

Planning Commission Members

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

**County Attorney**

Ginny L. Merck-Dupont

Clerk to Planning Commission

Jennifer Bryan

Development Services Director

Allison Hardin

June 18, 2024

6:00 PM

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

**LANCASTER COUNTY PLANNING COMMISSION
Council Chambers, Lancaster County Administration
Building, 101 N. Main Street**

AGENDA

1. Call to Order Regular Meeting and Roll Call Vote

- a. Pledge of Allegiance and Opening Prayer

2. Approval of the Agenda

3. Citizen's Comments

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

4. Approve Minutes

- a. May 2, 2024 Special Meeting
b. May 21, 2024 Regular Minutes
c. June 6, 2024 Workshop Minutes

5. Public Items

- a. SD-2023-1869 Barberville Commercial
Application by Moody Group/Jan Ringeling on behalf of Barberville Developers LLC and Martin Senior and Associates for a Preliminary Plat for two parcels totaling 12.09 acres located at the northwest corner of Barberville Road and Fort Mil Highway (TM #s 0006-00-057.00 and 0006-00-058.00), in order to create a multi-parcel commercial development with central shared access.

b. CU-2024-0910 McClure Collision Center

Application by Mason McClure and Hecks LLC and John Hecimovich for a Conditional Use permit for Vehicle Services: Major Repair/Bodywork (body shop/collision center) on 1.73 acres at and adjacent to 9868 Harrisburg Road (TM# 0005-00-100.05 and 0005-00-100.06).

c. RZ-2021-2791 The Arches

Application by Doug Baumgartner for YDG Doby's Bridge Land LLC to rezone two parcels totaling 2.349 acres (TM 0013-00-018.09 & 0013-00-018.10) located on World Reach Drive, from General Business (GB) to Regional Business (RB) district, to allow appropriate commercial development uses.

d. RZ-2024-0623 Connors

Application by Ben Stevens for BRD Land and Investments, and owners Richard Connors et al family members to rezone 26.94 acres located at 2941 Hwy 521 Bypass (TM #0081-00-045.01) from Neighborhood Business (NB) to Medium Density Residential (MDR) district in order to develop a single-family residential neighborhood.

e. RZ-2024-0826 Hinson

Application by Jeffrey C. Hinson to rezone 1.041 acres located at 6989 Pageland Hwy (TM #0056-00-012.00) from Rural Business (RUB) to Rural Residential (RR) district in order to allow conforming expansion of residential use (home occupation use).

f. RZ-2024-0878 Lennar/ Williamson Farm

Application by Mark Henninger for Lennar Carolinas LLC and Williamson Farm Lane LLC to rezone 291.48 acres at and adjacent to 1080 Williamson Farm Lane (TM #0049-00-004.02) from Low Density Residential (LDR) to Medium Density Residential (MDR) in order to develop a single-family residential subdivision.

g. RZ-2024-1011 Lancaster County/2001 Charlotte Hwy

Application by Lancaster County to rezone 6.8 acres at 2001 Charlotte Highway (p/o TM# 0062-00-005.01) from General Business (GB) to Institutional (INS) district, in order to convert the existing structures to use as county offices.

h. RNC-2024-0966 Environmental Drive

Application by Myra Reece for SCDHEC to rename DHEC Road, a state-maintained driveway off Grace Avenue 0.16 miles south of the intersection with Chester Hwy/Route 9. Per UDO Sec 6.11.5. The requested name is Environmental Drive.

6. New Business

a. NRN-2024-0830 Coyote Trail

Application by Michael Hayes to name a privately maintained driveway per UDO Sec. 6.11.4.G, located off University Drive across from the intersection of W. Shiloh Unity Road. The proposed name is Coyote Creek Trail.

b. NRN-2024-0924 New Road Names: Group Submittal June

New Road Name submittals from E911 addressing via civil submittals and preliminary plats.

c. Overview of next month's Agenda

d. Other

i. UDO Chapters

UDO update chapters distributed to Commissioners for review

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 #: Pledge of Allegiance and Opening Prayer

Contact Person / Sponsor:

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation:

Agenda Item Summary

Ordinance # / Resolution #: May 2, 2024 Special Meeting

Contact Person / Sponsor: G. Jackson

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
May 2, 2024 Special Meeting	6/10/2024	Exhibit



MEMBERS OF LANCASTER COUNTY PLANNING COMMISSION

CHARLES DEESE, DISTRICT 3, CHAIRMAN
JAMES BARNETT, DISTRICT 5, VICE-CHAIRMAN
YOKIMA CURETON, DISTRICT 2
JUDIANNA TINKLENBERG, DISTRICT 4
SHEILA HINSON, DISTRICT 6
ALAN PATTERSON, DISTRICT 1
, DISTRICT 7
SECRETARY: GINA JACKSON

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

**May 2, 2024 6:00 P.M.
MINUTES**

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

1. Roll Call:

Members Present:

Jim Barnett	Charles Deese	Sheila Hinson
Yokima Cureton	Judianna Tinklenberg	Alan Patterson (via Teams)

Others Present:

Allison Hardin, Development Services Dir.
Matthew Blaszyk, Planner Secretary: Gina Jackson

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

1. APPROVE AGENDA

Chairman Deese called for a motion to approve the Agenda.
Motion to Approve by James Barnett 2nd by Sheila Hinson
Called vote: ___ 6-0 ___. Motion approved unanimously.

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

Chairman Deese opened the floor to comments from the public.
None signed in

3. PUBLIC ITEMS

- a. **CAPITAL IMPROVEMENT PLAN:** Review and update of FY2021-2031 Capital Improvement Plan and associated funding requests for FY2025, in alignment with the provisions of the Comprehensive Plan.

Staff Presentation: Allison Hardin, Development Services Director, presented the draft Capital Improvement Plan annual update consistent with the staff report.

Commissioners Concerns:

Allison Hardin and Jamie Privuznak answered questions about the abbreviated review process.

- County Council initiated the CIP 2021-2031 Plan in 2021; at that time Planning Commission reviewed and approved the CIP document. The County had not previously had a CIP plan.
- Since then, the CIP has not been reviewed by the Planning Commission.
- Administration, Finance and Development Services agree that under best practices and the advisement of certain provisions in state law, the CIP should be reviewed and updated annually accompanying the budget cycle, with particular attention to alignment with the new Comprehensive Plan goals.
- Although the timeline for review is abbreviated this year due to the recent Comprehensive Plan adoption, it is still worthwhile to review the plan, and offer Planning Commission's recommendations to Council.

Commissioners have requested that going forward, time be allotted annually either through Workshop calendaring or a dedicated working retreat, to allow Commissioners to make considered fundamental assessments of the Comprehensive Plan goals and develop CIP recommendations well in advance of the next budget cycle.

Public Hearing: (See attachments: Sign-in Sheets)__None signed in to speak

1. one email comment was received: **James Shelgosh-** (see attachment)

Chairman Deese closed public hearing and called for a motion on item CAPITAL IMPROVEMENT PLAN

Motion to approve priorities list as stated, by Yokima Cureton. 2nd by Alan Patterson.

Discussion of original motion:

Straw polls were held to determine priority. (See final list of recommended priorities below)

FY25 Capital Improvement Plan: Projects Requested

The Planning Commission identified their top seven (7) projects in order; votes were tied at #1 and #7

Item	Project Name	Department	FY25	Rank (Top 7)
1	Station 3 Construction	IL Consolidated Fire	11,745,240	1
2	Two Convenience Site Upgrades	Solid Waste	1,605,000	3
3	2024 Road Rehabilitation	Transportation Committee	1,400,000	2
4	Station 3 Engine	IL Consolidated Fire	1,200,000	1
5	19 Vehicle Replacements	Sheriff	1,150,000	4
6	Elections/Fleet Facility Add'l	Administration	600,000	
7	Culvert on Henry Harris Road	Storm water	500,000	7
8	IT - Special Projects	Information Technology	244,000	
9	Refuse Truck	Solid Waste	200,000	
10	Station 1 and 2 Renovations	IL Consolidated Fire	200,000	7
11	Space Allocation - Admin	Administration	192,000	
12	IT - Dept Specific Software	Information Technology	191,337	
13	Small Dump Truck	Road Maintenance	150,000	7
14	Battalion Chief Truck Up-fit	IL Consolidated Fire	125,000	
15	Building UPS	Emergency Management	79,000	6
16	Armored Vests	EMS Ambulance	60,000	7
17	Refuse Can Replacement	Solid Waste	60,000	
18	Apparatus Radios	IL Consolidated Fire	59,331	1
19	12 Flock Cameras	Sheriff	50,300	8
20	Ball-field Lighting Retrofit	Park & Recreation	50,000	5
21	Gym Wall Padding	Park & Recreation	40,000	7
22	Vehicles	Planning & Zoning	40,000	8
23	Voting Machines and Apparatus	Registration & Elect	31,615	
24	Public Works Ofc Remodel	Road Maintenance	30,000	
25	Motorola Radios	Fire/Public Cords	28,549	7
26	UEBSS RIT Bags	IL Consolidated Fire	28,000	1
27	TDMA Radio Upgrade	Public Communications	25,000	
28	Lifting Pillows	EMS Ambulance	15,350	
29	Trailer	Road Maintenance	15,000	
30	3/4 Ton Pick-up Truck	Storm water	10,000	
31	8 Body Worn Cameras	Sheriff	10,000	7
32	Mack Dump Truck	Road Maintenance	5,000	

Total:

\$ 20,139,722

*The threshold value for projects for the CIP is \$5,000.

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

Chairman Deese stated the item will go to County Council for consideration.

Recess after conclusion of Public Items at 7:05 pm. End of Livestream.

End recess at 7:18pm. Commence Workshop discussion.

While Allison was tallying CIP priorities, Matthew Blaszyk proceeded with workshop items b (Niven Schmidt) item c.(Sanchez) and item e (HHTF/Woodland Point)

4. **New Business**

a. **RZ-2024-0259: Curative**

Application by Curative Professional LLC on behalf of owners James & Yen Ngo to rezone 3.63 acres located at Lodge Road (TM # 0008-00-069.07) from Low Density Residential (LDR) to General Business (GB) district, to allow development of medical offices, daycare and general commercial uses, in conjunction with adjacent parcel 0008-00-0067.00 (9.38 acres already zoned GB).

Staff: Allison Hardin, Development Services Director

Discussion Topics: No questions

b. **RZ/CP-2024-0511 Niven/Schmidt**

RZ: Application by Archie Niven and Sandra Niven Schmidt to rezone 14.62 ac located at the southwest corner of the intersection of Charlotte Hwy and Steele Hill Rd (TM# 0021-00-016.00) from Rural Neighborhood (RN) to General Business (GB) district, to allow development of a gas station. Associated with CP-2024-0511 Comprehensive Plan/Future Land Use Amendment Application

CP: Application by Archie Niven and Sandra Niven Schmidt to amend the Comprehensive Plan (Future Land Use Map) for 14.62 ac located at the southwest corner of the intersection of Charlotte Hwy and Steele Hill Rd (TM# 0021-00-016.00) from Rural to Growth Area designation, to allow rezoning of the property to General Business (GB) district. This item is associated with rezoning application RZ-2024-0511.

