

Planning Commission Members

District 1: Alan Patterson
District 2: Tamecca Neely
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

July 18, 2023

1:00 AM

**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

MINUTES
ONLY
DO
NOT
USE

1. Call to Order Regular Meeting and Roll Call Vote

2. Approval of the Agenda

- a. Election of Officers for 2023-2024

3. Citizen's Comments

[Lancaster County welcomes comments and input from citizens who may not be able to attend meetings in person. Written comments may be submitted via mail to ATTN: Jennifer Bryan, Post Office Box 1809, Lancaster, SC, 29721, by email to Jennifer Bryan at jbryan@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.]

4. Approve Minutes

- a. June 20, 2023 Regular Minutes
b. July 6, 2023 Workshop Minutes

5. Public Items

- a. UDO-TA-2023-0975 Sec. 6.5 County Street Classification & Design
Sec. 6.5 County Street Classification & Design: Application by Planning Department on behalf of County Council to amend Section 6.5 County Street Classification & Design.

b. UDO-TA-2023-0973 Sec. 4.4.1 CSOD Standards

Chapter 4, Sec. 4.4 1 Cluster Subdivision Overlay Standards: Application by Planning Department on behalf of County Council to amend standards for Cluster Subdivision Overlay District, regarding lot size, front setbacks, usable open space, block length, CSOD lot size mix, and density calculation

c. UDO-TA-2023-0972 Sec. 2.4 MDR Standards

Chapter Two, Sec 2.4 District Standards (MDR): Application by Planning Department on behalf of County Council to amend standards for MDR district, regarding lot size, front setbacks, usable open space, block length, and density calculation.

d. CU-2023-0695 Tommy's Car Wash

Application by The Timmons Group, TIL Holdings of Texas, George McGinn and Sallie Cooper for a Conditional Use Permit for a 2.9-acre parcel at 168 Fort Mill Highway/Highway 160 (TM# 0008-00-007.00) for development of an automated car wash facility.
Continued from 6/20/2023

e. RZ-2023-0739 Barchu

Application by Barby Barchu to rezone .30 acres at 165 Brooklyn Avenue, Lancaster (TM# 0081H-0C-013.00) from Medium Density Residential (MDR) to Neighborhood Business (NB) District, in order to re-establish the existing vacant business use.

f. RZ-2023-0831 Grace-Lynwood UMC

Application by Ronald Woods and Rev. Matthew Alexander on behalf of Grace-Lynwood United Methodist Church to rezone 5.819 acres at 1743 Lynwood Drive (TM# 087G-0C-004.00) from Institutional (INS) to Medium Density Residential (MDR) District, in order to market the property for residential use.

6. New Business

a. Overview of next month's Agenda

b. 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 #: Election of Officers for 2023-2024

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 7/18/2023

Issue for Consideration:

Points to Consider:

Recommendation:

Agenda Item Summary

Ordinance # / Resolution #: Election of Officers for 2023-2024

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 7/18/2023

Issue for Consideration:

Points to Consider:

Recommendation:

Agenda Item Summary

Ordinance # / Resolution #: June 20, 2023 Regular Minutes

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 7/18/2023

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
June 20, 2023 Regular Minutes	6/29/2023	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
June 20, 2023 6:00 p.m.

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

1. ROLL CALL: Quorum is present (7 Commissioners)

Commissioners Present:

Ben Levine	James Barnett	Sheila Hinson
Charles Keith Deese	Alan Patterson	Judianna Tinklenberg
Yokima Cureton		

Absent: none

Staff Present:

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

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: 7:0. **Motion approved unanimously.**

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

Chairman Deese opened the floor to comments from the public.

Kevin Garon (Stream Lane, Indian Land): In response to Patterson Preserve request [see item 6a below]. He is opposed to the over-intensive growth in Indian Land. Council should place a moratorium on growth. The County is not taking into account the number of projects that have already been approved. Please stop approving projects.

4. **APPROVE MINUTES**

a. **May 16, 2023 Regular Minutes**

Chairman Deese called for a motion to approve May 16, 2023 Regular Minutes as written. James Barnett was absent from the meeting of May 16, 2023. Motion to Approve by Ben Levine; 2nd by Sheila Hinson.

Called vote: 6:0, James Barnett abstaining. **Motion approved.**

b. **June 1, 2023 Workshop Minutes**

Chairman Deese called for a motion to approve June 1, 2023 Workshop Minutes as written. Alan Patterson was absent from the meeting of June 1, 2023. Motion to Approve by Yoki Cureton; 2nd by Ben Levine.

Called vote: 6:0, Alan Patterson abstaining. **Motion approved.**

5. **PUBLIC ITEMS**

a. **CU-2023-0695 Tommy's Car Wash**

Application by The Timmons Group, TIL Holdings of Texas, George McGinn and Sallie Cooper for a Conditional Use Permit for a 2.9-acre parcel at 168 Fort Mill Highway/Highway 160 (TM# 0008-00-007.00) for development of an automated car wash facility.

Staff Presentation: Matthew Blaszyk, Planner, presented the application consistent with the staff report. Staff Recommendations: none. Deliberation and vote.

Questions to staff: None.

Comment from applicant(s):

[See attached email statements from Banks McGinn and Sallie Cooper, applicants]

- **Jeff Buseick** (Franchise partner)
- **Jason Dolan**: (Applicant) [Short slide show of franchise design and function]
We are committed to working with staff to meet code requirements.

Questions from Commissioners:

Ben Levine: Previous plan has full 2-direction access across Hwy 160. Is that necessary?

Jason Dolan: We can use a right-turn exit if necessary.

Alan Patterson: Without a turn lane, that entrance will be a problem.

Jason Dolan: We do not yet have feedback from SCDOT about what is required.

Alan Patterson: I hope you will consider the public interest even if DOT does not require a turn lane.

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

- **Marty McGinn** (Fort Mill, family owns subject property): Since 2016, we have had three prospective buyers withdraw because of various obstacles and requirements by the County. Please support this project and allow the family to move forward.
- **Banks McGinn**: (Co-owner) : Previous buyers have fallen through, but this project is the most promising so far. The nearby carwash is a single bay and is not comparable to this proposed facility.
- **Jeff Buseick** (yield)
- **Jason Dolan** (yield)

Allison Hardin: As a correction, Lancaster County Water and Sewer District makes decisions about water and sewer service, not County government or Planning.

Chairman Deese closed Public hearing and called for a motion on item CU-2023-0695. Motion to approve by Ben Levine; 2nd by Alan Patterson.

Discussion:

Alan Patterson: Given the feedback from the public over traffic concerns in Indian Land, and my concerns about the turn lane, I cannot support this project.

Judianna Tinklenberg: For Conditional Use, we have to consider the impact on the surrounding area, and I have trouble supporting this without clarification about the site plan.

Ben Levine: I think the project would be better served by deferring it to July to allow time for a full review of the revised plans. **I withdraw my motion to approve.**

Alan Patterson: Withdraw second.

Motion to defer to July meeting by Ben Levine; 2nd by Alan Patterson.
Discussion: No further discussion.

Called vote: 7:0. **Motion is approved unanimously.**

Chairman Deese stated the item will be heard at the July 18, 2023 Planning Commission meeting.

b. RZ-2023-0596 Dylan & Tammy Ellis

Application by Dylan & Tammy Ellis for a rezoning of 4.77 acres at 1993 Beacon Road (TM# 0089-00-086.01) from Rural Neighborhood (RN) to Agricultural Residential (AR) district, in order to locate a mobile home on the property.

Staff Presentation Matthew Blaszyk, Planner, presented the application consistent with the staff report. Staff Recommendations: Approval.

Questions to staff:

Alan Patterson: Is the owner wanting to place a single mobile home, or multiple homes?

Blaszyk: Just a single home; it's a 1-acre lot.

Comment from applicant(s):

- **Dylan Ellis** (Co-applicant): Wants to move there to be close to family. The property is a ¼ mile back off the road and will not be visible from the road. There are 25 or more mobile homes in the surrounding area; adjacent neighbors have no objection.
- **Tammy Ellis** (Co-applicant): Would like to have her grandchildren nearby. Only one home will be located on the site.

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

- **Dylan Ellis** (yield)
- **Mark Ellis** (co-owner of property): We have worked hard to prepare the property, and would like to be able to offer our son an affordable home for his family.
- **Tammy Ellis** (yield).

Chairman Deese closed public hearing and called for a motion on item RZ-2023-0596. Motion to approve by Ben Levine; 2nd by Sheila Hinson.

Discussion: No questions.

Called vote: 7:0. **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. RZ-2023-0629 Teresa Johnson

Application by Teresa Johnson to rezone a 1.0-acre parcel at the corner of Mackey and Douglas Roads (TM# 0103F-0F-006.03) from Medium Density Residential (MDR) to Manufactured Housing (MH) District, in order to locate a mobile home on the property. Staff Presentation: Matthew Blaszyk, Planner, presented the application consistent with the staff report. Staff Recommendations: Approval.

Questions to staff: None.

Comment from applicant(s):

- **Teresa Johnson:** Currently lives across the street from the subject property; several family members own adjacent lots, so there is no objection from neighbors. Wants to live near family.

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

Teresa Johnson (no further comments.)

Chairman Deese closed public hearing and called for a motion on item RZ-2023-0629.

Motion to approve by Ben Levine; 2nd by Sheila Hinson.

Discussion: no further questions or discussion.

Called vote: 7:0. **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.

d. SD-2023-0191 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 106 detached single-family homes and 49 townhomes.

Staff Presentation: Ashley Davis, Senior Planner, presented the application consistent with the staff report. Project is governed by PDD-2 (Ordinance 356) and amendments, as well as 1998 Subdivision Standards. Staff Recommendations: Conditional Approval, with 60 days to resolve TRC/Staff comments.

Questions to staff: No questions.

Comment from applicant(s):

- **Keith Fenn** (True Homes): Thank the Commission for their consideration. This phase is being submitted to allow pump station to come online fully before other phases are brought in, reducing the number of pump stations needed. Phases 6 and 7 will be next. Our attorney and engineer are also present to answer questions.

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

Chairman Deese closed public hearing and called for a motion on item SD-2023-0191.

Motion to approve with stated staff conditions by Ben Levine; 2nd by James Barnett.

Discussion:

Ben Levine: Thanks Ashley Davis for condensing the information.

Alan Patterson: Will the existing infrastructure (schools and roads) support this development?

Davis: School District reviewed and recommended approval; road improvements are already planned based on reports for other sections, and there has recently been movement on the plan to connect with route 200.

Called vote: 7:0. **Motion is approved unanimously.**

Preliminary Plats are approved by Planning Commission, and do not require referral to Council.

6. NEW BUSINESS

a. SD-2019-001 Patterson Preserve: Vested Rights Extension

Request by Exeter Development Company to extend its vested rights for Patterson Preserve pursuant to Section 9.2.17.A.2 of the Unified Development Ordinance.

[Commissioner Judianna Tinklenberg recused herself for this item.]

Staff Presentation: Ashley Davis, Senior Planner, presented the application consistent with the staff report. No recommendation: Deliberation and vote.

Applicant:

Chaplain Spencer (attorney for applicant Exeter Development):

Application is proper because Exeter has equitable interest via their contract with owners.

Vested rights were granted in 2021, and applicant has been investing significant time and money in the project, but it cannot proceed until the Sugar Creek pump station comes online.

The applicant's position is that they have fulfilled requirements for both statutory vested rights and common law vested rights. [See handout, "HB3858 Vested Rights Act."]

A. Hardin: Clarification: the UDO amendment came after the initial application in 2019, which is the basis for the initial denial in March of this year.

Chairman Deese called for a motion on item SD-2019-001.

Motion to approve by Ben Levine; 2nd by Alan Patterson.

Discussion:

Ben Levine: The motion was made in the interest of having a motion in the affirmative, it does not indicate support for the project. We understand both the County's and the applicant's position; but there is no requirement to extend.

Alan Patterson: I don't see how one year can make a difference given the time that has already elapsed.

Called Vote: 3:3. **Motion fails for lack of majority.**

A. Patterson: Against	B. Levine: Against	Y. Cureton: For
S. Hinson: Against	J. Barnett: For	C. Deese: For
J. Tinklenberg: (Recused)		

Application is denied.

b. RN-2023-1119 New Road Names Phase 2

Review new road names submitted to County E-911 Addressing.
Staff Presentation: Allison Hardin, Development Services Director.
Road name applications have been reviewed by Sandra Burton (911 Addressing).

Questions to staff: No questions.

Motion to approve road names presented, by Ben Levine; 2nd by James Barnett.

Discussion: no questions.

Called Vote: 7:0. **Motion is approved unanimously**

c. Overview of Next Month's Agenda

3 UDO Text Amendments; 2 rezonings (single parcel): MDR to NB in Brooklyn, and INS to MDR on Lynwood Drive.

d. Other:

Comprehensive Plan: Website has been updated with Focus Group meetings and draft FLU map.

UDO update: Allison will meet with consultants on Thursday 6/22.

7. ADJOURN

Motion to adjourn by James Barnett; 2nd by Sheila Hinson. Motion approved by unanimous consent. Meeting adjourned at 7:35 p.m.

SIGN IN ONLY IF YOU WISH TO SPEAK



**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, June 20, 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.	Kevin Garon
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SIGN IN ONLY IF YOU WISH TO SPEAK

Lancaster County

South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5a: CU-2023-0695 Tommy's Car Wash

Application by The Timmons Group, TIL Holdings of Texas, George McGinn and Sallie Cooper for a Conditional Use Permit for a 2.9-acre parcel at 168 Fort Mill Highway/Highway 160 (TM# 0008-00-007.00) for development of an automated car wash facility.

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PLEASE PRINT

✓ 1.	Marty McGinn
✓ 2.	Banks McGinn
✓ 3.	Jeff Buseck (FRANCHISE PARTNER)
✓ 4.	JASON DOLAN (APPLICANT)

SIGN IN ONLY IF YOU WISH TO SPEAK

Lancaster County

South Carolina

Handwritten signature

PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5b: RZ-2023-0596 Dylan & Tammy Ellis

Application by Dylan & Tammy Ellis for a rezoning of 4.77 acres at 1993 Beacon Road (TM# 0089-00-086.01) from Rural Neighborhood (RN) to Agricultural Residential (AR) district, in order to locate a mobile home on the property.

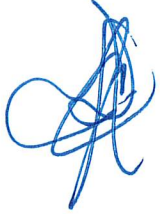
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PLEASE PRINT

1.	<i>[Handwritten signature]</i>
2.	<i>✓ Dylan Ellis / ✓ Mark Ellis / ✓ Tammy Ellis</i>
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SIGN IN ONLY IF YOU WISH TO SPEAK



**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 5c: RZ-2023-0629 Teresa Johnson

Application by Teresa Johnson to rezone a 1.0 acre parcel at the corner of Mackey and Douglas Roads (TM# 0103F-0F-006.03) from Medium Density Residential (MDR) to Manufactured Housing (MH) District, in order to locate a mobile home on the property.

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PLEASE PRINT

✓ 1.	Teresa Johnson
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SIGN IN ONLY IF YOU WISH TO SPEAK



**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 5d: SD-2023-0191 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 106 detached single-family homes and 49 townhomes.

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PLEASE PRINT

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To: The Lancaster County Planning Commission

I along with my brother George Banks McGinn own the property at 168 Fort Mill Hwy in the panhandle section of Lancaster County. It was inherited from our mother, Grace McGinn, upon her death in September of 2016. She and our father purchased the property from our father's aunt and uncle Rebecca and El Bailes in March of 1950. They then built a house and raised a family.

Times have changed and this property is no longer in a residential neighborhood. In fact, the county required that we change the zoning designation to GB. Having an unoccupied house sitting in a commercial area has encouraged break-ins and squatters, contributing to crime in the area. It is time to move forward. We are financially responsible for property that has been for sale since 2016. We have had multiple offers and contracts over the years. However, the county has thrown in up numerous roadblocks. The most current being connectivity across adjacent private property. The owners of which have repeatedly refused this access. These roadblocks from the county have frustrated potential buyers to the point that contracts have been terminated resulting in loss of sales. Since 2016 when we took ownership, we have incurred significant expenditures. We have paid in excess of \$55,000 in taxes, \$570 per year for insurance, as well as general maintenance items. It is an extreme financial burden. I am 73 years old and live on a fixed income. I need this sale to proceed to relieve me of this responsibility.

We presently have a contract with an excellent buyer, Tommy's Express Car Wash. We cannot in good faith continue entering into contracts that go nowhere. Buyers spend money on plans and studies only to be met with unrealistic demands from the county. We as sellers are forced to continue to meet financial obligations relating to the property. Obligations that have become a true hardship.

I am asking the county to please work with Tommy's Express Car Wash to benefit all of us, the sellers, the buyers, and the county. Thank you for your consideration and help to approve the proposal by Tommy's Express Car Wash for our property.

Sallie McGinn Cooper

Banks McGinn
1825 Shady Pine Circle
Fort Mill, SC 29715

June 7, 2023

Lancaster County Planning Commission
P.O. Box 1809, 101 N. Main Street
Lancaster, SC 29721

To Lancaster County Planning Commission Members:

This letter is in reference to the public hearing of the Conditional Use (CU 2023-0695) application and approval request for 2.9 acres at 168 Fort Mill Highway/HWY160. My sister, Sallie Cooper, and I, George Banks McGinn inherited the property from our mother, Grace McGinn in 2016. We are asking the county to approve this application and work with the buyers for a mutually beneficial project.

The sale of this property has been a long, drawn out and frustrating process with other potential buyers. Before Capital Club (CC) apartments started construction, the developer wanted to acquire the home place property because the county required their access road onto 160 to line up to Lowe's entrance, which is directly across the road. Mom was still living and did not want the property sold until her death, which I agreed to honor. Between that time and her passing, the developer purchased the adjacent property with county approval for their access to Hwy160 there. Since then, we have had three buyers under contract, but due to county restrictions, they withdrew out of frustration with county restrictions. There were two major issues.

The first issue was sewer. After allowing CC Apartments and apartments on Patterson Lane to be built, the county said that the sewer pump station on Calvin Hall Rd. was not able to handle future growth. The county said we could wait until the county could allocate money for the upgrade (1-2 years) or we could pay for the upgrade. This went on for a year. Now, the county has fast-forwarded the upgrade and it is near completion.

The second issue was road access. Initially, we were told we couldn't have access onto Hwy 160 and that we would have to have the primary access off of the private Country Club Drive. In addition, we would be required to cut an access road from the back of our property, crossing other landowner properties, over to Harrisburg Road (at a cost of approx. \$1000/ft.) Again, crossing other properties including apartments on Patterson Lane and Tyndall Furniture that we do not own.

The CC owners will have no part of accessing their **private** drive. It would mean cutting two water lines on the East side of their property. The topography is not conducive to moving water lines. The CC owners refuse to allow this and the additional traffic at their entrance. We asked for access, offered to purchase easement and explored every avenue to meet the demands of the county.

Our property fronts 160, with access that it has always had. Our drive lines up directly across from the Lowe's Entrance. The property was zoned for MX, but several months ago we requested a GB zoning. We are appreciative for county approval for the property to become a general business zone area. That is all the more reason we do not understand why we could not continue to access Hwy 160 directly. Without access to Hwy 160, the property will be landlocked and unusable for general business.

The roadblocks seem to be ongoing. Sallie and I have paid over \$50,000 in property taxes since Mom's death, September 2016. The obstacles are frustrating and financially draining. We are retired and live on a fixed income. My wife retired in June 2022 after 44 years in education and was diagnosed with cancer a few months later. Ongoing treatments and the added stress of this land transaction are overwhelming. We need to resolve this land situation and financial burden.

We are hopeful that the council will approve this application and work with TIL Holdings, Timmons Group and Tommy's Express Car Wash for a successful business for the Lancaster County. Please let me know if you have further questions or how I can help in any way.

Sincerely,

George Banks McGinn

STATEMENT OF RECUSAL

In accordance with State Code § 8-13-700(b), I hereby abstain from all votes, deliberations, and other action on the following matter(s): patterson preserve SD-2019-001

SECTION 8-13-700. Use of official position or office for financial gain; disclosure of potential conflict of interest.

(B) No public official, public member, or public employee may make, participate in making, or in any way attempt to use his office, membership, or employment to influence a governmental decision in which he, a member of his immediate family, an individual with whom he is associated, or a business with which he is associated has an economic interest. A public official, public member, or public employee who, in the discharge of his official responsibilities, is required to take an action or make a decision which affects an economic interest of himself, a member of his immediate family, an individual with whom he is associated, or a business with which he is associated shall:

- (1) prepare a written statement describing the matter requiring action or decisions and the nature of his potential conflict of interest with respect to the action or decision;
- (2) if the public official is a member of the General Assembly, he shall deliver a copy of the statement to the presiding officer of the appropriate house. The presiding officer shall have the statement printed in the appropriate journal and require that the member of the General Assembly be excused from votes, deliberations, and other action on the matter on which a potential conflict exists;
- (3) if he is a public employee, he shall furnish a copy of the statement to his superior, if any, who shall assign the matter to another employee who does not have a potential conflict of interest. If he has no immediate superior, he shall take the action prescribed by the State Ethics Commission;
- (4) if he is a public official, other than a member of the General Assembly, he shall furnish a copy of the statement to the presiding officer of the governing body of any agency, commission, board, or of any county, municipality, or a political subdivision thereof, on which he serves, who shall cause the statement to be printed in the minutes and require that the member be excused from any votes, deliberations, and other actions on the matter on which the potential conflict of interest exists and shall cause the disqualification and the reasons for it to be noted in the minutes;
- (5) if he is a public member, he shall furnish a copy to the presiding officer of any agency, commission, board, or of any county, municipality, or a political subdivision thereof, on which he serves, who shall cause the statement to be printed in the minutes and shall require that the member be excused from any votes, deliberations, and other actions on the matter on which the potential conflict of interest exists and shall cause such disqualification and the reasons for it to be noted in the minutes.

Reason(s) for Disqualification: _____

My husband is a consultant on the project.

Name: Judianna Tinklenberg Date: 6.20.2023
_____, Planning Commissioner

2004 South Carolina Laws Act 287 (H.B. 3858)

SOUTH CAROLINA 2004 SESSION LAWS

REGULAR SESSION

Additions and deletions are not identified in this document.

Vetoed provisions within tabular material are not displayed.

Act 287

H.B. No. 3858

LOCAL GOVERNMENT

AN ACT TO AMEND THE CODE OF LAWS OF SOUTH CAROLINA, 1976, BY ADDING ARTICLE 11 TO CHAPTER 29 OF TITLE 6 SO AS TO ENACT THE "VESTED RIGHTS ACT" BY PROVIDING FOR THE ESTABLISHMENT OF VESTED PROPERTY RIGHTS ALLOWING THE COMMENCEMENT AND COMPLETION OF DEVELOPMENT AND USE OF PROPERTY PURSUANT TO A SITE SPECIFIC DEVELOPMENT PLAN OR AN APPROVED PHASE DEVELOPMENT PLAN, TO PROVIDE FOR THE LOCAL GOVERNMENT ACTS AND FACTORS TRIGGERING A VESTED RIGHT, TO LIMIT THE VESTING FOR A TERM OF YEARS, TO PROTECT THE HOLDER OF VESTED RIGHTS FROM ZONING CHANGES UNLESS CERTAIN CONDITIONS ARE MET AND TO PROVIDE THAT A VESTED RIGHT ATTACHES TO AND RUNS WITH THE PROPERTY; AND TO AMEND SECTION 6-29-1320, RELATING TO EDUCATIONAL REQUIREMENTS FOR LOCAL PLANNING AND ZONING OFFICIALS, SO AS TO FURTHER PROVIDE FOR DATES OF COMPLIANCE.

Be it enacted by the General Assembly of the State of South Carolina:

Legislative findings

SECTION 1. The General Assembly finds that:

- (1) it is desirable to provide for the establishment of vested rights in certain land developments to secure the reasonable expectations of landowners who make significant investment in site evaluation, planning, development costs, consultant fees, or engineering or architectural expenses to meet land development standards for site plan approval under existing local government ordinances; and
- (2) there is a need to provide for vested rights in developments that are not covered by development agreements with local governments; and
- (3) the public interest and private expectations can be balanced by a procedure which involves public participation and protection of public health, safety, and welfare.

Vested property rights

SECTION 2. Chapter 29, Title 6 of the 1976 Code is amended by adding:

Article 11

Vested Rights

<< SC ST § 6-29-1510 >>

Section 6-29-1510. This article may be cited as the "Vested Rights Act".

Agenda Item Summary

Ordinance # / Resolution #: July 6, 2023 Workshop Minutes

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 7/18/2023

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
July 6, 2023 Workshop Minutes	7/7/2023	Exhibit



MEMBERS OF LANCASTER COUNTY PLANNING COMMISSION

CHARLES DEESE, DISTRICT 3, CHAIRMAN
JAMES BARNETT, DISTRICT 5, VICE-CHAIRMAN
TAMECCA NEELY, 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**

**July 6, 2023 5:00 P.M.
MINUTES**

Chairman Deese called the meeting to order at 5:02 p.m.

1. Roll Call:

Members Present:

Jim Barnett	Charles Deese	Sheila Hinson
Ben Levine	Tamecca Neely	Judianna Tinklenberg

Absent: Alan Patterson

Others Present:

Allison Hardin, Development Services Director

Matthew Blaszyk, Planner

Billy Mosteller, County Council.

Clerk: Jennifer Bryan

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-2023-0972 Sec. 2.4 MDR Standards

Chapter Two, Sec 2.4 District Standards (MDR): Application by Planning Department on behalf of County Council to amend standards for MDR district, regarding lot size, front setbacks, usable open space, block length, and density calculation.

Draft text will be provided at the Workshop.

Staff Presentation: Allison Hardin, Development Services Director

Discussion:

- What regional organizations can help us advocate/fund road improvements?
- Most of the complaints about development in Indian Land are about traffic and/or substandard roads.
- Consider engaging consultant for study of road improvement priorities and future planning.

- Public Works is continuing the road inventory project.
- Severe shortage in workforce housing.
- Emphasize the difference between “Affordable Housing” which definition is tied to federal subsidies, as opposed to workforce housing.
- Home pricing can be addressed in the development agreement with certain tools.

b. UDO-TA-2023-0973 Sec 4.4.1 CSOD Standards

Chapter 4, Sec. 4.4 1 Cluster Subdivision Overlay Standards: Application by Planning Department on behalf of County Council to amend standards for Cluster Subdivision Overlay District, regarding lot size, front setbacks, usable open space, block length, CSOD lot size mix, and density calculation.

Staff Presentation: Allison Hardin, Development Services Director

Discussion:

- CSOD was intended to preserve areas or features of value to the community.
- To be effective, our code needs to specify what features it values.
- Develop specific criteria, eg tree species and/or size, types of wetlands, more clearly defining functional open space and amenities.
- One criteria could be contributing to workforce housing
- Flexibility for setbacks, overflow parking, “middle housing” options.

c. UDO-TA-2023-0975 Sec 6.5 County Street Classification & Design

Sec. 6.5 County Street Classification & Design: Application by Planning Department on behalf of County Council to amend Section 6.5 County Street Classification & Design. Draft text will be provided at the Workshop.

Staff Presentation: Allison Hardin, Development Services Director

Discussion:

- At present the UDO has no hierarchy list
- Adding standards for intermediate eg gravel roads in AR and RR zones
- Creating more specific and standardized road type definitions, including alleys.
- Provide examples of successful alley neighborhood design.

d. CU-2023-0695 Tommy’s Car Wash

Application by The Timmons Group, TIL Holdings of Texas, George McGinn and Sallie Cooper for a Conditional Use Permit for a 2.9-acre parcel at 168 Fort Mill Highway/Highway 160 (TM# 0008-00-007.00) for development of an automated car wash facility.

Staff Presentation: Matthew Blaszyk, Planner

Discussion:

- 3 items still need addressing from comments: design of office space; bicycle parking; open space. Otherwise the revised plan has met all requirements of the ordinance.
- Concern over ingress/egress safety

e. RZ-2023-0739 Barby Barchu

Application by Barby Barchu to rezone .30 acres at 165 Brooklyn Avenue, Lancaster (TM# 0081H-0C-013.00) from Medium Density Residential (MDR) to Neighborhood Business (NB) District, in order to re-establish the existing vacant business use.

Staff Presentation: Matthew Blaszyk, Planner

Discussion:

- Building is well maintained.
- Located in an area that would benefit from re-opening the business.

f. RZ-2023-0831 Grace-Lynwood UMC

Application by Ronald Woods and Rev. Matthew Alexander on behalf of Grace-Lynwood United Methodist Church to rezone 5.819 acres at 1743 Lynwood Drive (TM# 0087G-0C-004.00) from Institutional (INS) to Medium Density Residential (MDR) District, in order to market the property for residential use.

Staff Presentation: Matthew Blaszyk, Planner

Discussion:

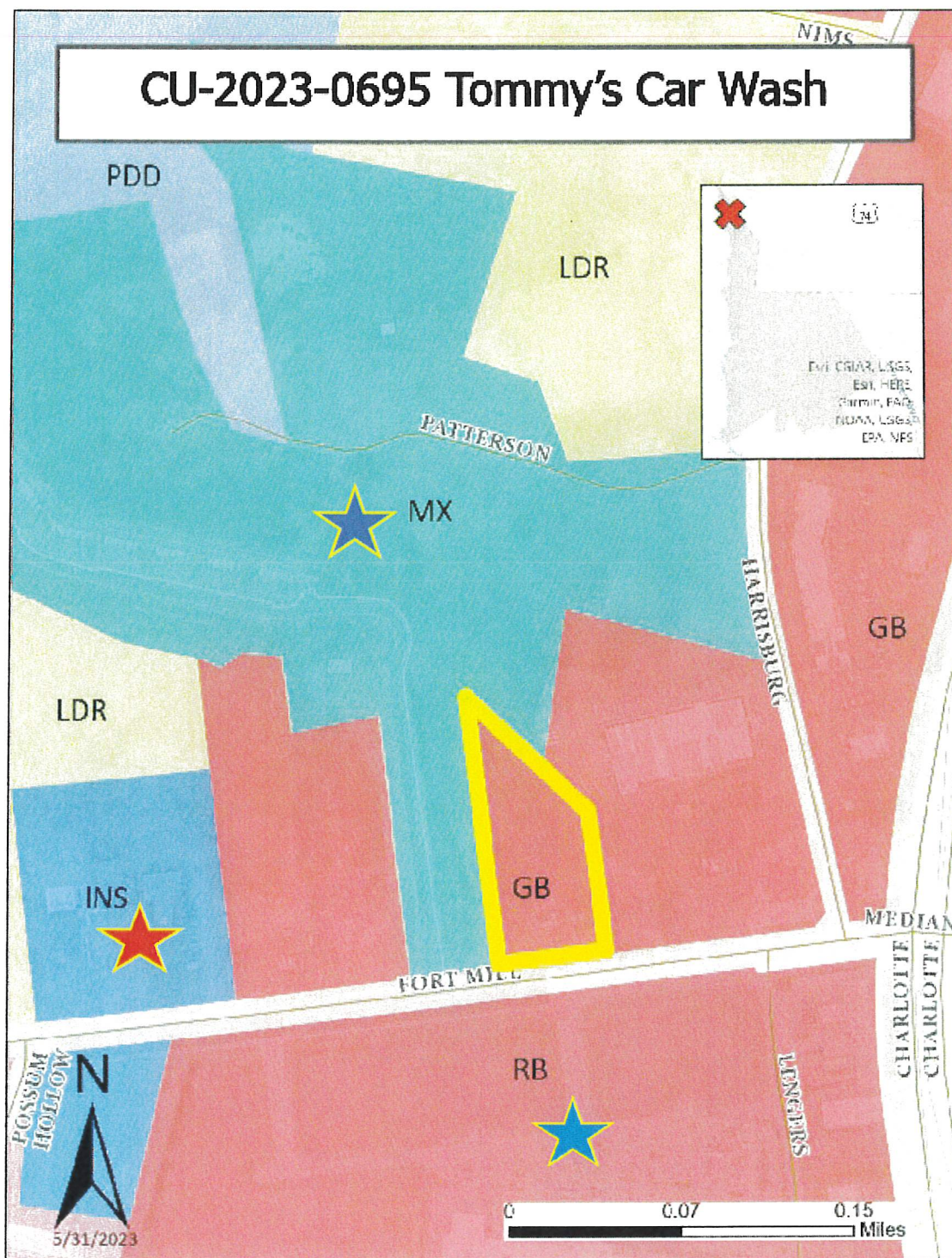
- Property is adjacent to residential districts.

3. Other:

- a. No other business

4. Adjourn

Meeting was adjourned at 7:10 pm.



Lancaster
County
South Carolina



Subject Property



Capital Club Apartments



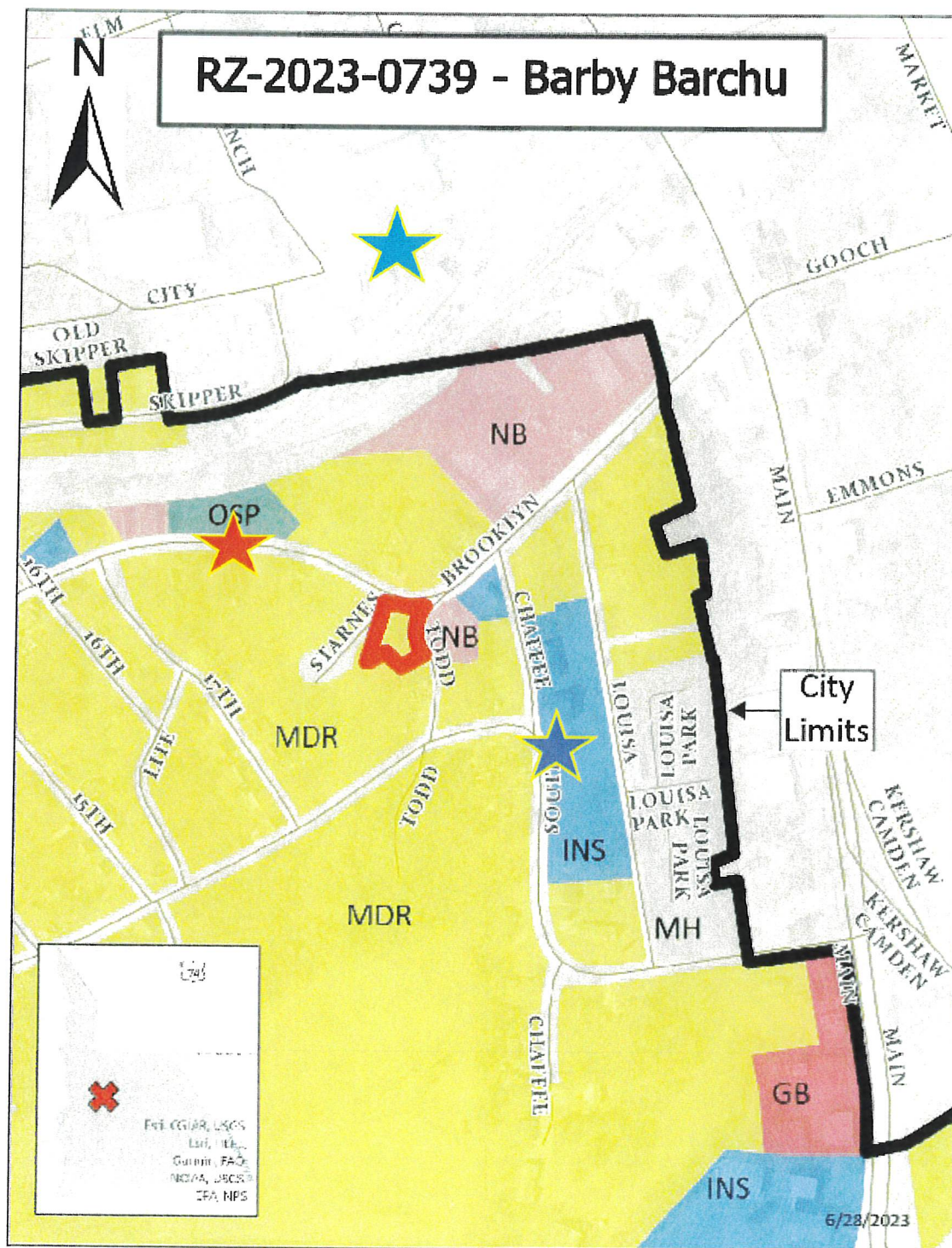
Pleasant Hill
Methodist Church



Lowe's

Proposal:

Vehicle: Minor Maintenance
& Repair



Subject Property

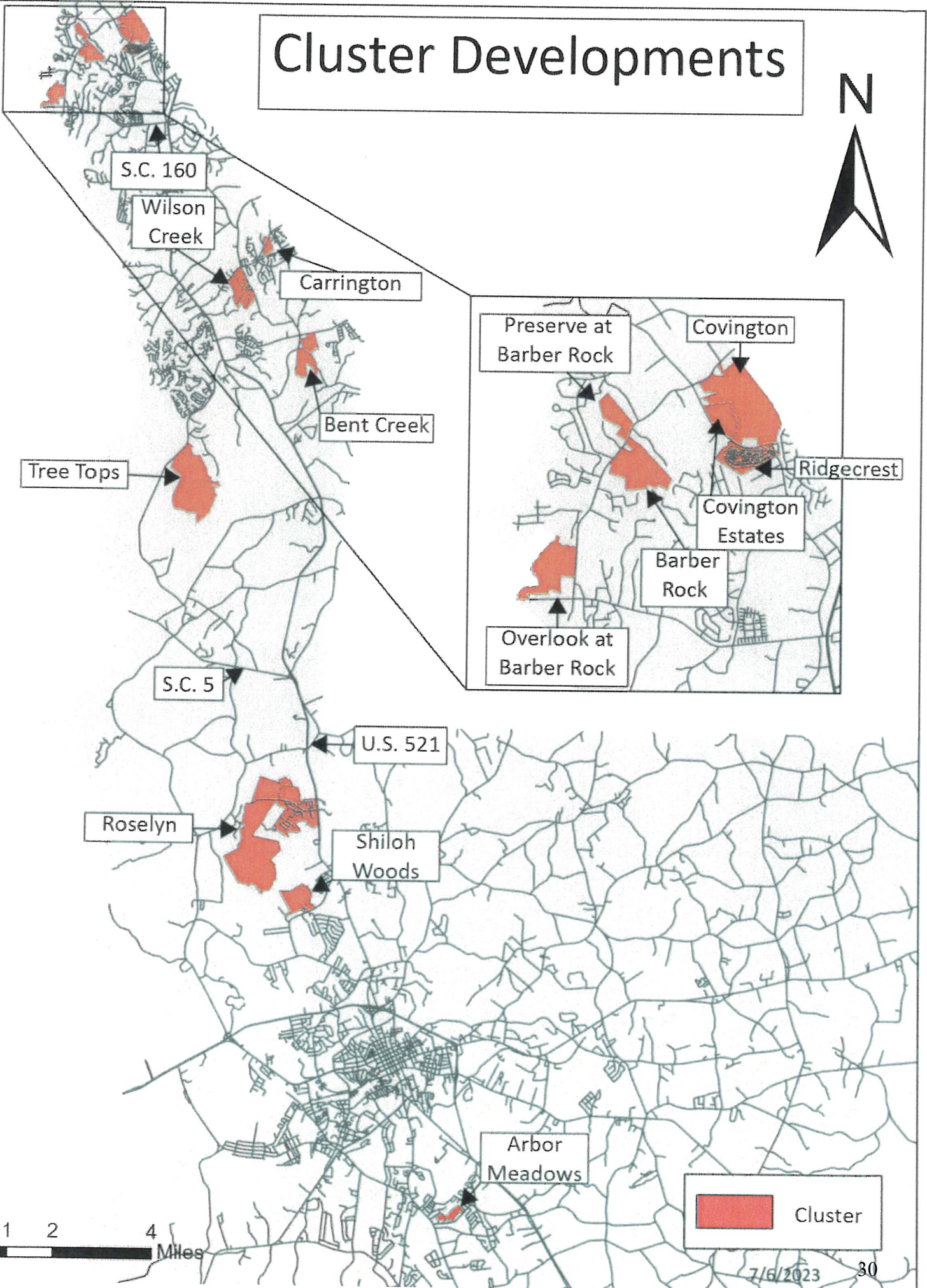


- Proposal:**
Rezoning MDR to NB
- Lifeline Ministries International
- Stafford Belk Park
- Builder's Supply Co.

