

An aerial rendering of a proposed development, Lake Village Mixed-Use Village PUD. The image shows a large body of water, likely a lake or reservoir, surrounded by a dense residential and commercial development. The development includes numerous houses, apartment buildings, and larger commercial structures. The area is characterized by a mix of green spaces, trees, and paved areas. The overall layout suggests a planned community with integrated housing and commercial uses.

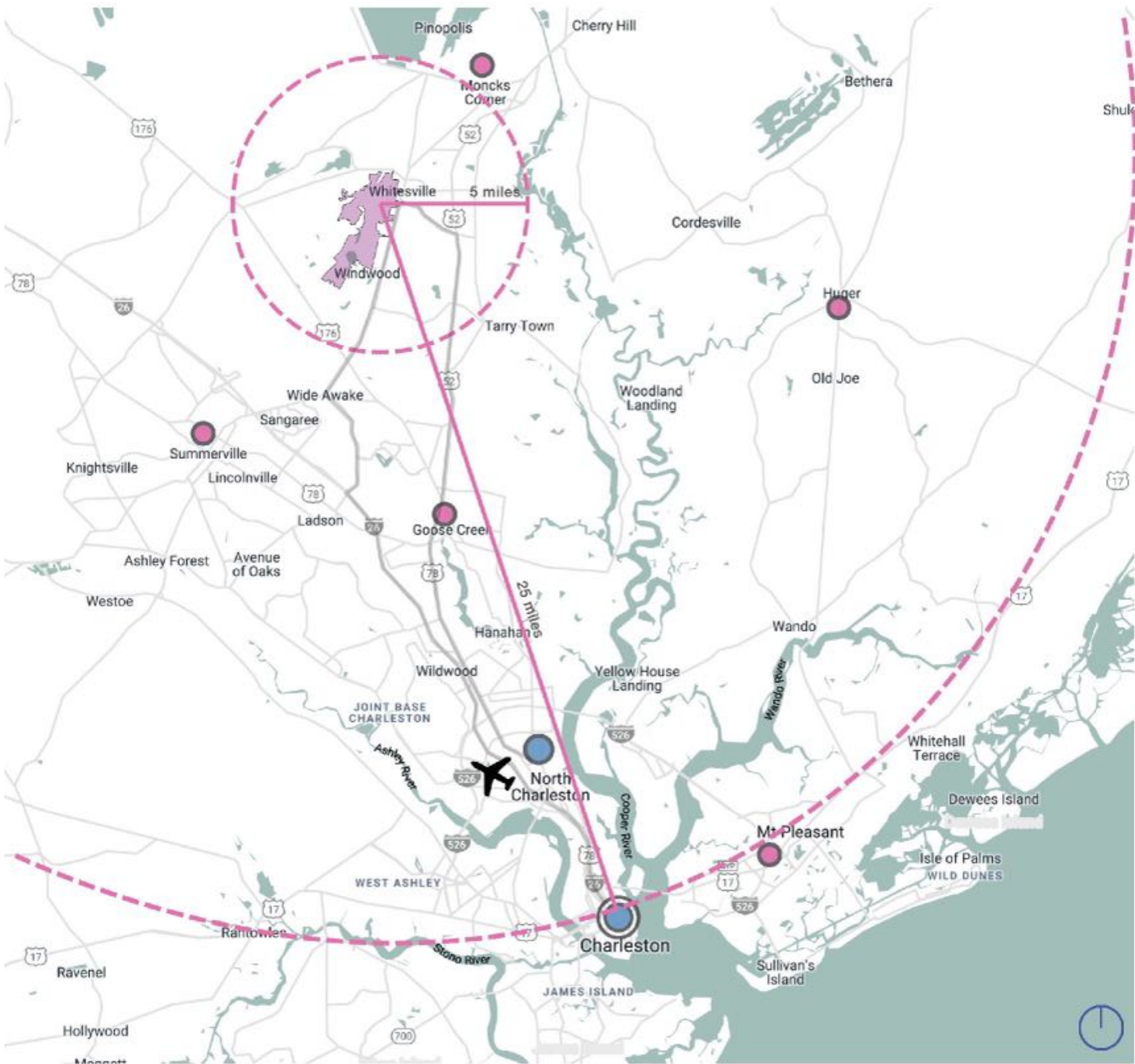
Lake Village

Mixed-Use Village PUD

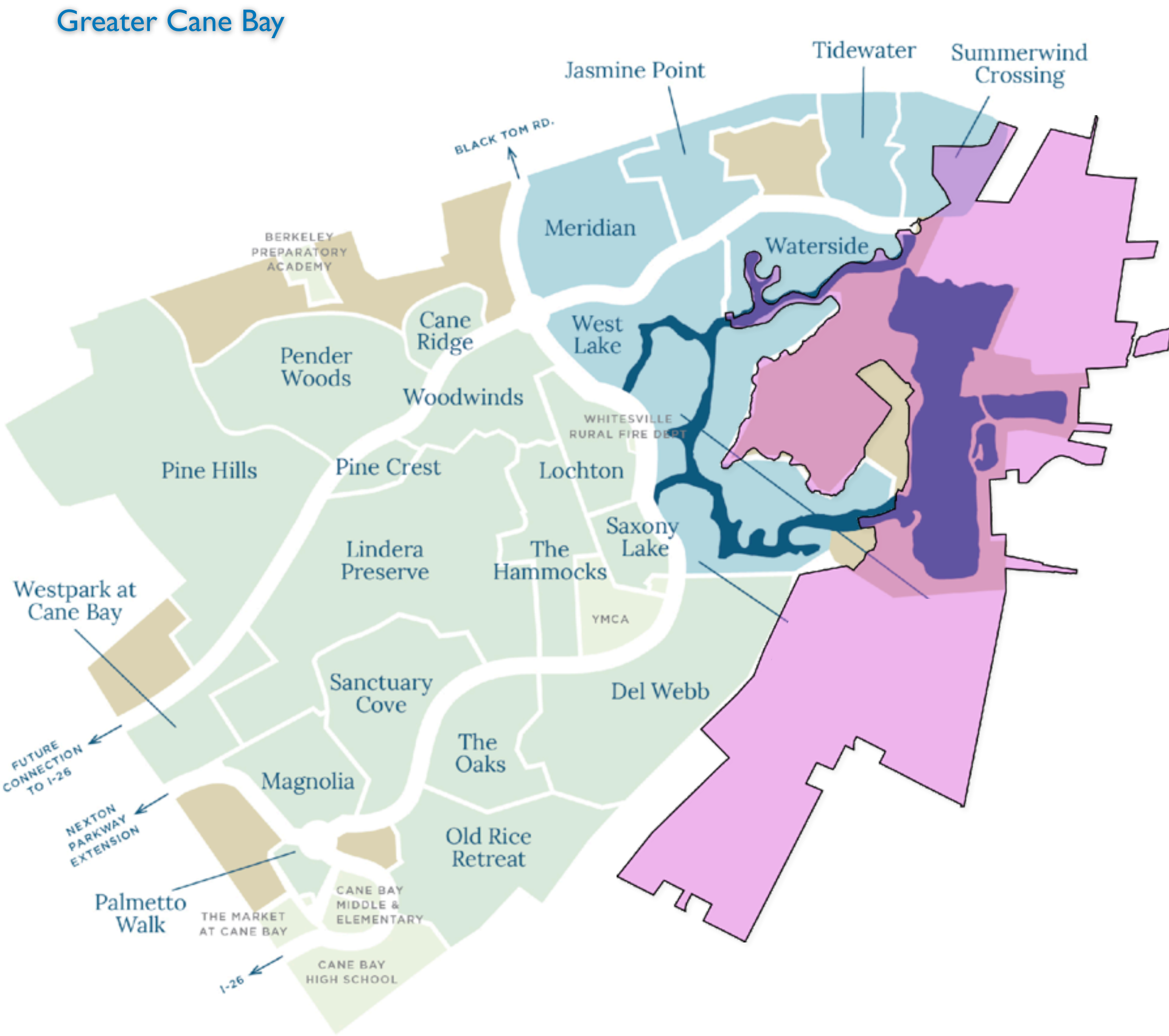
Presented to Berkeley County Land Use Commission