Staff: Matthew Blaszyk, Planner

Discussion Topics:

- Some neighborhood resistance to proposal
- Some commissioners were familiar with property
- Is not in alignment with new CP.

c. **RZ-2024-0584 Sanchez**

Application by Carlos Sanchez to rezone 2.56 acres located at the intersection of Reid Point and Country Acres Road (TM# 0006-00-072.04) from Urban Residential (UR) to Medium Density Residential (MDR), in order to develop for single-family residential use.

Staff: Matthew Blaszyk, Planner

Discussion Topics: The applicant is not the same Carlos Sanchez that applied to build a rodeo facility.

d. **RZ-2024-0627 Lomax**

Application by Courtney Lomax to rezone 5.80 acres at and adjacent to 1743 Lynwood Drive (TM # 0087G-0C-004.00) from Medium Density Residential (MDR) to General Business (GB) district, in order to renovate the existing structure as a daycare facility.

Staff: Allison Hardin, Development Services Director

Discussion: none

e. **SD-2023-2224 HHTF/Woodland Point**

Continued from 4/16/2024.

Application by David Weekly Homes LLC, HHTF Company LLC and ESP Associates Inc for a preliminary plat for 112.48 acres off Vance Baker Road (TM# 0009-00-015.00) to develop a single-family residential subdivision of 91 lots.

Staff: Matthew Blaszyk, Planner.

Plan is waiting for Phase 2 Harris Mill downstream sewer infrastructure, not Phase 5 per applicant. Now waiting on information from LCWSD

Discussion Topics: no questions

f. **TA-2024-0162**: (Continued) Application at the request of Council, to amend the Unified Development Ordinance at Sec. 2.5 Uses Permitted and Sec. 5.9 Industry/Wholesale/Storage Uses, to establish the newly adopted use "Non-Metallic Mineral Manufacture" as a Conditional Use

Staff: Allison Hardin, Development Services Director

Discussion Topics: no discussion

g. **TA-2024-0789 (Ord. 2024-1896)**: Application at the request of Lancaster County Council to amend the Unified Development Ordinance at table 2.5, removing the item "Amusements- Indoor" from the Use Table.

Staff Presentation: Allison Hardin

Discussion Topics: no discussion

5. **Adjourn**

Motion to adjourn by James Barnett 2nd Sheila Hinson.

Meeting was adjourned at 7:36 PM

Agenda Item for Discussion: Rezoning RZ/CP-2024-0511

Meeting Date: May 21, 2024 04:52 PM

Full Name **First Name:** James
Last Name: Shelgosh

Phone Number 704-968-3582

Email shelgos hjk@comporium.net

Address: 5169 Mill Race Lane
Lancaster, SC 29720

Citizen Comment - Regarding Agenda Item: I implore you to recommend against the proposed rezoning RZ/CP-2024-0511 of the 14.62 acres located at the southwest corner of the intersection of Charlotte Hwy and Steele Hill Road from the existing zoning as Rural Neighborhood (RN) to General Business (GB).

I am one of 11 owners in Millstone Creek (MSC) whose homes abut the subject property and I am intensely upset about the threat of commercial development on that site.

In short, such a change would create a burden to be suffered by MSC homeowners, while the economic benefits go to the selling owners and future developers. This is a win-lose proposition I dearly wish to defeat.

Not only is the proposal in clear violation of the Lancaster County Southern Panhandle Small Area Plan, but I also foresee significant, negative impacts if the proposed rezoning is allowed. Arguments against the proposal include:

1. Violation of the Southern Panhandle Small Area Plan (SAP) and detracting from the "rural character of the Southern Panhandle." The Southern Panhandle Small Area Plan (SAP) of 2/2/2021, found on the Lancaster County Document Center at this link [SAP with Extension 9-13-2021.pdf](#) (revize.com) contains the stated goal to "Retain the southern panhandle rural character." Commercial development in a highly visible area is certainly not in keeping with this goal. Furthermore, the SAP clearly recommended that the site remain as "Low Density Residential." It is clearly outside of the recommended "Commercial Nodes" or "Employment" areas and violates the plan themes to, "Preserve Natural Landscape and Celebrate Rural Lifestyle."

Please be reminded that the County leaders and developers of the SAP anticipated exactly this type of development pressure and the ensuing rezoning requests and, using extensive residents' and community inputs, developed the plan with guidance for the

proposed and suggested use of land in the southern panhandle of Lancaster County. That plan explicitly directed commercial development away from the intersection of Steele Hill Road and Charlotte Highway and focused it toward "Commercial Nodes" on the intersections of Rebound Rd and Vaxhaw Hwy with 521. (See recommended land use map on page 15 of the SAP.) Those joint considerations by the populous should not be lightly overturned for the benefit of a single property owner.

2. Water runoff, erosion and silt load on Millstone Creek pond and dam: Paved surfaces and roof area will reduce the permeable surface area on the site and will convert percolated water table contribution into rapid, surface runoff. The creek, which is forming parallel to **Mill** Race Lane, is on Millstone Creek property owners' land, collects all runoff from the proposed rezoning site and runs directly into the pond in Millstone Creek. Any increase in that runoff will negatively impact the silt load on the pond and dam. The increased runoff from that site must be controlled or avoided. The expense of maintaining the pond and dam is born by the Millstone Creek Property Owners Association. Such additional economic burden must not be created for the neighbors.

3. Property value reduction of Millstone Creek homes due to character change of adjacent property. The backside of a gas station is never pretty. Even a high, stockade fence or other strong visual barriers required on the rezoned property would not mitigate the likely property value reduction for adjacent homeowners. The presence of another gas station or commercial development is certainly not going to increase nearby property values.

4. Increased noise exposure to Charlotte Highway due to deforestation; Removal of the trees and vegetation from that site for development will increase noise exposure from Charlotte Highway for adjacent MSC property owners.

5. Litter, rubbish and refuse from "General Business" zoning will certainly clutter the site and adjacent properties, even if it is only small, windblown plastic and paper. Refuse flowing into the pond is already a concern.

I strongly oppose both RZ- and CP-2024-0511. Thank you for declining the proposed rezoning.

FY25 Capital Improvement Plan: Projects Ranked

Results of Planning Commission votes for Top 7 (16 projects, some tied at #1 and #7)

Rank

16

Item#	Project Name	Department	FY25 Request	Rank
1	Station 3 Construction	[L Consolidated Fire	\$11,745,240.00	
4	Station 3 Engine	[L Consolidated Fire	\$1,200,000.00	
18	Appartus Radios	[L Consolidated Fire	\$59,331.00	
26	UEBSS RIT Bags	[L Consolidated Fire	\$28,000.00	
3	2024 Road Rehabilitation	Transportation Committee	\$1,400,000.00	2
2	Two Convenience Site Upgrade	Solid Waste	\$1,605,000.00	3
5	19 Vehicle Replacements	Sheriff	\$1,150,000.00	4
20	Ballfield Lighting Retrofit	Park & Recreation	\$50,000.00	5
15	Building UPS	Emergency Management	\$79,000.00	6
7	Culvert on Henry Harris Road	Storm water	\$500,000.00	7
IO	Station 1 and 2 Renovations	[L Consolidated Fire	\$200,000.00	7
13	Small Dump Truck	Road Maintenance	\$150,000.00	7
16	Armored Vests	EMS Ambulance	\$60,000.00	7
21	Gym Wall Padding	Park & Recreation	\$40,000.00	7
25	Motorola Radios	Fire/Public Corns	\$28,549.00	7
31	8 Body Worn Cameras	Sheriff	\$10,000.00	7
Sum of Prioritized Requests			\$18,305,120.00	

FY25 Capital Improvement Plan: Projects Requested

The Planning Commission identified their top seven (7) projects in order; votes were tied at #1 and #7

Item	Project Name	Department	FY25	Rank (Top 7)
1	Station 3 Construction	IL Consolidated Fire	11,745,240	1
2	Two Convenience Site Upgrades	Solid Waste	1,605,000	3
3	2024 Road Rehabilitation	Transportation Committee	1,400,000	2
4	Station 3 Engine	IL Consolidated Fire	1,200,000	1
5	19 Vehicle Replacements	Sheriff	1,150,000	4
6	Elections/Fleet Facility Add'l	Administration	600,000	
7	Culvert on Henry Harris Road	Storm water	500,000	7
8	IT - Special Projects	Information Technology	244,000	
9	Refuse Truck	Solid Waste	200,000	
10	Station 1 and 2 Renovations	IL Consolidated Fire	200,000	7
11	Space Allocation - Admin	Administration	192,000	
12	IT - Dept Specific Software	Information Technology	191,337	
13	Small Dump Truck	Road Maintenance	150,000	7
14	Battalion Chief Truck Up-fit	IL Consolidated Fire	125,000	
15	Building UPS	Emergency Management	79,000	6
16	Armored Vests	EMS Ambulance	60,000	7
17	Refuse Can Replacement	Solid Waste	60,000	
18	Appartus Radios	IL Consolidated Fire	59,331	1
19	12 Flock Cameras	Sheriff	50,300	8
20	Ball-field Lighting Retrofit	Park & Recreation	50,000	5
21	Gym Wall Padding	Park & Recreation	40,000	7
22	Vehicles	Planning & Zoning	40,000	8
23	Voting Machines and Apparatus	Registration & Elect	31,615	
24	Public Works Ofc Remodel	Road Maintenance	30,000	
25	Motorola Radios	Fire/Public Corns	28,549	7
26	UEBSS RIT Bags	IL Consolidated Fire	28,000	1
27	TDMA Radio Upgrade	Public Communications	25,000	
28	Lifting Pillows	EMS Ambulance	15,350	
29	Trailer	Road Maintenance	15,000	
30	3/4 Ton Pick-up Truck	Storm water	10,000	
31	8 Body Worn Cameras	Sheriff	10,000	7
32	Mack Dump Truck	Road Maintenance	5,000	

Total:

\$ 20,139,722

*The threshold value for projects for the CIP is \$5,000.

