

Planning Commission Members

District 1: Alan Patterson
District 2: T. Yokima Cureton
District 3: Charles Deese, Chair
District 4: Judianna Tinklenberg
District 5: James Barnett, Vice-Chair
District 6: Sheila Hinson
District 7: Ben Levine

**County Attorney**

Ginny L. Merck-Dupont

Clerk to Planning Commission

Jennifer Bryan

Development Services Director

Allison Hardin

November 21, 2023

6:00 PM

**101 North Main Street
Lancaster, SC 29720**

**LANCASTER COUNTY PLANNING COMMISSION
County Council Chambers, County Administration
Building, 101 North Main Street, Lancaster, SC 29720**

AGENDA

- 1. Call to Order Regular Meeting and Roll Call Vote**
- 2. Approval of the Agenda**
- 3. Citizen's Comments**

*[Lancaster County Council welcomes comments and input from citizens who may not be able to attend Council meetings in person. Written comments may be submitted via mail to ATTN: Sherrie Simpson, Post Office Box 1809, Lancaster, SC, 29721, by email to Sherrie Simpson at ssimpson@lancastersc.net or by online submission by selecting the "Citizens Comments" quick link located on the County website homepage at <https://www.mylancastersc.org/>. Comments must be no longer than approximately 3 minutes when read aloud. Comments received will be acknowledged during the Citizens Comments portion of the meeting. Comments will need to be received prior to 4:00 p.m. on the day of the meeting. Please use the same link above in order to submit input/comments for Public Hearings. *Please note that any handouts presented to Council or Council Boards and Commissions become an official part of the record and a copy is attached to the legal minutes for the meeting.]*

4. Approve Minutes

- a. October 17, 2023 Regular Minutes
- b. November 2, 2023 Workshop Minutes

5. Public Items

- a. UDO-TA-2023-1819 Lineberger: Sec 5.9 & 2.5
UDO-TA-2023-1819: Application by Kim Lineberger on behalf of KCH Real Estate LLC for an amendment to UDO Sec. 5.9 Industry/Wholesale/Storage Uses and Sec. 2.5 Use Table, to add a definition and regulations for Non-Metallic Mineral Product Manufacturing.

b. RZ-2023-1814 Flat Creek/Coulston

RZ-2023- 1814: Application by Ben Russell and A. Coulston on behalf of Pinnacle Homes USA, LLC to rezone approximately 60.05 acres located at the Southeast corner of Bailey Road and Flat Creek Road intersection (TM 0080-00-061.00) from Rural Neighborhood (RN) to Medium Density Residential (MDR) District, in order to develop a residential subdivision of 115 single-family lots.

c. SD-2023-0161 Edgewater Phase 11

SD-2023-0161 Edgewater Phase 11: Application by True Homes LLC on behalf of owners Lancaster County Forfeited Land Commission and B & C Landholdings LLC, for a Preliminary Plat encompassing 47.08 acres at and adjacent to Edgewater Parkway and Gateway Drive (p/o TM #s 0106-00-003.02 and 0106-00-003.00) for the development of 104 detached single-family homes and 49 townhomes.

6. New Business

a. NRN-2023-1723 Civil Submittals

New road names submitted for approval through Civil Plans.

b. NRN-2023-1908 Ohana Drive

Application by Adriana Wilson for a New Road Name for private road accessing off of Green Pond Road at and adjacent to TM # 0014-00-007.00 and 0014-00-007.02.

c. Overview of next month's Agenda

d. Other

7. Adjourn

****The Planning Commission makes a recommendation to County Council on these items.***

Recommendations made at this meeting are tentatively scheduled for consideration by County Council in the following month. County Council agendas are posted online at <https://lancastersc.novusagenda.com/agendapublic/meetingsresponsive.aspx>

*****The Planning Commission makes the final decision on these items.***

Anyone requiring special services to attend this meeting should contact 285-1565 at least 24 hours in advance of this meeting. Lancaster County Planning Commission agendas are posted at the Lancaster County Administration Building and are available on the Website: www.mylancastersc.org

Meetings are live streamed and can be found by using the following link:

https://mylancastersc.org/boards___commissions/planning_commission/planning_commission_meetings.php

Agenda Item Summary

Ordinance # / Resolution #: October 17, 2023 Regular Minutes

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 11/21/2023

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
October 17, 2023 Regular Minutes	11/9/2023	Exhibit



MEMBERS OF LANCASTER COUNTY PLANNING COMMISSION

CHARLES DEESE, DISTRICT 3, CHAIRMAN
JAMES BARNETT, DISTRICT 5, VICE-CHAIRMAN
T. YOKIMA CURETON, DISTRICT 2
JUDIANNA TINKLENBERG, DISTRICT 4
SHEILA HINSON, DISTRICT 6
ALAN PATTERSON, DISTRICT 1
BEN LEVINE, DISTRICT 7
CLERK: JENNIFER BRYAN

MINUTES
Lancaster County Planning Commission
October 17, 2023 6:00 p.m.

Chairman Deese called the meeting to order at 6:00 p.m.

1. **ROLL CALL:** Quorum is present (6 Commissioners)

Commissioners Present:

Yokima Cureton**arrived 6:15 PM.	James Barnett
Sheila Hinson	Charles Keith Deese
Judianna Tinklenberg	Alan Patterson

Absent: Ben Levine

Staff Present:

Allison Hardin, Interim Director	Clerk: Jennifer Bryan
Ashley Davis, Senior Planner	
Matthew Blaszyk, Planner	

Also Present: Council Member Billy Mosteller

The following press were notified of the meeting by email in accordance with the Freedom of Information Act: The Lancaster News, Kershaw News Era, The Rock Hill Herald, The Fort Mill Times, Cable News 2, Channel 9, and the local Government Channel. The agenda was also posted in the lobby of the County Administration Building for the required length of time, and was published on the County website.

THE FOLLOWING IS A SUMMARY OF PROCEEDINGS. IT IS NOT A VERBATIM TRANSCRIPT.

2. **APPROVE AGENDA**

Chairman Deese called for a motion to approve the Agenda.

Motion to Approve by James Barnett; 2nd by Sheila Hinson.

Called vote: 5:0. **Motion approved.** (Y. Cureton not present)

3. **CITIZEN'S COMMENTS** [see Sign-In sheet attached]

Chairman Deese opened the floor to comments from the public.

1. **Jennifer Sabatino** (Resident of Riverchase Estates): Concerned about emergency services and first responders, and the limited resources being directed to public safety in the Riverchase area. Response times are about 25 minutes. Ms. Sabatino is a nurse practitioner and would like to see emergency services keeping up with growth. She is also concerned about safety at the intersection of Highway 5 and Riverside Road, and would like to see a 4-way stop there until a traffic signal can be installed.
2. **Bill Selvitelle** (Resident of Riverchase estates): Requests improvements at Riverside and Highway 5 intersection, there are many accidents and a lot of speeding. Please bring this issue to the front burner rather than waiting. He would also like to see plans for the fire station at Riverchase move forward.

4. **APPROVE MINUTES**

a. **September 19, 2023 Regular Minutes**

Chairman Deese called for a motion to approve September 19, 2023 Regular Minutes as written. James Barnett was absent for the meeting of 9/19/2023, and abstained from vote. Motion to Approve by Alan Patterson; 2nd by Judianna Tinklenberg. Called vote: 4:0. Motion approved.

b. **October 5, 2023 Workshop Minutes**

Chairman Deese called for a motion to approve October 5, 2023 Workshop Minutes as written. Commissioner Alan Patterson was absent from the meeting of 10/5/2023, and abstained from vote. Motion to Approve by Sheila Hinson; 2nd by Judianna Tinklenberg. Called vote: 4:0. Motion approved denied unanimously.

[Commissioner Cureton arrived at this time].

c. **Notice of scrivener's error:**

The published Agendas for July 18, 2023 and August 15, 2023 contained an error, stating the time for the meetings as 1:00 AM. The correct time for both meetings was 6:00 PM, as stated in other published notices and in the approved minutes.

5. PUBLIC ITEMS

a. UDO-TA-2023-1687 Harris: Auctions

Application by Thomas Harris for a Text Amendment to Unified Development Ordinance Section 5.5 Commercial/Entertainment Uses and Section 10.3 Definitions: Use Type, to add regulations and use definition for Onsite Auctions.

Staff Presentation: Allison Hardin, Development Services Director, presented the application consistent with the staff report. Staff Recommendations: No recommendation.

Questions to staff:

A. Patterson: Would the ordinance limit auctions to monthly events? **A. Hardin**: No, that is not part of the language of the amendment.

A. Patterson: The text mentions “paid storage provided.” Does this amendment include provisions for storage? **A. Hardin**: regulations or provisions for long-term paid storage would require a separate text amendment.

Comment from applicant(s):

Thomas Harris (Pageland Highway): His intent is to establish a quarterly auction event; if it is successful he might look at having the auction monthly. He is amenable to requiring paved parking. His business plan would require removal of equipment within 3 days after sale. He has no desire or intent to provide long term storage.

Public Hearing: (See attachments: Sign-in Sheets) None signed in.

Chairman Deese closed Public hearing and called for a motion on item UDO-TA-2023-1687.

Motion to approve (in the interest of a vote in the affirmative) by Sheila Hinson; 2nd by Judianna Tinklenberg.

Discussion:

C. Deese: The traffic volume is not as much of a concern as the type of traffic. Highway 9 is a major truck route. Heavy truck traffic would be very dangerous for moving heavy equipment on and off the lot.

A. Patterson: Agrees with Chairman Deese about safety concerns. Also, this amendment would affect RUB parcels across the county.

J. Barnett: Is against any Text Amendments while we are working on producing a new UDO.

S. Hinson: Likes the project, but doesn't think this is an appropriate location.

Y. Cureton: Is not opposed to the business, but the change should wait for the new UDO.

Applicant:

Thomas Haris: His partner, the property owner Peter Milhorn, has 160 acres at that location and would be amenable to working out a safe entrance further from the intersection.

Called vote: AP: Against YC: Against JT: Against
SH: For JB: Against CD: Against

Vote: 1:5 Against. **Motion is denied.**

Chairman Deese stated the item will go to County Council for consideration, and applicant will be notified of time and date.

b. CP-2023-1197 Strunk

Application by Lancaster County to amend the future land use designation of one parcel totaling 6.6 acres located at 2458 Mineral Mining Road (TM #0098-00-037.01) from Special District- Industrial to Rural Living.

Staff Presentation: Matthew Blaszyk presented the application consistent with the staff report. Application made as request from County Council to accompany RZ-2023-1197.

Staff Recommendations: Approval.

Questions to staff: none.

Public Hearing: (See attachments: Sign-in Sheets) None signed in.

Chairman Deese closed Public hearing and called for a motion on item CP-2023-1197. Motion to approve by Sheila Hinson; 2nd by James Barnett.

Discussion: no further comments or questions.

Called vote: 6:0. **Motion is approved unanimously.**

Chairman Deese stated the item will go to County Council for consideration, and applicant will be notified of time and date.

c. SD-2022-1205 Riverchase Sec. 3

Application by Riverchase Estates Partners LLC for a Preliminary Plat for approximately 806.12 acres located along Riverside Road north of the intersection with Cobblestone way (p/o TM # 0030-00-002.00), for a phase of the larger Riverchase development, consisting of 251 single-family homes, minimum lot size one acre. Originally heard and conditionally approved on 5/16/2023.

Staff Presentation: Ashley Davis, Deputy Planning Director, presented the application consistent with the staff report. Comments that remain can be resolved at Civil Plan stage. Staff Recommendations: Approval.

Questions to staff: no further questions.

Comment from applicant(s):

Brandon Pridemore (R. Joe Harris Assoc. Engineering): The railroad representative has approved the crossing, permits will be issued at the civil construction stage. Other items on TRC comments have been addressed to staff's satisfaction.

Public Hearing: (See attachments: Sign-in Sheets)

1. **Jennifer Sabatino**: She has been a resident for 3 years, it is a wonderful community. However, promises were made that have not been followed through. The 500 acre nature reserve is a valued amenity. The new section seems much more dense. Is there a different density per acre in each section? Residents do not want to lose tree buffers. Another concern is the second entrance. Will that entrance be required before construction begins? Construction traffic is already a problem in unfinished areas of the development.
2. **Al Walley** (Persimmon Road resident): He is a former law enforcement officer. Concerned about traffic on Riverside Road. Please urge council to commission a full 16-hour study at the Highway 5 intersection.
3. **Doug Manzies** (Riverchase resident): Most of his questions have been answered. Agrees that the Highway 5 intersection is of primary concern and needs a traffic signal. De-acceleration lanes are needed. Is the second entrance to be in place before construction begins? If not the traffic will be dangerous.

Chairman Deese: The County is considering a penny sales tax to fund road projects, including the intersection at Highway 5. It won't happen immediately but the upgrade is already planned.

Chairman Deese closed Public hearing and called for a motion on item SD-2022-1205 Motion to approve by Alan Patterson ; 2nd by Yokima Cureton.

Discussion:

A.Patterson: What SCDOT warrants have to be met for a traffic signal? **A.Hardin:** Spoke with SCDOT, they consider 1) accidents, 2) 8-hour, 4-hour and peak hour volume, and 3) pedestrian traffic.

A.Patterson: Do we need an amendment to the motion to include a revised phasing plan?

A.Davis: No, it will be required at Civil plans stage.

J. Barnett: Can we answer the concerns about the second entrance? **B. Pridemore:** Plan is to construct railroad crossing and second entrance first, we do not want to tear up the roads in the development. **A.Davis:** Staff would require the second entrance before the rest of construction.

A. Davis: Regarding Highway 5 and other road improvements, the regional COG (Council of Government) conducts long-range planning for roads, and already has improvement plans, with some funding set aside.

A.Patterson : The trigger for creation of the fire station in the Development Agreement is the issuing of the 250th CO. Is there funding for the station, or land only?

A.Davis: There is land and a percentage of funding through the Development Agreement, but the rest of the funding will come from the County.

Called vote: 6:0. **Motion is approved unanimously.**

Planning Commission has final approval of Preliminary Plats.

6. NEW BUSINESS

a. NRN-2023-1542 Jade Court/Jade Terrace

Application by Vernon Baumrind/BVJ Properties to name a private road located off Springdale Road south of Wayne Road.

Staff Presentation: Jennifer Bryan, Clerk presented the application consistent with the staff report. Staff Recommendations: Approval.

Questions to staff: None.

Comment from applicant(s): Not present.

No Public Hearing Required.

Chairman Deese called for a motion on NRN-2023-1542.

Motion to approve the name **Jade Terrace** by James Barnett; 2nd by Sheila Hinson

Discussion: no questions or comments.

Called vote: 6:0. **Motion is approved unanimously.**

Planning Commission has final approval on New Road Names.

b. SD-2020-2137 The Pinery at Edgewater (f/k/a Bridlewood)

Request to extend vested rights for Civil Construction plans approved August 2021, for subject property located east of Catawba Ridge Boulevard (TMS# 0106-00-003.02) The plat comprises 77.99 acres with 181 single family home lots. [F/k/a Bridlewood].

Staff Presentation: Ashley Davis, Deputy Planning Director, presented the application consistent with the staff report. Staff Recommendations: There has been no change to the governing ordinance (1998) and therefore no basis for denial.

Questions to staff: no questions.

Comment from applicant(s):

Keith Fenn (True Homes): The design issue and change in plans for pump station stalled forward progress; now that they have the design changes worked out, they can proceed.

No Public Hearing Required.

Chairman Deese called for a motion on item SD-2020-2137

Motion to approve by James Barnett; 2nd by Judianna Tinklenberg.

Discussion:

C. Deese: Were they not aware that vesting rights were expiring?

A.Davis: LCWSD and SCDHEC approvals have been complex.

J.Barnett: Traffic issues need to be addressed now rather than later

K.Fenn: we are aware of the issues: improvements are made as we reach certain key milestones, and we are updating the impact analysis and connectivity.

A.Patterson: First, any time I see an extension requested, I'm suspicious. Developers need to be diligent. Second, regarding the TIA: Highway 521 shows the ineffectiveness of these analyses. Please take note, and don't set your sights on the bare minimum.

Called vote: 6:0. **Motion is approved unanimously.**

Planning Commission has final approval of vested rights renewal requests.

c. Overview of Next Month's Agenda

- New Rad Name: Civil Submittals group from Sandra Burton
- Rezoning: Coulston/Flat Creek RN to MDR second phase of Whitehall Subdivision.
- Preliminary Plat: Edgewater Phase 11 resubmittal
- Text Amendment: Lineberger Non-Metallic Mineral Product Manufacturing (asphalt)
- Possible New Road Name off Green Pond (single submission)- may go to December.

- d. Other: **Draft Comprehensive Plan** will be a discussion item on November 2 Workshop agenda.

7. **ADJOURN**

Motion to adjourn by James Barnett; 2nd by Sheila Hinson. Motion approved by unanimous consent. Meeting adjourned at **7:44 p.m.**

SIGN IN ONLY IF YOU WISH TO SPEAK

Lancaster County

South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 3: CITIZEN'S COMMENTS

General Comments or comments on matters not on tonight's agenda.

For comments on specific agenda items under discussion, please sign in on the appropriate sheet.

Council Chambers
101 N. Main Street, Lancaster South Carolina
Tuesday, October 17, 2023

Citizens are allowed 3 minutes per person to speak. Everyone speaking before The Commission will be required to do so in a civil manner. The Commission will not tolerate personal attacks on individual Commissioners, County Staff or any person or group. Racial slurs will not be permitted. The Commission's number one priority is to conduct business for the citizens of this county.

PLEASE PRINT

1.	Jennifer Sabatino
2.	Bill Seloutelle
3.	
4.	

SIGN IN ONLY IF YOU WISH TO SPEAK

Lancaster County

South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5a: UDO-TA-2023-1687 Harris: Auctions

Application by Thomas Harris for a Text Amendment to Unified Development Ordinance Section 5.5 Commercial/Entertainment Uses and Section 10.3 Definitions: Use Type, to add regulations and use definition for Onsite Auctions.

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Lancaster County

South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5b: CP-2023-1197 Strunk

Application by Lancaster County to amend the future land use designation of one parcel totaling 6.6 acres located at 2458 Mineral Mining Road (TM #0098-00-037.01) from Special District- Industrial to Rural Living.

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SIGN IN ONLY IF YOU WISH TO SPEAK

Lancaster County

South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5c SD-2022-1205 Riverchase Sec. 3

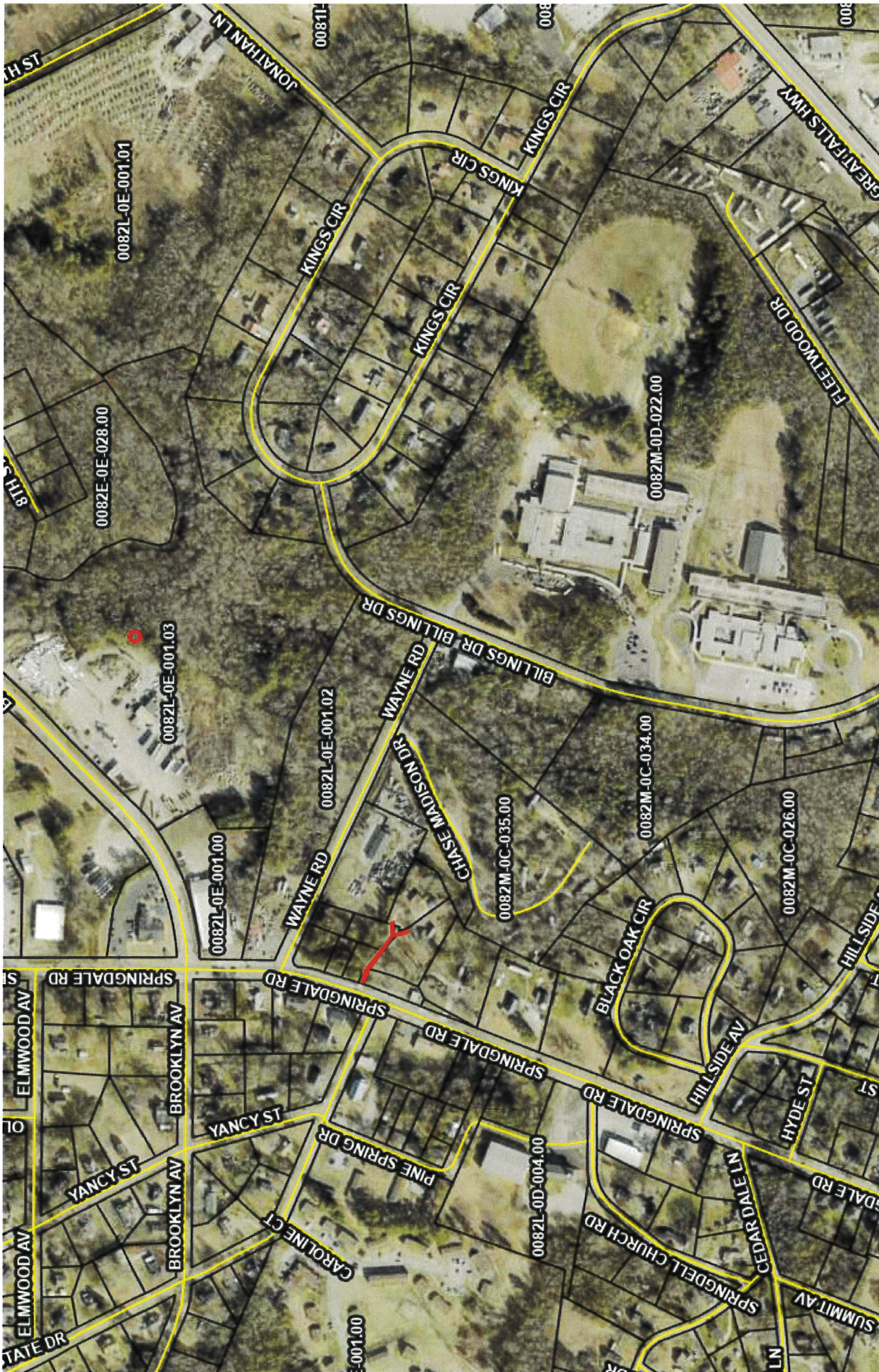
Application by Riverchase Estates Partners LLC for a Preliminary Plat for approximately 806.12 acres located along Riverside Road north of the intersection with Cobblestone way (p/o TM # 0030-00-002.00), for a phase of the larger Riverchase development, consisting of 251 single-family homes, minimum lot size one acre. Originally heard and conditionally approved on 5/16/2023.

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PLEASE PRINT

✓ 1.	Jennifer Sabatino
✓ 2.	AL WALLE
✓ 3.	DOUG MENZIES



Item 6a: Jade Court

Agenda Item Summary

Ordinance # / Resolution #: November 2, 2023 Workshop Minutes

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 11/21/2023

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
November 2, 2023 Workshop Minutes	11/3/2023	Exhibit



MEMBERS OF LANCASTER COUNTY PLANNING COMMISSION

CHARLES DEESE, DISTRICT 3, CHAIRMAN
JAMES BARNETT, DISTRICT 5, VICE-CHAIRMAN
YOKIMA CURETON, DISTRICT 2
JUDIANNA TINKLENBERG, DISTRICT 4
SHEILA HINSON, DISTRICT 6
ALAN PATTERSON, DISTRICT 1
BEN LEVINE, DISTRICT 7
CLERK: JENNIFER BRYAN

**MINUTES OF THE LANCASTER COUNTY PLANNING COMMISSION
WORKSHOP MEETING**

**November 2, 2023 5:00 P.M.
MINUTES**

Chairman Deese called the meeting to order at 5:00 p.m.

1. Roll Call:

Members Present:

Jim Barnett	Charles Deese	Sheila Hinson
Ben Levine	Yokima Cureton	Judianna Tinklenberg

Absent: Alan Patterson

Others Present:

Allison Hardin, Development Services Dir.	Clerk: Jennifer Bryan
Ashley Davis, Deputy Planning Director	

The following press were notified of the meeting by email in accordance with the Freedom of Information Act: The Lancaster News, Kershaw News Era, The Rock Hill Herald, The Fort Mill Times, Cable News 2, Channel 9, and the local Government Channel.

2. New Business

a. UDO-TA-2023-1819 Lineberger

Application by Kim Lineberger on behalf of KCH Real Estate LLC for an amendment to UDO Sec. 5.9 Industry/Wholesale/Storage Uses and Sec. 2.5 Use Table, to add a definition and regulations for Non-Metallic Mineral Product Manufacturing.

Staff Presentation: Allison Hardin, Development Services Director

Discussion:

[Handouts distributed: Astec Industries pamphlets

- ***How It Works: Quick Guide to Asphalt Production***
- ***Meet The Neighbors: Everything You Wanted to Know About Asphalt Facilities***

Discussion: (continued) Lineberger TA

- NAIC (North American Industrial Code) definitions and regulations were consulted and are referenced in the applicant's text.
- Current HI and LI zoning uses have ½ and ¼ mile setbacks from residential areas, this text calls for 500 ft.
- Lineberger family had an asphalt plat at that location years ago, but it was closed down.
- Concerns:
 - Will dust and particulates be contained by system?
 - Asphalt odor around property and city of Lancaster?
 - What is the SC DHEC approval process?
- Should this be deferred to the new UDO in process?

b. RZ-2023-1814 Flat Creek/Coulston

Application by Ben Russell and A. Coulston on behalf of Pinnacle Homes USA, LLC to rezone approximately 60.05 acres located at the Southeast corner of Bailey Road and Flat Creek Road intersection (TM 0080-00-061.00) from Rural Neighborhood (RN) to Medium Density Residential (MDR) District, in order to develop a residential subdivision of 115 single-family lots.

Staff Presentation: Jennifer Bryan, Clerk on behalf of Matthew Blaszyk, Planner

Discussion:

- Where would they take second access?
- Why the difference in zoning between Whitehall and this subject property? *A. Hardin: prior to 2016 both were zoned R-30. During 2016 rezoning the built out phase was zoned MDR, and the undeveloped area was zoned RN.*
- Would require a TIA at the Preliminary Plat stage.
- Concerns about sewer access.

c. SD-2023-0161 Edgewater Phase 11

Application by True Homes LLC on behalf of owners Lancaster County Forfeited Land Commission and B & C Landholdings LLC, for a Preliminary Plat encompassing 47.08 acres at and adjacent to Edgewater Parkway and Gateway Drive (p/o TM #s 0106-00-003.02 and 0106-00-003.00) for the development of 146 detached single-family homes and 50 townhomes.

Staff Presentation: Ashley Davis, Deputy Planning Director

Discussion:

- Originally heard in June 2023 and received conditional approval.
- Plat is revised but does not resolve the issues that were subject of conditions in June.
- Primary issues are LCWSD negotiations over pump station, and Fire Marshall's comments.
- Revision removes a road connection between 2 sections, leaving only a sidewalk. This is problematic for second ingress/egress.
- Pump station in this section which will serve several sections. Not resolved with LCWSD.

d. NRN-2023-1723 Civil Submittals

New road names submitted for approval through Civil Plans.

Staff Presentation: Jennifer Bryan, Clerk on behalf of Sandra Burton, 911 Addressing

Discussion:

Do not need copy of Civil Plans for illustration.

No certificates will be needed, Final Plat will serve as record.

e. NRN-2023-1908 Ohana Drive

Application by Adriana Wilson for a New Road Name for private road accessing off of Green Pond Road at and adjacent to TM # 0014-00-007.00 and 0014-00-007.02.

Staff Presentation: Jennifer Bryan, Clerk

Discussion:

Wilson family minor subdivision (after Green Pond / 20-lot rule text amendment) resulted in 3rd address on private drive, triggering road name requirement.

3. Other:

a. Draft Comprehensive Plan Discussion

If Commissioners have extensive comments, please send via email to Ashley or Jennifer.

- Ben Levine: Panhandle areas slated for “continued growth” need more detailed Small Area Plans.
 - James Barnett: Does Edgewater fall into the Greater Lancaster area?
A. Davis: *GL area extends to the boundary of the PDD, so essentially yes.*
 - Charles Deese: Can the Lancaster Forfeited Land Commission remove the property it owns from the PDD?
A. Davis: *all parties would have to agree to dissolve. Per current UDO the boundaries of legacy districts cannot be changed.*
 - Judianna Tinklenberg: How will the UDO connect with this Comp Plan?
A. Davis: *The Comp Plan is managed by Benchmark Consulting, with White & Smith as a subcontractor; the UDO project has the reverse arrangement, so each firm is involved and aware of concerns for both.*
 - Judianna Tinklenberg: The information about capacity for schools seems to paint an inaccurate picture. We are already at capacity.
A. Davis: *some of that is due to how the state calculates capacity; we will look at that section and refine the statement. We will update information about land acquisition closer to adoption process.*
 - Judianna Tinklenberg: Are developers required to build CTT sections?
A. Davis: *it is encoded in our current UDO that development within the CTT overlay must build sections of the Trail.*
 - Judianna Tinklenberg: I’m concerned that I don’t see more Light Industrial allocation in the Panhandle.
A. Davis: *the locus has shifted to the area around the airport.*
 - Judianna Tinklenberg: the section on “Housing Needs” seems misleading, there is no discussion of affordable housing plan.
 - Ben Levine: Especially in consideration of the data at page 180, indicating 50% of population in “disadvantaged” classification.
A. Davis: *we will refine and “Housing Needs” to clarify what is being reported.*
 - James Barnett: We have the luxury of making recommendations without being answerable to constituents, as Council members are.
- b. 2024 Calendar: July Workshop date falls on July 4th. Workshop will be cancelled for the month of July; if agenda requires special called meeting, that will be decided at a later date.

4. Adjourn

Meeting was adjourned at **6:26** pm.



HOW IT **WORKS**

Quick Guide To Asphalt Production





HOW IT WORKS

Making asphalt pavement is like baking a cake. Measure all the right ingredients, mix them up and heat them for the final product. It starts with a mixture of sand and small and large rocks. Next, asphalt cement is heated and combined with the rocks. The pavement material must be kept pliable for proper installation, so asphalt facilities must be located near paving sites.



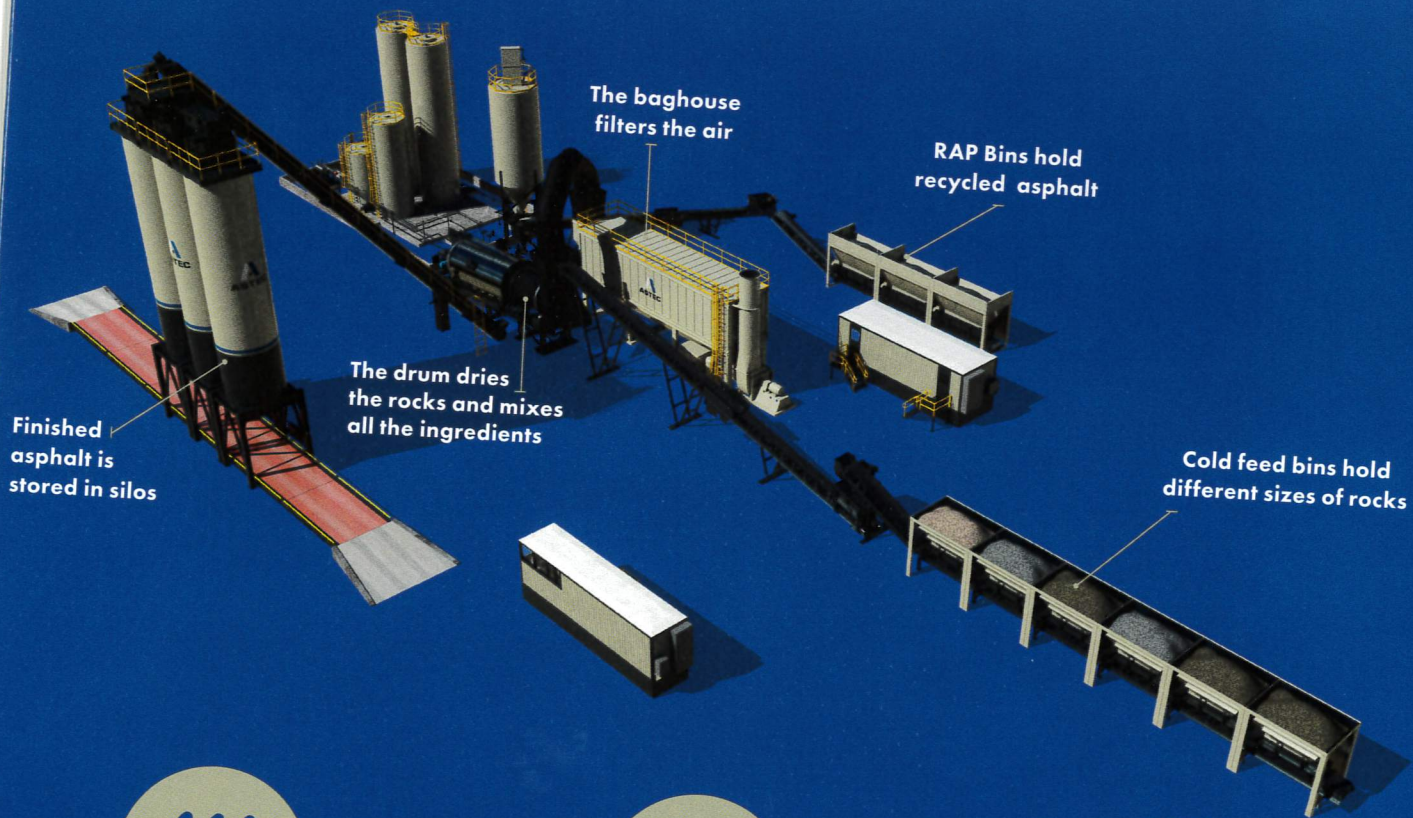
IT STARTS WITH ROCKS

Rocks and RAP (Recycled Asphalt Pavement) are sorted in bins and dropped in specified amounts onto conveyors.



THE ROCK IS HEATED

The conveyors carry the sorted rocks to the drum, where it is heated and dried.



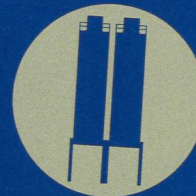
THE AIR IS FILTERED

The baghouse filters dust from the airflow. Clean air and steam are released into the atmosphere and the separated dust is recycled back into the mix.



IT'S MIXED TOGETHER

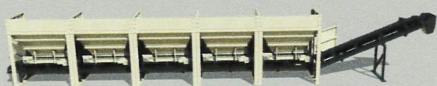
The heated and dried rocks mixed with the RAP and dust. Asphaltic cement is added to hold it all together.



FINISHED ASPHALT FOR PAVEMENT

The final mix exits the drum onto a drag conveyor into a silo for storage until it can be dropped by weight into trucks. Trucks will deliver the mix to the paving site.

THE BREAKDOWN



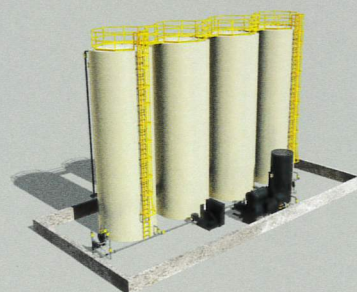
COLD FEED AND RAP BINS

Bins hold rock and RAP, which have been sorted by size and type, before measuring them onto a conveyor.



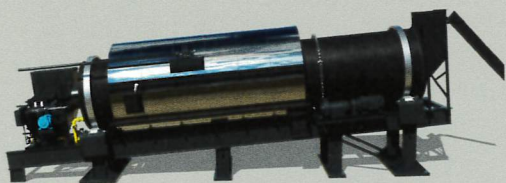
CONVEYORS

Transfers rock and RAP to specific components of the plant.



ASPHALTIC CEMENT TANKS

Specially designed tanks heat and store the asphaltic cement until it is ready to be mixed with the rock and RAP.



DRYING/MIXING DRUM

It all comes together in the drum. Rock is heated and dried then mixed with RAP and asphaltic cement to make asphalt paving mix.



BAGHOUSE

Efficiently removes particulates from the exhaust stream.



SILo

Maintains the quality of the finished asphalt paving mix until it is loaded into trucks and transported to a paving site.





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WHAT IS

ASPHALTIC CEMENT?

Asphaltic cement is a highly viscous, black substance comprised of a complex mixture of hydrocarbons. Some asphaltic cement comes from natural asphalt lakes such as the La Brea Tar Pits. Most of the asphaltic cement used in road building is actually a by-product of crude oil refining. Asphaltic cement is the residual material remaining after lighter fractions, or grades of oils, have been distilled from crude oil. It can be further processed for use in paving mixtures or other industries such as roofing. Asphaltic cement is a thermoplastic, which means it is hard at ambient temperatures, but thick and sticky when heated. It may be referred to as "binder" or bitumen (a term commonly used outside North America). It is the material in pavement that coats aggregate and glues (or binds) the mix together. Eighty percent of the asphaltic cement used in the United States is for paving mixtures.

ASPHALT

IS TAR THE

SAME AS ASPHALTIC CEMENT?

No. Tar is a black or brown mixture comprised of hydrocarbons and free carbon. It typically results from the destructive distillation of organic matter. Though it can be produced from petroleum, most often it is produced from coal as a by-product of coke production. It was once used to seal roadways, roofing shingles, and wooden ship hulls. However, since the 1970s, asphaltic cement has completely replaced the use of tar in paving mixtures.

WHAT IS

ASPHALT PAVEMENT?

Pavement is a hard, smooth surface that facilitates vehicular and pedestrian transportation. It consists of a highly controlled mixture of asphalt cement and aggregate. Prior to placement, this mixture is referred to as asphaltic concrete, or bituminous concrete. Mix can be further classified as Hot Mix Asphalt (HMA) or Warm Mix Asphalt (WMA) based on the mix temperature at which it is produced. Typical paving mixtures contain 95% aggregate and 5% asphaltic cement. Asphalt pavements produced at temperatures below 300°F are referred to as Warm Mix Asphalt (WMA). Paving mixtures produced at temperatures between 300°F and 350°F are termed Hot Mix Asphalt (HMA).

WHAT IS THE DIFFERENCE

BETWEEN HMA AND WMA?

Hot Mix Asphalt (HMA) is asphaltic concrete produced at mix temperatures of 300°F and higher. Warm Mix Asphalt (WMA) is asphaltic concrete produced at mix temperatures below 300°F. WMA is produced by modifying the viscosity of the asphalt cement, typically by mechanically foaming the binder through water injection. This allows the mixing process to be conducted at lower temperatures. Production of WMA reduces energy consumption, which results in lower emissions.



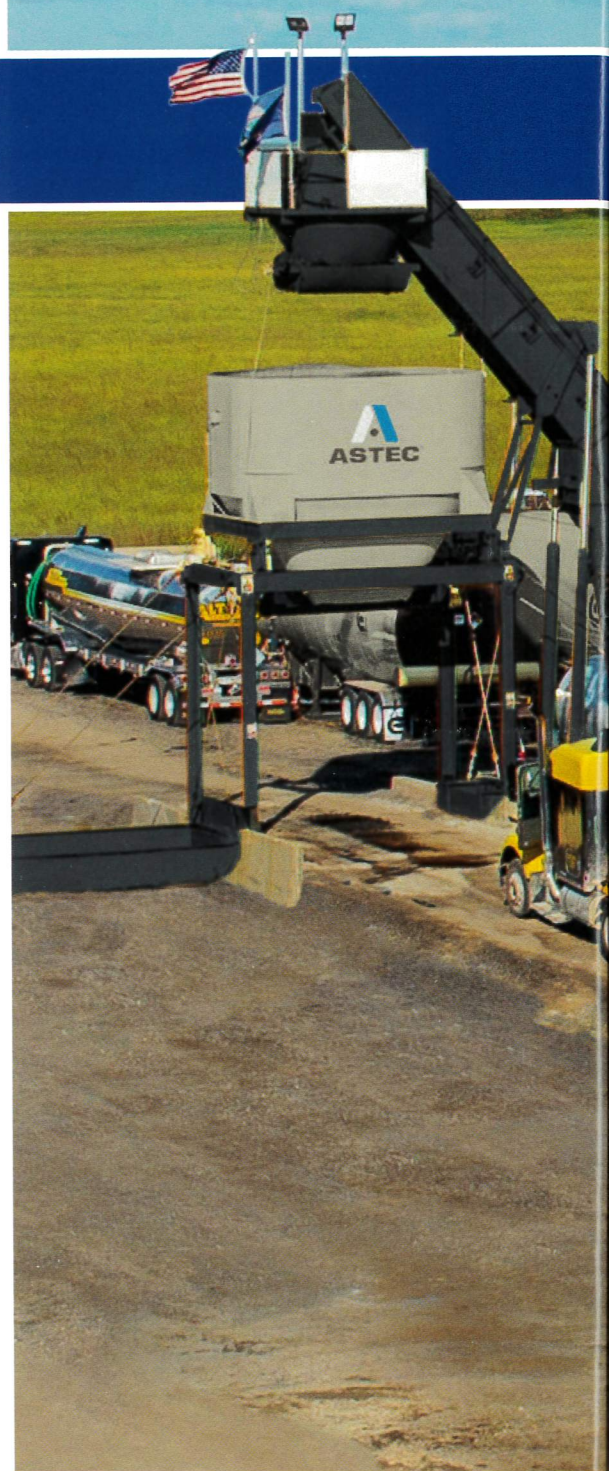
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HOW MANY ASPHALTIC CONCRETE FACILITIES **ARE IN THE UNITED STATES?**

According to the EPA industry estimates, there are approximately 4,000 asphaltic concrete production facilities operating throughout the country.

WHY ARE SO MANY **FACILITIES NEEDED?**

Considering how large the United States is, there really are not a lot of facilities. This amounts to only one facility per 950 square miles. Approximately 2.68 million miles of U.S. roadways are paved, 94% of which are surfaced with asphaltic concrete. Road maintenance and new construction projects require between 650 and 750 million tons of asphaltic concrete each year. Asphaltic concrete must be laid quickly after being loaded into the haul truck, because it hardens as it cools. Cooling occurs during transport from the facility to the paving site. The haul distance needs to be as short as possible to minimize the amount of heat lost during transport, because mixes become harder to lay down by a paving machine and compact with rollers as they cool. Ambient air temperature greatly effects how long the mix is "workable" and can be properly installed on the roadway. In addition, trucking is a large part of road maintenance and construction costs. Minimizing haul distances lowers road paving costs to the community.



FACILITIES

HOW IS ASPHALTIC CONCRETE MADE?

Aggregate is divided and placed into bins according to size. Depending on the mixture of aggregate called for, the bins automatically meter out the appropriate volume of each size needed onto a conveyor belt. The belt deposits the aggregate into a rotary dryer. This machine tumbles and veils the aggregate through hot air to dry it thoroughly. A fuel burner is located at one end of the drum to provide a flame for heat. It is necessary to remove the moisture from the aggregate so the asphaltic cement will adhere to the rock. Remember, water and asphalt do not mix. After drying, the aggregate is then coated with heated asphaltic cement and thoroughly mixed. Production of asphaltic paving mixtures does not entail harmful chemical reactions.