July 13, 2026

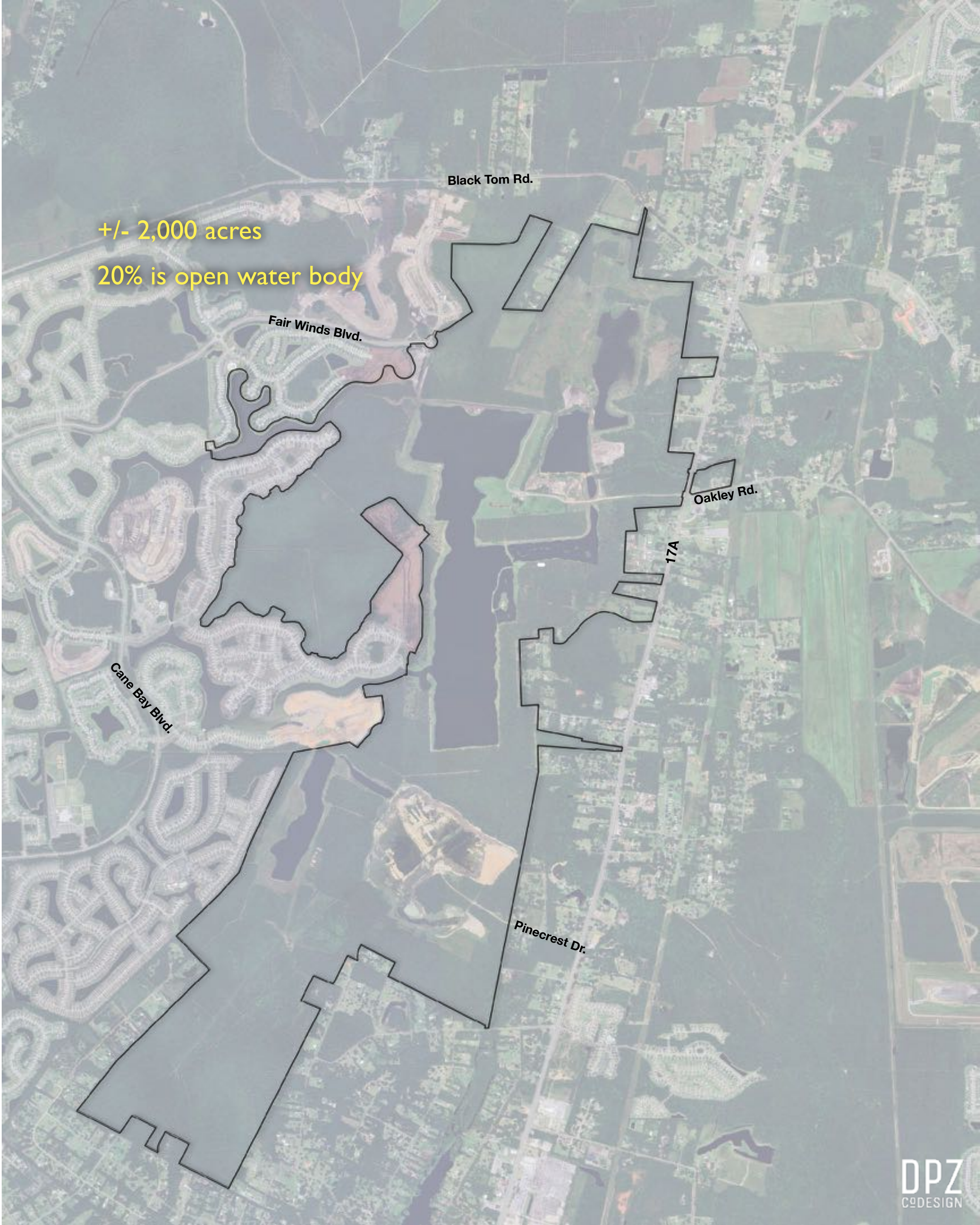
Project Background: Context and Location



- Urban Center
- City Center
- Regional Destination
- Site



Project Background



MASTER PLAN



- 1 Downtown North
- 2 Downtown South
- 3 Waterfront District
- 4 Golf Course
- 5 Fire Station
- 6 School
- 7 Marina Village
- 8 Island Park
- 9 Recreation Fields
- 10 Preservation Areas