FY25 Capital Improvement Plan: Projects Requested AMENDED

Comprehensive Plan Alignment
with Implementation Strategies

Strategic Plan Alignment with
Objectives & Activities

Item #	Project Name	Department	FY25 Request	Strategies	Activities
1	Station 3 Construction	IL Consolidated Fire	11,745,240	LC4.2, PA3.3	PS 1.1, PS 1.5, PS 3.1, PS 3.2, PS 3.3
2	Two Convenience Site Upgrades	Solid Waste	1,605,000	LC4.2, LC4.3	PS 1.5
3	2024 Road Rehabilitation	Transportation Committee	1,400,000	LC3.4, LC3.6, LC4.2, PA1.3, SL2.1	PS 1.2, PS 1.3, PS 1.5, IN 1.1, IN 2.1, IN 2.2, IN 3.1, RO 3.6, QD 5.2, QD 5.3
4	Station 3 Engine	IL Consolidated Fire	1,200,000	LC4.2, PA3.3	PS 1.1, PS 1.5, PS 3.1, PS 3.2, PS 3.3
5	19 Vehicle Replacements	Sheriff	1,150,000	LC4.2	PS 1.5
6	Elections/Fleet Facility Add'l Upfit	Administration	600,000	LC4.2**	PS 1.5
7	Culvert on Henry Harris Road	Storm water	500,000	LC4.2, LC4.8	PS 1.5
8	IT - Special Projects	Information Technology	244,000	LC4.2	PS 1.5
9	Refuse Truck	Solid Waste	200,000	LC4.2, LC4.3	PS 1.5
10	Station 1 and 2	IL Consolidated Fire	200,000	LC4.2	PS 1.5
11	Space Allocation - Admin Building	Administration	192,000	LC4.2	PS 1.5
12	IT - Dept Specific Software	Information Technology	191,337	LC4.2	PS 1.5
13	Small Dump Truck	Road Maintenance	150,000	LC4.2, LC4.8	PS 1.5
14	Battalion Chief Truck	IL Consolidated Fire	125,000	LC4.2	PS 1.5
15	Building UPS	Emergency Management	79,000	LC4.2, PA3.3	PS 1.1, PS 1.5, PS 3.1, PS 3.2, PS 3.3
16	Armored Vests	EMS Ambulance	60,000	LC4.2	PS 1.5
17	Refuse Can Replacement	Solid Waste	60,000	LC4.2, LC4.3	PS 1.5
18	Aooartus Radios	IL Consolidated Fire	59,331	LC4.2, LC4.8	PS 1.5
19	12 Flock Cameras	Sheriff	50,300	LC4.2	PS 1.5
20	Ballfield Lighting Retrofit	Park & Recreation	50,000	LC4.2, LC6.5	PS 1.5, IN 4.1, IN 4.2

FY25 Capital Improvement Plan: Projects Requested AMENDED

Comprehensive Plan Alignment
with Implementation Strategies

Strategic Plan Alignment with
Objectives & Activities

Item #	Project Name	Department	FY25 Request	Strategies	Activities
21	Gym Wall Padding	Park & Recreation	40,000	LC4.2, LC6.5	PS 1.5, IN 4.1, IN 4.2
22	Vehicles	Planning & Zoning	40,000	LC1.2, LC4.2, LC8.2	PS 1.5, QD 1.1, QD 1.2, QD 4.1
23	Voting Machines and Apparatus	Registration & Elect	31,615	LC4.2	PS 1.5
24	Public Works Ofc	Road Maintenance	30,000	LC4.2, LC4.8	PS 1.5
25	Motorola Radios	Fire/Public Corns	28,549	LC4.2, LC4.8	PS 1.5
26	UEBSS RIT Bags	IL Consolidated Fire	28,000	LC4.2, LC4.8	PS 1.5
27	TDMA Radio Upgrade	Public	25,000	LC4.2, LC4.8	PS 1.5
28	Lifting Pillows	EMS Ambulance	15,350	LC4.2	PS 1.5
29	Trailer	Road Maintenance	15,000	LC4.2, LC4.8	PS 1.5
30	3/4 Ton Pick-up Truck	Storm water	10,000	LC4.2, LC4.8	PS 1.5
31	8 Body Worn Cameras	Sheriff	10,000	LC4.2	PS 1.5
32	Mack Dump Truck	Road Maintenance	5,000	LC4.2, LC4.8	PS 1.5

Total: \$20,139,722

*T11e threshold value for projects for the CIP is \$5,000.

**LC4.2: Coordinate wiLh all County departments and agencies to ensure resources are in place to meet the demands of the rapidly growing population.

FY25 Capital Improvement Plan: Projects Requested

				Comprehensive Plan Alignment with Implementation Strategies	Strategic Plan Alignment with Objectives	Administrator Recommendation
Item#	Project Name	Department	FY25 Request	Actions	Activities	Ranking
11	Space Reallocation - Admin Building	Administration	\$192,000	LC4.2	PS 1.5	1
8	IT - Special Projects	Information Technology	\$244,000	LC4.2	PS 1.5	2
6	Elections/Fleet Facility Add'l Upfit	Administration	\$600,000	LC4.2**	PS 1.5	3
12	IT - Dept Specific Software	Information Technology	\$191,337	LC4.2	PS 1.5	4
19	12 Flock Cameras	Sheriff	\$50,300	LC4.2	PS 1.5	5
21	Gym Wall Padding	Park & Recreation	\$40,000	LC4.2, LC6.5	PS 1.5, IN 4.1, IN 4.2	6
27	TOMA Radio Upgrade	Public Communications	\$25,000	LC4.2, LC4.8	PS 1.5	7
28	Lifting Pillows	EMS Ambulance	\$15,350	LC4.2	PS 1.5	8
2	Two Convenience Site Upgrades	Solid Waste	\$1,605,000	LC4.2, LC4.3	PS 1.5	9
15	Building UPS	Emergency Management	\$79,000	LC4.2, PA3.3	PS 1.1, PS 1.5, PS 3.1, PS 3.2,	10
5	19 Vehicle Replacements	Sheriff	\$1,150,000	LC4.2	PS 1.5	11
1	Station 3 Construction	IL Consolidated Fire	\$11,745,240	LC4.2, PA3.3	PS 1.1, PS 1.5, PS 3.1, PS 3.2,	12
4	Station 3 Engine	IL Consolidated Fire	\$1,200,000	LC4.2, PA3.3	PS 1.1, PS 1.5, PS 3.1, PS 3.2,	13
18	Apparatus Radios	IL Consolidated Fire	\$59,331	LC4.2, LC4.8	PS 1.5	14
26	UEBSS RIT Bags	IL Consolidated Fire	\$28,000	LC4.2, LC4.8	PS 1.5	15
30	8 Body Worn Cameras	Sheriff	\$10,000	LC4.2, LC4.8	PS 1.5	16
9	Refuse Truck	Solid Waste	\$200,000	LC4.2, LC4.3	PS 1.5	17
13	Small Dump Truck	Road Maintenance	\$150,000	LC4.2, LC4.8	PS 1.5	18
16	Armored Vests	EMS Ambulance	\$60,000	LC4.2	PS 1.5	19
17	Refuse Can Replacement	Solid Waste	\$60,000	LC4.2, LC4.3	PS 1.5	20
20	Ballfield Lighting Retrofit	Park & Recreation	\$50,000	LC4.2, LC6.5	PS 1.5, IN 4.1, IN 4.2	21
25	Motorola Radios	Fire/Public	\$28,549	LC4.2, LC4.8	PS 1.5	22
32	Mack Dump Truck	Road Maintenance	\$5,000	LC4.2, LC4.8	PS 1.5	23
10	Station 1 and 2 Renovations	IL Consolidated Fire	\$200,000	LC4.2	PS 1.5	24
14	Battalion Chief Truck Upfit	IL Consolidated Fire	\$125,000	LC4.2	PS 1.5	25
22	Vehicles	Planning & Zoning	\$40,000	LC1.2, LC4.2, LC8.2	PS 1.5, QD 1.1, QD 1.2, QD 4.1	27
24	Public Works Ofc Remodel	Road Maintenance	\$30,000	LC4.2, LC4.8	PS 1.5	28
29	Trailer	Road Maintenance	\$15,000	LC4.2, LC4.8	PS 1.5	29
23	Voting Machines and Apparatus	Registration & Elect	\$31,615	LC4.2	PS 1.5	30
31	3/4 Ton Pick-up Truck	Storm water	\$10,000	LC4.2	PS 1.5	31
3	2024 Road Rehabilitation	Transportation Committee	\$1,400,000	LC3.4, LC3.6, LC4.2, PA1.3,	PS 1.2, PS 1.3, PS 1.5, IN 1.1,	32
7	Culvert on Henry Harris Road	Storm water	\$500,000	LC4.2, LC4.8	PS 1.5	33

Total:

20,139,722

*The threshold value for projects for the CIP is \$5,000.

Agenda Item Summary

Ordinance # / Resolution #: May 21, 2024 Regular Minutes

Contact Person / Sponsor: A. Sholar/J. Bryan

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
May 21, 2024 Regular Minutes	6/7/2024	Exhibit
Attachment 1: Sign- In Sheets	6/7/2024	Exhibit
Attachment 2: Niven/Schmidt Emails	6/7/2024	Exhibit
Attachment 3: Loeffler Environmental Handout	6/7/2024	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
, DISTRICT 7
SECRETARY: GINA JACKSON

MINUTES
Lancaster County Planning Commission
May 21, 2024 6:00 p.m.

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

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

a. Commissioners Present:

T. Yokima Cureton	James Barnett	Sheila Hinson
Charles Keith Deese	Alan Patterson	Judianna Tinklenberg

Staff Present:

Allison Hardin, Interim Director	Matthew Blaszyk, Planner
Jennifer Bryan, Planning Technician	Secretary: Gina Jackson

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.

b. Prayer and Pledge of Allegiance

Yokima Cureton

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: 6:0. Motion approved unanimously.

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

Chairman Deese opened the floor to comments from the public. None signed in to speak.

4. APPROVE MINUTES

a. April 16, 2024 Regular Minutes

Chairman Deese called for a motion to approve April 16, 2024 Regular Minutes as written. Motion to Approve by Alan Patterson; 2nd by James Barnett.

Called vote: 6:0. Motion approved unanimously.

b. May 2, 2024 Special Meeting Minutes

Chairman Deese called for a motion to approve May 2, 2024 Special Meeting Minutes as written. Motion Continued to June 18, 2024 by Judianna Tinklenberg; 2nd by T.

Yokima Cureton, for the purpose of revision.

Called vote: 6:0. Motion to continue.

5. PUBLIC ITEMS

a. RZ-2024-0259: Curative

Application by Curative Professional LLC on behalf of owners James & Yen Ngo to rezone 3.63 acres located at Lodge Road (TM #0008-00-069.07) from Low Density Residential (LDR) to General Business (GB) district, to allow development of medical offices, daycare and general commercial uses, in conjunction with adjacent parcel 0008-00-0067.00 (9.38 acres already zoned GB).

Staff Presentation: Allison Hardin, Development Services Director presented the report consistent with the staff report (see agenda attachments).

Staff Recommendations: No recommendations.

Questions To Staff: Commissioner Tinklenberg asked whether we could use Pennies for Progress to aid in traffic in the Indian Land area?
Commissioner Cureton approved of new staffing reports.