[illegible]

29

Cluster Developments



PROPOSAL: Amend Unified Development Ordinance Standards for Medium Density Residential District.

APPLICABLE CHAPTER(S): UDO Chapter 2

APPLICANT: Lancaster County Council

STATED CONCERN: “Changes are intended to address known issues...related to front setbacks, usable open space, lot sizes, ...and density calculation.”

BACKGROUND:

Growth management has been an active discussion with the County Council over the course of the last years. Many discussions have focused on the Medium Density Residential (MDR) zone and cluster housing option for subdivision development. Staff has noted complaints on both sides of the MDR coin (too much and not enough density), and also the cluster development option (too much density and not enough usable space left for development).

There have been two attempts in the last twelve months to “fix” the Medium Density Residential (MDR) zoning district. The first attempt, “flex” zoning, was drafted in 2022 after months of research. It was perceived as too complex, and there were questions about how it would fit into the pending Unified Development Ordinance (UDO) rewrite. It failed to receive full Council support.

Afterwards, citizen engagement prompted the County Council to initiate other proposed changes to the Medium Density Residential (MDR) Zoning District and the associated Cluster Subdivision Overlay District (CSOD). The underlying intent of the amendments (as understood by staff) included: 1) Decreasing density of residential developments, 2) Increasing residential lot sizes, 3) Increasing useable open space acreage in neighborhoods, 4), Breaking up residential block faces, and 5) Expanding driveway parking within neighborhoods.

This second attempt, increasing the minimum lot size with variable lot options under cluster zoning, was made earlier this year. It was perceived as a regulation that would increase the cost of residential housing and failed to pass. Staff then asked for time to separate the two issues in order to reach a resolution.

In the months since the flex option was denied, Lancaster County Council has continued to hear many times from residents in the Indian Land area that there is too much residential development in their area. They primarily report issues with traffic, both on Hwy 521 and on local connectors to the highway, and request a moratorium on new development.

Lancaster County staff have heard complaints about housing as well, most of which can be lumped into one of three topics:

- The challenge in finding housing that is affordable to the “working class”
- Inability of new residents to add on to their existing homes due to lack of space or yard for accessory units, pools, etc
- Developer interest in creating more lots for sale or development

Recently, there has been some support resurfacing for the flex zoning concept, especially from developers. Staff has also been investigating other concepts, including sunrise/sunset zoning, mandatory periodic review, and algorithmic review models (scorecards based on how a project addresses the community goals).

In this report, staff discusses the county’s housing needs, and alternatives to address both the needs and the public’s perceived issues.

REVIEW OF CURRENT REGULATIONS – MDR

Section 2.3 Districts Described – Medium Density Residential (MDR): The Medium Density Residential District is 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.

Section 2.4 Development Standards

MDR

1. DEVELOPMENT STANDARDS	
A. District/Development Area (min)	n/a
B. Development/District Exterior Setback/Buffer	n/a
C. Density (max)	2.5 units/acre
D. Open Space (min)	20%
E. Park Space (min)	5%
2. LOT STANDARDS	
A. Lot Area (min)	10,000 sf
B. Lot Width at Front Setback (min)	70 ft Water/Sewer OR 130 ft Septic See Below (5)
C. Pervious Surface (min)	45%

MDR (Continued)	
3. PRINCIPAL BUILDING	
A. Principal Front Setback (min)	30 ft
B. Street Side/Secondary Front Setback (min)	15 ft
C. Side (from adjacent lot) Setback (min)	10 ft
D. Rear Setback (min)	25 ft
E. Other Standards	n/a
4. ACCESSORY STRUCTURE	
A. Side Setback	5 ft
B. Rear Setback	5 ft
C. Other Standards	See Below (1, 2)
5. PARKING CONFIGURATION	
A. Parking Location per Section 7.2.3	See Chart 7.2
B. Parking in Exterior Setback/Buffer	n/a
6. BUILDING HEIGHT	
A. Principal Building (max)	35 ft
B. Accessory Structure (max)	2 stories
C. Additional Height Permitted with Additional Setback	n/a

1. Accessory structures over 600 sf must comply with principal setback require
2. No accessory structures may be located on corner lots between the street and wall line of the principal structure.
3. No accessory structures may be located on corner lots between the street and wall line of the principal structure, unless front setback requirements are provided on both streets.
4. For any nonresidential structure which is located immediately adjacent to a single-family residential use or district, the lot boundary line minimum distance shall be determined as follows: For every foot building height, the developer shall provide setbacks equal to the height of the building. At no time shall the setback be less than what is indicated in the above table.
5. For any development/subdivision connected to both public water and sewer shall utilize the alternate dimensional standards given in the table.

Section 2.5.3 Uses Permitted

- Dwelling, Single Family
- Gardens, Community and Private
- Class 1 and Class 2 Utilities*

Section 2.5.3 Uses Permitted with Review (Code Section that Outlines the Review Criteria)

- Dwelling, Two Family (5.2.1)
- Dwelling, Accessory (5.2.3)
- Home Occupation (5.4.2)
- Cemetery (5.6.1)

- Event Venue/Banquet Hall (5.6.2)
- Public Recreation Facilities (5.6.5)
- Child/Adult Day Care Home of five or fewer persons (5.7.1)
- Electric Vehicle Charging Stations (5.8.2)
- Backyard Pens/Coops (5.10.4)
- Farmer's Markets and Roadside Stands
- Geothermal Energy Systems (5.11.2)
- Solar Energy Systems (5.11.3)
- Wireless Communication Facility, Concealed and Up to 60 ft tall (5.11.5)
- Temporary Uses (5.12)

Section 2.5.3 Special Exceptions (Code that Outlines the Exceptions)

- Wireless Communication Facility, over 60 ft but less than 200 ft (5.11.5)

Section 2.5.3 Conditional Uses (Code Section that Outlines the Conditions)

- Places of Assembly (5.6.3)
- Schools – Elementary and Secondary (5.7.7)

** **Section 10.3 Definitions UTILITIES:** Facilities or systems for the distribution of gas, electricity, steam, or water, the collection, treatment and disposal of sewage or refuse; the transmission of communications; of similar functions necessary for the provision of public services.*

Radio transmission facilities less than 180 feet in height for use by ham radio operators or two-way radio facilities for business or governmental communications shall be deemed accessory uses and not utilities.

Utilities are divided into 3 classes:

Class 1: Distribution, transmission and collection lines (above and below ground) including electrical, solar panels, telephone/broadband internet, natural gas, waste water collection, and water distribution lines; pumping stations, lift stations, and telephone/broadband switching facilities (up to 200 square feet).

Class 2: Elevated water storage tanks; above ground natural gas facilities including regulator stations and Point of Delivery stations; package treatment plants; telephone/broadband switching facilities (over 200 square feet); substations; or other similar facilities in connection with telephone, electric, natural gas, steam, and water facilities, not including cellular communication towers.

Class 3: Generation, production, or treatment facilities such as power plants, water and sewage plants.

Other Impacts to/from MDR (*Relevant Code Citations Italicized*):

- When mixed use buildings are located next to MDR zoned land, higher setback and buffer regulations are triggered to reduce the impact of a high bulk building next to a residential property zoned MDR. (*3.8.J, 5.5.4*)

- Restricted Industry (restricted industry uses, junkyards, landfills) must be at least ½ mile away from any MDR districts. (5.9.1.C.1; 5.9.2.C; 5.9.4)
- Restricted Indoor Warehouse and Wholesaling and Distribution uses must be at least ¼ mile from any MDR districts. (5.9.13.C)
- Private recycling collection stations are required to be at least 500 feet from MDR districts. (5.9.8)
- Outdoor storage yards and billboards are required to be at least 300 feet from MDR districts (5.9.10, 7.4.6.F.4), and illuminated signs must be set back at least 50 ft from any abutting property line shared with a property zoned MDR. (7.4.9.A.2)
- Outdoor theaters must be 200 feet from any adjacent property zoned MDR. (5.5.13)
- Junkyards adjacent to property zoned MDR are required to have a larger setback than from business and industrial zones. (100 ft vs 50 ft) (5.9.2.E)
- Temporary weekend flea markets must be located 250 ft from any MDR district, unless there is a four-lane road between the market and the MDR property. (5.12.4)
- Major subdivisions are required to have public water and hydrants, public sewer, street trees, paved streets, street signs, parks/open space, and sidewalks in their design. (6.3)
- Buffer yards are determined based on zone proximity to each other (7.1.5):
 - Where projects zoned AR, RR, RN, OSP, MH, LDR, MDR, or HDR abut property zoned MDR, there are no additional buffers required.
 - Where projects zoned UR, RMX, INS, MX, PB, NB, or GB abut property zoned MDR, the project must have a Type A (or, on multifamily uses, Type B) buffer.
 - Where RB, LI, HI, and M zones abut MDR zones, they are required to have a Type C buffer (most stringent requirement).
- The amount of light a project can shed onto adjacent property is significantly more limited when the adjacent property is MDR. (7.3.2.A)

RELEVANT DATA

Average home price in Lancaster County, June 2023: **\$405,528**
 Average Square Footage (2023 data to June) of Single-Family Home Construction: **3,503 sq ft**
 Median Sold Price By Bedroom Count in Lancaster County:

# BEDS	JUN 2022	JUN 2023	% INCREASE OVER 2022
1	\$110K	\$160K	+45.5%
2	\$297.3K	\$300K	+0.9%
3	\$303K	\$325K	+7.2%
4	\$459.2K	\$480K	+4.5%
5+	\$602.2K	\$625K	+3.8%

Source: RocketHomes

Homes for Sale by Bedroom Count in Lancaster County:

# BEDS	MAY 2023	JUN 2023	% CHANGE (+ OR -)
1	0	0	0.0%
2	60	72	+20.0%
3	241	243	+0.8%
4	126	120	-4.8%
5+	61	65	+6.6%

Source: RocketHomes

Single Family Homes	Total sq. ft. built in county	Average sq. ft. (single family homes only)	Total number of homes permitted
2019	3,883,718	3,130	1,241
2020	4,888,779	3,460	1,413
2021	4,535,411	3,646	1,244
2022	3,561,567	3,579	995
2023	1,180,624	3,503	337

Source: Lancaster County Building Inspections

Median New Home Price, June 2023	Income Needed to Qualify	Total Number of Households	Households Unable to Afford the Median Price	Percent Unable to Afford Median Price
SC: \$404,514	\$118,055	2,216,805	1,597,965	75%
CLT: \$469,445	\$138,191	1,119,126	847,316	76%

Source: National Association of Home Builders

NAHB Blog (<https://www.nahb.org/blog>) Lot Shortage Eases but Still a Problem

Obtaining lots for new homes remains a challenge for many of NAHB's builders, but the shortages are not as widespread as they were in 2021, according to responses to the May 2023 survey for the NAHB/Wells Fargo Housing Market Index (HMI).

Nearly half (42%) of single-family home builders characterized the supply of lots simply as low, and another 25% said the supply was very low. That total (67%) is down from 76% who reported shortages in the September 2021 survey, but is still the second highest incidence of lot shortages on record since NAHB began collecting the information in 1997.

The current percentage of builders reporting a shortage of lots is particularly high relative to the current level of production. Over the past six months, total housing starts have been hovering around an annual rate of 1.4 million. In comparison, in 2005 when total housing starts peaked at more than 2 million, 53% of builders were reporting lot shortages.

One factor contributing to the lot shortage is availability of credit for developers. **Loans to develop new residential lots** (<https://eyeonhousing.org/2023/05/rates-on-development-andconstruction-loans-continue-to-climb/>) were becoming both harder to obtain and more expensive over the prior year. Government regulation — which can lengthen and complicate the lot development process and add to its cost — is another factor.

(Published June 2023)

STAFF ASSUMPTIONS:

- Lancaster County has a severe shortage of housing that is affordable to “workforce” buyers (professional and blue-collar employees).
- Housing costs are impacted, in part, by the cost of the lot and cost to develop, which includes the permit process.
- Fewer lots in rotation for development leads to higher cost per lot (principles of supply vs demand).
- Previous development projects, in the Peninsula particularly, did not address traffic impacts well enough.
- **A balanced code for mid-level housing and subdivisions can address these issues.**

OPTIONS (in no particular order):

- **Allow what the county wants by-right; only allow lesser development options with review.**
 - Neighborhood designs that include complete streets, properly widened connector roads, buffers between density types, and accommodate parking on private property (either driveway or communal parking pads) should be the norm.
- **Allow for other options than detached single-family housing in the MDR.**
 - Townhouses, duplexes, triplexes and cottage courts could be utilized with the proper development standards.
 - Parts of the county could be designated as density-ready areas and given density bonuses for incorporating multiple types of housing.
 - Code changes that go along with this include flexible lot sizes, increased buffering (either by setbacks, landscaping, or both), variable front setbacks (garages must be far enough back to park cars), and clustered parking areas near open space.
- **Streamline the review process for projects that meet the design standards on the first try; encourage this by creating easy-to-understand public outreach materials.**

- **Work with a receptive developer to create a pilot neighborhood to try out the regulations before applying them county-wide.**
- **Reconsider flexible zoning options.**
 - Zoning regulations that give developers options for varied sizes of lots, lot widths, and setbacks (with proper screening) give the developer more financial options with the goal of giving the buyers more available price points.
- **Incorporate Traditional Neighborhood Design concepts into the MDR.**
 - Think walkable neighborhoods with safe, public open spaces.
 - This option takes more staff review and is stricter but results in desirable projects.

ATTACHMENTS: None (see workshop packet from June 2023)

STAFF CONTACT:

Allison Hardin, Development Services Director
ahardin@lanastercountysc.net

PROPOSAL: Amend Unified Development Ordinance Standards for Cluster Subdivision Overlay District (CSOD) standards.

APPLICABLE CHAPTER(S): UDO Chapter 4

APPLICANT: Lancaster County Council

STATED CONCERN: “Changes are intended to address known issues...related to front setbacks, usable open space, lot sizes, CSOD lot mix, block face lengths, and density calculation.”

PROJECT SUMMARY & PROPOSAL:

Growth management has been an active discussion with the County Council over the course of the last year.

In 2022, a proposed Interim Ordinance for the cluster design standards, including changes to minimum lot size, front yard setbacks, open space requirements, and open space in relation to block length, was denied. Afterwards, citizen engagement prompted the County Council to initiate proposed changes to the Medium Density Residential (MDR) Zoning District and the associated Cluster Subdivision Overlay District (CSOD). This also failed to pass as a joint resolution, and staff asked for time to separate the two issues in order to reach a resolution.

OVERVIEW:

Staff has had concerns that the cluster subdivision overlay district was not being used in the way that cluster subdivisions are intended, and is seeking to address this.

Cluster subdivisions are generally used to accommodate a specific goal of the community and/or comprehensive plan. For example, cluster design flexibility is provided in many communities in exchange for natural resource protection, transit-oriented neighborhoods, or to achieve affordable housing. The Lancaster County conservation subdivision code references this, but does not specifically require or call out the objective.

Earlier attempts were challenged based on discussions about how the options would impact the Panhandle. Cluster subdivision design, properly implemented, could be viable county-wide.

OPTIONS:

Staff has reviewed multiple code sources and recommends deliberation of the following options (in no particular order):

- **Only allow cluster subdivisions as a means to address an accepted need in the county.**
 - Current code mentions using cluster subdivision design to preserve trees and flood areas, but needs more teeth and to list more of the county's stated concerns (slope failure areas, floodways, stream banks, tree species and size for preservation, etc).
 - Additional needs of the county include middle housing options, entry-level housing for first time homebuyers, and housing for renters.
- **Allow cluster lots to decrease the front setback to 30 feet.**
 - This gives more preservation in the rear yards, where many have wetland buffers or slopes.
 - Staff does not advocate reducing the setback between the garage/carport and the house. This should stay at 40 feet.
- **Add parking plan requirement for overflow; require parking to be on private lands (off street); allow narrower roads by review/approval of Planning Commission.**
 - One component option of cluster subdivision is to reduce impervious surfaces, like roads. Reducing the width of pavement on roads should be allowed only if the width will accommodate public safety, and only if parking is prohibited on the street so that public safety and public health vehicles (garbage trucks) can safely travel the roadways as needed.
- **Determine tree species and sizes to be protected; prioritize tree species that are native to the area and help control stormwater (through absorption).**
- **Allow flexible types of housing to address the "missing middle" housing options. (Ref: <https://missingmiddlehousing.com/types>)**
- **Allow flexible setbacks (a range of setbacks vs a standard setback) to reduce the need for variance.**
 - If the purpose of cluster housing is to preserve land that has issues with terrain, water, tree preservation, etc, then the developer should have some flexibility to site the houses in such a way to achieve this. A single setback regulation can defeat the purpose of the cluster subdivision without some flexibility. Avoiding a costly delay by requiring variance review also helps move the project along and achieves the community's goals.
- **Require phasing to reduce mass grading.**
 - Staff have received many complaints about entire development sites being taken down all at once; it provides challenges for sediment management as well.
 - Phasing the plans would allow trees to remain in sectors until the development progresses to the next phase.

- **Anticipate and supplement customer needs.**
 - Many buyers turn away from smaller lots due to inability to construct a storage unit, or store a boat/RV/trailer, or build a backyard retreat.
 - Codes could support the implementation of these items in the neighborhood design by supporting neighborhood secured parking areas, storage units built into the home, and elevated home sites under which vehicles could be parked or shaded seating/recreation areas could be installed.
-

ATTACHMENTS:

1. Missing Middle Types
2. Missing Middle Types – Cottage Court

STAFF CONTACT:

Allison Hardin, Development Services Director
ahardin@lanastercountysc.net



The Types

The Missing Middle Housing types provide diverse housing options, such as duplexes, fourplexes, cottage courts, and multiplexes. These house-scale buildings fit seamlessly into existing residential neighborhoods and support walkability, locally-serving retail, and public transportation options. They provide solutions along a spectrum of affordability to address the mismatch between the available U.S. housing stock and shifting demographics combined with the growing demand for walkability.

The majority of Missing Middle Housing types have 4-8 units in a building, or 4-8 units on a lot in the case of a cottage court. Most Missing Middle building types are 2 to 2.5 stories in height, with the exception of the cottage court at 1.5 stories. They have a maximum of one off-street parking space per unit.

Upper Missing Middle Housing types typically have 12 units per building, with a maximum of 19 units. These are typically deeper buildings, and 3-4 stories in height. These buildings should be treated as a separate category of Missing Middle, and used very carefully in low-to-moderate intensity neighborhoods or more liberally in higher intensity neighborhoods. Carriage houses (also known as Accessory Dwelling Units or ADUs) are not a Missing Middle housing type but can be a useful tool in increasing housing access and affordability without changing the community's physical character.



Duplex: Side-by-Side



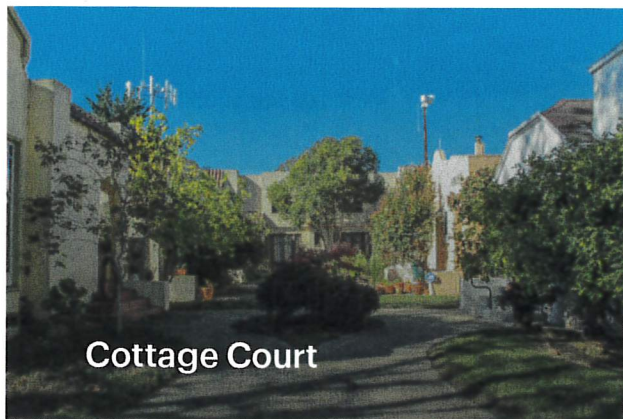
Duplex: Stacked



Fourplex: Stacked



Courtyard Building



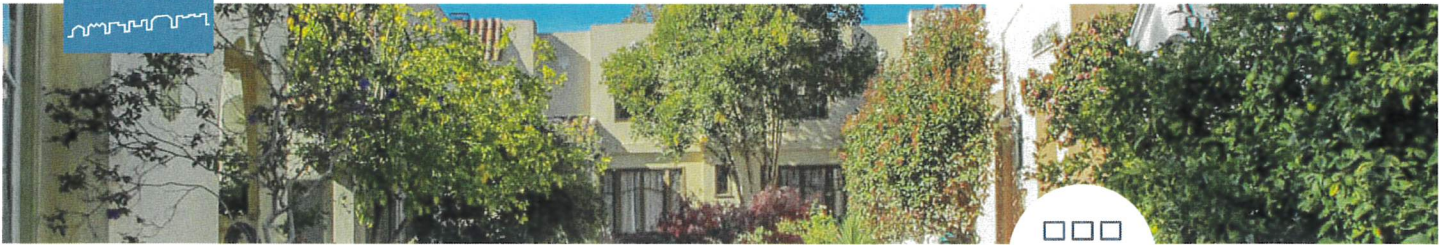
Cottage Court



Townhouse



MISSING
MIDDLE
HOUSING



[back to the types](#)

Cottage Court

- Overview
- Idealized
- Documented

Description

A group of small (1 to 1.5-story*), detached structures arranged around a shared court visible from the street. The shared court is an important community-enhancing element and unit entrances should be from the shared court. It replaces the function of a rear yard. Often rear-most building can be up to 2 stories.

Typical Specifications

Lot	Front-loaded	Alley-Loaded
Width*	115–160 feet	100–150 feet
Depth*	100–150 feet	100–150 feet
Area*	11,500–24,000 sq. ft. 0.26–0.55 acres	10,000–22,500 sq. ft. 0.23–0.52 acres
Units		
Number of Units	5–10	5–10

Typical Unit Size	500–800 sq. ft.	500–800 sq. ft.
Density		
Net Density	13-38 du/acre	19–44 du/acre
Gross Density	10-20 du/acre	15–31 du/acre
Parking		
Parking Ratio*	1-2 per unit	1-2 per unit
On-street Spaces	5-7	5-7
Off-street Spaces	1 per unit max.	1 per unit max.
Setbacks		
Front*	10–25 feet	
Side*	5–15 feet	
Rear (main building)*	5–15 feet	
Between Main and Accessory Buildings	5–10 feet	
Building		
Building Size		
Width	18–24 feet max.	
Depth	24–36 feet max.	
Height (to eave)*	12–18 feet max.	
Floors	1-1.5 stories (Rear-most building sometimes 2 stories)	

* *Varies based on context*





Gallery of Cottage Courts

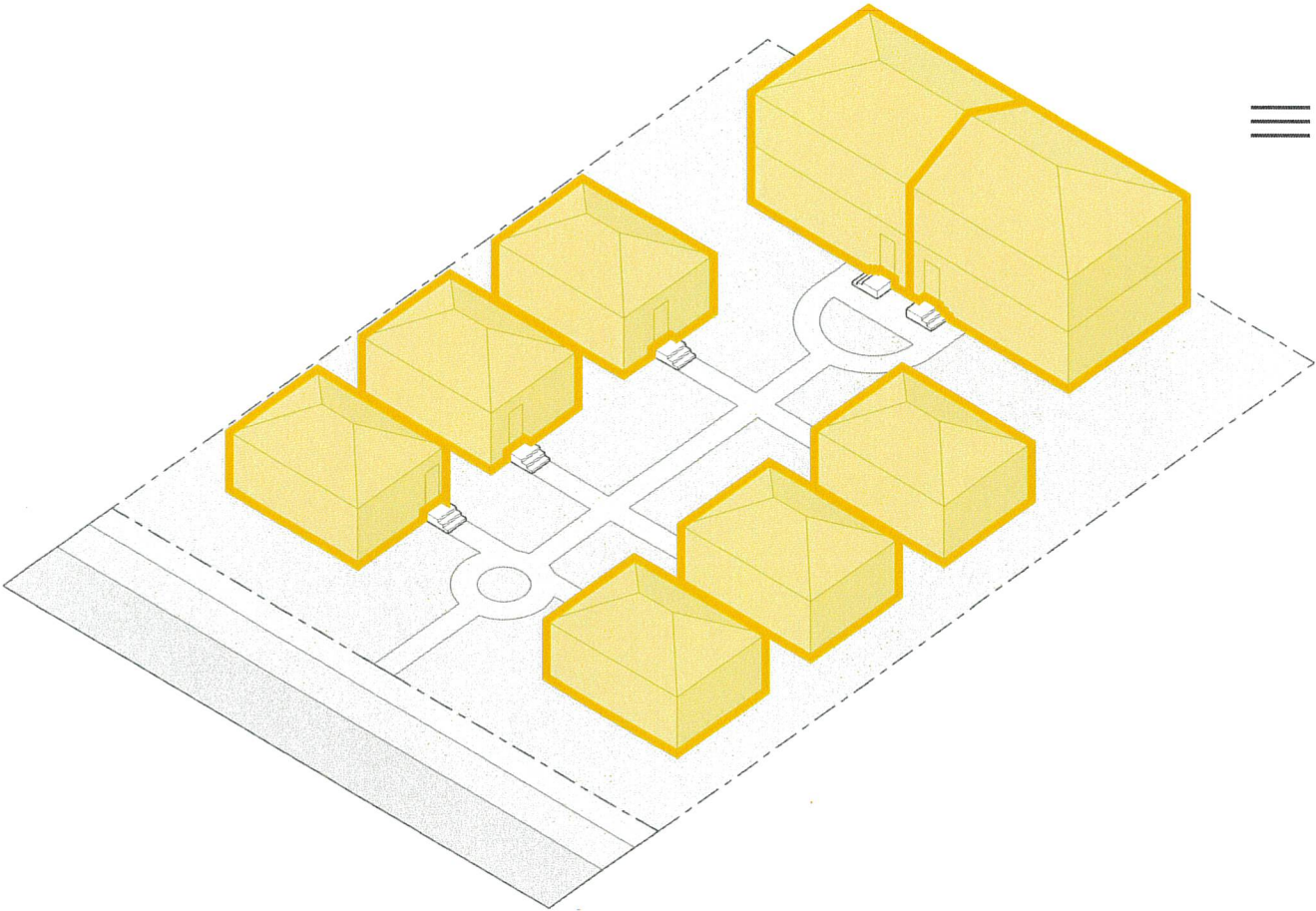




Idealized specifications take the best characteristics of this type and update them for today’s typical building standards, serving as a model for new development.

Alley Loaded | **Front Loaded**

Alley Loaded

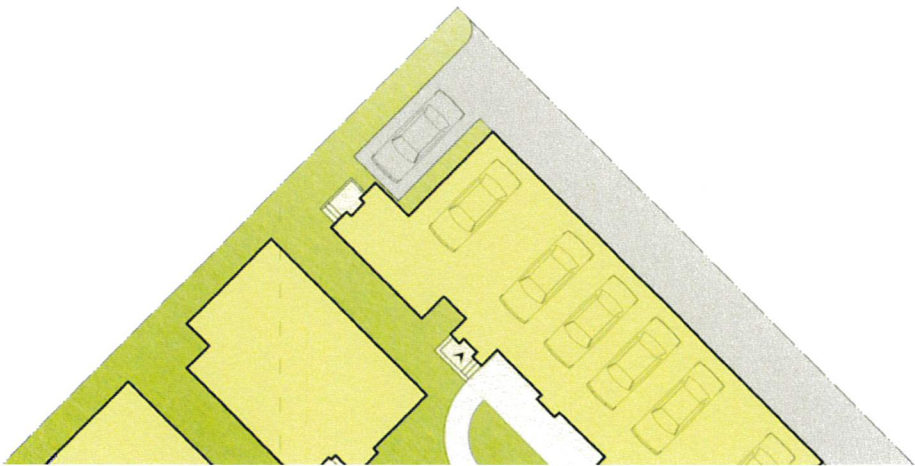
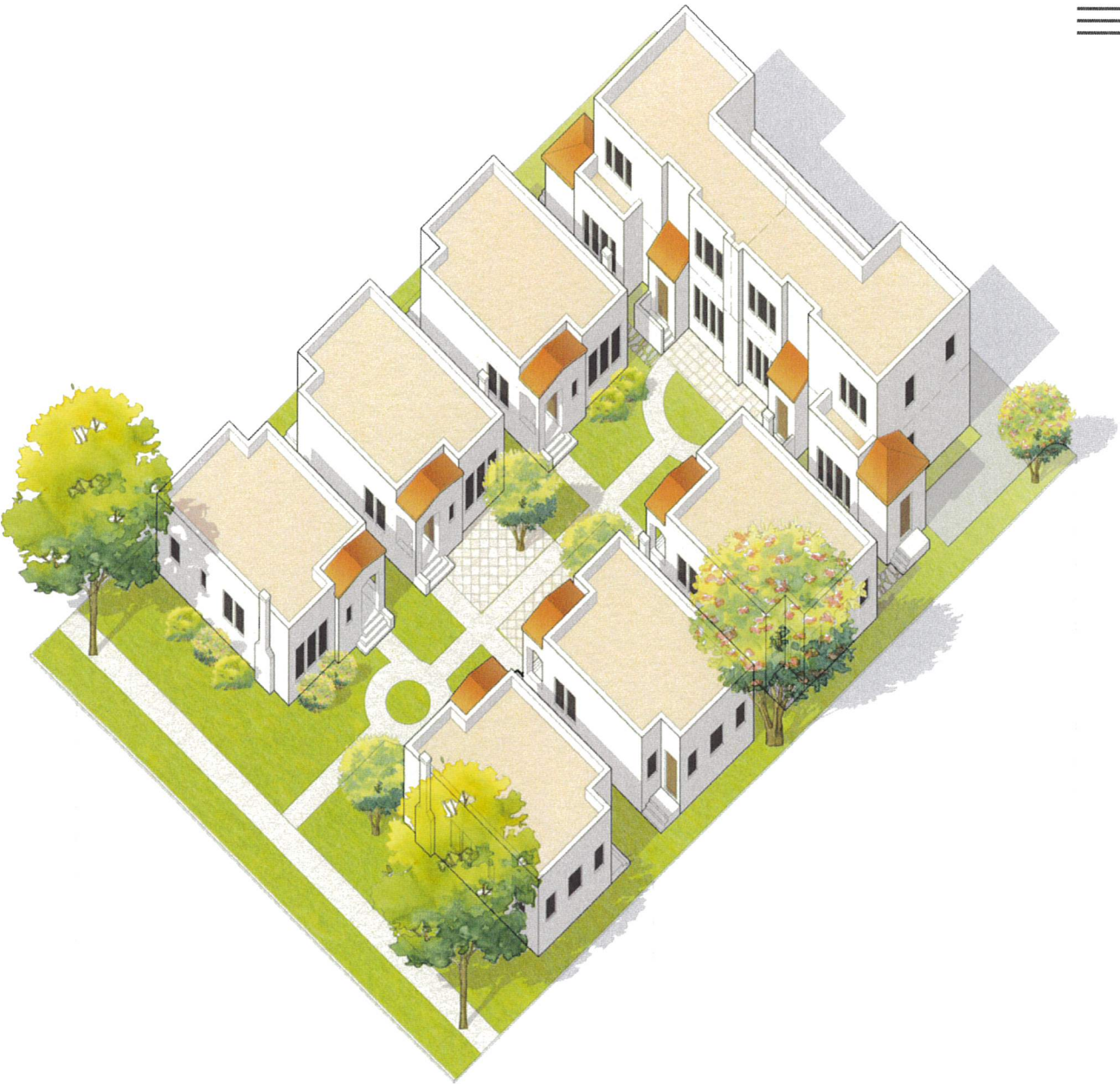


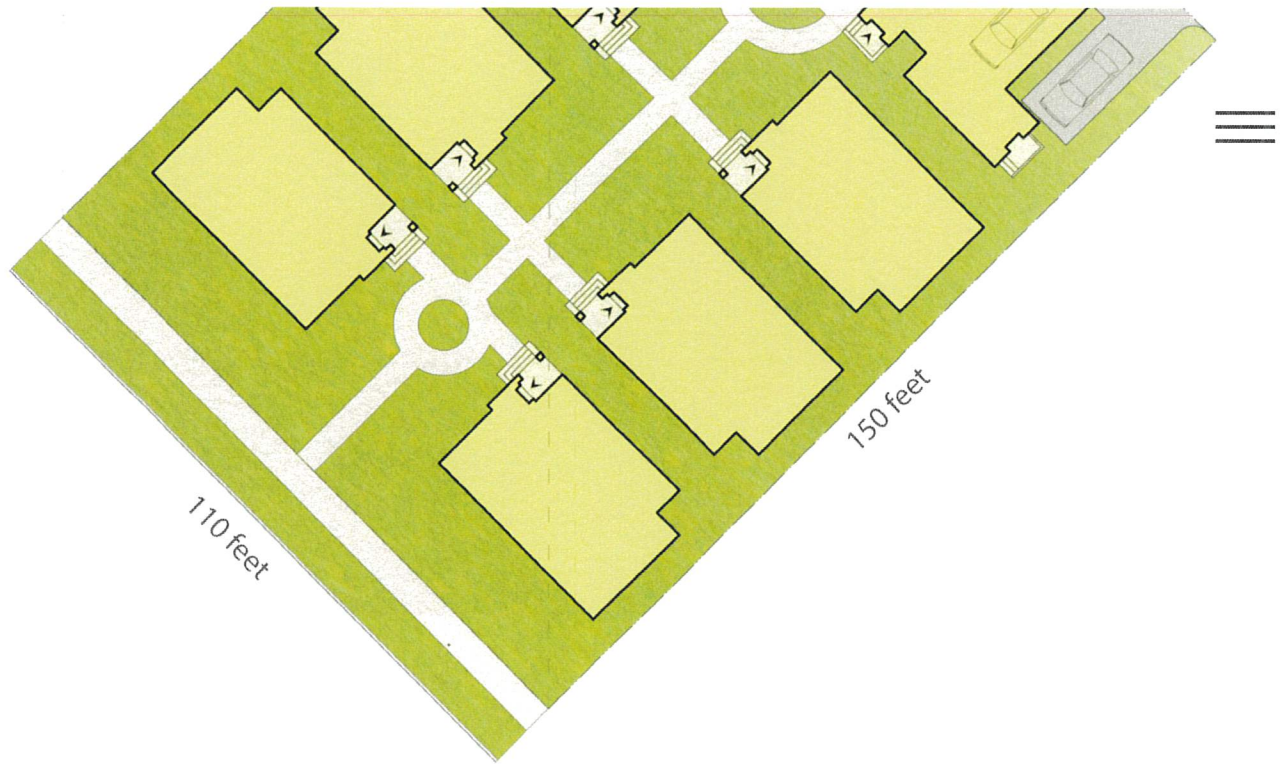
Ideal Specifications

Lot	
Width	110 feet
Depth	150 feet
Area	16,500 sq. ft.
	0.4 acres
Units	
Number of Units	8 units
Typical Unit Size	840 sq. ft.
Density	
Net Density	21 du/acre
Gross Density	16 du/acre
Parking	
Parking Ratio	1.625 per unit
On-street Spaces	5
Off-street Spaces	1 per unit max.
Setbacks	

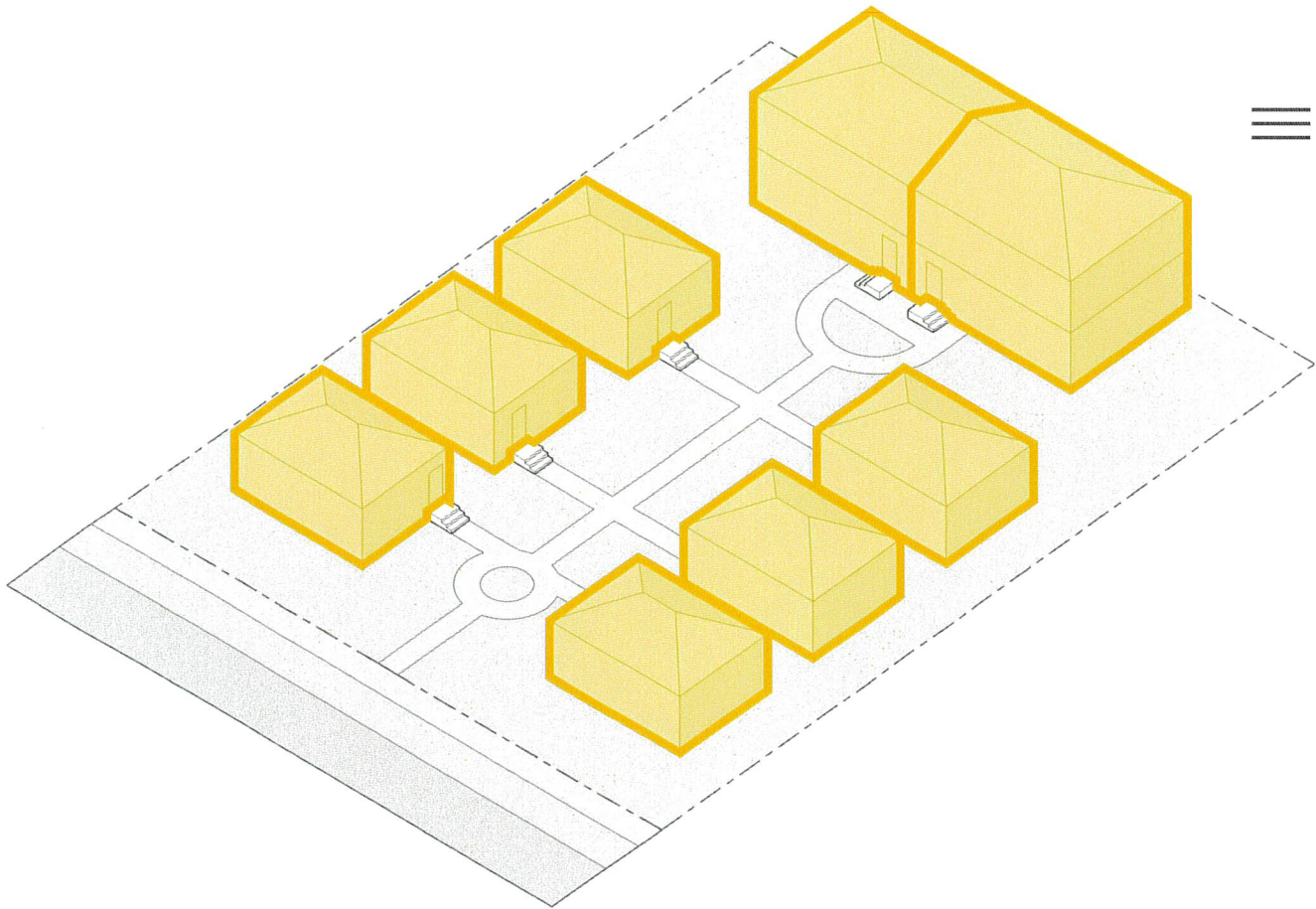
Front	15 feet
Side	5 feet
Building	
Building Size	
Width	24 feet
Depth	35 feet
Height (to eave)	15 feet
Floors	1 story







Front Loaded

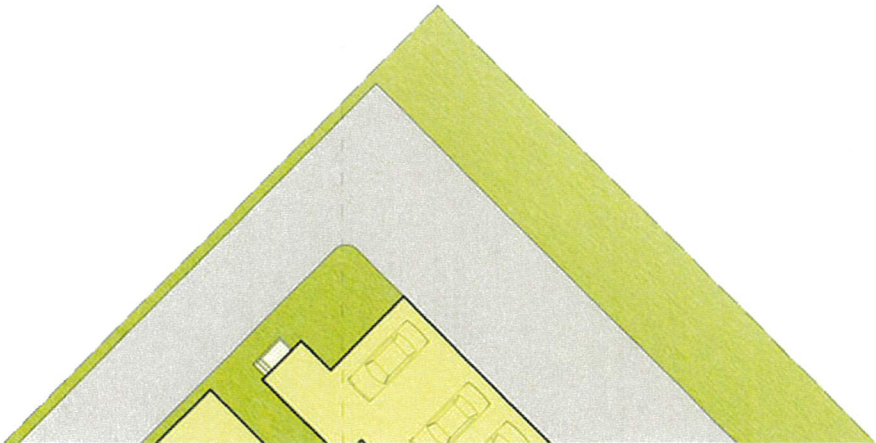


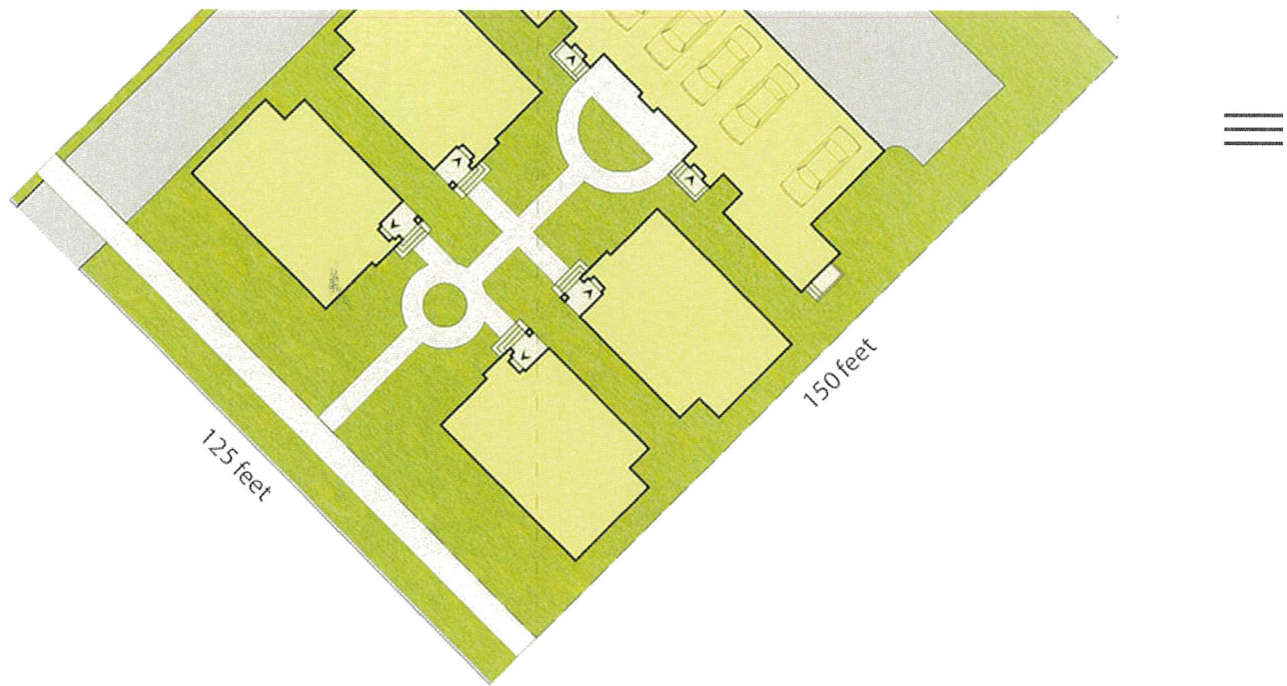
Ideal Specifications

Lot	
Width	125 feet
Depth	150 feet
Area	18,750 sq. ft.
	0.43 acres
Units	
Number of Units	6 units
Typical Unit Size	840 sq. ft.
Density	
Net Density	14 du/acre
Gross Density	12 du/acre
Parking	
Parking Ratio	1.83 per unit
On-street Spaces	5
Off-street Spaces	6
Setbacks	

Front

15 feet





The following example(s) show this housing type documented as real-world examples as they exist today. NOTE: Documented examples may be not be up to today's local building code standards. See the **Idealized** tab for up-to-date specifications in line with modern building standards.