A Resilient Town Center



North Village Center



Cane Bay Village @ 17A

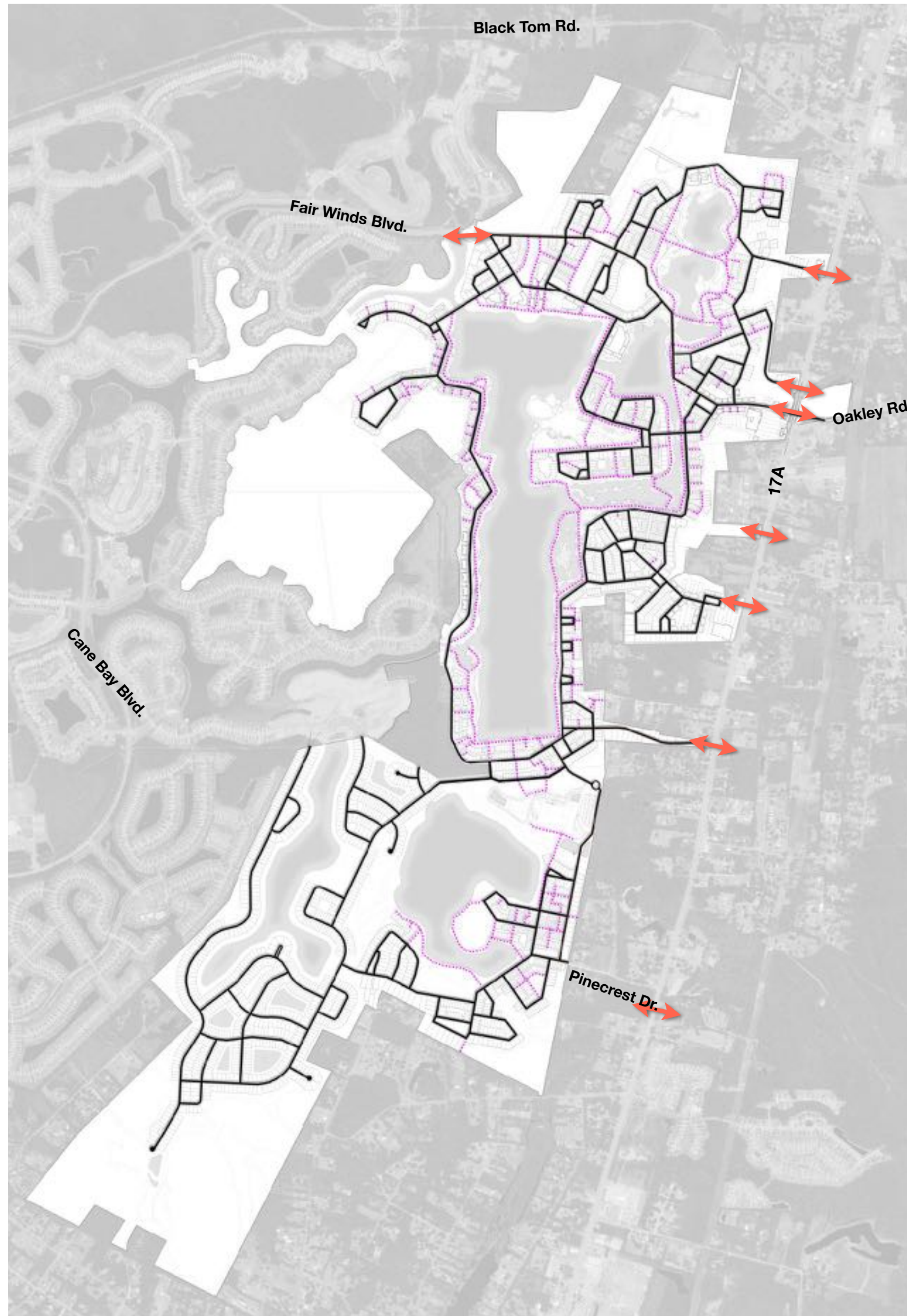


North Village Center



Cane Bay Village Center @ 17A

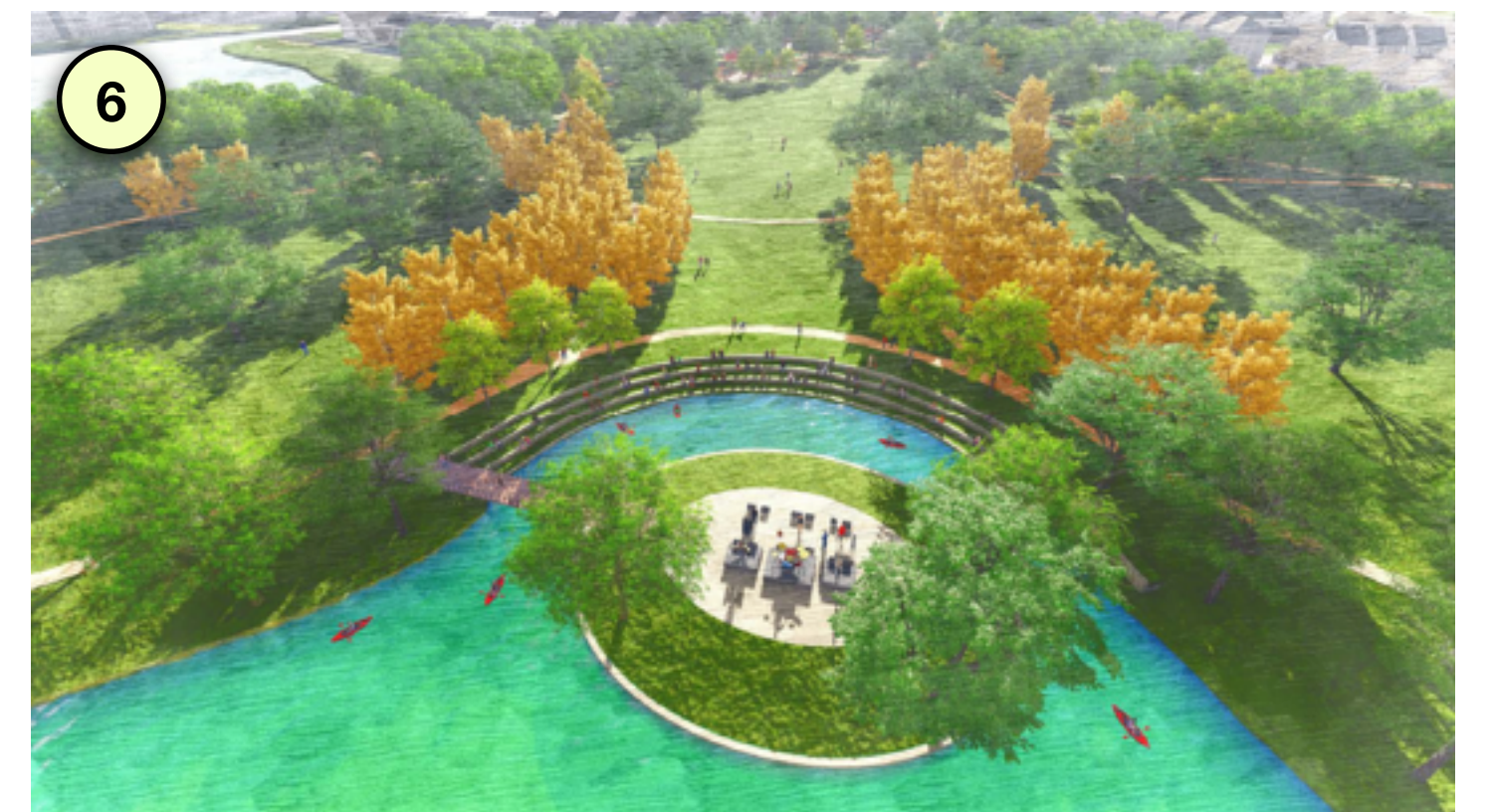
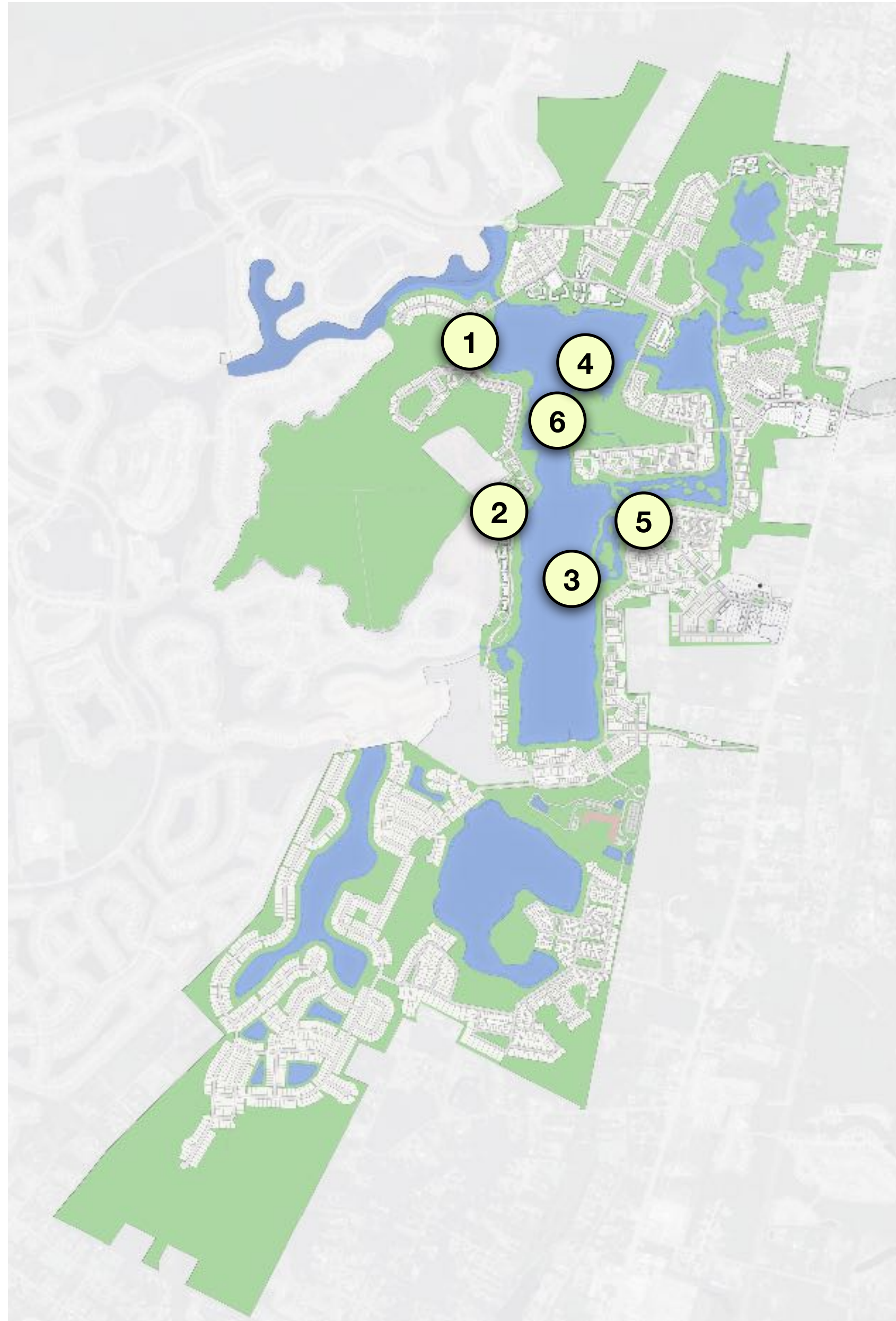
Connected Network of Lovable Streets