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IS AN ASPHALTIC CONCRETE FACILITY

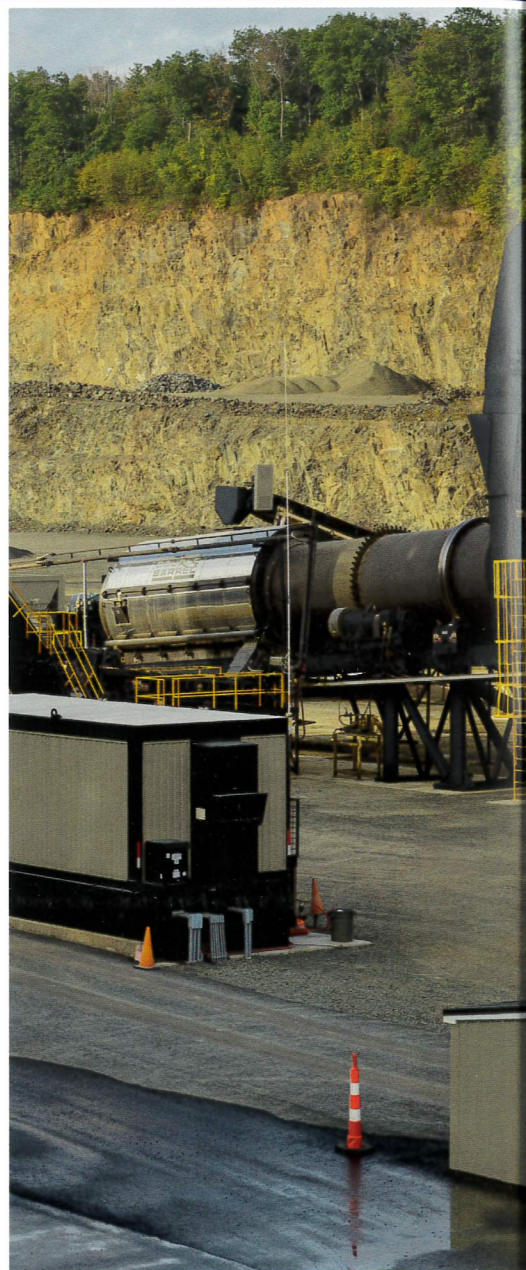
A LARGE SOURCE OF EMISSIONS?

No. In fact, studies show that emissions from the asphalt paving industry have decreased over 97% since 1970, despite a 250% increase in production. All emission concentrations from asphaltic concrete production facilities are well below the established threshold limit values set forth by the American Conference of Governmental Industrial Hygienists. The EPA delisted asphaltic concrete production facilities from the Maximum Available Control Technology standard in February, 2002, because such facilities are not major sources of air pollutants. The asphalt paving industry continues to develop new technologies to further minimize emissions during mix production and paving operations. Mix production facilities must be permitted through local or state air quality agencies. The permits establish operating limits for the facilities to strictly control emissions generated during mix production, in order to prevent degradation of ambient air quality.

WHAT IS

"PARTICULATE MATTER"?

Particulate matter is a term used to denote microscopic liquid or solid particles much smaller than the diameter of human hair. Particle size is measured in microns, which is equal to one-millionth of a meter. Particulate matter results from the drying process at an asphaltic concrete production facility. In the case of such facilities, the particulate is almost entirely stone dust. Stone dust is a valuable part of the product that the facility owner does not want to lose. It is collected by a large air filtering unit called a baghouse and returned to the mixer for inclusion in the paving mixtures.



HEALTH

DO ASPHALTIC CONCRETE FACILITIES

CAUSE CANCER?

Numerous agencies worldwide have conducted extensive testing on asphaltic cement fumes from paving and roofing applications. The International Agency for Research on Cancer classified asphaltic cement fumes from occupational exposure as Group 2B. This designation is used for substances, mixtures, and exposure circumstances for which there is limited evidence of carcinogenicity in humans. Other items designated as Group 2B include aloe vera (whole leaf extract) and cell phones (radio frequency electromagnetic fields).

The American Conference of Governmental Industrial Hygienists has designated asphalt cement fumes as A4, which are agents not classifiable as a human carcinogen due to lack of data indicating evidence of carcinogenicity.

IF THERE IS NO DANGER OF CANCER,

WHY HAVE THERE BEEN SO MANY STUDIES?

Hundreds of tests have been conducted primarily because of the apparent similarity of asphalt to tar. What the tests have proven is that these are two completely different materials from completely different sources and with completely different health effects. Coal tar does have some harmful health effects. Those same effects have not been found to be associated with asphaltic cement.





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CLEAN AIR

WHAT IS A **BAGHOUSE?**

A baghouse is a large air filtering device that removes particulate matter from the aggregate drying process in an asphaltic concrete production facility. A large fan on the outlet end of the baghouse pulls dust-laden air from the drying drum into the filter unit. Hundreds of long cylindrical cloth bags hang in rows within the filter section. The air is pulled through the bags and dust particles collect on the bags' outer surface. Filtered air is released into the atmosphere through the exhaust stack. Collected dust is periodically removed from the bags and conveyed to the mixer to be added to the asphalt pavement mixture. Baghouses filter out virtually all of the particulates from the air stream (over 99.9%). The Clean Air Act states that asphaltic concrete production facilities cannot emit more than 0.04 grains (grain = 1/7000th of a pound) of particulate matter per dry standard cubic foot of air. Most baghouses routinely emit less than half of the federal allowable particulate matter. Many states have enacted particulate emission standards for asphaltic concrete facilities that are more stringent than the Clean Air Act.

ARE ASPHALTIC CONCRETE FACILITIES **EMISSIONS REGULATED?**

The Clean Air Act of 1990 requires that all stationary emission sources obtain air permits in order to operate, including asphaltic concrete production facilities. An air permit contains the operating conditions that must be met by the facility. Particulate emissions and opacity are regulated on a federal basis, though many state and regional air quality agencies have implemented tighter requirements. Individual states and local authorities regulate other pollutants, including the products of combustion. Facilities must maintain extensive records to demonstrate compliance with those regulations. This includes production and fuel consumption rates from which emission levels can be calculated. Failure to comply with operating permit conditions results in fines and/or facility shut down.

ARE ASPHALTIC CONCRETE **FACILITIES TESTED?**

Federal requirements in the Clean Air Act mandate that all permitted emission sources must be stack tested within 180 days of startup. Many states require testing in as little as 60 days after initial startup. Subsequent testing requirements are determined by individual states and permitting authorities. For example, some states require yearly testing, while others may only require the initial test, as long as permit operating conditions are met.



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WHERE CAN ASPHALTIC CONCRETE FACILITIES BE LOCATED?

While zoning ordinances vary significantly across the U.S., most facilities must be placed on property zoned for industrial usage. In addition, the majority of facilities must obtain special land use permits. Such permits contain specific requirements with which the facility must comply. These mainly include operating hours and noise levels to name a few.

WHAT CAUSES THE ODORS ASSOCIATED WITH THE PRODUCTION OF ASPHALTIC CONCRETE?

The most common odor detected at an asphaltic concrete facility comes from the hydrocarbons driven off the liquid asphalt cement at elevated temperatures. Overheating materials during the drying process is the primary cause. As fuel has become more and more expensive, most owners and operators have become more aware of the cost of overheating materials and have learned to control temperature with greater precision. The fumes, known as "blue smoke," have a characteristic petroleum-type odor. Blue smoke forms as the hydrocarbons condense in the ambient air. Its formation is highly dependent on temperature and the facility configuration. Minimizing opportunities for the fumes to enter the ambient air and lowering mix/storage temperatures decreases odor levels from the facility. Odors are largely eliminated during the production of WMA, because the mix temperature is lower than the boiling point of the hydrocarbons.

A photograph of an asphaltic concrete plant. In the background, several large, vertical storage silos are visible, some with blue and white bands. A conveyor system with yellow safety railings runs diagonally across the middle ground. In the foreground, there is a black metal frame structure, possibly part of a truck or a loading station. The sky is blue with some clouds.

PERMITS

WHAT ARE THE DIFFERENT TYPES OF FACILITIES IN USE TODAY?

Modern asphaltic concrete facilities fall into two categories: batch and continuous mix facilities. As the name implies, batch facilities make individual batches of material. All the ingredients for the batch are fed into a mixer. When mixing is complete, the mixer is emptied, most often into a waiting haul truck. Batch facilities usually have smaller hourly production capacities than continuous mix facilities. They are suitable for small production runs or frequent changes in mix type.

Drum mix facilities operate on a continuous basis. The mix is stored in storage silos and discharged into haul trucks as needed. They can be either parallel-flow or counterflow, which is an indication of the material flow versus the airflow within the drum. Material moves in the same direction as the airflow in a parallel-flow drum, whereas the material moves against the airflow in a counterflow drum. Modern drum mix facilities almost exclusively include counterflow drums, because they use less fuel and generate lower hydrocarbon emissions than parallel-flow drums.



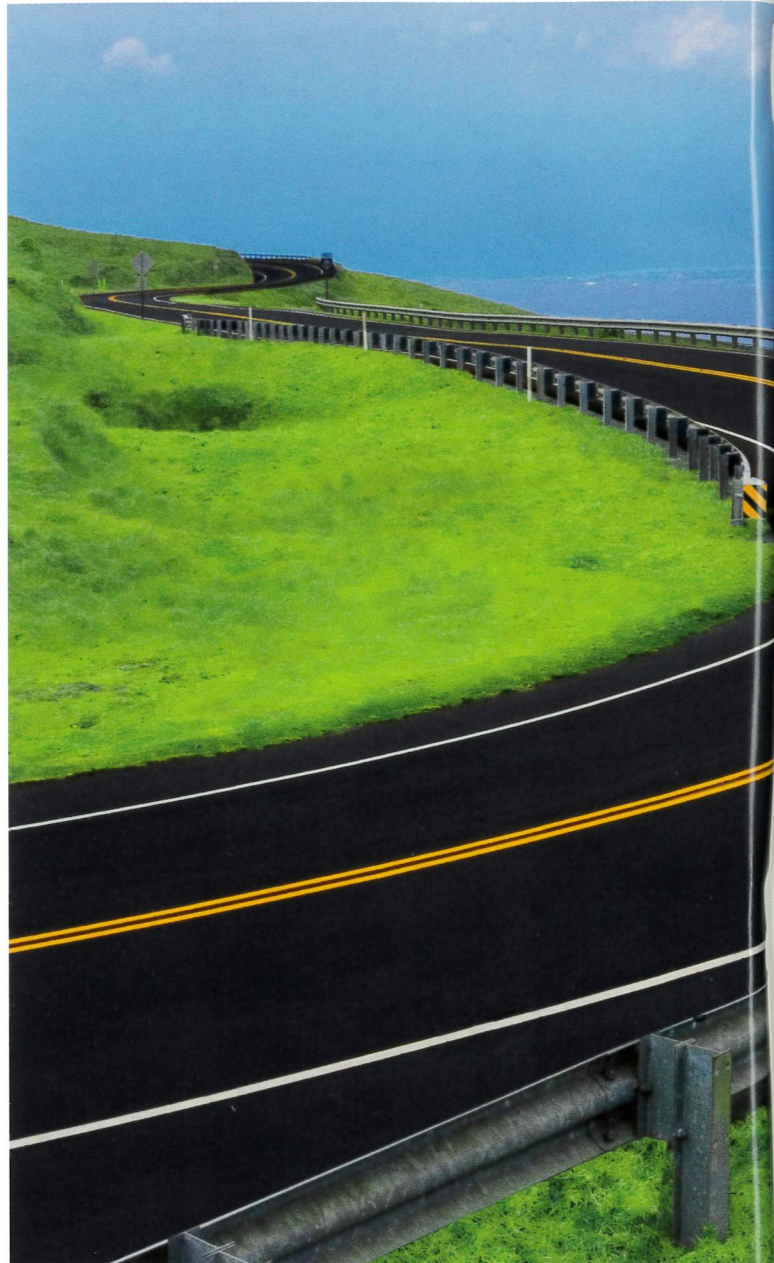
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ARE ALL PAVEMENTS **THE SAME?**

No. Asphalt paving mixtures are designed according to the traffic they will handle. Therefore, an interstate paving mixture will be very different from one used for a residential driveway. Differences may include types and sizes of aggregate, as well as the grade of liquid asphaltic cement selected. Additionally, some paving mixtures may contain various recycled products, while others are comprised entirely of virgin materials.

IS THE BINDER USED IN PAVEMENT **THE SAME AS IN ROOF APPLICATIONS?**

No, though they are both by-products of petroleum refining. Paving asphaltic cement is typically softer and more pliable than roofing asphaltic cement. Also, liquid cement at asphaltic concrete production facilities is not heated to temperatures as high as in roofing applications. That means that emissions and odors produced by paving operations are lower and not the same types of compound as those produced by roofing operations.





PAVEMENT

CAN ASPHALTIC CONCRETE BE USED FOR

ANYTHING OTHER THAN ROADWAYS?

Yes! Asphaltic concrete is used in a variety of applications. Because it is a non-toxic, impermeable material, asphaltic concrete is commonly used to line fish hatchery ponds, commercial water reservoirs, landfills, and industrial retention ponds. It is also used to pave recreational paths (for running & bicycling), golf cart paths, airport runways, and tennis courts. Asphaltic concrete has been used in commercial livestock applications, such as paving feedlots and lining barn and poultry house floors for easy cleaning. Additional uses include creation of sea walls and dikes to manage beach erosion. Specially designed permeable paving mixtures are increasingly being used to manage storm water. These porous pavements allow water to drain through them. Contaminants on the surface are drawn through the mixture where they are filtered through a rock sub-base, thus using natural processes to cleanse the water.

WHAT CAUSES NOISES ASSOCIATED WITH THE

PRODUCTION OF ASPHALTIC CONCRETE?

There are a few common sources of noise emanating from a hot or warm mix facility. Some are derived directly from the mix production components, including the burner and exhaust fan. Others are generated from movement of the product, including trucks and loaders. Recent advancements in asphalt mix production equipment design have drastically reduced sound levels. Astec has worked to reduce sound from the mix process by providing quieter components in a facility. Likewise, some facility owners have initiated on-site quiet operations and practices for movement of the product. It is often possible to participate in conversations using normal speaking tones while adjacent to most facility components at new facilities.



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WHAT HAPPENS

IF THE ASPHALTIC CEMENT SPILLS?

Asphaltic cement is hard at ambient temperatures and liquid only when heated. It is kept hot at an asphaltic concrete production facility so that it can be mixed with the aggregate to form pavement. Should the asphaltic cement spill onto the ground, it will quickly harden because it is no longer being heated. Once completely set, it can be picked up and disposed of. For additional safety, asphalt storage tanks, as well as the facility fuel tanks, are typically set-up within a concrete wall to contain spills should they ever occur.

WHAT EQUIPMENT MAKES UP AN

ASPHALTIC CONCRETE FACILITY?

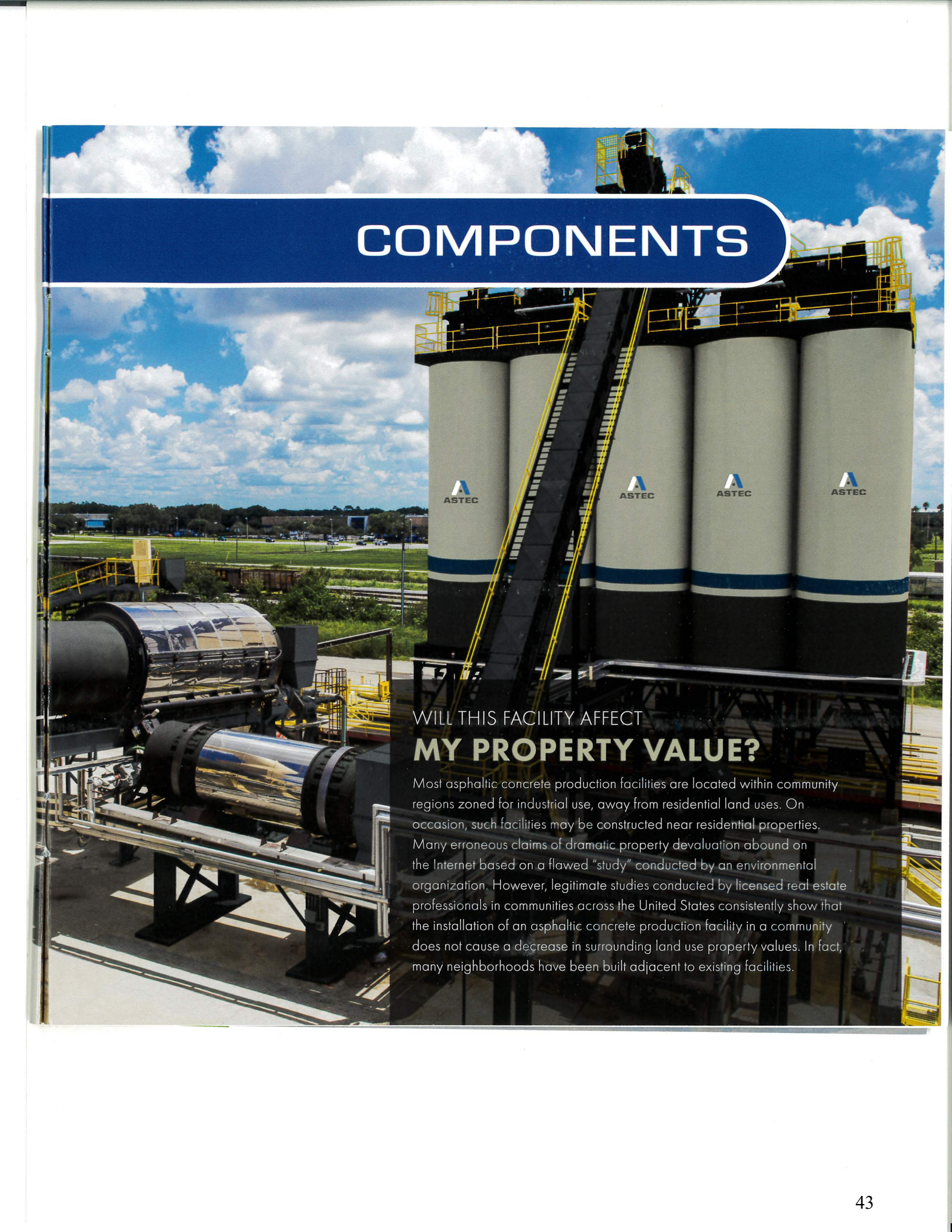
There are several components found at asphaltic concrete production facilities, whether they are a batch or continuous mix plant. Aggregate is separated according to size and fed, usually by a front-end loader, into cold feed bins. These bins are used to meter the virgin aggregate to the dryer. The dryer is used to drive off the surface moisture and heat the aggregate in preparation for mixing with the asphaltic cement. Mixing may occur within a variety of devices, depending on the type of facility. Environmental controls include a baghouse, which is typically preceded by a primary collector such as a cyclone or inertial separator. Dust augers return the collected particulate matter to the mixer. Liquid asphalt cement is stored in heated tanks that are connected via piping to the mixer. Finished mix is held in storage silos, which are typically insulated and heated to maintain product temperature until it is loaded into a haul truck. Mix can often be stored for days before being loaded into haul trucks.

WILL AN ASPHALTIC CONCRETE FACILITY

AFFECT GROUNDWATER?

No. Asphaltic concrete production facilities do not generate industrial wastewater, because water is not required during the production process. Storm water discharge permits and retention ponds may be required in some locations to handle runoff from rainfall. Stack emissions from a facility do not contaminate groundwater.





COMPONENTS

WILL THIS FACILITY AFFECT **MY PROPERTY VALUE?**

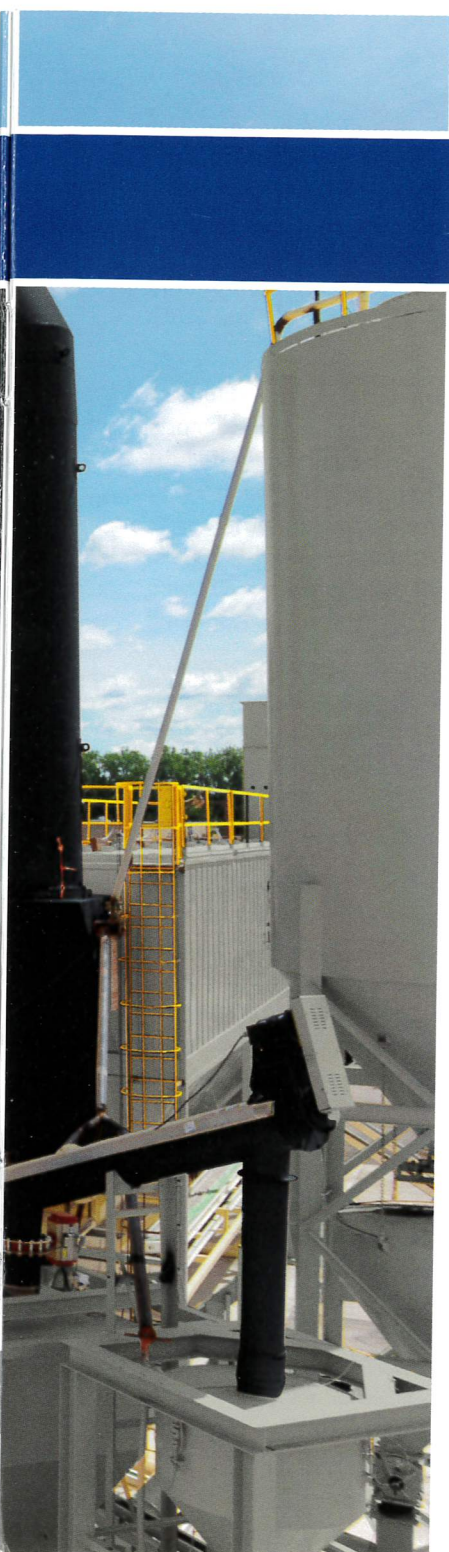
Most asphaltic concrete production facilities are located within community regions zoned for industrial use, away from residential land uses. On occasion, such facilities may be constructed near residential properties. Many erroneous claims of dramatic property devaluation abound on the Internet based on a flawed "study" conducted by an environmental organization. However, legitimate studies conducted by licensed real estate professionals in communities across the United States consistently show that the installation of an asphaltic concrete production facility in a community does not cause a decrease in surrounding land use property values. In fact, many neighborhoods have been built adjacent to existing facilities.



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WHAT ABOUT TRUCK TRAFFIC?

Materials used to produce asphaltic concrete are typically delivered to the production facility via truck. Rail lines are used in some locations. Asphaltic concrete is transported to the construction site via truck. The actual quantity of trucks entering and leaving the facility is dependent on the production requirements for active paving projects. Egress to and from the site falls under the authority of local government agencies. Traffic patterns and flow may be addressed by the land use permits required for most facilities.



PRODUCTION

DO ASPHALTIC CONCRETE FACILITIES

OPERATE CONTINUALLY?

No. Though asphaltic concrete production facilities can operate on a continual basis, mix production is highly dependent on weather conditions and product demand for paving projects. Facilities operate at their highest capacity during the summer, when paving conditions are most favorable. Facilities located in temperate climates may operate year-round, while those located in colder climates shut down during winter months. Routine equipment maintenance is typically scheduled during the shut down. Some facilities may operate at night, as many paving projects on busy thoroughfares must occur when there will be the least commuter impact.

WHAT ARE SOME

BENEFITS OF ASPHALTIC CONCRETE?

There are many benefits to using asphaltic concrete. Road construction and reconditioning projects can be completed faster and at lower cost when paving with asphaltic concrete. Studies show that asphalt pavements have a lower life cycle cost (cost of installation and maintenance over the life of the product) than Portland cement concrete pavement and are engineered to last decades with little to no maintenance. This generates savings to taxpayers for road construction and maintenance projects in a community. Asphaltic concrete pavements are smoother to drive on, which results in greater fuel efficiency, less vehicular wear and tear, and a quieter ride.

MEET THE **NEIGHBORS**

GLOSSARY

AGGREGATE

Inert material such as sand, gravel, crushed stone and slag used as the chief ingredient of asphaltic concrete. Unwashed aggregates will also contain some amount of dust and process fines material.

ASPHALT

Commonly used as a shortened term for asphalt cement, but may also refer to asphalt pavement.

ASPHALT CEMENT

(AC; also known as bitumen.) The binder or "glue" in asphaltic concrete. Commonly abbreviated AC. At ambient temperatures, asphalt cement is a black, sticky, highly-viscous, semi-solid substance.

Asphalt cements used in asphaltic concrete are made by distillation of crude oil and are available in various grades. They are more suited for asphaltic concrete than asphalt made from other materials or asphalt obtained from native deposits in various parts of the world.

Use of coal tar is avoided by the asphaltic concrete industry because its fumes are known to be carcinogenic, posing a health hazard for anyone working with asphaltic concrete. Coal tar and asphalt cement are not the same substance.

ASPHALTIC CONCRETE

A paving mixture comprised of aggregate and asphalt cement. Also called bituminous concrete.

BAGHOUSE

An environmental control device containing filtration media used to remove particulate matter from a gas stream. These devices are used to filter the gas stream from the aggregate drying process at an asphalt mixing plant. The associated exhaust fan provides draft to support the combustion process and evacuate gases from the dryer drum.

BLUE SMOKE

(Also known as asphalt fumes.) Condensed gaseous vapors, comprised predominantly of organic compounds (light ends) generated when asphalt cement is heated. Various methods are used to minimize or eliminate blue smoke.

EMISSIONS

Substances discharged during production operations at an asphaltic concrete facility. The substances may be either gases or particulate. Federal, state, and local environmental codes usually limit the amount of emissions or pollutants that industrial and commercial operations can release into the atmosphere. Accordingly, an asphaltic concrete facility must have provisions to limit specified emissions produced or released.

HOT MIX ASPHALT

Road paving material (asphaltic concrete) produced by mixing hot, dry aggregate and liquid asphalt cement. Basic types of asphaltic concrete are dense-graded and open-graded. There are sub-types within the basic types.

The mixture is made with the ingredients heated to about 300°F, which is the temperature normally used to dry the aggregate. The liquid asphalt cement will adhere to the aggregate only if it is dry. The mix may also include dust or fines from the aggregate, ground rubber, and additives fillers, such as lime. The mixture is maintained close to 300°F until it is applied to the road.

Asphaltic concrete is called by numerous other names, such as asphaltic concrete, asphalt cement concrete, asphalt mix(ture), asphalt paving mix(ture), bituminous concrete, bituminous mix(ture), bituminous paving mix(ture), etc.

HYDROCARBON

Molecules containing hydrogen and carbon atoms arranged in structures that can vary from straight chains to branching chains to rings. The size of the atomic structure determines the properties and behavior of the hydrocarbon. The structure size is a function of the number of carbon atoms present in the molecule. Lighter structures with few carbon atoms are gaseous. Heavier chains with more carbon atoms are predominantly liquids, though some may be semi-solids or solids.

LIQUID ASPHALT CEMENT

Asphalt cement that is heated to a liquid state to make it suitable for mixing with aggregate to make asphaltic concrete. At ambient temperatures, asphalt cement is a semisolid.

PARTICULATE MATTER

(PM) Liquid or solid particles suspended in the atmosphere. PM is a complex mixture of particles, both natural and man-made, that may contain dust, smoke and pollen. Particles are classified by size. PM10 are inhalable particles measuring 10 microns in diameter and smaller. PM2.5 are fine inhalable particles with diameters of 2.5 microns and less. PM10 and PM2.5 are highly regulated because of their ability to cause serious health hazards.

PAVEMENT

A hard, smooth surface that facilitates pedestrian or vehicular travel. The most common pavement materials used in modern roads are asphaltic concrete and concrete. Pavement can also refer to the paving mixture comprising the surface.

RECLAIMED ASPHALT PAVEMENT

(RAP) Asphalt paving material recovered from old road beds either by milling or excavation by ripping. It includes aggregate as well as reusable binding material. RAP produced by milling can be hauled to the asphalt plant and recycled by adding it directly to virgin asphaltic concrete. RAP produced by excavation is usually in the form of large chunks, which must be crushed before it can be used at the asphalt plant.

VOLATILE ORGANIC COMPOUND

(VOC) Hydrocarbons with high vapor pressures and low boiling points that readily vaporize at room temperature. They are highly regulated due to their participation with NOx in the formation of ground-level ozone, or smog. Such compounds typically are not acutely toxic but can cause long-term health issues due to repeated or prolonged exposure.

WARM MIX ASPHALT

(WMA) Pavement material that has been mixed at a lower temperature. Cools more slowly, allowing successful use in lower temperatures.

WMA technologies reduce the viscosity of the asphalt binder with additives (water-based, organic, chemical, or hybrids) so that asphalt aggregates can be coated at lower temperatures.



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Rev. 6/22

Agenda Item Summary

Ordinance # / Resolution #: UDO-TA-2023-1819 Lineberger: Sec 5.9 & 2.5

Contact Person / Sponsor: A. Hardin

Department: Planning

Date Requested to be on Agenda: 11/21/2023

Issue for Consideration:

Points to Consider:

For proposed Asphalt production facility at Lineberger property.

Note: Lineberger Memo was received after Staff Report was finalized.

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	11/15/2023	Planning Staff Report
Application	10/30/2023	Exhibit
Hi Map & Buffer Maps (3)	11/15/2023	Backup Material
Astec Pamphlet 1: How it Works	11/13/2023	Backup Material
Astec Pamphlet 2: Meet the Neighbors	11/13/2023	Backup Material
Other Jurisdiction Ordinances	11/15/2023	Backup Material
Lineberger Memo 11-15-2023	11/15/2023	Exhibit

PROPOSAL: Amend Unified Development Ordinance, adding regulations and definition for Nonmetallic Mineral Product Manufacturing in HI District

APPLICABLE CHAPTER(S): Chapters 5 and 2

APPLICANT: Kim Lineberger, KCH Real Estate LLC

REQUEST: Application by Kim Lineberger on behalf of KCH Real Estate LLC for an amendment to UDO Sec. 5.9 Industry/Wholesale/Storage Uses and Sec. 2.5 Use Table, to add a definition and regulations for Non-Metallic Mineral Product Manufacturing. The intent is to allow reuse and manufacturing of paving materials such as asphalt.

APPLICANT'S INTEREST: *"The current UDO does not provide for nonmetallic mineral product manufacturing. An opportunity exists for development of such facilities in the County that will require extensive capital investment and job creation. The standards proposed governing this newly designated land use activity are consistent with provisions governing similar uses in other jurisdictions." (from the application)*

BACKGROUND: The applicant provided information regarding the M-Pack Relocatable Asphalt Plant, manufactured by Astec. The information included printed materials to explain how the asphalt production equipment works as well as general questions about how the asphalt production equipment works. This report will focus on the proposed use but will also address the other uses listed in the proposed text amendment to the best of staff's ability.

Video of the M-pack Relocatable Asphalt Plant operations are also viewable via Astec's YouTube page (<https://www.youtube.com/@astecindustriesinc.1143>).

DISCLAIMER: Lancaster County has had business with the applicant in the past. No undue influence was reported in the creation of this staff report.

INFO REGARDING "NON-METALLIC MINERAL PRODUCT MANUFACTURING"

What is it? From [statista.com](https://www.statista.com):

Nonmetallic minerals are a special group of chemical elements from which no new product can be generated if they are melted. Nonmetallic minerals are, for example, sand, gravel, limestone, clay, and marble. Such materials lack metallic characteristics like good electric and thermic conductivity, luster, rigor, and malleability; they are, however, essential for many industries. The nonmetallic minerals industry is best known as producers of cement, asphalt, ceramics,

glass, and lime products. Thus, the application range is quite broad, from construction materials to sanitary ware to tableware and decorative products. The transformation of nonmetallic minerals into these products is often an energy-intensive process, which can include several steps, such as heating, grinding, mixing, cutting, shaping, and honing.

Under the North American Industry Classification System (NAICS), the non-metallic mineral product manufacturing field (classified as NAICS 327) is separated into sub-groups based on the material being manufactured and/or recycled.

NAICS 327 includes:

- clay products and refractory manufacturing (NAICS 3271)
- glass and glass products (NAICS 3272)
- cement and concrete products (NAICS 3273)
- lime and gypsum products (NAICS 3274)
- and other nonmetallic mineral products (NAICS 3279).

Note: This system is not referenced in the Lancaster County UDO. These category identification numbers have been inserted into the applicant's proposed text amendment.

How do asphalt plants work? A basic run-down is found in the "How it Works" handout from Astec (provided by the applicant and scanned into the attachments for this report), or via the Civil Engineering school at the University of Memphis (link includes more information and graphics):

Hot-mix asphalt is produced in an asphalt plant where the required types and sizes of aggregate are heated to mixing temperature and blended with asphalt cement in the correct proportions.

Asphalt plants generally fall into two categories: batch plants and drum plants. Batch plants make asphalt one batch (truckload) at a time while drum plants can make asphalt continuously and store it until it is needed.

What are the physical impacts from the use? Manufacturing and industrial uses typically have some kind of impact on the surrounding area. The most popularly regulated nuisances from industrial uses include air, particulate, noise, odor, pollution, and vibration. This is why industrial zones are limited on the zoning map and come with considerable buffering regulations to reduce any negative impacts to surrounding properties.

In the Lancaster County UDO, for example, the definition for the Heavy Industrial (HI) district calls out "industrial, manufacturing, or large-scale utility operations" as being incompatible with residential and commercial areas. The uses included in this district range from racetracks and shooting ranges to landfills, warehousing, and research & development facilities. The use definition focuses on the intensity and outdoor operations.

Heavy Industrial District (HI district definition)

The Heavy Industrial District is established to accommodate those industrial, manufacturing, or large-scale utility operations that, by their nature, may create some nuisance and which are not properly associated with, nor compatible with, residential, commercial, and service establishments. Retailing of manufactured items may be permitted in certain instances when it is conducted on the same building site as the principal use.

INDUSTRY, HEAVY (use definition)

Typically the largest facilities in a community, these structures house complex operations and allow for intense manufacturing and industrial uses that have high impacts to neighboring properties with extensive outdoor activities. (Ordinance No. 2018-1529, passed 8.27.18)

To protect against nuisances, the UDO requires a half-mile separation (2,640 feet) between residential (and some commercial) uses/districts and outdoor shooting ranges (Section 5.5.12.C), restricted¹ industrial uses (Section 5.9.1.C), junkyards (Section 5.9.2.C), and [Class 3 landfills](#) (Section 5.9.4.C).

Known emissions from asphalt plants are listed in the Astec materials, and include carbon monoxide (CO), carbon dioxide (CO₂), water/steam (H₂O), nitrogen oxide (NO_x), sulfur dioxide (SO₂), and various hydrocarbons. Particulate matter (mostly stone dust) and heat are also created. These emissions are monitored by the facility staff and Federal government to ensure that they do not exceed allowable limits. The specific regulations and facility design for each type of use helps determine the number of emissions mitigated and the process for such.

How is the industry regulated in the US? The US Environmental Protection Agency (EPA) has multiple standards that apply to [asphalt production](#), [glass manufacturing](#), [cement manufacturing](#), and the other subsets of nonmetallic mineral product manufacturing. These include air quality (the Clean Air Act of 1990), water quality (effluent), and waste. More information on how the nonmetallic mineral processing sector is regulated by the Federal government is available via the [EPA web site](#).

CURRENT REGULATIONS:

“Nonmetallic mineral product manufacturing” is not defined in the code, so staff looks to the closest use for guidance. In this case, the use is restricted industry. This use was chosen due to the high volume of flammable liquids used to fuel the aggregate dryers.

Definition (Section 10.3):

INDUSTRY, RESTRICTED A facility that involves the use, storage, production or processing of any hazardous materials or substances in quantities subject to the reporting requirements of The Emergency Planning and Community Right-to-Know Act (EPCRA) also known as SARA Title III of 1980 (Sections 311-312, 42 U.S.C. §§ 11021-11022) and/or any facility which uses, stores, produces or

¹ See above for definition of “Industry, Restricted.”

processes dangerous goods and/or hazardous substances that are covered by separate regulations, standards or codes which are classified on the basis of immediate physical or chemical hazards, such as fire, explosion, corrosion and toxicity, and are in sufficient quantities such that accidental release or explosion may affect life, health, property or the environment beyond the immediate perimeter of the facility. These include: flammable gases, flammable liquids, flammable solids (selfreactive and related substances; and desensitized explosives), substances liable to spontaneous combustion, substances that when in contact with water emit flammable gases, oxidizing substances, organic peroxides, toxic substances, radioactive and corrosive substances.

5.9.1 INDUSTRY, RESTRICTED [HI]

A. Purpose

1. The Lancaster County Council finds that it is necessary to set forth the appropriate special requirements by which Industry, Restricted may be established within the unincorporated areas of Lancaster County.
2. Industry, Restricted has serious objectionable operational characteristics, particularly when they are located near residential areas or educational, religious, or recreational uses.
3. The County Council finds that the regulation of these uses is necessary to ensure that potential adverse effects do not contribute to the blighting of surrounding neighborhoods and to protect the quality of life in Lancaster County.

B. Permitted Location and Size

1. Such uses shall be sited on a parcel of not less than 10 acres.
2. Such uses shall be sited only in areas zoned for Heavy Industry.
3. All storage of hazardous materials shall comply with the provisions of the International Fire Code.
4. Exterior storage of hazardous materials not contained in vehicles for transportation, permanent on-site storage vessels, or containers shall be maintained so as to not create environmental hazards that may pose a threat to ground or surface water quality, air quality, wildlife, and/or humans.
5. All exterior storage of hazardous materials shall not exceed a height of 12 feet and will be arranged carefully to provide adequate spacing between incompatible substances as approved by the Fire Marshal.

C. Separation Requirements

1. Such uses shall not be located closer than 2,640 feet (or 1/2 mile) to any of the following:
 - a. LDR, MDR, HDR, PB, NB, INS, UR, RMX, MX, and IMX Districts;
 - b. All Residential uses, all Civic uses, and all Educational/Institutional uses as per the Use Table in Section 2.5.3.
 - c. All essential public facilities, or other similar uses.
2. Such uses shall not be located closer than 1,320 feet (or ¼ mile) to any highway access points (on-ramps/off-ramps), except as required to gain immediate access to the facility from a road.

The waiver of separation requirements allowance in Section 3.1.3 shall not be applicable to this requirement.

3. Such uses shall not be located closer than 500 feet from any floodplain or wetland area and a berm shall be constructed such that any runoff of water or other liquids will not enter the floodplain or wetland area.

4. A 6-foot-high berm shall encompass the entire property where it adjoins with other properties, except on the frontage or address side of the property where it adjoins a road.

5. Such uses shall not be located closer than 600 feet to another Industry, Restricted except where a single 6-foot high berm and 6-foot high chain-link fence separates the properties and the 300-foot setback is maintained from the property line to all structures and/or roadways except necessary inspection wells and access routes to inspection wells on both properties.

6. Such uses shall not be located closer than 300 feet to any Industrial use.

7. Separation from Storage - Warehouse Indoor, Restricted and Wholesaling and Distribution, Restricted shall not be required provided the 300-foot setback is maintained from the property line to all structures and/or roadways except necessary inspection wells and access routes to inspection wells.

D. Required Setbacks

1. Such uses shall maintain a 300-foot setback from the property line to all structures and/or roadways except necessary inspection wells and access routes to inspection wells.

2. Such uses shall maintain a 300-foot setback from roads and sidewalks.

E. Screening

1. A minimum 100-foot buffer area is required along all property lines and public rights-of-way. No materials, processes, or activities, including parking, access roads, or buildings, shall occur in the buffer area. Roads for access to the site may cross the 100-foot area, and monitoring wells may be located within the 100-foot area. All existing trees within the buffer area shall be preserved, except to allow for construction of necessary road crossings and monitoring of wells.

2. A chain link security fence, a minimum of 6 feet in height, shall enclose the entire site. The fence may not be placed inside the 100-foot buffer area.

F. Vehicular Access

Vehicular access to the site shall be provided on a major or minor thoroughfare or on a road improved to necessary industrial capacity as determined by the Administrator.

G. Reclamation Plan Required

Applicant shall file with the Emergency Management, Fire Rescue, and Register of Deeds a reclamation plan for the site facilities and location. The plan shall indicate any anticipated hazardous materials, secondary materials, spent materials or sludges or other products which will require reclamation, the name of the applicant, or other entity approved by Lancaster County Council, as the owner and which shall remain the owner and liable for the site forever, or until Lancaster County Council approval is given to release this requirement.

OTHER JURISDICTIONS

Staff noted that two of the jurisdictions polled have a separation requirement similar to the Lancaster County UDO (but with 500 or 1,000 feet of separation required, versus Lancaster County's 2,640 feet). Staff mapped these options out and the results are attached to this report. This was done for review of the applicant's request specific to the subject property.

- York County, SC: "Non-Metallic Mineral Products" is a Special Exception in industrial Districts. Minimum requirements include lot size (5 acres); access only from major public roadways and via an access/routing plan; located 500 ft from schools, day care centers, religious institutions, residential units, and water bodies; 125 ft setback from all property lines; dust reduction measures employed; reporting requirements to other agencies.
- Greenville County, SC: No specific descriptor of this use, but Heavy Industrial uses only permitted in I-1 district (the "least restrictive zoning district"). Setbacks are 50 ft; where adjacent to residential districts, add a 25 ft buffer.
- Dorchester County, SC: "Nonmetallic mineral products" are not specified. Description is closest to "Industrial uses and processing plants," which falls under the "Manufacturing" use group. Manufacturing is restricted to "I" (Industrial district); with an outdoor storage component, it converts to a Conditional Use. Buffers required include 50' natural buffer with a 15' berm when adjacent to non-industrial properties, or 100' buffer when adjacent to undeveloped properties. Noise (max 90 db), vibration, and noxious emission require buffers from residential areas. Tree surveys required to identify and protect "Grand trees."
- Richland County, SC: "Nonmetallic" mineral products are not listed but Glass, Lime, Gypsum and related production is permitted in M-1 (Manufacturing) and HI (Heavy Industrial) districts, Special Exception in LI (Light Industrial) districts. Outside storage must be completely screened from adjacent roads and residential use/zoned properties.
- Kershaw County, SC: "Non-Metallic Mineral Products- Other" is a Conditional Use in I-1 district. Setbacks from adjacent residential districts is 40 ft. Max height is 15 feet. Buffers required, min width of 30', and "high density screen" design.
- Chester County, SC: NAICS code 327 allowed in ID-1 (Industrial) and ID-3, Special Exception in ID-2. A fifty-foot buffer is required when adjacent to non-industrial uses.
- Fairfield County, SC: "Non-Metallic Mineral Products" is a Conditional Use in I-1 district. Manufacturing uses are restricted to maximum levels of vibration, noise, odor, and glare; hours of operation are restricted.

- Horry County, SC: Minimum 500 ft separation from residential use/districts for batch production, minimum 1,000 ft separation for outdoor aggregate processing (crushing, sorting, recycling); minimum 50 ft setback from all property lines; screened from roadways by minimum ten foot buffers; 100-ft buffers where abutting residential uses/districts.
-

DISCUSSION:

Does the proposal include protections for the neighboring properties?