< Townhouse All Types Courtyard Building >

PROPOSAL: Amend Unified Development Ordinance Standards for Road Hierarchy.

APPLICABLE CHAPTER(S): 6.14 (Road Construction Standards)

APPLICANT: Lancaster County Council

STATED CONCERN: Appeal from the public to amend regulations relating to subdividing heirs property in rural areas.

ADDITIONAL CONCERN: The UDO does not have consistent terminology or standards for road types.

BACKGROUND:

Earlier in 2023, the County received requests from two separate families who were interested in subdividing their rural properties for distribution among family members. Both were impacted by sections of the code that related to street length and design.

In April 2023, the County Council passed an ordinance (after recommendation from the Planning Commission) that amended Section 6.4.1 – Connectivity, essentially grandfathering in streets that were built at the time the current UDO was adopted in 2016 from meeting current block length, block width, through-block connections, and cul-de-sac design standards. This permitted one family to move forward, but the other remains impacted by regulations that result in additional cost to subdivide; namely, road construction.

Current UDO guidance in Section 6.14 includes required width for three types of rights-of-way: local, collector, and commercial/arterial roads. Road projects in the County have previously been classified as one of these three. Each requires a certain width of pavement.

Two potential changes have been discussed in development meetings:

1. For family subdivisions in rural areas where traffic is not a concern, ***is it possible to reduce the street design requirement from pavement to an all-weather surface***, like gravel?
2. There is a conflict regarding “alley” design between the limited choices of road type and other sections of code (specifically Chapter 3 and Detail R8 in Appendix C). Alleys are one-way, one-lane roads but are not accommodated in the geometric criteria of 6.14.1, forcing all alleys to be constructed as two-lane paved areas with 50-foot rights-of-way. ***The road type list should include “alley” roads with dimensions that match Detail R8 of Appendix C*** (12’ paved road minimum and 1.5’ gutter on each side, for a minimum of 15’ ROW).

SUPPORTING DATA

HEALTHY NEIGHBORHOOD STREET DESIGN STANDARDS (Source: *Street Design Guidelines for Healthy Neighborhoods* by Dan Burden, Michael Wallwork PE, Ken Sides PE, Ramon Trias, and Harrison Rue):

Street Type	Max Width	Max Design Speed	Max Corner Radius	Max Centerline Radius	Curb	Median	Max Street Length	Vehicle Volume	Walk Way	Bike Lanes	Trees	2-Way Traffic	Parking
Trail	8-14'	20 mph	n/a	95'	no	n/a	n/a	na	n/a	n/a	yes	yes	no
Alley	10-12'	10 mph	15'	50'	no	n/a	400'	200	no	no	no	yes	no
Lane	16-18'	20 mph	15'	90'	option	no	600'	200	both	no	yes	option	1 side
Street	26'	20 mph	15'	90-120'	option	no	1,320'	600	both	no	yes	yes	2 sides
Avenue	varies	30 mph	15-25'	250'	yes	option	n/a	3-20K	both	yes	yes	yes	option
Main Street	varies	15-25 mph	15-25'	600'	yes	option	2,600'	3-10K	both	option	yes	yes	option
Boulevard	varies	30-35 mph	25'	500'	yes	yes	n/a	20-40K	both	yes	yes	yes	option
Parkway	varies	45+ mph	25'	1,000' +	no	yes	n/a	20-60K	no	trails	yes	yes	no

SCDOT Definitions

Local Roads and Streets: Local roads and streets primarily serve as access roads to farms, residences, businesses and other properties. They distribute traffic to highways in the higher functional classification network.

Rural A major part of the rural highway system consists of two-lane local roads. These roadways should be designed to accommodate the highest practical criteria compatible with traffic and topography.

Urban A local urban street is a public roadway for vehicular travel including public transit and refers to and includes the entire area within the right of way. The street also serves pedestrian and bicycle traffic and usually accommodates public utility facilities within the right of way. The development or improvement of these streets should be based on a functional street classification that is part of a comprehensive community development plan. The design criteria should be appropriate for the planned development. The two major design controls are (1) the type and extent of urban development with its limitations on right of way, and (2) zoning or regulatory restrictions. Local streets primarily serve to provide access to adjacent residential development areas. The overriding consideration is to foster a safe and pleasant environment whereas the convenience of the motorist is secondary. Other local streets not only provide access to adjacent development, but also serve limited through traffic. Traffic service features may be an important concern on these streets (e.g., traffic signals, left-turn lanes).

Collector roads: Collector routes are characterized by a roughly even distribution of their access and mobility functions. Traffic volumes and speeds will typically be somewhat lower than those of arterials. Access to properties is normally allowed on collector roads.

The function of rural collector roads is to serve intracounty travel needs and collect traffic flow from the rural local roads to the rural arterials and to distribute traffic flow from arterials back to the local roads.

In rural areas, the collectors provide the following functions:

- provide access to adjacent land uses;
- carry traffic into areas with sparse development;
- serve larger towns and significant traffic generators (e.g., shipping ports, mining areas) that are not served by an arterial or freeway;
- spaced at intervals consistent with the traffic population density to accumulate traffic from local roads;
- provide service to smaller communities; and
- link locally important traffic generators with higher classified routes.

In urban areas, collector streets serve as intermediate links between the arterial system and points of origin and destination. Urban collectors typically have the following characteristics:

- provide both access and traffic circulation within residential neighborhoods and commercial/industrial areas;
- may penetrate residential neighborhoods or commercial/industrial areas to collect and distribute trips to and from the arterial system;
- in fully developed areas, spacing generally is approximately ½ mile between routes and, within the Central Business District, between 650 feet and ½ mile;
- may be an urban extension of rural collector roads; and
- often include local bus routes.

Arterials: Arterial highways are generally characterized by their ability to quickly move relatively large volumes of traffic, but is often impacted by access to abutting properties. The arterial system typically provides for high travel speeds and the longest trip movements. The rural and urban arterial systems are connected to provide continuous through movements at approximately the same level of service.

The freeway is the highest level of an arterial. These facilities are characterized by full control of access, high design speeds and a high level of driver comfort and safety. For these reasons, freeways are considered a special type of highway within the functional classification system, and separate design criteria.

Arterials have the following general characteristics:

- consist of a connected network of continuous routes;
- in rural areas, provide a mix of interstate and intercounty travel service;
- provide service to, through or around urban areas from rural arterial routes and may be connecting links;
- provide for significant urban and suburban travel demands (e.g., between central business districts (CBD) and outlying residential areas, between major inner city communities, between major suburban centers);
- serve long distance traffic within an urban area by connecting major regional activity centers not served by connecting links or may provide service for trips of moderate length;
- may be a multilane undivided facility, divided facility, two-lane rural highway, major two-way city street or a one-way pair system;
- typically warrant management of access to the highway;
- may be included in the National Highway System (NHS); and may carry local bus routes and provide intra-community continuity, but generally will not penetrate neighborhoods.

SAMPLE SYSTEM (Source: City of Myrtle Beach)

Road Classification System

A street network performs most efficiently and safely from both a traffic operations and a road safety perspective if roads are designated and operated to serve their intended purposes. A road classification system designates streets into different groups or classes according to the type of service each group is intended to provide. This is a fundamental tool for urban development and road management. Grouping roads with similar functions can improve transportation planning, road infrastructure design and maintenance, and traffic and road operations.

But while road classification can help meet the needs of communities for transportation services, just as importantly, it can help protect against the adverse impacts of motorized traffic in residential areas. Some roads should carry higher volumes of traffic at higher speeds, while others (the majority) carry lower volume at lower speeds. This allows residential neighborhoods to exist between main traffic corridors. The absence of a hierarchy of roads would result in less efficient routes for traffic with associated increases in the time and cost of transporting people (whether by foot, bike, bus or car) and goods. The quality of urban life would also decline as motorized traffic would increasingly infiltrate into residential neighborhoods to avoid mounting congestion - *Appendix K: City of Myrtle Beach Roadway Classification Systems Map 2009*.

The following is a glossary of terms used in the roadway classifications system for the city of Myrtle Beach.

- *Minor Street* is a two-lane, residential or commercial, street controlled by stop signs at two-way-stop controlled intersection.
- *Major Street* is a two-lane, residential or commercial, street not controlled by stop signs at a two-way stop-controlled intersection providing connection to minor and major collectors and minor arterials.

- *Major Commercial* is a two or four-lane commercial street not controlled by stop signs but signalized intersections.
 - *Minor Commercial* is a two-lane commercial street controlled by stop signs at intersections.
 - *Minor Collector* is a two-lane street providing lane access and traffic circulation within residential, commercial, and industrial areas and connection between major collectors and minor arterials with low density of driveways.
 - *Major Collector* is a four-lane street providing lane access and traffic circulation within residential, commercial, and industrial areas and connection between minor arterials with relatively high density of driveways.
 - *Minor Arterial* is a functional category of street allowing trips of moderate length within a relatively small geographical area; signalized street that primarily serves through-traffic and secondarily provide access to abutting properties with signal spacing of two miles or less.
 - *Principle Arterial* is a major surface street with relatively long trips between major points, and with through trips entering, leaving and passing through the urban area.
 - *Street End* is a two lane street with parking providing access to the Beach. The most current traffic counts for the roadways in the planning area can be found on the SCDOT website.
-

OPTIONS (in particular order):

- **Allow local rural roads to be gravel, compacted properly and to the standards in the fire code that would allow fire apparatus access. Limit this application to AR and RR zones.**
- Create definitions for local, collector and arterial roadways based on SCDOT definitions.
- Clean up the conflicts between Road Design and Cluster development.
- **Change alley design to one-way only, maximum of 12 feet paved.**

STAFF CONTACT:

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ahardin@lanastercountysc.net

No utility lines or pipes shall be installed in or across any County road bed without a County encroachment permit.

6.14 ROAD CONSTRUCTION STANDARDS

6.14.1 ROAD DESIGN (GEOMETRIC CRITERIA)

In general, geometric criteria for road design shall be in accordance with standards of the South Carolina Department of Transportation (SCDOT). Said standards are those contained in the latest edition of "A Policy on Geometric Design of Highways and Streets" by the American Association of State Highway and Transportation Officials. Local and collector residential roads that will be maintained by the County shall be designed in accordance with the following standards.

A. Minimum right-of-way and pavement width shall be as follows:

Road Type	Right-of-Way (feet)	Pavement (feet)
Local (Urban)	50	22
Local (Rural)	60	22
Collector (Urban)	60	24
Collector (Rural)	66	24
Commercial/Arterial (Urban)	60	26
Commercial/Arterial (Rural)	66	26

Additional right-of-way or pavement width will be provided as determined necessary by County Council for high density residential or nonresidential subdivisions or portions thereof.

B. Cul-de-sacs shall not exceed 500 feet in length, except where unusual topographic or other physical conditions dictate otherwise, and shall have a turnaround with 90 feet minimum diameter to pavement edge and 100 feet minimum diameter to right-of-way line. Dead end streets without turnarounds are prohibited. In no case shall a cul-de-sac serve more than 20 residential lots.

C. Design speed, sight distance, and centerline radius shall be as follows:

	Local	Collector	Commercial/Arterial
Design speed	25 mph	25	35 mph
Minimum sight distance on vertical curve	150 feet	200	225 feet
Minimum centerline radius	150 feet	200	250 feet

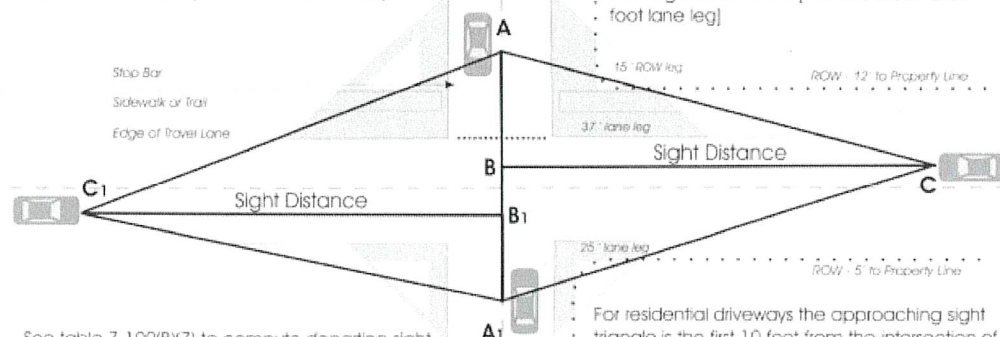
1. Horizontal curvature shall be introduced at any change in road direction. Major road curvature shall be in accordance with SCDOT standards. Minimum tangent between reverse curves shall be 100 feet for local roads, 200 feet for collector roads, and 60 feet from curve to any intersecting road.
2. If a collector road may reasonably be expected to serve more than 1 subdivision, it shall be designed for at least a 55 miles per hour design speed (450 minimum sight distances). Minimum sight distance at intersections shall be established by provision of a clear sight triangle measured along centerlines for 100 feet, which triangle shall be entered upon the final plat prior to recording.

D. Site distance at intersections shall be as follows:

# OF LANES	MINIMUM SIGHT DISTANCE (BC) (IN FEET)							
	20MPH	25MPH	30MPH	35MPH	40MPH	45MPH	50MPH	55MPH
2	200	250	300	350	400	450	500	550
3	220	275	330	385	440	495	550	605
4	240	300	360	420	480	540	600	660
5	250	312.5	375	437.5	500	562.5	625	687.5
6	260	325	390	455	520	585	650	715

The Departing Sight Distance Triangle:

Formed by the triangle ABC with Point "A" as the greater of: 6' from the stop bar; 8' from the edge of the adjacent sidewalk or trail; or 12' from the adjacent travel lane [Not to exceed 20 feet].



See table 7-100(B)(7) to compute departing sight distance "BC", which is based on street type and speed limit

The Approaching Sight Triangle:

For street intersections, commercial driveways, or alleys it is the greater of the triangles formed by the first 25 feet from the edges of the adjoining travel lanes or the first 15 feet from the edges of the ROW [Not to exceed a 50 foot lane leg]

For residential driveways the approaching sight triangle is the first 10 feet from the intersection of the driveway and the property line. For garage entrances it is 6 feet from the intersection with the alley.

NOTE: All sight triangles prohibit objects or plants from obscuring visibility of objects between 3' 1/2" and 8' feet in height (accounting for vertical or horizontal curves). The departing sight distance triangle will apply to alleys, driveways and garage entrances - except that (where no ROW for additional lanes or free planting strip is available) point "A" may be six (6') from the edge of the adjacent sidewalk, trail or travel lane whichever is greater.

- E. Roads shall be designed to intersect as nearly as possible at right angles, but no less than 75 degrees. Minimum radius or curb or pavement edge at intersections shall be at least 20 feet at intersections with local roads and 25 feet at intersections with collector roads.

- F. Unless necessitated by unusual topographic conditions approved by County Council, minimum and maximum road grade shall be 1 percent and 8 percent, respectively. Road crown shall be 2 percent.
- G. Proposed intersections on one side of a road shall coincide with existing or proposed intersections on the opposite side. Minimum centerline offset for intersections on opposite sides of a road shall be 150 feet. No two roads may intersect on the same side of a road at a centerline separation distance of less than 400 feet.
- H. At street intersections, the intersection of paved surfaces shall be rounded with a minimum radius of 30 feet. Where streets intersect at less than right angles, a greater radius may be required.
- I. **Two Street Maximum:** The intersection of more than two streets at one point shall be avoided except where it is otherwise impracticable to secure a proper street system as determined by the Administrator.
- J. **Sight Triangles:** A 25-foot by 25-foot sight visibility triangle shall be maintained at all street intersections. Within the sight visibility area no fence, wall, sign (except regulatory and street name signs), slope, embankment, parked vehicle, hedge, foliage, or other planting or structure shall be placed, erected or maintained which will obstruct visibility within the sight area. This sight triangle requirement may be reduced by the Administrator at fully controlled intersections only.

6.14.2 PAVEMENT STANDARDS

In general, all roads shall be constructed in accordance with the South Carolina Department of Transportation's "Standard Specifications for Highway Construction" (latest edition) as it relates to earthwork, bases/subbases, paved surfaces, etc., and the following requirements.

A. Grading for Road Construction:

Street shall be graded in accordance with the lines and grade set by the engineer. Before placing curb and gutter or base on the graded subgrade, the subgrade shall be compacted to one 100 percent ASTM D690 for a depth of 6 inches and then shall be proof rolled in the presence of the engineer. Places that are found to be loose, or soft, or composed of unsuitable materials, whether in the subgrade or below it, must be dug out and refilled with suitable material. All embankments or fills shall be made in one-foot horizontal lifts of suitable material. The fill shall be rolled with a sheepfoot roller after each lift, followed by a wheel roller, each weighing not less than 8 tons.

B. Paved Road Surfaces are Required for all Roads:

The developer shall submit a complete soils report and a detailed road thickness design as part of his or her engineering plans and specifications that either supports the County's minimum requirements or recommends thicker sections based on actual soil conditions. A complete soils report and detailed road design shall convincingly support the use of the County's typical minimum cross-section or document the necessary variations from the required design criteria. This report and design shall be prepared by an independent County-approved Geotechnical Engineer/Testing Laboratory and approved by the Administrator. NOTE: A complete soils report includes, but is not limited to, the following data: a CBR for every soil type and a grain size analysis and Atterberg Limit determination for each soil type.

C. Road Construction between March 1 and November 30:

- 1. **Local Roads:** Road base shall include 8 inches of crushed stone with a 1.5 intermediate asphalt course and a 1.5 inches compacted asphalt surface course. Alternate designs will be acceptable if they have the same or greater coefficient of strength and with prior written approval from the Public Works Director. Road shall be left down 1.5 inches for future

overlay 95 percent build out of entire project, even if phased. A local road shall mean a route providing service which is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property. Total cross section for local roads: 8 inches crushed stone compacted, 1.5 inch compacted intermediate asphalt course, 1.5 inches compacted asphalt surface course.

2. **Collector/Subcollector Roads:** Road base shall include 8 inches of compacted crushed stone with a 3 inches compacted intermediate asphalt course, and 2 inches compacted asphalt surface course. Alternate designs will be acceptable if they have the same or greater coefficient of strength and with prior written approval from the Public Works Director. Road shall be left down 2 inches for future asphalt overlay after 85 percent build out of entire project, even if phased, or 2 years from completion date, whichever comes first. A collector/subcollector road shall mean a route providing service which is of higher average traffic flow, serving as a main route for interior/exterior traffic and land/property access related to the designed project. Total cross section for collector/subcollector roads: 8 inches compacted crushed stone, 2 inches compacted intermediate asphalt course, 2 inches compacted asphalt surface course.
 3. **Commercial/Arterial Roads:** Road base shall include 8 inches of crushed stone with a 4 inch asphalt intermediate course and 2 inch surface asphalt course. Alternate designs will be acceptable if they have the same or greater coefficient of strength and with prior written approval from the Public Works Director. If CBR and traffic study supports a cross section below the proposed standard, proposed standard will still be used. If road requires a heavier section, then the pavement design shall be included in plan review by the project engineer/geotechnical engineer. Lancaster County may also incorporate a mandatory lime/cement treated subgrade for such roads identified as commercial or arterial roads. A commercial/arterial road shall mean any road inside a business or industrial park and those roads providing service which is of relatively moderate average traffic volume, moderately average trip length, and moderately average operating speed. Such a route collects and distributes traffic between local roads or arterial roads and serves as a linkage between land access and mobility needs.
- D. **Road Construction Between December 1 and February 28 (29):** Road work requires advance approval by Lancaster County:
1. **Local Roads, Collector/Subcollector Roads:** Road base shall be treated with lime or cement base stabilization and shall include 4 inches compacted intermediate asphalt course. Road shall be left down 2 inches for future overlay after 85 percent build out of entire project, even if phased, or 2 years from completion date, whichever comes first.
 2. **Commercial/Arterial Roads:** Road base shall be treated with lime or cement base stabilization and shall include 6 inches of compacted intermediate course and 2 inches of compacted surface course. If CBR and traffic study supports a cross section below the proposed standard, proposed standard will still be used. If road requires a heavier section, then the pavement design shall be included in plan review by the project engineer / geotechnical engineer.
- E. All entrances shall be paved with 10 inches full depth asphalt 50 feet (minimum) from edge of intersecting road ROW. An entrance is defined as wherever asphalt begins of an intersecting street, or end of a previous phase.
- F. Any utility cuts in asphalt shall be saw cut, primed, and replaced with 8 inches minimum hot asphalt mix.
- G. All conduit crossings shall extend from edge to edge of the right-of-way of the road, and must be installed before curb and gutter is to be poured. Developer is responsible for ensuring dry utilities (power, cable/phone, natural gas) are properly installed and compacted. Dry utilities are

subject to inspection by Lancaster County Public Works, and any deficiencies must be corrected immediately.

- H. All curb must be, or transitioned to, SCDOT vertical standard curb at all creek crossings. A 10-foot transition is also required from curb to all drainage structures.
- I. All roadway ditches and channels shall be designed to contain, at a minimum, a peak flow from a 25-year frequency storm. All roadway ditches and channels shall be designed so that the velocity of flow expected from a twenty-year frequency storm shall not exceed the permissible velocities for the type of lining used. Riprap shall be placed for stops in road drainage swales as needed. Swales shall be stabilized against erosion by grassing with a mixture of rye and Bermuda grass. Road swales shall be installed at a maximum depth of 3 feet and be designed to enable mowing by adjoining property owners.
- J. Roads may be constructed with drainage swales and 6 foot wide shoulders (12:1 slope) provided road grade does not exceed 6 percent. Where road grade exceeds 6 percent, curb and gutter, paved drainage swales, or riprap swales shall be provided. Curb and gutter may be roll-type or standard 90 degree curb.

6.14.3 MATERIALS

Roadway materials shall conform to the latest edition of the SCDOT's "Standard Specifications for Highway Construction."

- A. Base course for streets shall be crushed stone conforming to SCDOT Type ABC stone. The stone base course shall be placed in four-inch layers, watered as necessary, and compacted to 100 percent ASTM D690. The contractor shall be responsible for keeping the stone base free of contamination from clay or other foreign materials. Handling and placement of stone base shall all be in accordance with SCDOT specifications.
- B. Asphalt intermediate course shall meet SCDOT specifications for Type C asphalt intermediate course.
- C. The asphalt surface course shall meet SCDOT specifications for Type C asphalt surface course.
- D. Concrete curb shall meet SCDOT specification and be a minimum of 18 inch rolled or barrier curb.

6.14.4 PROOF ROLLS

A. CURB & GUTTER

For all roads with curb and gutter, the following requirements apply:

- 1. Curb subgrade shall be proof rolled with a loaded dump truck. Proof roll equipment must be approved by Lancaster County Public Works. No weight ticket will be necessary for curb subgrade proof roll.
- 2. Curb subgrade proof rolls shall be scheduled between the hours of 8:30 a.m. and 2:30 p.m. (Monday through Thursday). Any curb subgrade proof roll scheduled on Friday or the day prior to a holiday must be approved by Lancaster County Public Works. A twenty-four hour notice is required.
- 3. Curb proof rolls shall be scheduled accordingly, despite size or phasing of project. Lancaster County will not "piece mill" proof rolls for curb placement.
- 4. Curb subgrade shall be smooth on top with no loose material, cracks, ruts, or organic material roots visible in subgrade. Exposed rock shall be at least 6 inches below subgrade.
- 5. The contractor or project engineer will schedule proof rolls.

6. All sewer and water lines shall be tested by the project engineer, and all road crossing conduits installed before curb subgrade proof roll.
7. Curb subgrade shall be compacted properly with no visible movement, and at optimum moisture content in order for proof roll to pass.
8. If proof roll fails, a re-inspection fee in an amount established by the Lancaster County annual budget shall be collected before the rescheduled proof roll.
9. Any undercut areas must be replaced with material approved by the Lancaster County Public Works Department.
10. All concrete shall meet or exceed SCDOT and all local government requirements. Concrete shall be 3,600 psi, or greater. Temperatures must be above 40 degrees Fahrenheit to pour curb. If temperatures fall below freezing (32 degrees F.) overnight, all finished curb shall be covered with insulation blankets.
11. Lancaster County reserves the right to have any material and/or utility trenches tested by an independent engineering firm, at the developer's/ contractor's expense.
12. Pour is to start within 24 hours of passed proof roll. If project receives significant rainfall, the proof roll shall be rescheduled. In the event of rainfall, any undermined curb and gutter shall be removed and repoured. Finished curb must have a minimum 72 hour period curing time, and be properly backfilled, before any stone is placed on the subgrade.
13. Lancaster County shall have final decision on the acceptance of all proof rolls.

B. ROADWAY SUBGRADE

For all roads, the following requirements apply:

1. Roadway subgrade shall be proof rolled with a loaded tandem dump truck with a minimum 15 tons loaded on truck, or a maximum of 54,000 pounds gross weight. Current weight ticket shall be provided to Lancaster County. Note: The use of water trucks, regardless of gross weight, is unacceptable.
2. Road subgrade proof rolls shall be conducted from the hours of 8:30 a.m. and 1:00 p.m. (Monday through Thursday). No road subgrade shall be proof rolled on Fridays or the day prior to a holiday.
3. The contractor or project engineer will schedule proof rolls. A representative of the paving contractor must be present at all subgrade proof rolls.
4. If a soils engineer is employed by the developer for quality control, the soils engineer shall be present at all proof rolls.
5. Subgrade proof rolls shall be scheduled accordingly, despite project size or phasing. Lancaster County will not "piece mill" proof rolls for stone placement. If subgrade is covered, contractor(s) shall make every effort to pave the road. Any stone left dormant over extended periods of time shall be considered contaminated, removed from the road base, and subgrade reworked.
6. Curb and gutter shall be properly backfilled and compacted before any roadway subgrade proof roll is scheduled. Backfill shall be inspected prior to any subgrade proof roll. Right-of-way shall be smooth and graded for positive drainage, with no ruts and all conduits/utility services properly tamped/compacted.
7. Roadway crown/grade shall be checked by the paving contractor, with a Lancaster County representative present, at 50-foot intervals minimum. If grade is inconsistent, the proof roll automatically fails and shall be rescheduled. A re-inspection fee in an amount established by the Lancaster County annual budget shall be collected before the rescheduled proof roll.

8. Proper erosion control measures shall be installed and maintained to prevent silt from contaminating roadway subgrade. Lancaster County reserves the right to have additional erosion control measures (ex. silt fencing, rip rap check dams, diversion ditches, etc.) installed to protect the roadway subgrade.
9. Roadway subgrade shall be smooth on top, with no visible cracks, ruts, or exposed organic material/roots present. Any exposed rock shall be at least 6 inches below subgrade, if conditions require rock to stay in place. Organics/roots shall be removed from the subgrade.
10. Roadway subgrade shall have no visible movement or deflection, and be at optimum moisture content, in order for proof roll to pass. Excessive "scaling" or movement in the top unbonded lift of soil shall be deemed failing, and unacceptable to Lancaster County.
11. Any undercut material must be approved by Lancaster County. Isolated marginal areas may use extra compacted crushed stone. Largely inconsistent areas must be reworked. Undercut areas shall be a minimum 12 inches in depth, and are subject to a reinspection fee.
12. Stone is to begin being placed within 24 hours following satisfactory proof roll.
13. Every effort shall be made to protect the subgrade/stone base. Construction traffic shall be monitored, and in certain cases, isolated failing areas may cause entire proof roll to fail. Upon completion of a satisfactory proof roll, construction traffic shall be limited to the forces of the paving contractor only. Utilities shall not be trenched in the road right-of-way of unpaved, undeveloped roads.
14. Stone shall not be placed on frozen or excessively wet subgrade. Temperatures must be above 35 degrees to place stone. In the event temperatures fall under freezing overnight, proof roll shall be rescheduled.
15. All material shall meet SCODT standards, as well as local government standards. Lancaster County reserves the right to have any material tested by an independent engineering firm, at the developer's/ contractor's expense.
16. Lancaster County shall have final decision on all proof rolls.

C. ROADWAY STONE BASE

For all roads, the following requirements apply:

1. Stone base shall be proof rolled with a loaded tandem truck with 15 tons loaded on the truck, or a maximum gross weight of 54,000 pounds. Current weight ticket shall be checked.
2. Stone base shall be properly set and sealed, with no visible movement in order for proof roll to pass. No loose gravel, or segregation of stone on top, shall be permitted. Those areas shall be wet and rolled, or broomed/undercut until satisfactory surface is present. If proof roll fails, a re-inspection fee in an amount established by the Lancaster County annual budget shall be collected before the rescheduled proof roll.
3. Proof rolls shall be conducted from the hours of 8:30 a.m. and 1:00 p.m. (Monday through Thursday). Any proof roll scheduled on Friday or the day prior to a holiday must be approved by Lancaster County Public Works. A 24 hour notice is required.
4. Stone base proof roll shall be scheduled by the paving contractor only.
5. Pavement is to begin within 24 hours following satisfactory proof roll.
6. Every effort shall be made to pave the stone base. Traffic shall be monitored and routed around subgrade before, during, and after stone base is set or being set. In certain cases, isolated areas could cause entire proof roll to fail.

7. Any isolated areas shall be undercut and removed to the subgrade for full depth patching. Undercut areas will be a minimum of 6 inches.
8. Any areas of contaminated stone shall be undercut/removed before any asphalt is placed.
9. Pavement shall not be placed on frozen or excessively wet subgrade. Temperatures must be above 50 degrees by 10:00 a.m. to place asphalt. In the event temperatures fall under freezing overnight, proof roll shall be rescheduled. In the event of significant rainfall, proof roll shall be rescheduled.
10. All material shall meet SCDOT standards, as well as local government standards. Lancaster County reserves the right to have any material, fill, or trench tested by an independent engineering firm, at the developer's/ contractor's expense.
11. Proper measures shall be installed at catch basins to drain roadway properly after initial asphalt course is placed. These measures shall be the responsibility of the developer to maintain from the time of asphalt placement to the end of the warranty period.
12. Lancaster County shall have final decision on all proof rolls.

6.15 SIDEWALK STANDARDS

Sidewalk construction shall be similar to street construction, with subgrade compacted to 100 percent ASTM D690. Concrete sidewalks shall be four inches thick (increasing to 6 inches thick at driveway entrances), and shall be at least 5 feet wide. Expansion joints shall be provided every 300 feet; false joints at 10 feet. Where required, accessible ramps shall be constructed per SCDOT standard details.

6.16 UTILITY TRENCH COMPACTION

For all roads, the following requirements apply: Utility trenches within the road right of way shall be compacted to 98 percent maximum dry density per ASTM D698. The developer shall submit a report prepared by an independent County-approved Geotechnical Engineer/Testing Laboratory verifying compliance with this requirement. Density test shall be performed at a minimum rate of 1 per 200 feet of trench.

6.17 INSPECTIONS

6.17.1 STORM DRAIN INSPECTIONS

The following requirements apply to all storm drain systems:

- A. Storm drain system must be initially inspected after catch basins are tied into curb and gutter (10 inch transition from curb to drainage structure). Storm drain system shall be cleaned and flushed before final acceptance inspection of roadway. A 48 hour notice is required. All drainage infrastructure must have a video inspection completed by the developer or requestor and submitted to the Public Works Director.
- B. Catch basins must be free of excess silt and mud for inspection to pass. All throat/hood openings shall conform to the MSSD, and all pipe shall be reinforced concrete pipe (RCP). Any failures or deficiencies noticed in any pipe crossings flashed in roadway must be corrected before stone base is put down. Minor issues such as grouting boxes, changing grates, adding steps can be completed before final inspection.
- C. All materials used in the storm drain system must meet SCDOT specifications.
- D. All outfall pipes must have a flared end with rip rap outlet protection properly installed.

G. MAXIMUM DENSITY

The maximum number of dwelling units allowed per acre for a cluster subdivision shall not exceed the maximum for the residential use district in which it is located, as set forth in Chapter 2 of the UDO, where the total number of dwelling units allowed shall be based on the gross acreage of the site. For example, when the CSO is located within the MDR, Medium Density Residential, where the maximum density is two dwelling units per acre, a 100-acre parcel of land shall be allowed to have no more than 200 dwelling units built on the site.