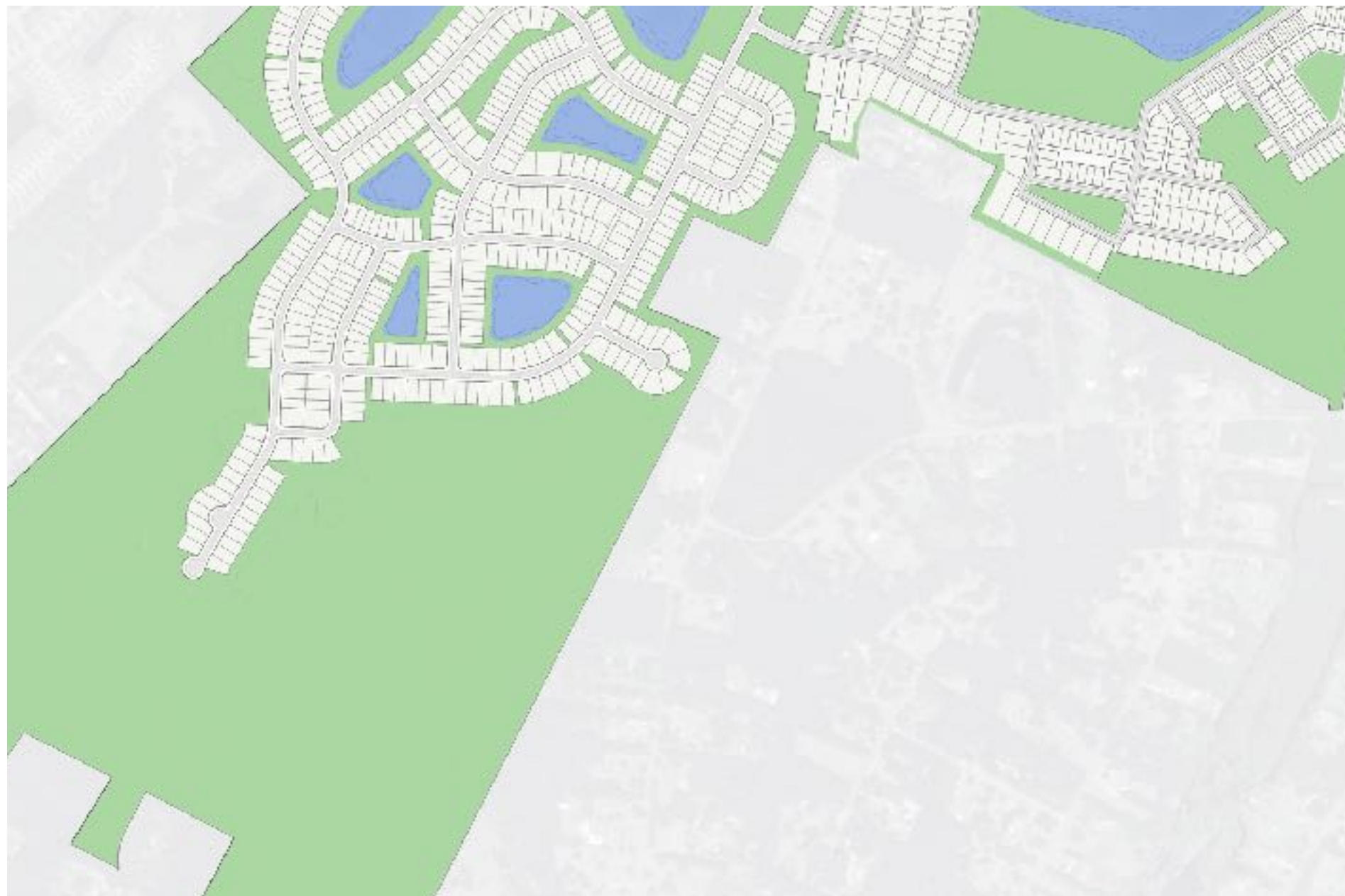
Transportation & Mobility Infrastructure

- The Development will incorporate five new access points along Highway 17-A.
 - This will allow traffic to disperse more evenly, limit impacts to existing traffic on Cane Bay Blvd, and allow residents to access new commercial areas without leaving the community.
- Fair Winds Blvd will create an East / West connection from 176 through to 17-A, relieving traffic on Black Tom Road.
- The community PD standards have contemplated bike and pedestrian mobility throughout the community and will connect to the over 10miles of existing multi-use trails located within the Cane Bay / Wildcat communities.
- All future TIA updates will coordinate with / consider public transportation stops.

A Rich Mix of Open Space Types & Uses



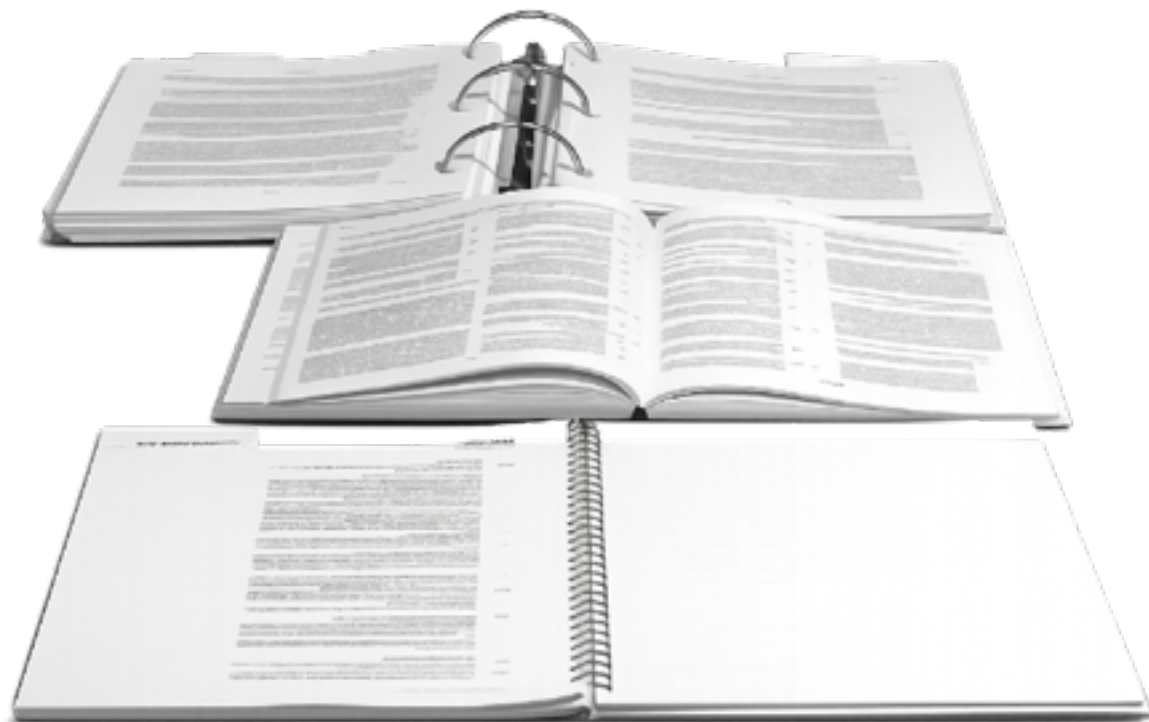
Rural Character



Lakefront Character



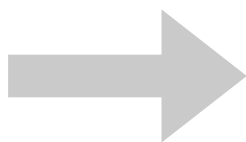
Regulating the Vision: FBC vs Conventional Coding



Conventional Zoning Code

It Starts with the Vision!

FBC Codes a Vision: Illustrated, Easy to Understand, Transparent



Vision Plan



Regulating Plan

CHAPTER 4: STREET STANDARDS CANE BAY VILLAGE Berkeley County, SC

TABLE 4.23 CS-70-24

Assembly	Roadway
Design Speed: 35 mph	Design Speed: 35 mph
Movement: 2-way	Movement: 2-way
Travel Lanes: 2, 11 ft, max each	Travel Lanes: 2, 11 ft, max each
Parking Lanes: None	Parking Lanes: None
Median: None	Median: None
Shoulder Facilities: Shared Lane	Shoulder Facilities: Shared Lane
Notes: Streets which do not have on-street parking shall provide signage to that effect	Notes: Streets which do not have on-street parking shall provide signage to that effect

TABLE 4.24 AL-20-50

Assembly	Roadway
Design Speed: 35 mph	Design Speed: 35 mph
Movement: 2-way	Movement: 2-way
Travel Lanes: 2, 11 ft, max each	Travel Lanes: 2, 11 ft, max each
Parking Lanes: None	Parking Lanes: None
Median: None	Median: None
Shoulder Facilities: Shared Lane	Shoulder Facilities: Shared Lane
Notes: Streets which do not have on-street parking shall provide signage to that effect	Notes: Streets which do not have on-street parking shall provide signage to that effect

Public Realm Standards

CHAPTER 3: ZONE STANDARDS CANE BAY VILLAGE Berkeley County, SC

TABLE 3.4 V1 STANDARDS

Lot Occupancy	Setbacks, Building
A: Lot Width: 30 ft min	A: Front Setback: 0 ft min / 12 ft max
B: BLDG Coverage: 60% max	B: Side Street Setback: 0 ft min / 12 ft max
C: Frontage Occupancy: 30% min	C: Side Setback: 0 ft min / 12 ft max
D: Side Setback: 0 ft min	D: Side Setback: 0 ft min / 12 ft max
E: Rear Setback: 0 ft min	E: Rear Setback: 0 ft min
F: Height: 2 stories max	F: Height: 4 stories max