The text includes a requirement for nonmetallic mineral product manufacturing to be located at least 500 feet from any residential lots, INS and PB districts; at least 500 feet from any lots containing schools, day care centers, churches, public parks, designated historic districts and landmarks; setbacks at least 75 feet from all property lines; and includes additional landscaping/ screening requirements to be planted or maintained in the setback areas. Additionally, there are dust reduction measures in the proposed code to reduce dust nuisance generated by the use.

Does the proposed use create fewer nuisances to justify a reduced separation?

One unique issue to this application is that the applicant plans to purchase a manufacturing process that is relocatable. The use is not one that you would pack up and move daily; the asphalt facility would leave the home location and be installed on site with a project (if permitted) for several months at a time, in order to serve the project with asphalt and/or concrete. That would mean that the subject property and surrounding neighbors would not experience the same level of nuisances as a property adjacent to a permanent asphalt plant.

Another unique issue is that asphalt production is dependent upon certain weather conditions. Per the Astec brochure, asphalt facilities “operate at their highest capacity during the summer, when paving conditions are most favorable.” This would lead the reader to believe that there would be fewer operational days in the winter months.

Even with the advances made by the industry to mitigate negative impacts from production, though, staff has not found a use in the HI districts that potentially produces more nuisances than an asphalt plant.

Is there a need for this type of industry?

The applicant, as well as some developers, believe so. Asphalt and concrete plants are tied into the business of housing and infrastructure, which is currently unable to keep up with demand. This view of the competitive landscape was captured from [MarketResearch.com](https://www.marketresearch.com):

Demand is driven by industrial production and construction spending. Profitability depends on efficient operations, as many products are essentially commodities that compete primarily on price. Large companies have advantages of scale in purchasing and the ability to invest in equipment and technology that improve efficiency. Small companies can compete by offering specialized products, or by serving local markets. Overall, the industry in the US is fragmented: the top 50 companies account for about 45% of industry revenue.

Staff notes that while the request is viewed as beneficial to the construction community, for the surrounding properties, the proposal falls short of existing UDO requirements for similar uses.

STAFF RECOMMENDATION:

The Planning Commission should deliberate based on the facts provided and the potential impact on both the community and surrounding properties.

Notes regarding the text:

- Staff opposes the use of the NAICS in the text amendment. Staff would prefer that the term “nonmetallic mineral product manufacturing” be described with the processes intended (“facilities that engage in the manufacturing, recycling, storage, processing, resale, or reuse of recovered concrete, cement, and asphalt”).
- Staff opposes the inclusion of all sub-category manufacturing operations in the proposed text. There are no known requests to implement those types of facilities in the County; until there is, staff prefers that door remains closed.
- Staff notes that there are no provisions in the proposed text to handle storage of materials, pre- or post-mix. This should be addressed before moving forward.
- Staff notes that the proposal is missing a proposed definition for “nonmetallic mineral product manufacturing” for Section 10.3 (Use Definitions). One could be gleaned from a number of sources.

STAFF CONTACT:

Allison Hardin, Development Services Director
ahardin@lanastercountysc.net

ATTACHMENTS:

- **Application**
- **Map of HI Zones in Lancaster County**
- **Buffer Maps (4) of Subject Property**
- **“How It Works: Quick Guide to Asphalt Production” by Astec**
- **“Meet the Neighbors: Everything You Wanted to Know About Asphalt Facilities” by Astec**
- **Jurisdictions with specific regulations:**
 - **Chester County Section 4-119**
 - **Kershaw County Section 3:3.18 Manufacturing Facilities**
 - **Horry County Section 903 Asphalt, Concrete and Aggregate Processing Facilities**
 - **York County Ordinance 3418**

PROPOSED TEXT AMENDMENT – APPLICANT’S VERSION

Amend Section 5.9 of the UDO to add the following use regulations for "Nonmetallic Mineral Product Manufacturing" as a new category of land use activity:

Nonmetallic Mineral Product Manufacturing [HI]

- A. Permitted Industrial and Manufacturing Activities: Nonmetallic Mineral Product Manufacturing includes industrial facilities used for the manufacturing and production of clay product and refractory manufacturing (NAICS 3271); glass and glass production manufacturing (NAICS 3272); cement and concrete product manufacturing (NAICS 3273); Lime and gypsum product manufacturing (NAICS 3274); and other nonmetallic mineral product manufacturing (NAICS 3279). This land use activity includes facilities that engage in the recycling, storage, processing, resale, or reuse of recovered materials.
- B. Permitted Location and Size
1. Such uses shall be exclusively located in the HI zoning district.
 2. Such uses shall be sited on a parcel(s) of not less than 6 acres.
- C. Separation Requirements
1. A nonmetallic mineral product manufacturing use shall be located at least 500 feet from: (A) Any lots located in the LDR, MDR, HDR, MH, RMS, RIX, BP, and INS zoning districts; and
 2. A nonmetallic mineral product manufacturing use shall be located at least 500 feet from any lots containing residential dwelling units, schools, day care centers, religious facilities, public parks, and designated historic districts and landmarks, whether or not such lots are located in the incorporated or unincorporated area of Lancaster County.
- D. Required Setbacks
- All elements of the nonmetallic mineral product manufacturing facility, including structures, buildings, equipment, parking areas, and access roads, shall be located at least 75 feet from all property lines; except that access roads may cross the 75- foot setback area and utilities may be located within the 75-foot setback area.
- E. Screening
- A minimum 8ft. tall opaque buffer of no less than 50ft in width consisting of 18 trees and 36 shrubs per 100 lf will be placed between adjoining properties. Buffer can be placed within required setbacks.
- F. Vehicular Access

Vehicular access to the site of all nonmetallic mineral product manufacturing uses shall be located on an arterial or major collector road, or on a road improved to necessary industrial capacity as determined by the Administrator.

G. Dust Reduction Measures

Nonmetallic mineral product manufacturing facilities shall employ dust reduction measures to minimize on-site and off-site dust nuisance generated by the manufacturing use. These measures may include, but are not limited to: (A) Utilization of stabilized roadways within the site; (B) On-site speed limits to minimize disturbance; and (C) Application of water and other dust palliatives.

Text Amendment Item 2.

Amend the Use Table in Section 2.5.3 of the UDO to add the following use type under Section H:

"Nonmetallic Mineral Product Manufacturing" and providing that such use shall be designated as Permitted with Review (PR) within the HI zoning district, subject to the standards referenced in the newly created land use category referenced in Text Amendment Item 1.



Planning Department
P.O. Box 1809, 101 N. Main Street, Lancaster, SC 29721
Phone: 803.285.6005, planning@lanastercountysc.net
www.mylanastercsc.org

TEXT AMENDMENT APPLICATION

SUBMITTAL REQUIREMENTS

- Completed Application
- Signatures of Applicant
- Fees associated with Application

GENERAL INFORMATION

UDO Section(s) Proposed to be Amended See Text Amendment Item 1 and Item 2 on attached pages.

Current Text Please see the proposed Text Amendment Item 1 and Item 2 on the attached pages
for detailed information the text changes proposed to the Unified Development Ordinance.

Proposed Text Please see the proposed Text Amendment Item 1 and Item 2 on the attached pages for
detailed information on the newly proposed text to provide for Nonmetallic Mineral Product Manufacturing
as a new land use activity.

Description of Need for Proposed Text The current Unified Development Ordinance does not provide for
Nonmetallic Mineral Product Manufacturing. An opportunity exists for development of such facilities in the
County that will require extensive capital investment and job creation. The standards proposed governing this
newly designated land use activity are consistent with provisions governing similar uses in other jurisdictions.

☒ Additional pages attached for more information

CONTACT INFORMATION

Applicant Name KCH Real Estate, LLC
Address 1490 Kershaw Camden Highway
City Lancaster State SC Zip 29721 Phone (803) 289-7315 **7531**
Fax (803) 286-5051 Email Kim@lci-lineberger.com

APPLICATION CERTIFICATIONS

I hereby certify that I have read this application and the information supplied herein is true and correct to the best of my knowledge. I agree to comply with all applicable County ordinances and state laws related to the use and development of the land. I further certify that I am the property owner, or his/her authorized agent, or the subject property. I understand that falsifying any information herein may result in rejection or denial of this request.

K. [Signature]
Applicant

10/6/23
Date

KCH Real Estate By [Signature]
Property Owner(s)

10/6/23
Date

Attach owner's notarized written authorization with property information if the applicant is not the owner.

LANCASTER COUNTY OFFICE USE ONLY

Application Number _____ Date Received _____ Receipt Number _____

Amount Paid _____ Check Number _____ Cash Amount _____

Received By _____ Planning Commission Meeting Date _____

SCHEDULE/PROCESS

1. Submit Application

- The deadline for this application is at least 45 days prior to the Planning Commission meeting, held every third Tuesday of the month.
- Once an application is submitted, it is placed on the Planning Commission agenda for the following month.
- An application withdrawal should be made in writing and received prior to public notice in order to receive a refund.
- Text Amendment Application Fee - \$325.00

2. Planning Commission

- Conducts a public hearing on the application to receive input from Lancaster County citizens, applicant, and other interested parties.
- Reviews the application to ensure it is consistent with the Lancaster County Unified Development Ordinance, Comprehensive Plan, and all adopted County plans.
- Makes a recommendation to the County Council.

3. County Council

- Approves, denies, or submits application to the Planning Commission for further study.
- Action requires three readings for approval.

Text Amendment Item 1.

Amend Section 5.9 of the UDO to add the following use regulations for “Nonmetallic Mineral Product Manufacturing” as a new category of land use activity:

Nonmetallic Mineral Product Manufacturing [HI]

- A. Permitted Industrial and Manufacturing Activities: Nonmetallic Mineral Product Manufacturing includes industrial facilities used for the manufacturing and production of clay product and refractory manufacturing (NAICS 3271); glass and glass production manufacturing (NAICS 3272); cement and concrete product manufacturing (NAICS 3273); Lime and gypsum product manufacturing (NAICS 3274); and other nonmetallic mineral product manufacturing (NAICS 3279). This land use activity includes facilities that engage in the recycling, storage, processing, resale, or reuse of recovered materials.
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Text Amendment Item 2.

Amend the Use Table in Section 2.5.3 of the UDO to add the following use type under Section H:

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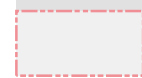


HI Zones in Lancaster County

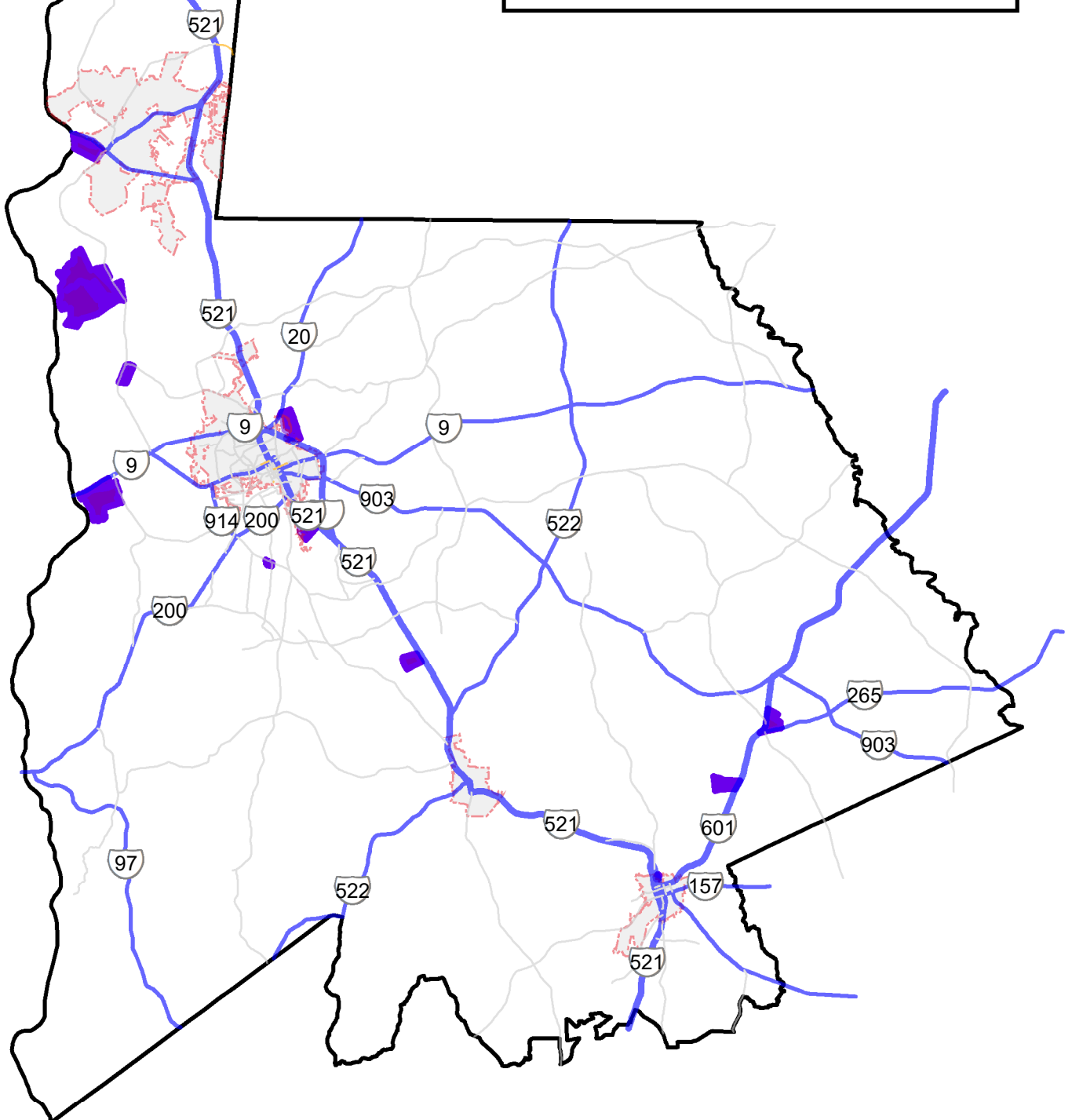
Zoning

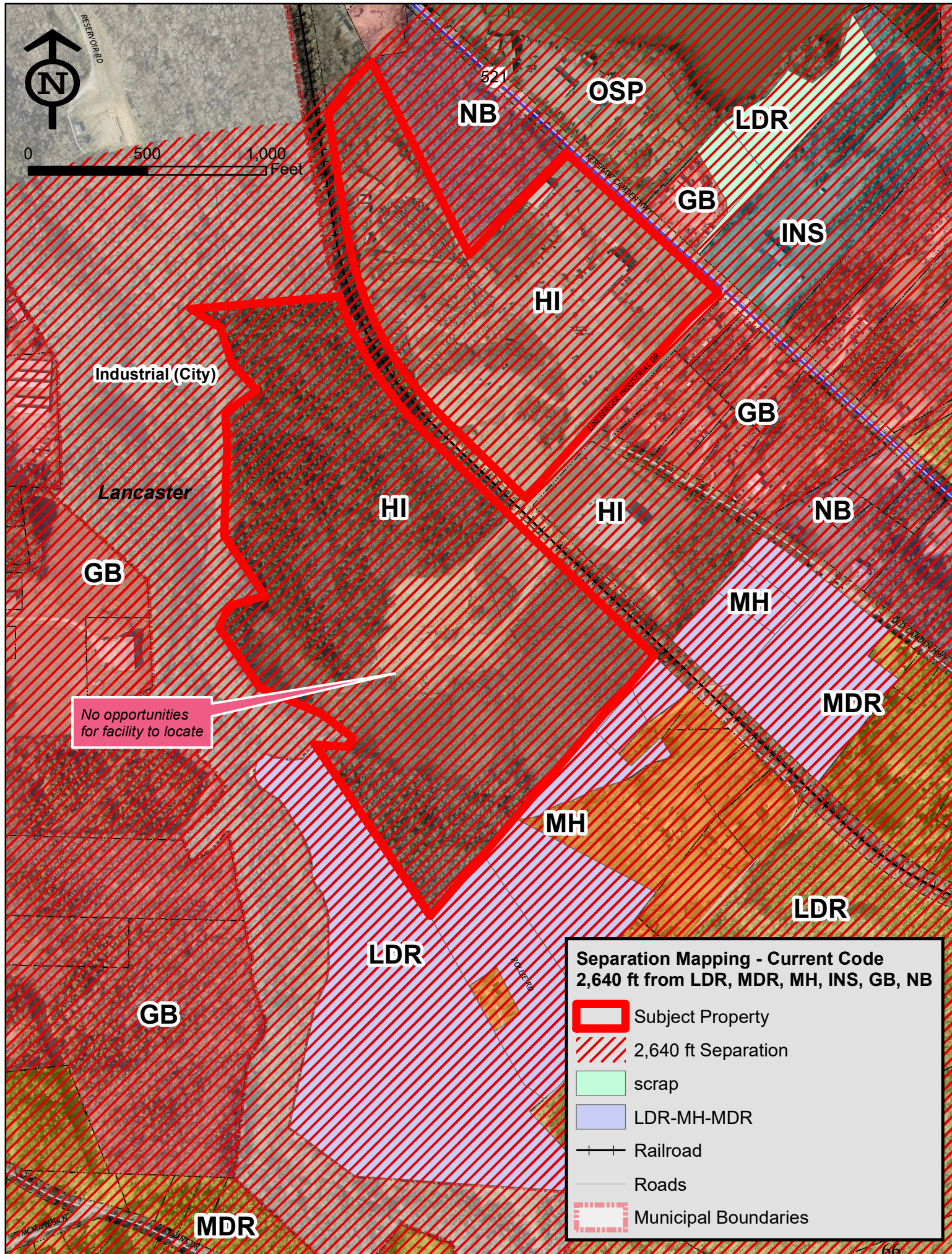


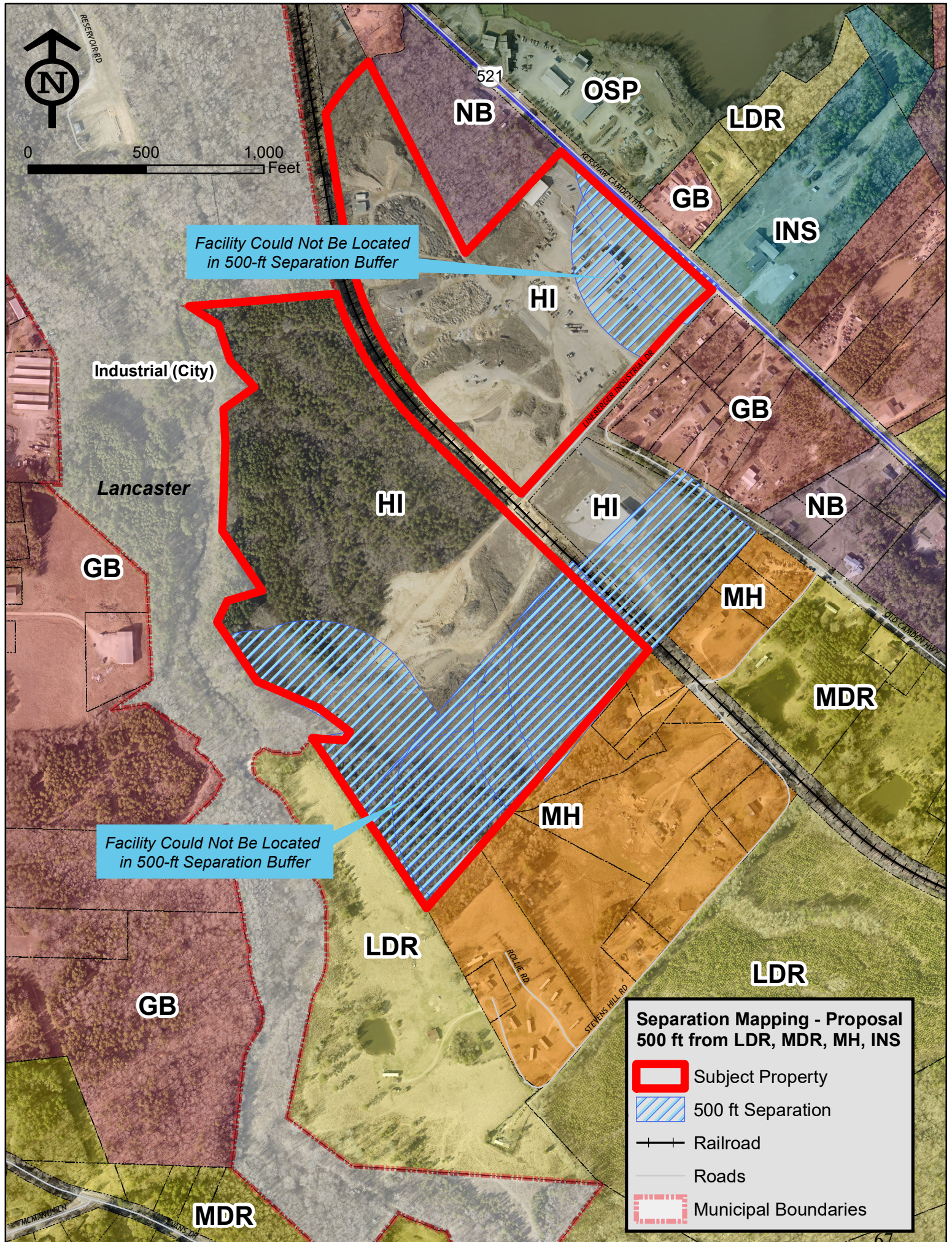
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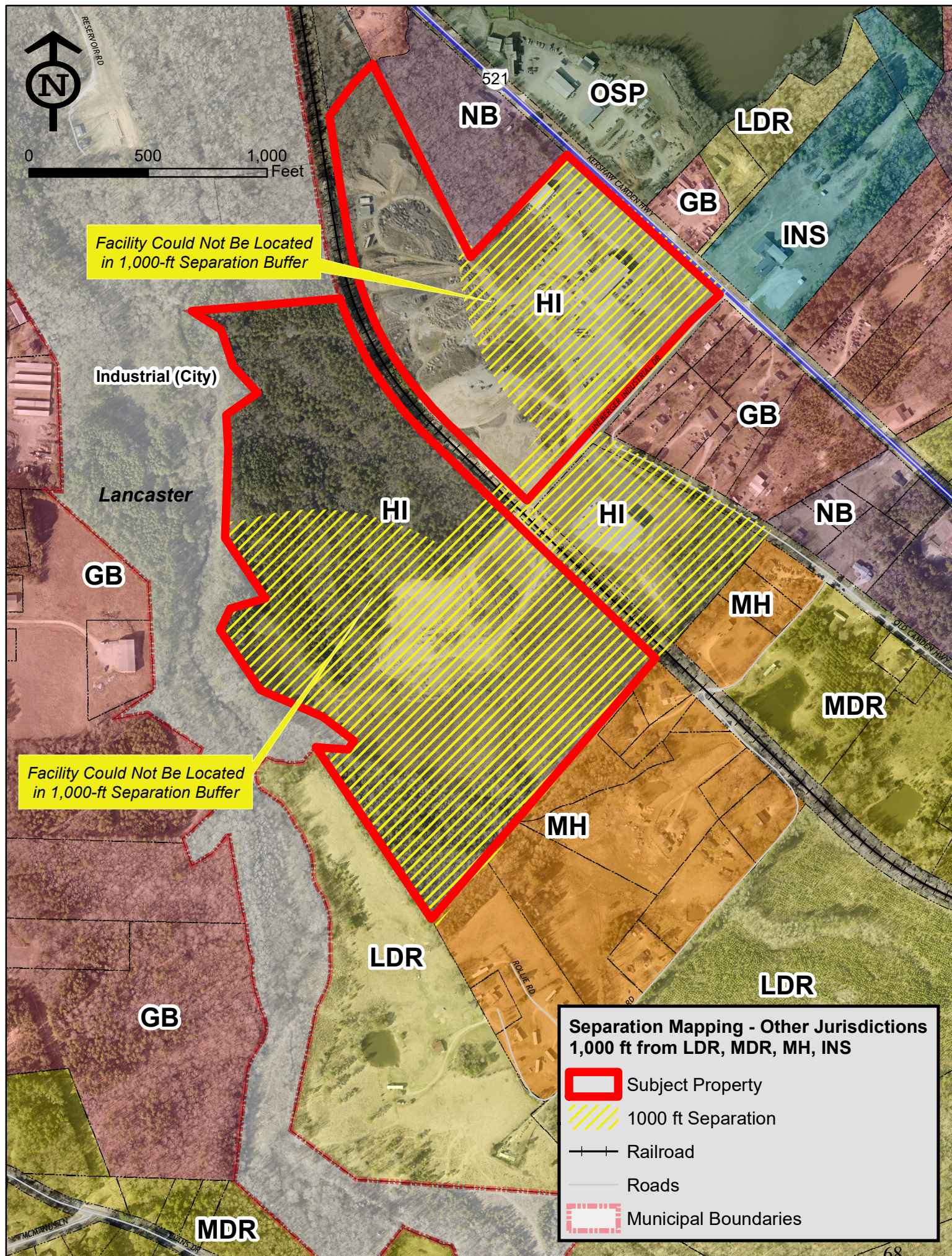


Municipal Boundaries







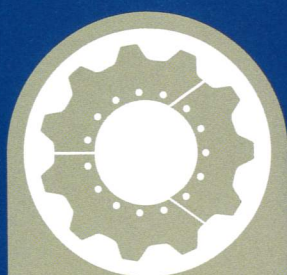




HOW IT **WORKS**

Quick Guide To Asphalt Production





HOW IT WORKS

Making asphalt pavement is like baking a cake. Measure all the right ingredients, mix them up and heat them for the final product. It starts with a mixture of sand and small and large rocks. Next, asphalt cement is heated and combined with the rocks. The pavement material must be kept pliable for proper installation, so asphalt facilities must be located near paving sites.



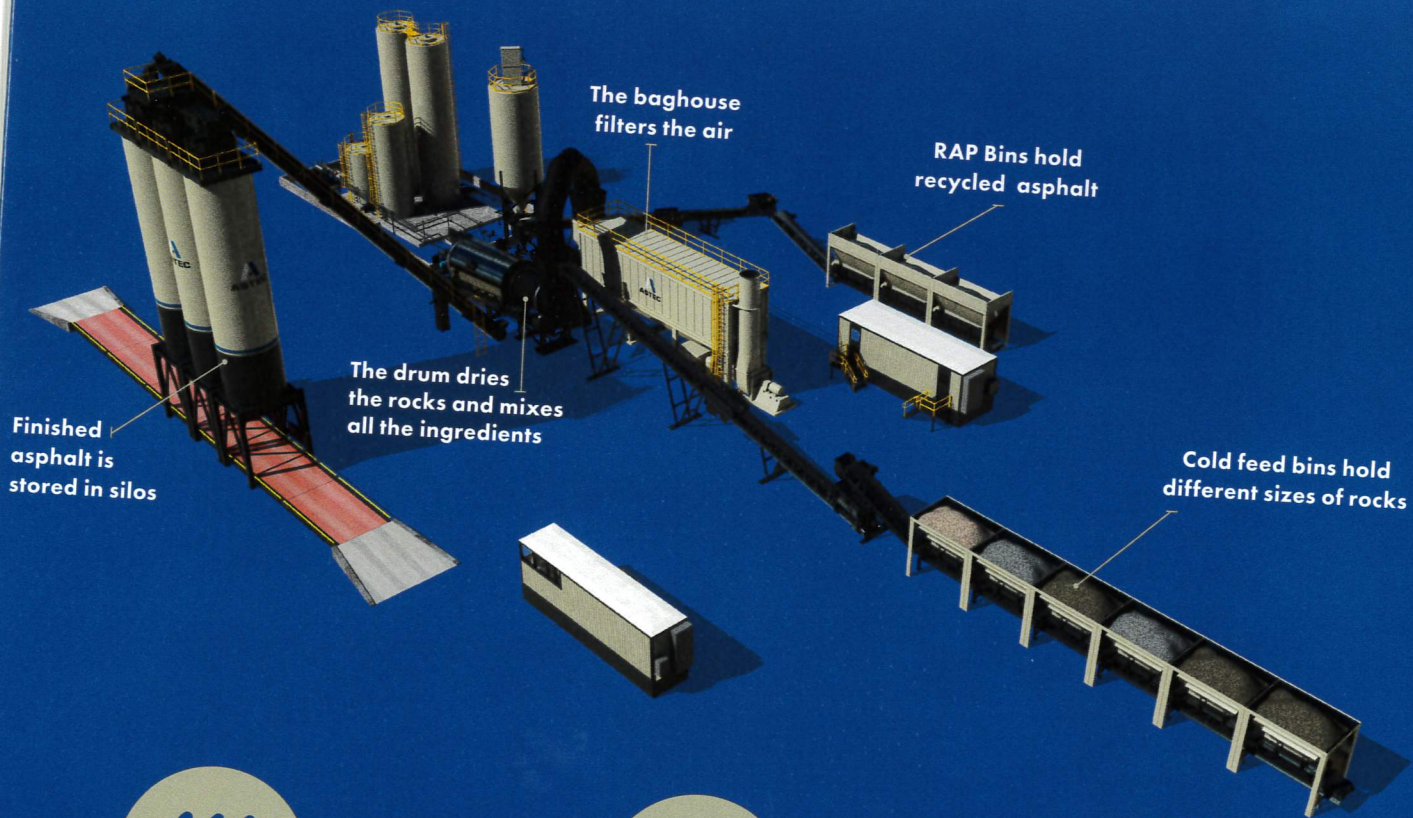
IT STARTS WITH ROCKS

Rocks and RAP (Recycled Asphalt Pavement) are sorted in bins and dropped in specified amounts onto conveyors.



THE ROCK IS HEATED

The conveyors carry the sorted rocks to the drum, where it is heated and dried.



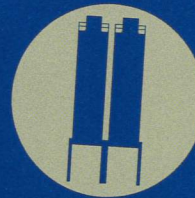
THE AIR IS FILTERED

The baghouse filters dust from the airflow. Clean air and steam are released into the atmosphere and the separated dust is recycled back into the mix.



IT'S MIXED TOGETHER

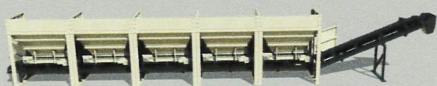
The heated and dried rocks mixed with the RAP and dust. Asphaltic cement is added to hold it all together.



FINISHED ASPHALT FOR PAVEMENT

The final mix exits the drum onto a drag conveyor into a silo for storage until it can be dropped by weight into trucks. Trucks will deliver the mix to the paving site.

THE BREAKDOWN



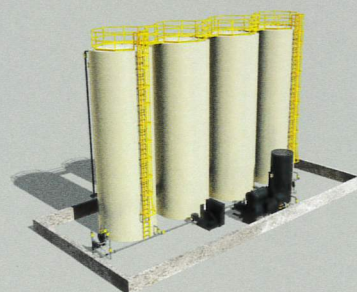
COLD FEED AND RAP BINS

Bins hold rock and RAP, which have been sorted by size and type, before measuring them onto a conveyor.



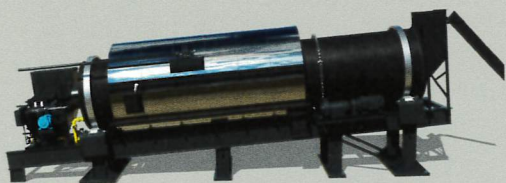
CONVEYORS

Transfers rock and RAP to specific components of the plant.



ASPHALTIC CEMENT TANKS

Specially designed tanks heat and store the asphaltic cement until it is ready to be mixed with the rock and RAP.



DRYING/MIXING DRUM

It all comes together in the drum. Rock is heated and dried then mixed with RAP and asphaltic cement to make asphalt paving mix.



BAGHOUSE

Efficiently removes particulates from the exhaust stream.



SILo

Maintains the quality of the finished asphalt paving mix until it is loaded into trucks and transported to a paving site.





www.astecindustries.com

*Please contact Astec Engineering at 423.867.4210
for additional information about asphaltic concrete facilities.*

Rev. 6/22



MEET THE **NEIGHBORS**

Everything You Wanted To Know About Asphalt Facilities





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Everything You Wanted To Know
About Asphalt Facilities





ASTECTM

WHAT IS

ASPHALTIC CEMENT?

Asphaltic cement is a highly viscous, black substance comprised of a complex mixture of hydrocarbons. Some asphaltic cement comes from natural asphalt lakes such as the La Brea Tar Pits. Most of the asphaltic cement used in road building is actually a by-product of crude oil refining. Asphaltic cement is the residual material remaining after lighter fractions, or grades of oils, have been distilled from crude oil. It can be further processed for use in paving mixtures or other industries such as roofing. Asphaltic cement is a thermoplastic, which means it is hard at ambient temperatures, but thick and sticky when heated. It may be referred to as "binder" or bitumen (a term commonly used outside North America). It is the material in pavement that coats aggregate and glues (or binds) the mix together. Eighty percent of the asphaltic cement used in the United States is for paving mixtures.

ASPHALT

IS TAR THE

SAME AS ASPHALTIC CEMENT?

No. Tar is a black or brown mixture comprised of hydrocarbons and free carbon. It typically results from the destructive distillation of organic matter. Though it can be produced from petroleum, most often it is produced from coal as a by-product of coke production. It was once used to seal roadways, roofing shingles, and wooden ship hulls. However, since the 1970s, asphaltic cement has completely replaced the use of tar in paving mixtures.

WHAT IS

ASPHALT PAVEMENT?

Pavement is a hard, smooth surface that facilitates vehicular and pedestrian transportation. It consists of a highly controlled mixture of asphalt cement and aggregate. Prior to placement, this mixture is referred to as asphaltic concrete, or bituminous concrete. Mix can be further classified as Hot Mix Asphalt (HMA) or Warm Mix Asphalt (WMA) based on the mix temperature at which it is produced. Typical paving mixtures contain 95% aggregate and 5% asphaltic cement. Asphalt pavements produced at temperatures below 300°F are referred to as Warm Mix Asphalt (WMA). Paving mixtures produced at temperatures between 300°F and 350°F are termed Hot Mix Asphalt (HMA).

WHAT IS THE DIFFERENCE

BETWEEN HMA AND WMA?

Hot Mix Asphalt (HMA) is asphaltic concrete produced at mix temperatures of 300°F and higher. Warm Mix Asphalt (WMA) is asphaltic concrete produced at mix temperatures below 300°F. WMA is produced by modifying the viscosity of the asphalt cement, typically by mechanically foaming the binder through water injection. This allows the mixing process to be conducted at lower temperatures. Production of WMA reduces energy consumption, which results in lower emissions.



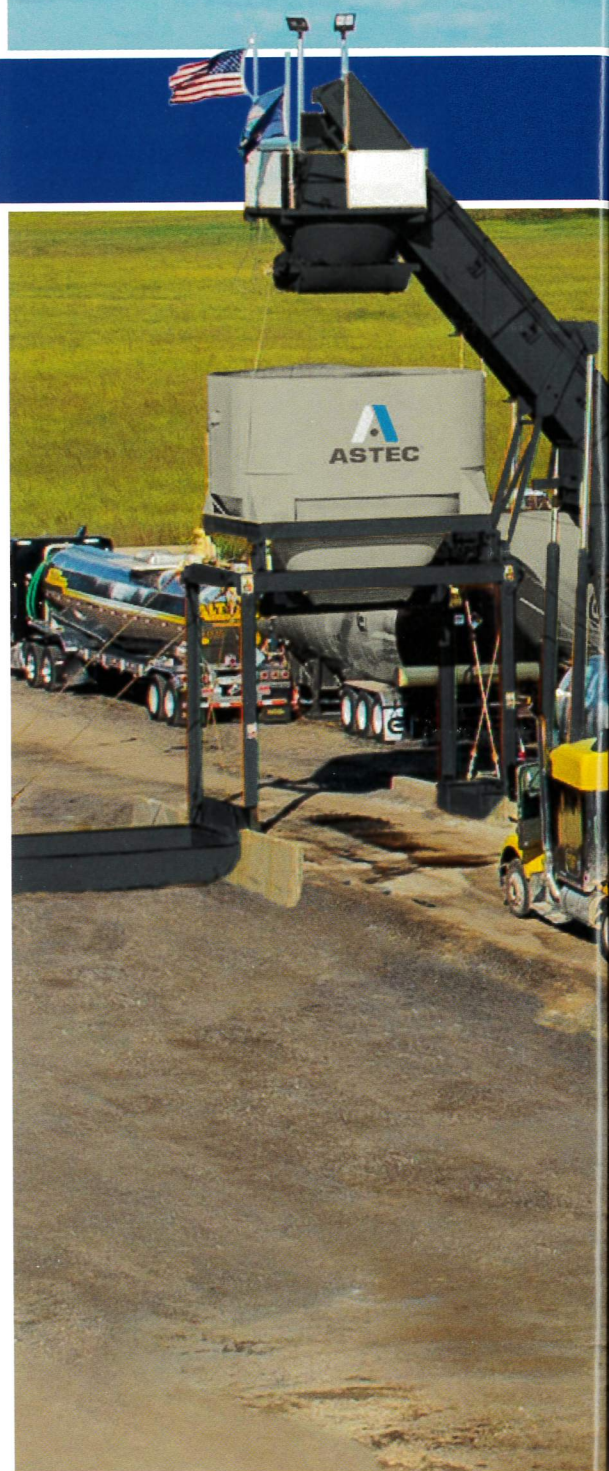
ASTEC

HOW MANY ASPHALTIC CONCRETE FACILITIES **ARE IN THE UNITED STATES?**

According to the EPA industry estimates, there are approximately 4,000 asphaltic concrete production facilities operating throughout the country.

WHY ARE SO MANY **FACILITIES NEEDED?**

Considering how large the United States is, there really are not a lot of facilities. This amounts to only one facility per 950 square miles. Approximately 2.68 million miles of U.S. roadways are paved, 94% of which are surfaced with asphaltic concrete. Road maintenance and new construction projects require between 650 and 750 million tons of asphaltic concrete each year. Asphaltic concrete must be laid quickly after being loaded into the haul truck, because it hardens as it cools. Cooling occurs during transport from the facility to the paving site. The haul distance needs to be as short as possible to minimize the amount of heat lost during transport, because mixes become harder to lay down by a paving machine and compact with rollers as they cool. Ambient air temperature greatly effects how long the mix is "workable" and can be properly installed on the roadway. In addition, trucking is a large part of road maintenance and construction costs. Minimizing haul distances lowers road paving costs to the community.



FACILITIES

HOW IS ASPHALTIC CONCRETE MADE?

Aggregate is divided and placed into bins according to size. Depending on the mixture of aggregate called for, the bins automatically meter out the appropriate volume of each size needed onto a conveyor belt. The belt deposits the aggregate into a rotary dryer. This machine tumbles and veils the aggregate through hot air to dry it thoroughly. A fuel burner is located at one end of the drum to provide a flame for heat. It is necessary to remove the moisture from the aggregate so the asphaltic cement will adhere to the rock. Remember, water and asphalt do not mix. After drying, the aggregate is then coated with heated asphaltic cement and thoroughly mixed. Production of asphaltic paving mixtures does not entail harmful chemical reactions.



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IS AN ASPHALTIC CONCRETE FACILITY

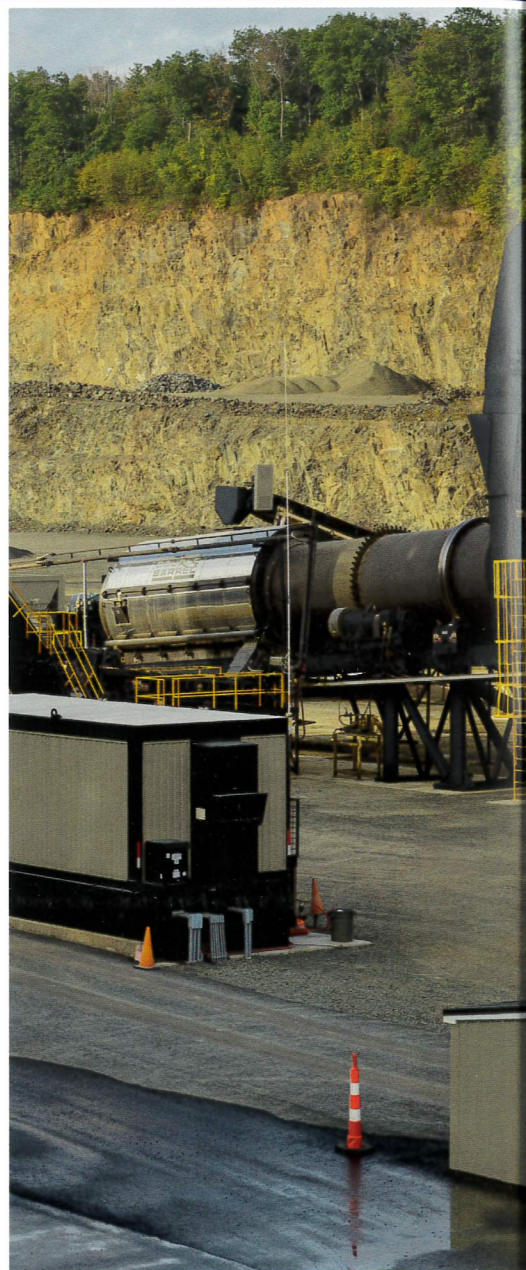
A LARGE SOURCE OF EMISSIONS?

No. In fact, studies show that emissions from the asphalt paving industry have decreased over 97% since 1970, despite a 250% increase in production. All emission concentrations from asphaltic concrete production facilities are well below the established threshold limit values set forth by the American Conference of Governmental Industrial Hygienists. The EPA delisted asphaltic concrete production facilities from the Maximum Available Control Technology standard in February, 2002, because such facilities are not major sources of air pollutants. The asphalt paving industry continues to develop new technologies to further minimize emissions during mix production and paving operations. Mix production facilities must be permitted through local or state air quality agencies. The permits establish operating limits for the facilities to strictly control emissions generated during mix production, in order to prevent degradation of ambient air quality.

WHAT IS

"PARTICULATE MATTER"?

Particulate matter is a term used to denote microscopic liquid or solid particles much smaller than the diameter of human hair. Particle size is measured in microns, which is equal to one-millionth of a meter. Particulate matter results from the drying process at an asphaltic concrete production facility. In the case of such facilities, the particulate is almost entirely stone dust. Stone dust is a valuable part of the product that the facility owner does not want to lose. It is collected by a large air filtering unit called a baghouse and returned to the mixer for inclusion in the paving mixtures.



HEALTH

DO ASPHALTIC CONCRETE FACILITIES

CAUSE CANCER?

Numerous agencies worldwide have conducted extensive testing on asphaltic cement fumes from paving and roofing applications. The International Agency for Research on Cancer classified asphaltic cement fumes from occupational exposure as Group 2B. This designation is used for substances, mixtures, and exposure circumstances for which there is limited evidence of carcinogenicity in humans. Other items designated as Group 2B include aloe vera (whole leaf extract) and cell phones (radio frequency electromagnetic fields).

The American Conference of Governmental Industrial Hygienists has designated asphalt cement fumes as A4, which are agents not classifiable as a human carcinogen due to lack of data indicating evidence of carcinogenicity.