H. COMMERCIAL REQUIREMENT: There shall be no required commercial within a cluster subdivision.

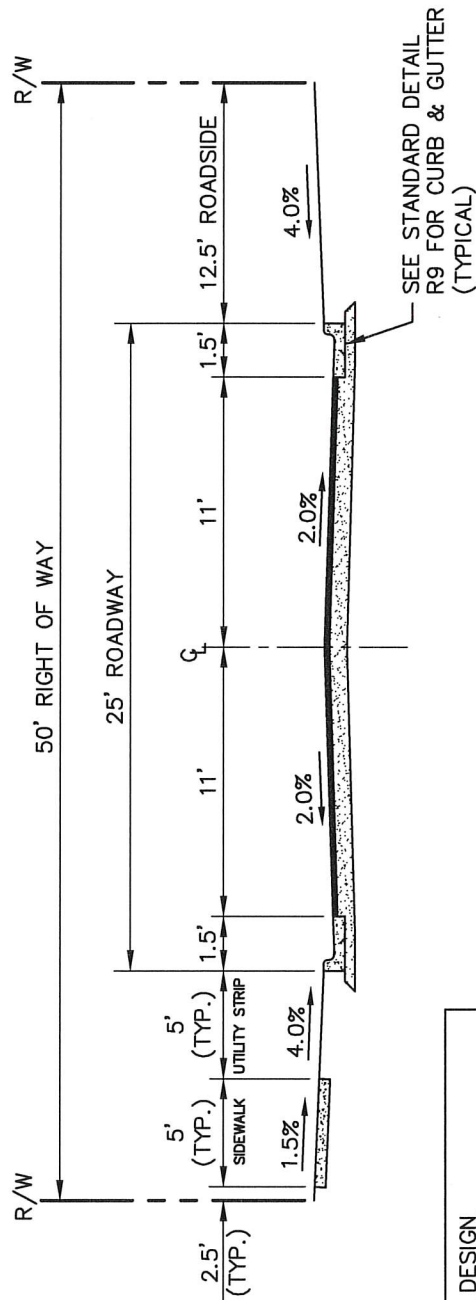
I. SITE PLANNING REVIEW STANDARDS: A cluster subdivision shall follow the site plan review standards and procedures as set forth in Chapter 9 of the UDO, including but not limited to Section 9.2. Furthermore, planning staff shall also include the following in their review:

1. Overall site design shall be harmonious in terms of landscaping, enclosure of principal and accessory uses, sizes of structures, street patterns, and use relationships;
2. The site layout shall accommodate and preserve any features of historic, cultural, archaeological, or sensitive environmental value. Individual lots, buildings, structures, streets, parking areas, utilities, and infrastructure shall be designed and sited to minimize the alteration of natural features, vegetation, and topography;
3. Where practicable, individual lots, buildings, structures, streets, parking areas, utilities, and infrastructure should be designed and sited to be compatible with surrounding development patterns;
4. Where practicable, open space shall be located on a site in such a manner so that view sheds from existing public right-of-way are not obstructed, but are enhanced by the open space;
5. Private streets are permitted in a cluster subdivision, provided such streets meet the construction standards of Chapter 6 and Appendix C of the UDO. The following shall apply:
 - a. As required in Chapter 6 of the Lancaster County Code, as amended, the minimum right-of-way and pavement width shall be as follows:



Road Type	Right-of-Way (feet)	Pavement (feet)
Local (closed drainage)	50	22
Local (open drainage)	66	22
Collector	66	24

- b. On-street parking is permitted in a cluster subdivision where adequate right-of-way and pavement width is provided in accordance with standards of the South Carolina Department of Transportation; and
 - c. To ensure adequate clearance for emergency vehicles in a cluster subdivision, the Planning Commission may require signage and/or pavement markings to clearly indicate areas where on-street parking is prohibited;
6. Installing sidewalks on both sides of local streets in a cluster subdivision is encouraged. At a minimum, a sidewalk will be required on at least one side of every local street, with a



PAVEMENT DESIGN
 1.5" TYPE C SURFACE COURSE
 1.5" TYPE C INTERMEDIATE COURSE
 8.0" A.B.C.

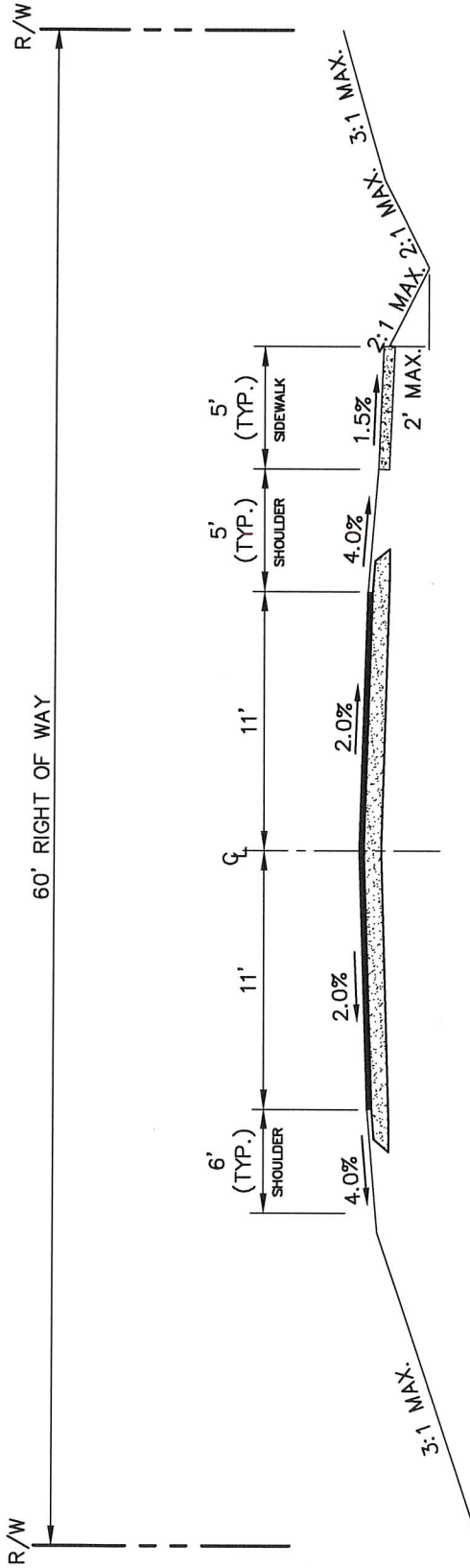
**50' RIGHT OF WAY
 25' ROADWAY SECTION
 SECTION VIEW**

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.



REVISIONS:		LOCAL STREET (URBAN)		DETAIL No.
EFFECTIVE DATE	11/26/2016			R1
				SHEET 1 OF 1



60' RIGHT OF WAY
22' ROADWAY SECTION
SECTION VIEW

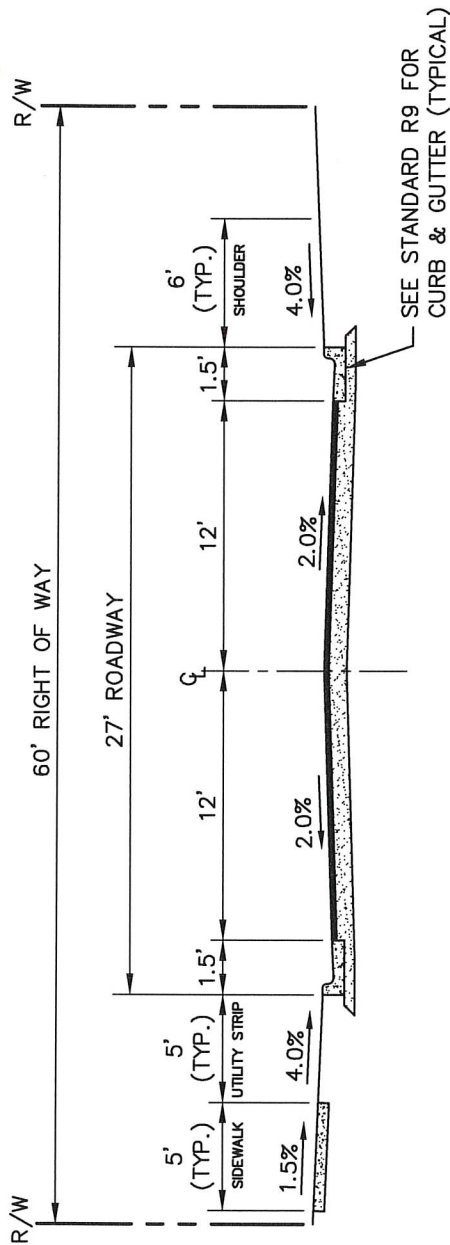
PAVEMENT DESIGN
 1.5" TYPE C SURFACE COURSE
 1.5" TYPE C INTERMEDIATE COURSE
 8.0" A.B.C.

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. SWALE SYSTEM DESIGNED TO CARRY AT LEAST THE 25 YEAR STORM.
4. VELOCITY WITHIN THE SWALE SHALL BE NON-EROSIVE.
5. DETAILED DRAINAGE CALCULATIONS REQUIRED.
6. ROADSIDE DITCHES SHALL BE LINED WITH NORTH AMERICAN GREEN SC 150BN OR APPROVED EQUAL.



REVISIONS: EFFECTIVE DATE 11/26/2016		LOCAL STREET (RURAL)		DETAIL No. R2
				SHEET 1 OF 1



60' RIGHT OF WAY
27' ROADWAY SECTION
SECTION VIEW

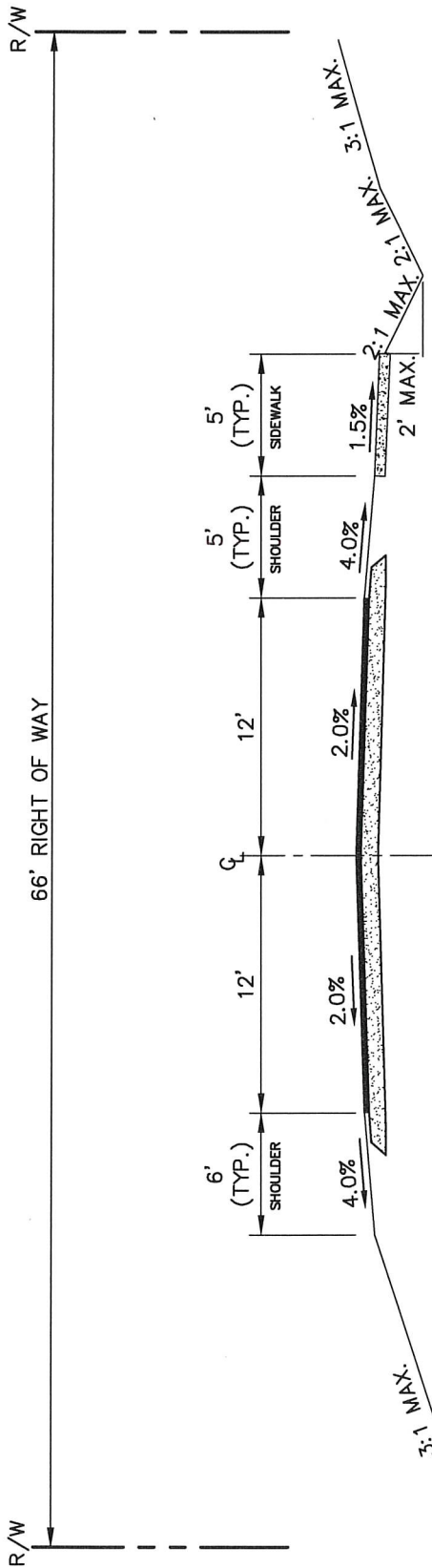
PAVEMENT DESIGN
 2.0" TYPE C SURFACE COURSE
 3.0" TYPE C INTERMEDIATE COURSE
 8.0" A.B.C.

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. SWALE SYSTEM DESIGNED TO CARRY AT LEAST THE 25 YEAR STORM.
4. VELOCITY WITHIN THE SWALE SHALL BE NON-EROSIVE.
5. DETAILED DRAINAGE CALCULATIONS REQUIRED.
6. ROADSIDE DITCHES SHALL BE LINED WITH NORTH AMERICAN GREEN SC 150BN OR APPROVED EQUAL.



REVISIONS: EFFECTIVE DATE 11/26/2016		COLLECTOR (URBAN)		DETAIL No. R3
				SHEET 1 OF 1



66' RIGHT OF WAY
24' ROADWAY SECTION
SECTION VIEW

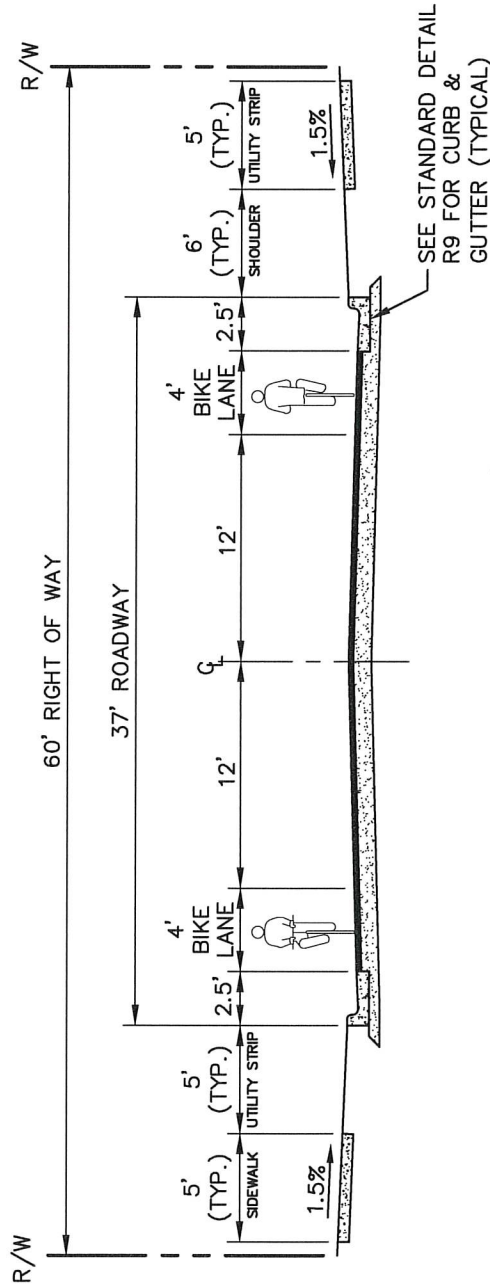
PAVEMENT DESIGN
 2.0" TYPE C SURFACE COURSE
 3.0" TYPE C INTERMEDIATE COURSE
 8.0" A.B.C.

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. SWALE SYSTEM DESIGNED TO CARRY AT LEAST THE 25 YEAR STORM.
4. VELOCITY WITHIN THE SWALE SHALL BE NON-EROSIVE.
5. DETAILED DRAINAGE CALCULATIONS REQUIRED.
6. ROADSIDE DITCHES SHALL BE LINED WITH NORTH AMERICAN GREEN SC 150BN OR APPROVED EQUAL.



EFFECTIVE DATE 11/26/2016	REVISIONS:		COLLECTOR (RURAL)	DETAIL No.
				R4 SHEET 1 OF 1



PAVEMENT DESIGN
3" S-9.5 B
8" A.B.C.

60' RIGHT OF WAY
37' ROADWAY SECTION
SECTION VIEW

NOTES:

1. NORMAL CROWN OF 2.0% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE AS SHOWN OR AS CALCULATED ACCORDING TO SPECIFICATIONS, WHICHEVER IS GREATER.
3. REVIEW QUALIFYING CRITERIA AND CROSS SECTIONS FOR "COLLECTOR AVENUE".

Lancaster
County
South Carolina

REVISIONS:

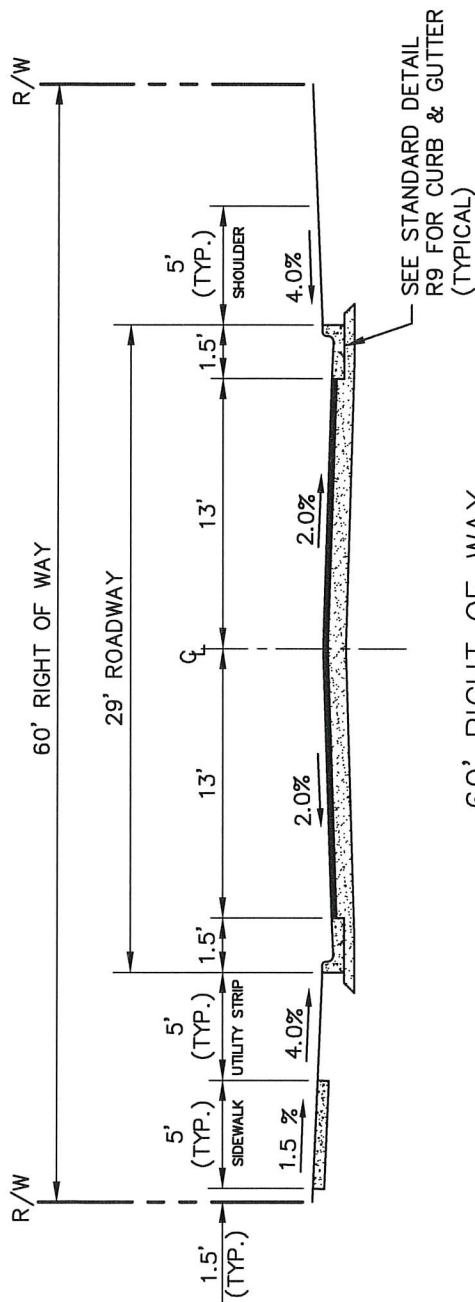
EFFECTIVE
DATE
11/26/2016

STANDARD COLLECTOR (BIKE LANES)

DETAIL No.

R5

SHEET 1 OF 1



60' RIGHT OF WAY
29' ROADWAY SECTION
SECTION VIEW

PAVEMENT DESIGN

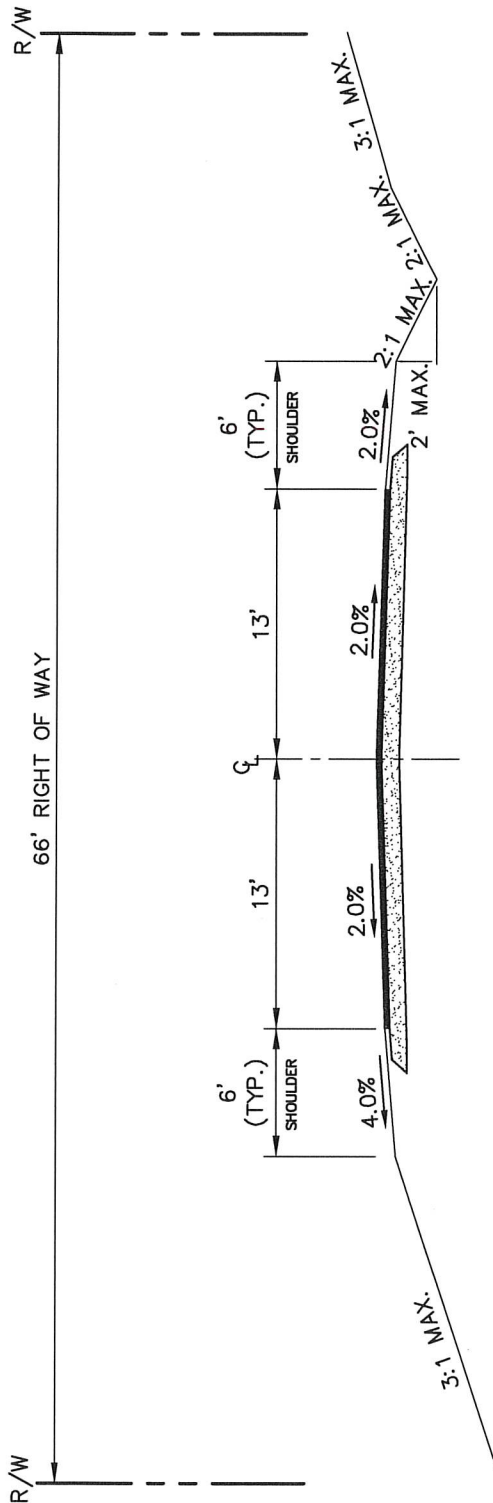
2.0" TYPE C SURFACE COURSE
 4.0" TYPE C INTERMEDIATE COURSE
 8.0" A.B.C.

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. SWALE SYSTEM DESIGNED TO CARRY AT LEAST THE 25 YEAR STORM.
4. VELOCITY WITHIN THE SWALE SHALL BE NON-EROSIVE.
5. DETAILED DRAINAGE CALCULATIONS REQUIRED.
6. ROADSIDE DITCHES SHALL BE LINED WITH NORTH AMERICAN GREEN SC 150BN OR APPROVED EQUAL.



REVISIONS: EFFECTIVE DATE 11/26/2016		COMMERCIAL/ARTERIAL (URBAN)		DETAIL No.
				R6 SHEET 1 OF 1



66' RIGHT OF WAY
26' ROADWAY SECTION
SECTION VIEW

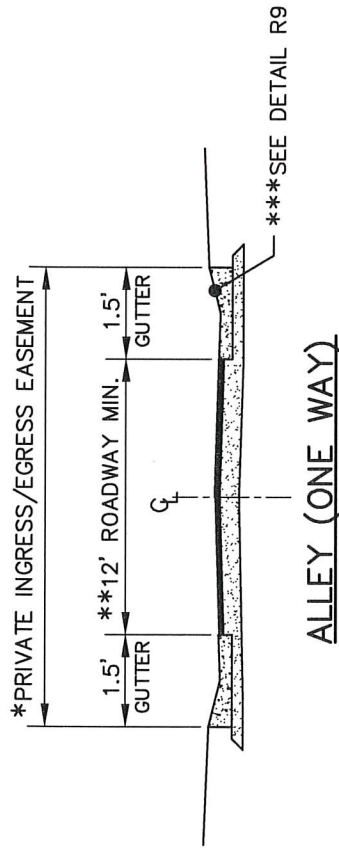
PAVEMENT DESIGN
 2.0" TYPE C SURFACE COURSE
 4.0" TYPE C INTERMEDIATE COURSE
 8.0" A.B.C.

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. SWALE SYSTEM DESIGNED TO CARRY AT LEAST THE 25 YEAR STORM.
4. VELOCITY WITHIN THE SWALE SHALL BE NON-EROSIVE.
5. DETAILED DRAINAGE CALCULATIONS REQUIRED.
6. ROADSIDE DITCHES SHALL BE LINED WITH NORTH AMERICAN GREEN SC 150BN OR APPROVED EQUAL.



REVISIONS: EFFECTIVE DATE 11/26/2016		COMMERCIAL/ARTERIAL (RURAL)		DETAIL No. R7
		SHEET 1 OF 1		



PAVEMENT DESIGN

1.5" TYPE C SURFACE COURSE
1.5" TYPE C INTERMEDIATE COURSE
8.0" A.B.C.

ALLEY (ONE WAY)

NOTES:

1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
3. INCREASE ROADWAY WIDTH TO 16' FOR TWO WAY OPERATION.



REVISIONS:

EFFECTIVE
DATE
11/26/2016

ALLEY

DETAIL No.

R8
SHEET 1 OF 1

Agenda Item Summary

Ordinance # / Resolution #: UDO-TA-2023-0975 Sec. 6.5 County Street Classification & Design

Contact Person / Sponsor: A. Hardin

Department: Planning

Date Requested to be on Agenda: 7/18/2023

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	7/12/2023	Exhibit
Application	7/12/2023	Exhibit
Letter from Brown Family	7/11/2023	Letter

PROPOSAL: Amend Unified Development Ordinance Standards for Road Hierarchy.

APPLICABLE CHAPTER(S): 6.14 (Road Construction Standards), 10.4, 4.4.1

APPLICANT: Lancaster County Council

STATED CONCERN: Appeal from the public to amend regulations relating to subdividing heirs' property in rural areas.

ADDITIONAL CONCERN: The UDO does not have consistent terminology or standards for road types.

BACKGROUND:

Earlier in 2023, the County received requests from two separate families who were interested in subdividing their rural properties for distribution among family members. Both were impacted by sections of the code that related to maximum street length and number of lots accessing off of a dead-end road. .

In April 2023, the County Council passed an ordinance (after recommendation from the Planning Commission) that amended Section 6.4.1 – Connectivity, essentially grandfathering in streets that were built at the time the current UDO was adopted in 2016 from meeting current block length, block width, through-block connections, and cul-de-sac design standards. This permitted one family to move forward, but the other remains impacted by regulations that result in additional cost to subdivide; namely, road construction.

Current UDO guidance in Section 6.14 includes required width for three types of rights-of-way: local, collector, and commercial/arterial roads. Road projects in the County have previously been classified as one of these three. Each requires a certain width of pavement.

Two potential changes have been discussed in development meetings:

1. For family subdivisions in rural areas where traffic is not a concern, ***is it possible to reduce the street design requirement from pavement to an all-weather surface***, like gravel?
2. There is a conflict regarding “alley” design between the limited choices of road type and other sections of code (specifically Chapter 3 and Detail R8 in Appendix C). Alleys are typically one-way, one-lane roads but are not accommodated in the geometric criteria of 6.14.1, which can lead to review as two-lane paved areas with 50-foot rights-of-way. ***The road type list should include “alley” roads with dimensions that match Detail R8 of Appendix C*** (12 - 15' paved road and 1.5' gutter on each side, for a minimum of 15' ROW).

SUPPORTING DATA

HEALTHY NEIGHBORHOOD STREET DESIGN STANDARDS (Source: *Street Design Guidelines for Healthy Neighborhoods* by Dan Burden, Michael Wallwork PE, Ken Sides PE, Ramon Trias, and Harrison Rue):

Street Type	Max Width	Max Design Speed	Max Corner Radius	Max Centerline Radius	Curb	Median	Max Street Length	Vehicle Volume	Walk Way	Bike Lanes	Trees	2-Way Traffic	Parking
Trail	8-14'	20 mph	n/a	95'	no	n/a	n/a	na	n/a	n/a	yes	yes	no
Alley	10-12'	10 mph	15'	50'	no	n/a	400'	200	no	no	no	yes	no
Lane	16-18'	20 mph	15'	90'	option	no	600'	200	both	no	yes	option	1 side
Street	26'	20 mph	15'	90-120'	option	no	1,320'	600	both	no	yes	yes	2 sides
Avenue	varies	30 mph	15-25'	250'	yes	option	n/a	3-20K	both	yes	yes	yes	option
Main Street	varies	15-25 mph	15-25'	600'	yes	option	2,600'	3-10K	both	option	yes	yes	option
Boulevard	varies	30-35 mph	25'	500'	yes	yes	n/a	20-40K	both	yes	yes	yes	option
Parkway	varies	45+ mph	25'	1,000' +	no	yes	n/a	20-60K	no	trails	yes	yes	no

SCDOT Definitions

Local Roads and Streets: Local roads and streets primarily serve as access roads to farms, residences, businesses and other properties. They distribute traffic to highways in the higher functional classification network.

Rural: A major part of the rural highway system consists of two-lane local roads. These roadways should be designed to accommodate the highest practical criteria compatible with traffic and topography.

Urban: A local urban street is a public roadway for vehicular travel including public transit and refers to and includes the entire area within the right of way. The street also serves pedestrian and bicycle traffic and usually accommodates public utility facilities within the right of way. The development or improvement of these streets should be based on a functional street classification that is part of a comprehensive community development plan. The design criteria should be appropriate for the planned development. The two major design controls are (1) the type and extent of urban development with its limitations on right of way, and (2) zoning or regulatory restrictions. Local streets primarily serve to provide access to adjacent residential development areas. The overriding consideration is to foster a safe and pleasant environment whereas the convenience of the motorist is secondary. Other local streets not only provide access to adjacent

development, but also serve limited through traffic. Traffic service features may be an important concern on these streets (e.g., traffic signals, left-turn lanes).

Collector roads: Collector routes are characterized by a roughly even distribution of their access and mobility functions. Traffic volumes and speeds will typically be somewhat lower than those of arterials. Access to properties is normally allowed on collector roads.

The function of rural collector roads is to serve intracounty travel needs and collect traffic flow from the rural local roads to the rural arterials and to distribute traffic flow from arterials back to the local roads.

In rural areas, the collectors provide the following functions:

- provide access to adjacent land uses;
- carry traffic into areas with sparse development;
- serve larger towns and significant traffic generators (e.g., shipping ports, mining areas) that are not served by an arterial or freeway;
- spaced at intervals consistent with the traffic population density to accumulate traffic from local roads;
- provide service to smaller communities; and
- link locally important traffic generators with higher classified routes.

In urban areas, collector streets serve as intermediate links between the arterial system and points of origin and destination. Urban collectors typically have the following characteristics:

- provide both access and traffic circulation within residential neighborhoods and commercial/industrial areas;
- may penetrate residential neighborhoods or commercial/industrial areas to collect and distribute trips to and from the arterial system;
- in fully developed areas, spacing generally is approximately ½ mile between routes and, within the Central Business District, between 650 feet and ½ mile;
- may be an urban extension of rural collector roads; and
- often include local bus routes.

Arterials: Arterial highways are generally characterized by their ability to quickly move relatively large volumes of traffic, but is often impacted by access to abutting properties. The arterial system typically provides for high travel speeds and the longest trip movements. The rural and urban arterial systems are connected to provide continuous through movements at approximately the same level of service.

The freeway is the highest level of an arterial. These facilities are characterized by full control of access, high design speeds and a high level of driver comfort and safety. For these reasons, freeways are considered a special type of highway within the functional classification system, and separate design criteria.

Arterials have the following general characteristics:

- consist of a connected network of continuous routes;
- in rural areas, provide a mix of interstate and intercounty travel service;
- provide service to, through or around urban areas from rural arterial routes and may be connecting links;
- provide for significant urban and suburban travel demands (e.g., between central business districts (CBD) and outlying residential areas, between major inner city communities, between major suburban centers);
- serve long distance traffic within an urban area by connecting major regional activity centers not served by connecting links or may provide service for trips of moderate length;
- may be a multilane undivided facility, divided facility, two-lane rural highway, major two-way city street or a one-way pair system;
- typically warrant management of access to the highway;
- may be included in the National Highway System (NHS); and may carry local bus routes and provide intra-community continuity, but generally will not penetrate neighborhoods.

SAMPLE CLASSIFICATION SYSTEM (Source: *City of Myrtle Beach*)

Road Classification System

A street network performs most efficiently and safely from both a traffic operation and a road safety perspective if roads are designated and operated to serve their intended purposes. A road classification system designates streets into different groups or classes according to the type of service each group is intended to provide. This is a fundamental tool for urban development and road management. Grouping roads with similar functions can improve transportation planning, road infrastructure design and maintenance, and traffic and road operations.

But while road classification can help meet the needs of communities for transportation services, just as importantly, it can help protect against the adverse impacts of motorized traffic in residential areas. Some roads should carry higher volumes of traffic at higher speeds, while others (the majority) carry lower volume at lower speeds. This allows residential neighborhoods to exist between main traffic corridors. The absence of a hierarchy of roads would result in less efficient routes for traffic with associated increases in the time and cost of transporting people (whether by foot, bike, bus or car) and goods. The quality of urban life would also decline as motorized traffic would increasingly infiltrate into residential neighborhoods to avoid mounting congestion - *Appendix K: City of Myrtle Beach Roadway Classification Systems Map 2009*.

The following is a glossary of terms used in the roadway classifications system for the city of Myrtle Beach.

- *Minor Street* is a two-lane, residential or commercial, street controlled by stop signs at two-way-stop controlled intersection.
 - *Major Street* is a two-lane, residential or commercial, street not controlled by stop signs at a two-way stop-controlled intersection providing connection to minor and major collectors and minor arterials.
 - *Major Commercial* is a two or four-lane commercial street not controlled by stop signs but signalized intersections.
 - *Minor Commercial* is a two-lane commercial street controlled by stop signs at intersections.
 - *Minor Collector* is a two-lane street providing lane access and traffic circulation within residential, commercial, and industrial areas and connection between major collectors and minor arterials with low density of driveways.
 - *Major Collector* is a four-lane street providing lane access and traffic circulation within residential, commercial, and industrial areas and connection between minor arterials with relatively high density of driveways.
 - *Minor Arterial* is a functional category of street allowing trips of moderate length within a relatively small geographical area; signalized street that primarily serves through-traffic and secondarily provide access to abutting properties with signal spacing of two miles or less.
 - *Principle Arterial* is a major surface street with relatively long trips between major points, and with through trips entering, leaving and passing through the urban area.
-

STAFF RECOMMENDATIONS:

Staff recommends amended Sections 4.4.1.I.5.a, 6.14.1.A through C, and Section 10.4 as follows.

- **Allow local rural roads to be an all-weather surface compacted properly and to the standards in the fire code that would allow fire apparatus access, in exchange for requiring paved roads. Limit this application to AR (Agricultural Residential) and RR (Rural Residential) zoning, rather than all rural land uses, for the following reasons:**
 - RN (Rural Neighborhood) zoning is targeted toward neighborhood development at rural lot scale (one dwelling unit per acre), with higher traffic counts than

- general agricultural or rural uses; gravel roads are not appropriate for neighborhood development.
- RUB (Rural Business) zoning allows for business operations. Businesses pull in more traffic than residential uses, and gravel roads are not appropriate for higher traffic uses.
- MH (Manufactured Home) zoning accommodates manufactured home subdivisions and parks; these have higher traffic counts than general agricultural or rural uses. Gravel roads are not appropriate for neighborhood development.
- **Amend the definition of “Alley” in the UDO to indicate the road is intended to be one-way and limited to 15 ft maximum width.**
 - **Add notation on the exhibits in Appendix C.**
- **Add definitions of “local,” “collector,” and “arterial” roads to the general definitions section.**
- **Add to the list of updates to the UDO that are in process (for future action):**
 - Clean up the conflicts between Road Design and Cluster development.
 - Create a full road hierarchy table, including min/max width, curb requirements, tree well depth and planting, sidewalk min width, etc.
 - Further refine the definitions of the main street classifications created by this ordinance, as needed.

STAFF CONTACT:

Allison Hardin, Development Services Director
ahardin@lanastercountysc.net

PROPOSED TEXT AMENDMENTS

Language proposed for deletion is ~~striketrough~~

Language proposed for addition is highlighted and underlined

4.4.1.1.5.a.

Road Type	Right-of-Way (feet)	Pavement (feet)
Local (closed drainage)	50	22
Local (open drainage) – <u>follow guidance for collector (rural)</u>	66	22 <u>24</u>
Collector – <u>follow guidance for collector (rural)</u>	66	24

10.4 DEFINITIONS, GENERALLY

ALLEY Alleys are intended to provide indirect, limited access to the rear of properties but not to accommodate through traffic. Utilities, either above ground or underground, may be located in alleyways to provide service connections to rear elevations. Alleys are limited to one lane of traffic, and should be one way only unless there is not a connecting roadway to complete the network. Alley design should be straight (180 degrees) and may not curve. Alleys may not end in cul-de-sacs and must connect to another road in the network (usually a local road). On-street parking is strictly prohibited on alleys.

LOCAL (URBAN) ROAD

Roads that primarily serve as access to residences, businesses and other properties. They distribute traffic to higher functional classification streets in the network. These roads should have the lowest traffic counts in the urban network, which includes the transitional and neighborhood zones as shown in Section 2.5.3. Informal on-street parking is not allowed on local (urban) streets with less than 30 feet of pavement width. On-street parking is allowed with an approved parking plan that includes parking stalls designed to work with the street.

LOCAL (RURAL) ROAD

Local roads and streets primarily serve as access roads to farms, residences, businesses and other properties. They distribute traffic to highways in the higher functional classification network. These roads should have the lowest traffic counts in the county-wide network, and are found in rural zones as shown in Section 2.5.3.

COLLECTOR (URBAN) ROAD

Collector routes are characterized by a roughly even distribution of their access and mobility functions. Traffic volumes and speeds will typically be somewhat lower than those of arterials. Access to properties is normally allowed on collector roads unless a traffic impact analysis (TIA) performed in the area indicates a shared access is safer. Collector streets (urban) serve as intermediate links between the arterial system and points of origin and destination, providing access and traffic circulation within residential neighborhoods and commercial/industrial areas.

Collector (urban) roads are found in the transitional, special, and neighborhood zones as shown in Section 2.5.3. In fully developed areas, spacing generally is approximately ½ mile between routes. On-street parking is not allowed on collector (urban) roads.

COLLECTOR (RURAL) ROAD

Collector routes are characterized by a roughly even distribution of their access and mobility functions. Traffic volumes and speeds will typically be somewhat lower than those of arterials. Access to properties is normally allowed on collector roads.

The function of rural collector roads is to serve travel needs within the county and collect traffic flow from the rural local roads to the rural arterials and to distribute traffic flow from arterials back to the local roads. These collectors are found in the rural network, which includes rural zones as shown in Section 2.5.3. On-street parking is not allowed on collector (rural) roads

COMMERCIAL/ARTERIAL (URBAN) ROAD

Commercial/arterial (urban) roads are characterized by their ability to quickly move relatively large volumes of traffic, but are often impacted by access to abutting properties. They have the highest travel speeds and the longest trip movements. Development along arterials should encourage shared driveways and/or frontage roads in order to manage highway access points.

Commercial/arterials may take the form of multilane facilities (divided or not), two-lane rural highways, four lane urban street, or major two-lane urban street. At no time will an arterial consist only of gravel and/or dirt for a road surface; all arterials will be paved.

Commercial/arterial (urban) roads are found in the transitional, special, and neighborhood zones as shown in Section 2.5.3.

COMMERCIAL/ARTERIAL (RURAL) ROAD

Commercial/arterial (rural) roads are characterized by their ability to quickly move volumes of traffic, but are often impacted by access to abutting properties and slow-moving machinery using the road as transportation between fields. They have the highest travel speeds and the longest trip movements, and provide a mix of intrastate/interstate and intercounty travel service.

Commercial/arterial (rural) roads provide service to, through, and/or around urban areas from rural areas, may provide for significant suburban travel demands, and may warrant management of access to the highway. Commercial/arterial (rural) roads are found in rural zones as shown in Section 2.5.3 and generally do not penetrate neighborhoods.

6.14 ROAD CONSTRUCTION STANDARDS

6.14.1 ROAD DESIGN (GEOMETRIC CRITERIA)

In general, geometric criteria for road design shall be in accordance with standards of the South Carolina Department of Transportation (SCDOT). Said standards are those contained in the latest edition of "A Policy on Geometric Design of Highways and Streets" by the American Association of State Highway and Transportation Officials. Local and collector residential roads that will be maintained by the County shall be designed in accordance with the following standards.

A. Minimum right-of-way and pavement width shall be as follows:

ROAD TYPE	RIGHT-OF-WAY (FEET)	PAVEMENT (FEET)
Alley	15	12
Local (Urban)	50	22
Local (Rural)	60	22*
Collector (Urban)	60	24
Collector (Rural)	66	24
Commercial/Arterial (Urban)	60	26
Commercial/Arterial (Rural)	66	26

Additional right-of-way or pavement width will be provided as determined necessary by County Council for high density residential or nonresidential subdivisions or portions thereof.

* Local (rural) roads in the AR and RR zones may replace pavement with an all-weather gravel surface that meets the fire code standards. This exception must be approved by the fire marshal prior to subdivision final plat approval.

B. Cul-de-sacs shall not exceed 500 feet in length, except where unusual topographic or other physical conditions dictate otherwise, and shall have a turnaround with 90 feet minimum diameter to pavement edge and 100 feet minimum diameter to right-of-way line. Dead end streets without turnarounds are prohibited. In no case shall a cul-de-sac serve more than 20 residential lots.

C. Design speed, sight distance, and centerline radius shall be as follows:

	Alley	Local	Collector	Commercial/Arterial
Design Speed	10 mph	25 mph	25 mph	35 mph
Minimum sight distance on vertical curve	n/a (not allowed to be curved)	150 ft	200 ft	225 ft
Minimum centerline radius	n/a (not allowed to cul-de-sac)	150 ft	200 ft	250 ft



Planning Department

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

TEXT AMENDMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

GENERAL INFORMATION

UDO Section(s) Proposed to be Amended _____

Current Text _____

Proposed Text _____

Description of Need for Proposed Text _____

☐ Additional pages attached for more information

CONTACT INFORMATION

Applicant Name _____

Address _____

City _____ State _____ Zip _____ Phone _____

Fax _____ Email _____

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.