CHAPTER 3: ZONE STANDARDS CANE BAY VILLAGE Berkeley County, SC

TABLE 3.5 V2 STANDARDS

Lot Occupancy	Setbacks, Building
A: Lot Width: 14 ft min / 20 ft max	A: Front Setback: 0 ft min / 12 ft max
B: BLDG Coverage: 60% max	B: Side Street Setback: 0 ft min / 12 ft max
C: Frontage Occupancy: 30% min	C: Side Setback: 0 ft min / 12 ft max
D: Side Setback: 0 ft min	D: Side Setback: 0 ft min / 12 ft max
E: Rear Setback: 0 ft min	E: Rear Setback: 0 ft min
F: Height: 2 stories max	F: Height: 4 stories max

CHAPTER 3: ZONE STANDARDS CANE BAY VILLAGE Berkeley County, SC

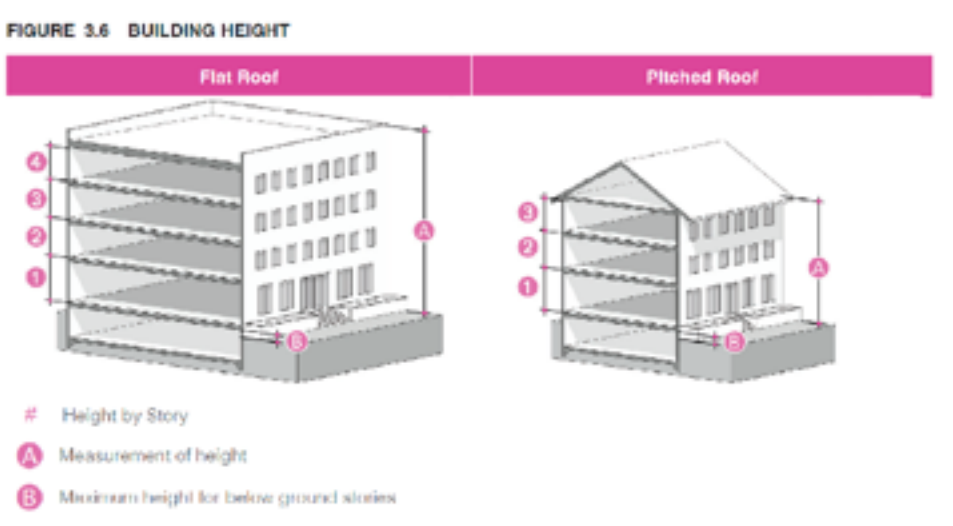
TABLE 3.6 V3 STANDARDS

Lot Occupancy	Setbacks, Building
A: Lot Width: 14 ft min / 20 ft max	A: Front Setback: 0 ft min / 12 ft max
B: BLDG Coverage: 60% max	B: Side Street Setback: 0 ft min / 12 ft max
C: Frontage Occupancy: 30% min	C: Side Setback: 0 ft min / 12 ft max
D: Side Setback: 0 ft min	D: Side Setback: 0 ft min / 12 ft max
E: Rear Setback: 0 ft min	E: Rear Setback: 0 ft min
F: Height: 2 stories max	F: Height: 4 stories max

Private Realm Standards

FBC: Design Intent

- **Building height** is measured in stories rather than feet, to allow more gracious floor-to-ceiling heights and not penalize houses by their roofs and attics

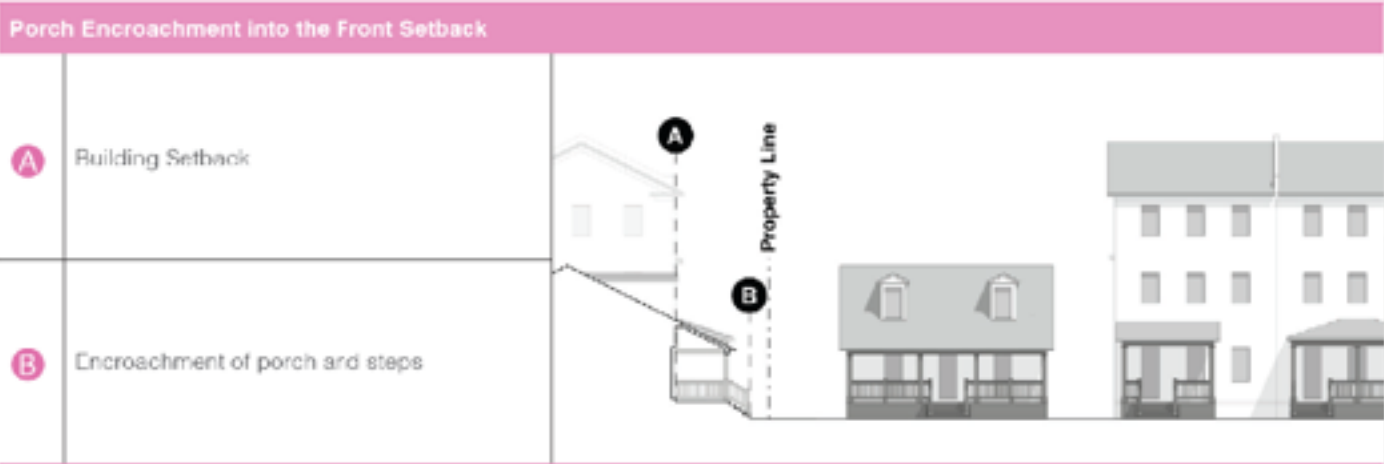


- **Minimum frontage** occupancy shapes streets into defined, inviting public spaces.
- **Civic open spaces** are usable, programmable, and shaded.
- **Continuous sidewalks**, trails, and paths, work together to form a robust a pedestrian network

4.6.2 Sidewalks.

- Sidewalks width shall meet the standards specified in Table 4.10 Minimum Sidewalk Width.
- At intersections, sidewalks shall connect to 2 separate ramps per intersection quadrant.
- Streets shall have sidewalks as follows:
 - In VS, and VF: Streets shall have sidewalks on at least 1 side.
 - In V1, V2, V3, and CZ: Streets shall have sidewalks on both sides.
- Sidewalks shall be constructed of either asphalt, concrete, or unit pavers.
- Multi-use paths may be installed in-lieu of a sidewalk, in V1, V2, NO, BO, CZ, and VF, as follows:

- **Major facade encroachments** into setbacks allow for generous, well- scaled front porches.



- **Alley-loaded garages** maintain continuous sidewalks, minimize curb cuts providing pedestrian-friendly frontages.

4.7 Alleys

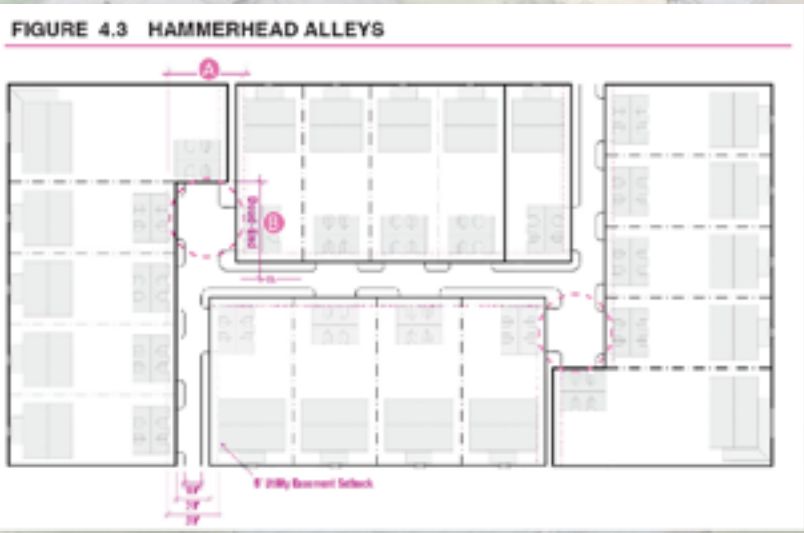
4.7.1 Alleys are required to provide access to properties in V2, and V3, except where a single property occupies a full block.

4.7.2 Alleys are required to provide access to properties less than 40 feet wide. Exceptions shall be granted for corner lots where the garage can be accessed from the side, towards the rear of the lot.

4.7.3 Alleys shall be maintained and kept free of vehicle obstructions, by the HOA.

4.7.4 Hammerhead alleys are permitted with the following requirements:

- The dead-end portion of the alley shall maintain a minimum 45 foot building face to building face (A) dimension according to Figure 4.3; and
- The dead-end portion of the alley (B) shall be limited to 150 feet, measured to the centerline of the intersection according to Figure 4.3; or
- If the dead-end portion of the alley exceeds the maximum length, a turn-around area with a minimum 40 foot radius shall be provided.