IF THERE IS NO DANGER OF CANCER,

WHY HAVE THERE BEEN SO MANY STUDIES?

Hundreds of tests have been conducted primarily because of the apparent similarity of asphalt to tar. What the tests have proven is that these are two completely different materials from completely different sources and with completely different health effects. Coal tar does have some harmful health effects. Those same effects have not been found to be associated with asphaltic cement.





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CLEAN AIR

WHAT IS A **BAGHOUSE?**

A baghouse is a large air filtering device that removes particulate matter from the aggregate drying process in an asphaltic concrete production facility. A large fan on the outlet end of the baghouse pulls dust-laden air from the drying drum into the filter unit. Hundreds of long cylindrical cloth bags hang in rows within the filter section. The air is pulled through the bags and dust particles collect on the bags' outer surface. Filtered air is released into the atmosphere through the exhaust stack. Collected dust is periodically removed from the bags and conveyed to the mixer to be added to the asphalt pavement mixture. Baghouses filter out virtually all of the particulates from the air stream (over 99.9%). The Clean Air Act states that asphaltic concrete production facilities cannot emit more than 0.04 grains (grain = 1/7000th of a pound) of particulate matter per dry standard cubic foot of air. Most baghouses routinely emit less than half of the federal allowable particulate matter. Many states have enacted particulate emission standards for asphaltic concrete facilities that are more stringent than the Clean Air Act.

ARE ASPHALTIC CONCRETE FACILITIES **EMISSIONS REGULATED?**

The Clean Air Act of 1990 requires that all stationary emission sources obtain air permits in order to operate, including asphaltic concrete production facilities. An air permit contains the operating conditions that must be met by the facility. Particulate emissions and opacity are regulated on a federal basis, though many state and regional air quality agencies have implemented tighter requirements. Individual states and local authorities regulate other pollutants, including the products of combustion. Facilities must maintain extensive records to demonstrate compliance with those regulations. This includes production and fuel consumption rates from which emission levels can be calculated. Failure to comply with operating permit conditions results in fines and/or facility shut down.

ARE ASPHALTIC CONCRETE **FACILITIES TESTED?**

Federal requirements in the Clean Air Act mandate that all permitted emission sources must be stack tested within 180 days of startup. Many states require testing in as little as 60 days after initial startup. Subsequent testing requirements are determined by individual states and permitting authorities. For example, some states require yearly testing, while others may only require the initial test, as long as permit operating conditions are met.



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WHERE CAN ASPHALTIC CONCRETE FACILITIES BE LOCATED?

While zoning ordinances vary significantly across the U.S., most facilities must be placed on property zoned for industrial usage. In addition, the majority of facilities must obtain special land use permits. Such permits contain specific requirements with which the facility must comply. These mainly include operating hours and noise levels to name a few.

WHAT CAUSES THE ODORS ASSOCIATED WITH THE PRODUCTION OF ASPHALTIC CONCRETE?

The most common odor detected at an asphaltic concrete facility comes from the hydrocarbons driven off the liquid asphalt cement at elevated temperatures. Overheating materials during the drying process is the primary cause. As fuel has become more and more expensive, most owners and operators have become more aware of the cost of overheating materials and have learned to control temperature with greater precision. The fumes, known as "blue smoke," have a characteristic petroleum-type odor. Blue smoke forms as the hydrocarbons condense in the ambient air. Its formation is highly dependent on temperature and the facility configuration. Minimizing opportunities for the fumes to enter the ambient air and lowering mix/storage temperatures decreases odor levels from the facility. Odors are largely eliminated during the production of WMA, because the mix temperature is lower than the boiling point of the hydrocarbons.

A photograph of an asphaltic concrete plant. In the background, several large, vertical storage silos are visible, some with blue and white bands. A conveyor system with yellow safety railings is prominent in the middle ground. In the foreground, there is a black metal frame structure, possibly part of a truck or a loading station. The sky is blue with some clouds.

PERMITS

WHAT ARE THE DIFFERENT TYPES OF FACILITIES IN USE TODAY?

Modern asphaltic concrete facilities fall into two categories: batch and continuous mix facilities. As the name implies, batch facilities make individual batches of material. All the ingredients for the batch are fed into a mixer. When mixing is complete, the mixer is emptied, most often into a waiting haul truck. Batch facilities usually have smaller hourly production capacities than continuous mix facilities. They are suitable for small production runs or frequent changes in mix type.

Drum mix facilities operate on a continuous basis. The mix is stored in storage silos and discharged into haul trucks as needed. They can be either parallel-flow or counterflow, which is an indication of the material flow versus the airflow within the drum. Material moves in the same direction as the airflow in a parallel-flow drum, whereas the material moves against the airflow in a counterflow drum. Modern drum mix facilities almost exclusively include counterflow drums, because they use less fuel and generate lower hydrocarbon emissions than parallel-flow drums.



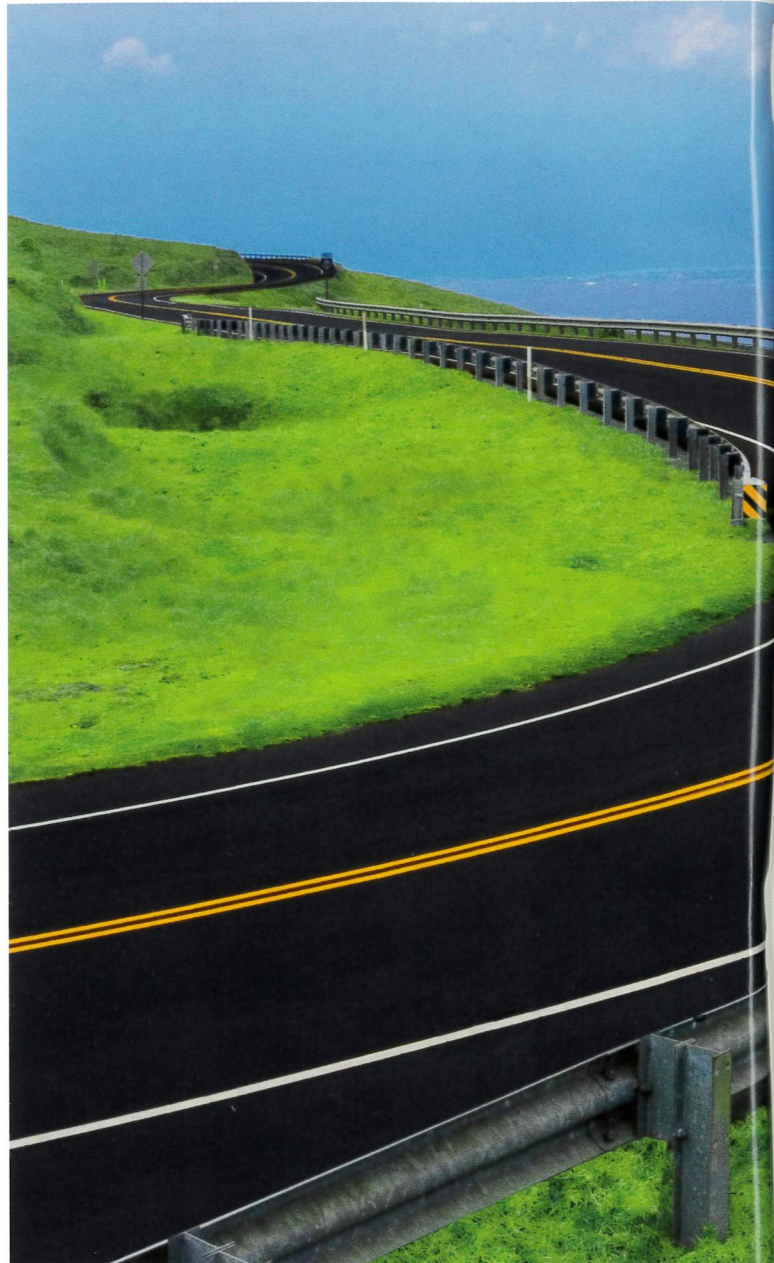
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ARE ALL PAVEMENTS **THE SAME?**

No. Asphalt paving mixtures are designed according to the traffic they will handle. Therefore, an interstate paving mixture will be very different from one used for a residential driveway. Differences may include types and sizes of aggregate, as well as the grade of liquid asphaltic cement selected. Additionally, some paving mixtures may contain various recycled products, while others are comprised entirely of virgin materials.

IS THE BINDER USED IN PAVEMENT **THE SAME AS IN ROOF APPLICATIONS?**

No, though they are both by-products of petroleum refining. Paving asphaltic cement is typically softer and more pliable than roofing asphaltic cement. Also, liquid cement at asphaltic concrete production facilities is not heated to temperatures as high as in roofing applications. That means that emissions and odors produced by paving operations are lower and not the same types of compound as those produced by roofing operations.





PAVEMENT

CAN ASPHALTIC CONCRETE BE USED FOR

ANYTHING OTHER THAN ROADWAYS?

Yes! Asphaltic concrete is used in a variety of applications. Because it is a non-toxic, impermeable material, asphaltic concrete is commonly used to line fish hatchery ponds, commercial water reservoirs, landfills, and industrial retention ponds. It is also used to pave recreational paths (for running & bicycling), golf cart paths, airport runways, and tennis courts. Asphaltic concrete has been used in commercial livestock applications, such as paving feedlots and lining barn and poultry house floors for easy cleaning. Additional uses include creation of sea walls and dikes to manage beach erosion. Specially designed permeable paving mixtures are increasingly being used to manage storm water. These porous pavements allow water to drain through them. Contaminants on the surface are drawn through the mixture where they are filtered through a rock sub-base, thus using natural processes to cleanse the water.

WHAT CAUSES NOISES ASSOCIATED WITH THE

PRODUCTION OF ASPHALTIC CONCRETE?

There are a few common sources of noise emanating from a hot or warm mix facility. Some are derived directly from the mix production components, including the burner and exhaust fan. Others are generated from movement of the product, including trucks and loaders. Recent advancements in asphalt mix production equipment design have drastically reduced sound levels. Astec has worked to reduce sound from the mix process by providing quieter components in a facility. Likewise, some facility owners have initiated on-site quiet operations and practices for movement of the product. It is often possible to participate in conversations using normal speaking tones while adjacent to most facility components at new facilities.



ASTECC

WHAT HAPPENS

IF THE ASPHALTIC CEMENT SPILLS?

Asphaltic cement is hard at ambient temperatures and liquid only when heated. It is kept hot at an asphaltic concrete production facility so that it can be mixed with the aggregate to form pavement. Should the asphaltic cement spill onto the ground, it will quickly harden because it is no longer being heated. Once completely set, it can be picked up and disposed of. For additional safety, asphalt storage tanks, as well as the facility fuel tanks, are typically set-up within a concrete wall to contain spills should they ever occur.

WHAT EQUIPMENT MAKES UP AN

ASPHALTIC CONCRETE FACILITY?

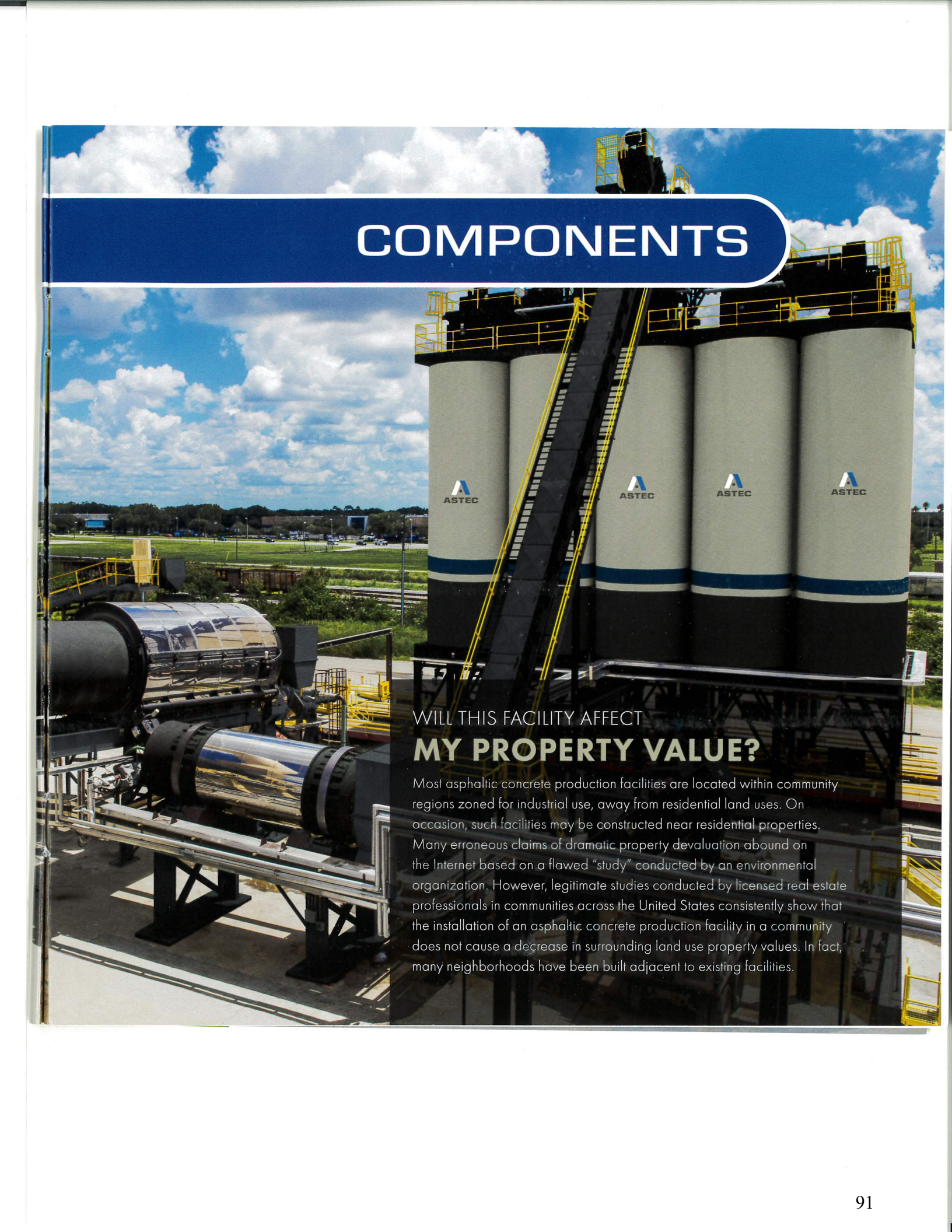
There are several components found at asphaltic concrete production facilities, whether they are a batch or continuous mix plant. Aggregate is separated according to size and fed, usually by a front-end loader, into cold feed bins. These bins are used to meter the virgin aggregate to the dryer. The dryer is used to drive off the surface moisture and heat the aggregate in preparation for mixing with the asphaltic cement. Mixing may occur within a variety of devices, depending on the type of facility. Environmental controls include a baghouse, which is typically preceded by a primary collector such as a cyclone or inertial separator. Dust augers return the collected particulate matter to the mixer. Liquid asphalt cement is stored in heated tanks that are connected via piping to the mixer. Finished mix is held in storage silos, which are typically insulated and heated to maintain product temperature until it is loaded into a haul truck. Mix can often be stored for days before being loaded into haul trucks.

WILL AN ASPHALTIC CONCRETE FACILITY

AFFECT GROUNDWATER?

No. Asphaltic concrete production facilities do not generate industrial wastewater, because water is not required during the production process. Storm water discharge permits and retention ponds may be required in some locations to handle runoff from rainfall. Stack emissions from a facility do not contaminate groundwater.





COMPONENTS

WILL THIS FACILITY AFFECT MY PROPERTY VALUE?

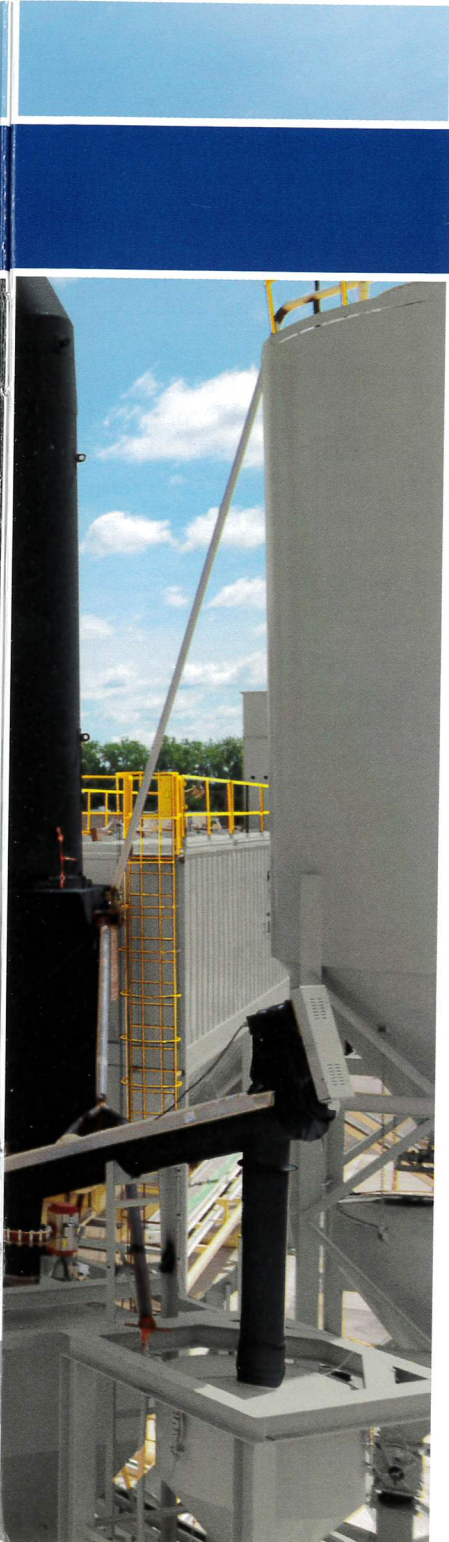
Most asphaltic concrete production facilities are located within community regions zoned for industrial use, away from residential land uses. On occasion, such facilities may be constructed near residential properties. Many erroneous claims of dramatic property devaluation abound on the Internet based on a flawed "study" conducted by an environmental organization. However, legitimate studies conducted by licensed real estate professionals in communities across the United States consistently show that the installation of an asphaltic concrete production facility in a community does not cause a decrease in surrounding land use property values. In fact, many neighborhoods have been built adjacent to existing facilities.



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WHAT ABOUT TRUCK TRAFFIC?

Materials used to produce asphaltic concrete are typically delivered to the production facility via truck. Rail lines are used in some locations. Asphaltic concrete is transported to the construction site via truck. The actual quantity of trucks entering and leaving the facility is dependent on the production requirements for active paving projects. Egress to and from the site falls under the authority of local government agencies. Traffic patterns and flow may be addressed by the land use permits required for most facilities.



PRODUCTION

DO ASPHALTIC CONCRETE FACILITIES

OPERATE CONTINUALLY?

No. Though asphaltic concrete production facilities can operate on a continual basis, mix production is highly dependent on weather conditions and product demand for paving projects. Facilities operate at their highest capacity during the summer, when paving conditions are most favorable. Facilities located in temperate climates may operate year-round, while those located in colder climates shut down during winter months. Routine equipment maintenance is typically scheduled during the shut down. Some facilities may operate at night, as many paving projects on busy thoroughfares must occur when there will be the least commuter impact.

WHAT ARE SOME

BENEFITS OF ASPHALTIC CONCRETE?

There are many benefits to using asphaltic concrete. Road construction and reconditioning projects can be completed faster and at lower cost when paving with asphaltic concrete. Studies show that asphalt pavements have a lower life cycle cost (cost of installation and maintenance over the life of the product) than Portland cement concrete pavement and are engineered to last decades with little to no maintenance. This generates savings to taxpayers for road construction and maintenance projects in a community. Asphaltic concrete pavements are smoother to drive on, which results in greater fuel efficiency, less vehicular wear and tear, and a quieter ride.

MEET THE **NEIGHBORS**

GLOSSARY

AGGREGATE

Inert material such as sand, gravel, crushed stone and slag used as the chief ingredient of asphaltic concrete. Unwashed aggregates will also contain some amount of dust and process fines material.

ASPHALT

Commonly used as a shortened term for asphalt cement, but may also refer to asphalt pavement.

ASPHALT CEMENT

(AC; also known as bitumen.) The binder or "glue" in asphaltic concrete. Commonly abbreviated AC. At ambient temperatures, asphalt cement is a black, sticky, highly-viscous, semi-solid substance.

Asphalt cements used in asphaltic concrete are made by distillation of crude oil and are available in various grades. They are more suited for asphaltic concrete than asphalt made from other materials or asphalt obtained from native deposits in various parts of the world.

Use of coal tar is avoided by the asphaltic concrete industry because its fumes are known to be carcinogenic, posing a health hazard for anyone working with asphaltic concrete. Coal tar and asphalt cement are not the same substance.

ASPHALTIC CONCRETE

A paving mixture comprised of aggregate and asphalt cement. Also called bituminous concrete.

BAGHOUSE

An environmental control device containing filtration media used to remove particulate matter from a gas stream. These devices are used to filter the gas stream from the aggregate drying process at an asphalt mixing plant. The associated exhaust fan provides draft to support the combustion process and evacuate gases from the dryer drum.

BLUE SMOKE

(Also known as asphalt fumes.) Condensed gaseous vapors, comprised predominantly of organic compounds (light ends) generated when asphalt cement is heated. Various methods are used to minimize or eliminate blue smoke.

EMISSIONS

Substances discharged during production operations at an asphaltic concrete facility. The substances may be either gases or particulate. Federal, state, and local environmental codes usually limit the amount of emissions or pollutants that industrial and commercial operations can release into the atmosphere. Accordingly, an asphaltic concrete facility must have provisions to limit specified emissions produced or released.

HOT MIX ASPHALT

Road paving material (asphaltic concrete) produced by mixing hot, dry aggregate and liquid asphalt cement. Basic types of asphaltic concrete are dense-graded and open-graded. There are sub-types within the basic types.

The mixture is made with the ingredients heated to about 300°F, which is the temperature normally used to dry the aggregate. The liquid asphalt cement will adhere to the aggregate only if it is dry. The mix may also include dust or fines from the aggregate, ground rubber, and additives fillers, such as lime. The mixture is maintained close to 300°F until it is applied to the road.

Asphaltic concrete is called by numerous other names, such as asphaltic concrete, asphalt cement concrete, asphalt mix(ture), asphalt paving mix(ture), bituminous concrete, bituminous mix(ture), bituminous paving mix(ture), etc.

HYDROCARBON

Molecules containing hydrogen and carbon atoms arranged in structures that can vary from straight chains to branching chains to rings. The size of the atomic structure determines the properties and behavior of the hydrocarbon. The structure size is a function of the number of carbon atoms present in the molecule. Lighter structures with few carbon atoms are gaseous. Heavier chains with more carbon atoms are predominantly liquids, though some may be semi-solids or solids.

LIQUID ASPHALT CEMENT

Asphalt cement that is heated to a liquid state to make it suitable for mixing with aggregate to make asphaltic concrete. At ambient temperatures, asphalt cement is a semisolid.

PARTICULATE MATTER

(PM) Liquid or solid particles suspended in the atmosphere. PM is a complex mixture of particles, both natural and man-made, that may contain dust, smoke and pollen. Particles are classified by size. PM10 are inhalable particles measuring 10 microns in diameter and smaller. PM2.5 are fine inhalable particles with diameters of 2.5 microns and less. PM10 and PM2.5 are highly regulated because of their ability to cause serious health hazards.

PAVEMENT

A hard, smooth surface that facilitates pedestrian or vehicular travel. The most common pavement materials used in modern roads are asphaltic concrete and concrete. Pavement can also refer to the paving mixture comprising the surface.

RECLAIMED ASPHALT PAVEMENT

(RAP) Asphalt paving material recovered from old road beds either by milling or excavation by ripping. It includes aggregate as well as reusable binding material. RAP produced by milling can be hauled to the asphalt plant and recycled by adding it directly to virgin asphaltic concrete. RAP produced by excavation is usually in the form of large chunks, which must be crushed before it can be used at the asphalt plant.

VOLATILE ORGANIC COMPOUND

(VOC) Hydrocarbons with high vapor pressures and low boiling points that readily vaporize at room temperature. They are highly regulated due to their participation with NOx in the formation of ground-level ozone, or smog. Such compounds typically are not acutely toxic but can cause long-term health issues due to repeated or prolonged exposure.

WARM MIX ASPHALT

(WMA) Pavement material that has been mixed at a lower temperature. Cools more slowly, allowing successful use in lower temperatures.

WMA technologies reduce the viscosity of the asphalt binder with additives (water-based, organic, chemical, or hybrids) so that asphalt aggregates can be coated at lower temperatures.



www.astecindustries.com

*Please contact Astec Engineering at 423.867.4210
for additional information about asphaltic concrete facilities.*

Rev. 6/22

AN ORDINANCE

TO AMEND THE YORK COUNTY CODE OF ORDINANCES, CHAPTER 155, ZONING CODE, SO AS TO PROVIDE FOR "NONMETALLIC MINERAL PRODUCT MANUFACTURING" ("NMPM"); TO PROVIDE FOR REGULATORY PROVISIONS RELATED THERETO; TO AMEND THE DEFINITION AND USE TABLE IN ORDER TO ESTABLISH THE USES AND PROVIDE FOR THE DISTRICTS IN WHICH THEY ARE ALLOWED OR REMOVED; TO CHANGE FROM A PERMITTED USE TO A SPECIAL EXCEPTION USE IN ID; AND TO REMOVE AS A PERMITTED USE IN UD; TO AMEND INDIVIDUAL DISTRICT USE REGULATIONS IN ID BY ADDING SUPPLEMENTAL REGULATIONS IN ORDER TO ADDRESS ITEMS SUCH AS MINIMUM LOT SIZE; ACCESS AND ROUTING PLANS; SEPARATION, SCREENING, DUST REGULATION; PERFORMANCE STANDARDS AGREEMENTS; AND PROOF OF OTHER GOVERNMENTAL REGULATORY COMPLIANCE REQUIREMENTS/PERMITS; TO REMOVE NMPM AS AN ALLOWABLE USE IN UD; TO INVOKE THE PENDING ORDINANCE DOCTRINE; AND TO PROVIDE FOR OTHER MATTERS RELATED THERETO.

BE IT ORDAINED AND ENACTED BY THE COUNTY COUNCIL OF YORK COUNTY, SOUTH CAROLINA:

SECTION 1. Legislative findings.

As an incident to the adoption of this ordinance, the York County Council, as the governing body of York County, South Carolina, has made the following legislative findings:

1.1 The Code of Ordinances of York County, South Carolina, should be amended by amending through amendments to Chapter 155, Zoning Code, in order to clarify the ordinance governing uses which are not set out sufficiently in the Code or which are developing to such a degree or with such impact that additional regulation is needed to safeguard our citizenry and promote orderly prospective treatment of the uses in order to guide development with regard to existing and future zoning needs and promote the public health, safety, convenience, order, appearance, prosperity and general welfare of York County and its citizens.

1.2 Council is empowered to enact ordinances for the implementation and enforcement of powers granted to Council pursuant to Sections 4-9-30 (9), (14), and (17),

S.C. Code Ann., as amended, and to exercise such other powers as may be authorized for counties under S.C. Code Ann. Section 6-29-710, as amended.

1.3 Council finds that the amendment and clarification will, inter alia, guide development and provide for the orderly and subsequent growth in the County; facilitate the creation of a convenient, attractive, and harmonious community; regulate the uses of buildings, structures and land for trade, industry, residence, recreation, agriculture, public activities, and other purposes; and further the public welfare.

1.4 Specifically, Council finds that regulation of nonmetallic mineral product manufacturing will expound upon a zoning use not sufficiently regulated within the existing code of ordinances and will thereby provide a regulation process specific for the NMPM (concrete) industry within York County while safeguarding the interests of the York County citizens and the integrity of the County.

SECTION 2. Code of York County Amended.

Chapter 155, ZONING CODE, is hereby amended in the particulars established in Exhibit A, attached and incorporated herewith by reference.

SECTION 3. Public Hearing Required.

The York County Council shall conduct a public hearing after publishing a notice of the date, time and place of such hearing at least fifteen (15) days in advance of such hearing before final legislative action is taken for the adoption of this ordinance. Additionally, the York County Council hereby invokes the application of the Pending Ordinance Doctrine to this Ordinance.

SECTION 4. Severability.

The provisions of this ordinance are hereby declared to be severable, and if any provision or section of this ordinance is declared to be unconstitutional or unenforceable by the final order of a court of competent jurisdiction, such declaration shall not affect the

constitutionality, legality or enforceability of any other section or provision of this ordinance, which shall be deemed severable, valid, enforceable and effective.

SECTION 5. Repeal of inconsistent sections and ordinances.

All sections of the York County Code of Ordinances and all York County ordinances in conflict with this ordinance are hereby amended to the extent of such conflict.

SECTION 6. Effective date.

Subject to the application of the Pending Ordinance Doctrine, this ordinance shall take effect immediately upon adoption.

Adopted this 21 day of May, 2018.

YORK COUNTY COUNCIL

By: 
J. Britt Blackwell, O.D., Chairman
York County Council

Attest: 
William P. Shanahan, Jr.
County Manager

First Reading: April 16, 2018
Second Reading: May 7, 2018
Public Hearing: May 7, 2018
Third Reading: May 21, 2018

EXHIBIT A

York County Code of Ordinances, Section 155.009, DEFINITIONS is hereby amended by adding the following terms (in alphabetical order within the Code) and definitions, as follows:

NONMETALLIC MINERAL PRODUCT MANUFACTURING (NAICS CODE 32): An industrial facility used for the manufacturing and production of Clay Product and Refractory Manufacturing (NAICS 3271); Glass and Glass Product Manufacturing (NAICS 3272); Cement and Concrete Product Manufacturing (NAICS 3273); Lime and Gypsum Product Manufacturing (NAICS 3274); and Other Nonmetallic Mineral Product Manufacturing (NAICS 3279).

York County Code of Ordinances, Section 155.010, TABLE OF PERMITTED USES AND SPECIAL EXCEPTIONS, Paragraph (F) is hereby amended, to remove uses "Asphalt Manufacturing, Clay Product Manufacturing, Concrete Manufacturing and Production, Enamel Manufacturing and Production, Glass and Glass Production Manufacturing, Stone and Masonry Manufacturing and Production," and Add "Nonmetallic Mineral Product Manufacturing" as follows:

Table of Permitted Uses and Special Exceptions															
Uses	Supplemental Regulations?	AGC	AGC I	BLUD	BLUD I	DC I	DC II	TD	TD II	TD I	TD II	TD III	UD	II	UD
MANUFACTURING															
Nonmetallic mineral product manufacturing	Yes												SE		

The York County Code of Ordinances, Section 155.161, INDUSTRIAL DEVELOPMENT DISTRICT (ID) PERMITTED USES is hereby amended by deleting paragraphs (L) (3), (6), (9), (12), (18), (32), and renumbering subsequent paragraphs:

The York County Code of Ordinances, Section 155.162, INDUSTRIAL DEVELOPMENT DISTRICT (ID) SPECIAL EXCEPTIONS is hereby amended by adding new paragraph (B) (8), as follows:

"(B) (8) Nonmetallic mineral product manufacturing, provided:

- (a) *Minimum lot size.* Minimum lot size is 5 acres.
- (b) *Access and routing plan.*

1. The purpose of the access and routing plan is to avoid unreasonable impacts on residential land uses and to maintain the safe conditions of public roads in the vicinity of the proposed use, which may deteriorate or be damaged by heavy truck traffic associated with industrial uses.

2. The access and routing plan shall include:

(i) All public roads within two (2) miles of any property boundary of the proposed site;

(ii) Access ways to the site, including public rights-of-way, intersections, existing and proposed paving and drainage improvements;

- (iii) State- and federally-designated truck routes; and
- (iv) County roadway classifications for each public road.

3. The access and routing plan shall demonstrate compliance with the following criteria:

(i) Reasonable steps have been taken to avoid regular hauling and transport routes and points of access in residential areas;

(ii) All means of access for heavy trucks must be onto a major road, as defined by York County Zoning Code Section 155.009, unless the Zoning Board of Appeals determines that:

a. The minor road is sufficient to accommodate safe turning movements into and out of the site;

b. The minor road is built to conditions sufficient to withstand the impacts of heavy truck ingress and egress to the site or the applicant commits to necessary upgrades or to repairs, if needed, through a liability agreement;

c. Ingress and egress by heavy truck traffic at the proposed access points will not unreasonably impact residential land uses and areas; and

d. Measures have been included at all intersections where access drives connect with a public right-of-way to limit dirt, rocks, and other debris from collecting on the road surface.

(iii) No minor roads will be used for regular hauling and transport within the 2-mile plan area, unless the ZBA determines that:

a. Regular hauling and transport routes will not unreasonably impact residential land uses or lands zoned for residential uses; and

b. Minor roads in the plan area are built to conditions sufficient to withstand the impacts of heavy truck traffic, based on projected trips to and from the site, or the applicant commits to necessary upgrades to the minor roads or to any repairs attributable to the use, through a liability agreement.

(iv) The applicant has instituted procedures for ensuring drivers of heavy trucks associated with the site are provided with maps indicating the roads within the 2-mile plan area approved for regular hauling and transport.

(v) If the Director of Public Works determines that any road designated for regular hauling and transport is not adequately constructed to meet the weight and volume of heavy truck traffic associated with the proposed use, a special exception must include as a condition the execution of a liability agreement with the County prior to final site plan approval.

(c) *Separation Requirements.*

1. Nonmetallic mineral product manufacturing uses shall be located at least 500 feet from:

(i) Any existing or approved residence, school, day care center, church or similar religious land use, hospital, or public park.

(ii) The following zoning districts: RC-I, RC-II, RD-I, RD-II, PD, and TND; and

(iii) The following overlay zoning districts: Lake Wylie and Catawba River Buffers and AGC and RUD Significant Historical and Architectural Sites Overlay.

2. Separation distances shall be measured from the property line of the manufacturing facility to the nearest property line of the existing land use or the nearest zoning district boundary, as applicable.

(d) *Setbacks.* All elements of the facility, including structures/buildings, equipment, parking areas, and access roads, shall be located at least 125 feet from all property lines; except that access roads may cross the 125-foot setback area and utilities may be located within the 125-foot setback area.

(e) *Screening.*

1. A Type D bufferyard shall be required along all property lines regardless of the adjacent land use.

2. Access roads may cross the bufferyard.

3. Utilities may be located within the bufferyard. Where utilities are located within the required buffer, only the minimum amount of disturbance necessary shall be allowed for installation of the utility. The Zoning Board of Appeals may require supplemental buffering including, but not limited to, additional buffer width, supplemental plantings in other areas of the buffer, or a privacy fence, if the ZBA determines the placement of the utilities in the buffer negatively impacts adjacent property owners.

4. All existing trees within the buffer area shall be preserved, except for reasonable allowances for construction of necessary road crossings and utilities.

5. When located within 1,000 feet of a residential use, the ZBA may require additional screening measures in order to protect nearby residential areas from noise and visual blight.

(f) *Dust reduction measures.* Dust reduction measures shall be employed to minimize on-site and off-site dust nuisance generated by the manufacturing use. These measures may include, but are not limited to:

1. Utilization of stabilized roadways within the site;

2. On-site speed limits to minimize disturbance; and

3. Application of water and other dust palliatives.

(g) *Performance Standards Agreement.* All nonmetallic mineral product manufacturing uses shall comply with the provisions of the Performance Standards Agreement in Appendix D, Exhibit 1. A signed copy of the agreement shall be submitted with the special exception application.

(h) *Proof of other required permit approvals.*

1. In conjunction with the special exception application, the applicant shall submit one complete digital (PDF) copy of all final approvals to operate from other required local, state, and/or federal permitting agencies. All approvals must be demonstrated to be up-to-date and in effect.

2. In cases where final permitting agency approval is not issued without evidence of all necessary local zoning approvals, the applicant shall provide one complete digital (PDF) copy of the application submitted to the permitting agency. Once final approval is received, the applicant shall provide one complete digital (PDF) copy of the permit to County staff prior to the start of manufacturing operations."

The York County Code of Ordinances, Section 155.191, URBAN DEVELOPMENT DISTRICT (UD) PERMITTED USES is hereby amended by deleting paragraphs (Q) (3), (6), (9), (12) (18), (32), and renumbering the subsequent paragraphs, as follows:

Chapter 4 DISTRICT REGULATIONS

§ 4-119 ID-1- Restricted Industrial District Uses.

ID-1 PERMITTED USES (continued)	NAICS CODE	NAICS DESCRIPTION	PARKING SPACES REQUIRED
3. Manufacturing, limited to NAICS codes listed	3112, 3113, 3114, 3115, 3118, 3119, 312, 315, 3162, 3169, 321214, 321219, 3219, 3222, 323, 32513, 3252, 3254, 3256, 3259, 3261, 3262, 327111, 327112, 327113, 3272, 327992, 327993, 327999, 3312,	Grain milling (except 311225-fats, oils); Sugar & confectionery; Fruit & vegetable; Dairy products; Bakeries & tortilla; Other Misc. food; Beverage, tobacco products; Apparel; Footwear; Leather products & allied products; Truss Mfg.; Reconstituted wood products; Other wood products; Converted paper products (except 322299); Printing, related support; Dye & pigment; Resin, plastic, synthetic fibers; Pharmaceutical, medicine; Soap, cleaners; Other chemicals (except 32592-explosives); Plastics; Rubber products (except 32621 - tires); Vitreous plumbing fixtures; China & pottery; Porcelain electrical supply; Glass & glass products; Mineral & earth; Mineral wool; Misc. nonmetallic mineral; Steel products;	1 per employee for maximum shift plus 1 per office and 1 per 200 square feet of sales area

Chapter 4 DISTRICT REGULATIONS

§ 4-120 ID-1 - Restricted Industrial District Regulations.

The following regulations apply to all uses in ID-1 districts:

Minimum lot area	<u>Utility substations and water towers</u> : 10,000 square feet. <u>Other</u> : As specified in conditions, or none.
Minimum street frontage	100 feet, or access as specified in conditions.
Minimum front yard depth:	30 feet from road right-of-way; except gasoline island may be 20 feet from road right-of-way.
Minimum setback from second street frontage:	Side street on corner lot - 10 feet. Rear street on double frontage lot - 30 feet.
Minimum side yard:	<u>Principal structure</u> - 10 feet from interior side lot line. <u>Accessory structure</u> - 6 feet from interior side lot line.
Minimum rear yard:	<u>Principal structure</u> - 15 feet from interior rear lot line. <u>Accessory structure</u> - 6 feet from interior rear lot line.
Minimum setback from any commercial or industrial district	50 feet
Minimum setback from any rural, residential or agricultural district	150 feet, <u>or</u> 75 feet with a 50-foot-wide densely planted buffer maintained at least 6 feet high along the rural, residential or agricultural district line, <u>or</u> as specified in conditions
Maximum structure height:	50 feet to the roof line [not applicable to church spires, belfries, cupolas, domes, utility and communication towers, chimneys, flag poles, antennae]. Manufacturing, processing and assembly plants may exceed 50 feet in height provided setbacks from residential districts shall be increased by four additional feet for every two feet in height over 50 feet.
Outdoor storage:	Wrecked or junk vehicles prohibited. Outdoor storage of materials used in assembly, fabrication or processing is permitted; provided, junk or salvage is limited to 25% of floor area of buildings on same lot. Outdoor storage shall be screened from view from a public road.
Off street parking and loading:	See supplemental regulations, Chapter 5
Signs:	See supplemental regulations, Chapter 5
Supplemental regulations:	See Chapter 5



operating in a particular lawful location when the subsequent disqualifying use or zoning district arrived, and only for so long as that particular adult entertainment establishment continues to lawfully operate in that location.

SECTION 902 - ANIMAL FACILITIES

A. SMALL ANIMAL PRODUCTION FACILITIES

1. The following regulatory information shall be provided for facilities where between ten thousand one (10,001) and two hundred fifty thousand (250,000) pounds of normal production animal live weight will be located on site at any one (1) time:
 - a) A copy of the SCDHEC permit to construct the proposed facility; and
 - b) A copy of the SCDHEC approved Animal Facility Management Plan (AFMP) for the facility; and
 - c) A copy of any waivers approved by SCDHEC related to modifications in the required setbacks or other requirements as established in the SCDHEC regulations for such facilities; and
 - d) Other applicable regulatory permits necessary for the operation of such facilities.
2. The following regulatory information shall be provided for facilities where between two hundred fifty thousand one (250,001) and five hundred thousand (500,000) pounds of normal production animal live weight will be located on site at any one (1) time:
 - a) Items a.—d. above; and
 - b) A copy of the Dead Animal (swine or other) Disposal Plan; and
 - c) Plans and specification for all other manure treatment or storage structures, such as holding tanks or manure storage sheds not included in the AFMP; and
 - d) A copy of the Emergency Plan for the facility.

B. THE RAISING, CARE AND HANDLING OF ANIMALS AND LIVESTOCK.

The raising, care and handling of animals, where allowed by district, must meet the minimum lot size requirements listed in § 205.

C. ANIMAL BOARDING FACILITIES

7. AG3, HC, NC, CC, RCS, TRS, RE1, RE2, OPI, PR1, & RC ZONING DISTRICTS

No outside boarding of animals.

SECTION 903 - ASPHALT, CONCRETE AND AGGREGATE PROCESSING FACILITIES.

Facilities engaged in the processing of aggregates used in the production, demolition or recycling of asphalt and/or concrete products shall be subject to the following conditions.

**A. HOURS OF OPERATION**

Hours of operation shall be governed by the Horry County Noise Ordinance.

B. SEPARATION FROM RESIDENTIAL.

1. All proposed batch production facilities shall be located a minimum of five hundred (500) feet from any residentially used or zoned lot, whether said lot is located within the unincorporated county or a municipal jurisdiction. The distance shall be measured from the parcel line of the proposed site to the residential zoning line or residentially used lot line. The separation distance shall be reduced to three hundred (300) feet if the facility is separated from the residential by an active railroad right-of-way or highway with at least two hundred fifty (250) feet of right-of-way.
 2. All proposed outdoor aggregate processing (i.e., crushing, sorting and recycling) facilities are required to be separated by one thousand (1,000) feet from any residentially used or zoned lot, whether said lot is located within the unincorporated county or a municipal jurisdiction. The distance shall be measured from the parcel line of the proposed site to the residential zoning line or residentially used lot line. The separation distance shall be reduced to five hundred (500) feet if the facility is separated from the residential by an active railroad right-of-way or highway with at least two hundred fifty (250) feet of right-of-way.
-

C. MINIMUM LOT AREA

2.5 acres.

D. MINIMUM SETBACKS

Mixing, batching, crushing and processing equipment shall be a minimum of fifty (50) feet from all property lines. Setbacks may be greater if required by the zoning district in which the facility is being constructed. Setbacks for all other buildings or uses on the property are required to meet the minimums for that zoning district.