Applicant(s): **Brian Roller**, from Charlotte North Carolina spoke on behalf of the applicant. Brian Roller states that only about half of the land will be developed and the other half will be designated for storm water purposes. They have commissioned a TIA, and have submitted for TRC review.

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

Chairman Deese closed Public hearing and called for a motion on item RZ-2024-0259. Motion to approve by Alan Patterson; 2nd by Judianna Tinklenberg.

Discussion:

- There was concern brought up by Alan Patterson regarding insufficient public notice regarding placement of the signs. Commissioner Patterson suggested that two signs should have been placed. Commissioner Tinklenberg also made comment regarding the visibility of the signs.
- Commissioner Patterson's concern was brought up regarding rezoning from a LDR to a GB in that area, no one is taking into account the traffic load a project like that would have. Commissioner Patterson cannot support. Judianna Tinklenberg agrees with Patterson in that statement.

Called vote: 0:6. Motion is denied unanimously.

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

b. RZ-2024-0511 Niven/Schmidt

RZ: Application by Archie Niven and Sandra Niven Schmidt to rezone 14.62 ac located at the southwest corner of the intersection of Charlotte Hwy and Steele Hill Rd (TM# 0021-00-016.00) from Rural Neighborhood (RN) to General Business (GB) district, to allow development of a gas station. Associated with CP-2024-0511 Comprehensive Plan/Future Land Use Amendment Application.

c. CP-2024-0511 Niven Schmidt: Application by Archie Niven and Sandra Niven Schmidt to amend the Comprehensive Plan (Future Land Use Map) for 14.62 ac located at the southwest corner of the intersection of Charlotte Hwy and Steele Hill Rd (TM# 0021-00-016.00) from Rural to Growth Area designation, to allow rezoning of the property to General Business (GB) district. This item is associated with rezoning application RZ-2024-0511.

Staff Presentation: Matthew Blaszyk Planner, presented the applications conjointly, consistent with the staff report. (See attached agenda)

Staff Recommendations: Denial as inconsistent small area and future land use.

Questions/Comments: There were no questions or comments to staff.

Applicant(s) Comments: Rudy Schmidt (speaking for Archie Niven): is in support of application due to 521 being perfect for businesses. That location has too much traffic and is too much traffic for homes . Rudy Schmidt stated that there needs to be more businesses built heading South along 521.

Discussion:

- Commissioner Cureton appreciated everyone being able to speak. Commissioner Patterson stated that we need the infrastructure first. Safety first. "Thinks it would be a disaster".

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

Two email comments were attached to the agenda. Twenty-five emails were received after the agenda was published (see attached list). Citizens who signed in to speak are listed below:

1. **David Blackwell** (Lancaster) (opposed)
2. **Brian Pitts** (Lancaster) (opposed)
3. **Jim Bailey** (Millstone Creek) (opposed)
4. **Billy Snipes** (Lancaster) (opposed)
5. **Sharon Snipes** (Lancaster) (opposed)
6. **Michael Wilfong** (Lancaster) (opposed)
7. **Roy Sansbury** (Lancaster) (opposed)
8. **Steve Loeffler** (Lancaster) (opposed)
9. **Jason Cavalier** (Lancaster) (opposed)
10. **Christopher Carrol** (Lancaster) (opposed)
11. **Edwina Strange** (Lancaster) (opposed)
12. **Fred Witherspoon** (Lancaster) (opposed)

Chairman Deese closed public hearing on item 5b CP-2024-0511.

Motion to deny by Commissioner Barnett 2nd by Commissioner Cureton.

Called to vote: 6:0. Motion is Denied unanimously.

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

Chairman Deese closed public hearing on item 5c: CP-2024-0511.

Motion to deny by Commissioner Barnett 2nd by Commissioner Hinson.

Called to vote: 6:0 Motion is Denied unanimously.

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

Recess 7:25pm and back by 7:33pm

d. RZ-2024-0584 Sanchez

Application by Carlos Sanchez to rezone 2.56 acres located at the intersection of Reid Point and Country Acres Road (TM# 0006-00-072.04) from Urban Residential (UR) to Medium Density Residential (MDR), in order to develop for single-family residential use.

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

Staff Recommendations: no recommendations.

Questions Comments: Commissioner Patterson wants to know what the impact is it with density? Density would be reduced

Chairman Deese commented that it is bordered with two sides of (MDR).

Comment from applicant(s) There were no comments.

Discussion: none

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

Chairman Deese closed Public hearing and called for a motion on item RZ-2024-0584.
Motion to approve by Commissioner Patterson 2nd by Commissioner Barnett.

Called to vote: 6:0 Motion is Approved.

Chairman Deese stated the item will go to County Council for consideration, and applicant will be noticed.

e. RZ-2024-0627 Lomax

Application by Courtney Lomax to rezone 5.80 acres at and adjacent to 1743 Lynwood Drive (TM # 0087G-0C-004.00) from Medium Density Residential (MDR) to General Business (GB) district, in order to renovate the existing structure as a daycare facility.

Staff Presentation: Allison Hardin, Development Services Director presented the report Consistent with the staff report (see agenda attachments).

Staff Recommendations: Approval.

Questions/ Comments: Commissioner Patterson wondered if there were other zonings of Daycares in the area?

Comments from the applicant: Altaresa Howard (on behalf of Courtney Lomax) wants us to approve so that she can run a daycare, it would be great for the area.

Discussions: Commissioner Patterson was happy about someone wanting to help the community. Chairman Deese 2nd's.

Public Hearing: (See attachments: Sign-in Sheets): none

Chairman Deese closed Public hearing and called for a motion on item RZ-2024-0627
Motion to approve by Commissioner Cureton; 2nd by Commissioner Patterson.

Called to vote: 6:0 Motion is Approved.

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

- f. TA-2024-0162:** (Continued) Application at the request of Council, to amend the Unified Development Ordinance at Sec. 2.5 Uses Permitted and Sec. 5.9 Industry/Wholesale/Storage Uses, to establish the newly adopted use "Non-Metallic Mineral Manufacture" as a Conditional Use.

Staff Presentation: Allison Hardin, Development Services Director presented the report consistent with the staff report (see agenda attachments).

Staff Recommendations: none

Questions/Comments:

- Chairman Deese recommended to drop statement to say any river not just Catawba River . Commissioner Tinklenberg wants to know how often we are checking on this and who will be checking into it.
- Chairman Deese asked : what are we going to do about noise, air when paving roads in Lancaster County? Questions to Jeff Cato.
- Commissioner Barnett says we need to vote on it. Commissioner Cureton wants to stop the work hours a little sooner.
- Commissioner Tinklenberg wants to know if there is a noise ordinance?
- Commissioner Patterson wants to know more about air to 1,000. Also do we have someone to test the water? Is there a standard glare number? Or noise acceptable amount?

Discussion:

- Commissioner Tinklenberg wants to make an amendment from 6 am to 11pm to 6 am to 10 pm.
- Commissioner Patterson suggested AR remove 500 to 1,000.
- Chairman Deese says we need to remove any notation of Catawba River to any rivers bordering.

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

Chairman Deese closed Public hearing and called for a motion on item RZ-2024-02359 Motion to approve with three stated changes by Commissioner Patterson 2nd by Commissioner Barnett.

Called to vote: 6:0 Motion is Approved.

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

g. TA-2024-0789 (Ord. 2024-1896): Application at the request of Lancaster County Council to amend the Unified Development Ordinance at table 2.5, removing the item “Amusements- Indoor” from the Use Table.

Staff Recommendations: Recommends approval.

Questions/Comments: no questions.

Discussion: no discussion

Chairman Deese closed Public hearing and called for a motion on item RZ-2024-0259.
Motion to approve by Commissioner Cureton 2nd by Commissioner Patterson.

Called to vote: 6:0 Motion is Approved.

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

6. NEW BUSINESS:

- a. Overview of Next Month's Agenda:
4 rezonings; 1 Conditional Use, 2 New Road Name (private drives), 1 Road Name Change (SC DHEC)
- b. Other No Board member candidate for Board Member of the Year. Deadline has passed.

ADJOURN:

Motion to adjourn by Commissioner Patterson 2nd by Commissioner Hinson. Motion approved by unanimous consent. Meeting adjourned at **8:26 p.m.**

ATTACHMENT 1:

SIGN- IN SHEETS

SIGN IN ONLY IF YOU WISH TO SPEAK

Lancaster County



South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 3: CITIZEN'S COMMENTS

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

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

Council Chambers
101 N. Main Street, Lancaster South Carolina
Tuesday, May 21, 2024

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.

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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: RZ-2024-0259 Curative LLC

Application by Curative Professional LLC on behalf of owners James & Yen Ngo to rezone 3.63 acres located at Lodge Road (TM # 0008-00-069.07) from Low Density Residential (LDR) to General Business (GB) district, to allow development of medical offices, daycare and general commercial uses, in conjunction with adjacent parcel 0008-00-0067.00 (9.38 acres already zoned GB).

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**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 5b: RZ-2024-0511 Niven/Schmidt

Application by Archie Niven and Sandra Niven Schmidt to rezone 14.62 ac located at the southwest corner of the intersection of Charlotte Hwy and Steele Hill Rd (TM# 0021-00-016.00) from Rural Neighborhood (RN) to General Business (GB) district, to allow development of a gas station. Associated with CP-2024-0511 Comprehensive Plan/Future Land Use Amendment Application.

Item 5c: CP-2024-0511 Niven Schmidt

Application by Archie Niven and Sandra Niven Schmidt to amend the Comprehensive Plan (Future Land Use Map) for 14.62 ac located at the southwest corner of the intersection of Charlotte Hwy and Steele Hill Rd (TM# 0021-00-016.00) from Rural to Growth Area designation, to allow rezoning of the property to General Business (GB) district. This item is associated with rezoning application RZ-2024-0511.

Council Chambers
101 N. Main Street, Lancaster South Carolina

Tuesday, May 21, 2024

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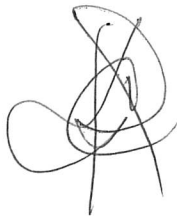
✓ 1.	DAVID BLACKWELL
✓ 2.	BRIAN PITIS
✓ 3.	JIM BALIK

SIGN IN ONLY IF YOU WISH TO SPEAK

✓ 4.	Billy Snipes
✓ 5.	Sharon Snipes
✓ 6.	Michael Wilfong
✓ 7.	Roy Sanbury
✓ 8.	Rudy Schmidt
✓ 9.	Steve Loeffler Steve Loeffler
✓ 10.	JASON CARVALZER
✓ 11.	Christopher CARROLL
✓ 12.	Edwina Strange
✓ 13.	FRED Witherspoon
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SIGN IN ONLY IF YOU WISH TO SPEAK

Lancaster County



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5d: RZ-2024-0584 Sanchez

Application by Carlos Sanchez to rezone 2.56 acres located at the intersection of Reid Point and Country Acres Road (TM# 0006-00-072.04) from Urban Residential (UR) to Medium Density Residential (MDR), in order to develop for single-family residential use.