FBC: Design Intent

- A mix of building types supports a diverse range of housing options.
- Civic buildings are prominently sited to anchor key locations.
- Streets connect to form a continuous and robust network
- Waterfront is accessible, framed by streets, and programmed for both active and passive recreation.

Uses	V6	V1	V2	V3	CZ	VF	COS
Residential							
Single-family Detached	P	P	P	P	X	P	X
Townhouse / Single-family Attached	X	X	P	P	X	P	X
Duplex	X	P	P	P	X	P	X
Triplex	X	C	P	P	X	P	X
Quadruplex	X	X	P	P	X	P	X
Multi-Family (MF)	X	X	C	P	X	P	X
Guesthouse / Garage Apartment	X	P	P	P	X	P	X
Accessory Dwelling Unit	C	P	P	P	X	P	X
Home Occupation	P	P	P	P	X	P	X

P: Use is permitted / C: Use has additional conditions / X: Use is prohibited

2.1.1 Right-of-way network

a. Rights-of-way are intended for use by pedestrians, bicyclists, public transportation vehicles, trucks and delivery vehicles, and personal vehicles to provide access to lots and civic space.

b. All rights-of-way shall terminate at other rights-of-way, forming a network, except as noted below in §c.

c. Cul-de-sacs and dead-end streets are permitted for private streets as follows:

i. Where natural constraints limit the ability to terminate on other rights-of-way there is no limit to the length of the dead-end street so long as a turn-around with a diameter of 100 feet is provided at the terminus.

ii. In VS:

(a) Dead-end streets shall not exceed 150 feet in length.

(b) If a dead-end street exceeds 150 feet in length a turn-around with a diameter of 100 feet shall be provided at the terminus.

iii. In V2, and V3

(a) Dead-end streets shall have a minimum right-of-way diameter of 100 feet at the terminus (A), according to Figure 2.1 Dead End Streets in V2 & V3.

(b) Dead-end streets shall not be greater than 300 feet in length (B), measured from the centerline of the intersecting road.

(c) Dead-end streets shall have a pedestrian connection at or near the terminus.

iv. Dead-end and Hammerhead alleys shall meet the requirements of Section 4.7 Alleys.

FIGURE 2.1 DEAD END STREETS IN V2 & V3

Close / Dead End Street

A: Minimum width
B: Minimum diameter
C: Maximum length

FBC: Design Intent

- **Wide sidewalks with trees in grates**, define the town center, with retail at grade and residential or commercial uses above.

TABLE 4.10 MINIMUM SIDEWALK WIDTH

	VS/V1	V2	V3	VF
Neighborhood Street	5 ft.	6 ft.	6 ft.	4 ft.
Commercial Street		8 ft.	10 ft.	10 ft.
Drive	6 ft.	8 ft.	8 ft.	6 ft.
Avenue	6 ft.	8 ft.	8 ft.	6 ft.
Boulevard	6 ft.	8 ft.	10 ft.	6 ft.

TABLE 4.11 PLANTING AND FURNISHING AREA TYPES

Type	Illustration	Street Context	Permitted Zone	Width (min.)
Swale		• Neighborhood Street	VS, CZ	10ft.
Continuous Planter		• Neighborhood Street • Drive • Avenue • Boulevard	VS, V1, V2, CZ, VF	6ft.
Urban		• Commercial Street • Neighborhood Street • Drive • Avenue • Boulevard	V2, V3, CZ, VI	6ft.

- The **town center plaza** provides a balance of paved and landscaped areas.

4. Plaza		
Zone	V3, CZ	
Size in acres	1/8 min., 3 max.	
Proportion	1:3 max.	
Edge condition	Rights-of-way required on two sides, min.	
Surface	Paved 60% min., pervious paving recommended	
Landscape	20% mature canopy suggested	
Permitted Buildings	Pavilions, storage, rest rooms, food service, vending	

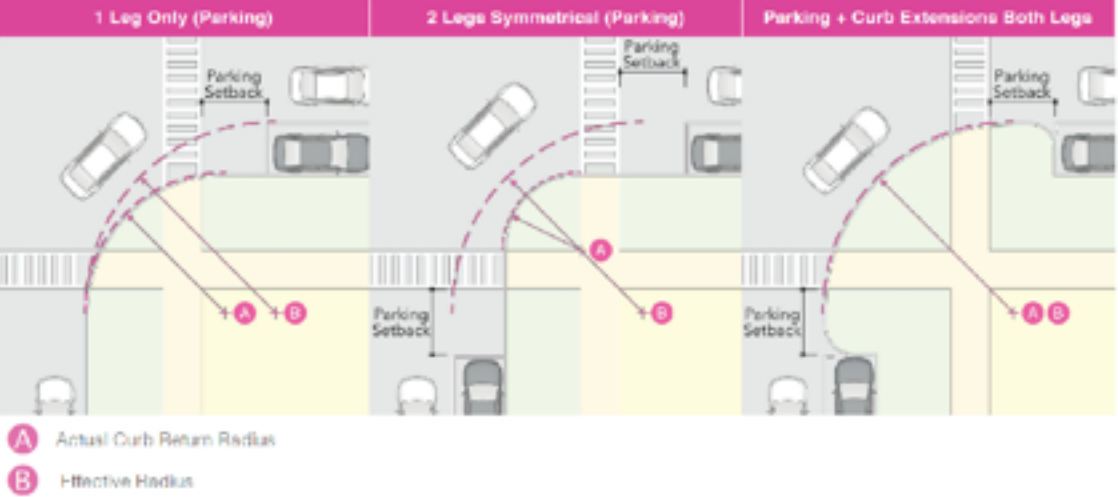
- **Parking is located mid-block** to minimize its impact on street frontages.

- **Tight curb radii** to slow cars and help provide a more safe and urban pedestrian experience

TABLE 4.12 CURB RETURN RADIUS

	(a) Min. Effective Radius	Min. Radius Limit		Radius Reduction Formulae		
		(b) Curbed	(c) No Curb	(d) 1 Leg	(e) 2 Legs, Symmetric	(f) 2 Legs, Asymmetric
Rural Road	60 ft.	15 ft.	20 ft.			
Neighborhood Street	25 ft.	5 ft.	15 ft.	reduced radius = minimum effective radius (parking lane width + bike lane width)	reduced radius = minimum effective radius 3 x (parking lane width + bike lane width)	reduced radius = minimum effective radius 3 x (average width of combined parking and bike lanes on both legs)
Commercial Street	35 ft.	5 ft.	15 ft.			
Drive	35 ft.	5 ft.	15 ft.			
Avenue	25 ft.	5 ft.	15 ft.			
Boulevard	50 ft.	10 ft.	20 ft.			

FIGURE 4.2 EFFECTIVE TURN RADIUS



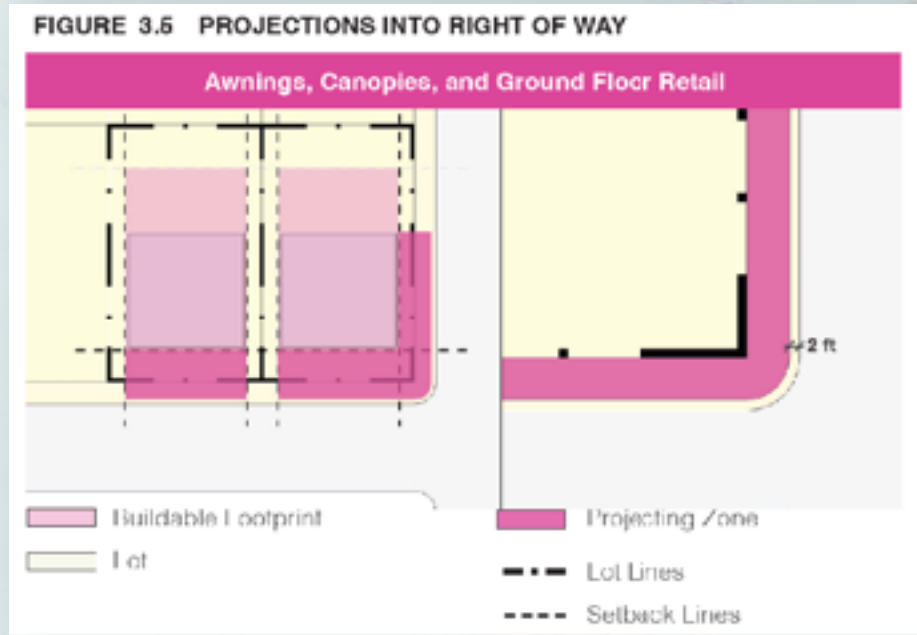
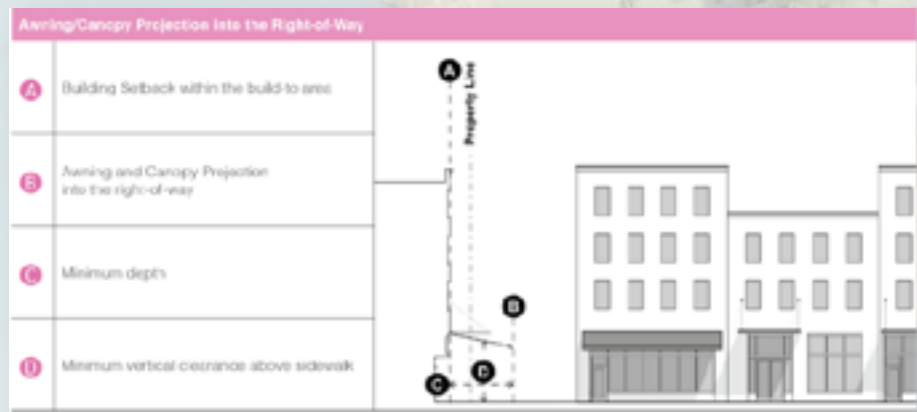
- Townhouses front the square, are alley-loaded, and include private rear gardens.