E. ENCLOSURE REQUIREMENTS

All asphalt and concrete batch plants under this section shall be located in fully enclosed structures. Aggregate processing (i.e., crushing, sorting and recycling) facilities are not required to be fully enclosed as long as they meet all other requirements of this ordinance.

F. VEHICLE AREAS

All internal vehicle use areas shall be maintained in a dust free condition. All aggregate processing facilities must submit a dust control plan prior to receiving approval.

G. LANDSCAPING/BUFFERING.**1. Roadway Screening.**

The site shall be screened from adjacent roadways to a minimum height of ten (10) feet. This can be accomplished from any combination of walls, berms and/or vegetation whether planted or existing. If screening is composed solely of vegetation the buffer width from the roadway must be a minimum



of twenty-five (25) feet and no less than eighty (80) percent opacity in the winter season. Buffers shall contain landscape materials equal to twice that of the standard supplemental planting requirements of Article V. If the screen contains walls and/or berms a minimum of ten (10) feet in height or the roadway only services adjacent industrial uses then the site only has to meet the landscaping requirements of Article V.

2. Side and rear property lines. All side and rear property lines must be screened according to the requirements of Article V, unless subject to (c) below.
3. Enhanced buffers. Asphalt and concrete batch facilities within one thousand (1,000) feet of a residentially used or zoned property shall be screened through enhanced buffers. The enhanced buffer shall be around the entire work area with openings provided for approved entrances. The site should be designed so that structures and or walls are designed to provide interior site screening in front of the openings provided for access. The enhanced buffer shall consist of one of the following options:
 - a) Buffer one hundred (100) feet in width with twice the landscaping material as required by the supplemental planting in buffer areas. Existing vegetation may be supplemented using a combination of evergreen trees and shrubs to reach eighty (80) percent winter season opacity within three (3) years; or
 - b) A ten-foot wall, berm or combination in addition to the landscape buffer requirements of Article V..

H. TRUCK ROUTES.

1. All such facilities shall submit to the County for approval a map showing a pre-designated route for all transport trucks traveling north, east, south, and west between the facility and the nearest arterial/collector street. The intent of this section is to control the route between the nearest arterial/collector street and the facility, taking into consideration that the routes may be different depending on the travel direction.
2. The route maps shall restrict to the greatest extent possible the routing of transport trucks so as to minimize routes that traverse residential neighborhoods, that unreasonably and adversely impact residential dwelling units, or that damage or degrade public streets from repetitive heavy weights or the spillage of materials from transport trucks. No facility operations shall commence until the county has approved the truck route map as conforming to the requirements of this section. Once the route map is approved by the county, all transport trucks shall travel the approved routes as shown on the route map unless a temporary diversion is necessary to avoid emergency or hazardous conditions along the approved route. The owner or operator shall promptly contact the county in the event of any circumstance necessitating a diversion from the route map.

I. MAINTENANCE OF PUBLIC STREETS.

1. Facilities shall employ measures to limit the tracking, carrying, or depositing of aggregates, fillers, dirt, dust, mud, sludge, or other materials associated with the facility upon any public street or thoroughfare.



2. All transport trucks and equipment leaving a facility shall be completely rinsed of asphalt, concrete, aggregates, fillers, dirt, dust, mud, sludge, or other facility materials prior to leaving the site.
3. All facilities shall provide paved aprons from any paved public or private right-of-ways onto the site for a distance of at least one hundred (100) feet.
4. If, on paved public roadways, there are visible tracks or deposits of aggregates, fillers, dirt, dust, mud, sludge, or an other material associate with the operation of a concrete or asphalt facility along the travel path of vehicles exiting the facility site, all such paved public road(s) shall be swept by the owner or operator at least once each day of operation or more often as reasonably required by the county to remedy and remove the tracking and deposit. All sweeping shall be done by a commercial grade mechanical, vacuum or regenerative air sweeper that uses water for controlling dust. The owner or operator shall keep a daily written log of sweeping activities. The log shall be kept for one month.
5. If accessing off an unpaved road the facility operator will be required to maintain said road to Horry County standards. This will involve, at a minimum, the provision of a water truck and motor grader for all plant locations.

J. STORMWATER.

1. All sites regardless of size will be required to obtain a Horry County stormwater permit.
2. All liquid residues resulting from the cleaning of transport trucks and equipment shall be directed to impervious process holding basins approved by the county.
 - a) Basins shall be designed to hydraulically separate from the stormwater detention/water quality control facilities.
 - b) All liquids from such basins shall be either recycled through the facility or discharged to the sanitary sewer system.
 - c) All residual material from the basins shall be collected and disposed of or recycled, in accordance with applicable laws and regulations.
 - d) After issuance of approval by the county, records evidencing proper disposition of residue materials must be maintained on site.
 - e) The stormwater detention pond and liquid and the holding basins may be combined into a single facility where it can be demonstrated that the facility will meet the discharge and water quality requirements.

SECTION 904 - ATM AND ICE VENDING MACHINES.

A. ATM AND ICE VENDING MACHINES SHALL BE PERMITTED ON INDIVIDUAL COMMERCIAL LOTS WITHOUT A PRINCIPAL STRUCTURE; PROVIDED THAT:

1. The ATM and Ice Vending machine is placed on a permanent foundation and located within a permanent structure improved to resemble a site-built facility. Such facility shall be landscaped in accordance with the standards established within this ordinance. This condition does not apply to accessory use ATM and Ice Vending machines.

1. Property for such easement may be shared between two (2) properties. Example: The property line is the center line of the easement with each property contributing two and one-half (2½) feet towards the easement. In this example, building setbacks will be a minimum of two and one-half (2½) feet from the property line.
 2. The five (5) foot minimum maintenance easement may be contained wholly on one property. In this example, the side yard setback for that property shall be five (5) feet and setback for the adjoining property shall be zero (0).
- G. Rear yard setbacks shall be not less than ten (10) feet.

3:3.17 Townhouses

Due to the unique design features of townhouses, the dimensional requirements of Table 3-4 and Table 3-5 are hereby waived, and the following design requirements are imposed for all such projects:

- A. The minimum lot size for such projects shall be a minimum of one-half (½) acre.
- B. Not more than eight (8) or fewer than two (2) townhouses may be joined together, with approximately the same (but staggered) front line.
- C. Side yard setbacks at the end unit shall be as required for the district in which the project is to be located, with not less than a twenty (20) foot distance between groups of adjoined buildings in the project area.
- D. Rear yard setbacks shall be a minimum of twenty (20) feet.
- E. Minimum lot width shall be eighteen (18) feet.
- F. Sidewalks not less than three (3) feet in width shall be provided along the front property line of each project and building.
- G. Maximum height of buildings shall not exceed thirty-five (35) feet.
- H. Front yard setbacks shall be as prescribed by Table 3-4 and Table 3-5, but may be waived or modified by the Board of Zoning Appeals due to the unique style of such housing.
- I. Rear yards shall be enclosed by a minimum six (6) foot wall or fence. If the rear yard is used for parking, wall or fence configurations may be modified to accommodate access to the parking area. All fences and walls must have a finished side that is facing the adjoining property. The interior side of the fence or wall may be finished as owner deems appropriate. Walls may be brick or masonry. Plain concrete block must be rendered with decorative facing such as stucco, brick veneer, etc. Wood stockade fences (with spaces between the stakes) and unpainted fences are not allowed. Chain link, wire, or other fences that do not create a visible barrier are not allowed.
- J. Rear yards may include one (1) accessory building no greater than 500 square feet in gross floor area.

3:3.18 Manufacturing Facilities

The following performance standards shall be used to ensure that all conditionally permitted manufacturing uses shall produce no injurious or obnoxious conditions related to the operation of such uses sufficient to create a nuisance beyond the premises. The Planning and Zoning Commission or the Planning Official, as applicable, may require additional restrictions based on proximity to schools, churches, residential areas, etc. Furthermore, the Planning and Zoning Commission may require that an engineer certify that the proposed project will not violate the restrictions listed herein.

3:3.18-1 Vibration

No vibration shall be produced which is transmitted through the ground and is discernible without the aid of instruments at any point beyond the lot line; nor shall any vibration produced exceed the following velocity levels, measured with a vibration monitor in inches per second at the nearest:

- A. Residential property line: 0.02
- B. Non-residential property line: 0.10

3:3.18-2 Fire and Explosives

All activities and all storage of flammable and explosive materials shall be provided with adequate safety devices against the hazards of fire and explosion, including adequate fire fighting and fire suppression equipment, as prescribed in the applicable building codes.

3:3.18-3 Noise

All noise shall be muffled so as not to be objectionable due to intermittence, beat frequency, or shrillness. In no event shall the sound pressure level of noise radiated continuously from a facility exceed at the lot line the values given in the night time and day time schedules below in any octave band or frequency. Sound pressure level shall be measured with a sound level meter and an octave band analyzer that conforms to American National Standards Institute (ANSI) type 2 standards.

A. Night Time Schedule

Maximum permissible sound pressure levels at the lot line for noise radiated continuously from a facility between the hours of 9 p.m. and 7 a.m.:

Table 3-7 MAXIMUM CONTINUOUS SOUND PRESSURE LEVELS - NIGHT TIME		
Frequency Band (In Cycles per Second)	Sound Pressure Levels (In Decibels)	
	At Non-Residential Lot Line	At Residential Lot Line
20-75	69	65
76-150	60	50
151-300	56	43
301-600	51	38
601-1,200	42	33
1,201-2,400	40	30
2,401-4,800	38	28
4,801-10,000	35	20

B. Day Time Schedule

Maximum permissible sound pressure levels at the lot line for noise radiated from a facility between the hours of 7 a.m. and 9 p.m. shall not exceed the limits of the preceding table except as specified and corrected below:

Table 3-8 MAXIMUM SOUND PRESSURE LEVEL EXCEPTIONS - DAY TIME	
Type of Operation in Character of Noise	Correction in Decibel*
Day time operation only	plus 5
Noise source operates less than 20% of any one-hour period	plus 5
Noise source operates less than 5% of any one-hour period	plus 10
Noise source operates less than 1% of any one-hour period	plus 15
Noise of impulsive character (hammering, etc.)	minus 5
Noise of periodic character (hum, speech, etc.)	minus 5
* Applicable only if these corrections may be applied to the preceding table.	

Noises emanating from construction activities between 7:00 a.m. and 9:00 p.m. shall be exempt from these requirements. Vibration emanating from construction activities between 7:00 a.m. and 9:00 p.m. shall be exempt from these regulations.

3:3.18-4 Air Pollution

The emission of visible smoke, dust, dirt, fly ash, particulate matter from any pipes, vents, or other openings, or from any other source into the air, shall comply with the regulations of the South Carolina Department of Health and Environmental Control (SCDHEC) and the SCDHEC Air Operating Permit. Air pollution emanating from construction activities shall be governed by the SCDHEC Air Construction Permit.

3:3.18-5 Odor

There shall be no emission of odorous gases or other odorous matter in such quantities as to be offensive at the property line. Any process which may involve the creation or emission of any such odor shall be provided with both a primary and a secondary safeguard system so that control may be maintained in the event of failure of the primary safeguard system.

3:3.18-6 Glare

There shall be no direct or sky reflected glare, whether from floodlights, high temperature processing, combustion, welding, or otherwise, so as to be visible in any residence.

3:3.18-7 Fumes and Vapors

There shall be no emission of any fumes or vapors of a noxious, toxic, or corrosive nature which can cause damage or irritation to health, animals, vegetation, or to any form of property.

3:3.18-8 Heat, Cold, Dampness, or Movement of Air

Activities which could produce any adverse effect on the temperature, motion, or humidity of the atmosphere beyond the lot line shall not be permitted.

3:3.18-9 Toxic Matter

The measurement of toxic matter shall be at ground level or habitable elevation, and shall be the average of any twenty-four (24) hour sampling period. The release of any airborne toxic matter shall not exceed the quantities permitted for those toxic materials currently listed in *Threshold*

Limit Values as published by SCDHEC. If a toxic substance is not contained in said listing, the applicant shall satisfy the Planning Official that the proposed levels will be safe to the general population.

3:3.18-10 Exterior Illumination

All operations, activities, and uses shall be conducted so as to comply with the performance standards governing exterior illumination prescribed below.

In general, the pattern of light pooling from each light source shall be carefully considered to avoid throwing light onto adjacent properties. Light sources visible in residential or medical areas shall comply with light intensities indicated in Column A, below. Light sources visible in commercial or industrial areas shall comply with light intensities indicated in Column B below.

Table 3-9 MAXIMUM INTENSITY FOR EXTERIOR LIGHTING		
	Column A	Column B
Bare Incandescent Bulbs	5 watts	40 watts
Illuminated Buildings	15 ft. candles	30 ft. candles
Internally Illuminated Signs	150 ft. lamberts	250 ft. lamberts
Externally Illuminated Signs	25 ft. candles	110 ft. candles
Any Other Unshielded Sources, Intrinsic Brightness	50 candela per square centimeter	50 candela per square centimeter

Illumination shall be measured from any point outside the property. Measurements are to be conducted by Illumination Engineering Society of North America (IESNA) standards.

3:3.18-11 Compliance Guarantee

The applicant of a permit for a manufacturing or processing plant which would produce any of the above “objectionable elements” shall acknowledge in writing his understanding of the performance standards applicable to the proposed use, and shall submit with the permit application, an agreement to conform with such standards at all times. Any violation of the agreement shall constitute a violation of this Ordinance and shall be treated accordingly.

3:3.19 Construction and Demolition Landfills

Where conditionally permitted by this Ordinance and consistent with the most current Kershaw County Solid Waste Management Plan, construction and demolition landfills shall meet the following conditions:

- A. A construction and demolition landfill, as defined by Section 44-96-40 of the SC Code of Laws, 1976, as amended, may be located up to, but not closer than 300 feet from any property line.
- B. No material shall be placed in open storage in such a manner that it is capable of being transferred out by wind, water, or other causes.
- C. All materials and activities shall be screened in such fashion as not to be visible from off-site. The provisions of this subsection may be waived by the Planning Official when such facility will be utilized for a period not to exceed ninety (90) days.
- D. A plan showing restoration of the site upon completion of use as a landfill shall accompany the request.



MEMORANDUM

DATE: November 14, 2023

TO: Lancaster County Planning Commission

FROM: Kim Lineberger, President

SUBJECT: Proposed Text Amendment to the current UDO

BACKGROUND

LCI-Lineberger has been operating in Lancaster County since 1995. We employ approximately 80 employees with wages ranging from \$15.00 per hour to over \$90,000.00 per year.

We would like this text amendment to allow us to install an asphalt mixing facility that has the potential to generate over \$7,000,000 of taxable sales per year and will immediately add four jobs and generate up to 50 more jobs over the next 10 years.

The proposed location is already zoned Heavy Industrial and has already been the home of two previous asphalt plants. An asphalt plant was operating on the property when the previous owner, Jim Lineberger, bought the property in 1982 and a replacement was installed in 1983 and was operational till around 1997 when the business closed and the plants were sold.

Currently, there are no asphalt mixing facilities in Lancaster County and we are going to neighboring counties to purchase and pay sales tax.

*ASPHALT PLANT FACTS** (provided by NAPA, National Asphalt Pavement Association)

- Asphalt plants are highly regulated by the EPA and SC DHEC requiring start up inspections and air stack testing as well as yearly inspections and testing.
- In 2002, the EPA officially delisted asphalt plants as a major source of air pollution.
- Composed of approximately 6% asphalt cement (petroleum byproduct) and 94% stone and sand.
- Asphalt is 100% recyclable, and is the most recycled product in the United States. Most SCDOT asphalt mixes contain up to 20% of Recycled Asphalt Pavement (RAP).
- Storage silos and fuel tanks for asphalt mixing are highly regulated to ensure they are well maintained, and redundant protection systems and safeguards are in place to prevent accidental material release.

- Asphalt is a very inert material that is insoluble in water. It does not leach material into the ground.
- From time-to-time, odors may emanate from an asphalt plant. While noticeable, these odors pose no danger to plant personnel or the community in which a plant operates.
- According to a noise study, the noise level of an asphalt plant over flat ground at the distance of 800 feet would generate 54-56 decibels.
 - By comparison:
 - Average equipment with 5hp or less – 50 dB
 - Chain saw – 85 dB
 - Auger Drill Rig – 85 dB
 - Dozer – 80 dB (Already in use on the property)
 - Dump Truck – 84 dB (Already in use on the property)
 - Generator – 82 dB
 - Jackhammer – 85 dB
- According to the World Health Organization’s “Guidelines for Community Noise, 55 dB is a daytime noise level that people normally do not find disturbing or annoying.

GOOD FOR LANCASTER COUNTY

- Sales tax generated from the sale of asphalt.
- More competitive bidding by Lineberger to complete road projects for the county.
- Local company is growing and creating more jobs for the people of Lancaster County increasing economic prosperity for the County, members of the community, and Lineberger Construction.

Agenda Item Summary

Ordinance # / Resolution #: RZ-2023-1814 Flat Creek/Coulston

Contact Person / Sponsor: M. Blaszyk

Department: Planning

Date Requested to be on Agenda: 11/21/2023

Issue for Consideration:

Points to Consider:

Takeaways for PC Workshop:

- MDR Adjacent in existing development
- Applicant does not have a site plan, wants to use existing plat as blueprint.
- Use the existing adjoining development as access.
- Applicant does not want to go through sketch plan process until after rezoning.
- Site requires a roughly 9,000ft sewer extension. Needs to obtain easements from property owners.
 - Applicant has started discussions with the LCWSD.

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	11/14/2023	Planning Staff Report
Application	10/30/2023	Exhibit
Whitehall Phase I plat 2001	10/30/2023	Exhibit
Boundary Survey of subject parcel Plat 2001/90	10/30/2023	Exhibit
Location Map	10/30/2023	Exhibit

PROPOSAL: Request to rezone 60.05 acres of property

PROPERTY LOCATION: Southeast corner of Bailey Road and Flat Creek Road intersection (TM 0080-00-061.00)

CURRENT ZONING DISTRICT: Rural Neighborhood (RN)

PROPOSED ZONING DISTRICT: Medium Density Residential (MDR)

APPLICANT: Ben Russell and A. Coulston on behalf of Pinnacle Homes USA LLC

COUNCIL DISTRICT: District 5, Steve Harper

STATUTORY NOTICES: Sign posted 10/24/2023
Hearing notice published 11/04/2023 in The Lancaster News
And 11/08/2023 in Carolina Gateway
Mailed notices 10/30/2023
Posted agenda in lobby 11/14/2023

OVERVIEW:

Proposal

The applicant has requested to rezone a parcel 60.05 acres in size. The intent is to develop a subdivision of 115 single family lots.

Site Information

The subject parcel is currently zoned Rural Neighborhood and located at, and adjacent to, the southeast corner of the intersection of Bailey Road and Flat Creek Road, east of the city of Lancaster. The proposed site is located just to the south of a small subdivision originally named "Whitehall -Phase I," created in 2001 and is depicted on recorded plat #2001 /p. 352 (see attachment). The subject parcel is depicted on the recorded plat with the label "Phase II." Rough outlines are sketched for Phase II but no measurements or defined lot boundaries are depicted. No Sketch Plan or plat of the proposed phase has been submitted for review under this rezoning, however the "Phase II" plat is what the applicant is using as a reference for the proposed development. Staff advised the applicant to start the Sketch Plan Process prior to or during the rezoning process, but the applicant declined, stating they would start the sketch plan process after the rezoning.

Site Information Error Noted: The Tax Assessor Summary Data and Deeds reference plat # 2001 /p. 760 for the subject parcel, but this is an error. Said plat depicts Lot # 21 (.22 acres) in the Whitehall Subdivision Phase I (TM 0080L-0A-021.00), addressed 3440 E. Fairmeadow Drive. The correct plat and boundary survey of the subject parcel TM 0080-00-061.00 is **#2001 /p. 90.** (see attachment). The correct plat is referenced on the original Property Card for the subject parcel.

Summary of Adjacent Zoning and Uses

The subject parcel is surrounded by residential and agricultural properties which are outlined in the table below.

Adjacent Property	Jurisdiction	Zoning District	Use
North	Lancaster County	MDR	Residential Development
South	Lancaster County	RN	Agricultural; Residential
East	Lancaster County	RN	Agricultural; Residential
West	Lancaster County	RN, INS	Residential; Children's Home

ANALYSIS & FINDINGS:

Zoning Districts

As previously noted, the subject property is currently in the Rural Neighborhood District. Pursuant to UDO Chapter 2.3, the Rural Neighborhood District *"...is established to protect the residential character of communities and neighborhoods in the rural area at a density of 1.0 dwelling unit per acre. The district is intended to promote rural living, protect farmland, and to maintain the low density residential."*

The zoning of the property prior to the adoption of the 2016 Lancaster County Ordinance was "R-30". According to section 2.1.1 of the 2015 Unified Development Ordinance, "The R-30, Low Density Residential/Agricultural District, is designed to accommodate single family residential developments (not including manufactured housing units) in areas of the county that are appropriate for development at a slightly higher density than is permitted in the R-45, R-45 and R-45B districts. This district should serve as a transitional district between the lower density residential districts (R-45, R-45A and R-45B) and the higher density residential districts (R-15, R-155 and R-15D). The minimum lot size is 29,040 square feet and the minimum lot width is 130 feet if a septic system is used or 100 feet on central water and sewer."

Requested MDR

UDO Chapter 2.3 describes the requested MDR District as *"...established to maintain previously developed or approved single-family residential subdivisions and their related recreational, religious, and educational facilities at a density of 2.5 dwelling units per acre. Intended to act as a transitional zoning district between rural and urban development, these regulations are further intended to discourage any use which would be detrimental to the predominately residential nature of the areas included within the district."*

RELATIONSHIP TO PUBLIC PLANS

The Future Land Use Category of the subject properties is Transitional, which corresponds to the Community Type of Suburban SF/MF Residential & Commercial. The Transitional Future Land Use Category extends in a ring located outside the City of Lancaster Limits. The adopted Comprehensive Plan states that the "The Community Type "Suburban SF/MF Residential & Commercial" is synonymous with the Place Type "Transitional." Suburban single-family neighborhoods are formed as subdivisions or communities, with a relatively uniform housing type and density throughout. They may support a variety of single-family detached residential types, from mobile homes to large lot, low-density single-family homes to denser formats of smaller single-family homes. Homes are oriented interior to the neighborhood and typically buffered from surrounding development by transitional uses or landscaped areas. Suburban single-family neighborhoods are often found in close proximity to suburban commercial, office, and industrial centers, and help provide the consumers needed to support these centers. The

Comprehensive Plan further establishes several possible land use considerations representing typical development in this category which are depicted in the table below.

The requested MDR District is consistent with the Future Land Use Category and the Comprehensive Plan.

Suburban Single-Family Neighborhood: Land Use Considerations		
Mobile / Modular Homes	Community Park	Community Center
Single-Family Detached Home	Church	Pool and Recreational Amenities
Single-Family Attached Home (Town Home / Duplex)	School	Natural Area

INFRASTRUCTURE CONSIDERATIONS

Transportation

If the developer uses the Phase II as a template for the proposed project to follow the rezoning, it would trigger the requirement for a Traffic Impact Analysis (TIA). When the preliminary plat process begins, the applicant will need to coordinate with the Lancaster County Stormwater and Engineering Department on the TIA review process.

The applicant plans to use the existing Whitehall development as access for the proposed development. Staff has confirmed that the roads in Whitehall development Phase I are owned by Lancaster County.

Public Utilities

Sewer Extension: The proposed development requires a roughly 9,000 ft (1.704545 Mile) sewer extension according to the Lancaster County Water and Sewer District. The applicant will need to coordinate with the District on building the extension and obtaining the necessary easements.

Roads: All four roads in the existing Whitehall Subdivision (W Fairmeadow Dr, E Fairmeadow Dr, Foxmeade CT, and Thames CT) are owned by Lancaster County and classified as secondary Roads.

Public Schools

The school district has not provided any concerns for this project at this time. The school attendance areas for this project are Clinton Elementary, AR Rucker Middle, and Lancaster High Schools.

PHOTOS OF PROJECT AREA:



Aerial View of Subject Parcel



Facing East on Highway 9



End of W Fairmeadow Road where future development may connect

STAFF

RECOMMENDATION:

Staff recommends **denial** of the request to rezone 60.05 acres (TM# 0080-00-061.00) from Rural Neighborhood (RN) District to Medium Density Residential (MDR) District, pursuant to the following findings of fact:

1. That the subject project consists of the following parcel: TM# 0007-00-008.05;
2. That the subject property is currently zoned RN District and proposed to be rezoned MDR District;
3. That the only connection to a public road is through the Whitehall Phase I roads;
4. That the amount of work required to extend water and sewer, including securing easements, is unknown in full scope and ability to be completed; and
5. That the subject property should not be rezoned until a TIA can be completed to establish the potential impact of higher density development to the adjacent Whitehall Phase I roads and Flat Creek Rd/Hwy 903

ATTACHMENTS:

1. Rezoning Application
2. Location Map/ Zoning Map
3. Whitehall Phase I plat 2001 /p. 352
4. Survey plat 2001/p.90

STAFF CONTACT:

Matthew Blaszyk, Planner

mblaszyk@lancastersc.net | 803-416-938



Planning Department

P.O. Box 1809, 101 N. Main Street, Lancaster, SC 29721
Phone: 803.285.6005, planning@lanastercountysc.net
www.mylanastersc.org

ZONING MAP AMENDMENT APPLICATION

SUBMITTAL REQUIREMENTS

- Completed Application
- Signatures of Applicant and Property Owner
- Deed and survey plat or boundary survey
- Fees associated with review

GENERAL INFORMATION

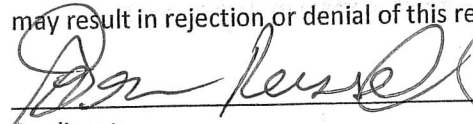
Property Address Flat Creek Road
City LANCASTER State SC Zip 29720 Tax Parcel ID 0080-00-061.00
Current Zoning RN Current Use WOODS
Proposed Zoning MDR Total Acres 60.05
Project Description 115 Single Family homes

Surrounding Property Description Single Family Homes, FARM LAND

CONTACT INFORMATION

Applicant Name Ben Russell
Address 2908 Morgan Mill Road
City Monroe State NC Zip 28112 Phone 704-507-2177
Fax _____ Email arecolston@gmail.com
Property Owner Name Pinnacle Homes USA LLC
Address 2908 Morgan Mill Road
City Monroe State NC Zip 28112 Phone 704-507-2177
Fax _____ Email arecolston@gmail.com

I hereby certify that I have read this application and the information supplied herein is true and correct to the best of my knowledge. I agree to comply with all applicable County ordinances and state laws related to the use and development of the land. I further certify that I am the property owner, or his/her authorized agent, or the subject property. I understand that falsifying any information herein may result in rejection or denial of this request.


Applicant

9-6-2023
Date

Property Owner(s)

Date

Attach owner's notarized written authorization with property information if the applicant is not the owner.

LANCASTER COUNTY OFFICE USE ONLY

Application Number _____ Date Received _____ Receipt Number _____

Amount Paid _____ Check Number _____ Cash Amount _____

Received By _____ Planning Commission Meeting Date _____

SCHEDULE/PROCESS 1. Submit Application

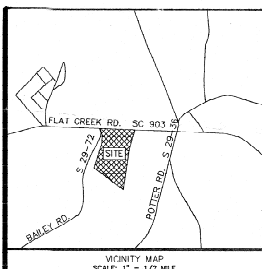
- The deadline for this application is at least 45 days prior to the Planning Commission meeting, held every third Tuesday of the month.
- After preliminary review, staff will determine when the case can be scheduled for a hearing with Planning Commission.
- An application withdrawal should be made in writing and received prior to public notice in order to receive a refund.
- Rezoning Application Fee – single parcel \$435.00
- Rezoning Application Fee – multi parcel \$610.00

2. Planning Commission

- Conducts a public hearing on the application to receive input from Lancaster County citizens, applicant, and other interested parties.
- Reviews the application to ensure it is consistent with the Lancaster County Unified Development Ordinance, Comprehensive Plan, and all adopted County plans.
- Makes a recommendation to the County Council.

3. County Council

- Approves, denies, or submits application to the Planning Commission for further study.
- Action requires three readings for approval.
- Subsequent to final County Council action on rezoning, notice of action will be provided to the applicant, owner, and adjacent property owners.
- If applicant would like to request a special presentation, please notify the County Clerk @ (803) 416-9307 before 5:00pm on the first Monday of the month to make arrangements.



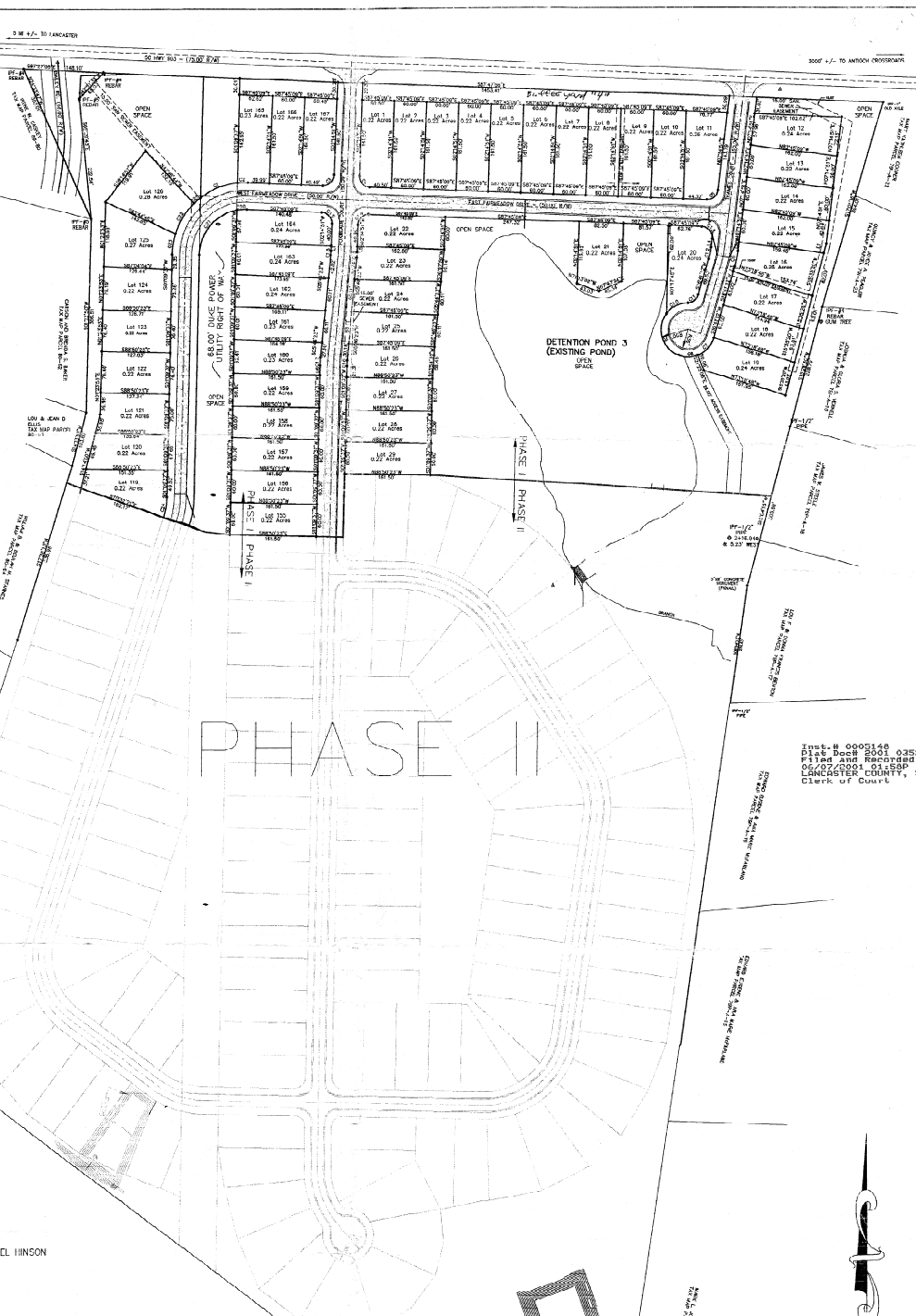
THIS PLAT IS A SUBDIVISION AND PRESENTATION OF THE NORTHERN PORTION OF PLAT 2001, P. 30, PHASE ONE OF WHITEHALL SUBDIVISION

CURVE TABLE

LENGTH	RADIUS	DELTA	CHORD	BEG	CHORD
C1	74.30	122.00	31.4719	S46°10'24"W	72.94
C2	12.01	130.00	00.1149	S86°02'31"W	19.92
C3	31.42	83.00	90°00'00"	N47°14'21"E	88.88
C4	31.42	83.00	90°00'00"	S47°45'31"E	88.88
C5	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C6	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C7	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C8	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C9	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C10	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C11	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C12	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C13	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C14	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C15	29.67	83.00	85°00'00"	N44°44'31"E	87.82
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C17	29.67	83.00	85°00'00"	N44°44'31"E	87.82
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C21	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C22	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C23	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C24	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C25	29.67	83.00	85°00'00"	N44°44'31"E	87.82
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C27	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C28	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C29	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C30	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C31	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C32	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C33	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C34	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C35	29.67	83.00	85°00'00"	N44°44'31"E	87.82
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C37	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C38	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C39	29.67	83.00	85°00'00"	N44°44'31"E	87.82
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C41	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C42	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C43	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C44	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C45	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C46	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C47	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C48	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C49	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C50	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C51	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C52	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C53	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C54	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C55	29.67	83.00	85°00'00"	N44°44'31"E	87.82
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C57	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C58	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C59	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C60	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C61	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C62	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C63	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C64	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C65	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C66	29.67	83.00	85°00'00"	S44°44'31"E	87.82
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C69	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C70	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C71	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C72	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C73	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C74	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C75	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C76	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C77	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C78	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C79	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C80	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C81	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C82	29.67	83.00	85°00'00"	S44°44'31"E	87.82
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C87	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C88	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C89	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C90	29.67	83.00	85°00'00"	S44°44'31"E	87.82
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C92	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C93	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C94	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C95	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C96	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C97	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C98	29.67	83.00	85°00'00"	S44°44'31"E	87.82
C99	29.67	83.00	85°00'00"	N44°44'31"E	87.82
C100	29.67	83.00	85°00'00"	S44°44'31"E	87.82

LINE TABLE

LENGTH	BEARING
L1	17.54 S85°35'00"W
L2	16.84 N67°14'31"E
L3	16.84 S67°14'31"E
L4	16.84 N67°14'31"E
L5	2.97 S68°14'31"E
L6	18.01 S85°35'00"W
L7	9.37 S88°14'31"E



J. MICHAEL HINSON

DEVELOPER TO RETAIN OWNERSHIP AND MAINTENANCE OF BUFFERYARDS AND COMMON SPACE UNTIL 75% OF LOTS ARE SOLD. AT THAT TIME, OWNERSHIP AND MAINTENANCE OF COMMON SPACES AND BUFFERYARDS WILL BE TRANSFERRED TO THE HOME OWNERS ASSOCIATION.

LEGEND	BUILDING SETBACKS
IPS - #5 REBAR & CAP (PLACED AT ALL CORNERS & CHANGES IN COURSE UNLESS OTHERWISE NOTED)	FRONT YARD = 23.33' FROM ROAD R/W REAR YARD = 10.00' FROM REAR Prop./Line SIDE YARD = 6.00' FROM SIDE Prop./Line
POWER POLE	

CERTIFICATE OF OWNERSHIP & DEDICATION
THE UNDERSIGNED CERTIFY TO BEING THE OWNER OF THE PROPERTY SHOWN AND HEREBY DEDICATE TO THE COUNTY OF LANCASTER ALL RIGHTS OF WAY AND EASEMENTS SHOWN ON THIS PLAT. I UNDERSTAND THAT THIS DEDICATION DOES NOT CONSTITUTE A GUARANTEE BY THE COUNTY AND DATE PRINTED SEPARATE INSTRUMENTS OF TRANSFER FOR CONSIDERATION/RECORDATION.

OWNER: *[Signature]* DATE: 6-7-01

CERTIFICATE OF ACCURACY
I HEREBY CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT COPY OF AT LEAST THE ACTUALLY REQUIRED BY THE COUNTY OF LANCASTER SUBDIVISION REGULATIONS AND THAT THIS SUBDIVISION AND OTHER PERMANENT MANAGED HAVE BEEN PLACED TO NO LESS THAN THE MINIMUM UTILIZATION STANDARD.

REGISTERED SURVEYOR: *[Signature]* REGISTRATION # SC 19986

CERTIFICATE OF CONSTRUCTION
I HEREBY CERTIFY THAT I HAVE BEEN ADVISED AND ADVISED IN SUFFICIENT ACCORDANCE WITH THE CONSTRUCTION PLANS AND OTHER APPLICATIONS LOCAL AND STATE REGULATIONS.

REGISTERED SURVEYOR: *[Signature]* REGISTRATION # SC 19920

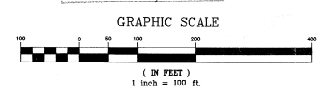
CERTIFICATE AGAINST WORK DEFECTS
I HEREBY CERTIFY THAT I HAVE BEEN ADVISED AND ADVISED IN SUFFICIENT ACCORDANCE WITH THE CONSTRUCTION PLANS AND OTHER APPLICATIONS LOCAL AND STATE REGULATIONS.

REGISTERED SURVEYOR: *[Signature]* DATE: 6-7-01

- GENERAL NOTES:**
- OWNERS / DEVELOPERS: CRAFT HOMES
P.O. BOX 1397
MINNERS, NC 28111-1397
 - ZONING CLASSIFICATION: R-15
 - TOTAL SITE AREA = 72.36 ACRES
 - DENSITY BONUS CALCULATIONS
72.36 ACRES = TOTAL SITE AREA
EXISTING POND (2.85 AC) AND
FUTURE DETENTION POND (1.12 AC)
67.91 ACRES = NET SITE AREA
75.37 ACRES = TOTAL OPEN SPACE AREA
3.7% = PERCENTAGE OPEN SPACE, 27% (OR 21% MIN.)
10.5% = DENSITY BONUS CALCULATED (1/2 OF 21% ABOVE)
10% = MAX DENSITY BONUS PERMITTED
2.47% = 2.35 + 1.10 = ALLOWABLE DENSITY
MAX NO. OF LOTS = NET SITE AREA * ALLOWABLE DENSITY
= 67.91 * 2.47%
= 168 LOTS
 - MINIMUM LOT AREA = 9000 SQ. FT.; DEVIATES FROM 14000 SQ. FT. BY 33.33%
 - MINIMUM LOT WIDTH = 60 FT.
 - SETBACK REQUIREMENTS: FRONT YARD SETBACK = 15 FT. - 33.33%
REAR YARD SETBACK = 15 FT. - 33.33%
SIDE YARD SETBACK = 10% OF LOT WIDTH

- FOR SIDES OF CORNER LOTS ABUTTING A ROAD, THE SIDE SETBACK SHALL BE 10' ±.
- TOPOGRAPHIC INFORMATION FROM AERIAL PHOTOGRAPHY.
 - NONE OF THE LOTS ARE WITHIN A 100-YEAR FLOOD PLAIN. HAZARD ZONING IS OVER 1 MILE AWAY.
 - UTILITY EASEMENTS ARE TO BE PROVIDED ALONG PROPERTY LINES, BOUNDED BY TEN (10) FT. OFFSETS FROM PROPERTY LINES. ADDITIONAL UTILITY AND DRAINAGE EASEMENTS AS SHOWN.
 - SEWER EASEMENTS ARE AS SHOWN WITH A TOTAL WIDTH OF FIFTEEN (15) FT.
 - TYPE 4 BUFFERYARD (24' ±, MIN. WITH 8' FT. FENCE OR PLANT SCREEN) IS SHOWN ALONG SC 903.
 - TYPE 2 BUFFERYARD (20' FT. MIN.) IS PROVIDED AROUND THE PERIMETER OF THE LOTS AND ALONG PROPERTY LINES.
 - A SUBDIVISION HOMEOWNERS ASSOCIATION WILL BE ESTABLISHED FOR THE PURPOSE OF OWNING AND MAINTAINING OPEN SPACE, INCLUDING POND.
 - FOR ALL INTERSECTIONS WITHIN THE SUBDIVISION, EAST LEG OF A SITE TRUNKING IS EQUAL TO 50 FT.

APPROVED FOR RECORDING
[Signature] 6/7/01
Planning Official
This plat must be recorded by the
COUNTY CLERK BY 6/7/01



WHITEHALL SUBDIVISION - PHASE I

DATE: MAY 28, 2001
REV.: June 6, 2001
C-6 (5-01)

PLAT
OF BOUNDARY AND SUBDIVISION SURVEY

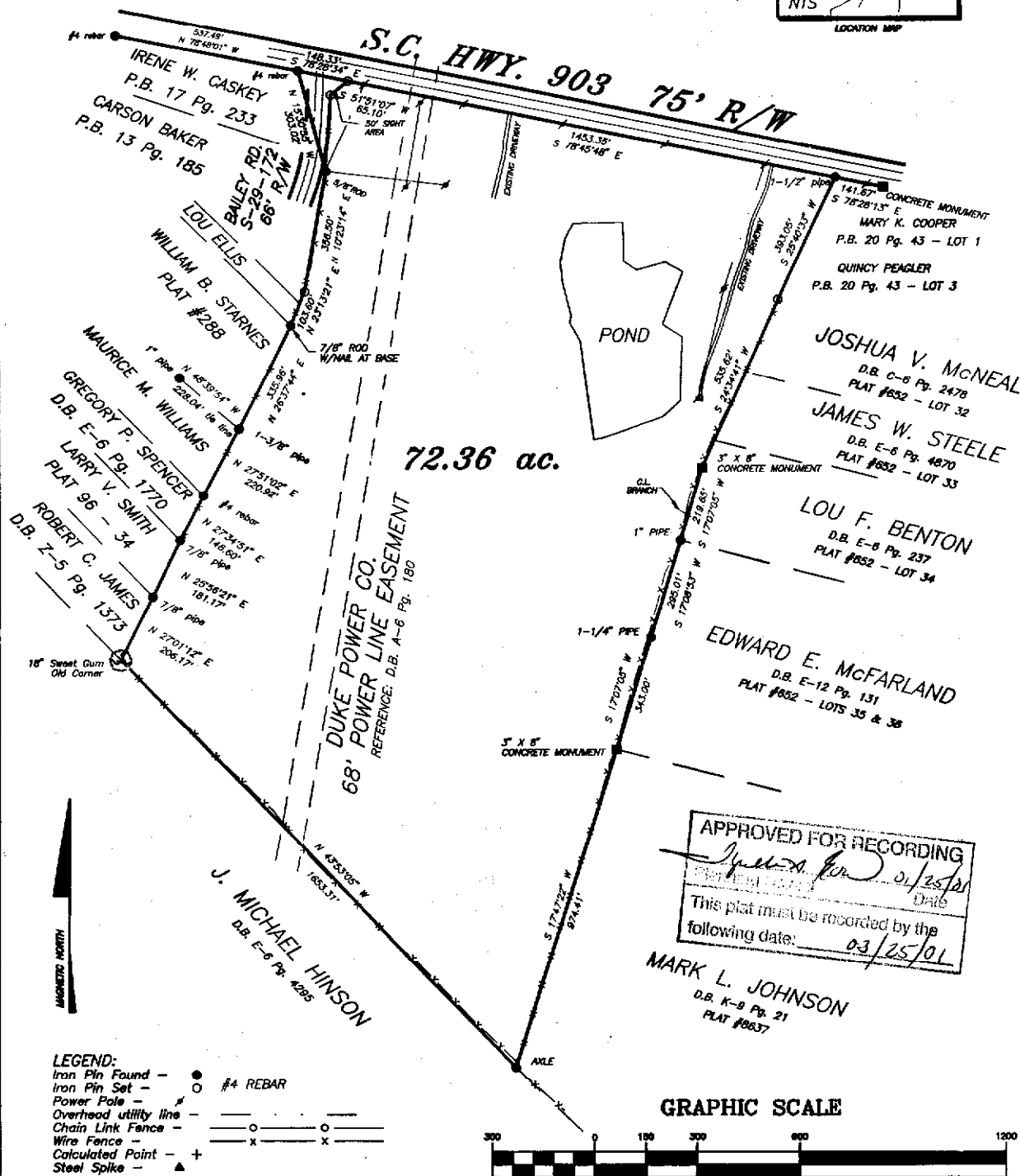
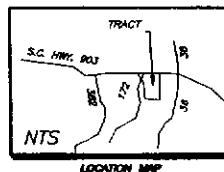
THE SHOWN OF PROPERTY SHOWN ON 2001-90
IN THE OFFICE OF THE CLERK OF COURT FOR LANCASTER COUNTY. CURRENT THE MAP NUMBER IS 109-01-00

SUBMITTED FOR
CRAFT HOMES, U.S.A.