Applicant

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.
- 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 - \$435.00

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

WYATT BROWN ESTATE

3106 PASTURE LANE
LANCASTER, SC 29720
(301)775-2708 WYSCLE WASHINGTON
WYSCLE@YAHOO.COM

July 11, 2023

Greetings County Council members,

On behalf of the descendants of Wyatt Brown Sr. we would like to submit for your consideration some of our concerns, questions, and potential solutions as they relate to pending legislation for rural communities that impact our property and its infrastructure – (in particular our roads). We are not developers, builders or contractors; nor do we have generational wealth in the form of stocks and bonds, but we do have possession of a land inheritance given to us by our grandfather, Wyatt, Sr. which gives us concern to write to you today. As a family, we are seeking a resolution that will provide us and other families living in privately owned rural communities, the liberty to maintain our roads with support from the County Council for sustainable alternative solutions.

We recognize the long process the council is undergoing to create a separate set of rules and guidelines that would govern rural privately owned roads as opposed to subdivisions like Indian Land that are governed by the 2016 SUBDIVISION AND INFRASTRUCTURE STANDARDS. As this effort continues with a decision planned to be announced at the next council meeting on July 18, 2023, specifying privately owned rural roads be made 20 feet wide and 12” of graveled surface, we as a family are making a formal request for the Planning Department to implement guidelines as follows:

1. Provide options for a waiver/variance to rural areas that fall well below the infrastructure of other more developed subdivisions which are governed by the 2016 SUBDIVISION AND INFRASTRUCTURE STANDARDS for privately owned roads.
 2. Provide privately owned inherited landholders the right to maintain the integrity of their raw property and roads without any interference from county officials.
-

3. Allowances under Statutory Exemptions in section B of 6 SUBDIVISION AND INFRASTRUCTURE STANDARDS DRAFT 10.24.16

These exceptions would assist in the upkeep and maintenance of all site infrastructure including but not limited to:

- Dirt Roads - treated and surfaced with sustainable products like Perma-Zyme/soil stabilizer
- Alternatives to Gravel Roads such as crushed stone #411, quarry process,
- Compliance with road Width/dimensions per Public Works
- Gravel Driveways with alternates such as pea gravel, jersey shore gravel, marble chips or river rock.
- Road Soil Conditions/ stormwater management and drainage systems

In rare cases we understand that if we build a new home it would become necessary to pave or gravel our private roads, install street lights, and sidewalks, etc., like Indian Land as required by the 2016 rules and guidelines that govern subdivisions. They have many houses consolidated in one location on a small or large piece of land. The Brown Estate is not like Indian Land, nor do we want or need the rules and guidelines that apply to this and other like communities. The 2016 rules and guidelines should apply to contractors, developers, and builders. As stated previously before the council, when the 2016 rules and guidelines were being considered, it appears no one thought of the little guys like us who live in rural moderately developed communities (farmland). We believe It's time to rethink and tailor these guidelines to match our conditions.

We would like to maintain our infrastructure with minimal requirements for gravel except where it's absolutely necessary for EMS and Fire safety vehicles to have access to homes. However, most of our property is not at that point and is under utilized. Family members who own property on the backside of our land do not visit often or currently plan to build. Therefore, it is highly unlikely roads in these areas would require gravel. Should our family desire in the future to promote growth and development on our privately owned land, then we would make sure all development is in compliance with local codes. Furthermore, requiring rural property owners to unnecessarily gravel and widen all roads and driveways would cause undue financial hardship to every rural property owner.

Lastly, we have a road that is registered as a private road/driveway. It leads to other family members' properties on the backside of our land. There is however one problem on our land that prevents access due to a washed out gully in the road. We agree with the laws established, stating that everyone should be able to access their property. In this case our family is in agreement that repairs are needed. The gully is very deep and could cause injury if attempting to walk across it. When this section of road is repaired it will allow all family members access to other areas of our land which are as beautiful as the stars in the sky. Of Course this will come at a cost. We would need to attain the financial support and manpower for repairs.

To widen and gravel this private road (which is more than 2 miles long) to meet the suggested standard of 22 feet wide with 12" of gravel top surface is insurmountable - not to mention the cost of maintaining it. What does private property mean to you? To us, it speaks of ownership (our legacy) and we would like to decide what happens with our property and the development thereof. We want it to retain its natural rural characteristics as we decide when it's the right time to upgrade our roads.

We thank you in advance for your consideration and attention to this matter. We look forward to your favorable response during the upcoming council meeting on July 18, 2023.

Respectfully submitted,

The Descendants of the late Wyatt Sr. and Francina Brown:

1. The late James H. Brown last will and testament to Framishile Brown
2. The late Eugene Brown last will and testament to Brown family
3. The descendants of the late Ella Cooper and Robert Crockett
4. The descendants of the late Willie Lincoln and Bernice Brown
5. The descendants of the late Elvenue and John C. Waiters
6. Mae Dean Brown and the late Wyatt Brown Jr. and their descendants
7. The descendants of the late Nannie Patricia B. Davis and Thomas Mackey
8. Wyscle (Clarence) Washington and the late Clement Johnson and their descendants
9. Ethel Brown and the late William Arthur Brown and their descendants
10. Frances Lloyd and Nannie Lue Brown and their descendants

Signed in Consent of the Descendants of the Wyatt Brown Estate

Signature: Wyscle Brown Washington Wyscle Brown-Washington

Signature: Gwendolyn Brown Gwendolyn Brown

Signature: Andre' Johnson Clemon A. Johnson

Agenda Item Summary

Ordinance # / Resolution #: UDO-TA-2023-0973 Sec. 4.4.1 CSOD Standards

Contact Person / Sponsor: A. Hardin

Department: Planning

Date Requested to be on Agenda: 7/18/2023

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	7/13/2023	Exhibit
Application	7/12/2023	Exhibit

PROPOSAL: Amend Unified Development Ordinance Standards for Cluster Subdivision Overlay District (CSOD) standards.

APPLICABLE CHAPTER(S): UDO Chapter 4.4.1

APPLICANT: Lancaster County Council

STATED CONCERN: “Changes are intended to address known issues...related to front setbacks, usable open space, lot sizes, CSOD lot mix, block face lengths, and density calculation.”

PROJECT SUMMARY & PROPOSAL:

Growth management has been an active discussion with the County Council over the course of the last year.

In 2022, a proposed Interim Ordinance for the cluster design standards, including changes to minimum lot size, front yard setbacks, open space requirements, and open space in relation to block length, was denied. Afterwards, citizen engagement prompted the County Council to initiate proposed changes to the Medium Density Residential (MDR) Zoning District and the associated Cluster Subdivision Overlay District (CSOD). This also failed to pass as a joint resolution, and staff asked for time to separate the two issues in order to reach a resolution.

OVERVIEW:

Staff has had concerns that the cluster subdivision overlay district was not being used in the way that cluster subdivisions are intended, and is seeking to address this.

Cluster subdivisions are generally used to accommodate a specific goal of the community and/or comprehensive plan. For example, cluster design flexibility is provided in many communities in exchange for natural resource protection, transit-oriented neighborhoods, or to achieve affordable housing. The Lancaster County Cluster Subdivision Overlay code section references this, but does not specifically require or call out the objective.

Earlier attempts were challenged based on discussions about how the options would impact the Panhandle. Cluster subdivision design, properly implemented, could be viable county-wide.

OPTIONS:

Staff has reviewed multiple code sources and recommends deliberation of the following options (in no particular order):

- **Only allow cluster subdivisions as a means to address an accepted need in the county.**
 - Current code mentions using cluster subdivision design to preserve trees and flood areas, but needs more teeth and to list more of the county's stated concerns (slope failure areas, floodways, stream banks, tree species and size for preservation, etc).
 - Additional needs of the county include middle housing options, entry-level housing for first time homebuyers, and housing for renters.
- **Add parking plan requirement for overflow; require parking to be on private lands (off street); allow narrower roads by review/approval of Planning Commission.**
 - One component option of cluster subdivision is to reduce impervious surfaces, like roads. Reducing the width of pavement on roads should be allowed only if the width will accommodate public safety, and only if parking is prohibited on the street so that public safety and public health vehicles (garbage trucks) can safely travel the roadways as needed.
- **Allow flexible setbacks (a range of setbacks vs a standard setback) to reduce the need for variance.**
 - If the purpose of cluster housing is to preserve land that has issues with terrain, water, tree preservation, etc., then the developer should have some flexibility to site the houses in such a way to achieve this. A single setback regulation can defeat the purpose of the cluster subdivision without some flexibility. Avoiding a costly delay by requiring variance review also helps move the project along and achieves the community's goals.
- **Require phasing to reduce mass grading.**
 - Staff have received many complaints about entire development sites being taken down all at once; it provides challenges for sediment management as well.
 - Phasing the plans would allow trees to remain in sectors until the development progresses to the next phase.
- **Apply the following to the future UDO rewrite:**
 - Determine tree species and sizes to be protected; prioritize tree species that are native to the area and help control stormwater (through absorption).

STAFF CONTACT:

Allison Hardin, Development Services Director
ahardin@lancastercountysc.net

PROPOSED TEXT AMENDMENTS

Language proposed for deletion is ~~striketrough~~

Language proposed for addition is highlighted and underlined

4.4.1 CLUSTER SUBDIVISION OVERLAY DISTRICT (CSO)

The Cluster Subdivision Overlay District, is hereby established. Cluster subdivisions are residential developments ~~which offer an alternative to traditional subdivision design~~ that group structures together in particular areas of a site, with the principle purpose being to encourage open space, conservation, agriculture, recreation, and public or semipublic uses, and natural resource protection in medium density residential districts. Cluster subdivisions shall be designed using a site planning technique that concentrates buildings and structures to the most buildable areas of a site in order to preserve the remaining area as open space for recreation and ~~/or~~ preservation of significant site features. Reductions below the minimums otherwise required by the UDO for lot area, lot width, and setbacks are allowed within a CSO, and such reductions are only permissible within a CSO. By preserving open space, a cluster subdivision will provide another tool by which the County shall preserve its rural character, natural resources, and/or other priority areas identified under the comprehensive plan. In addition, cluster layouts reduce development costs by cutting road and utility costs, and bypassing natural conditions on the site (floodplains, large trees, steep terrain, etc). Cluster subdivisions are permitted in moderate-density single family residential districts, specifically, Medium Residential District. Cluster subdivisions are not permitted in any other zoning districts. Only lands that have a natural condition that prohibits standard subdivision development are eligible for the cluster subdivision option as determined by the administrator. Development of a Cluster Subdivision requires submission of a Development Agreement (see UDO 9.2.18). (Ord. No. 2019-1623, 12.9.19) The following general provisions apply to the Cluster Subdivision Overlay District:

A. MINIMUM ACREAGE

The minimum tract area for a cluster subdivision shall be 30 gross acres [unless a larger minimum acreage is required as part of the Development Agreement Process (i.e. 25-acres of highland)], shall consist of contiguous parcels, and must adjoin or have direct access to at least one collector street. (Ord. No. 2019-1623, 12.9.19)

B. MINIMUM LOT AREA

The minimum lot area (in square feet) per dwelling unit within a cluster subdivision is dependent upon the lot width. Except for incentive lots, the smallest lot size available under the cluster subdivision option shall be ~~5,000~~ 7,500 square feet. This shall be the minimum lot area allowed for any lot with the minimum lot width of ~~50~~ 60 feet, as defined in Section C below. The minimum lot area per dwelling unit shall increase proportionately with an increase in lot width. Incentives to reduce minimum lot size to 5,000 square feet and 50 ft in width are explained in Section 4.4.1.D.3.

C. MINIMUM LOT WIDTH

In a cluster subdivision, where both central water and sewer services are available and adequate, the minimum lot width shall be 50 60 feet, excepting incentive lots created under guidance of Section 4.4.1.D.3.

D. VARIETY OF LOT SIZES

Individual lots in a cluster subdivision shall vary in size and layout. ~~No more than 34 percent of the lots in a cluster subdivision shall have a single designated lot width.~~ The following shall apply:

1. ~~The minimum separation between any two designated lot widths shall be 10 feet. For example, if 34 percent of the total number of lots has a lot width of 50 feet, 34 percent could have a lot width of 60 feet, and the remaining could have a lot width of 70 feet or greater.~~ No two adjacent lots shall have the same lot width; there will be at least five feet difference in width as measured at the primary frontage/right-of-way.
2. ~~The Planning Commission may allow a developer to vary the width of individual lots to accommodate site restrictions (i.e., easements, corner lot widths, etc). However, such lots shall be counted with the nearest designated lot width.~~ Incentivized lots (per Section 4.4.1.D.3) may not count for more than 35% of the total lot count.
3. Additional lot size reduction incentives
 - a. Up to 35% of the total lots may be created with a minimum of 5,000 sq ft area and 50 ft lot width (measured at the primary frontage/right-of-way) if at least three of the following components are provided in the design and secured by a development agreement:
 1. A 50-foot riparian buffer is created along waterways or creeks;
 2. An additional 5% of open space over the 25% required in Section 4.4.1.F;
 3. Half or more of the open space includes tree preservation of all existing species that measure 18" DBH or more;
 4. A trail system that connects to existing or planned public parks or trail systems outside of the neighborhood is created, built, and maintained;
 5. The neighborhood design includes a Safe Routes to School plan;
 6. Wetland buffers are extended by an additional 10 feet to accommodate wetland migration;
 7. Homes built in A or AE zones are constructed on stilts and not fill; and/or
 8. The stormwater system improves an existing issue in the area basin/watershed by at least 25% performance.

E. SETBACKS

The following minimum setbacks are required for individual lots within a cluster subdivision:

1. **Front Yard:** The minimum front yard setback for the primary structure shall be 20 feet to the front of the structure and 40 feet to the garage, if the garage faces the street. If the garage faces a side yard or the rear of the property, the 20 foot setback applies.

Porches may extend into the front yard setback by five (5) feet to create additional variation in streetscape along local roads.

The front yard setback for a corner lot shall be as set forth in Chapters 2 and 3 of the UDO;

2. **Rear Yard:** The minimum rear yard setback shall be ~~30~~ 25 feet;
3. **Side Yard:** The minimum side yard setback shall be 7 ½ feet.
4. **Exceptions:** The Administrator may approve a reduction of rear or front setbacks by a maximum of five (5) feet in a situation where a structure can't meet the existing setbacks due to a condition in the natural environment that is being preserved, such as trees or wetlands. This may not be applied in addition to the porch exception in 4.4.1.E; this means that the Administrator may not approve a front setback that results in less than fifteen (15) feet from the right-of-way. Side yard setback reductions are not allowed under this exception.

F. OPEN SPACE REQUIREMENT

For a cluster subdivision, no less than 25 percent of the site acreage, not including primary conservation areas as defined in Item 3 below, shall be set aside in perpetuity as open space. Open space shall be clearly labeled as such on any preliminary or final plat (including sketch plans) submitted for review. Open space in a cluster subdivision is also subject to the following:

1. Open space ~~may~~ should include, but is not limited to, a combination of passive recreation, natural preservation of important scenic vistas, environmentally sensitive lands, habitat for wildlife, floodplains, riparian buffers, undisturbed forests of at least three (3) contiguous acres and at least two (2) different species of canopy trees as listed in Section 4.3.2.J.6.vii, and/or historically or archaeologically significant areas. Structures, swimming pools, stormwater management basins, and athletic facilities shall not count as open space. However, structures are permitted in the open space when they serve an accessory function, such as a gazebo, fishing dock, playground equipment, or play structures (Ord. No. 2019-1623, 12.9.19);
2. The amount of open space required to be set aside shall be determined by the following formula:

Open Space Set Aside = Total Land Area in Parcels minus Total Land Area in Primary Conservation Areas multiplied by the Open Space Percentage then added to the Primary Conservation Areas

$$TO = ((TP - PC) OSP) + PC$$

TO	= Total Open Space Set Aside	(acres)
TP	= Total Parcel	(acres)

PC	= Primary Conservation Areas	(acres)
OSP	= Open Space Percentage	(% of Improvable Area)

3. Primary Conservation area includes those areas that cannot otherwise be built upon or improved and therefore would be preserved in a conventional development. Such areas specifically include wetlands, surface waters and intermittent stream channels, steep slope terrain, and soils that don't support building.
4. To fulfill the requirements of this item (4.4.1.F), a combination of the following shall be included in the required open space where practicable:
 - a. Wooded areas;
 - b. Scenic vistas;
 - c. Streams, ponds, wetlands, and floodplains;
 - d. Buffers, including landscaped, perimeter, river, and stream;
 - e. Areas containing slopes in excess of 25 percent;
 - f. Other areas containing unusual natural site features (such as major rock formations); ~~and~~
 - g. Habitats of rare, threatened, and/or endangered species as listed by the SC Department of Natural Resources (SCDNR);
 - h. Agricultural lands that are in use;
 - i. Areas of historical importance;
 - j. Parking areas to support these amenities and overflow parking; and/or
 - k. Other environmentally, historically, or archaeologically significant or unique areas;
5. Open spaces shall be contiguous to the extent practicable when not restricted by topography, existing water body, and other natural features;
6. Pedestrians shall have access to open space;
7. Open space shall be deed restricted and shall not be developed for use other than open space except for agricultural lands, which shall be deed restricted to agricultural use and/or open space;
8. Open space shall remain under the ownership and control of the developer (or successors) or a homeowner's association or similar organization. The person or entity identified as having the right of ownership and control over such open space shall be responsible for the continuing upkeep and proper maintenance of the open space. The County shall have no responsibility for the maintenance of open space areas. If open space location meets a need in the County comprehensive plan, the County and developer may consider conveyance of completed open space to the County, upon Planning Commission and Council approval.

The person or entity having the right of ownership and control over such recreational facilities and open space shall be responsible for the continuing upkeep and proper maintenance of the same. It shall not be the responsibility of the County to maintain these areas.

9. A cluster subdivision shall include provisions for the protection of trees and other natural amenities within the area or areas designated for open space. The removal of trees and natural vegetation in designated open space is strongly discouraged, though it is permitted during the development phases **prohibited except** for the purpose of **constructing** trails and other such recreational improvements as approved by planning staff under the development agreement and/or site plan review. All open space shall be clearly labeled as such on any preliminary or final plat (including sketch plans) submitted for review. Trees over 24 inches in diameter (DBH) shall be preserved and incorporated in designated open space where practicable, and upon the request of planning staff such trees existing within areas designated for trails and other such recreational improvements may also need to be shown and labeled. Upon completion of development phases, no person or entity shall remove or destroy any trees or natural vegetation from designated open space without approval from the Administrator. However, normal maintenance and removal of dead or fallen trees are permitted and recommended, **including removal of vegetation as part of a Firewise program**, and shall be the responsibility of the person or entity identified as having the right of ownership as outlined in Item 8 above.

G. MAXIMUM DENSITY

The maximum number of dwelling units allowed per acre for a cluster subdivision shall not exceed the maximum for the residential use district in which it is located, as set forth in Chapter 2 of the UDO, where the total number of dwelling units allowed shall be based on the gross acreage of the site. For example, when the CSO is located within the MDR, Medium Density Residential, where the maximum density is two **and a half** dwelling units per acre, a 100-acre parcel of land shall be allowed to have no more than 200 **250** dwelling units built on the site.

H. COMMERCIAL REQUIREMENT: There shall be no required commercial within a cluster subdivision.

I. SITE PLANNING REVIEW STANDARDS: A cluster subdivision shall follow the site plan review standards and procedures as set forth in Chapter 9 of the UDO, including but not limited to Section 9.2. Furthermore, planning staff shall also include the following in their review:

1. Overall site design shall be harmonious in terms of landscaping, enclosure of principal and accessory uses, sizes of structures, street patterns, and use relationships;
2. The site layout shall accommodate and preserve any features of historic, cultural, archaeological, or sensitive environmental value. Individual lots, buildings, structures, streets, parking areas, utilities, and infrastructure shall be designed and sited to minimize the alteration of natural features, vegetation, and topography;
3. Where practicable, individual lots, buildings, structures, streets, parking areas, utilities, and infrastructure should be designed and sited to be compatible with surrounding development patterns;

4. Where practicable, open space shall be located on a site in such a manner so that view sheds from existing public right-of-way are not obstructed, but are enhanced by the open space;
5. Private streets are permitted in a cluster subdivision, provided such streets meet the construction standards of Chapter 6 and Appendix C of the UDO. The following shall apply:
 - a. As required in Chapter 6 of the Lancaster County Code, as amended, the minimum right-of-way and pavement width shall be as follows:

Road Type	Right-of-Way (feet)	Pavement (feet)
Local (closed drainage)	50	22
Local (open drainage)) – follow guidance for collector (rural)	66	22 24
Collector) – follow guidance for collector (rural)	66	24

- b. On-street parking is permitted in a cluster subdivision ~~where adequate right-of-way and pavement width is provided in accordance with standards of the South Carolina Department of Transportation~~ **where street widths are 30 feet or more**; on-street parking is prohibited on streets with less width; and
 - c. To ensure adequate clearance for emergency vehicles in a cluster subdivision, the Planning Commission may require signage and/or pavement markings to clearly indicate areas where on-street parking is prohibited;
6. Installing sidewalks on both sides of local streets in a cluster subdivision is encouraged **required**. ~~At a minimum, a sidewalk will be required on at least one side of every local street, with a sidewalk required on both sides of arterial and collector streets.~~
 Local, arterial, and collector streets shall be clearly labeled as such on any preliminary or final plat submitted for review. **On local roads with areas where natural environments are not favorable for concrete sidewalk construction, the developer may discuss alternative path surfaces to meet the sidewalk requirement (for example, permeable pavement). Only surfaces that comply with the Americans with Disabilities Act may be considered, and the Administrator has the final say on accepting such replacement;**
7. In general, landscaping requirements for a cluster subdivision shall comply with the requirements of Chapter 7 of the UDO. However, the Planning Commission may vary such requirements in response to applications demonstrating alternative landscaping based on creative site planning. Existing trees and natural vegetation shall be retained wherever possible and shall count towards meeting the landscaping requirements;
8. The following buffer requirements shall apply for a cluster subdivision:

- a. In general, buffer requirements for a cluster subdivision shall comply with the requirements of Chapter 7 of the UDO where a buffer yard may be required between adjacent zoning districts;
 - b. Existing trees and natural vegetation shall be retained wherever possible and shall count towards meeting the buffer requirements;
 - c. Ingress/egress to the property shall be allowed within a buffer, as well as utility easements and sidewalks;
 - d. A 50-foot buffer shall be required on the frontage of all existing public streets. Where there is insufficient natural vegetation to provide a visual buffer for principal structures, plantings shall be installed by the developer. A minimum of 25 percent of the trees and 75 percent of the shrubs shall be evergreens in order to achieve opacity;
 - e. The Planning Commission may allow a developer to vary the buffer requirement to preserve view sheds from existing view sheds, as required in Item 4 above.
 - f. Buffer requirements within a cluster subdivision shall count as open space where it is contiguous with other areas designated as open space.
9. Variety in architecture and building materials shall be encouraged within a cluster subdivision. It is encouraged that buildings are constructed using quality finish materials (i.e., brick, masonry, stone, concrete siding, or stucco). Vinyl siding is permissible if in combination with other building materials.
10. Grading will be planned in phases, to retain tree cover for as long as possible, and minimize sediment runoff. The phasing plan must be reviewed and approved by staff and the Planning Commission during the preliminary plat review process. Any changes in phasing that affect infrastructure (streets, water, sewer, etc.) will require re-review by staff and Planning Commission.

J. OTHER ZONING REQUIREMENTS

The Cluster Subdivision Overlay District, may contain zoning and development standards and requirements that are inconsistent with or conflict with zoning and development standards and requirements contained elsewhere in the UDO. The standards and requirements contained in the Cluster Subdivision Overlay District supersede all other zoning and development standards and requirements. The Cluster Subdivision Overlay District is deemed controlling. If the Cluster Subdivision Overlay District is inconsistent with or conflicts with zoning and development standards and requirements contained elsewhere in Chapter 4, then the zoning and development standards and requirements contained in Chapter 4 supersede the standards and requirements contained in the Cluster Subdivision Overlay District and the provisions contained in Chapter 4 are deemed controlling.

K. ~~EXAMPLES OF APPLYING FORMULAS~~

~~Below are examples of applying formulas to determine the total number of dwelling units allowed and the amount of the site acreage to be set aside as open space within a Cluster Subdivision Overlay District.~~

Example: Assume that a 50-acre parcel is being developed. The residential use district is MDR, Medium Density Residential District, where the maximum density is 2.5 dwelling units per acre. Assume that there are 5 acres of Primary Conservation area. The open space percentage is 25 percent (or as a decimal, .25).

The following formula would be used to determine the total number of dwelling units allowed:

Total Dwelling Units Allowed = Total Parcel multiplied by Maximum Dwelling Units per Acre

TU	= Total Units Allowed	(dwelling units)
TP	= Total Parcel	(acres)
DUA	= Maximum Dwelling Units per Acre	(dwelling units/acres)

$$TU = (TP) (DUA)$$

$$TU = (50) (2.5)$$

$$TU = 125 \text{ Total Lots or Dwelling Units Allowed}$$

The following formula would be used to determine the amount of the site acreage to be set aside as open space:

Total Open Space Set Aside = Total Parcel minus Primary Conservation Areas multiplied by Open Space Percentage then added to Primary Conservation Areas

$$TO = ((TP - PC) \cdot OSP) + PC$$

TO	= Total Open Space Set Aside	(acres)
TP	= Total Parcel	(acres)
PC	= Primary Conservation Areas	(acres)
OSP	= Open Space Percentage	(% of Site Acreage excluding PC)

$$TO = \text{Total Open Space Set Aside } TP = 50 \text{ acres Total Parcel}$$

$$PC = 5 \text{ acres Primary Conservation Areas } OSP = 25\% \text{ (or .25)}$$

Open Space Percentage

$$TO = ((50 - 5) \cdot .25) + 5$$

$$TO = ((45) \cdot .25) + 5$$

$$TO = (11.25) + 5$$

$$TO = 16.25 \text{ acres of Total Open Space Set Aside}$$



Planning Department

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TEXT AMENDMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

GENERAL INFORMATION

UDO Section(s) Proposed to be Amended _____

Current Text _____

Proposed Text _____

Description of Need for Proposed Text _____

☐ Additional pages attached for more information

CONTACT INFORMATION

Applicant Name _____

Address _____

City _____ State _____ Zip _____ Phone _____

Fax _____ Email _____

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.

Applicant

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.
- 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 - \$435.00

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

Agenda Item Summary

Ordinance # / Resolution #: UDO-TA-2023-0972 Sec. 2.4 MDR Standards

Contact Person / Sponsor: A. Hardin

Department: Planning

Date Requested to be on Agenda: 7/18/2023

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	7/13/2023	Exhibit
Application	7/12/2023	Exhibit

PROPOSAL: Amend Unified Development Ordinance Standards for Medium Density Residential District.

APPLICABLE CHAPTER(S): UDO Chapter 2, Chapter 5, Chapter 6

APPLICANT: Lancaster County Council

STATED CONCERN: “Changes are intended to address known issues...related to front setbacks, usable open space, lot sizes, ...and density calculation.”

BACKGROUND:

Growth management has been an active discussion with the County Council over the course of the last years. Many discussions have focused on the Medium Density Residential (MDR) zone and cluster housing option for subdivision development. Staff has noted complaints on both sides of the MDR coin (too much and not enough density), and also the cluster development option (too much density and not enough usable space left for development).

There have been two attempts in the last twelve months to “fix” the Medium Density Residential (MDR) zoning district. The first attempt, “flex” zoning, was drafted in 2022 after months of research. It was perceived as too complex, and there were questions about how it would fit into the pending Unified Development Ordinance (UDO) rewrite. It failed to receive full Council support.

Afterwards, citizen engagement prompted the County Council to initiate other proposed changes to the Medium Density Residential (MDR) Zoning District and the associated Cluster Subdivision Overlay District (CSOD). The underlying intent of the amendments (as understood by staff) included: 1) Decreasing density of residential developments, 2) Increasing residential lot sizes, 3) Increasing useable open space acreage in neighborhoods, 4), Breaking up residential block faces, and 5) Expanding driveway parking within neighborhoods.

This second attempt, increasing the minimum lot size with variable lot options under cluster zoning, was made earlier this year. It was perceived as a regulation that would increase the cost of residential housing and failed to pass. Staff then asked for time to separate the two issues in order to reach a resolution.

In the months since the flex option was denied, Lancaster County Council has continued to hear many times from residents in the Indian Land area that there is too much residential development in their area. They primarily report issues with traffic, both on Hwy 521 and on local connectors to the highway, and request a moratorium on new development.

Lancaster County staff have heard complaints about housing as well, most of which can be lumped into one of three topics:

- The challenge in finding housing that is affordable to the “working class”
- Inability of new residents to add on to their existing homes due to lack of space or yard for accessory units, pools, etc.
- Developer interest in creating more lots for sale or development

Recently, there has been some support resurfacing for the flex zoning concept, especially from developers. Staff has also been investigating other concepts, including sunrise/sunset zoning, mandatory periodic review, and algorithmic review models (scorecards based on how a project addresses the community goals).

In this report, staff discusses the county’s housing needs, and alternatives to address both the needs and the public’s perceived issues.

REVIEW OF CURRENT REGULATIONS – MDR

Section 2.3 Districts Described – Medium Density Residential (MDR): The Medium Density Residential District is 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.

Section 2.4 Development Standards

MDR

1. DEVELOPMENT STANDARDS	
A. District/Development Area (min)	n/a
B. Development/District Exterior Setback/Buffer	n/a
C. Density (max)	2.5 units/acre
D. Open Space (min)	20%
E. Park Space (min)	5%
2. LOT STANDARDS	
A. Lot Area (min)	10,000 sf
B. Lot Width at Front Setback (min)	70 ft Water/Sewer OR 130 ft Septic See Below (5)
C. Pervious Surface (min)	45%

MDR (Continued)	
3. PRINCIPAL BUILDING	
A. Principal Front Setback (min)	30 ft
B. Street Side/Secondary Front Setback (min)	15 ft
C. Side (from adjacent lot) Setback (min)	10 ft
D. Rear Setback (min)	25 ft
E. Other Standards	n/a
4. ACCESSORY STRUCTURE	
A. Side Setback	5 ft
B. Rear Setback	5 ft
C. Other Standards	See Below (1, 2)
5. PARKING CONFIGURATION	
A. Parking Location per Section 7.2.3	See Chart 7.2
B. Parking in Exterior Setback/Buffer	n/a
6. BUILDING HEIGHT	
A. Principal Building (max)	35 ft
B. Accessory Structure (max)	2 stories
C. Additional Height Permitted with Additional Setback	n/a

1. *Accessory structures over 600 sf must comply with principal setback require*
- *No accessory structures may be located on corner lots between the street and wall line of the principal structure.*
- *No accessory structures may be located on corner lots between the street and wall line of the principal structure, unless front setback requirements are provided on both streets.*
- *For any nonresidential structure which is located immediately adjacent to a single-family residential use or district, the lot boundary line minimum distance shall be determined as follows: For every foot building height, the developer shall provide setbacks equal to the height of the building. At no time shall the setback be less than what is indicated in the above table.*
- *For any development/subdivision connected to both public water and sewer shall utilize the alternate dimensional standards given in the table.*

Section 2.5.3 Uses Permitted

- Dwelling, Single Family
- Gardens, Community and Private
- Class 1 and Class 2 Utilities*

Section 2.5.3 Uses Permitted with Review (Code Section that Outlines the Review Criteria)

- Dwelling, Two Family (5.2.1)
- Dwelling, Accessory (5.2.3)
- Home Occupation (5.4.2)
- Cemetery (5.6.1)

- Event Venue/Banquet Hall (5.6.2)
- Public Recreation Facilities (5.6.5)
- Child/Adult Day Care Home of five or fewer persons (5.7.1)
- Electric Vehicle Charging Stations (5.8.2)
- Backyard Pens/Coops (5.10.4)
- Farmer's Markets and Roadside Stands
- Geothermal Energy Systems (5.11.2)
- Solar Energy Systems (5.11.3)
- Wireless Communication Facility, Concealed and Up to 60 ft tall (5.11.5)
- Temporary Uses (5.12)

Section 2.5.3 Special Exceptions (Code that Outlines the Exceptions)

- Wireless Communication Facility, over 60 ft but less than 200 ft (5.11.5)

Section 2.5.3 Conditional Uses (Code Section that Outlines the Conditions)

- Places of Assembly (5.6.3)
- Schools – Elementary and Secondary (5.7.7)

* **Section 10.3 Definitions UTILITIES:** *Facilities or systems for the distribution of gas, electricity, steam, or water, the collection, treatment and disposal of sewage or refuse; the transmission of communications; of similar functions necessary for the provision of public services.*

Radio transmission facilities less than 180 feet in height for use by ham radio operators or two-way radio facilities for business or governmental communications shall be deemed accessory uses and not utilities.

Utilities are divided into 3 classes:

Class 1: *Distribution, transmission and collection lines (above and below ground) including electrical, solar panels, telephone/broadband internet, natural gas, waste water collection, and water distribution lines; pumping stations, lift stations, and telephone/broadband switching facilities (up to 200 square feet).*

Class 2: *Elevated water storage tanks; above ground natural gas facilities including regulator stations and Point of Delivery stations; package treatment plants; telephone/broadband switching facilities (over 200 square feet); substations; or other similar facilities in connection with telephone, electric, natural gas, steam, and water facilities, not including cellular communication towers.*

Class 3: *Generation, production, or treatment facilities such as power plants, water and sewage plants.*

Other Impacts to/from MDR (*Relevant Code Citations Italicized*):

- When mixed use buildings are located next to MDR zoned land, higher setback and buffer regulations are triggered to reduce the impact of a high bulk building next to a residential property zoned MDR. (*3.8.J, 5.5.4*)

- Restricted Industry (restricted industry uses, junkyards, landfills) must be at least ½ mile away from any MDR districts. (5.9.1.C.1; 5.9.2.C; 5.9.4)
- Restricted Indoor Warehouse and Wholesaling and Distribution uses must be at least ¼ mile from any MDR districts. (5.9.13.C)
- Private recycling collection stations are required to be at least 500 feet from MDR districts. (5.9.8)
- Outdoor storage yards and billboards are required to be at least 300 feet from MDR districts (5.9.10, 7.4.6.F.4), and illuminated signs must be set back at least 50 ft from any abutting property line shared with a property zoned MDR. (7.4.9.A.2)
- Outdoor theaters must be 200 feet from any adjacent property zoned MDR. (5.5.13)
- Junkyards adjacent to property zoned MDR are required to have a larger setback than from business and industrial zones. (100 ft vs 50 ft) (5.9.2.E)
- Temporary weekend flea markets must be located 250 ft from any MDR district, unless there is a four-lane road between the market and the MDR property. (5.12.4)
- Major subdivisions are required to have public water and hydrants, public sewer, street trees, paved streets, street signs, parks/open space, and sidewalks in their design. (6.3)
- Buffer yards are determined based on zone proximity to each other (7.1.5):
 - Where projects zoned AR, RR, RN, OSP, MH, LDR, MDR, or HDR abut property zoned MDR, there are no additional buffers required.
 - Where projects zoned UR, RMX, INS, MX, PB, NB, or GB abut property zoned MDR, the project must have a Type A (or, on multifamily uses, Type B) buffer.
 - Where RB, LI, HI, and M zones abut MDR zones, they are required to have a Type C buffer (most stringent requirement).
- The amount of light a project can shed onto adjacent property is significantly more limited when the adjacent property is MDR. (7.3.2.A)

RELEVANT DATA – NEW HOUSES IN LANCASTER COUNTY

Average home price in Lancaster County, June 2023:

\$405,528

Average Square Footage (2023 data to June) of New Single-Family Home:

3,503 sq ft

Median Sold Price (by Bedroom Count) in Lancaster County:

# BEDS	JUN 2022	JUN 2023	% INCREASE OVER 2022
1	\$110K	\$160K	+45.5%
2	\$297.3K	\$300K	+0.9%
3	\$303K	\$325K	+7.2%
4	\$459.2K	\$480K	+4.5%
5+	\$602.2K	\$625K	+3.8%

Source: RocketHomes

Homes for Sale (by Bedroom Count) in Lancaster County:

# BEDS	MAY 2023	JUN 2023	% CHANGE (+ OR -)
1	0	0	0.0%
2	60	72	+20.0%
3	241	243	+0.8%
4	126	120	-4.8%
5+	61	65	+6.6%

Source: RocketHomes

New Single-Family Home Construction in Lancaster County, 5 Year Review:

Single Family Homes in Lancaster County by year	Total sq. ft. of SF built in county	Average sq. ft. of a home (single family homes only)	Total number of homes permitted
2019	3,883,718	3,130	1,241
2020	4,888,779	3,460	1,413
2021	4,535,411	3,646	1,244
2022	3,561,567	3,579	995
2023	1,180,624	3,503	337

Source: Lancaster County Building Inspections

Affordability of New Single-Family Home Construction (2023):

Median New Home Price, June 2023	Household Income Needed to Qualify	Total Number of Households	Households Unable to Afford the Median Price	Percent Unable to Afford Median Price
SC: \$404,514	\$118,055	2,216,805	1,597,965	75%
CLT Area: \$469,445	\$138,191	1,119,126	847,316	76%

Source: National Association of Home Builders

NAHB Blog (<https://www.nahb.org/blog>) Lot Shortage Eases but Still a Problem

Obtaining lots for new homes remains a challenge for many of NAHB's builders, but the shortages are not as widespread as they were in 2021, according to responses to the May 2023 survey for the NAHB/Wells Fargo Housing Market Index (HMI).

Nearly half (42%) of single-family home builders characterized the supply of lots simply as low, and another 25% said the supply was very low. That total (67%) is down from 76% who reported shortages in the September 2021 survey, but is still the second highest incidence of lot shortages on record since NAHB began collecting the information in 1997.

The current percentage of builders reporting a shortage of lots is particularly high relative to the current level of production. Over the past six months, total housing starts have been hovering around an annual rate of 1.4 million. In comparison, in 2005 when total housing starts peaked at more than 2 million, 53% of builders were reporting lot shortages.

One factor contributing to the lot shortage is availability of credit for developers. **Loans to develop new residential lots** (<https://eyeonhousing.org/2023/05/rates-on-development-andconstruction-loans-continue-to-climb/>) were becoming both harder to obtain and more expensive over the prior year. Government regulation — which can lengthen and complicate the lot development process and add to its cost — is another factor.

(Published June 2023)

Current MDR Requirements leave property on the table:

Per acre...	43,560 sq ft
Open space requirement, 20%	- 8,712 sq ft
Park space requirement, 5%	- 2,178 sq ft
Minimum lot size (10,000 sq ft) x 2.5	<u>-25,000 sq ft</u>
Remaining square footage per acre	7,670 sq ft

STAFF ASSUMPTIONS:

- Lancaster County has a severe shortage of housing that is affordable to “workforce” buyers (professional and blue-collar employees).
 - Housing costs are impacted, in part, by the cost of the lot and cost to develop, which includes the permit process.
 - Fewer lots in rotation for development leads to higher cost per lot (principles of supply vs demand).
 - Previous development projects, in the Panhandle particularly, did not address traffic impacts well enough.
 - **A balanced code for mid-level housing and subdivisions can address these issues.**
-

OPTIONS to address concerns:

- **Add parking plan requirement for overflow; require parking to be on private lands (off street).**
 - There have been many complaints logged by staff regarding conflicts in subdivisions with on-street parking. Parking should not be allowed on-street unless the street width can accommodate public safety apparatus at the same time as a parked car on-street.
- **Allow flexible types of housing to address the “missing middle” housing options. (Ref: <https://missingmiddlehousing.com/types>)**
 - Townhouses, duplexes, triplexes and cottage courts could be utilized with the proper development standards.
 - Parts of the county could be designated as density-ready areas and given density bonuses for incorporating multiple types of housing.
 - Code changes that go along with this include flexible lot sizes, increased buffering (either by setbacks, landscaping, or both), variable front setbacks (garages must be far enough back to park cars), and clustered parking areas near open space.
- **Work with a receptive developer to create a pilot neighborhood to try out the regulations before applying them county-wide.**
- **Require phasing to reduce mass grading.**
 - Staff have received many complaints about entire development sites being taken down all at once; it provides challenges for sediment management as well.
 - Phasing the plans would allow trees to remain in sectors until the development progresses to the next phase.