Council Chambers
101 N. Main Street, Lancaster South Carolina

Tuesday, May 21, 2024

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**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 5e: RZ-2024-0627 Lomax

Application by Courtney Lomax to rezone 5.80 acres at and adjacent to 1743 Lynwood Drive (TM # 0087G-0C-004.00) from Medium Density Residential (MDR) to General Business (GB) district, in order to renovate the existing structure as a daycare facility.

Council Chambers
101 N. Main Street, Lancaster South Carolina

Tuesday, May 21, 2024

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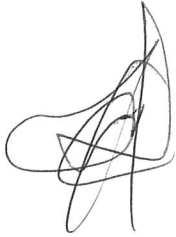
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Lancaster County

South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5f: TA-2024-0162:

(Continued) Application at the request of Council, to amend the Unified Development Ordinance at Sec. 2.5 Uses Permitted and Sec. 5.9 Industry/Wholesale/Storage Uses, to establish the newly adopted use "Non-Metallic Mineral Manufacture" as a Conditional Use

Council Chambers
101 N. Main Street, Lancaster South Carolina

Tuesday, May 21, 2024

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Lancaster County

South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5g: TA-2024-0789 (Ord. 2024-1896)

Application at the request of Lancaster County Council to amend the Unified Development Ordinance at table 2.5, removing the item "Amusements- Indoor" from the Use Table.

Council Chambers
101 N. Main Street, Lancaster South Carolina

Tuesday, May 21, 2024

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ATTACHMENT 2:
EMAIL COMMENTS RECEIVED AFTER
AGENDA PUBLICATION (25)

Item 5b: RZ-2024-0511 Niven/Schmidt

Item 5c: CP-2024-0511 Niven/Schmidt



PLANNING COMMISSION

Council Chambers
Tuesday, May 21, 2024

**EMAIL COMMENTS RECEIVED SINCE 5/14/2024
for the following items:**

Item 5b: RZ-2024-0511 Niven/Schmidt

Item 5c: CP-2024-0511 Niven Schmidt

ARCHIE NIVEN III: RESPONSE TO STAFF REPORT 5-21-2024

Ronda Beegle (2 emails)

Thomas Brown

Jason Cavalier

David Chiluk

Holly Geiger

John Ghiz

Maria Giandon

George Gunter

Tom & Deborah Hardesty

Zach Hartman

Emily Hilliker

Reggie Kerns

Steven Loeffler

Vito Marino

Mary Jo Patterson

William Snipes

Angela & Gavin Taylor

Richard Warrin

Fred Witherspoon

Loree Wolfe

Ashley Chiluk Young

Rick Young

Attached to Agenda:

Shelgosh

Steele

From: [Kelly Niven](#)
To: [Jennifer Bryan](#); [Matthew Blaszyk](#)
Subject: Meeting 5-21-24 Niven/Schmidt application
Date: Monday, May 20, 2024 6:31:45 PM

THIS IS AN EXTERNAL E-MAIL — Use caution when clicking on links as they could open malicious websites.
—IT Helpdesk, lancastersc.supportsystem.com

Dear Mr. Blaszyk,

I live in Missouri and will not be attending the meeting. I am writing in regard to your staff recommendations. The following information was provided about this property per your analysis.

1. “Steel Hill Road is a secondary (state) road that stretches from US 521 to SC.5. The average traffic count for Steel Hill Road is 1,850 trips per day. The average traffic count for this portion of US 521 ranges between 14,800 to 24,300 trips per day.”

Do you seriously think this is a lovely rural setting? When my mother was living there you couldn't stand in the front yard and talk to the person standing beside you without yelling because the traffic was so loud. My mother wanted me to live there on the Niven property but there was no way I would want to live in a place like that. Imagine raising children in a home where 25,000 cars pass by each day. Around 18-19 years ago two bicyclists got hit by a car right across from this property. You may have seen the bicycle monuments that stood there for years.

Did the planning commission think this area would remain rural when they chose to place two large schools nearby?

2. “Zoning Districts -As previously noted, the subject property is currently in the RN District. Pursuant to UDO Chapter 2.3, the RN District “...is established to protect the residential character of communities and neighborhoods in the rural area at a density of 1.0 dwelling unit per acre. The district is intended to promote rural living, protect farmland, and to maintain the low density residential.”

My question concerning the current zoning district is how can you expect this property be rural living when up to 25,000 cars are passing by every day? As far as farmland is concerned, I used to live at 199 Niven Road. I nearly got hit by a car while driving a tractor turning left into my driveway on Niven Road 18 years ago.

3. Requested GB - Pursuant to UDO Chapter 2.3, the requested GB District “... is generally located on thoroughfares and provides opportunities for the provision of offices, services, and retail goods in proximity to generally auto dependent, community neighborhoods. The regulations for this district are intended to accommodate the predominately auto oriented pattern of existing development while encouraging the transition to pedestrian-friendly, mixed-use areas that avoid strip commercial development.”

As far as statement #3 above, this definitely qualifies as a thoroughfare and already has predominantly auto oriented patterns of existing development (i.e. high school and church

nearby). But this area is definitely not pedestrian-friendly. When we lived on Niven Road over 16 years ago, my wife used to walk down to my parent's house on the corner of this property. She walked and rode her bicycle there and through Millstone Creek development. She had to be extraordinarily careful because the traffic was treacherous even then and one day she almost got hit on her bicycle.

My grandfather operated a gas station right across from 5987 Charlotte Highway for 50 or 60 years up until the highway was four laned in 1976.

4. Existing Future Land Use Category: Rural - This category is generally applied to lands that lack wastewater access, have accessibility challenges, or have insufficient infrastructure to support urban growth. This category is also assigned to areas which should provide a transition between growth areas or serve as a buffer when more dense development would present compatibility challenges. Low density residential development, agriculture, rural and crossroads commercial uses should all be permitted so long as they maintain the rural character of the area.

Regarding #4, this statement indicates that crossroads commercial uses should all be permitted so long as they maintain the rural character of the area. Why would our request be denied in light of this definition?

5. "Proposed Area Future Land Use Category: Growth Area - According to the newly adopted 2024 Comprehensive Plan, Growth Areas are areas intended to support suburban scale residential development along with supportive commercial development at major crossroads and along arterial streets and thoroughfares."

If the subject property is not situated at a major crossroad, how much average traffic count would be necessary to consider this a major crossroad or thoroughfare?

This property is currently occupied by my sister's family because it was broken into multiple times while vacant in spite of having a burglar alarm.

I realize the surrounding neighbors are not happy with this proposal. Unfortunately the development in this end of the county began many years ago and it will continue whether anyone wants it to or not.

We will continue to try to sell this property. The possibility of a gas station on this property seemed quite ideal due to the fact that there aren't any other gas stations close by for the number of people traveling in that area.

6. STAFF RECOMMENDATION: - Staff recommends Denial of the request to rezone 15.40 acres (TM#0021-00-016.00) from RuralNeighborhood (RN) District to General Business (GB) District and alter the future land use map from Rural to Growth Area pursuant to the following findings of fact:
 1. That the subject project consists of the following parcel: TM# 0098-00-037.01
 2. That the subject property is currently zoned RN District.
 3. That the subject property's future land use designation is rural:
 4. That the proposed future land use designation of growth area is not consistent with the adopted comprehensive plan:
 5. The closest General Business zoned parcel is 3.7 miles north of the property.

Looking at the above mentioned reasons for your denial of our request for these changes, I have to ask myself how are these reasons for a denial? It seems that there is a disconnect between the proposed future land use designation of growth area and the reality of the growth which has already occurred in the near vicinity of this property.

In light of these circumstances , please consider our rezoning request and change to the future land use map. I look forward to hearing from you.

Sincerely,
Archie Niven III

Get [Outlook for iOS](#)

From: [Sherrie Simpson](#)
To: [Jennifer Bryan](#)
Subject: FW: RZ-2024-0511 Niven/Schmidt and CP-2024-0511 Niven/Schmidt
Date: Wednesday, May 15, 2024 1:58:16 PM
Attachments: [LCLogo_62b25c5c-bf0a-40de-bbf8-a6a94abd7fa611.png](#)

Jennifer:

Please see the email below regarding the above rezoning.

Thanks,
 Sherrie



Sherrie Simpson, Clerk to Council
 County Council

Lancaster County Government
 PO Box 1809
 101 N Main St
 Lancaster, SC 29720

P: (803) 416-9307 F: (877) 241-5430
 SSimpson@lancastersc.net

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From: Fran Lemieux <franlemieux@yahoo.com>
Sent: Wednesday, May 15, 2024 7:55 AM
To: Ronda Beegle <rondabeegle@yahoo.com>; Sherrie Simpson <SSimpson@lancastersc.net>
Cc: Sam Beegle <sam.beegle@att.net>
Subject: Re: RZ-2024-0511 Niven/Schmidt and CP-2024-0511 Niven/Schmidt



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 —IT Helpdesk, lancastersc.supportsystem.com

I agree with you.

Thank you
Fran Lemieux
President HOA Millstone Community

[Sent from Yahoo Mail for iPhone](#)

On Wednesday, May 15, 2024, 7:50 AM, Ronda Beegle <rondabeegle@yahoo.com> wrote:

Dear Lancaster County Council Members,

Please vote NO on the above requests to stop the further degradation of what was once a beautiful and peaceful area. The massive, explosive and uncontrolled growth we have seen has been such a travesty. We implore you to start putting the people, future children, and betterment of this community ABOVE AND BEFORE the all mighty dollar. Refer back to your own "Southern Panhandle Small Area Plan "and keep in-line with what you referred to as "Retain the southern panhandle rural character". We do not need nor want yet another gas station in our back yards. It really is OK to leave trees and undeveloped land in place. In fact, it is preferred. Again, we are begging and imploring you to do the right thing and vote NO and NO to each proposed change.

Sincerely,
Ronda Beegle
5140 Mill Race Lane
Lancaster, SC 9720



Lancaster, SC 29720

P:(803) 285-6005 F: (877) 636-7963
jbryan@lanastersc.net

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From: Sherrie Simpson <SSimpson@lanastersc.net>
Sent: Wednesday, May 15, 2024 1:58 PM
To: Jennifer Bryan <jbryan@lanastersc.net>
Subject: FW: RZ-2024-0511 Niven/Schmidt and CP-2024-0511 Niven/Schmidt

Jennifer:

Please see the email below regarding the above rezoning.

Thanks,
Sherrie



Sherrie Simpson, Clerk to Council
County Council

Lancaster County Government
PO Box 1809
101 N Main St
Lancaster, SC 29720

P: (803) 416-9307 F: (877) 241-5430
SSimpson@lanastersc.net

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Lancaster, SC 29720

P: (803) 285-6005 F: (877) 636-7963
jbryan@lanastersc.net

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From: Sherrie Simpson <SSimpson@lanastersc.net>
Sent: Wednesday, May 15, 2024 1:58 PM
To: Jennifer Bryan <jbryan@lanastersc.net>
Subject: FW: RZ-2024-0511 Niven/Schmidt and CP-2024-0511 Niven/Schmidt

Jennifer:

Please see the email below regarding the above rezoning.