REGISTERED BY
PRECISION SURVEYING, INC.
100 YALE AVE. - LANCASTER, NC - 28111 - (704) 380-3000

COUNTY OF LANCASTER
STATE OF SOUTH CAROLINA

PRECISION SURVEYING, INC.
REGISTERED SURVEYOR
No. 00248
EXPIRATION DATE 12/31/02



PROPERTY SURVEY FOR
NELLA S. SMALL

County: Lancaster

State: *South Carolina*

Date: August 27, 1998

References: D.B. F-3 Pg. 519

Location: Located approx. 5 miles S.E. of Lancaster

Tax Map No.: 080-00-61.00

Notes:

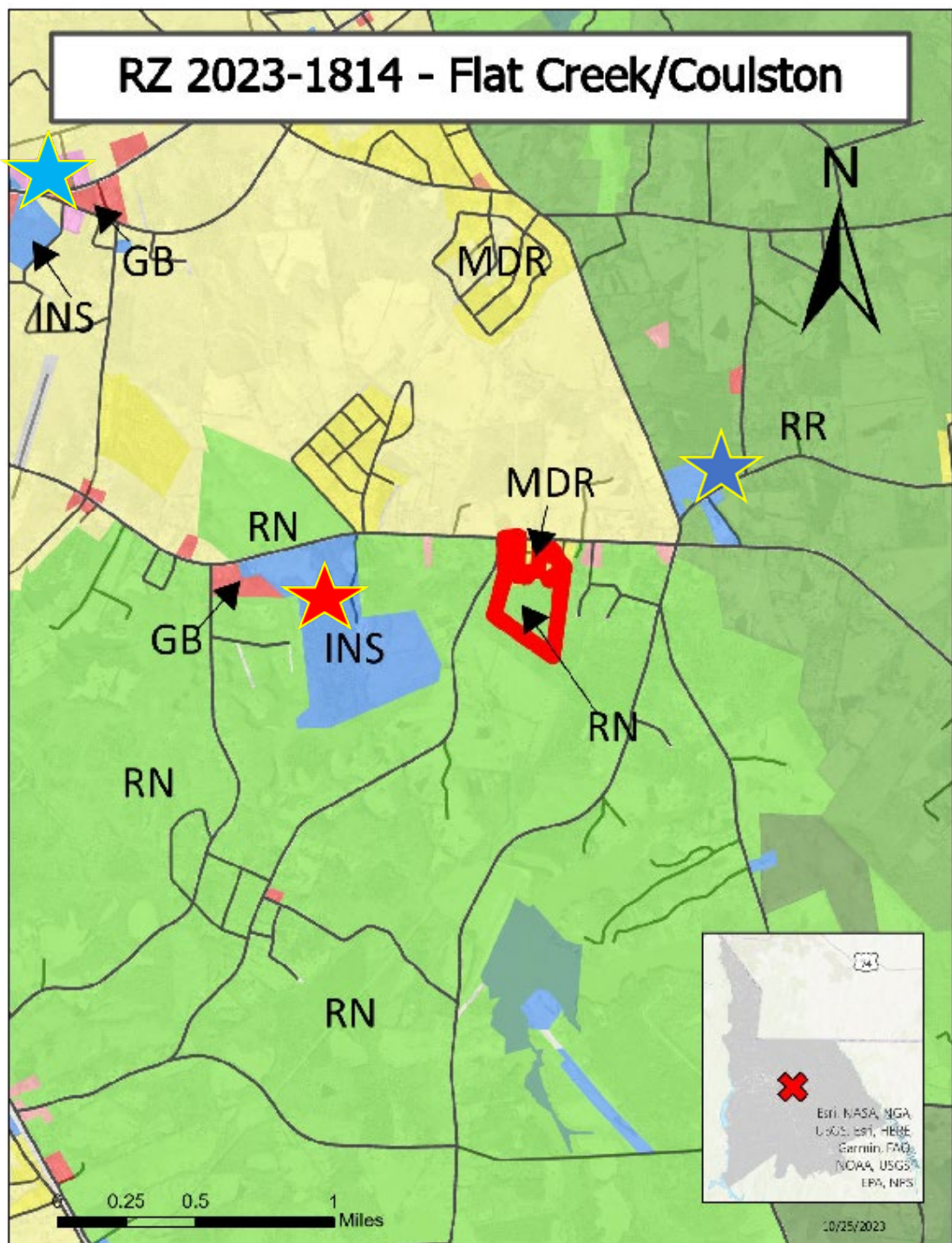
Prepared By: HUEL C. BAILEY SURVEYING 106 S. Hampton St., Kershaw, S.C. 29067 (803) 475-8175

I hereby state that to the best of my knowledge, information, and 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 B survey as specified therein.

Huel C. Bailey - SCRLS # 14523 - NCRLS # L-3353 - 100 S. Hampton St. - Kershaw, SC 29067

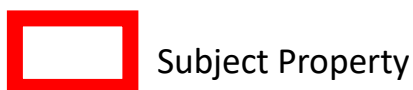
Book 2001 Page 0.002





Lancaster
County
South Carolina

Proposal:
Rezoning RN to MDR



Antioch Baptist
Church

Lancaster Children's
Home

LC Sheriff/Detention
Center Project

Agenda Item Summary

Ordinance # / Resolution #: SD-2023-0161 Edgewater Phase 11

Contact Person / Sponsor: A. Davis

Department: Planning

Date Requested to be on Agenda: 11/21/2023

Issue for Consideration:

N/A

Points to Consider:

- Per Planning Commission's Conditional Approval all outstanding comments were to be resolved prior to August 19th, 2023 (60 days from the PC meeting date);
- Revised Preliminary Plat was submitted on October 2nd for staff review;
- There are still outstanding TRC comments from Planning and Fire,
- Planning staff has not been provided with any form of approval from Lancaster County Water and Sewer for this phase.
- The only significant change to the design of the plat since the last review is the removal of a road segment connecting Street B to Street C.
- TRC comments were distributed to the applicant on October 30th, 2023. Staff has received no revised plan or response to comments at this time (November 14, 2023).

Recommendation:

Staff recommends **denial** of this Major Preliminary Subdivision Plat request pursuant to the following findings of fact:

1. At the June 20th, 2023 Planning Commission meeting Planning Staff recommended Conditional Approval;
2. The condition of approval imposed was the Resolution of outstanding TRC Preliminary Plat comments within 60 days of the June 20th meeting (Planning, Fire, and LCWSD);
3. At time of publishing of this report (November 14, 2023) there are remaining outstanding comments from Planning, Fire, and LCWSD.

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	11/14/2023	Planning Staff Report
Application	10/30/2023	Exhibit
Location Map	10/30/2023	Exhibit
Revised Preliminary Plat 10/2/2023	11/1/2023	Exhibit
TRC Review Comments 10/30/2023	10/30/2023	Exhibit

PROPOSAL: Application for Preliminary Plat for 47.08 ac (p/o TM #s 0106-00-003.02 and 0106-00-003.00) for the development of 104 single-family lots and 49 townhomes for a total of 153 lots. Revised 10/2/2023

PROPERTY LOCATION: at and adjacent to Edgewater Parkway and Gateway Drive (p/o TM #s 0106-00-003.02 and 0106-00-003.00)

CURRENT ZONING DISTRICT: Planned Development District (PDD-2 Edgewater)

APPLICANT: True Homes LLC (Developer)
 Lancaster County Forfeited Land Commission (owner)
 B & C Landholdings LLC (owner)

COUNTY COUNCIL DISTRICT: District 5, Steve Harper

NOTICE: Published hearing notice The Lancaster News 11/4/2023
 Posted signs 6/2/2023 (checked 10/30/2023)
 Mailed notices 10/30/2023
 Agenda published 11/14/2023 and posted in Lobby

OVERVIEW & BACKGROUND:

Site Information & Existing Condition

This area is currently vacant. Under the original bond configuration this area included 196 homes (146 Detached and 50 townhomes). This preliminary plat proposal includes a reconfiguration of the original plan for this area to address TRC members' concerns regarding access and connectivity. While this area was included in the original bond documents no Preliminary Plat/Development review was done for this area.

Summary of Surrounding Zoning and Uses

Surrounding Property	Jurisdiction	Zoning District	Use
North	Lancaster County	PDD-2	Single-family Development (Edgewater- Phases 2 & 9)
South	Lancaster County	PDD-2	Single-family Residential (Edgewater- The Cottages)
East	Lancaster County	PDD-2	Golf Course (Edgewater)
West	Lancaster County	PDD-2	Single-family Residential (Edgewater- Phases 1B, 5, and 6)

Zoning

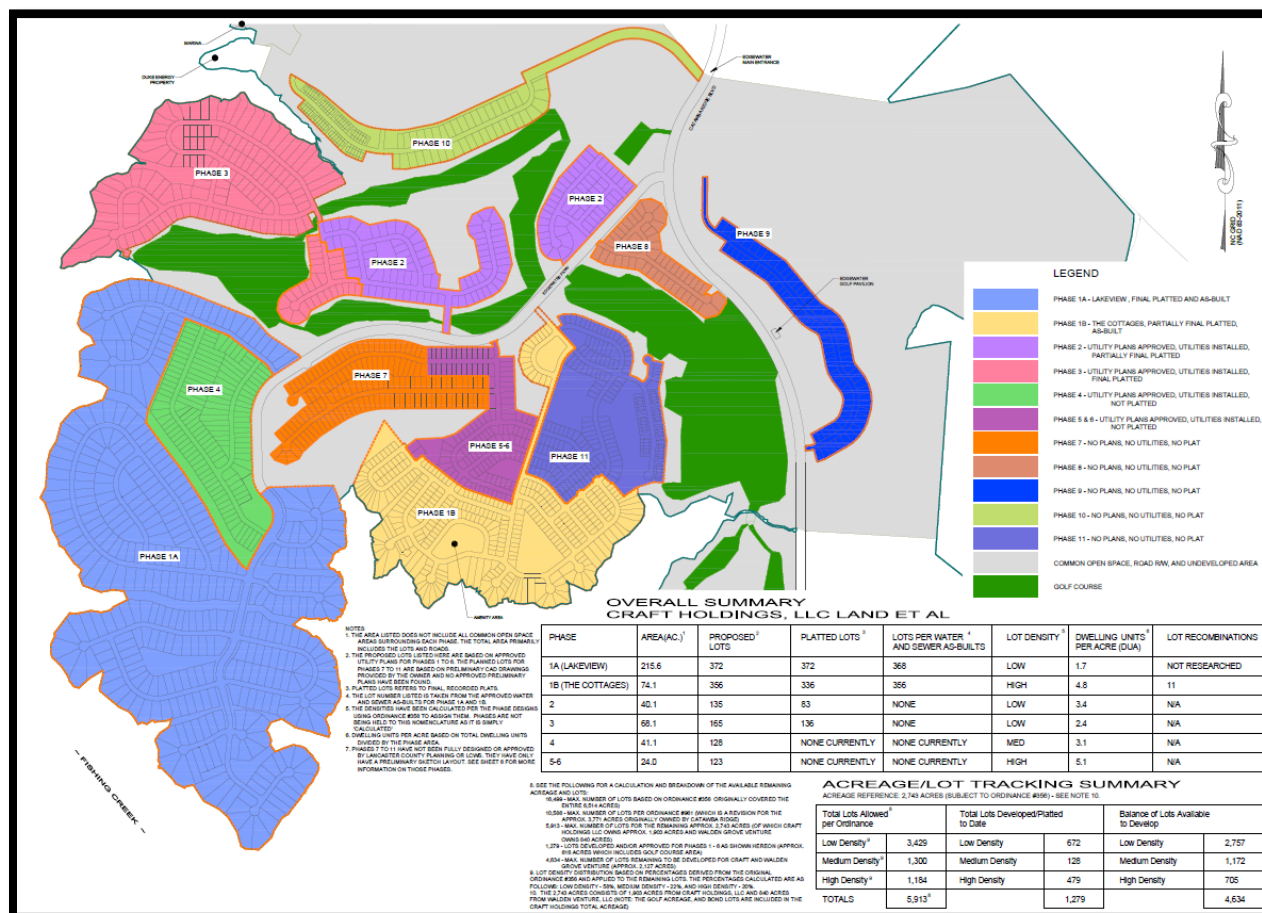
The proposed Preliminary Plat is part of the larger development of the PDD-2 Edgewater development Master Plan.

PDD Legacy District: A PDD is a Planned Development District. The 1998 Edition of the Lancaster County Unified Development Ordinance (UDO) defined the PDD district as a “... *district is designed to accommodate a mixture of compatible residential, office, commercial, or other uses of land which are planned and developed as an integral unit and which, due to such mixture of uses or other aspects of design, could not be located in other districts established in this ordinance without compromising the proposed concept of integrated and flexible development.*”

Under the 2016 edition of the Lancaster County UDO, the PDD district was not carried forward as an active district but instead as a Legacy District. This designation allows PDDs to continue to develop under the PDD master plan, relevant development agreements, and under the development standards which were in place at the time of the PDD approval.

This PDD is governed by Ordinances 322, 348, and 356 as well as Lancaster County 1998 Subdivision Standards and Development Ordinance.

ACTIVE DEVELOPMENTS IN THE PROJECT AREA:



DEVELOPMENT SUMMARY (of the Proposed Plat) :

Development Summary	
Site Acreage	47. 08 +/- acres
Proposed Lots	104 single-family & 49 townhomes
Project Overview	PDD mixed residential: Single Family lots and townhomes
Open Space	22 acres proposed (46.72% of area within plat)
Streets	To be privately maintained

Infrastructure

Water and Sewer (LCWSD): The pump station proposed within this section will also serve subsequent phases, as well as the area formerly known as Bridlewood (now known as the Pinery). LCWSD has several outstanding comments to be resolved (see TRC Comments).

Schools (LCSD): The School District has recommended approval of this request.

Updates since June 20, 2023:

- Per Planning Commission's Conditional Approval all outstanding comments were to be resolved prior to August 19th, 2023 (60 days from the PC meeting date);
- Revised Preliminary Plat was submitted on October 2nd for staff review;
- There are still outstanding TRC comments from Planning and Fire,
- Planning staff has not been provided with any form of approval from Lancaster County Water and Sewer for this phase.
- The only significant change to the design of the plat since the last review is the removal of a road segment connecting Street B to Street C.
- TRC comments were distributed to the applicant on October 30th, 2023. Staff has received no revised plan or response to comments at this time (November 14, 2023).

STAFF RECOMMENDATION:

Staff recommends **denial** of this Major Preliminary Subdivision Plat request pursuant to the following findings of fact:

1. At the June 20th, 2023 Planning Commission meeting Planning Staff recommended Conditional Approval;
2. The condition of approval imposed was the Resolution of outstanding TRC Preliminary Plat comments within 60 days of the June 20th meeting (Planning, Fire, and LCWSD);
3. At time of publishing of this report (November 14, 2023) there are remaining outstanding comments from Planning, Fire, and LCWSD.

ATTACHMENTS:

1. Preliminary Plat Application
2. Location Map/ Zoning Map
3. Preliminary Plat
4. TRC/Evolve Comments

STAFF CONTACT:

Ashley Davis, AICP
Deputy Planning Director
adavis@lancastersc.net



Planning Department
P.O. Box 1809, 101 N. Main Street, Lancaster, SC 29721
Phone: 803.285.6005, planning@lancastercountysc.net
www.mylancastersc.org

MAJOR SUBDIVISION PRELIMINARY PLAT

WHEN TO USE THIS PROCESS:

Use the attached checklist for subdivisions that

- Create 6 or more lots for any type of development; or
- Create new streets or alleys; or
- Increase the number of lots in a major subdivision previously approved by Lancaster County

APPLICATION AND APPROVAL PROCESS

- **Sketch Plan Application:** Complete the Sketch Plan review process prior to submission of a Major Subdivision Preliminary Plat. Sketch Plans are usually a one-sheet conceptual drawing. Refer to the **Sketch Plan Checklist** for additional information.
- **Required Pre-Application Conference:** Please call to schedule a Pre-Application Conference prior to submitting a Preliminary Plat application. The conference will be used to provide an overview of applicable standards and the approval process, as well as additional feedback on your sketch.
- **Traffic Impact Analysis:** Submit a TIA to County and SCDOT for review and Approval. This process is initiated by submitting a scoping request to County and SCDOT for approval prior to TIA preparation. Please note TIAs are reviewed on behalf of the County by consulting traffic engineers. Applicants are responsible for payment of consultant's fees prior to TIA review, based on an estimate prepared by County Engineering staff.

Prepare the Preliminary Plat using the attached checklist (see below) and the current UDO available on our website. Project can be submitted online by creating an account at <https://evolvepublic.infovisionsoftware.com/lancaster/?portal=project>

SUBMIT THE FOLLOWING ITEMS FOR PLAN REVIEW:

- Application with contact and project information (see p. 2)
- Fees: After submitting documents, you will receive an email with fees due and forms of payment accepted, along with a link to online payment portal. Plans will not be routed for review until payment and hard copies are received (if needed- see below).
- Two (2) paper copies of Preliminary Plat and Supporting Data is required for all submittals over 10 pages.

Plans will be reviewed by County staff and a notice of revision, if required, will be sent to the designated contact person. Prior to the Planning Commission meeting, staff will review the plan with the Technical Review Committee. After Planning Commission approves the plat, you will receive a notification that you can print the stamped digital set from Evolve Project Portal. Upon the approval of a Preliminary Plat, detailed plans for street construction, utility line installations, and similar approvals shall be included in detailed **Civil Construction Plans**.

PROJECT INFORMATION

Project Address/Location: Intersection of Gateway Drive and Serendipity Drive

Tax Map ID/Parcel No.: 0106-00-003.02, 0106-00-003.00

Project Description: Edgewater Phase 11

Applicant Name: True Homes, LLC.

Address: 2649 Brekonridge Centre Drive, Monroe, NC 28110

Phone: 704-560-6217 Email: kfenn@truehomesusa.com

Property Owner Name: B&C Land Holdings, LLC.

Address: 2627 Brekonridge Centre Drive, Monroe, NC 28110

Phone: 704-560-6217 Email: kfenn@truehomesusa.com

Other Project Contacts

Name: Keith Fenn

Address: 2649 Brekonridge Centre Drive, Monroe, NC 28110

Phone: 704-560-6217 Email: kfenn@truehomesusa.com

Name: Vince Keene, PE

Address: 730 Windsor Oak Court, Charlotte, NC 28273

Phone: 704-556-1990 / Email: vincek@y-wh.com

Applicant Signature: Vant A. Khan Date: 5/8/23

Owner Signature: Cornel W. Helms, FLC Chair Date: 04/18/2023

Owner Signature: J. H. [Signature] Date: 4-21-2023

(For additional owners, attach copies of this page with required signatures)

PRELIMINARY PLAT CHECKLIST

The following identifies information required on Preliminary Plat drawings; however, this checklist should not be used as a substitute to reviewing the UDO.

PROJECT INFORMATION

Project Address/Location: Intersection of Gateway Drive and Serendipity Drive

Tax Map ID/Parcel No.: 0106-00-003.02, 0106-00-003.00

Project Description: Edgewater Phase 11

Applicant Name: True Homes, LLC.

Address: 2649 Brekonridge Centre Drive, Monroe, NC 28110

Phone: 704-560-6217 Email: kfenn@truehomesusa.com

Property Owner Name: Lancaster County Forfeited Land Commission

Address: 101 N Main Street, Lancaster, SC 29720

Phone: 803-416-9335 Email: _____

Other Project Contacts

Name: Keith Fenn

Address: 2649 Brekonridge Centre Drive, Monroe, NC 28110

Phone: 704-560-6217 Email: kfenn@truehomesusa.com

Name: Vince Keene, PE

Address: 730 Windsor Oak Court, Charlotte, NC 28273

Phone: 704-556-1990 Email: vincek@y-wh.com

Applicant Signature: [Signature] Date: 5/5/03

Owner Signature: Carrie W. Helms, FLC Chair Date: 04/18/2023

Owner Signature: [Signature] Date: 4-21-2023

(For additional owners, attach copies of this page with required signatures)

PRELIMINARY PLAT CHECKLIST

The following identifies information required on Preliminary Plat drawings; however, this checklist should not be used as a substitute to reviewing the UDO.

GENERAL PROJECT INFORMATION:

Please identify the following general information on the site plan drawing either within a notes section or on the plat drawing itself, as appropriate.

1. Proposed name of project.
2. Name, mailing address, email address, and phone number of the owner and/or developer and designer of the site plan.
3. Map scale using appropriate engineer's scale, north arrow, and date.
4. Vicinity map (1" = 1 mile min. scale).
5. Total acreage to be developed.
6. Boundaries of the tract to be developed with all bearings and distances. At least two points of the survey must be tied to SC geodetic control points [See State Plane Coordinate Checklist]
7. Proposed use of all lots to be used. See "zoning considerations" section above. Be sure to designate any lots proposed to be used for uses other than single-family residential.
8. Tax map number.
9. Zoning district classification and, if applicable, overlay zone(s).
10. Land use, zoning district classification, and tax map number of adjacent properties, names of adjacent developments, and owners of adjoining parcels.
11. Total number of lots and layout of all lots, including building setback lines, scaled dimensions, area in square feet, lot numbers (if multiple lots), and utility easements with width and use.
12. Location and dimensions of all proposed buildings including number of stories and total square footage by use.
13. Building setbacks and proposed impervious surface calculation.
14. In case of re-subdivision, submit a copy of existing plat.

EXISTING CONDITIONS:

Please identify the following existing conditions on the plan drawing that may be located on the subject property or adjacent areas.

1. Topography by contours at vertical intervals of not more than five feet. All elevations shall refer to Mean Sea Level Datum (if available).
2. Show location and right-of-way of existing streets, curb cuts, and driveways within 300 feet of the site.
3. Show location and footprint of existing buildings on adjacent parcels.
4. Show location of railroads and utility lines either on or adjacent to the property to be developed. Specify whether utility lines are in easements or rights-of-way and show location of poles/towers.
5. Size and location of existing sewers, water mains, storm drains, culverts or other underground facilities within the street or within the right-of-way of streets or roads

adjoining the tract. Show ditches, swales, and drainage easements adjacent to the proposed project.

6. Location, size, and use of any existing structures on the subject property that will remain on the site
7. Location of city limit lines, if adjacent to subject property.
8. Show location of nearest hydrant. Spacing should be 500 feet single-family residential (this distance is measured in the direction of fire truck travel).
9. The Fire Department will need access to within 150 feet of all points of the building.
10. Location of land subject to flooding and nearest 100-year flood zone and elevation.
11. Location of existing or planned public parks, schools, greenways, trails, or other major public amenity located within ½ mile of the development site.

ENVIRONMENTAL CONSIDERATIONS:

ENVIRONMENTALLY SENSITIVE LANDS

1. Depict any water resources subject to the UDO Chapter 8, Natural Resources Protection, and comply with all requirements laid out in the aforementioned section.
2. Depict any prohibitive/severe steep slope areas (greater than or equal to 3H:1V) and take into account the limitations on disturbance when designing the project.
3. Depict stormwater management areas.

TREE RETENTION

1. Identify tree canopy retention areas.
2. Show trees that require protection.

LANDSCAPING

- Show landscaping for required site landscaping areas.

OPEN SPACE

1. Indicate if all or a portion of the site has been designated as an Open Space.
2. Calculate required common open space acreage.
3. Show any trails and greenways on the Lancaster County Carolina Thread Trail Master Plan that developer is required to construct.
4. Show all existing or planned public parks, schools, greenways, existing trails, or other major public amenities within ½ mile of the site, and pedestrian connections provided by the developer to those areas.

INFRASTRUCTURE CONSIDERATIONS:

GRADING, STORMWATER, AND UTILITY SYSTEM

Please identify the following proposed grading, stormwater, and utility system improvements.

1. Preliminary plan for sanitary sewers showing the location of manholes and points of discharge. Indicate direction of flow.
2. Preliminary plan for storm sewer system showing the location of outlets and direction of flow.
3. Preliminary plan of water supply system
4. All proposed easements.
5. Submit written verification to serve from all non-county utility service providers (gas, telephone, cable, and water and sewer district).
6. Proposed major contour changes in areas where substantial cut and/or fill is to be done.

Roads, Bridges, and Public Ways (UDO 6.13, pg. 21)

General design criteria are explained in two primary places in the UDO—Chapter 6 and Appendix C. Please refer to both when designing the community. The below is a brief summary of some of the “big picture” points, but those two sections in the Zoning Ordinance have many other requirements to which you will need to refer.

1. Connectivity is required within the neighborhood, and between the neighborhood and adjacent neighborhoods or other lands. Additionally, a second entrance is required for more than 100 units.
2. Traffic calming measures such as minimum street widths, short block lengths, on-street parking, controlled intersections, and roundabouts should be used per the UDO.
3. Sidewalks are required both internally, and in some cases, externally to the development and must be at least five feet wide.
4. Street trees are required to be planted in accordance with the UDO.
5. See Chapter 6: Subdivision and Infrastructure Standards and Appendix C – Manual of Specifications and Standard Details (MSSD), generally for road specifications, cross sections, and other important information. For example:
 - a. Cul-de-sacs should be avoided except as described in the UDO.
 - b. Gated communities have additional requirements as laid out in the UDO.
 - c. Curb and gutter requirements are applicable in some districts as designated in the UDO.
6. Traffic Impact Analysis, refer to Chapter 6, Subdivision and Infrastructure Standards.

LOT DESIGN

Identify a lot configuration that complies with the following standards.

1. Lot designed to comply with the UDO design requirements
 - a. Lots cannot be divided by City limit lines or zoning districts.
 - b. Through lots are prohibited.

- c. Flag lots are prohibited except where they are necessary to eliminate access onto arterial or collector roadways.
- d. Side lot lines must be at right angles to straight street lines and radial to curved sidewalk and street lines.

USE-SPECIFIC STANDARDS

The UDO has standards associated with specific uses in order to minimize negative impacts and/or to help shape the design of a specific use. Design the proposed site plan in compliance with any applicable use-specific standards.

OVERLAY DISTRICTS

If an overlay district exists, be sure to address the applicable standards for it in the site design.

- ☐ **McWhirter Field Aviation Overlay** Please refer to the UDO for allowed uses and associated development criteria.
- ☐ **Carolina Heelsplitter Overlay**
- ☐ **Carolina Thread Trail Overlay**
- ☐ **Highway Corridor Overlay**
- ☐ **Equestrian Oriented Subdivision Overlay**

SD-2023-0161 Edgewater Phase 11



Lancaster
County
South Carolina

Proposal:
Preliminary Plat

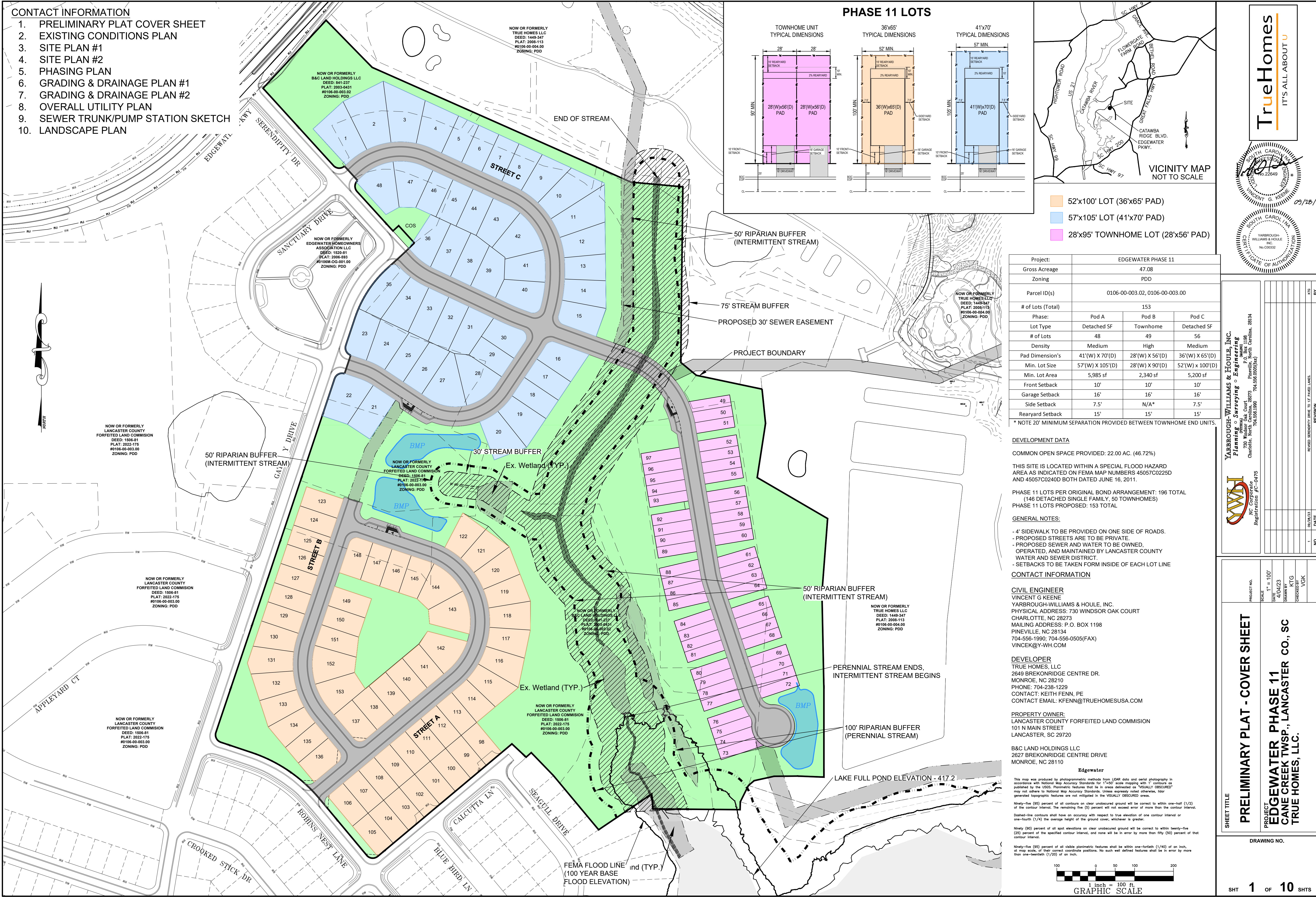
 Subject Property



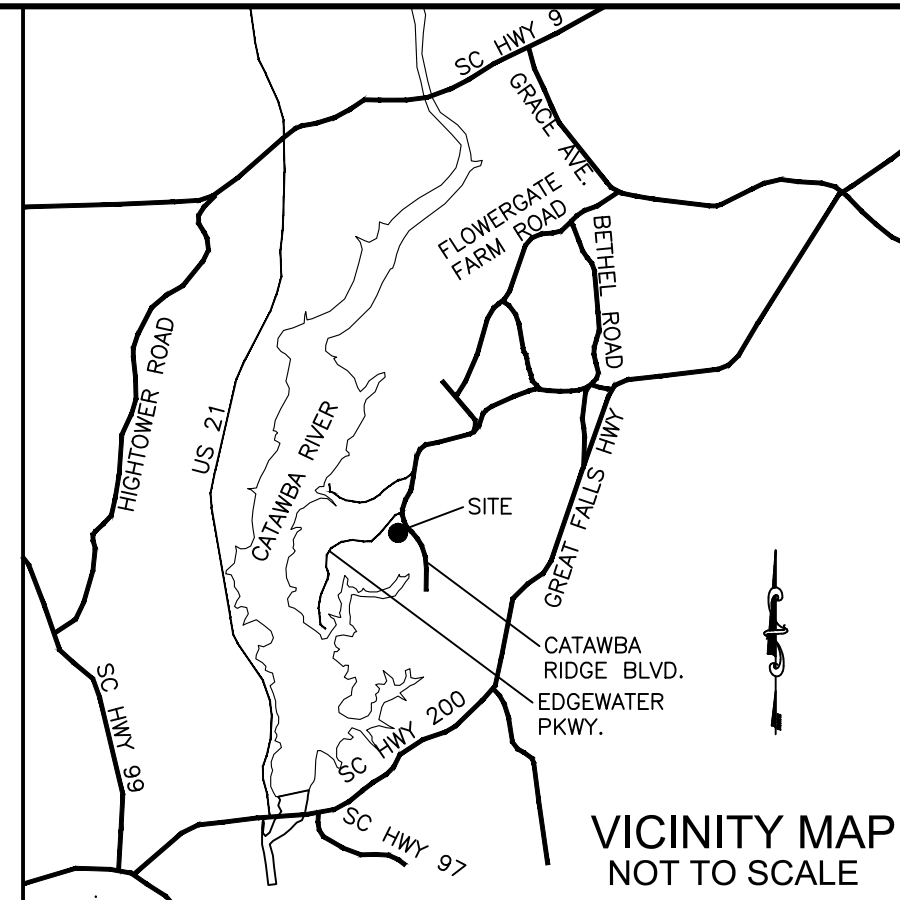
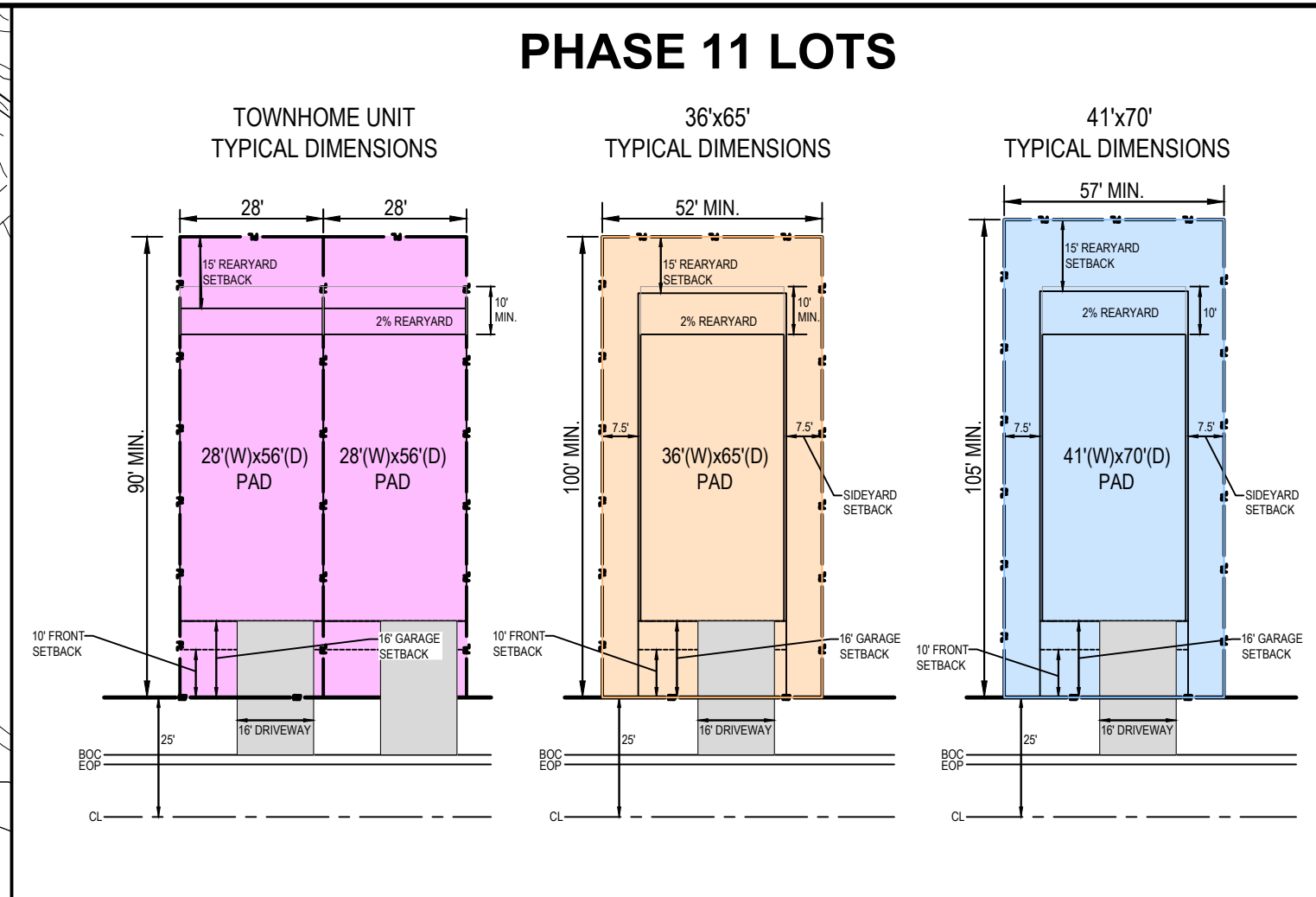
Bear Creek Inlet

Catawba River

Edgewater (Undeveloped)



- CONTACT INFORMATION**
1. PRELIMINARY PLAT COVER SHEET
 2. EXISTING CONDITIONS PLAN
 3. SITE PLAN #1
 4. SITE PLAN #2
 5. PHASING PLAN
 6. GRADING & DRAINAGE PLAN #1
 7. GRADING & DRAINAGE PLAN #2
 8. OVERALL UTILITY PLAN
 9. SEWER TRUNK/PUMP STATION SKETCH
 10. LANDSCAPE PLAN



- 52'x100' LOT (36'x65' PAD)
- 57'x105' LOT (41'x70' PAD)
- 28'x95' TOWNHOME LOT (28'x56' PAD)

Project:	EDGEWATER PHASE 11		
Gross Acreage	47.08		
Zoning	PDD		
Parcel ID(s)	0106-00-003.02, 0106-00-003.00		
# of Lots (Total)	153		
Phase:	Pod A	Pod B	Pod C
Lot Type	Detached SF	Townhome	Detached SF
# of Lots	48	49	56
Density	Medium	High	Medium
Pad Dimension's	41'(W) X 70'(D)	28'(W) X 56'(D)	36'(W) X 65'(D)
Min. Lot Size	57'(W) X 105'(D)	28'(W) X 90'(D)	52'(W) X 100'(D)
Min. Lot Area	5,985 sf	2,340 sf	5,200 sf
Front Setback	10'	10'	10'
Garage Setback	16'	16'	16'
Side Setback	7.5'	N/A*	7.5'
Rearyard Setback	15'	15'	15'

* NOTE 20' MINIMUM SEPARATION PROVIDED BETWEEN TOWNHOME END UNITS.

DEVELOPMENT DATA

COMMON OPEN SPACE PROVIDED: 22.00 AC. (46.72%)

THIS SITE IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS INDICATED ON FEMA MAP NUMBERS 45057C0225D AND 45057C0240D BOTH DATED JUNE 16, 2011.

PHASE 11 LOTS PER ORIGINAL BOND ARRANGEMENT: 196 TOTAL
(146 DETACHED SINGLE FAMILY, 50 TOWNHOMES)
PHASE 11 LOTS PROPOSED: 153 TOTAL

GENERAL NOTES:

- 4' SIDEWALK TO BE PROVIDED ON ONE SIDE OF ROADS.
- PROPOSED STREETS ARE TO BE PRIVATE.
- PROPOSED SEWER AND WATER TO BE OWNED, OPERATED, AND MAINTAINED BY LANCASTER COUNTY WATER AND SEWER DISTRICT.
- SETBACKS TO BE TAKEN FROM INSIDE OF EACH LOT LINE

CONTACT INFORMATION

CIVIL ENGINEER
VINCENT G KEENE
YARBROUGH-WILLIAMS & HOULE, INC.
PHYSICAL ADDRESS: 730 WINDSOR OAK COURT
CHARLOTTE, NC 28273
MAILING ADDRESS: P.O. BOX 1198
PINEVILLE, NC 28134
704-556-1990; 704-556-0505(FAX)
VINCEK@Y-WH.COM

DEVELOPER
TRUE HOMES, LLC
2649 BREKONRIDGE CENTRE DR.
MONROE, NC 28210
PHONE: 704-238-1229
CONTACT: KEITH FENN, PE
CONTACT EMAIL: KFENN@TRUEHOMESUSA.COM

PROPERTY OWNER:
LANCASTER COUNTY FORFEITED LAND COMMISSION
101 N MAIN STREET
LANCASTER, SC 29720

Edgewater

This map was produced by photogrammetric methods from LIDAR data and aerial photography in accordance with National Map Accuracy Standards for 1"=100' scale mapping with 1' contours as published by the USGS. Planimetric features that lie in areas delineated as "VISUALLY OBSCURED" may not adhere to National Map Accuracy Standards. Unless expressly noted otherwise, LIDAR generated topographic features are not mitigated in the VISUALLY OBSCURED areas.

Ninety-five (95) percent of all contours on clear unobscured ground will be correct to within one-half (1/2) of the contour interval. The remaining five (5) percent will not exceed error of more than the contour interval.

Dashed-line contours shall have an accuracy with respect to true elevation of one contour interval or one-fourth (1/4) the average height of the ground cover, whichever is greater.

Ninety (90) percent of all spot elevations on clear unobscured ground will be correct to within twenty-five (25) percent of the specified contour interval, and none will be in error by more than fifty (50) percent of that contour interval.

Ninety-five (95) percent of all visible planimetric features shall be within one-fourth (1/40) of an inch, at map scale, of their correct coordinate positions. No such well defined features shall be in error by more than one-twentieth (1/20) of an inch.