OTHER ALTERNATIVES:

- **Reconsider flexible zoning options.**
 - Zoning regulations that give developers options for varied sizes of lots, lot widths, and setbacks (with proper screening) give the developer more financial options with the goal of giving the buyers more available price points.
- **Incorporate Traditional Neighborhood Design concepts into the MDR.**
 - Think walkable neighborhoods with safe, public open spaces.
 - This option takes more staff review and is stricter but results in desirable projects.

ADD THE FOLLOWING TO THE UDO REWRITE (requires more work and study):

- **Determine tree species and sizes to be protected;** prioritize tree species that are native to the area and help control stormwater (through absorption).
- **Anticipate and supplement customer needs.**
 - Many buyers are unhappy to discover their smaller lots are unable to hold a storage unit, or store a boat/RV/trailer, or build a backyard retreat.
 - Codes could support the implementation of these items in the neighborhood design by supporting neighborhood secured parking areas, storage units built into

the home, and elevated home sites under which vehicles could be parked or shaded seating/recreation areas could be installed.

STAFF CONTACT:

Allison Hardin, Development Services Director

ahardin@lanastercountysc.net

PROPOSED TEXT AMENDMENTS

Language proposed for deletion is ~~striketrough~~

Language proposed for addition is highlighted and underlined

Section 2.3 Districts Described – Medium Density Residential (MDR): The Medium Density Residential District is 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.

Section 2.4 Development Standards

MDR

1. DEVELOPMENT STANDARDS	
A. District/Development Area (min)	n/a
B. Development/District Exterior Setback/Buffer	n/a
C. Density (max)	2.5 units/acre
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E. Park Space (min)	5%
2. LOT STANDARDS	
A. Lot Area (min)	10,000 sf
B. Lot Width at Front Setback (min)	70 ft Water/Sewer OR 130 ft Septic See Below (5)
C. Pervious Surface (min)	45%
3. PRINCIPAL BUILDING	
A. Principal Front Setback (min)	30 ft
B. Street Side/Secondary Front Setback (min)	15 ft
C. Side (from adjacent lot) Setback (min)	10 ft
D. Rear Setback (min)	25 <u>20</u> ft
E. Other Standards	<u>n/a Garages, when facing a street, must be set back at least 40 feet from the right-of-way</u>
4. ACCESSORY STRUCTURE	
A. Side Setback	5 ft
B. Rear Setback	5 ft
C. Other Standards	See Below (1, 2)

MDR CONTINUED

5. PARKING CONFIGURATION

A. Parking Location per Section 7.2.3	See Chart 7.2
B. Parking in Exterior Setback/Buffer	n/a
C. On-street Parking	Not allowed

6. BUILDING HEIGHT

A. Principal Building (max)	35 ft
B. Accessory Structure (max)	2 stories
C. Additional Height Permitted with Additional Setback	n/a

1. *Accessory structures over 600 sf must comply with principal setback requirement.*
2. *No accessory structures may be located on corner lots between the street and wall line of the principal structure.*
3. *No accessory structures may be located on corner lots between the street and wall line of the principal structure, unless front setback requirements are provided on both streets.*
4. *For any nonresidential structure which is located immediately adjacent to a single-family residential use or district, the lot boundary line minimum distance shall be determined as follows: For every foot building height, the developer shall provide setbacks equal to the height of the building. At no time shall the setback be less than what is indicated in the above table.*
5. *For any development/subdivision connected to both public water and sewer shall utilize the alternate dimensional standards given in the table.*

5.2 RESIDENTIAL USES

5.2.1 DWELLING – TWO FAMILY [MDR, PB, HDR]

A. Building Location:

1. Two Family Dwellings shall be limited to one per block face in MDR zones.
2. Two Family Dwellings of two stories or more shall require one of the following design components on each side of the building that abuts a single family detached structure:
 - a. Increase the side yard setback by five (5) feet in addition to what is already required (Item 2 below); or
 - b. Plant a Type A buffer between the two-family dwelling and single family detached unit (Item 3 below); or
 - c. “Stepping down” structure height to one story on the sides abutting the single family detached unit for a minimum of ten (10) feet in depth (Items 1 and 4, below).



- B. **Building Type:** Two Family Dwellings (duplexes) shall be restricted to the Detached House building type as shown in Chapter 3 with a maximum of 2 units designed to blend in with single family homes in the surrounding block, including using the same exterior building materials as other properties on the block.

C. **Exterior Appearance**

1. Two Family Dwellings shall be designed such that a maximum of two (2) main entrances are on the fronting facade. Additional building entrances may be provided on the side and rear of the building.
2. Two Family Dwellings on corner lots ~~must~~ may be designed such that a building entrance is on each facade fronting a street.

6.2.5 OTHER RELEVANT STANDARDS FOR SITE PLANS AND SUBDIVISIONS

In addition to the standards found in this chapter, these standards in the following may also apply:

- All sections of Chapter 7: General Development Standards
- All sections of Chapter 8: Natural Resources Protection
- Grading will be planned in phases, to retain tree cover for as long as possible, and minimize sediment runoff. The phasing plan must be reviewed and approved by staff and the Planning Commission during the preliminary plat review process. Any changes in phasing that affect infrastructure (streets, water, sewer, etc.) will require re-review by staff and Planning Commission.



Planning Department

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TEXT AMENDMENT APPLICATION

SUBMITTAL REQUIREMENTS

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

GENERAL INFORMATION

UDO Section(s) Proposed to be Amended UDO Chapter Two, Sec. 2.4 District Standards

Current Text _____

Refer to Exhibit A

Proposed Text Refer to Exhibit B

Description of Need for Proposed Text The proposed amendment changes standards for
Medium Density Residential (MDR) District : Lot size and front setbacks, usable
open space, block length, and density calculation .

☒ Additional pages attached for more information

CONTACT INFORMATION

Applicant Name Allison Hardin, by Request from County Council

Address 101 N. Main Street

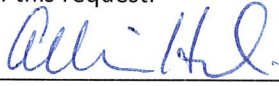
City Lancaster State SC Zip 29720 Phone 803-285-6005

Fax _____ Email ahardin@lancastersc.net

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.

Allison Hardin, Interim Planning Dir.



5-24-23

Applicant

Date

COUNTY COUNCIL REQUEST 3/27/2023 Agenda item 8b

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

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- 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 - \$435.00

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

Agenda Item Summary

Ordinance # / Resolution #: CU-2023-0695 Tommy's Car Wash

Contact Person / Sponsor: M. Blaszyk

Department: Planning

Date Requested to be on Agenda: 7/18/2023

Issue for Consideration:

To either approve or deny proposed Conditional Use for a car wash.

Points to Consider:

The property was rezoned from the Mixed-Use Zoning District to General Business Zoning District earlier this year (Ordinance No. 2023-1839).

The property is located a quarter mile away from an existing car wash at the Havoline Xpress Lube. The proposed site is also within 1 mile radius of 11 pre-existing minor maintenance and repair facilities. These include car washes, oil change facilities, and repair shops.

The proposed plan includes a 5,000 sq ft "future office building". It is unclear if this structure and associated parking lot would be constructed in tandem with the proposed car wash.

The applicants have submitted an original and revised site plan. The second plan is closer to compliance with the Lancaster County UDO but is still missing key points.

Recommendation:

The submitted plan does not currently meet the County requirements for a car wash facility. Any vote for approval of the car wash should include a condition to address all outstanding staff comments.

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	7/11/2023	Ordinance
Application	5/9/2023	Exhibit
Revised Site Plan 7-7-23	7/11/2023	Exhibit
Location Map	7/11/2023	Exhibit
Survey Plat	5/9/2023	Exhibit
Turning Analysis	5/9/2023	Exhibit
Revised Review Comments 6/28/2023	7/5/2023	Exhibit
Response Comments 7-7-23	7/11/2023	Exhibit
SCDOT Response comment	7/11/2023	Exhibit

PROPOSAL:	Conditional Use Application to Permit: Minor Maintenance & Repair (Auto)
PROPERTY LOCATION:	168 Fort Mill Highway (TM# 0008-00-007.00).
CURRENT ZONING DISTRICT:	General Business (GB); Highway Corridor Overlay District
APPLICANT:	TIL Holdings of Texas The Timmons Group George McGinn and Sallie Cooper
COUNCIL DISTRICT:	District #4, Jose Luis
STATUTORY NOTICES:	Signs posted 6/02/2023 Hearing notice published 6/03/2023 in The Lancaster News Published 6/07/2023 in Carolina Gateway Mailed notices 6/02/2023 Posted agenda in lobby 6/13/2023

OVERVIEW & BACKGROUND:

Site Information

This property is located at 168 Fort Mill Highway, directly across from the Lowe's Hardware Store. There is an existing nonconforming residence that is located on the property that will be removed if this project is approved and receives a permit. The proposed Conditional Use is to allow the use of a car wash on the parcel. Access is available via Fort Mill Highway.

The property was rezoned from MX to GB earlier this year see (Ordinance No. 2023-1839). A car wash falls under the "Vehicle Service, Minor Maintenance and Repair" category of Lancaster County's Unified Development Ordinance (UDO). This use is required to go through the conditional use process under the currently adopted UDO (2.5.3).

This site would be located 0.25 miles from the Car Wash at the existing Havoline Xpress Lube located at 9759 Charlotte Hwy and 1 mile south of another existing car wash, a Sam's Xpress Car Wash at 10130 Charlotte Hwy. Each of these car washes are of similar design to the proposed site.

Staff is also aware of two conditional uses that were approved by County Council in April and May. A Tidal Wave Auto Spa (carwash) and Valvoline Oil Change facility. Both uses are considered the same use type under "Vehicle Service, Minor Maintenance and Repair" and are located adjacent to each other in Indian Land at the US 521 and Doby's Bridge Road intersection.

Current Proposal & Project Overview

The applicant is seeking a conditional use permit to allow an car wash (minor maintenance and repair). The project consists of demolishing the existing nonconforming residence and constructing a "Tommy's Car Wash". The plan also includes a 5,000 square foot office building at the rear of the proposed site. An

original and several revised site plans have been submitted to staff for review. A revised plan was submitted to staff the night before the June Planning Commission Meeting. This last-minute submittal was the primary reason for the item being deferred to the July Planning Commission agenda.

Summary of Surrounding Zoning and Uses

Surrounding Property	Zoning District	Use
North	Mixed Use	Capital Club Apartments
South	Regional Business	Lowe's Shopping Plaza
East	General Business	Kushi World Bazar (Store)
West	Mixed Use	Capital Club Apartments

PHOTOS OF PROJECT AREA:



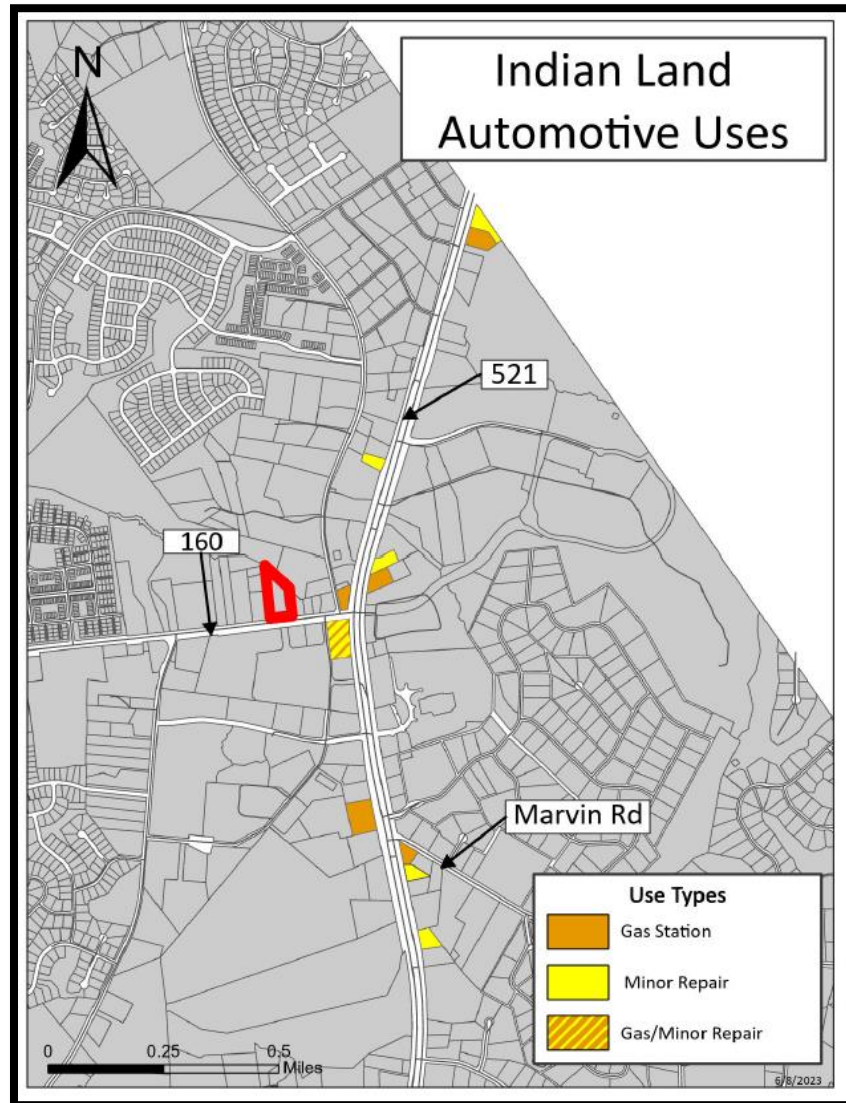
Current sidewalk and storm drain infrastructure on site.



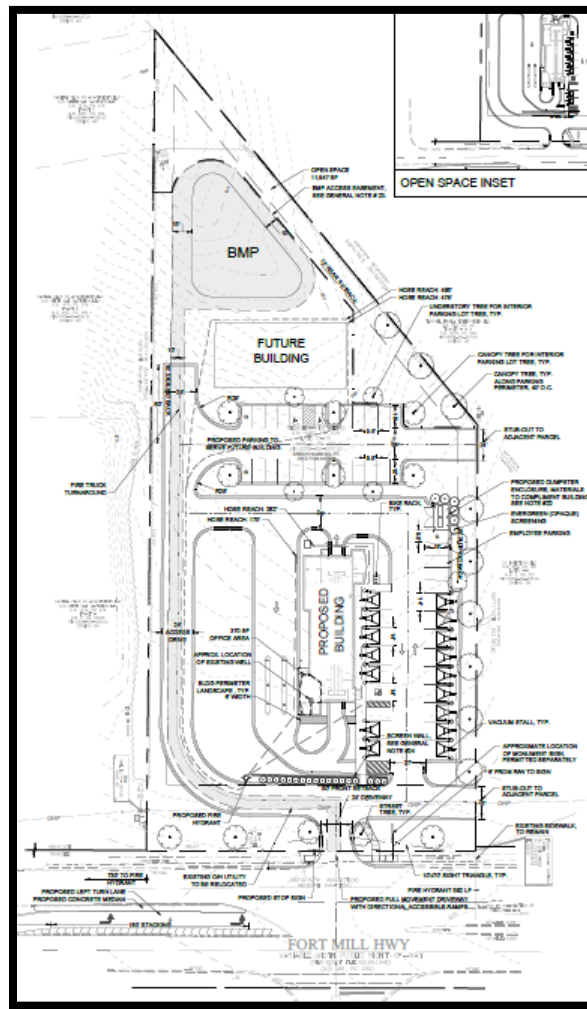
State of existing structure on property.

Location to adjacent car washes and other minor maintenance and repair facilities.

The proposed Tommy's Car Wash is located within one mile of 11 pre-existing minor maintenance and repair facilities. These include car washes, oil change facilities, and repair shops. The closest of these facilities is the Havoline Xpress Lube located across Fort Mill highway which is an oil/lube change facility and car wash. Below is a map that displays the minor maintenance and repair facilities within a one-mile radius of the site. The project site is outlined in red on the map.



Revised site plan:



Proposed Site Layout

The final revised site plan that was submitted for review has resolved all existing staff comments. A snippet of the plan is located above, and the full plan is attached in attachment 3.

SCDOT has stated that a TIA is not required for the site and recommended that the applicant to restripe the center striping into a left turn lane (LTL) into this site with roughly 150' of storage and a 75' taper. This has been depicted on the most recently revised site plan. SCDOT's comments can be found in attachment 5.

Planning Commission Concerns

During Planning Commissions June regular meeting and July workshop, commissioners voiced their concerns for placing a car wash roughly 730ft from the US 521 and SC 160 intersection with no right turn lane to access the site. Commissioners also voiced concerns for being able to take a left turn out of the site and cross five lanes of traffic. Planning Commission believes that these two factors could cause the

site to be prone to car accidents. The Planning Commission recommends a TIA for the proposed use admits indications that the applicant would be open to a right-in-right-out and/or added turn lane before the conditional use is approved.

APPLICABLE UDO PROVISIONS:

5.1.2. - CONDITIONAL USE (CU)

- A.** Conditional Uses are uses which are generally compatible with other land uses permitted in a zoning district but which, because of their unique characteristics or potential impacts on the surrounding neighborhood and/or the County as a whole, require individual consideration in their location, design, configuration, and/or operation at the particular location proposed.
- B.** All Conditional Uses shall at a minimum meet the standards for the zoning district in which they are located and the specific standards set forth in this article for that use.
- C.** Individual consideration of the use may also call for the imposition of individualized conditions in order to ensure that the use is appropriate at a particular location and to ensure protection of the public health, safety, and welfare.
- D.** Approval procedures for Conditional Use permits are found in Chapter 9, Administration.

5.8.6 VEHICLE SERVICES – MINOR MAINTENANCE/REPAIR [NB, GB, RB, LI, HI, MX, IMX]

A. Outdoor Vehicle Storage: All outdoor storage of vehicles awaiting work or pick-up shall be screened by a Type C buffer in accordance with Section 7.1.5. No vehicles or awaiting work or pick-up shall be located closer than 5 feet to any adjoining property line, within a required landscape area, or in any right-of-way. No outside storage of junk vehicles or parts shall be permitted unless a permit for an outdoor storage yard is also obtained.

B. Vehicle Bays: Vehicle bays which are not set perpendicular to the street must be screened from direct view by a hedge or other landscaping. Bays facing the street must also incorporate awnings, windows, and/or other articulation/ornamentation sufficient to reduce the impact of the repair bays on the street as determined by the Technical Review Committee (TRC).

C. Noise: No noises resulting from the occasional repair or maintenance of a motor vehicle shall be audible at or beyond the property line between 8 PM and 7 AM the following morning. Intercom/sound systems shall not be audible at or beyond the property line.

D. Repair Work: All repair work shall be conducted entirely within an enclosed structure; car wash activities may be done outside when all requirements of stormwater management are met.

E. Screening: All boundaries of a property containing such uses that directly adjoin a Single-Family residential district shall be buffered with a solid fence extending from the ground to a height of not less than 6 feet and a Type B buffer.

F. Accessory Structure Location: Accessory structures such as self-service vacuum cleaners, air pumps, and other self-service structures must be setback 50 feet from any residential use and 25 feet from any right-of-way.

G. Fueling Islands: Each drive-up fueling facility permitted under this title shall have off-street driveway stacking space that shall not inhibit or impede access to or from any parking space or drive.

H. Lighting

1. Canopy lighting fixtures shall be hidden inside a canopy so as not to be visible from offsite.
2. Freestanding lighting fixtures shall not exceed 15 feet in height if the use adjoins an existing residential district or residential lot. All light fixtures shall be cutoff luminaries that block the light source from off-site view.

I. Car Wash Allowed as Accessory Use: A one-bay car wash may be allowed as an accessory use. The car wash shall meet the setbacks for the principal use and not exceed 900 square feet in area. The car wash bay shall not be oriented toward the public right-of-way. Car washes are required to have operational recycled water systems where a minimum of 50 percent of water utilized is recycled.

10.3 VEHICLE SERVICES—MINOR

Facilities for the fueling, cleaning and servicing of automobiles, recreational vehicles, and other personal vehicles as a primary use. Examples include: gas stations; car washes (attended and self-service); car stereo and alarm system installers; detailing services; muffler and radiator shops; tire and battery sales and installation (not including recapping); and quick lube services. Such uses may include structures that are specialized for selling gasoline with storage tanks, often underground or hidden. The sale of vehicle parts, food, and convenience items may be included as an incidental part of such uses.

STAFF Comments:

The submitted plan fulfills the requirements of a conditional use application outlined in the Unified Development Ordinance.

ATTACHMENTS:

1. Conditional Use Application
2. Location Map/ Zoning Map
3. Revised Site Plan
4. TRC/Evolve Comments
5. SCDOT Comments

STAFF CONTACT:

Matthew Blaszyk,
Planner
mblaszyk@lancastersc.net
803-416-9380

Banks McGinn
1825 Shady Pine Circle
Fort Mill, SC 29715

Sallie M. Cooper
10 Shaded Way
Round Rock, TX 78664

March 20, 2023

Lancaster County Planning Department
P.O. Box 1809, 101 N. Main Street
Lancaster, SC 29721

To Whom It May Concern:

We, George Banks McGinn and Sallie M. Cooper, give permission for TIL Holding of Texas LLC to apply for the conditional use zoning for the use of a car wash and office to be located at 168 Fort Mil Highway.

Signed,

George Banks McGinn
Property Owner

George Banks McGinn

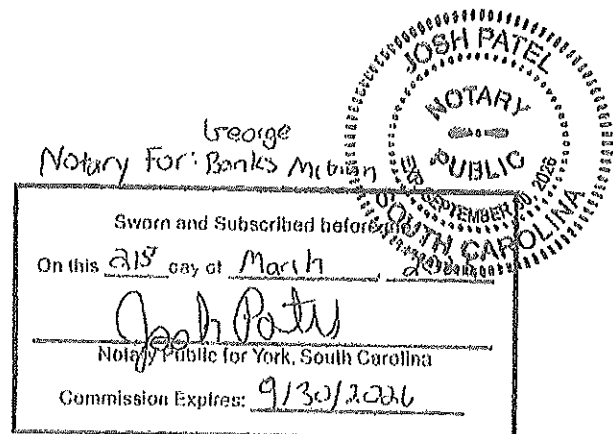
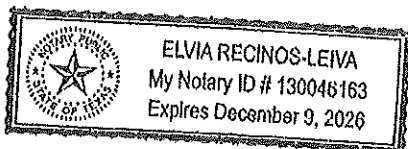
Sallie M. Cooper
Property Owner

Sallie M. Cooper

Notarized

Subscribed and sworn to before me by
Sallie M. Cooper
on this the *21* day of *March*, 20*23*.

Elvia Recinos-Leiva
Notary Public





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

CONDITIONAL USE APPLICATION

SUBMITTAL REQUIREMENTS

- Completed Application
- Signatures of Applicant and Property Owner
- All items noted on the Conditional Use Plan Checklist
- Fees associated with review

GENERAL INFORMATION

Property Address 168 Fort Mill Highway
City Indian Land State SC Zip 29707 Tax Parcel ID 0008-00-007.00
Current Zoning GB Current Use Single Family (vacant)
Total Acres 2.9 Surrounding Property Description Undeveloped (AR),
Commercial (GB), Industrial (GB)
Proposed Conditional Use Express car wash and Office

CONTACT INFORMATION

Applicant Name TIL Holdings of Texas, LLC
Address 1225 Mercedes Benz Dr
City Shreveport State LA Zip 71115 Phone 318-698-5770
Fax 318-797-6504 Email sburson@tixpresswash.com

Co-Property Owner Name GEORGE BANKS MCGINN
Address 1825 SHADY PINE CIRCLE
City FORT MILL State S.C. Zip 29715 Phone 803-482-7156
Fax _____ Email BANKSMCGINN@GMAIL.COM

CONDITIONAL USE PLAN CHECKLIST

- ☒ The size of the plan and number of copies should conform to the following: Eight copies that are 24" x 36" (full size) and Two copies that are 11" x 17" (reduced size).
- ☒ A descriptive location of the property and vicinity map at a scale of not less than one inch equals one mile.
- ☒ Proposed name of the development.
- ☒ The date of the survey or plan.
- ☒ All plans shall be embossed with the seal and signature of the engineer/surveyor responsible for the work.
- ☒ A graphic scale and numerical scale shall be shown on the plan.
- ☒ The North arrow shall be shown and be accurately correlated with the courses with indications as to whether it is true, magnetic or grid.
- ☒ Total acreage and boundaries of the development shall be shown on the plan.
- ☒ All existing and proposed uses of land throughout the tract shall be shown on the plan.
- ☒ Topography of the site with a contour interval of not more than 5 feet shall be shown on plan.
- ☒ Typical arrangement of existing and proposed buildings and structures, including dimensions, elevations, uses, and setbacks shall be shown on the plan.
- ☒ Location of adjoining property lines and existing buildings shall be shown on the plan.
- ☒ The names of adjacent landowners, lot and/or block numbers, highways, streets, and named waterways shall be shown.
- ☒ All property lines shall be defined by course and horizontal distance. All property lines shall be plotted to the scale shown in the title.
- ☒ All easements and rights-of-way of existing and proposed buildings and structures shall be shown and shall include their widths and center lines.
- ☒ All existing street intersections shall be shown on the plan.
- ☒ Proposed parking areas and traffic circulation shall be shown on the plan.
- ☒ Exact ratio of impervious surfaces to lot area shall be shown.
- ☒ At a minimum the plan shall include basic landscape information such as the location and dimension of required buffer yards.

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.

[Signature]
Applicant TIL Holdings of Texas, LLC

3-21-2023
Date

[Signature]
Property Owner(s) *[Signature]*

3/21/23
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.
- Conditional Use Application Fee - \$325.00

2. Planning Commission

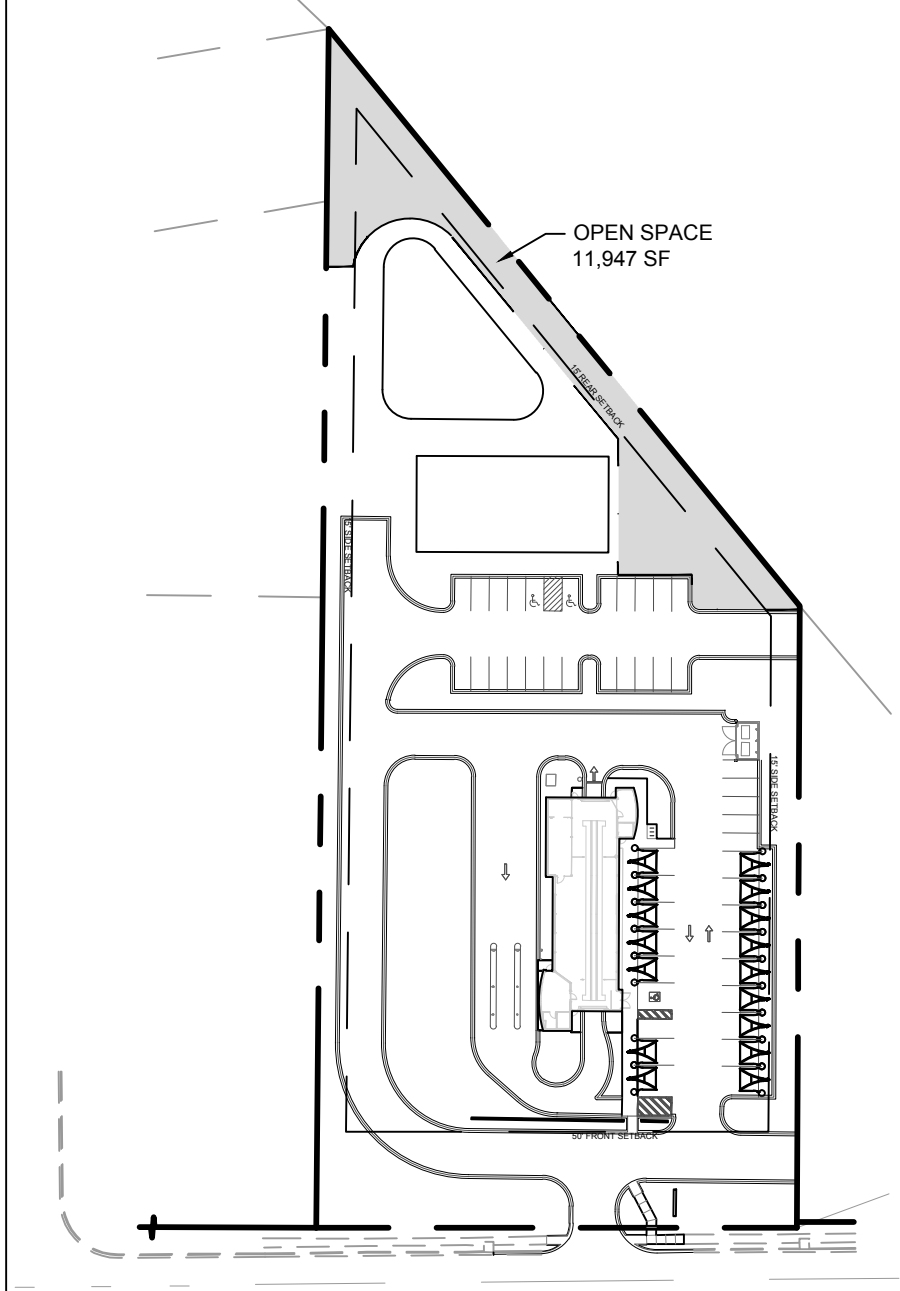
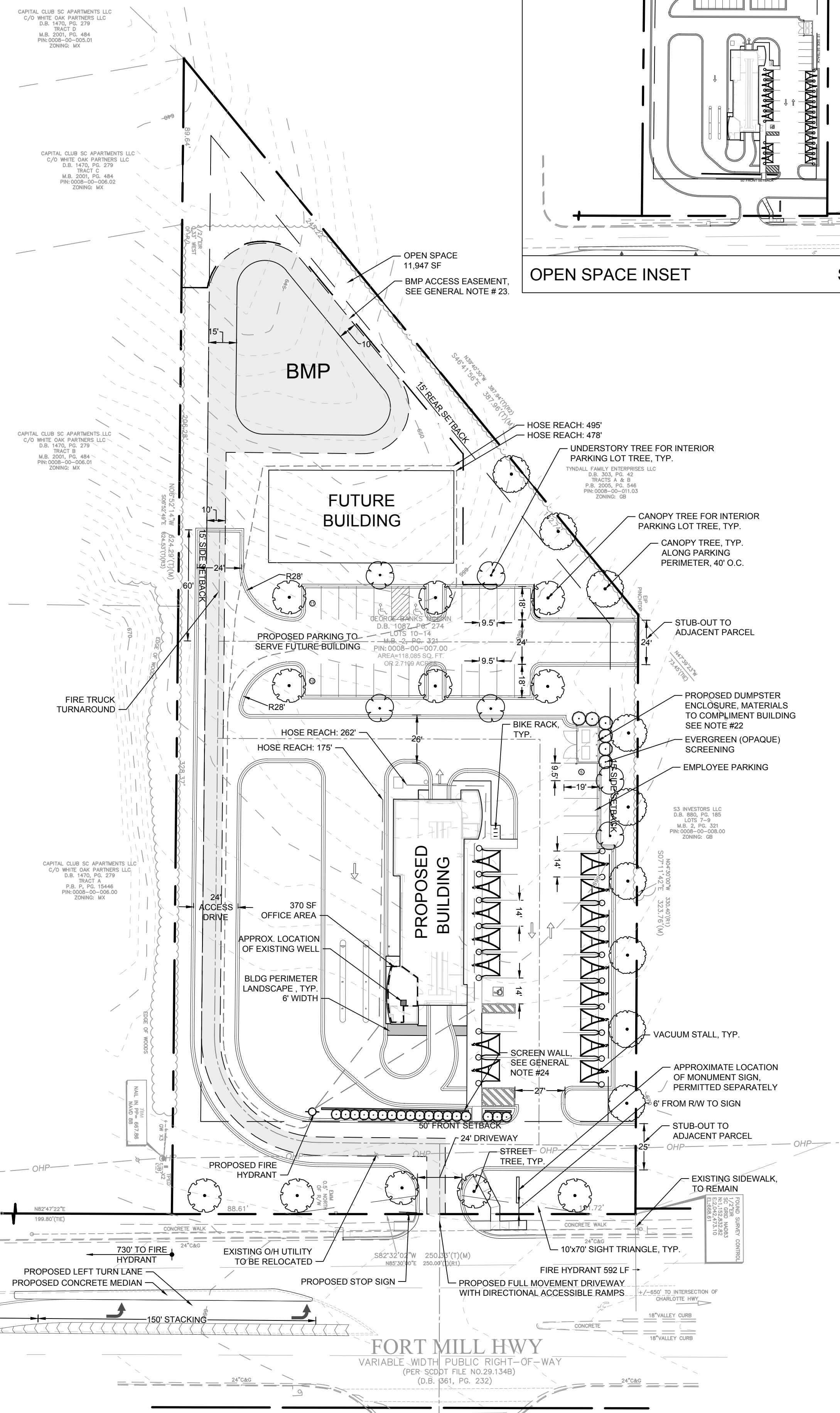
- Conducts a public hearing on the application to receive input from Lancaster County citizens, applicant, and other interested parties.
- Reviews the application to ensure it is consistent with the Lancaster County Unified Development Ordinance, Comprehensive Plan, and all adopted County plans.
- Makes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

3. County Council

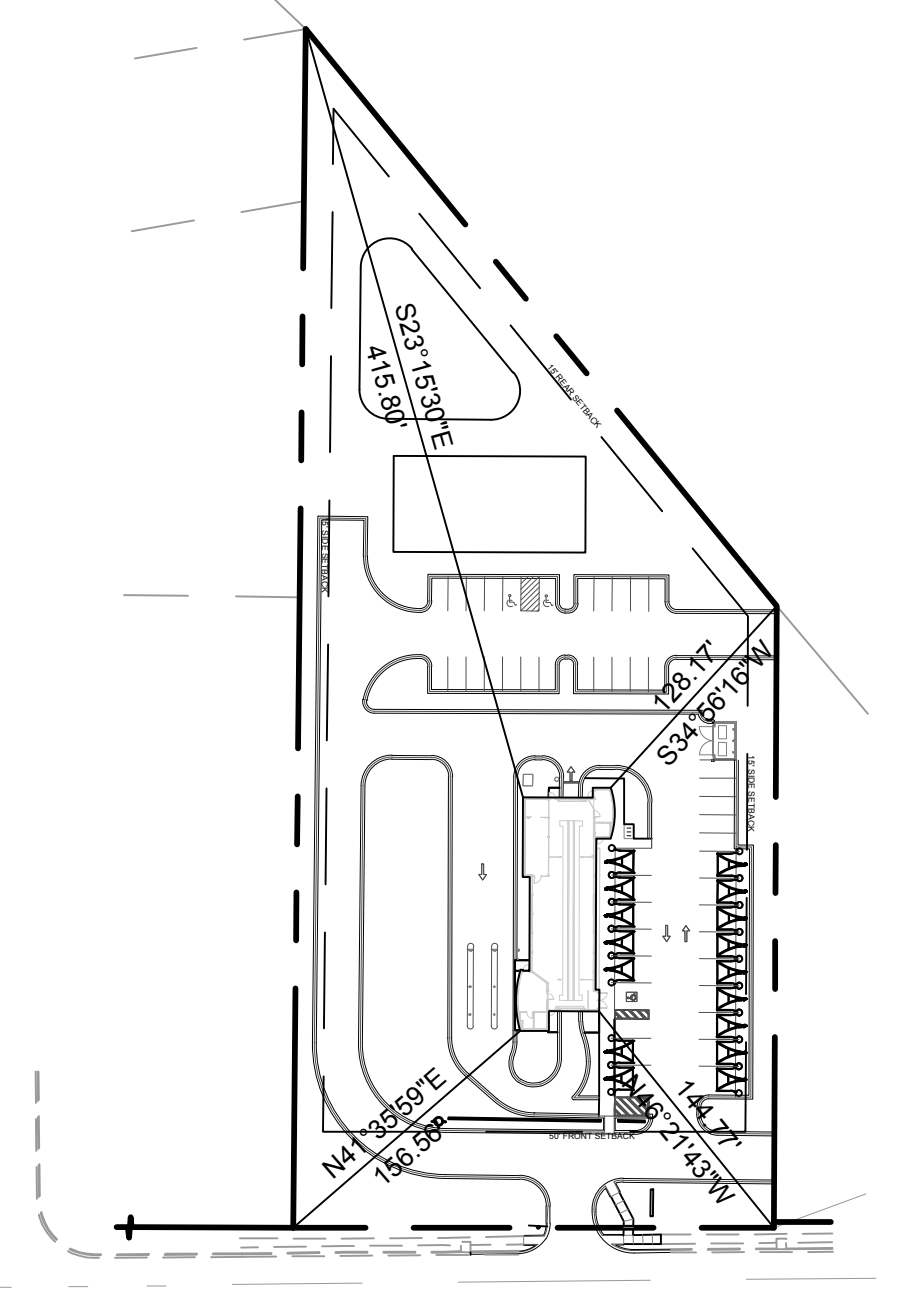
- Approves, denies, or submits application to the Planning Commission for further study.
- Action requires a resolution for approval.
- Subsequent to County Council action, notice of action will be provided to the applicant,

owner, and adjacent property owners.