FBC: Design Intent

- **Side setbacks** may be reduced to zero feet.
- **Structured parking is concealed** within blocks and enables internal courtyard spaces.

- Angled **on-street parking** provides convenient access along town center buildings.

- Projections: **Awnings project into the right-of-way** to provide shade and shelter over the sidewalk.



- **Front setbacks** for V3 buildings establish a defined maximum.
- **Minimum building frontage occupation** helps to create a consistent street wall, shaping the street, and is calibrated by context.

Zones						
	VS	V1	V2	V3	CZ	VF
Lot Occupation						
Lot Width	40 ft. min.	36 ft. min.	14 ft. min. / 90 ft. max.	14 ft. min. / 300 ft. max.	none	24 ft. min.
HI 100 Coverage (max.)	40%	60%	45%	90%	90%	70%
Frontage Occupations (min.)	20%	30%	90%	80%	no minimum	
Setbacks						
Setbacks - Principal Building (PB)						
Front	20 ft. min.	17 ft. min. / 24 ft. max.	5 ft. min. / 17 ft. max.	None/Rec. 5 ft. max. Recs: 2 ft. / 10 ft. max.	none	70 ft. max.
Side Street	10 ft. min.	10 ft. min.	5 ft. min. / 12 ft. max.	2 ft. min. - 10 ft. max.	none	10 ft. min.
Side	5 ft. min.	5 ft. min.	0 ft. or 5 ft. min. (see 3.1.4)		10 ft. min.	10 ft. min. (B)
Rear	20 ft. min.	5 ft. min.	5 ft. min.	5 ft. min.	5 ft. min.	5 ft. min.
Setbacks - Accessory Building or Structure						
Front (min.) ^(B)	B + 8 ft.	B + 24 ft.	B + 24 ft.	B + 30 ft.	aligned or behind PB	
Side Street	6 ft. min.	6 ft. min.	5 ft. min.	2 ft. min.	12 ft. min.	
Side	6 ft. min.	6 ft. min.	0 ft. or 5 ft. min.		12 ft. min.	
Rear	5 ft. min.	5 ft. min.	5 ft. min.	5 ft. min.	5 ft. min.	5 ft. min.
Building Height (stories max.)						
Principal Building	2	3	4	8	4	2
Accessory Building	1	2	2	2	2	1
Accessory Structure	1	1	1	1	1	1
Parking Structure	N/A	N/A	N/A	50% ^(B)	N/A	see Table 3.8
Parking Location (min.)						
Front Setback ^(B)	B + 8 ft.	B + 20 ft.	B + 20 ft.	B + 20 ft.	B + 8 ft.	see Table 3.8
Side Street Setback	6 ft.	6 ft.	6 ft.	8 ft.	10 ft.	12 ft.

- Projections: **Signage and lighting** are designed to respond to their specific context.

- 3.8 Street Lighting**
- 3.8.1 Lighting fixtures shall illuminate public and private streets or similar pedestrian facilities and shall be spaced at appropriate intervals, according to [Table 3.14 Lighting](#).
 - 3.8.2 Street light types, design, distribution, and spacing shall be specified in the [\[Name TBD\] Design Guidelines](#).
 - 3.8.3 Illumination of vehicular, bicyclist, and pedestrian facilities shall be appropriate to the context in size, height, scale, and on-center spacing, according to [Table 3.14 Lighting](#).
 - 3.8.4 Lighting shall be located within the planting and furnishing zone, according to [4.6.3 Planting and Furnishing Areas](#).
 - 3.8.5 All exterior lighting should be designed and installed in accordance with recognized best practices for dark sky compliance, minimizing glare, light trespass, and skyglow.

TABLE 3.14 LIGHTING

Functional Classification	Zone	Light Standard		Horizontal Layout Standard	
		Luminaire	Pole Height	Spacing Pattern	Spacing Distance
Collector	V3, V1	Double Bracket Post, Pendant	14 - 18 ft.	Regular	40 - 80 ft.
	VS, V1, V2	Post	10 - 14 ft.	Regular	60 - 150 ft.
Local	V3, VF	Post, Double Bracket Post, Pendant	14 - 18 ft.	Regular	40 - 80 ft.
	V2	Post	10 - 14 ft.	Regular or Alternating	60 - 150 ft.
	VS, V1	Post	8 - 12 ft.	Regular or Alternating	As needed for minimum illumination