1 inch = 100 ft
GRAPHIC SCALE

TrueHomes
IT'S ALL ABOUT U

09/18/23

YARBROUGH-WILLIAMS & HOULE, INC.
P.O. Box 1198
Pineville, North Carolina, 28134
704-556-1990
704-556-0505(FAX)

Project:	EDGEWATER PHASE 11	REVISED	DATE
Gross Acreage	47.08	BY	
Zoning	PDD	REVISION	
Parcel ID(s)	0106-00-003.02, 0106-00-003.00		
# of Lots (Total)	153		
Phase:	Pod A	Pod B	Pod C
Lot Type	Detached SF	Townhome	Detached SF
# of Lots	48	49	56
Density	Medium	High	Medium
Pad Dimension's	41'(W) X 70'(D)	28'(W) X 56'(D)	36'(W) X 65'(D)
Min. Lot Size	57'(W) X 105'(D)	28'(W) X 90'(D)	52'(W) X 100'(D)
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Garage Setback	16'	16'	16'
Side Setback	7.5'	N/A*	7.5'
Rearyard Setback	15'	15'	15'

* NOTE 20' MINIMUM SEPARATION PROVIDED BETWEEN TOWNHOME END UNITS.

DEVELOPMENT DATA

COMMON OPEN SPACE PROVIDED: 22.00 AC. (46.72%)

THIS SITE IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS INDICATED ON FEMA MAP NUMBERS 45057C0225D AND 45057C0240D BOTH DATED JUNE 16, 2011.

PHASE 11 LOTS PER ORIGINAL BOND ARRANGEMENT: 196 TOTAL
(146 DETACHED SINGLE FAMILY, 50 TOWNHOMES)
PHASE 11 LOTS PROPOSED: 153 TOTAL

GENERAL NOTES:

- 4' SIDEWALK TO BE PROVIDED ON ONE SIDE OF ROADS.
- PROPOSED STREETS ARE TO BE PRIVATE.
- PROPOSED SEWER AND WATER TO BE OWNED, OPERATED, AND MAINTAINED BY LANCASTER COUNTY WATER AND SEWER DISTRICT.
- SETBACKS TO BE TAKEN FROM INSIDE OF EACH LOT LINE

CONTACT INFORMATION

CIVIL ENGINEER
VINCENT G KEENE
YARBROUGH-WILLIAMS & HOULE, INC.
PHYSICAL ADDRESS: 730 WINDSOR OAK COURT
CHARLOTTE, NC 28273
MAILING ADDRESS: P.O. BOX 1198
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PROPERTY OWNER:
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101 N MAIN STREET
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Edgewater

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Ninety-five (95) percent of all contours on clear unobscured ground will be correct to within one-half (1/2) of the contour interval. The remaining five (5) percent will not exceed error of more than the contour interval.

Dashed-line contours shall have an accuracy with respect to true elevation of one contour interval or one-fourth (1/4) the average height of the ground cover, whichever is greater.

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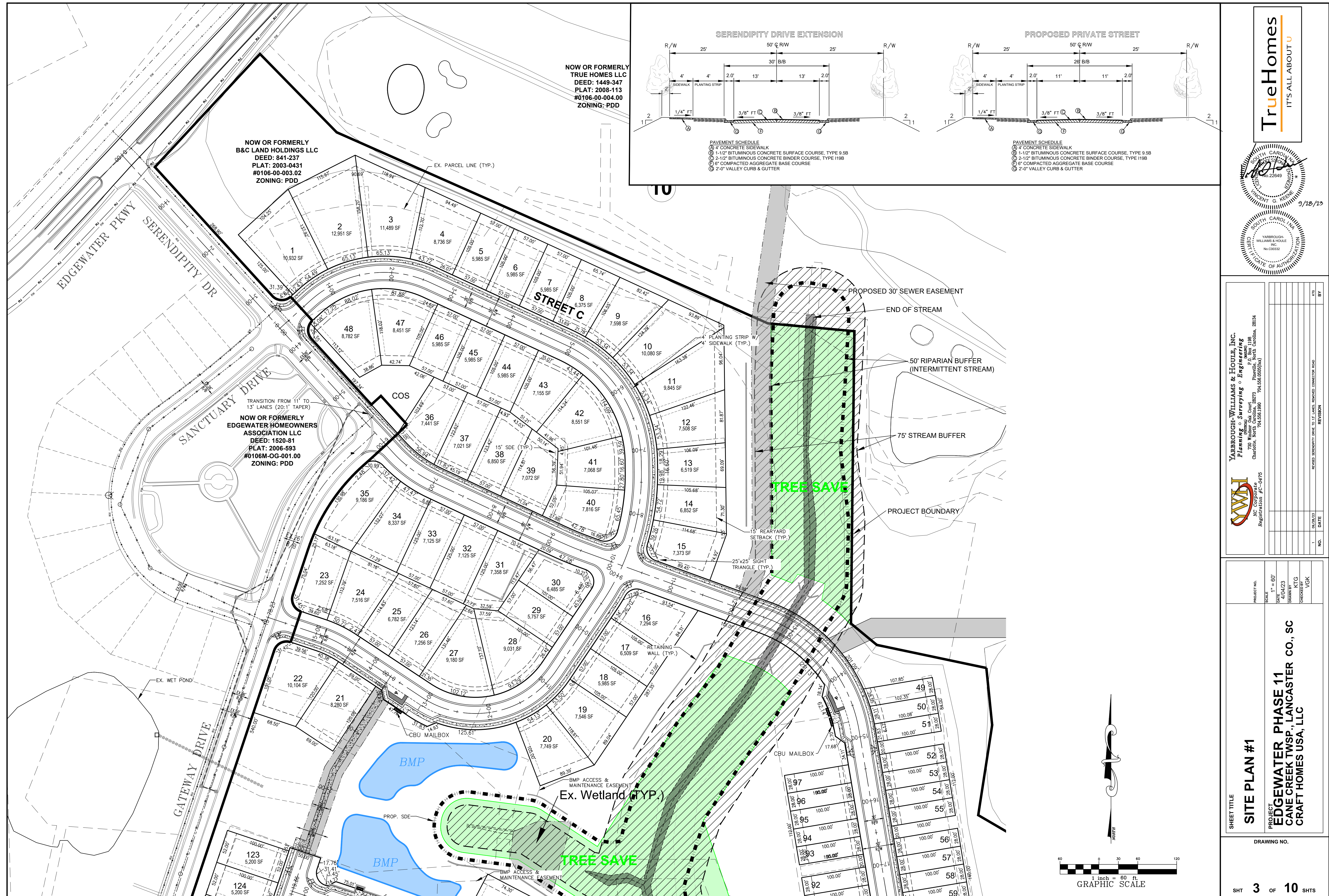
Ninety-five (95) percent of all visible planimetric features shall be within one-fourth (1/40) of an inch, at map scale, of their correct coordinate positions. No such well defined features shall be in error by more than one-twentieth (1/20) of an inch.

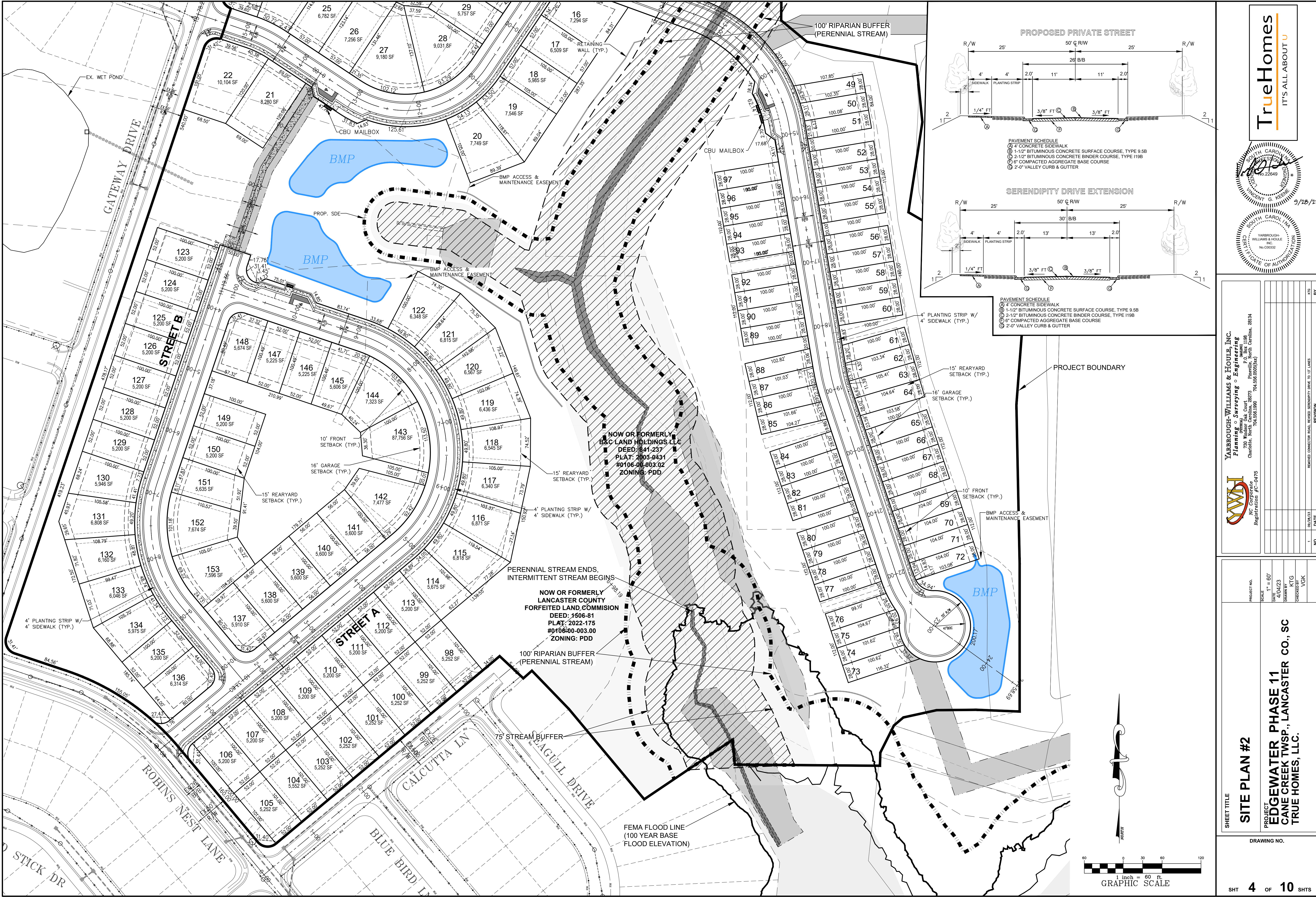
1 inch = 100 ft
GRAPHIC SCALE

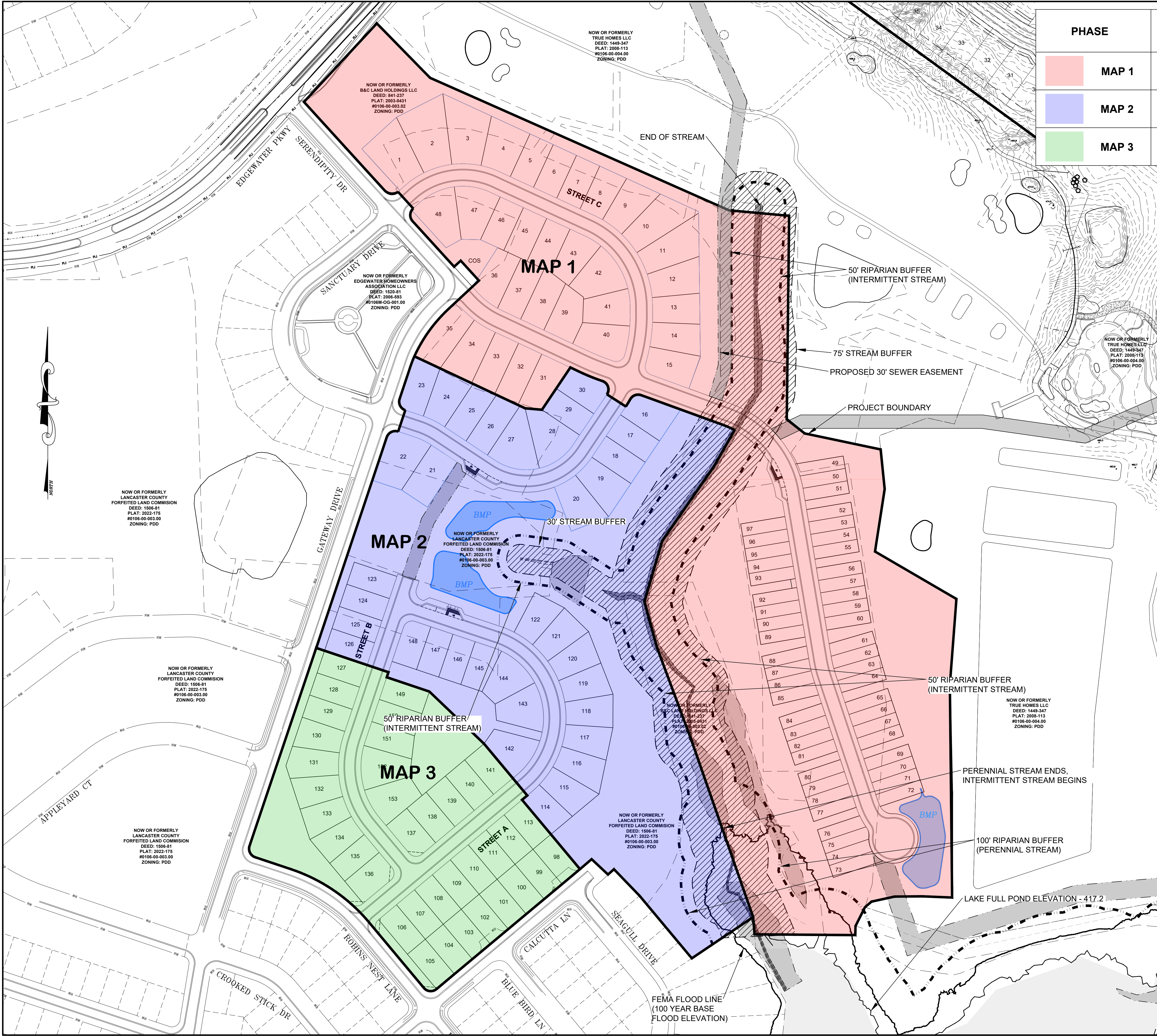
PRELIMINARY PLAT - COVER SHEET

PROJECT
EDGEWATER, PHASE 11
CANE CREEK TWSP., LANCASTER CO., SC
TRUE HOMES, LLC.

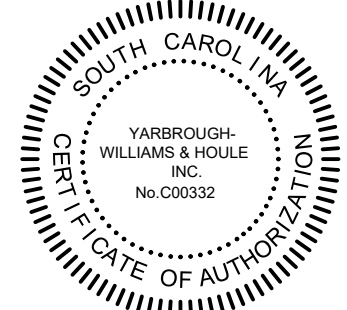
DRAWING NO.
SHT 1 OF 10 SHTS







PHASE	MED. DEN. 52' SF	MED. DEN. 57' SF	26' TOWN- HOMES	TOTAL
MAP 1	0	33	49	82
MAP 2	20	15	0	35
MAP 3	36	0	0	36



YARBROUGH-WILLIAMS & HOULE, INC.
Planning & Engineering
730 Windsor Oak Court
Charlotte, North Carolina 28154
P.O. Box 1198
Raleigh, North Carolina 27615
919.555.0505 (local)



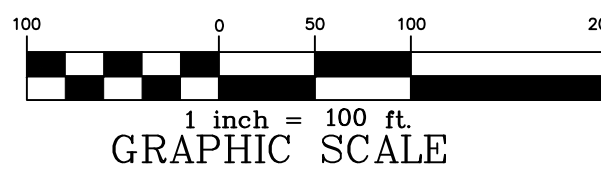
NO.	DATE	REVISION
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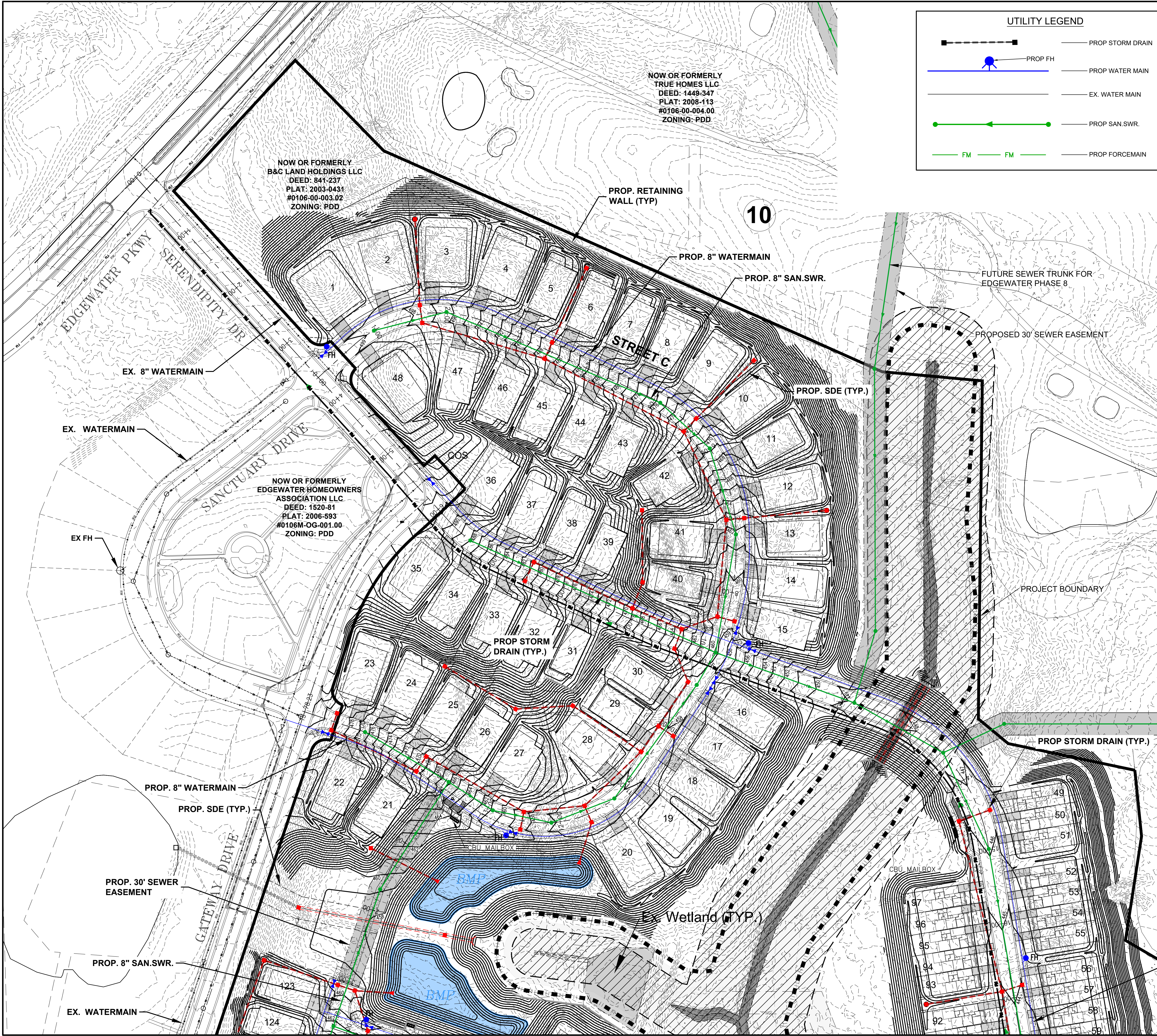
PROJECT NO.
SCALE
DATE
DRAWN
CHECKED BY

PROJECT
EDgewater, PHASE 11
CANE CREEK TWSP., LANCASTER CO., SC
TRUE HOMES, LLC.

DRAWING NO.

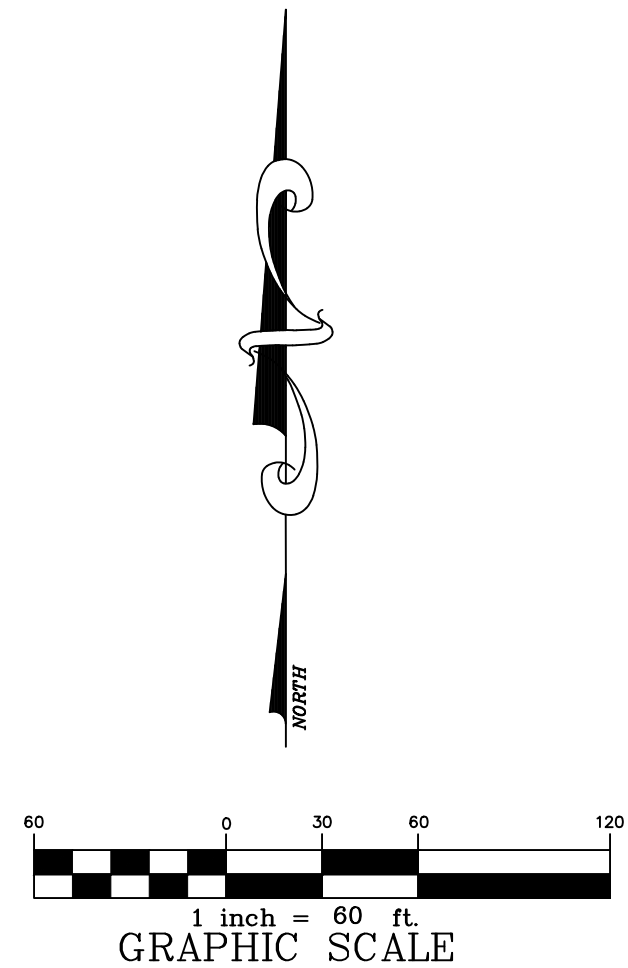
SHT 5 OF 10 SHTS





UTILITY LEGEND

	PROP STORM DRAIN
	PROP FH
	PROP WATER MAIN
	EX. WATER MAIN
	PROP SAN.SWR.
	PROP FORCEMAIN



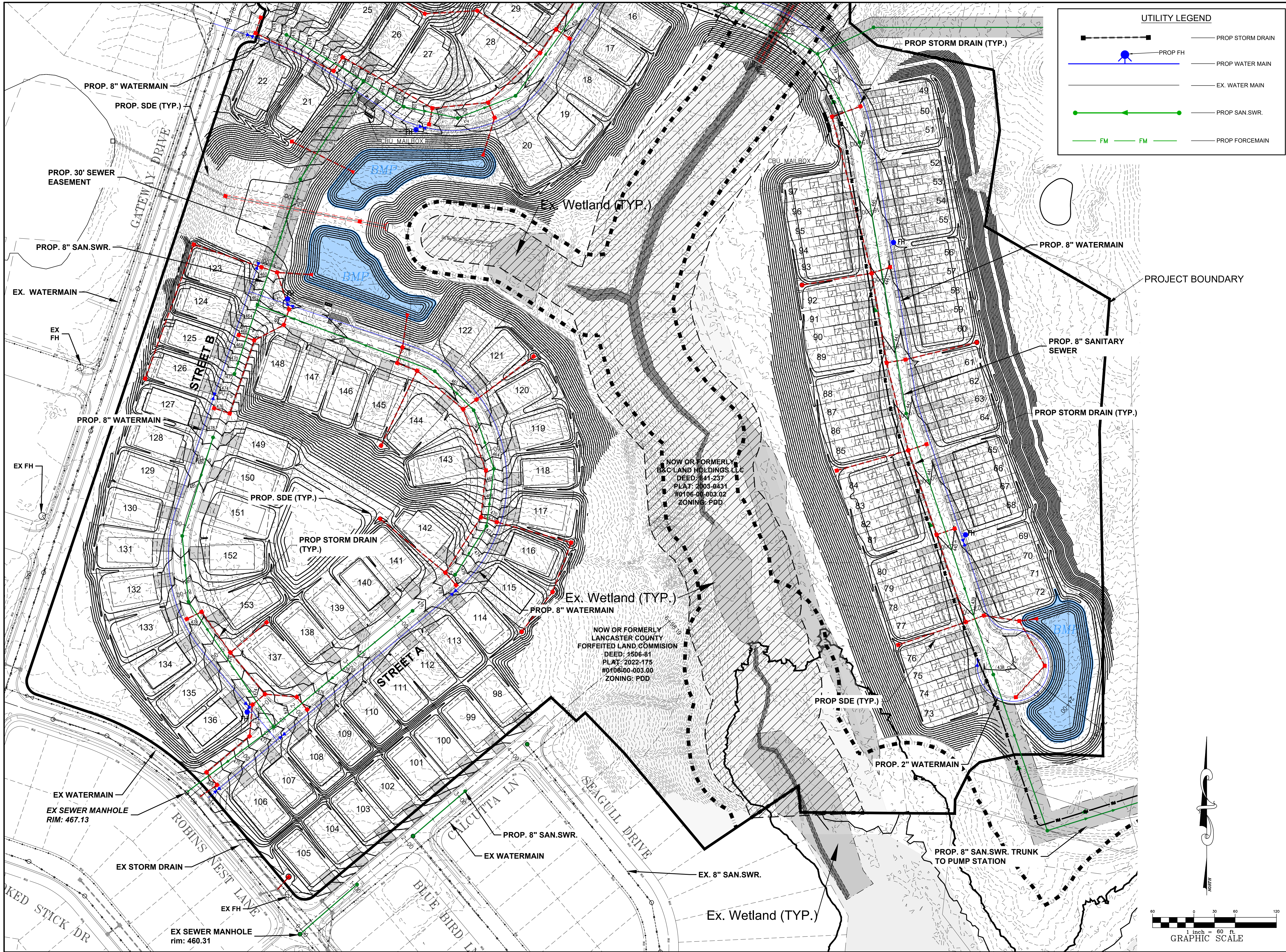
YARBROUGH-WILLIAMS & HOULE, INC.
Planning • Surveying • Engineering
730 Windsor Park Court, P.O. Box 1198
Charlotte, North Carolina 28134
919.555.1198 919.555.0555 (fax)

NO.	DATE	REVISION	BY
1	2/28/23	UPDATE DRAINAGE/UTILITY LAYOUT	KTG

PROJECT NO. 412223
SCALE 1" = 60'
DATE 4/12/23
DRAWN BY KTG
CHECKED BY VGH

SHEET TITLE
GRADING AND DRAINAGE PLAN #1
PROJECT
EDGEWATER PHASE 11
CANE CREEK TWSP., LANCASTER CO., SC
TRUE HOMES, LLC

DRAWING NO.
SHT 6 OF 10 SHTS



UTILITY LEGEND

	PROP STORM DRAIN
	PROP FH
	PROP WATER MAIN
	EX. WATER MAIN
	PROP SAN.SWR.
	PROP FORCEMAIN

TrueHomes
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9/12/23

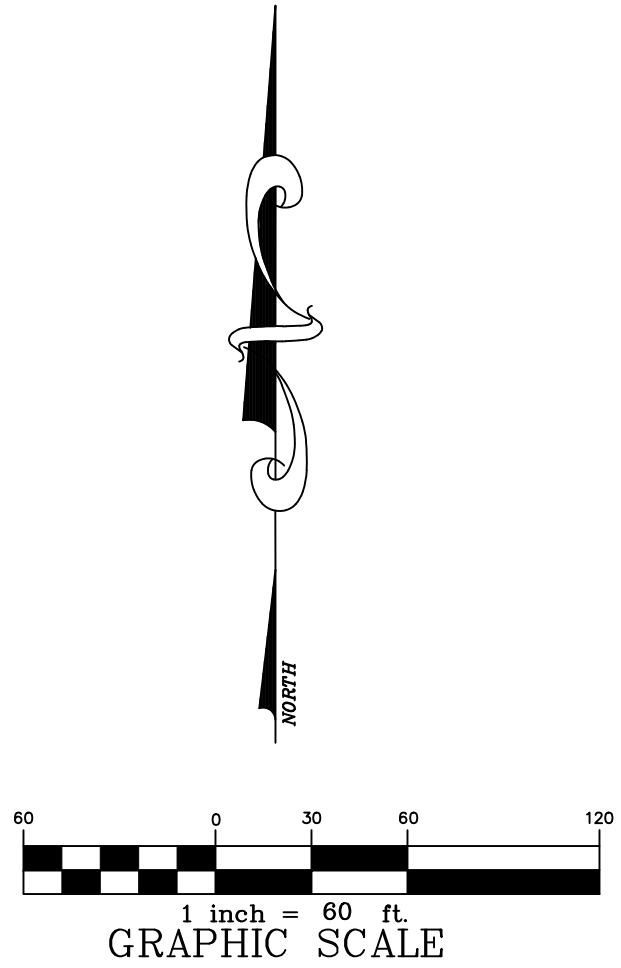
YARBROUGH-WILLIAMS & HOULE, INC.
P.O. Box 1198
Charlotte, NC 28201
919.555.0555

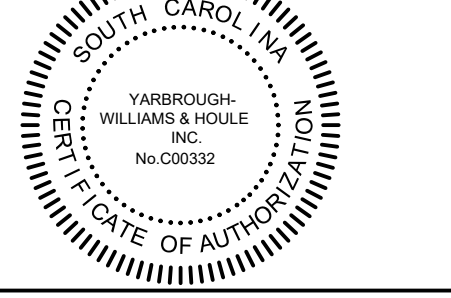
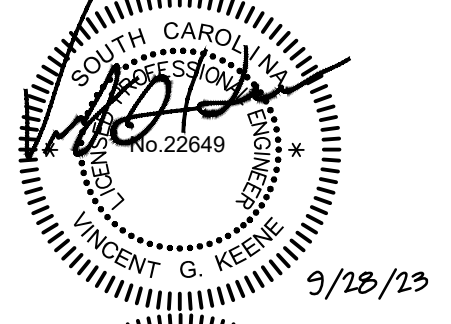
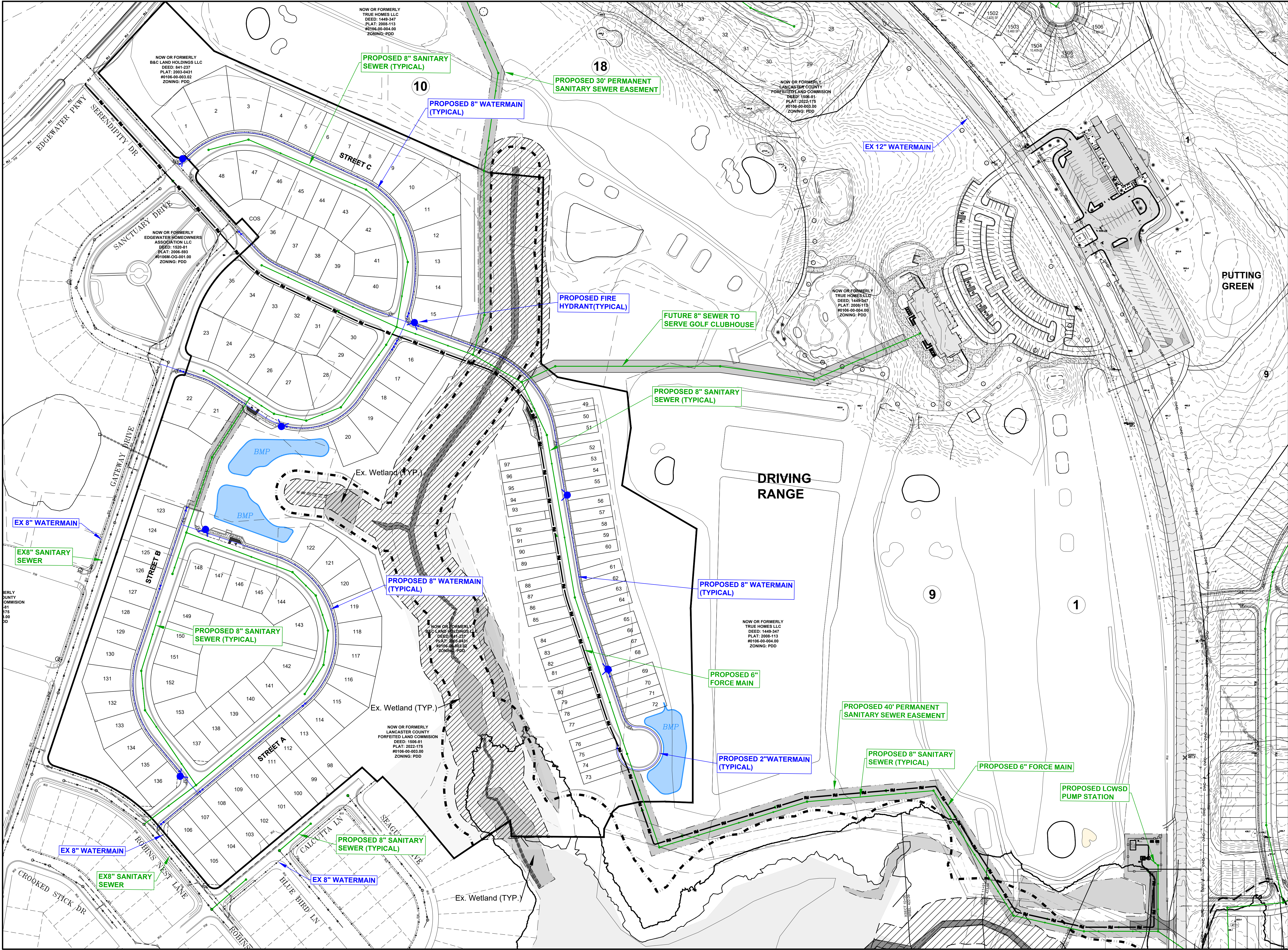
NO.	DATE	REVISION
1	9/28/23	UPDATE DRAINAGE/UTILITY LAYOUT

PROJECT NO. 17-001
SCALE 1" = 60'
DATE 4/12/23
DRAWN BY KTG
CHECKED BY VCK

SHEET TITLE
GRADING AND DRAINAGE PLAN #2
PROJECT
EDGEWATER PHASE 11
CANE CREEK TWSP., LANCASTER CO., SC
TRUE HOMES, LLC

DRAWING NO.
SHT **7** OF **10** SHTS





YARBROUGH-WILLIAMS & HOULE, INC.
Planning • Surveying • Engineering
 730 Winder Oak Court, P.O. Box 1198
 Charlotte, North Carolina 28154
 704.555.0505 (local)

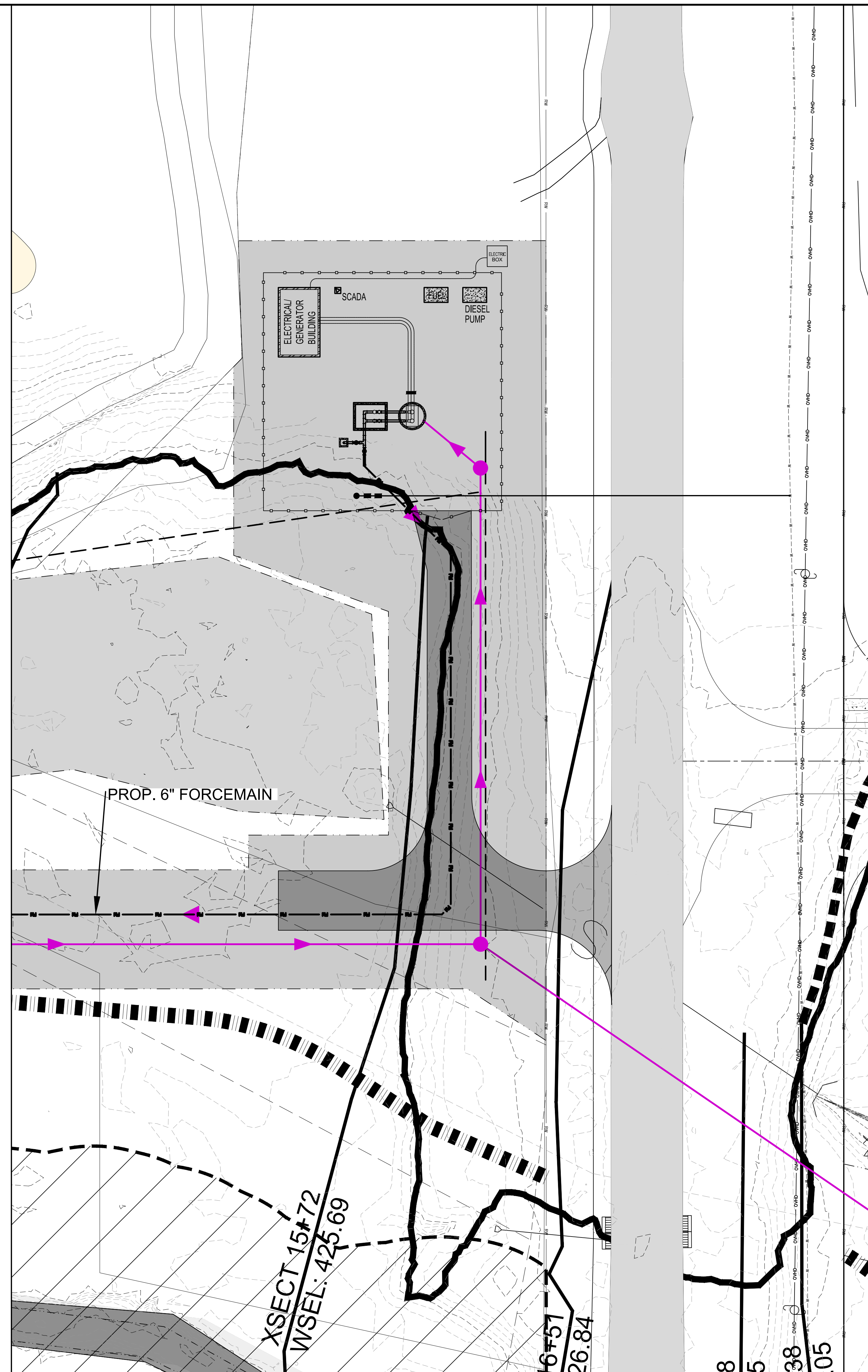
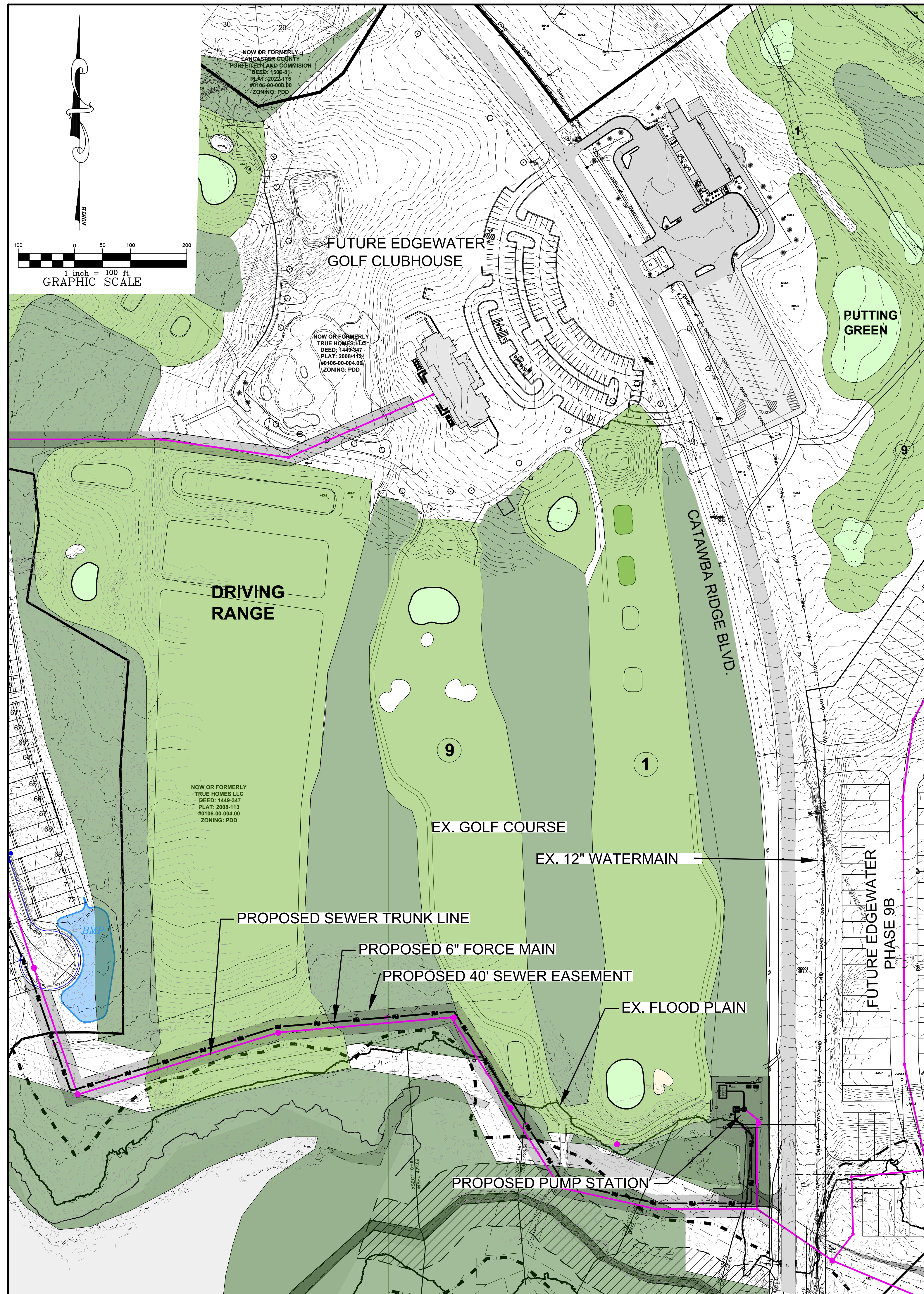
NO.	DATE	REVISION	BY

SHEET TITLE
OVERALL UTILITY PLAN
PROJECT
EDGEWATER, PHASE 11
CANE CREEK TWSP., LANCASTER CO., SC
TRUE HOMES, LLC

DRAWING NO.

