil, slope, and other conditions subject to applicable DHEC regulations.

3. System Approval Required

Improvement plans and specifications for all disposal systems for which the developer is responsible shall be submitted for approval with the Preliminary Plat.

SECTION 12.17 FIRE HYDRANTS

Fire hydrants shall be installed and spaced throughout each subdivision to maintain a 500' radius between hydrants. The location and spacing of hydrants shall be approved by the Fire Chief.

SECTION 12.18 SURVEY AND MARKINGS

All land developments within the jurisdiction of this Ordinance shall be surveyed, platted, and marked in accordance with the Minimum Standards Manual for the Practice of Land Surveying in South Carolina, as promulgated by the Code of Laws of South Carolina, 1976, Title 40, Chapter 21. This Manual is hereby adopted by reference and is as much a part of this Ordinance as if contained herein.