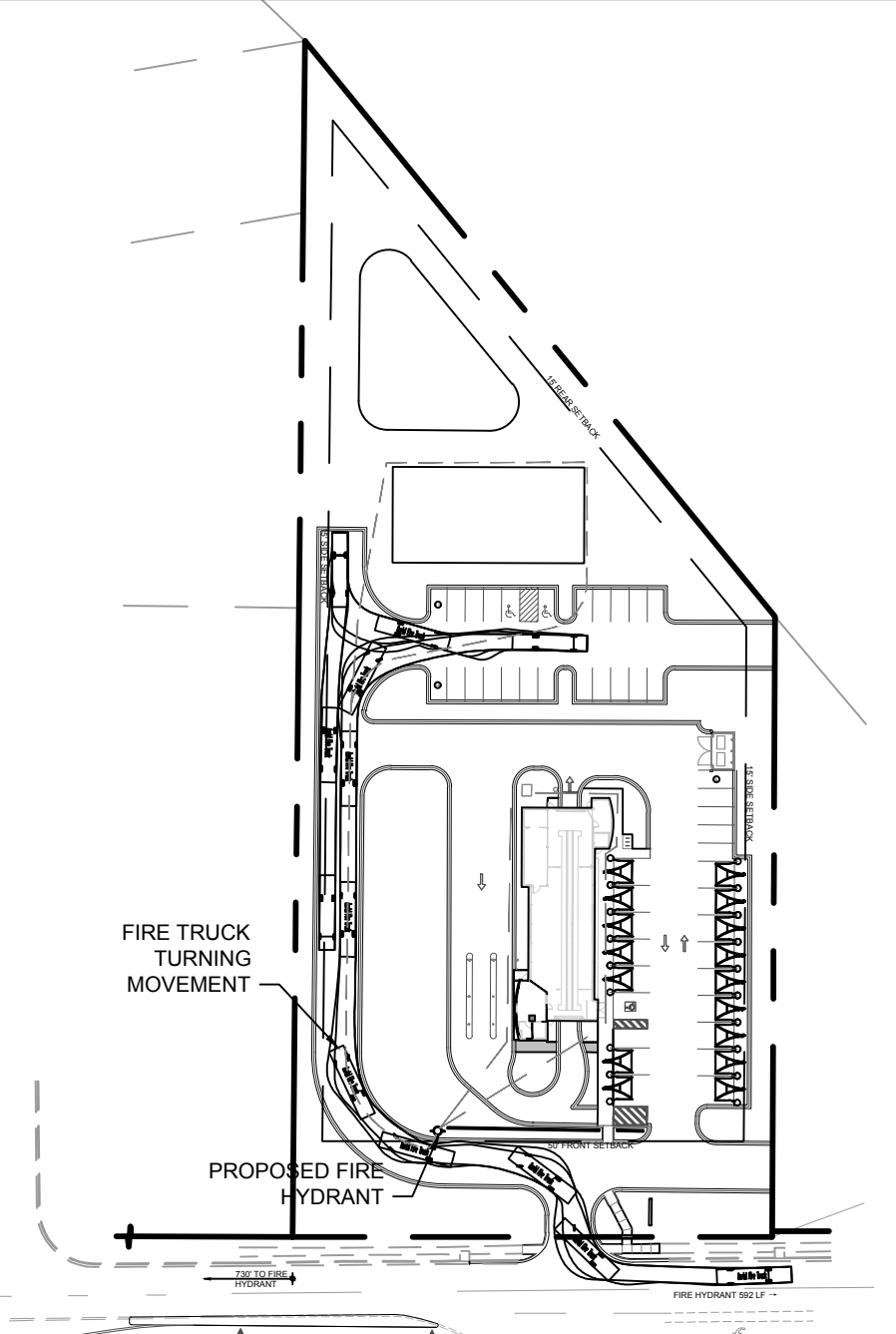
- **Please note that upon approval of a conditional use, the applicant shall subsequently submit a site plan to The Lancaster County Planning Department for review. This site plan shall conform to the site plan process as enumerated in UDO Section 9.2.9 (Site Plan Process Chart)**



OPEN SPACE INSET SCALE: 1" = 80'



STAKING INSET SCALE: 1" = 80'



FIRE TRUCK MANEUVERING SCALE: 1" = 80'

SITE SUMMARY

DEVELOPER:	TIL HOLDINGS OF TEXAS, LLC
PROJECT NAME:	TOMMY'S EXPRESS CAR WASH
TMS:	0008-00-007.00
ZONING:	GB
OVERLAY:	PANHANDLE HIGHWAY CORRIDOR OVERLAY DISTRICT
LOT SIZE:	2.7109 ACRES
EXISTING USE:	SINGLE FAMILY RESIDENTIAL
PROPOSED USE:	CAR WASH (EXPRESS TUNNEL) AND OFFICE (FUTURE)

BUILDING SIZE:
CARWASH: 5,200 SQUARE FEET
OFFICE (FUTURE): 5,000 SQUARE FEET

SETBACKS:
FRONT: 50'
SIDE: 15'
REAR: 15'

MAX BUILDING HEIGHT: 35' (OR 3 STORIES, WHICHEVER IS GREATER)
BUILDING HEIGHT: 28' - 0"

PARKING - CAR WASH (5,200 SF TOTAL, 4,830 SF WASH AREA, 370 SF OFFICE)
REQUIRED: 11 (1 SPACES/500 SF = 10.4 SPACES [5,200 / 500])
PROVIDED: 22 (INCLUDES 1 ACC. SPACE)

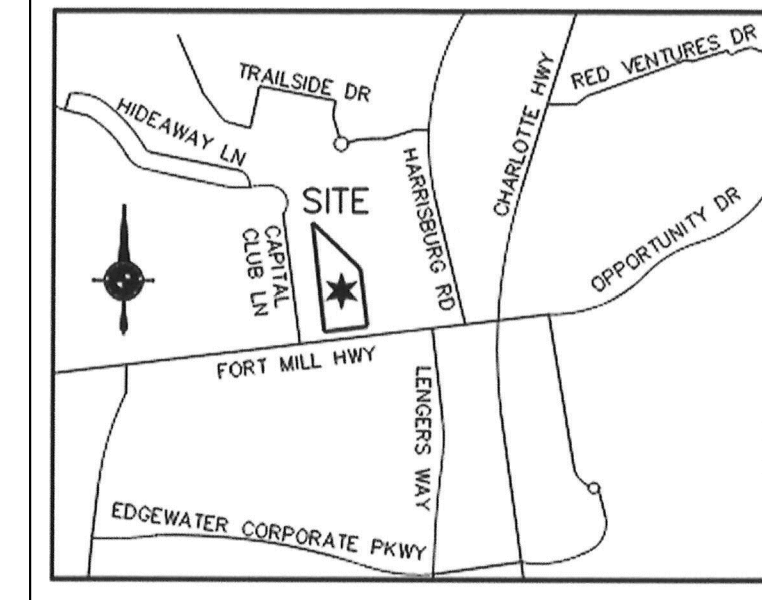
PARKING - OFFICE (FUTURE)
 REQUIRED: 20 (1 SPACES/250 SF = 20 SPACES [5,000 / 250])
 PROVIDED: 23 (INCLUDES 2 ACC. SPACE)

BUFFER YARDS: NOT REQUIRED (GB ADJACENT TO GB AND MX)

OPEN SPACE	
REQUIRED:	11,809 SF (10% OF 118,087)
PROVIDED:	11,947 SF

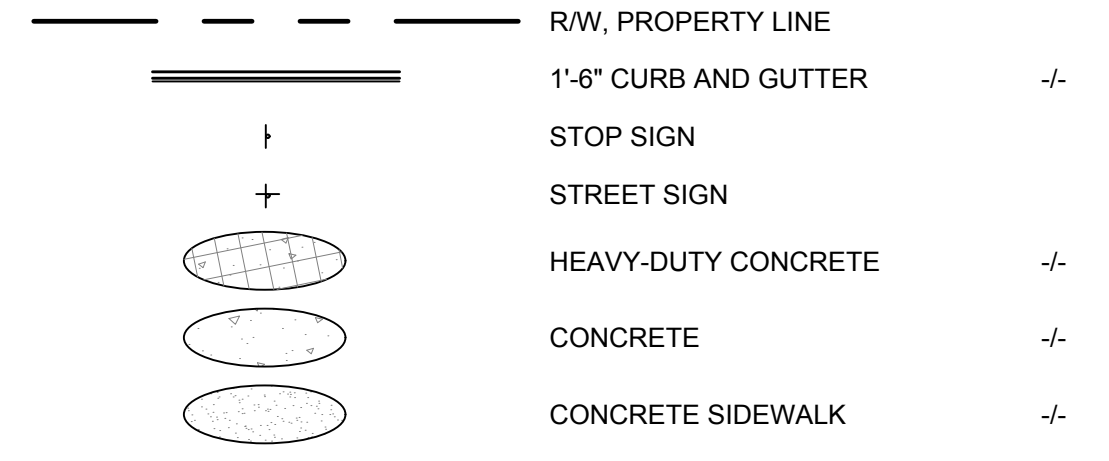
IMPERVIOUS SUMMARY

SITE ACREAGE:	118,084 SF (2.71 ACRES)
PROPOSED BUILDINGS:	9,710 SF
PROPOSED PAVEMENT:	55,693 SF
FINAL BUA %:	55.4%



VICINITY MAP NOT TO SCALE

SITE PLAN LEGEND



GENERAL NOTES

1. CONTRACTOR TO VERIFY EXISTING CONDITIONS AND DETERMINE IF THERE ARE ANY DISCREPANCIES FROM THE PLANS PRIOR TO CONSTRUCTION.
2. CONTRACTOR TO USE ARCHITECTURAL DRAWINGS FOR EXIST DIMENSIONS OF THE BUILDING.
3. CONTRACTOR TO FOLLOW AND UTILIZE ALL LANCASTER COUNTY AND SCODT TRAFFIC CONTROL GUIDELINES SET FORTH FOR ALL WORK PERFORMED IN THE RIGHT-OF-WAY. CONTRACTOR TO COORDINATE AND CALL FOR INSPECTIONS AS EXISTING IN THE PERMIT.
4. CONTRACTOR IS TO CUT A CLEAR EDGE ALONG EXISTING PAVEMENT PRIOR TO TYING IN NEW DRIVE NEW ASPHALT, BASE MATERIAL, AND PAVEMENT CONSTRUCTION METHODS SHALL MEET MINIMUM REQUIREMENTS OF LANCASTER COUNTY AND SCODT.
5. ALL TRAFFIC SIGNAGE AND STREET MARKINGS IN THE RIGHT-OF-WAY SHALL USE REFLECTIVE SHEETING THAT MEETS THE REQUIREMENTS OF ASTM 04956-09. OBTAIN SHEETING FROM MANUFACTURERS PREQUALIFIED IN ACCORDANCE WITH THE LANCASTER COUNTY AND SCODT QUALIFIED PRODUCT POLICY 20 AND WHO APPEAR IN THE CURRENT EDITION OF SCODT QUALIFIED PRODUCTS LIST 20.
6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
7. ALL RADII SHALL BE 5' (F.O.C.) UNLESS OTHERWISE NOTED.
8. CONTRACTOR SHALL ESTABLISH AND VERIFY POINT OF BEGINNING (P.O.B.) AND STAKE SITE AS INDICATED ON CONSTRUCTION DOCUMENTS PRIOR TO COMMENCEMENT OF CONSTRUCTION. NOTIFY TIMMONS GROUP IMMEDIATELY OF ANY DISCREPANCIES.
9. ALL DIMENSIONS ARE TO FACE OF CURB OR CENTERLINE UNLESS OTHERWISE NOTED.
10. ALL DETAILS SHALL BE CONSTRUCTED IN STRICT COMPLIANCE WITH SPECIFICATIONS AND CONSTRUCTION DOCUMENTS.
11. ALL SIDEWALKS SHALL BE MINIMUM 5'-0" UNLESS OTHERWISE NOTED.
12. PARKING SPACE DIMENSIONS ARE 18'-0" X 9'-5" WIDE UNLESS OTHERWISE NOTED.
13. NO OBSTRUCTION OF PUBLIC R/W OR SIDEWALK WILL BE ALLOWED. NO PARKING IS ALLOWED OVER PUBLIC SIDEWALKS.
14. NO DEMOLITION LANDFILLS ALLOWED ON SITE.
15. APPROVAL OF THIS PLAN IS NOT AN AUTHORIZATION TO GRADE ADJACENT PROPERTIES. WHEN CONDITIONS WARRANT OFF-SITE GRADING, PERMISSION MUST BE OBTAINED FROM THE AFFECTED PROPERTY OWNERS.
16. IN ORDER TO ASSURE PROPER DRAINAGE, KEEP A MINIMUM OF 0.5% SLOPE ON THE CURB.
17. SUBSURFACE DRAINAGE FACILITIES MAY BE REQUIRED IN THE STREET RIGHT-OF-WAY IF DEEMED NECESSARY BY THE INSPECTOR.
18. ALL UTILITIES WILL BE UNDERGROUND.
19. OFF-SITE CONSTRUCTION OR GRADING REQUIRES A LETTER FROM THE AFFECTED PROPERTY OWNER GRANTING PERMISSION.
20. EXISTING WELLS SHALL BE CLOSED ACCORDING TO SCDHEC STANDARD PROCEDURES.
21. DEMOLITION PERMITS ARE REQUIRED FOR ANY STRUCTURE ON THE PROPERTY PRIOR TO CONSTRUCTION.
22. DUMPSTER ENCLOSURE, MECHANICAL EQUIPMENT, AND UTILITY BORES SHALL BE SCREENED FROM VIEW FROM ALL ADJACENT PARCELS, RESIDENTIAL USE DISTRICTS AND PUBLIC RWS.
23. THE BMP ACCESS EASEMENT SHALL BE A MINIMUM OF 10' IN WIDTH AND HAVE A SLOPE NOT GREATER THAN 4:1 FOR MAINTENANCE EQUIPMENT.
24. WALL SHALL BE LOCATED TO PROVIDE SCREENING OF DRIVETHROUGH FROM HIGHWAY 160. WALL SHALL BE FINISHED WITH STACKED STONE FACADE AS STATED IN THE LANCASTER COUNTY UDO, SECTION 4.3.4.

TRAFFIC NOTES

1. SIGHT DISTANCE VISIBILITY AT ALL ENTRIES/EXITS WILL BE MAINTAINED IN ACCORDANCE WITH SCOTD'S ACCESS AND ROADSIDE MANAGEMENT STANDARDS MANUAL.
2. ALL TRAFFIC CONTROL DEVICES WILL BE TO MUTCD STANDARDS (MANUAL OR UNIFORM TRAFFIC CONTROL DEVICES).

ADA NOTES

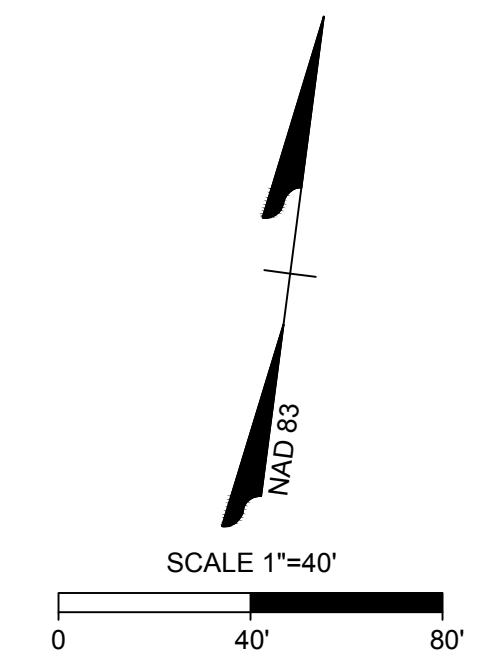
1. THE PUBLIC RIGHT OF WAY MUST REMAIN ADA COMPLIANT DURING CONSTRUCTION OR AN ALTERNATIVE ROUTE MUST BE PROVIDED.
2. ALL ACCESS POINTS TO BUILDING ARE PLANNED TO BE ADA COMPLIANT.
3. MINIMUM 98-INCH VERTICAL CLEARANCE MUST BE PROVIDED AT ADA VAN PARKING SPACE, ACCESS AISLE, AND ON VEHICULAR ROUTE TO AN FROM VAN SPACE.

SPECIAL LIGHTING NOTES

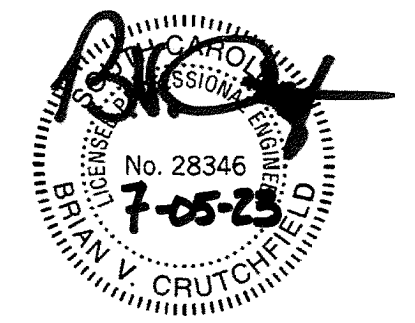
1. LIGHTING SHALL BE SHIELDED AND INSTALLED TO MINIMIZE GLARE ON ADJACENT PROPERTIES.
2. SIGNAGE TO BE PLACED ON DUMPSTER GATES DESIGNATING THAT NO PARKING WILL BE ALLOWED IN FRONT OF DUMPSTER.

SURVEY NOTES

1. THE ALTA/NSPS LAND TITLE SURVEY HAS BEEN PREPARED BY R.B. PHARR & ASSOCIATES, P.A. AND IS DATED APRIL 4, 2023.



NOTE: INFORMATION REGARDING THE RESPECTED PRESENCE, SIZE, CHARACTER AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES SHOWN ON THESE PLANS MAY HAVE BEEN PROVIDED TO TIMMONS GROUP FROM LOCAL UTILITY COMPANIES. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE CONTRACTORS DRAWING THEREON. THE CONTRACTOR HAS NO KNOWLEDGE OR KNOWLEDGE OF ANY FACTS THAT WOULD LEAD US TO CONCLUDE THAT THE INFORMATION IS NOT ACCURATE. FURTHERMORE, OTHER UTILITIES AND STRUCTURES NOT SHOWN ON THESE PLANS MAY BE ENCOUNTERED BY THE CONTRACTOR'S EMPLOYEES. THE CONTRACTOR HAS THE OBLIGATION AND CONTRACTORS SHALL HEREBY DISTINCTLY UNDERSTANDING THAT TIMMONS GROUP IS NOT RESPONSIBLE FOR THE CORRECTNESS OR SUFFICIENCY OF THE ABOVEGROUND INFORMATION. INFORMATION WITH RESPECT TO UNDERGROUND MONUMENTS OF SUCH UTILITIES IS BASED ON ACTUAL FIELD SURVEY DATA. CONTRACTORS ARE ADVISED TO PROCEED WITH CAUTION.



THIS DRAWING PREPARED AT THE
CHARLOTTE OFFICE
610 E. Morehead Street, Suite 250 | Charlotte, NC 28202
TEL 704.602.8600 FAX 704.376.1076 www.timmons.com
North Carolina License No. C-1652

YOUR VISION ACHIEVED THROUGH OURS.



TIMMONS GROUP

J.DOLAN

DESIGNED BY

J.DOLAN

CHECKED BY

J.DOLAN

SCALE

1" = 40'

JOB NO.

58654

SHEET NO.

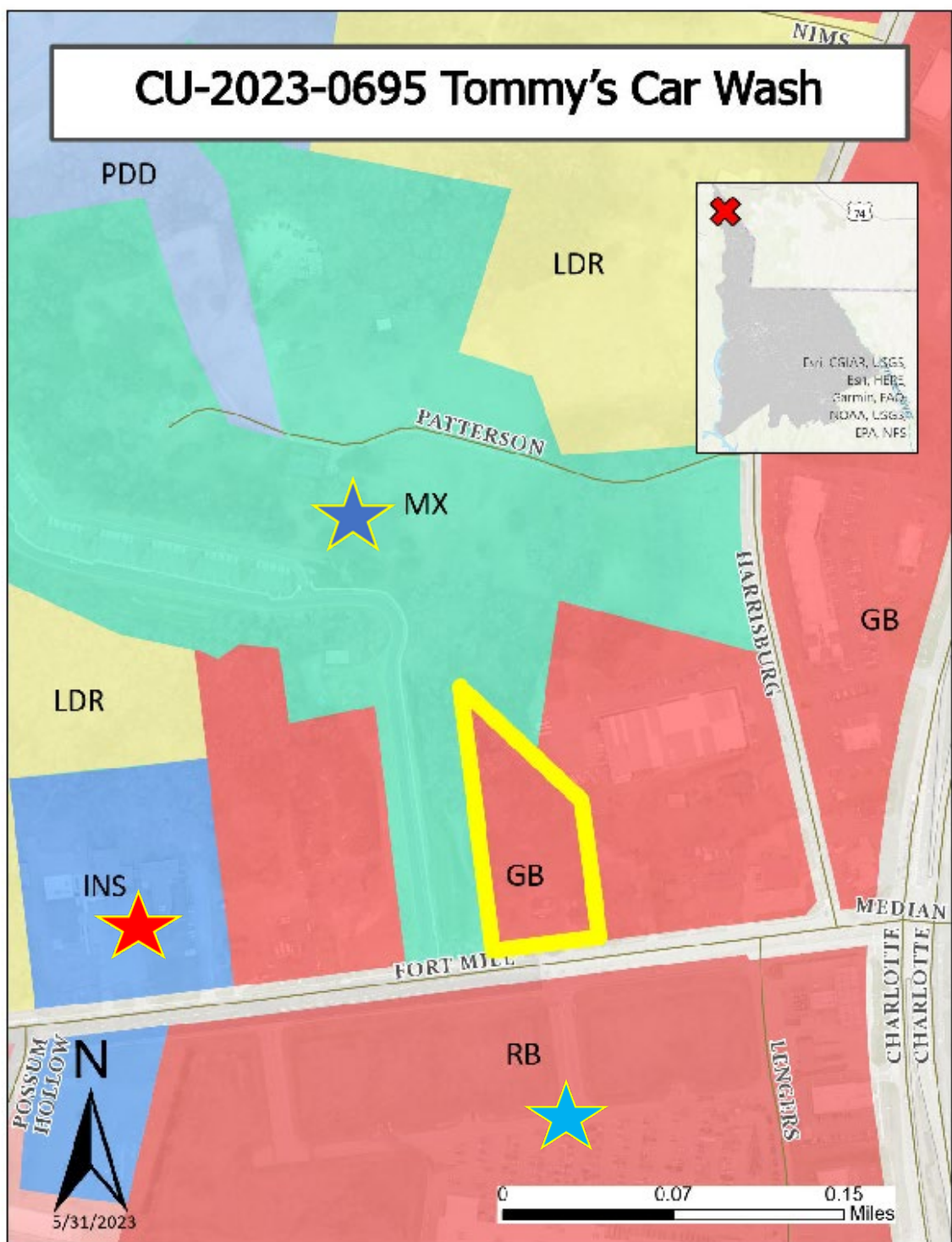
CSP1.0

TOMMY'S EXPRESS CAR WASH

LANCASTER COUNTY, SOUTH CAROLINA

CONDITIONAL SITE PLAN

These plans and associated documents are the exclusive property of TIMMONS GROUP and may not be reproduced in whole or in part and shall not be used for any purpose whatsoever, inclusive, but not limited to construction, bidding, and/or construction staking without the express written consent of TIMMONS GROUP.



Lancaster
County
South Carolina

 Subject Property



Capital Club Apartments



Pleasant Hill
Methodist Church



Lowe's

Proposal:

Vehicle: Minor Maintenance
& Repair

LEGEND:

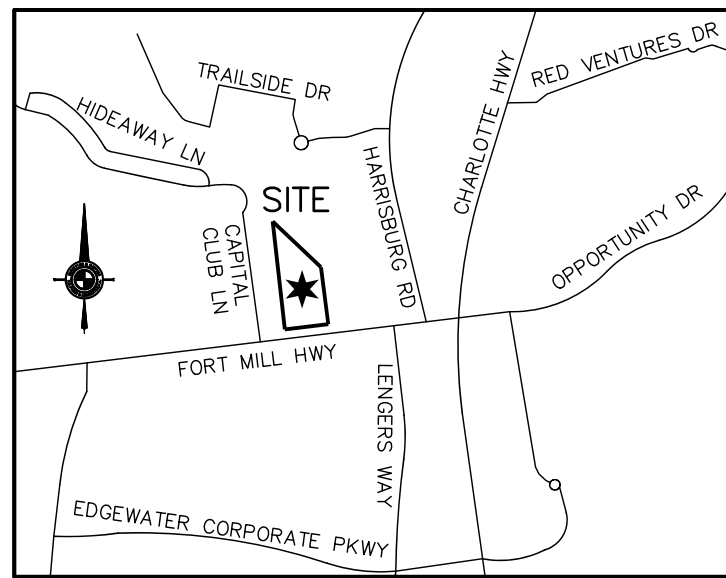
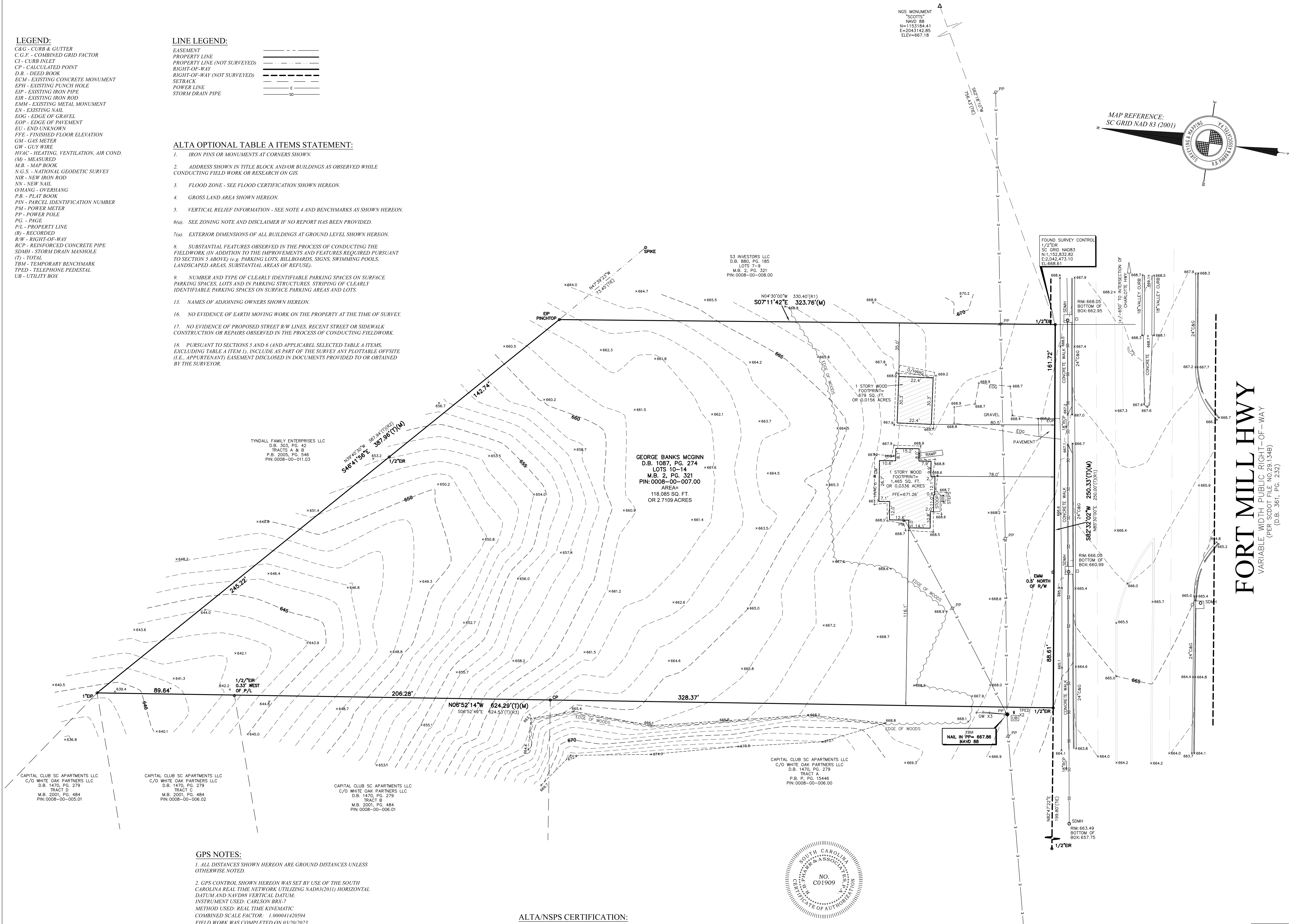
C&G - CURB & GUTTER
C.G.F. - COMBINED GRID FACTOR
CI - CURB INLET
CP - CALCULATED POINT
D.B. - DEED BOOK
ECM - EXISTING CONCRETE MONUMENT
EPH - EXISTING PUNCH HOLE
EIP - EXISTING IRON PIPE
EIR - EXISTING IRON ROD
EMM - EXISTING METAL MONUMENT
EN - EXISTING NAIL
EOG - EDGE OF GRAVEL
EOP - EDGE OF PAVEMENT
EU - END UNKNOWN
FFE - FINISHED FLOOR ELEVATION
GM - GAS METER
GW - GUY WIRE
HVAC - HEATING, VENTILATION, AIR COND.
(M) - MEASURED
M.B. - MAP BOOK
N.G.S. - NATIONAL GEODETIC SURVEY
NIR - NEW IRON ROD
NN - NEW NAIL
OHANG - OVERHANG
P.B. - PLAT BOOK
PIN - PARCEL IDENTIFICATION NUMBER
PM - POWER METER
PP - POWER POLE
PG - PAGE
P/L - PROPERTY LINE
(R) - RECORDED
R/W - RIGHT-OF-WAY
RCP - REINFORCED CONCRETE PIPE
SDMH - STORM DRAIN MANHOLE
(T) - TOTAL
TBM - TEMPORARY BENCHMARK
TPED - TELEPHONE PEDESTAL
UB - UTILITY BOX

LINE LEGEND:

EASEMENT
PROPERTY LINE
PROPERTY LINE (NOT SURVEYED)
RIGHT-OF-WAY
RIGHT-OF-WAY (NOT SURVEYED)
SETBACK
POWER LINE
STORM DRAIN PIPE

ALTA OPTIONAL TABLE A ITEMS STATEMENT:

- IRON PINS OR MONUMENTS AT CORNERS SHOWN.
- ADDRESS SHOWN IN TITLE BLOCK AND/OR BUILDINGS AS OBSERVED WHILE CONDUCTING FIELD WORK OR RESEARCH ON GIS.
- FLOOD ZONE - SEE FLOOD CERTIFICATION SHOWN HEREON.
- GROSS LAND AREA SHOWN HEREON.
- VERTICAL RELIEF INFORMATION - SEE NOTE 4 AND BENCHMARKS AS SHOWN HEREON.
- SEE ZONING NOTE AND DISCLAIMER IF NO REPORT HAS BEEN PROVIDED.
- EXTERIOR DIMENSIONS OF ALL BUILDINGS AT GROUND LEVEL SHOWN HEREON.
- SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK (IN ADDITION TO THE IMPROVEMENTS AND FEATURES REQUIRED PURSUANT TO SECTION 5 ABOVE) (E.G. PARKING LOTS, BILLBOARDS, SIGNS, SWIMMING POOLS, LANDSCAPED AREAS, SUBSTANTIAL AREAS OF REFUSE).
- NUMBER AND TYPE OF CLEARLY IDENTIFIABLE PARKING SPACES ON SURFACE PARKING SPACES, LOTS AND IN PARKING STRUCTURES, STRIPING OF CLEARLY IDENTIFIABLE PARKING SPACES ON SURFACE PARKING AREAS AND LOTS.
- NAMES OF ADJOINING OWNERS SHOWN HEREON.
- NO EVIDENCE OF EARTH MOVING WORK ON THE PROPERTY AT THE TIME OF SURVEY.
- NO EVIDENCE OF PROPOSED STREET R/W LINES, RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING FIELDWORK.
- PURSUANT TO SECTIONS 5 AND 6 (AND APPLICABLE SELECTED TABLE A ITEMS, EXCLUDING TABLE A ITEM 1), INCLUDE AS PART OF THE SURVEY ANY PLOTTABLE OFFSITE (I.E., APPURTENANT) EASEMENT DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR.



NOTES:

- ELEVATIONS BASED ON N.G.S. MONUMENT "SCOTT'S", ELEVATION = 667.18 FEET, NAVD 88.
- BROKEN LINES UNLESS THEY HAVE A METES AND BOUNDS DESCRIPTION, INDICATE PROPERTY LINES NOT SURVEYED.
- THE OFF-SITE RIGHT-OF-WAY SHOWN HEREON IS FOR ILLUSTRATIVE PURPOSES ONLY. THE UNDERSIGNED CERTIFIES ONLY TO THE RIGHT-OF-WAYS SURVEYED, AND DOES NOT CERTIFY TO THE RIGHT OF WAY WIDTH OF ANY ADJACENT PROPERTIES.
- THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A TITLE COMMITMENT REPORT. R.B. PHARR & ASSOCIATES, P.A. DOES NOT CLAIM THAT ALL MATTERS OF RECORD WHICH MAY OR MAY NOT AFFECT THE SUBJECT PROPERTY ARE SHOWN HEREON.

RECORDED BEARING REFERENCES:

- R1 - M.B. 2, PG. 321
R2 - P.B. 2005, PG. 546
R3 - D.B. 1470, PG. 282

ZONING:

SUBJECT PROPERTY ZONED: MX (MIXED USE)
ZONING RESTRICTIONS AS PER ZONING ORDINANCE:
NO ZONING REPORT WAS PROVIDED AT TIME OF SURVEY, PURSUANT TO ALTA TABLE A ITEM 6. PURCHASER/DEVELOPER TO VERIFY ZONING REQUIREMENT PRIOR TO FURTHER DEVELOPMENT OF SITE.

FOR FURTHER INFORMATION CONTACT THE LANCASTER COUNTY ZONING DEPARTMENT AT 803-416-9777.

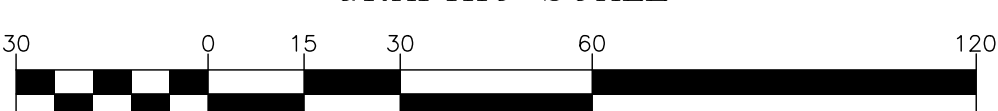
PARKING:

NO PARKING SPACES OBSERVED ON PROPERTY



Know what's below.
Call before you dig.

GRAPHIC SCALE



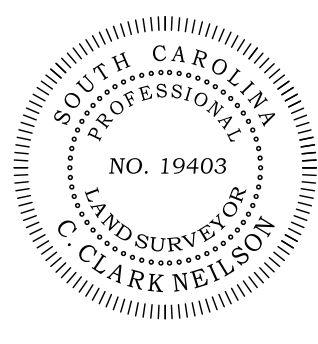
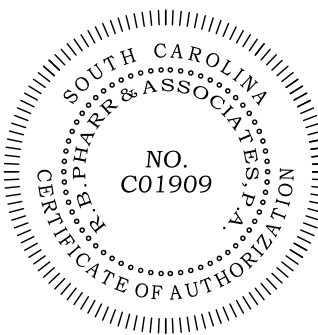
ALTA/NSPS CERTIFICATION:

TO: TIL HOLDINGS OF TEXAS, LLC

THIS IS TO CERTIFY THAT ON THE 4TH DAY OF APRIL, 2023, TO BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6a, 6b, 7a, 8, 9, 13, 16, 17, AND 18 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON APRIL 4, 2023.

C. Clark Neilson
P.L.S. NO. 19403
cneilson@rbpharr.com

04-12-2023
DATE



FLOOD CERTIFICATION:

THIS IS TO CERTIFY THAT THE SUBJECT PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FEDERAL INSURANCE ADMINISTRATION, DATED MAY 16, 2017.
MAP NUMBER: 4557C0040E; ZONE X

I HEREBY STATE THAT ON THE 4TH DAY OF APRIL, 2023, TO BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN; ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

SIGNED C. Clark Neilson

FORT MILL HWY
VARIABLE WIDTH PUBLIC RIGHT-OF-WAY
(PER SC DOT FILE NO.29.134E)
(D.B. 361, PG. 232)

AREA= 118,085 SQ. FT.OR 2.7109 ACRES
ALTA/NSPS LAND TITLE SURVEY PREPARED FOR:
TIL HOLDINGS OF TEXAS, LLC
168 FORT MILL HWY
CITY OF INDIAN LAND, LANCASTER COUNTY, SC
MAP REFERENCE: 2-321
DEED REFERENCE: 1087-274
TAX PARCEL NO: 0008-00-007.00

R.B. PHARR & ASSOCIATES, P.A.

SURVEYING & MAPPING
LICENSE NO. C01909

969 E. 7TH ST., #100 CHARLOTTE, N.C. 28204 TEL. (704) 376-2186

CREW:	DRAWN:	REVISED:	SCALE:	DATE:	JOB NO.
NJC	KPM		1" = 30'	APRIL 4, 2023	94981

PLOTTED: 4/14/23
G:\34\9\94981\DWG\94981.DWG

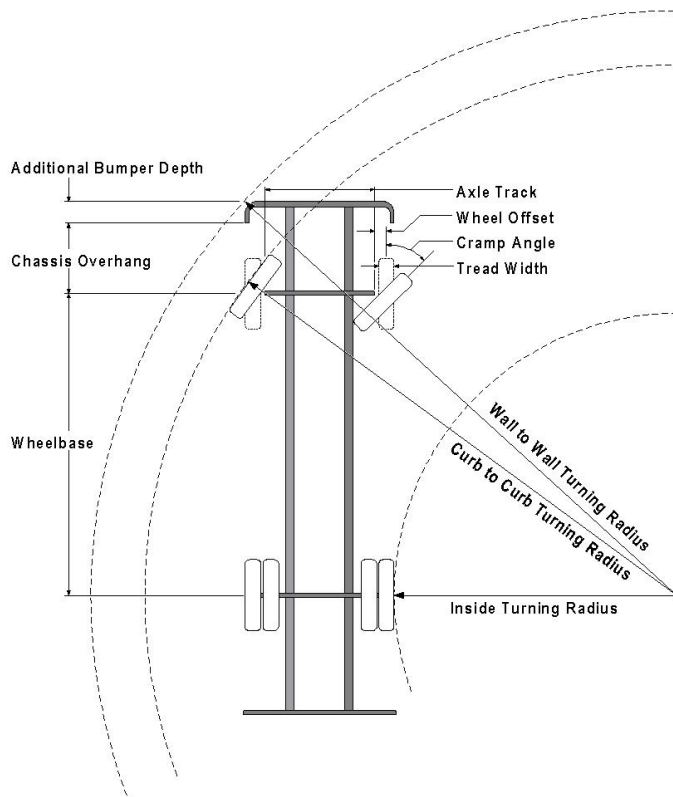


Turning Performance Analysis

11/03/2021

Bid Number: 588
Department: Lancaster County Fire Service

Chassis: Velocity Chassis, 100AAT
Body: Aerial, 100AAT, Alum Body



Parameters:

*Inside Cramp Angle:	40°
Axle Track:	82.92 in.
Wheel Offset:	5.3 in.
Tread Width:	17.5 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	24 in.
Front Overhang:	102 in.
Wheelbase:	271 in.

Calculated Turning Radii:

Inside Turn:	25 ft. 9 in.
Curb to curb:	41 ft. 10 in.
Wall to wall:	46 ft. 10 in.

Category	Option	Description
Bumpers	0721868	Bumper, 24" Total (13" Extension), Polished S/S, Integrated, 100AAT, VEL
Axle, Front, Custom	0508846	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, Velocity
Axle, Front, Custom	0508846	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, Velocity
Wheels, Front	0019618	Wheels, Front, Alcoa, 22.50" x 13.00", Aluminum, Hub Pilot
Tires, Front	0582746	Tires, Front, Goodyear, G296 MSA, 445/65R22.50, 20 ply
Aerial Devices	0771866	Aerial, Ascendant 100' Aerial Tower
Aerial Devices	0771866	Aerial, Ascendant 100' Aerial Tower
Aerial Devices	0771866	Aerial, Ascendant 100' Aerial Tower
Aerial Devices	0771866	Aerial, Ascendant 100' Aerial Tower
Aerial Devices	0771866	Aerial, Ascendant 100' Aerial Tower
Aerial Devices	0771866	Aerial, Ascendant 100' Aerial Tower

Notes:

*Actual Inside cramp angle may be less than shown.