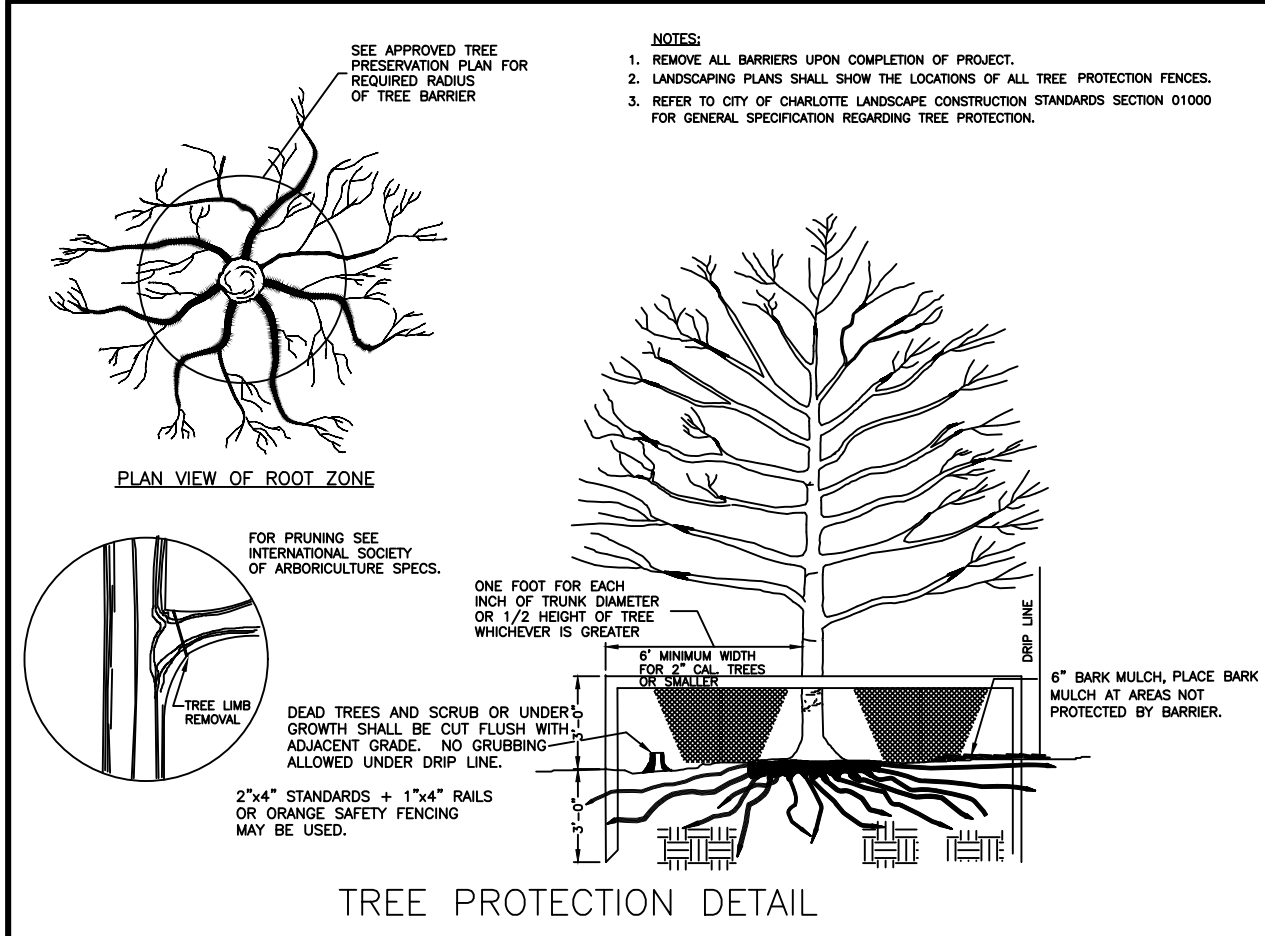
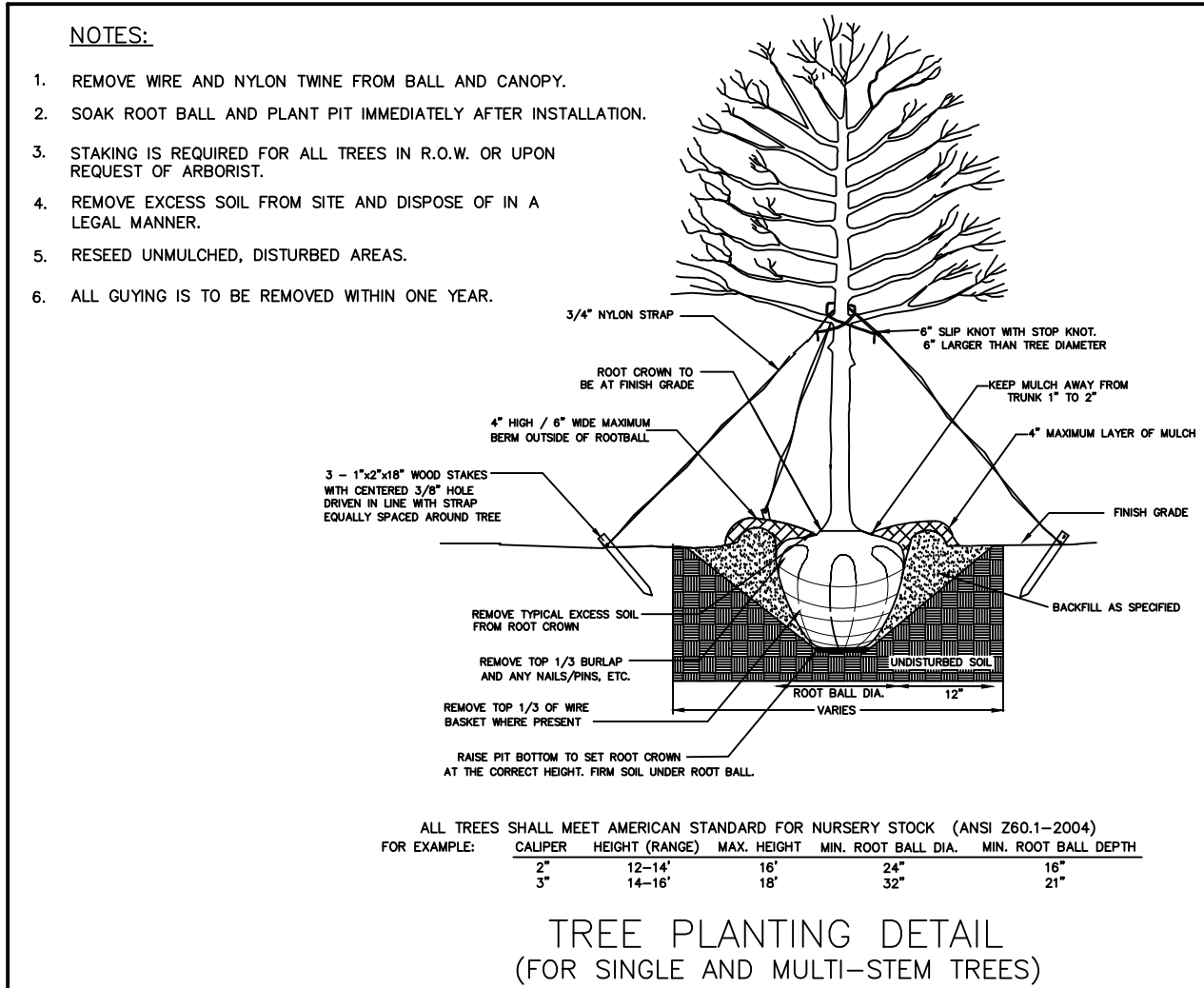
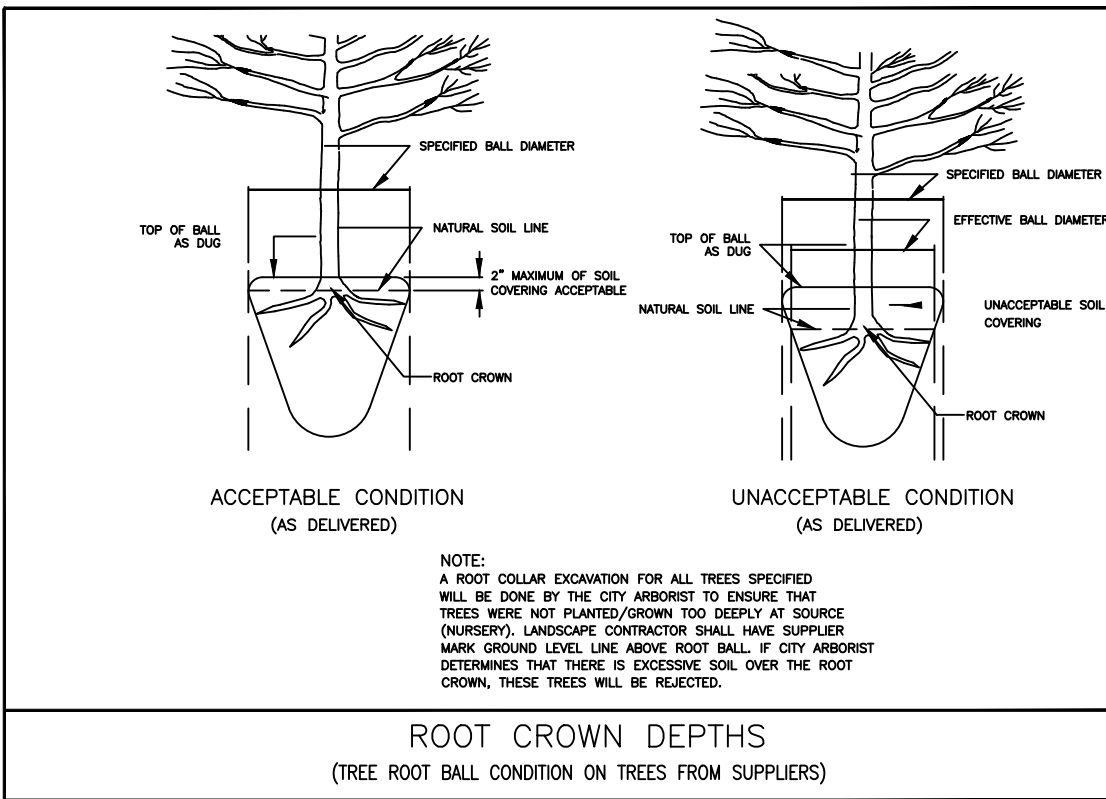
SHT 8 OF 10 SHTS

PROJECT NO. _____
 SCALE 1" = 100'
 DATE 4/12/23
 DRAWN BY KTG
 CHECKED BY VJK

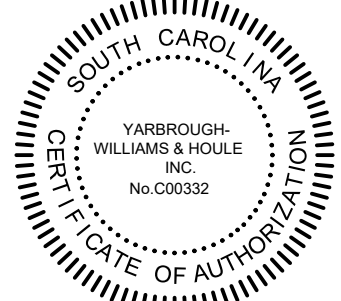
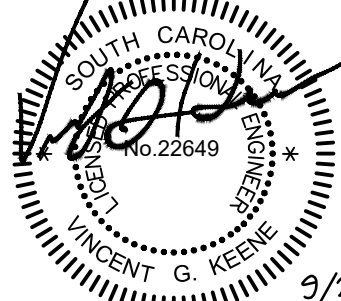
[illegible]



- A. PLANTING SHALL BE DONE IN THE DORMANT SEASON AFTER LEAF DROP IN THE FALL UNTIL BUD BREAK IN SPRING UNLESS PLANTING PLANTING TO TREES OR SPECIAL PRECAUTIONS ARE TAKEN TO ENSURE SURVIVAL.
- B. PLANTS SHALL BE PROTECTED AT ALL TIMES FROM SUN AND DRYING WINDS.
- C. THE MINIMUM ROOTING AREA FOR SMALL TREES SHOULD BE 4x4 FEET IN DIMENSION, FOR LARGER TREES ROOTING AREA SHOULD BE 6-6 FEET. ISLANDS SHOULD PROVIDE AT LEAST 400 SQUARE FEET OF ROOTING AREA.
- D. THE PLANTING HOLE SHALL BE AS DEEP AS THE ROOT BALL AND AT LEAST TWICE AS WIDE.
- E. THE TREE SHALL BE PLACED IN THE HOLE AT ITS ORIGINAL GROWING LEVEL.
- F. ROPES AND STRAPS OR CONTAINERS SHALL BE REMOVED. ALL BURLAP SHALL BE CUT AND REMOVED FROM THE UPPER 1/3 OF THE ROOTBALL AND WIRE STAKES SHALL BE CUT SO THEY DO NOT PROTRUDE ABOVE THE FINAL GRADE.
- G. TREES SHALL BE WATERED SUFFICIENTLY TO SETTLE THE SOIL AND THOROUGHLY WET THE ROOT BALL.
- H. A BERM OR BASIN SHALL BE CONSTRUCTED AROUND THE OUTSIDE OF THE BACK-FILLED AREA TO HOLD WATER.
- I. A FOUR-INCH LAYER OF MULCH SHALL BE PLACED OVER THE PLANTING AREA FROM THE OUTSIDE OF THE BERM TO THE BASE OF THE TRUNK.
- J. THE "PLANTING AREA" COMPRISES THE ROOT BALL, HOLE, BACKFILL, AND OUTSIDE RIM OF THE BERM.
- K. STAKING AND GUYING SHALL ONLY BE USED WHERE SUPPORT IS NECESSARY. TIES SHALL BE MADE OF A BROAD, SOFT, STRAPPING MATERIAL. STAKING SHALL ALLOW SLIGHT MOVEMENT OF THE TRUNK. THE USE OF RUBBER HOSES ARE NOT RECOMMENDED.
- L. PRUNING SHALL BE LIMITED TO BROKEN BRANCHES.
- M. FERTILIZER SHALL NOT BE USED AT PLANTING TIME.
- N. TREE WRAP SHALL NOT BE USED.
- O. THE USE OF ROOT BARRIERS IS NOT RECOMMENDED.
- P. THE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL TO BE IN HEALTHY AND FLOURISHING CONDITION FOR A PERIOD OF ONE YEAR FROM THE DATE OF ACCEPTANCE.



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YARBROUGH-WILLIAMS & HOULE, INC.
Planning • Surveying • Engineering
 (PHYSICAL) (MAPPING)
 730 Windsor Oak Court P.O. Box 1198
 Charlotte, North Carolina, 28273 Pineville, North Carolina, 28134
 704.556.1900 704.556.0505(fax)

[illegible]

SHEET TITLE

LANDSCAPE PLAN

PROJECT

EDGEWATER PHASE 11

CANE CREEK TWSP., LANCASTER CO., SC

TRUE HOMES, LLC.

DRAWING NO.



Lancaster County
Planning Department
P. O. Box 1809
Lancaster, SC 29721
803.285.6005
planning@lancastercountysc.net

October 30, 2023

Vincent G. Keene
Yarbrough-Williams & Houle, Inc.
P.O. Box 1198
Pineville, NC 28273

Project Number	20230161
Project Name	Edgewater Phase 11
Location	Int. of Gateway and Serendipity I
Stage	Preliminary Plat
Parcel(s)	0106-00-003.02 and 0106-00-00:
Status	Not Approved

Dear: Vincent G. Keene

We have completed our review of the plan identified above. The comments listed on the attached report must be addressed and revised plans submitted with a response letter.

If the attached comments require changes to the plans, please submit the requisite number of sets, along with a pdf of the plan set on a CD, to the Lancaster County Planning Department.

Once revised plans are received, they will be submitted to staff for review.

Please be aware that plans will not be routed for review without a response letter

Sincerely,

Plan Review Comments

County Engineer - Stephen Blackwelder - 8035482406
sblackwelder@lancastersc.net

Approved

Review Comments:

E911 Address - Sandra Burton - (803) 416-9325
sburton@lanc911.com

Approved

Review Comments:

1. Addresses will be issued to developer at Civil Phase.
2. Please submit a list of road names to be considered for this subdivision. They will need to be compared to roads names within Lancaster County along with surrounding counties. They cannot be similar in sound or spelling for 911 purposes. Those already on map need not be submitted. Also, all new road names must be presented to the Planning Commission for approval.
3. A CAD file, in the State Plane Coordinate System of 1983, needs to be submitted to addresser@lanc911.com when Civil is submitted. Please send in a version around 2010 and no 3D. We are working on providing the developer with addresses at Civil Phase so that they can be placed on Final Plats when submitted.

Update: 10/9/2023

Road names have been submitted and vetted. I am working with Keith Fenn to come to a final approval list. A CAD file was received previously, but due to changes in the plans a new file will be needed at the Civil Phase.

Fire Marshal - John Magette - 8032838888
jmagette@lancastersc.net

Not Approved

Review Comments:

1. Plan does not show fire hydrants on both sides of the street for the area that has one access as required.
2. Phasing plan Street A will be longer than 150 feet in length and will need an approved turnaround in Map 2.
3. Phasing plan, it appears that a section of Map 2 will be more than 500 feet from a fire hydrant.

LC Water & Sewer District - Erin Evans - 8032856919
eevans@lcwasd.org

No Review Done

Review Comments:

Planning - Ashley Davis - 803-416-9433
adavis@lancastersc.net

Not Approved

Review Comments:

- Provide documentation from Bond holders acknowledging the change in configuration and number of lots.
- Sidewalk connection where road was previously is not clearly depicted on all sheets, please revise sheets 1 and 5 to more clearly depict sidewalk.

This is currently scheduled to go back to Planning Commission on November 21st

Advisory Comments:

Staff recommends tying Calcutta Ln to Street A to avoid a permeant dead end on Calcutta. Original bond plans depicted a tie in to ph.11 in this location.

LC School District - Bryan Vaughn - (803) 286-6972
Bryan.Vaughn@lcsd.k12.sc.us

Approved

Review Comments:

SCDOT - David Gamble - (803) 385-4280
GambleDD@scdot.org

No Review Needed

Review Comments:

This site does not directly access a state maintained road. If a TIA is required please submit it to SCDOT for review.

Public Works - Bill Allen - 803-283-2101
ballen@lancastersc.net

No Review Needed

Review Comments:

Agenda Item Summary

Ordinance # / Resolution #: NRN-2023-1723 Civil Submittals

Contact Person / Sponsor: J. Bryan, S. Burton

Department: Planning

Date Requested to be on Agenda: 11/21/2023

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	11/8/2023	Exhibit
Application	10/30/2023	Exhibit
Road Name Ordinance Sec 6	11/8/2023	Exhibit

PROPOSAL:	Approve road/street names in Lancaster County submitted via Civil Construction Plans and Preliminary Plats
APPLICABLE LAWS:	Chapter 6 of Lancaster County Unified Development Ordinance (UDO); SC Code of Laws 6-29-1200
APPLICANTS/DEVELOPMENTS:	The Exchange Townhomes Alcott Village Tadlock Edgewater The Pinery (f/k/a Bridlewood) Edgewater Sunset Pointe.
STATUTORY NOTICES:	Meeting notice published 11/04/2023 in The Lancaster News And 11/08/2023 in Carolina Gateway Agenda published 11/14/2023 Posted agenda in lobby 11/14/2023

PROJECT SUMMARY & PROPOSAL:

Proposal to approve street names in Lancaster County submitted via Civil Construction Plans and Preliminary Plats.

BACKGROUND:

The South Carolina Code of Laws, Section 6-29-1200 (A), states the following:

(A) A local planning commission created under the provisions of this chapter [the South Carolina Local Government Comprehensive Planning Enabling Act of 1994] shall, by proper certificate, approve and authorize the name of a street or road laid out within the territory over which the commission has jurisdiction. It is unlawful for a person in laying out a new street or road to name the street or road on a plat, by a marking or in a deed or instrument without first getting the approval of the planning commission.

In April 2023 Allison Hardin recommended bringing County practice into conformity with this state regulation. Staff will bring new street names to the Commission for review and approval on a monthly basis or as needed for the orderly progression of workflow regarding Civil Plan and Preliminary Plat approvals, and an amendment has been drafted for inclusion in the UDO rewrite.

STAFF RECOMMENDATION:

Staff recommends **approval** of the street names listed in the attached document, having been reviewed by 911 Addressing for conformity to County standards for street names.

ATTACHMENTS:

1. Application (Lancaster County)
2. List of Street/Road names submitted to 911 Addressing
3. Applicable code sections UDO Chapter 6

STAFF CONTACTS:

Jennifer Bryan, Clerk jbryan@lancastersc.net (803-416-9398)

Sandra Burton, 911 Addressing sburton@lanc911.com (803-416-9325)



PLANNING DEPARTMENT
PO BOX 1809
Lancaster, SC 29721
Phone: (803) 285-6005

******NEW ROAD NAME/CHANGE APPLICATION******

Please note: A fee of \$250.00 must be submitted with this application before it will be processed. Incomplete applications will be returned. The \$250.00 fee includes the cost of one road sign. New roads requiring more than one sign will require the \$250.00 fee plus \$50.00 for each additional sign.

Please provide the following **applicant** information as completely and accurately as possible.

Date of Application: 9/26/2023

Name: Planning Department Address: 101 N. Main St.

City, State, Zip Code: Lancaster SC 29720

Telephone (H): 803-285-6005 Telephone (W) or (Cell): _____

Please provide the following **new road name** information as completely and accurately as possible.

Location of new road: See attached list
new road names submitted on development civil plans:
reviewed and referred by Sandra Burton

Road name as it exists now (if applicable): _____

Proposed new road name (1st choice): _____

Proposed new road name (2nd choice): _____

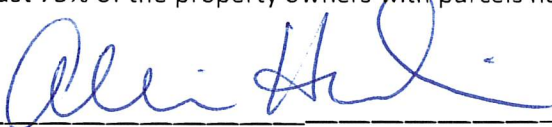
Will this be a private road? Yes X NO _____

If applicable, do you plan on deeding this new road to the county in the future?
Yes _____ NO X

Please attach the following items to this application:

*A map to approximate scale depicting the location of the new road.

*A petition signed by at least 75% of the property owners with parcels having **frontage** on the affected road.

Signature of Applicant: 

NAME	DEVELOPMENT
Wolfpack Alley	The Exchange Townhomes
Strange Alley	The Exchange Townhomes
Wake Way	The Exchange Townhomes
Alcott Way	Alcott Village
Dorean Rd	Alcott Village
Pritchard Rd	Alcott Village
Kiera Rd	Alcott Village
Enid Way	Alcott Village
Sinclair Ln	Alcott Village
Clemson Alley	The Exchange Townhomes
Strange Alley	The Exchange Townhomes
Civil Service Drive	Tadlock
Death Valley Drive	Tadlock
Esso St	Tadlock
Perimeter Rd	Tadlock
Pier Point Rd	Tadlock
Presidents Park Pl	Tadlock
Reflection Rd	Tadlock
Tadlock Dr	Tadlock
Waldrop Stone Dr	Tadlock
Peregrine Dr	Edgewater-Bridlewood
Sunset Pointe Blvd	Edgewater-Sunset Pointe
Climbing Rock Rd	Edgewater-Sunset Pointe
Coronado Rd	Edgewater-Sunset Pointe
Gale Winds Cir	Edgewater-Sunset Pointe
Sky Blue Way	Edgewater-Sunset Pointe
Rosa Ridge Rd	Edgewater-Sunset Pointe
Mara Terra Ct	Edgewater-Sunset Pointe
Solstice Cir	Edgewater-Sunset Pointe
Mariana Heights Way	Edgewater-Sunset Pointe
Lago Vista Av	Edgewater-Sunset Pointe
Cliff Heights Rd	Edgewater-Sunset Pointe
Arenas Av	Edgewater-Sunset Pointe
Kendrita Way	Edgewater-Sunset Pointe
Red Rose Rd	Edgewater-Sunset Pointe
Bubbling Brook Way	Edgewater-Sunset Pointe

6.11.2 CONDITIONS OF ACCEPTANCE

No new road shall be platted by the County until such road has been named as herein provided.

- A. A master list of the names, including suffixes of all roads and streets, within Lancaster County shall be maintained by the E-911 Coordinator and kept on file in the Planning Department.
- B. Road names on all plats must be first approved by the Planning Department/E-911 coordinator before the plat may be recorded in the Register of Deeds office.

6.11.3 ROAD NAME STANDARDS

- A. The following shall specify the designation of road names. The road related definitions listed below shall apply to the development of street names, house or building numbers, and other addressing purposes. (Ord. No. 2019-1601, 9.23.19)
 - 1. Any road in excess of 1,000 feet in length shall be designated as:
 - a. Avenue (Ave): Avenues are often broad streets or roads; usually running perpendicular to streets. They serve as connectors between neighborhoods and area centers. As such, they are used both in residential and commercial areas. Avenues may also circulate around squares or neighborhood parks.
 - b. Boulevard (Blvd): A broad, often landscaped, thoroughfare; usually a main artery. A median is usually in the middle. They provide multi-lane access to commercial and mixed-use developments and carry regional traffic throughout the County.
 - c. Circle (Cir): A curving side street; usually a small residential street whose shape is circular.
 - d. Drive (Dr): A long, winding road that has its route shaped by its environment, like a nearby lake or mountain.
 - e. Highway (Hwy): A public way; a main direct road that joins cities or towns together.
 - f. Road (Rd): A thoroughfare that runs in any direction.
 - g. Street (St): A thoroughfare, especially in a city, town, or village, which is wider than an alley or lane and usually includes sidewalks. Usually runs perpendicular to avenues.
 - 2. Any road less than 1,000 feet in length or any road that is cul-de-sac or any road that begins and ends on the same road shall be designated as:
 - a. Alley (Aly): A narrow street; a thoroughfare through the middle of a block giving access to the rear of lots or buildings which are intended to provide indirect, limited access, but not accommodate through traffic. Utilities, either above ground or underground, and services such as garages, service doors, dumpsters, etc. may be located in alleyways to provide service connections to rear elevations.
 - b. Court (Ct): A wide alley with only one opening onto a street; a road or street that ends in a circle or loop usually referred to as a cul-de-sac.
 - c. Lane (Ln): Lanes are small traveled ways intended to provide direct access to the front of a limited number of single-family structures. Lanes are limited in the number of lots served. Generally, they are very short; often less than 400 feet. Items including, but not limited to, traffic carrying

capacity, topography, and connectivity, shall be a consideration when permitting a lane in lieu of a street.

- d. Place (Pl): A small street or court; usually a small residential street or a narrow street in a commercial district.
 - e. Terrace (Ter): A type of shorter, narrower road that follows the top of a slope.
 - f. Trail (Trl): A winding thoroughfare.
 - g. Way (Wy): A small side street off of a road.
- B.** Any previously unnamed road or new road with center line offsets at intersections of less than 100 feet shall be given the same name, except in a subdivision. The roads will be allowed 2 separate road names under the discretion of the approval of the Lancaster County Addressing Coordinator. Excluding roads within an approved subdivision or PDD.
 - C.** Any continuous road shall have the same name over its entire length even though its direction may change.
 - D.** No road name hereafter established, regardless of suffixes or directionals, shall duplicate either phonetically or by spelling, another road name in the unincorporated area of Lancaster County or a neighboring county. This is to ensure emergency personnel are directed to the proper location in the correct jurisdiction.
 - E.** No road name hereafter established shall exceed 15 characters, including spaces and suffix abbreviations. If the subdivision provides their own signage, the character limit does not apply.
 - F.** No special characters, such as hyphens, apostrophes, periods, or decimals, shall be used.
 - G.** Areas of surrounding counties, which share Postal Service zip codes or multi-jurisdictional emergency services agreements with areas of Lancaster County, shall be considered when determining duplicates.
 - H.** The E-911 addressing department will not allow use of words which in its opinion are overused, either in the immediate area or county-wide, as such overuse is likely to cause confusion.
 - I.** Directional names (N, S, E, W or combination thereof) shall not be allowed.
 - J.** Proposed road names, which are intentionally misspelled, obscene, derogatory or other offensive words shall not be permitted.

6.11.4 PROCEDURE FOR NAMING A NEW ROAD

- A. Any person, firm, corporation, developer or right-of-way owner shall submit an application obtained from the Planning Department when requesting to name a new road. Such request shall include any descriptive/locational information required by the Planning Department; designate a spokesperson by name, address, and telephone number; provide first and second road name choices; and be accompanied by a petition, signed by 75 percent of the property owners with parcels having frontage on the affected road.
- B. If the request is consistent with standards included the section entitled "Road Name Standards," above, the Planning Department shall approve said request giving written notice of that action within 60 days of the date of such request.
- C. If the request is denied by the Planning Department, written notice including reasons for that action shall be provided within 60 days of the date of such request.
- D. Decisions of the Planning Department, whether affirmative or negative, shall be final subject to written appeal to Lancaster County Planning Commission filed with the clerk to the commission within 15 calendar days of the notice date of the Planning Department's decision. Such appeal shall set out the specific grounds upon which the Planning Department's decision is questioned. The fifteen-day appeal period shall commence on the date of the Planning Department's written notice of decision, which shall be sent to the person signing the affected road name request.
- E. A person laying out a street is guilty of a misdemeanor if he shows an unapproved street name on a plat, street marker or deed. If convicted, the court decides the punishment.
- F. Naming a previously unnamed road or driveway does not change the maintenance responsibility; if it was privately maintained prior to its naming, it will remain privately maintained.
- G. Any road or driveway, whether publicly or privately maintained that serves as the sole access for three (3) or more permanent residential or business structures must be named. (Ord. No. 2017-1485, 1.8.18)

Agenda Item Summary

Ordinance # / Resolution #: NRN-2023-1908 Ohana Drive

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 11/21/2023

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	11/8/2023	Exhibit
Application	11/8/2023	Exhibit
Wilson Plat	10/24/2023	Exhibit
Location Map	10/30/2023	Exhibit
Review Comments	11/8/2023	Exhibit

PROPOSAL: Request to name private road (previously unnamed) **Ohana Drive**

PROPERTY LOCATION: Off Green Pond Road north of Leaf Lane.

APPLICANT: Adriana Wilson

COUNCIL DISTRICT: District 7, Brian Carnes

STATUTORY NOTICES: Sign posted 10/24/2023 (not required)
Meeting notice published 11/4/2023 in The Lancaster News
Notices mailed 10/30/2023
Posted agenda in lobby 11/14/2023

OVERVIEW:

Project Summary & Proposal

Maryanne Wilson and family recently subdivided their property at 7843 Green Pond Road. The addition of a third address accessing from a private drive prompts the need to name the road in County records and 911 Addressing, per UDO 6.11.4.G.

Applicant Adrianna Wilson has requested the name Ohana Drive; adjacent property owners were petitioned and agreed to the name. 911 addressing has the name and it is acceptable. Seven notification letters were mailed out on 10/30/2023, to properties on the subject road and some adjacent properties, as well as the original applicant.

Staff has reviewed the request and has noted no problems with the new road name. No calls or written comments have been received in opposition to the name.



ANALYSIS & FINDINGS:

6.11.4 PROCEDURE FOR NAMING A NEW ROAD

- A.** Any person, firm, corporation, developer or right-of-way owner shall submit an application obtained from the Planning Department when requesting to name a new road. Such request shall include any descriptive/locational information required by the Planning Department; designate a spokesperson by name, address, and telephone number; provide first and second road name choices; and be accompanied by a petition, signed by 75 percent of the property owners with parcels having frontage on the affected road.
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- F.** Naming a previously unnamed road or driveway does not change the maintenance responsibility; if it was privately maintained prior to its naming, it will remain privately maintained.
- G.** Any road or driveway, whether publicly or privately maintained that serves as the sole access for three (3) or more permanent residential or business structures must be named. (Ord. No. 2017-1485, 1.8.18)

STAFF RECOMMENDATION:

Staff recommends **approval** of this road name change as all affected parties have been notified and no issues have been raised.

ATTACHMENTS:

1. Road Name Change Application
2. Location Map
3. Wilson Plat
4. Review Comments

STAFF CONTACT:

Jennifer Bryan, Clerk jbryan@lancastersc.net 803-416-9398
Sandra Burton, 911 Addressing sburton@lanc911.com



PLANNING COMMISSION
PO BOX 1809
Lancaster, SC 29721
Phone: (803) 285-6005
Fax: (803) 285-6007

NEW ROAD NAME/CHANGE APPLICATION

Adriana M Wilson
@icloud.com

Please note: A fee of \$250.00 must be submitted with this application before it will be processed. Incomplete applications will be returned. The \$250.00 fee includes the cost of one road sign. New roads requiring more than one sign will require the \$250.00 fee plus \$50.00 for each additional sign.

Please provide the following applicant information as completely and accurately as possible.

Date of Application: 10/23/2023

Name: Adriana M Wilson Address: 7843 Green Pond Rd

City, State, Zip Code: Indian Land SC 29707

Telephone (H): _____ Telephone (W) or (Cell): 803-389-9400

Please provide the following new road name information as completely and accurately as possible.

Location of new road: Shared Drive off Green Pond Road - Current homes on the shared drive are 7823 Green Pond Rd, 7827 Green Pond Rd and the lot of land that I own and will build my house on

Road name as it exists now (if applicable): _____

Proposed new road name (1st choice): Ohana Drive

Proposed new road name (2nd choice): Buckshot Drive

Will this be a private road? Yes X NO _____

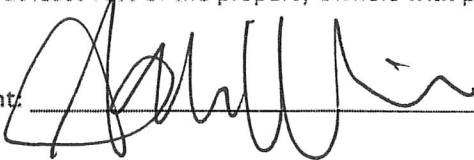
If applicable, do you plan on deeding this new road to the county in the future?

Yes _____ NO _____

Please attach the following items to this application:

*A map to approximate scale depicting the location of the new road.

*A petition signed by at least 75% of the property owners with parcels having frontage on the affected road.

Signature of Applicant: 

PETITION FOR ROAD NAME CHANGE

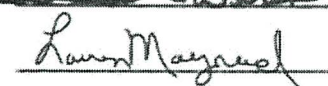
Date: 10/16/2023

I, Adriana M Wilson, hereby request to rename the following road, Green Pond.
The subject road is located Off of Green Pond Road

The proposed new road name is Ohana Drive. Please find below the required percentage
(75%) of signatures representing the landowners having frontage on the road to be named.

Sincerely,



	Signature of Property Owner	Tax Map Number or Existing Address	Phone Number	
1)		7843 Green Pond Rd IL SC 29707	803-517-7519	
2)		7843 Green Pond Rd IL SC 29707	803-984-4835	
3)		7823 Green Pond Rd IL SC 29707	803-230-4099	JW
4)		PO Box 1364 Fort Mill SC 29707	803-242-3105	DW
5)		7827 Green Pond Rd IL SC 29707	803-221-8191	
6)				
7)				
8)				
9)				
10)				
11)				
12)				

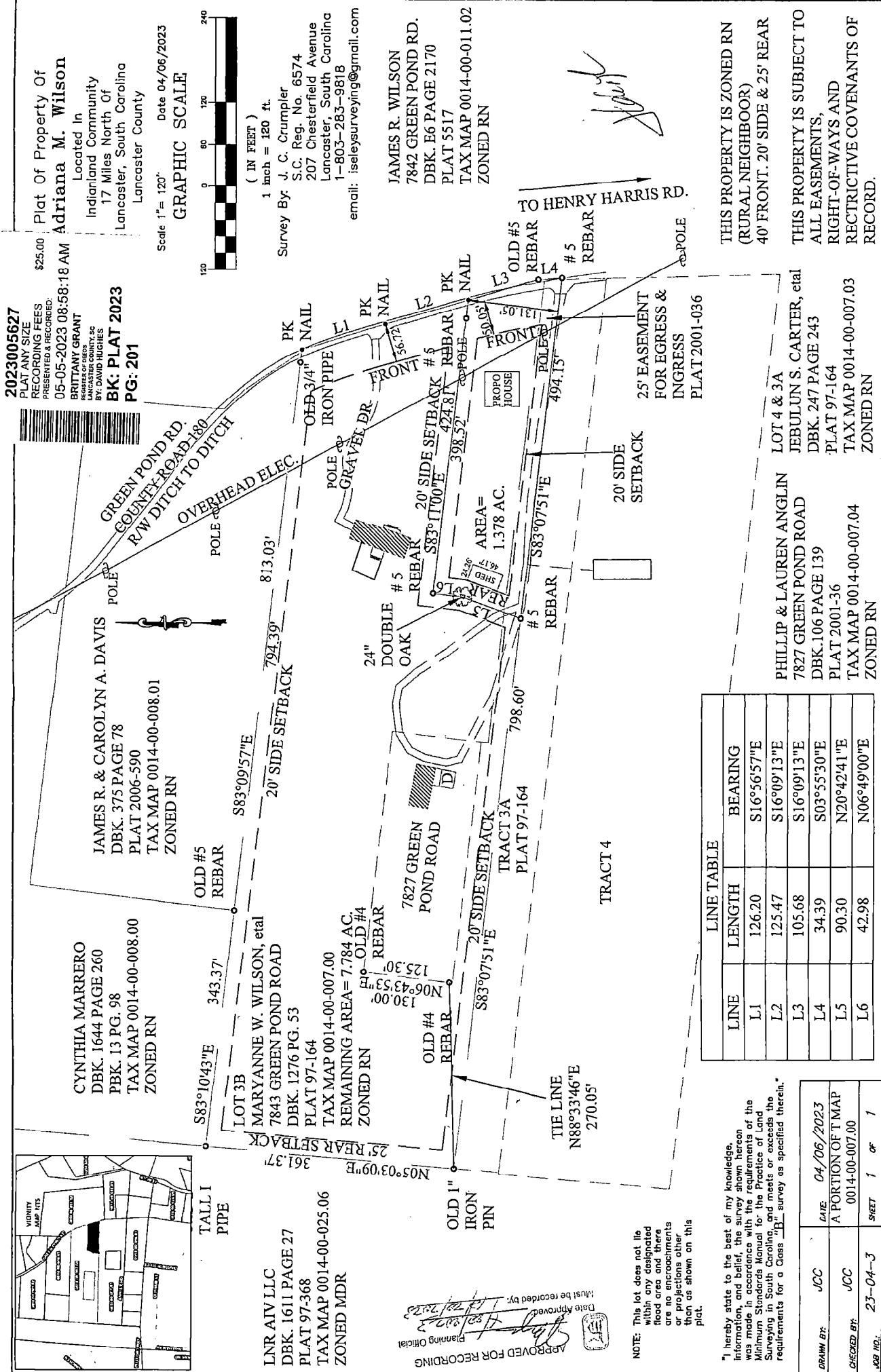
All signatures will be verified

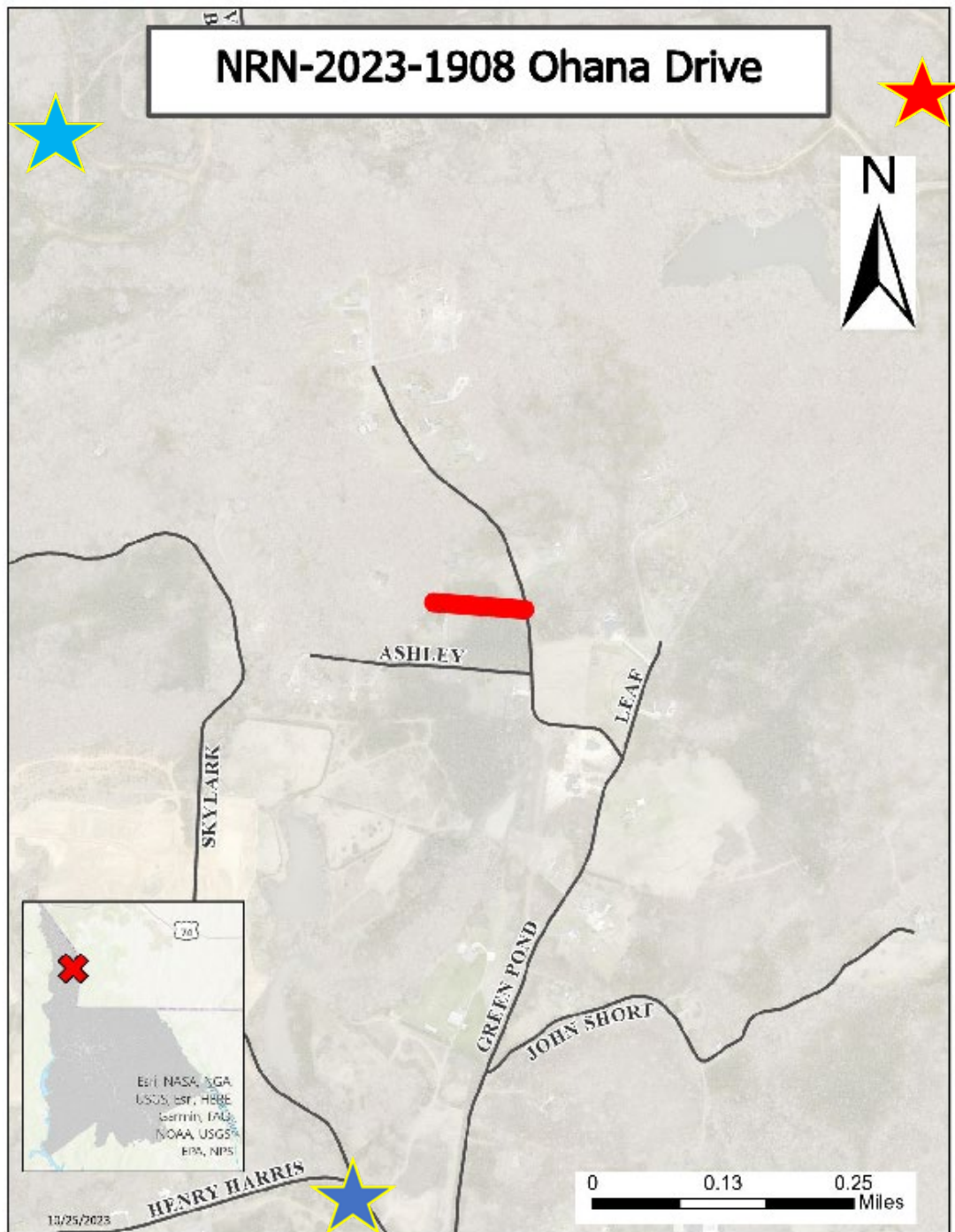
INGLIN PHILLIP & LAUREN
827 GREEN POND RD
INDIAN LAND, SC 29707

CARTER JEBULUN STUART ETAL
2489 KNOX STATION RD
CHESTER, SC 29708

WILSON DONALD C ETAL
P O BOX 1364
FORT MILL, SC 29716

WILSON MARYANNE W, WILSON ROBEI
843 GREEN POND ROAD
INDIAN LAND, SC 29707





Proposal:
New Road: OHANA DRIVE



Road Location



Henry Harris Road



NC Boundary Line



Legacy Park Neighborhood



Lancaster County
Planning Department
P. O. Box 1809
Lancaster, SC 29721
803.285.6005
planning@lancastercountysc.net

November 08, 2023

Adriana Wilson

7843 Green Pond Road
Indian Land, SC 29707

Project Number	20231908
Project Name	Ohana Drive
Location	Green Pond Rd
Stage	New Road Name/ Change
Parcel(s)	
Status	Approved

Dear: Adriana Wilson

This letter is to confirm APPROVAL of your New Road Name/ Change plans by the Lancaster County Technical Review Committee (TRC). You may now contact the Lancaster County Zoning Department and the Lancaster County Building Department regarding the necessary permits for this project. If you have any questions or concerns please contact me at (803) 285-6005. We look forward to working with you and your associates on this project in Lancaster County.

Please note that project as-builts shall be submitted prior to issuance of final plat approval or a building certificate of occupancy. These required as-builts shall be completed as per the attached as-built checklist and instructions.

Sincerely,

Plan Review Comments

E911 Address - Sandra Burton - (803) 416-9325
sburton@lanc911.com

Approved

Review Comments:

Ohana Dr has been vetted by Addressing and is acceptable. A site visit was made with John Robinson, Public Works, and the road passed inspection.

Planning - Jennifer Bryan - 803-285-6005
jbryan@lancastersc.net

Approved

Review Comments:

Reviewed application for completeness. No issues.

Public Works - Bill Allen - 803-283-2101
ballen@lancastersc.net

No Review Needed

Review Comments:

We will go with 911 addressing and their decision or recommendation .