Thanks,
Sherrie



Sherrie Simpson, Clerk to Council
County Council

Lancaster County Government
PO Box 1809
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Lancaster, SC 29720

P: (803) 416-9307 F: (877) 241-5430
SSimpson@lanastersc.net

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From: [Thomas Brown](#)
To: [Matthew Blaszyk](#); [Sherrie Simpson](#); [Jennifer Bryan](#); [Molly Brown](#)
Subject: Stop the rezoning of land at 521 & Steele Hill Rd.
Date: Tuesday, May 21, 2024 7:48:19 AM

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—IT Helpdesk, lancastersc.supportsystem.com

Dear Council Members,

I planned to attend the Council meeting tonight, but suffered a foot injury last night and will not be able to attend. I hope this note is not too late for your consideration.

I wanted to reinforce the points made by other representatives of our community regarding the attempt to rezone the land adjacent to Mill Stone Creek. I have been a resident in this community for over 18 years. I can tell you that such rezoning will have an extreme negative effect on both the property value and condition of life for the residents of Mill Stone Creek. The noise pollution alone will be significant.

I believe the original thought around the zoning plan by the county was to protect from this very thing happening to one of our most beautiful and luxurious developments in Lancaster County. I am a Business Education teacher at the Lancaster County Career Center and fully understand the difficult decisions between development and protecting the good of the community. This is one of those moments that the good of the community and residents needs to be protected.

Thank You,

Thomas Brown
4068 Flagstone Drive
Lancaster, SC 29720
(980) 900-8942

From: [Matthew Blaszyk](#)
To: [Jennifer Bryan](#)
Subject: FW: proposed rezoning RZ/CP-2024-0511
Date: Tuesday, May 21, 2024 9:12:06 AM
Attachments: [LCLogo_c716c29e-f766-46c0-a18c-7d20f2fc6ebd.png](#)



Matthew Blaszyk, Planner
 Planning

Lancaster County Government
 P.O. Box 1809
 Lancaster, SC 29720

P:(803) 285-6005 F: (877) 636-7963
mblaszyk@lancastercountysc.gov

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From: Jason Cavalier <jaysson2@gmail.com>
Sent: Tuesday, May 21, 2024 6:57 AM
To: Matthew Blaszyk <mblaszyk@lancastercountysc.gov>; Sherrie Simpson <SSimpson@lancastercsc.net>
Subject: proposed rezoning RZ/CP-2024-0511

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 —IT Helpdesk, lancastercsc.supportsystem.com

Mr. Blaszyk and Ms. Simpson,

I am reaching out to solicit your recommendation against the proposed rezoning RZ/CP-2024-0511 of the 14.62 acres located at the southwest corner of the intersection of Charlotte Hwy and Steele Hill Road from the existing zoning as Rural Neighborhood (RN) to General Business (GB).

I am a resident of the Millstone Creek neighborhood who will be affected by any development pertaining to the parcel in the rezoning request. I relocated here for the

tranquility and quality of life provided in this community. My family, including 2 children, are extremely concerned regarding the rezoning request as it will impede on our enjoyment of the home we cherish so much.

I have 25+ years of siting land development experience and with developers, utilities, and private owners in this area. I was degreed in Surveying in 2006 and have been actively involved with engineers and planning in the protection of the environment and public welfare by adhering to South Carolina development standards. Those standards are put in place for the safety of the public interest and for our personal sake, to make better determination, through due diligence, of where and how our lives will be impacted and protect the quality of life we work so hard to achieve.

The Comprehensive Plan developed and regularly updated with regard to the southern panhandle of Lancaster County was a consideration for bringing my family to this neighborhood. There is no benefit to the planning commission allowing this rezoning request to come to fruition as it will degrade the quality of life in our community. My family and those around us will suffer from the effects of commercial development so close to home such as:

- Environmental impact:

- Decimation of the natural flora and fauna in the area from toxic runoff. Our community of Millstone Creek possess and solely maintains a private pond that is the outflow for the parcel under scrutiny. The aquatic resource has many benefits that are crucial to the stability of our ecosystem and any pollutants from a commercial development, especially one that will be specific to carcinogenic contamination concerns, will impact that stability.
- The proposed use will dramatically increase the percentage of impermeable surface resulting in increased post-construction outflow that the private pond in Millstone Creek is not capable of controlling. This increase above the normal flow into pond will exceed the ponds outlet structure flow capabilities and cause a breach of the existing dam structure.
- Any change to the flow and quality of the water contained will affect the riparian rights of the neighborhood and other downstream features or residents.
- Excessive and disruptive noise and light pollution all hours of the day will disturb what is a peaceful location to raise a family.
- Litter. There is no more blatant and inexcusable offense to our environment than the litter and debris that accumulates around

commercial sites and its inevitable spread to the surrounding area – specifically the occupied homes near the offending site.

- The parcel in question contains numerous legacy trees that cannot be replaced when sprawling impermeable surface destroys them. That vegetation is paramount to the ecology of this area and they are protected by law - no amount landscaping mitigation will make up for that detriment.

- Safety:

- A commercial development as proposed will offer host to a variety of invasive and unwelcome occupants. The proximity of a commercial site near an established community invites animal pests and transient individuals who do not respect the boundaries established around such sites.

- The parcel is across the street from the existing Indian Land High School. The proposed use would place an attractive nuisance to students and delinquents that would impede on the implied safety of a school zone. I have witnessed the backlash of nearly identical development in other locales such as Fort Mill, SC.

- The subject parcel would require ingress/egress at an already congested dangerous and irregular intersection. The sight distances required by SCDOT regulations will aggravate any public access to the proposed use. The minimum sight distance for an oversize vehicle will exceed 900 feet – and consequently, limiting the ability of the sites design characteristics runoff and toxicity to be controlled in no small part due to the shape of the parcel and existing topography.

- A commercial site on this parcel invites an excessive amount of traffic onto the local thoroughfares. Steel Hill Road already has an exceptional amount of vehicular traffic considering its size and its transit through the town of Van Wyck. Niven road, directly across the street from the proposed site, has already installed speed humps to mitigate the danger of increasing traffic volume to and from North Carolina.

- Existing zoning:

- The Southern Panhandle Small Area Plan was developed and is

regularly updated to protect the "rural character of the Southern Panhandle". That plan is reviewed and updated regularly so the community does not suffer the effects of hazardous and unnecessary development. There is no need for a commercial fuel station in this location. The current zoning classification of Rural Neighborhood (RN) is reflective of the Planning Commission's ongoing commitment to protecting the southern panhandle and its resources.

I strongly oppose both RZ- and CP-2024-0511. There will be no value added to the surrounding area and any commercial development will only degrade to quality of life and environmental resources that we all share in this area.

Please recommend to deny any changes to the current zoning of the parcel in question.

With regards,

Jason Cavalier
4053 Flagstone Drive
Lancaster, SC 29720
7049892568
Jaysson2@gmail.com

D. Chiluck

From: [Matthew Blaszyk](#)
To: [Jennifer Bryan](#)
Subject: FW: Opposed to land rezoning Hwy 521 & Steele Hill Rd.
Date: Tuesday, May 21, 2024 10:58:32 AM
Attachments: [LCLogo_c716c29e-f766-46c0-a18c-7d20f2fc6ebd.png](#)



Matthew Blaszyk, Planner
Planning

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mblaszyk@lancastercountysc.gov

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From: david chiluck <chiluck2@yahoo.com>
Sent: Tuesday, May 21, 2024 10:54 AM
To: Matthew Blaszyk <mblaszyk@lancastercountysc.gov>
Subject: Opposed to land rezoning Hwy 521 & Steele Hill Rd.



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—IT Helpdesk, lancastersc.supportsystem.com

Dear Mr. Blaszyk,

My name is David Chiluck and I'm a homeowner at 272 Niven Rd.

Concerning case numbers RZ-2024-0511 & CP-2024-0511

I'm am opposed to the rezoning of land at the intersection of Hwy 521 & Steele Hill Rd. Applicants request is inconsistent with the future Land use map, the comprehensive plan, and the lower panhandle small area plan. The subject parcel is surrounded by low density residential and rural neighborhood zoning districts. As a property owner, I am opposed to this rezoning and comp plan amendment due to the above. I wish to preserve the rural Living lifestyle that I enjoy and believe rezoning this land will negatively impact said lifestyle.

The intersections of Highway 521 and steel Hill Road and Niven Road is dangerous enough as it is. Navigating these intersections, especially while pulling a trailer is extremely difficult. Further construction of the area would increase this tremendously. I am concerned for the safety of the Indian land high school students at said intersection. I am also concerned with the potential increase of crime in the area and the ever present illumination of the proposed site during the evening hours. There is also an environmental concern for the creek which originates on our land to feed our pond that navigates under Highway 521 into the Millstone neighborhood pond.

Thank you for your time, sincerely David Chiluck.

David Chiluck
Owner David Dawgs LLC

From: [Sherrie Simpson](#)
To: [Jennifer Bryan](#)
Subject: FW: RZ-2024-0511 Niven/Schmidt and CP-2024-0511 Niven/Schmidt
Date: Wednesday, May 15, 2024 1:58:16 PM
Attachments: [LCLogo_62b25c5c-bf0a-40de-bbf8-a6a94abd7fa611.png](#)

Jennifer:

Please see the email below regarding the above rezoning.

Thanks,
 Sherrie



Sherrie Simpson, Clerk to Council
 County Council

Lancaster County Government
 PO Box 1809
 101 N Main St
 Lancaster, SC 29720

P: (803) 416-9307 F: (877) 241-5430
SSimpson@lancastersc.net

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From: Fran Lemieux <franlemieux@yahoo.com>
Sent: Wednesday, May 15, 2024 7:55 AM
To: Ronda Beegle <rondabeegle@yahoo.com>; Sherrie Simpson <SSimpson@lancastersc.net>
Cc: Sam Beegle <sam.beegle@att.net>
Subject: Re: RZ-2024-0511 Niven/Schmidt and CP-2024-0511 Niven/Schmidt



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I agree with you.

Thank you
Fran Lemieux
President HOA Millstone Community

[Sent from Yahoo Mail for iPhone](#)

On Wednesday, May 15, 2024, 7:50 AM, Ronda Beegle <rondabeegle@yahoo.com> wrote:

Dear Lancaster County Council Members,

Please vote NO on the above requests to stop the further degradation of what was once a beautiful and peaceful area. The massive, explosive and uncontrolled growth we have seen has been such a travesty. We implore you to start putting the people, future children, and betterment of this community ABOVE AND BEFORE the all mighty dollar. Refer back to your own "Southern Panhandle Small Area Plan "and keep in-line with what you referred to as "Retain the southern panhandle rural character". We do not need nor want yet another gas station in our back yards. It really is OK to leave trees and undeveloped land in place. In fact, it is preferred. Again, we are begging and imploring you to do the right thing and vote NO and NO to each proposed change.