Curb to Curb turning radius calculated for 9.00 inch curb.

Definitions:

Inside CrampAngle	Maximum turning angle of the front inside fire.
Axle Track	King-pin to King-pin distance of front axle.
Wheel Offset	Offset from the center line of the wheel to the King-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance of the center line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Wheel	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicles front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures takes into account any front overhang due to chassis , bumper extensions and or aerial devices.



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

June 28, 2023

Jason Dolan
Timmons Group

Charlotte, NC

Project Number	20230695
Project Name	Tommy's Express Car Wash
Location	168 Fort Mill Highway
Stage	Conditional Use
Parcel(s)	
Status	Not Approved

Dear: Jason Dolan

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:

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

Approved

Review Comments:

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

No Review Done

Review Comments:

LCWSD is a separate entity from the County. We have our own submittal requirements. Please check our website, www.lcwasd.org, under the Developers tab for our policies and procedures.

The developer must submit 2 sets of hard copy water and sewer plans directly to LCWSD, adhering to the LCWSD Water & Wastewater Extension Policy.

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

Approved

Review Comments:

Driveway ingress and egress must align with the access across the street.

Restriping of SC160 will be evaluated during the encroachment permit process.

This review is a general access location review only and does not include required driveway widths, radius returns, pavement design or any other details.

A full review for compliance with the SCDOT ARMS manual will be conducted when the SCDOT permit is applied for.

Planning - Matthew Blaszyk - 803-285-6005
mblaszyk@lancastersc.net

Not Approved

Review Comments:

The screening wall that is located in front of the drivethrough must be extended to screen the entire drivethrough from SC.160. This needs to be constructed with stacked stone (UDO 4.3.4).

The proposed office space parking lot requires a landscaping island for every 10 parking spaces 7.1.4.C.

Please label the bike racks on the plan, I can not seem to locate the label.

Please mark/label the open space on the plans.

July 7, 2023

**Subject: Tommy's Lancaster County – (Permit # 20230695)
Comment Responses to Conditional Use Review**

Timmons Group received comments from Lancaster County on June 28, 2023, regarding the referenced project. Timmons has modified the construction documents to address the below comments and offers the following responses.

Engineering

The preliminary nature of this plan does not provide adequate detail to formally comment, but the following are items of note from the information given. More detailed comments will be forthcoming during the civil plan review.

1. The screening wall that is located in front of the drive through must be extended to screen the entire drive through from SC.160. This needs to be constructed with stacked stone (UDO 4.3.4).
Response: The screen wall has been extended across the frontage of the building and a note has been added that the wall shall be 'faced' with stacked stone and in compliance with UDO section 4.3.4.
2. The proposed office space parking lot requires a landscaping island for every 10 parking spaces 7.1.4.C.
Response: A parking island has been added on each side of the parking lot to 'break up' the parking spaces. A tree is included within each island.
3. Please label the bike racks on the plan, I cannot seem to locate the label.
Response: The bike racks have been labeled.
4. Please mark/label the open space on the plans.
Response: An inset has been added to the plan clearly labeling and delineating the Open Space.

Sincerely,

TIMMONS GROUP



Brian V. Crutchfield, PE, PLS
Principal
P: 704-376-1073
E: brian.crutchfield@timmons.com

From: [Gamble, David D.](#)
To: [Jason Dolan](#)
Cc: jbuseick@teamtommys.com
Subject: RE: 58654 Tommy's Express Car Wash
Date: Thursday, July 6, 2023 12:03:04 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jason,

The Department would not require a TIA for this site. We would recommend restriping the center striping into a left turn lane (LTL) into this site with roughly 150' of storage and a 75' taper. We would also request that a concrete median be constructed along the storage of the proposed LTL.

Thank you,

David D. Gamble III, PE

District Permit Engineer – District 4
SC Department of Transportation
803-385-4280 O | 803-581-0156 F
gambledd@scdot.org

1232 JA Cochran Bypass
Po Box 130 Chester, SC 29706



Safety 1st – Live By It!
Let 'em Work, Let 'em Live!

From: Jason Dolan <Jason.Dolan@timmons.com>
Sent: Thursday, July 6, 2023 11:42 AM
To: Gamble, David D. <GambleDD@scdot.org>
Cc: jbuseick@teamtommys.com
Subject: RE: 58654 Tommy's Express Car Wash

*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

David,

Thank you for your time this morning and your offer to provide us with comments and feedback. Attached is our current site plan. Let me know if you have any questions.

Jason Dolan, RLA

Sr Project Manager

TIMMONS GROUP | www.timmons.com

610 East Morehead Street, Suite 250 | Charlotte, NC 28202

Office: 704.227.1563 | Fax: 704.376.1076

Mobile: 704.900.4945 jason.dolan@timmons.com

Your Vision Achieved Through Ours

To send me files greater than 20MB click [here](#).

From: Jason Dolan

Sent: Thursday, July 6, 2023 7:32 AM

To: gambledd@scdot.org

Cc: jbuseick@teamtommys.com

Subject: RE: 58654 Tommy's Express Car Wash

Mr. Gamble,

Following up again on my email below. Please advise if you have a few minutes for a call.

Thank you,

Jason Dolan, RLA

Sr Project Manager

TIMMONS GROUP | www.timmons.com

610 East Morehead Street, Suite 250 | Charlotte, NC 28202

Office: 704.227.1563 | Fax: 704.376.1076

Mobile: 704.900.4945 jason.dolan@timmons.com

Your Vision Achieved Through Ours

To send me files greater than 20MB click [here](#).

From: Jason Dolan

Sent: Tuesday, June 20, 2023 11:00 PM

To: gambledd@scdot.org

Cc: jbuseick@teamtommys.com

Subject: 58654 Tommy's Express Car Wash

Mr. Gamble,

I hope that you are doing well. We presented our project to the Lancaster County Commissioners

earlier this evening and there were several questions related to what we could do for our access to SC160.

You have previously reviewed the layout (attached) as part of the Conditional Use application that we made and had comments related to the alignment of the driveway (with Lowe's) and possible restriping of the roadway. We have not performed a TIA for this project yet but plan on doing so once we receive the CU approval from the County and school is back in session.

Several Commissioners brought up concerns with the driveway and the impact our project will have on the traffic flow. There were requests for a RI/RO driveway and the addition of a decel lane into our driveway. Our response was that those items would be evaluated during the SCDOT review however that wasn't sufficient and our project was deferred to July 18th.

Would you have time for a call to discuss our project so that we can understand what SCDOT may require for the driveway as we would like to provide an alternate driveway design with our resubmittal to the County?

Thank you,

Jason Dolan, RLA

Sr Project Manager

TIMMONS GROUP | www.timmons.com

610 East Morehead Street, Suite 250 | Charlotte, NC 28202

Office: 704.227.1563 | Fax: 704.376.1076

Mobile: 704.900.4945 jason.dolan@timmons.com

Your Vision Achieved Through Ours

To send me files greater than 20MB click [here](#).

Agenda Item Summary

Ordinance # / Resolution #: RZ-2023-0739 Barchu

Contact Person / Sponsor: M. Blaszyk

Department: Planning

Date Requested to be on Agenda: 7/18/2023

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	7/11/2023	Exhibit
Application	6/22/2023	Exhibit
Location Map	7/11/2023	Exhibit
Plat	6/22/2023	Exhibit

PROPOSAL: Request to rezone 0.3 acres of property

PROPERTY LOCATION: 165 Brooklyn Avenue, Lancaster (TM# 0081H-OC-013.00)

CURRENT ZONING DISTRICT: Medium Density Residential (MDR) District

PROPOSED ZONING DISTRICT: Neighborhood Business (NB) District

APPLICANT: Barby Barchu

COUNCIL DISTRICT: District 2, Charlene McGriff

STATUTORY NOTICES: Hearing notice published 7/1/2023 in The Lancaster News
Signs posted 6/29/2023
Mailed notices 6/29/2023
Posted agenda in lobby 7/11/2023

OVERVIEW:

Proposal/Site information

The applicant has requested to rezone a parcel 0.3 acres in size. The intent is to re-establish an existing convenience store, which was a grandfathered non-conforming use after 2016 County zoning. The owner had to close the business for a period of time greater than 6 months and lost its grandfathered status. Rezoning will allow the owner to re-open his business.

Summary of Adjacent Zoning and Uses

The properties are surrounded predominantly by NB and MDR zoned properties. There is an NB parcel within 20 feet to the east across Todd Street, and another adjacent to that parcel.

Adjacent Property	Jurisdiction	Zoning District	Use
North	Lancaster County	MDR	Residential
South	Lancaster County	MDR	Residential
East	Lancaster County	NB	Vacant
West	Lancaster County	MDR	Residential

ANALYSIS & FINDINGS:

Zoning Districts

As previously noted, the subject property is currently in the MDR District. Pursuant to UDO Chapter 2.3, the MDR District “...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.”

Requested NB

Pursuant to UDO Chapter 2.3, “the requested NB District *is generally located on thoroughfares and provides opportunities for the provision of neighborhood services that serve as an acceptable transition to generally auto-dependent neighborhoods.*”

RELATIONSHIP TO PUBLIC PLANS

The Future Land Use Category of the subject properties is Urban, which corresponds to the Community Type of Walkable Neighborhood w/ additional intensity. The adopted Comprehensive Plan states that the “The Community Type “Walkable Neighborhood” is synonymous with the Place Type “Mixed-Use Neighborhood.” This is due to its very specific characteristics that set it apart from most other Place Types by virtue of its deliberately structured mix of dwelling types in a development context that often operates through the separation of uses, densities and/or land value. This Place Type and Community Type has its roots in the traditional character of American communities during the early part of the 20th century, and has been revived in recent decades as a relevant option for future development.” The Comprehensive Plan further establishes several possible land use considerations representing typical development in this category which are depicted in the table below.

The Urban Future Land Use Category extends from just beyond the limits of The City of Lancaster, Town of Heath Springs, and Town of Kershaw. The Urban Future Land Use Category and Walkable Neighborhood w/ additional intensity Community Type are intended to be Synonyms.

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

Suburban Single-Family/Multi-Family Neighborhood: Land Use Considerations		
Single-Family Detached Home	Neighborhood Commercial	Government Building
Single-Family Attached Home (Town Home / Duplex)	Restaurant	Church
Condominium / Apartment	Professional Office	School

INFRASTRUCTURE CONSIDERATIONS

Transportation

There are no issues with traffic generated from this request at this time. A TIA will be required in the future if the proposed use crosses the threshold for trips generated.

Public Utilities

Water and sewer service is provided by the City of Lancaster.

Public Schools

There are no capacity concerns for the schools within this area pertaining to this change.

PHOTOS OF PROJECT AREA:



An ariel view of the subject property



Facing subject parcel off the corner of Brooklyn Ave and Todd Street.

STAFF RECOMMENDATION:

Staff recommends **Approval** of the request to rezone 0.3 acres (TM# 0081H-OC-013.00) from Medium Density Residential (MDR) District to Neighborhood Business (NB) District, pursuant to the following findings of fact:

1. That the subject project consists of the following parcel: TM# 0081H-OC-013.00
2. That the subject property is currently zoned MDR District and proposed to be rezoned NB District;
3. That the subject property has a Future Land Use designation of Urban, and a Community Type of Walkable Neighborhood; and
4. That the proposed NB District is generally consistent with the surrounding area which is comprised of MDR and NB Districts.

ATTACHMENTS:

1. Rezoning Application
2. Recorded Plat
3. Location Map/ Zoning Map

STAFF CONTACT:

Matthew Blaszyk, Planner
mblaszyk@lancastersc.net | 803-416-9380



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 165 Brooklyn Avenue
City Lancaster State SC Zip 29720 Tax Parcel ID 0081H-0C-013.00
Current Zoning MDR Current Use vacant/commercial structure
Proposed Zoning NB Total Acres approx .30 acres
Project Description Rezone from MDR to NB to allow continuation of former commercial use of structure. Business was closed for 3 years and lost non-conforming use.
New commercial tenancy requires change in zoning

Surrounding Property Description NB zoning to east and further along Brooklyn Avenue. Largely MDR surrounding on other sides of property.

CONTACT INFORMATION

Applicant Name BarbyBarchu
Address 305 Cedar Street
City Lancaster State SC Zip 29720 Phone 704-963-5732
Fax _____ Email barbybarchu@gmail.com
Property Owner Name Barby & Lou Barchu
Address same
City _____ State _____ Zip _____ Phone _____
Fax _____ Email _____

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.

XX Burby H. Barichue
Applicant

~~04~~ 21-2023
Date

XX Burby H. Barichue
Property Owner(s)

~~04~~ 21-2023
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

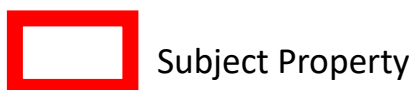
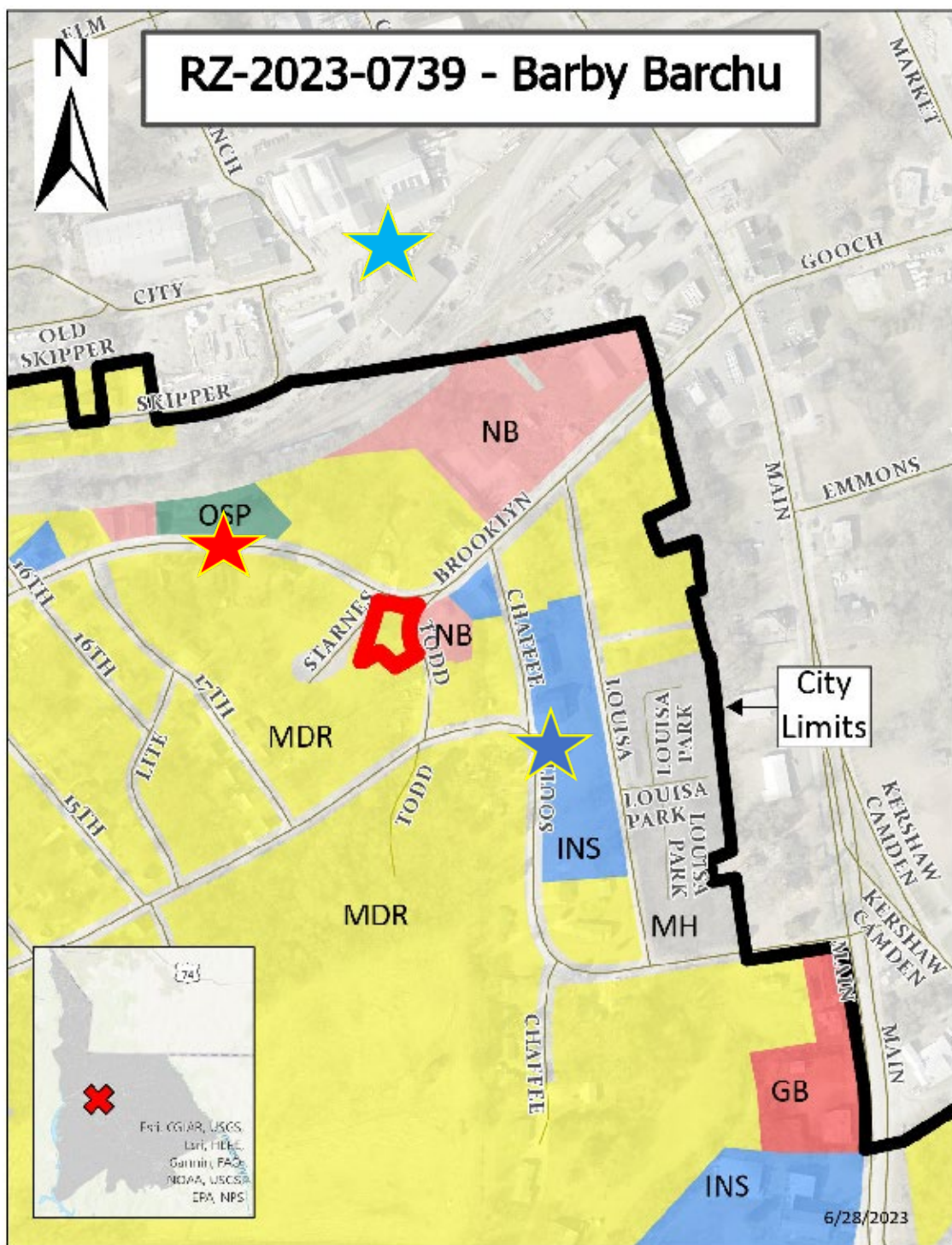
- The deadline for this application is at least 45 days prior to the Planning Commission meeting, held every third Tuesday of the month.
- Once an application is submitted, it is placed on the Planning Commission agenda for the following month.
- An application withdrawal should be made in writing and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

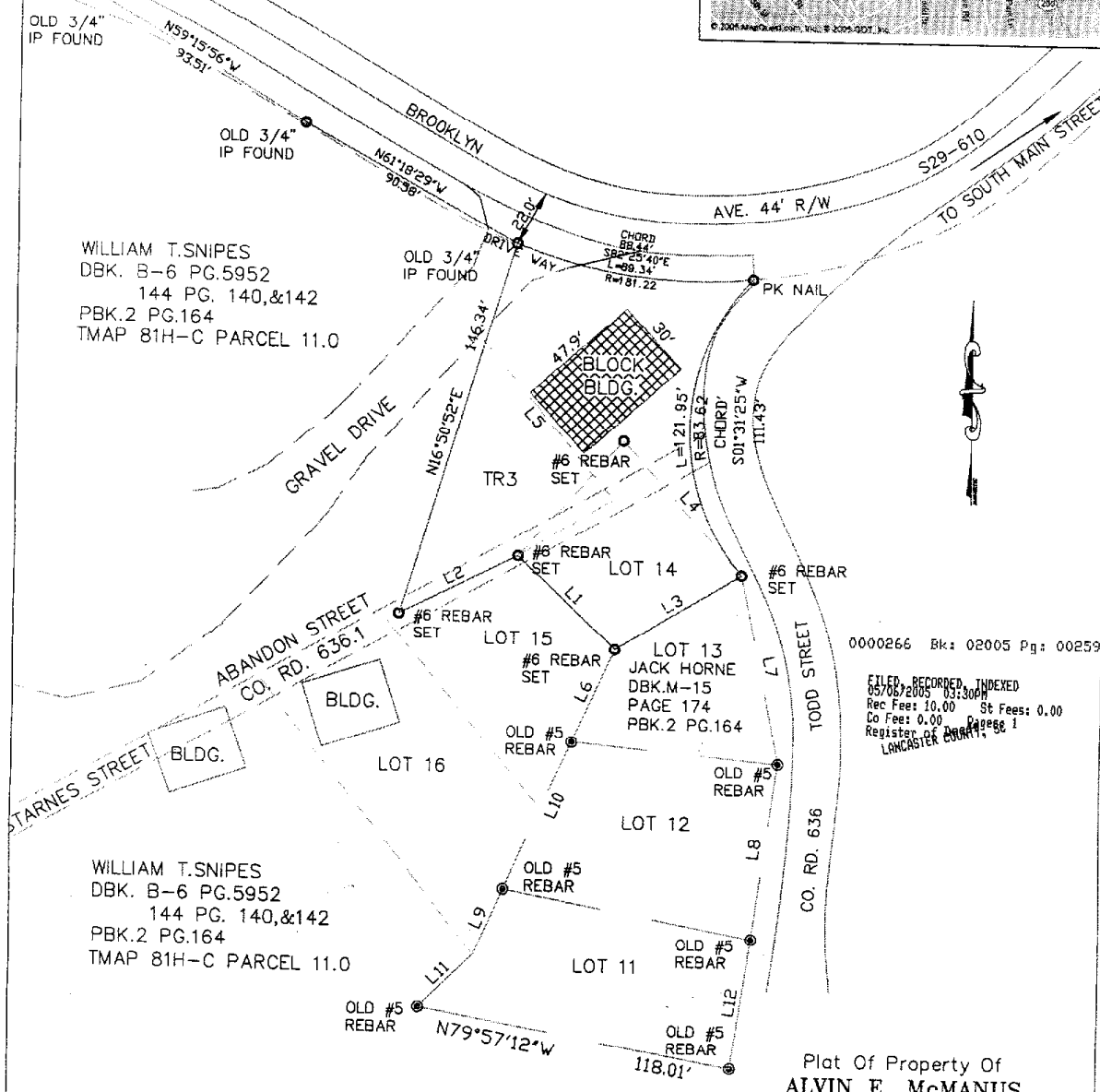
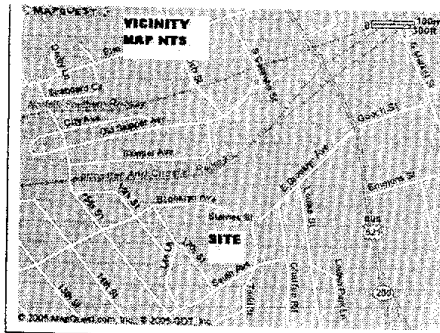
- Approves, denies, or submits application to the Planning Commission for further study.
- Action requires three readings for approval.
- Subsequent to final County Council action on rezoning, notice of action will be provided to the applicant, owner, and adjacent property owners.
- If applicant would 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.



- Proposal:**
Rezoning MDR to NB
- Lifeline Ministries International
- Stafford Belk Park
- Builder's Supply Co.

AREA= 0.270 AC.
 DEED REFERENCE:
 DEED BOOK Z-3 PAGE 187 (LOT 14)
 DEED BOOK G-3 PAGE 247 (TR.3)
 DEED BOOK C-3 PAGE 340

LINE TABLE		
LINE	LENGTH	BEARING
L1	50.40	N46°12'26"W
L2	49.62	S62°39'31"W
L3	55.00	S58°02'34"W
L4	66.50	S41°41'00"E
L5	75.90	S39°49'30"E
L6	38.00	S24°02'34"W
L7	72.15	N11°38'33"W
L8	66.57	N08°11'30"E
L9	27.16	N24°02'34"E
L10	61.04	S24°02'34"W
L11	28.22	S45°02'28"W
L12	48.86	N08°09'57"E



0000266 Bk: 02005 Pg: 00259
 FILED, RECORDED, INDEXED
 05/06/2005 03:30PM
 Rec Fee: 10.00 St Fees: 0.00
 Co Fee: 0.00 Page 1
 Register of Deeds
 LANCASTER COUNTY

NOTE: This lot does not lie within any designated flood area and there are no encroachments or projections other than as shown on this plat.

Ordinance #415 -
 This plat does not create any new lots, easements, right-of-ways or property lines.

Plat Of Property Of
ALVIN E. McMANUS
 Located At
 165 Brooklyn Ave.
 Lancaster, South Carolina
 Lancaster County

Scale 1" = 40' Date 03/31/05

GRAPHIC SCALE



(IN FEET)
 1 inch = 40 ft.

Survey By: J. C. Crumpler
 S.C. Reg. No. 6574
 207 Chesterfield Avenue
 Lancaster, South Carolina
 1-803-283-9818

I hereby state 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."

OWN BY:	JCC	DATE:	03/31/2005
CHECKED BY:	JCC	TAX MAP	81H-C PARCEL 10&13
P. NO.:	05-3-4	SHEET	1 OF 1

J. C. Crumpler

Agenda Item Summary

Ordinance # / Resolution #: RZ-2023-0831 Grace-Lynwood UMC

Contact Person / Sponsor: M. Blaszyk

Department: Planning

Date Requested to be on Agenda: 7/18/2023

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	7/11/2023	Exhibit
Application	6/22/2023	Exhibit
Location Map	7/11/2023	Exhibit
Plat	6/22/2023	Exhibit

PROPOSAL: Request to rezone 5.819 acres of property

PROPERTY LOCATION: 1743 Lynwood Drive (TM# 0087G-OC-004.00)

CURRENT ZONING DISTRICT: Institutional (INS) District

PROPOSED ZONING DISTRICT: Medium Density Residential (MDR) District

APPLICANT: Ronald Woods and Rev. Matthew Alexander
on behalf of Grace-Lynwood United Methodist Church

COUNCIL DISTRICT: District 2, Charlene McGriff

STATUTORY NOTICES: Hearing notice published 7/1/2023 in The Lancaster News
Signs posted 6/29/2023
Mailed notices 6/29/2023
Posted agenda in lobby 7/11/2023

OVERVIEW:

Proposal

The applicant has requested to rezone a parcel 5.819 acres in size. The intent is to allow the property to be marketed as a residential property. There is a home on site which was the parsonage and storage building for the church formerly located at this parcel, which has since been demolished.

Site Information

The parcel proposed to be rezoned is currently zoned for Institutional use, but the church formerly on site has been demolished. The owners wish to market the home solely as residential use.

Summary of Adjacent Zoning and Uses

The properties are surrounded predominantly by MDR and GB zoned properties. There are MDR parcels located across the street and GB parcels directly adjacent to the site.

Adjacent Property	Jurisdiction	Zoning District	Use
North	Lancaster County	GB	Vacant
South	Lancaster County	MDR	Residential
East	Lancaster County	GB	Vacant
West	Lancaster County	MDR	Residential

ANALYSIS & FINDINGS:

Zoning Districts

As previously noted, the subject property is currently in the INS District. Pursuant to UDO Chapter 2.3, INS District is “...intended to allow for the continued and future use, expansion, and new development of academic and religious campuses, governmental and health facilities, and public and private utility infrastructure. The goal is to promote the many varied uses associated with such institutions while

maintaining the overall design integrity of the campus setting and minimizing any adverse impacts on the neighboring residential areas. In the attempt to meet this goal numerous requirements are included, such as but not limited to buffers, landscaping, outdoor lighting, parking, signage, building height, setbacks, open space, and the like.”

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 Urban, which corresponds to the Community Type of Walkable Neighborhood w/ additional intensity. The adopted Comprehensive Plan states that the “The Community Type “Walkable Neighborhood” is synonymous with the Place Type “Mixed-Use Neighborhood.” This is due to its very specific characteristics that set it apart from most other Place Types by virtue of its deliberately structured mix of dwelling types in a development context that often operates through the separation of uses, densities and/or land value. This Place Type and Community Type has its roots in the traditional character of American communities during the early part of the 20th century, and has been revived in recent decades as a relevant option for future development.” The Comprehensive Plan further establishes several possible land use considerations representing typical development in this category which are depicted in the table below.

The Urban Future Land Use Category extends from just beyond the limits of The City of Lancaster, Town of Heath Springs, and Town of Kershaw. The Urban Future Land Use Category and Walkable Neighborhood w/ additional intensity Community Type are intended to be Synonyms.

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

Suburban Single-Family/Multi-Family Neighborhood: Land Use Considerations		
Single-Family Detached Home	Neighborhood Commercial	Government Building
Single-Family Attached Home (Town Home / Duplex)	Restaurant	Church
Condominium / Apartment	Professional Office	School

INFRASTRUCTURE CONSIDERATIONS

Transportation

There are no issues with traffic generated from this request at this time.

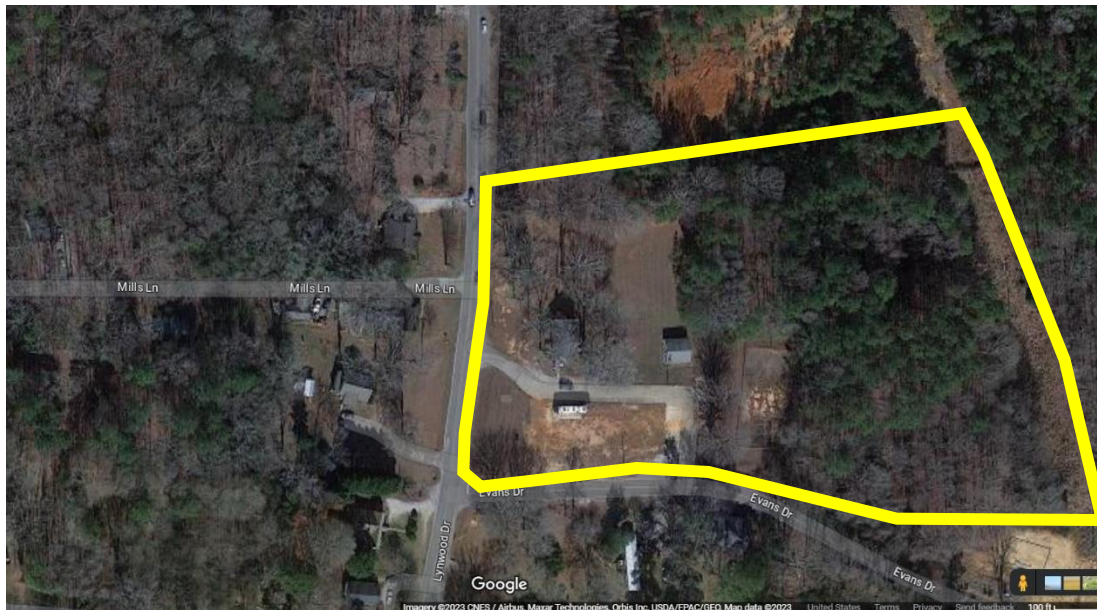
Public Utilities

The LCWSD is currently providing water and sewer access to the site.

Public Schools

There are no capacity concerns for the schools within this area pertaining to this change.

PHOTOS OF PROJECT AREA:



An ariel view of the subject property



Facing residence off Lynwood Drive



Facing former church site and residence off Lynwood Drive

STAFF RECOMMENDATION:

Staff recommends **Approval** of the request to rezone 5.819 acres (TM# 0087G-0C-004.00) from Institutional District (INS) to Medium Density Residential (MDR) District pursuant to the following findings of fact:

1. That the subject project consists of the following parcel: TM# 0087G-0C-004.00;
2. That the subject property is currently zoned INS District and proposed to be rezoned MDR District;
3. That the subject property has a Future Land Use designation of Urban, and a Community Type of Walkable Neighborhood; and
4. That the proposed MDR District is generally consistent with the surrounding area which is comprised of MDR and GB Districts.

ATTACHMENTS:

1. Rezoning Application
2. Recorded Plat
3. SCDHEC Permit
4. Location Map/ Zoning Map

STAFF CONTACT:

Matthew Blaszyk, Planner
mblaszyk@lancastersc.net | 803-416-9380



Planning Department

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

City _____ State _____ Zip _____ Tax Parcel ID _____

Current Zoning _____ Current Use _____

Proposed Zoning _____ Total Acres _____

Project Description _____

Surrounding Property Description _____

CONTACT INFORMATION

Applicant Name _____

Address _____

City _____ State _____ Zip _____ Phone _____

Fax _____ Email _____

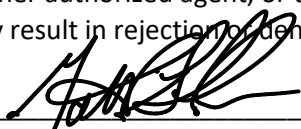
Property Owner Name _____

Address _____

City _____ State _____ Zip _____ Phone _____

Fax _____ Email _____

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

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.
- 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.
- Rezoning Application Fee – single parcel \$435.00
- Rezoning Application Fee – multi parcel \$610.00

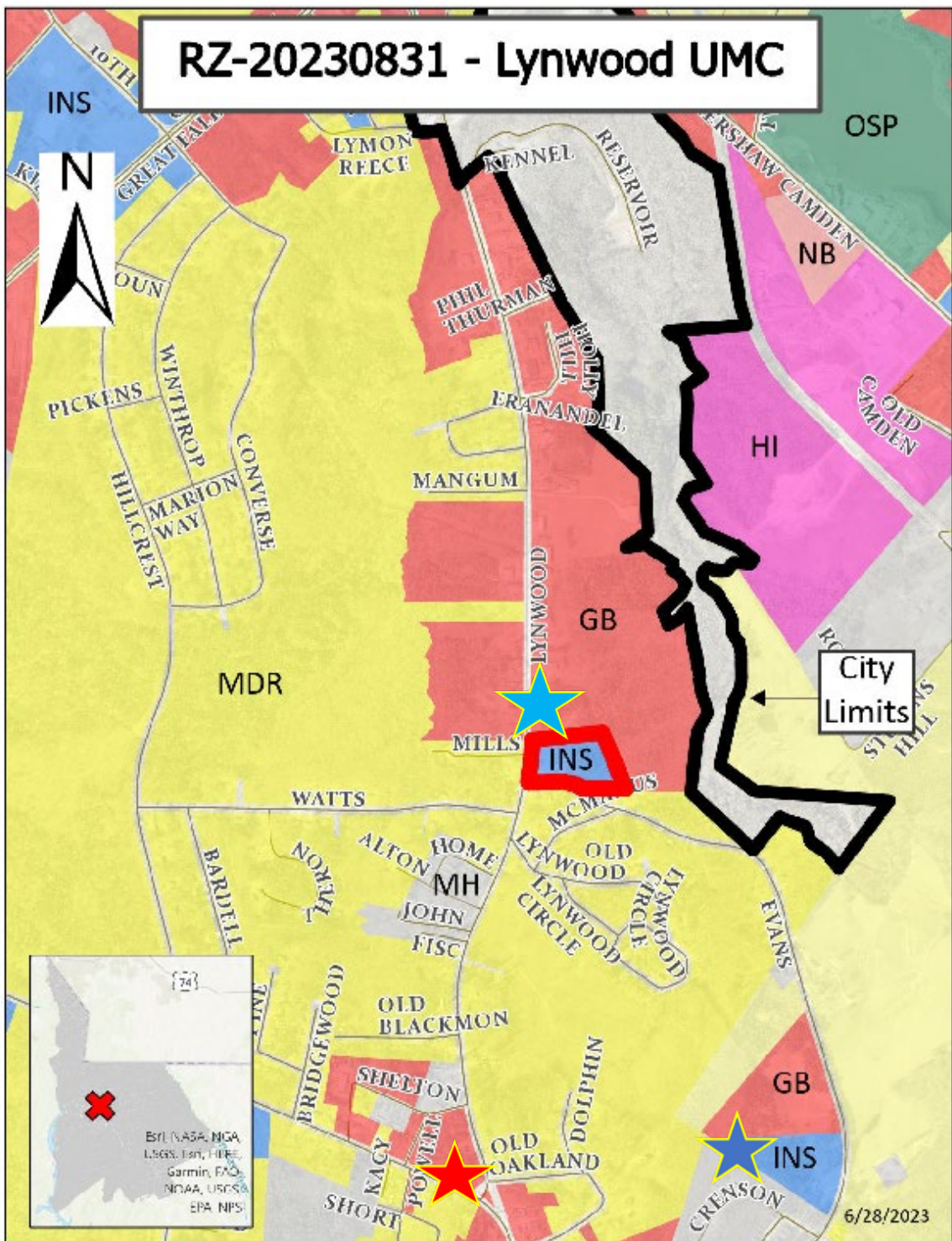
2. Planning Commission

- 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.

RZ-20230831 - Lynwood UMC



Lancaster
County
South Carolina

Proposal:

Rezoning INS to MDR



Subject Property



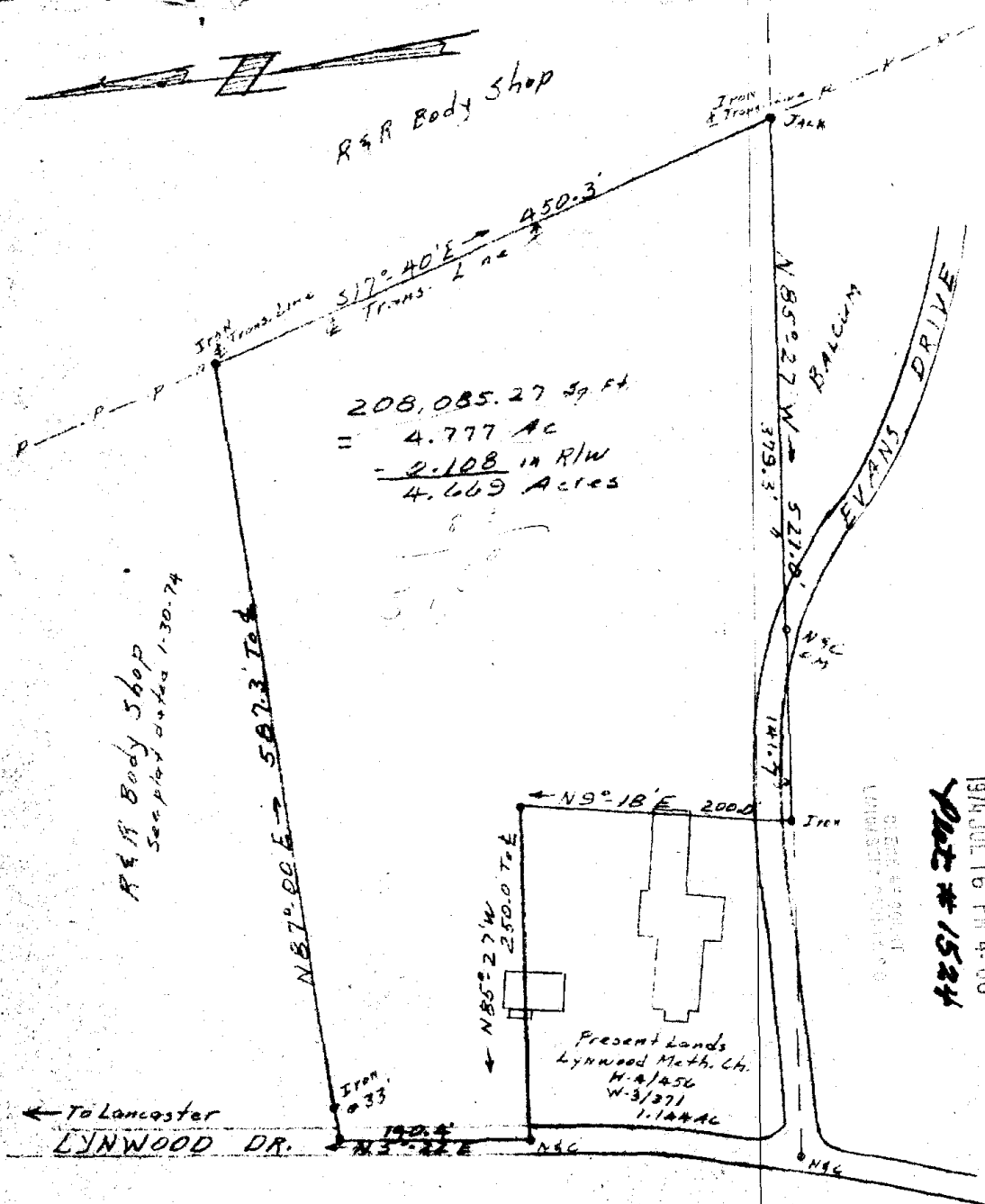
Beacon Baptist Church



Y & J Express Gas Station



Martin's Machine Co. Inc.



STATE OF SOUTH CAROLINA
 COUNTY OF LANCASTER
 PROPERTY TO BE CONVEYED TO
LYNWOOD METHODIST CHURCH

Located south of Lancaster, near intersection of Lynwood Drive and Evans Drive. Being a portion of the lands shown on plat of R & R Body Shop, by Jack Smith, dated 1-30-74.

Scale: 1" = 100'

13 June 1974

Jack Smith
 Jack Smith, RLS
 100 Forest Drive
 Lancaster, S. C.