FBC: Design Intent - Form Based Zones

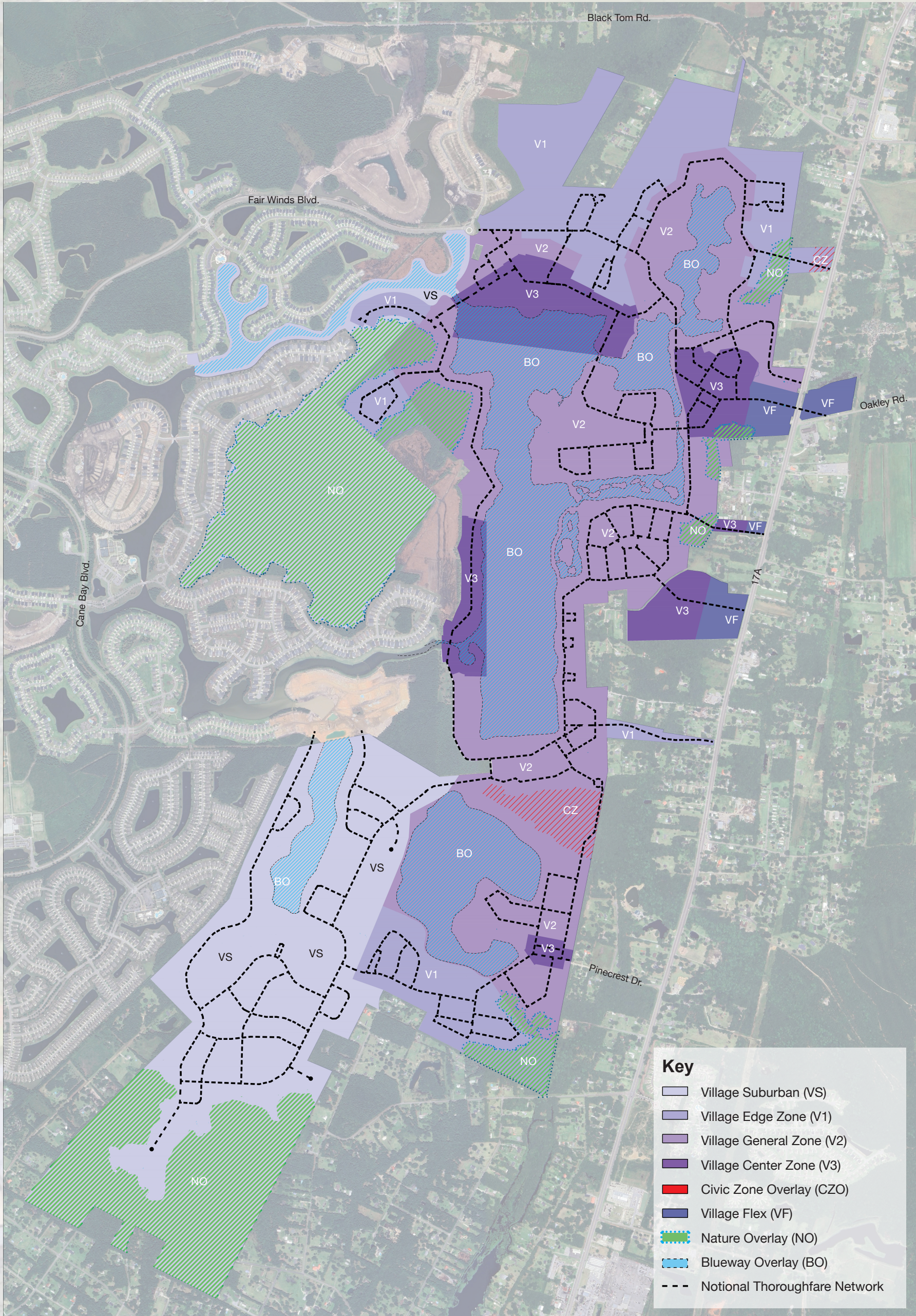


TABLE 3.3 VS STANDARDS

Lot Occupation		Setbacks: Accessory Buildings & Structures	
A Lot Width	40 ft. min.	Front Setback	B + 8 ft. min.
BLDG Coverage	40% max.	F Side Street Setback	6 ft. min.
Frontage Occupation	20% min.	G Side Setback	6 ft. min.
Setbacks: Buildings		H Rear Setback	5 ft. min.
B Front Setback	20 ft. min.	Height	1 stories max.
C Side Street Setback	10 ft. min.	Parking Location	
D Side Setback	5 ft. min.	Front Setback	B + 8 ft. min.
E Rear Setback	20 ft. min.	Side Street Setback	6 ft. min.
Height	3 stories max.	Structure Height	n/a

TABLE 3.4 V1 STANDARDS

Lot Occupation		Setbacks: Accessory Buildings & Structures	
A Lot Width	36 ft. min.	Front Setback ⁽¹⁾	B + 24 ft. min.
BLDG Coverage	60% max.	F Side Street Setback	6 ft. min.
Frontage Occupation	30% min.	G Side Setback	6 ft. min.
Setbacks: Buildings		H Rear Setback	5 ft. min.
B Front Setback	12 ft. min. / 24 ft. max.	Height	2 stories max.
C Side Street Setback	10 ft. min.	Parking Location	
D Side Setback	5 ft. min.	Front Setback	B + 20 ft. min.
E Rear Setback	5 ft. min.	Side Street Setback	6 ft. min.
Height	3 stories max.	Structure Height	n/a

TABLE 3.5 V2 STANDARDS

Lot Occupation		Setbacks: Accessory Buildings & Structures	
A Lot Width	14 ft. min. / 90 ft. max.	Front Setback	B + 24 ft. min.
BLDG Coverage	85% max.	F Side Street Setback	5 ft. min.
Frontage Occupation	60% min.	G Side Setback	0 ft. or 5 ft. min. (see 3.1.4)
Setbacks: Buildings		H Rear Setback	5 ft. min.
B Front Setback	5 ft. min. / 12 ft. max.	Height	2 stories max.
C Side Street Setback	5 ft. min. / 12 ft. max.	Parking Location	
D Side Setback	0 ft. or 5 ft. min. (see 3.1.4)	Front Setback	B + 20 ft. min.
E Rear Setback	5 ft. min.	Side Street Setback	6 ft. min.
Height	4 stories max.	Structure Height	n/a

TABLE 3.6 V3 STANDARDS

Lot Occupation		Setbacks: Accessory Buildings & Structures	
A Lot Width	14 ft. min. / 300 ft. max.	Front Setback	B + 30 ft. min.
BLDG Coverage	96% max.	C Side Street Setback	2 ft. min.
Frontage Occupation	86% min.	D Side Setback	0 ft. or 5 ft. min. (see 3.1.4)
Setbacks: Buildings		E Rear Setback	5 ft. min.
B Front Setback	Front Row: 5 ft. max. Rear: 2 ft. / 10 ft. max.	Height	2 stories max.
C Side Street Setback	2 ft. min. / 10 ft. max.	Parking Location	
D Side Setback	0 ft. or 5 ft. min. (see 3.1.4)	Front Setback	B + 20 ft. min.
E Rear Setback	5 ft. min.	Side Street Setback	8 ft. min.
Height	8 stories max.	Structure Height	50 ft. max. not to exceed Principal Building height

TABLE 3.8 VF STANDARDS

Lot Occupation		Setbacks: Accessory Buildings & Structures	
A Lot Width	24 ft. min.	Front Setback	aligned or behind the principal building
BLDG Coverage	70% max.	Side Street Setback	12 ft. min.
Frontage Occupation	no minimum	Side Setback	12 ft. min. / 0 ft. or 5 ft. min. (see 3.1.4)
Setbacks: Buildings		H Rear Setback	5 ft. min.
B Front Setback	70 ft. max.	Height	2 stories max.
C Side Street Setback	10 ft. min.	Parking Location	
D Side Setback	10 ft. max / 0 ft. or 5 ft. min. (see 3.1.4)	Front Setback	surface parking may occupy up to 80 feet in front of the principal building
E Rear Setback	5 ft. min.	Side Street Setback	12 ft.
Height	2 stories max.	Structure Height	2 stories if lined and screened

Key Points

Density:

As requested by the Supervisor and Council when the moratorium was lifted, we have capped the allowable density of the project at 5,500 units. This means that this rezoning is actually a **downzoning** that **reduces** the number of homes we are currently allowed to build by right. In return, we will be able to implement new zoning standards that allow us to build in a more traditional, pedestrian-friendly way.

Developer Contributions to Local Infrastructure:

We have committed **\$10 Million in cash toward infrastructure improvements in the surrounding area**, which the County may use as it sees fit. Moreover, we are working with the County to create a Residential Improvement District that could generate tens of millions of dollars for local infrastructure projects. Further contributions to the school system and fire department are detailed below.

Affordability:

We agree that affordability is an enormous issue throughout the region, and at the County's request, **we have agreed to set aside 50 units of affordable housing**

Traffic and Roads:

We have completed a thorough Traffic Impact Analysis that has been reviewed by County Staff and approved by SCDOT. We will fully construct all the intersection improvements required by the Study at our own expense. **Following the comments received at the Planning Commission, we have also agreed to update this traffic study every five years, and make any necessary improvements.**

Key Points

School Location:

Working with the Berkeley County School District, **we have located a site and agreed upon a preliminary plan for a new school to be located in the development.** We will donate this site (about 30 upland acres) to the District when they are ready to begin construction. In addition, **we have committed to a School Impact Fee of \$1850 per home** that will be paid to the School District at the time of Building Permit.

Fire/EMS Station:

We have reserved a 2.5 acre parcel for a future Fire/Emergency Services facility, and will donate the site to the County when they are ready to begin construction. In addition, we have committed to an Emergency Services Fee of \$500 per home, payable at Building Permit.

Public Meetings:

Since the project was first considered by the Planning Commission on May 27, we have held two public meetings, attended by well over a hundred people, and several smaller meetings with members of specific affected communities, such as Windwood. These recent meetings were in addition to the two large public informational meetings held in 2024, which were attended by over 300 people. All of these meetings have been largely positive, with a majority of attendees expressing general support for the project. They have also been fruitful, and some outcomes from these public discussions are listed below.

Mitigation to Surrounding Communities

Conservation easement:

Following a meeting with representatives from the Lakes of Cane Bay community, we have agreed to place a large wooded area adjacent to their community under a conservation easement. We have also addressed their concerns regarding lake access and other HOA issues.

Impact on Windwood and surrounding communities:

Following a meeting with residents from Windwood, we have committed that there will be no road or trail connections of any kind between Lake Village and the Windwood community.

Moreover, we have committed to preserve a wooded buffer between Windwood and any lots that are built in our development, and to construct a fence between our property and the Windwood properties. This buffer is in addition to the **large wooded area we are preserving in a Nature Overlay** at the south end of our property, which also borders Windwood, **where no homes will ever be built.**

An aerial photograph of a suburban development. A large, irregularly shaped lake is the central feature, with several smaller ponds and streams branching off from it. The lake is surrounded by dense green trees and grass. Residential streets with houses are visible along the edges of the lake. In the bottom left corner, there are several green tennis courts. The overall scene is a typical suburban landscape with a mix of natural and built environments.

Thank you!