Sincerely,
Ronda Beegle
5140 Mill Race Lane
Lancaster, SC 9720

Ghiz

From: [Matthew Blaszyk](#)
To: [Jennifer Bryan](#)
Subject: FW: Proposed rezoning - corner tract
Date: Monday, May 20, 2024 10:09:02 AM
Attachments: [LCLogo_c716c29e-f766-46c0-a18c-7d20f2fc6ebd.png](#)



Matthew Blaszyk, Planner
Planning

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mblaszyk@lancastercountysc.gov

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From: John Ghiz <jghiz@southstone.net>
Sent: Friday, May 17, 2024 3:15 PM
To: Matthew Blaszyk <mblaszyk@lancastercountysc.gov>
Cc: Sharon Snipes <sharon@sharonsnipes.com>
Subject: Proposed rezoning - corner tract



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—IT Helpdesk, lancastersc.supportsystem.com

Good afternoon:

My wife and I live at 1748 Stones Throw Lane in Lancaster and our property borders Niven Road. There is a proposed rezoning of a corner parcel of approximately 13.5 acres at the corner of Lancaster Hwy and Steele Hill Road. This rezoning petition for a potential

convenience store would be counter to the future land planning for the county as well as a tremendous detriment to our property and our neighbors property. Many of us have built homes there in that area over the past 3 years at a substantial cost relative to an average home in northern Lancaster County. A convenience store or other large commercial development less than .4 miles from my home (closer for many others) would flatten our market value and hinder it from ever appreciating.

In addition to smothering the value of our homes, the vast majority of law enforcement would agree with my assumption that it would increase crime in the area, and thus again tamp down our investment.

Thank you for your time and consideration.

John A Ghiz
SouthStone Properties
704-540-4222

From: [MT Gee](#)
To: [Matthew Blaszyk](#); [Sherrie Simpson](#); [Jennifer Bryan](#)
Subject: Concern - Promposed Residential to Commercial rezoning - gas station. 521 and Steel Hill Rd
Date: Monday, May 20, 2024 7:23:16 PM

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—IT Helpdesk, lancaster@supportsystem.com

Good evening,

I would like to express my concerns about the proposed rezoning of the property in front of Millstone Creek on 521, from Residential to Commercial for the purpose of a gas station.

Our growing family has intentions on purchasing a home in the Millstone Creek Community but we are hearing that the shallow land near the corner of Steel Hill Rd and 521 is in discussions to rezone. This will absolutely hurt the value of the homes in this beautiful community. If such a rezone takes place we will no longer pursue the purchase in this community. Please strongly consider keeping the land as residential as it was intended, as to not deter buyers.

Millstone Creek community is one of the most beautiful communities in all of Indian Land. Rezoning the land in front of it would be absolutely devastating to home values.

Thank you for your time,
Maria Giandon

Gunter

From: [Matthew Blaszyk](#)
To: [Jennifer Bryan](#)
Subject: FW: Rezoning Steele Hill & 521
Date: Tuesday, May 21, 2024 9:30:31 AM
Attachments: [LCLogo_c716c29e-f766-46c0-a18c-7d20f2fc6ebd.png](#)



Matthew Blaszyk, Planner
Planning

Lancaster County Government
P.O. Box 1809
Lancaster, SC 29720

P: (803) 285-6005 F: (877) 636-7963
mblaszyk@lancastercountysc.gov

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From: George Gunter <gunreba@comporium.net>
Sent: Tuesday, May 21, 2024 8:53 AM
To: Matthew Blaszyk <mblaszyk@lancastercountysc.gov>
Subject: Rezoning Steele Hill & 521

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—IT Helpdesk, lancastersc.supportsystem.com

Matthew,

I'm reaching out this morning in reference to Case numbers - RZ-2024-0511/rezoning & CP-2024-0511/comprehensive plan amendment.

This request is inconsistent with the future land use map, the Comprehensive Plan and the Lower Panhandle Small Area Plan. The intersection at Niven Road and Steele Hill has become a dangerous part of our daily lives and with the traffic from the new High School and all the future growth North & South, will only get worse. As a property owner I am opposed to this rezoning and comp plan amendment. I want to

preserve the rural living lifestyle that I currently enjoy as I've lived on this corner all my life. I believe the rezoning will negatively impact that lifestyle.

Regards.

George Gunter
132 Niven Road
Lancaster, SC 29720

From: outlook_8A0D9679C1ED5898@outlook.com
To: [Matthew Blaszyk](#); ssimpson@lanaster.net; [Jennifer Bryan](#)
Subject: Proposed Rezoning: RZ/CP-2024-0511
Date: Monday, May 20, 2024 11:14:47 AM

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Mr. Blaszyk, Ms. Simpson & Ms. Bryan:

We're writing to express our *strong opposition to the proposed* rezoning, RZ/CP-2024-0511, of the 14.62 acres located at the southwest corner of the intersection of Charlotte Hwy and Steele Hill Road from the existing zoning as Rural Neighborhood (RN) to General Business (GB). We believe this project would have a detrimental impact on the environment, the character of our neighborhood, property values, and a potential increase in area crime rates. We strongly urge you to disapprove the proposed rezoning.

Thank you for your continued service and support of our communities.

Best regards,

Tom & Deborah Hardesty
5156 Mill Race Lane
Lancaster, SC 29720
704.661.5212

From: [zach hartman](#)
To: [Matthew Blaszyk](#); [Sherrie Simpson](#); [Jennifer Bryan](#)
Subject: Rezoning Charlotte HWY/ Steel Mill Rd
Date: Monday, May 20, 2024 11:12:06 PM

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—IT Helpdesk, lancastersc.supportsystem.com

Good Evening Lancaster Officials,

We live within the Millstone Creek Neighborhood which is right across from the new Indian Land high school. We have lived in this community for a number of years and this was and is our most prized investment for our family. We chose this unique neighborhood due to the number of trees, neighborhood pond, and animals (deer, birds, geese, foxes, turtles and fish within the pond) that live throughout.

We recently were informed of a potential rezoning of land at Charlotte Hwy and Steel Hill Rd. that we are against rezoning for a number of reasons. The information that has been presented to us is that a gas station, convenient store, and/ or car wash are part of the rezoning.

Reasons we are against the rezoning include:

- 1) Top of our list as homeowners, changing the characteristic aspects of the adjacent properties to the proposed commercial rezoning would decrease property value not only for those adjacent homes but for the entire neighborhood. These commercial buildings would be in the back door of many homes on Mill Race Ln. As residents of Lancaster County, we want to continue to drive property values upwards and not decrease.
- 2) Elimination of trees will increase noise throughout our entire neighborhood not only during the summer months but will be at extreme levels during the winter months when leaves fall from trees. Most importantly, car washes create an extreme amount of noise with vacuums, wash machine bays, blowers, and constant noise from car doors shutting. Gas stations also tend to collect individuals with loud playing music and facilities tend to also have vacuums/ tire pressure machines that create excess noise.
- 3) Whether it is a gas station/ car wash/ or convenient stores - parking lots will require lighting which will be left on 24/7 impacting residential properties/ negative living conditions.
- 4) Increased litter from these businesses will overflow to Steel Hill Rd./ and ultimately flow into Millstone Creek neighborhood backyards/ our neighborhood pond. Children throughout the Millstone Creek utilize the neighborhood pond for fishing, kayaking, paddle boarding, and paddle boating along with the multitude of animals for drinking. This pond is unique to our neighborhood which many of us have financially invested in. With the commercial rezoning parking lots will be paved with concrete which will ultimately create additional runoff (overflow gas, leaking tanks, water from car wash, debris blown into our pond). Some may say runoff ponds will be the fix, but even that water must go somewhere which inevitably will end up in our ponds/ create mosquitoes infestation issues with standing water. This will ultimately destroy our neighborhood pond!
- 5) Our neighborhood is financially responsible for ALL MAINTENANCE of the pond and with any commercial additions, debris can make its way into our drainage dam and create a number of problems (dam breakage/ flooding/ etc). The additional runoff/ debris can potentially kill off animals within the pond and animals that we care so much for in our neighborhood. We have a hard enough time with the runoff from Charlotte Hwy that flows into our neighborhood and we do not need anymore.

6) Our entire neighborhood runs off septic tanks with drainage fields. Having the addition of water runoff from commercial properties/ gas spills could not only create hazardous situations of overflowing tanks but could lead to serious financial impacts for homeowners.

7) Studies have shown having a gas station/ convenience store in such close proximity to a high school (Indian Land high school) increases high schooler consumption of alcohol/ drugs due the convenience of purchasing (fake ID's/ having others of age purchase). High schoolers who take part in these activities would then potentially drive through our Millstone Creek neighborhood to use the substances/ park in a cul de sac/ act mischievous (this is not what our neighborhood is about/ nor want our children exposed to). Not only for our neighborhood, but having a gas station/ convenience store so close to a high school increases the potential of theft of owners due to the age group who would most frequently visit. Lastly, the proximity of the store increases the likelihood of high schoolers ditching class to hang out at the gas station/ ones without cars to run across the extremely busy Charlotte Hwy where cars are driving 55+ mph. We all know how this will end and let's not entice these young kids to potentially impact the rest of their lives.

We want to thank you for your time reviewing this email and the impacts of rezoning above. We understand the growth of Lancaster Co. but the rezoning to commercial has many negative impacts to the adjacent Millstone Creek neighborhood. We ask this group to please consider yourself in our shoes - if you were living in one of the adjacent properties to the rezoning. We understand our neighborhood is very unique for what we have to offer and we do not want to destroy what we have worked so hard to build. Thank you again for your time.

Regards
Millstone Creek Resident

From: [Emily Hilliker](#)
To: [Jennifer Bryan](#)
Subject: Rezoning Concern
Date: Tuesday, May 21, 2024 9:47:04 AM

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—IT Helpdesk, lancastersc.supportsystem.com

Hi,

I wanted to state my objection to the rezoning of the lot on 521 and Steel Hill Road (Ref: RZ-2024-5011) or (CP-2024-0511). My concern is the traffic entry onto 521 out of the gas station with the high school so close and the inexperienced drivers crossing the road. Having two high schoolers at ILHS, crossing 521 from Niven is already dangerous. I also worry about the students running across the road as they have already done to get from the middle/former high school to the QT in Indian Land. My address is 2039 Pierson Dr. Lancaster, I will not be able to make it to the meeting tonight.

Thank you,

Emily Hilliker

From: [Reggie Kerns](#)
To: [Jennifer Bryan](#); [Sherrie Simpson](#); [Matthew Blaszyk](#)
Subject: Rezoning of Land at corner of Steele Hill Road and wy 521
Date: Monday, May 20, 2024 3:58:22 PM

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This note is in reference to the rezoning request of the above mentioned property for a gas station and convenience store to be built.

My wife and I are homeowners in Millstone Creek subdivision, and have been here for 17 years. We selected this location, moving from the Lake Norman area, because it was quiet and seemed to be in an area where thought for the environment would be a priority in future growth.

This particular location seems a bit odd for a gas station, given the lack of traffic on Steele Hill Road and the fact we have several gas stations north of this property, along with another gas station just a few miles south. So what is the attraction and why would you allow a gas station to be built so close to residential property (in some backyards) which would devalue the property value of all and increase the noise and light levels in a very quiet area?

Riding up and down Hwy 521 on a daily basis, there are multiple properties with huge For Sale signs on them that are not adjacent to backyards of established homes. I realize you hear "Not in my backyard" very often, but I sincerely hope you and others consider the negative impact this proposed plan would have on our community and the lovely pond we have along with the trees that would be cut down for the building and burying gas/oil tanks on the property.

Thank you for your consideration of our concerns.

--

Reggie Kerns
5112 Mill Race Lane
Lancaster, SC
C-704-774-7761

From: [Steven Loeffler](#)
To: [Matthew Blaszyk](#); [Sherrie Simpson](#); [Jennifer Bryan](#)
Cc: [Millstone Creek President](#); [Millstone Creek Secretary](#); [MillstoneCreekSCTreasurer@gmail.com](#); [MillstoneCreek MemberAtLarge](#); [Millstone Creek MemberAtLarge2](#)
Subject: Rezoning Hearing 5/21/2024 re: RZ-2024-0511 & CP-2024-0511
Date: Monday, May 20, 2024 1:57:21 PM

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Matthew Blaszyk, Lancaster County Planner
 Sherrie Simpson, Lancaster County Council Clerk
 Jennifer Bryan, Planning Technician

Please be advised of our adamant opposition to the rezoning of the parcel referenced above, and the associated comprehensive plan submitted by representatives for the current owners of said parcel.

We intend to attend the May 21st hearing to voice our opposition and raise the many points of interest that the Commission should consider in rejecting such rezoning. We realize this hearing may be attended by many commenters and it is not our desire to add to the redundancy that may develop with multiple voices articulating the same objections. We respect the valuable time of the commission and may elect to withdraw our request to verbalize our comments in lieu of this brief summary and written submission. Again, with brevity in mind, it is our hope that the Commission consider and eventually reject petitioner's request for rezoning for the following reasons listed in order of the importance of common interests and exposure by population of the community and county as a whole:

1. Safety - traffic flow and heightened risk for accidents to nearby existing non-commercial entities

- The current speed limit on SR 521 is 55 MPH will undoubtedly have to be reduced to accommodate the ingress and egress of a facility such as a gas station and convenience store.
- Such reduction of speed and disruption of the current high traffic count and flow will undoubtedly create the need for a traffic signal, or multiple signals, turning lanes etc, which by themselves create hazardous conditions
- Increased risk for accidents and injury for the already existing school and church attendees for ingress and egress, along with the turning traffic into Millstone Creek and Steele Hill Road is obvious.
- While the petitioners are required to create a comprehensive plan, given the importance of SR 521 as a vital artery for Lancaster County residents a full blown traffic engineering analysis and impact study should be conducted in the interest of all Lancaster County residents and those who routinely traverse the busy thoroughfare.

2. Safety - customer traffic directly increases risk for inherent criminal activity

- Again the obvious impact need not be argued ad nauseum, but currently no such activity is present exposing area residents or those traversing the area
- Safe locations for such commerce already exist to the heavily commercialized

area north of Van Wyck Road (2.7 miles north of the proposed location)

3. Environment - Gas dispensing facilities, retail operations create sewage, resultant trash and runoff that are inherent in impacting the surrounding eco system

- The parcel is in the midst of an aquatic feeder system to the pond directly adjacent
- Duck, geese, heron, deer and an abundance of other wildlife, (including an occasional visit by bald eagles) will be devastated by loss of the health of the pond
- Local residents have already recognized that the pond may be in jeopardy and will likely have to incur expense to remediate the condition with dredging, dam reconstruction etc
- While the need for a comprehensive traffic impact study is needed, so too is an environmental study. (EPA? Ducks Unlimited? SC Division of Wildlife?)

4. Environment - Noise abatement is already a problem for area residents due to the noise of traffic on 521

- While a sound wall could be useful now to abate the noise, loss of woodland vegetation with accompanied deforestation will exacerbate the noise level
- Commercial activity in and of itself raises noise levels far beyond traffic levels

5. Property Value Decline - Millstone Creek

- Millstone Creek has evolved into an affluent and desirable subdivision of the county
- Loss of the pond, increased traffic into and out of the residential area by non-residents, and all of the obvious impacts raised above will not enhance the area but rather send it into decline.

We have tried to raise our objections in a succinct manner that in no way is implied or intended to be all inclusive. We recognize and hope this is the start of a conversation not the end. While we are of course most concerned on the impact to our residence's value, we are cognizant of the financial interests of the current owner of the parcel. Hopefully the Commission can encourage and possibly facilitate a conversation with area residents and such owner(s) to address all interests and needs accordingly.

Steven J. Loeffler
Margaret A. Loeffler

5188 Mill Race Ln
Lancaster, SC 29720
(614) 273-5693

From: [Vito Marino](#)
To: [Matthew Blaszyk](#); [Sherrie Simpson](#); [Jennifer Bryan](#)
Subject: Public Hearing
Date: Monday, May 20, 2024 10:10:07 AM

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—IT Helpdesk, lancasterc.supportsystem.com

Good Morning,

Due to illness, I will not be able to attend tomorrow's Public Hearing proposing the rezoning of 14.6 acres from RN to GB for the purpose of building a gas station.

My wife and I previously lived in a community in Indian Land off of Shelley Mullis. It was a very nice community.

After visiting friends who lived in the Millstone Creek community, we were more than impressed with the community.

Millstone Creek has a special feel to it. Very quiet, unique, and spacious.

Before we decided to buy a home in Millstone Creek, I asked many people what they thought of the community and every single person praised it.

So, we pulled the trigger and bought a home in Millstone Creek. We do not own a business, nor are we wealthy, we simply used our life savings to buy our house here.

It has been a wonderful two (2) years living in Millstone Creek and now this thing about a gas station right in our back yard has got us very concerned.

Concerns for property value and safety. Currently, the woods and brush provide a buffer from any vandals from approaching our home.

If the woods are taken away it gives criminals easy access and escape.

Please do not rezone the property from RN to GB.

The property owner is the only one who stands to benefit and it should not be at the cost of Millstone Creek homeowners.

Thank you.

From: [Matthew Blaszyk](#)
To: [Jennifer Bryan](#)
Subject: FW: RZ-2024-0511
Date: Monday, May 20, 2024 10:25:43 AM
Attachments: [LCLogo_c716c29e-f766-46c0-a18c-7d20f2fc6ebd.png](#)



Matthew Blaszyk, Planner
 Planning

Lancaster County Government
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P:(803) 285-6005 F: (877) 636-7963
mblaszyk@lancastercountysc.gov

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From: Mary Jo Patterson <mjpatterson1218@gmail.com>
Sent: Monday, May 20, 2024 10:24 AM
To: Matthew Blaszyk <mblaszyk@lancastercountysc.gov>
Subject: RZ-2024-0511

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Mr. Blaszyk,

I am writing to you in opposition of the rezoning request at 5987 Charlotte Hwy (RZ-2024-0511 Niven/Schmidt). I reside on Niven Road and if this parcel is rezoned to General Business, I think it will have a negative effect on our neighborhood.

Furthermore, this rezoning request goes against the future land designation of rural. It is also inconsistent with the adopted comprehensive plan and the lower Panhandle small

area plan.

Please stay true to the plan designations that you have worked so hard to put in place for the lower Panhandle area and Lancaster County.

Thank you,
Mary Jo Patterson
206 Niven Rd
Lancaster, SC 29720

From: [Matthew Blaszyk](#)
To: [Jennifer Bryan](#)
Subject: FW: Rezoning Charlotte hwy property RZ-2024-0521
Date: Tuesday, May 21, 2024 12:12:43 PM
Attachments: [LCLogo_c716c29e-f766-46c0-a18c-7d20f2fc6ebd.png](#)



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From: Billy Snipes <billy@sharonsnipes.com>
Sent: Tuesday, May 21, 2024 12:04 PM
To: Matthew Blaszyk <mblaszyk@lancastercountysc.gov>
Subject: Rezoning Charlotte hwy property RZ-2024-0521



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To whom it may concern,

As a resident at 1716 Stones Throw Lane I am against the rezoning request for case number RZ-2024-0511. The reasons are the subject property does not fit in with current zoning and the comprehensive plan for Lancaster County. Rezoning this property to General Business would create a host of problems such as but not limited to:

Diminished home and land values
 Safety issues with traffic at an irregular intersection

light pollution Environmental concerns with waterway contamination and
and EMS crime resulting in more services needed by law enforcement

The zoning has already been established based on current studies by the planning Department and outside consultants to fit the needs and desires of the nearby property owners

Currently there is a property for sale less than 2 minutes south that is already zoned for General Business. Property is priced and sized equally to the property requesting a zoning change.

Sincerely,

William Snipes

Taylor

From: [Angela and Gavin 2016](#)
To: [Matthew Blaszyk](#); [Sherrie Simpson](#); [Jennifer Bryan](#)
Subject: Opposition to Rezoning
Date: Sunday, May 19, 2024 8:16:02 PM

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We are residents of the Millstone Creek Subdivision and **strongly** oppose the proposed rezoning of the land along 521 adjacent to our subdivision that will allow for a gas station and convenience store.

The negative impacts are as follows:

Reduction in property value

Increased noise

Litter and debris

Increased traffic

We have a beautiful, quiet neighborhood, with median home values in the \$800's. Most of us bought our homes because of its location away from the things that plague cities (noise, traffic, litter, lack of privacy). Building a gas station and convenience store will bring all of these things, as well as decrease our home values.

I implore you to maintain the current zoning and NOT re- zone this land for commercial use.

Angela and Gavin Taylor
4013 Flagstone Drive

Warrin

From: [Matthew Blaszyk](#)
To: [Jennifer Bryan](#)
Subject: FW: Rezoning property at corner of Steele Hill Road and Hwy 521 (Case # RZ-2024-0511 & CP-2024-0511)
Date: Tuesday, May 21, 2024 9:30:31 AM
Attachments: [LLogo_c716c29e-f766-46c0-a18c-7d20f2fc6ebd.png](#)



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From: Warrin, Richard <warrinr@musc.edu>
Sent: Tuesday, May 21, 2024 8:01 AM
To: Matthew Blaszyk <mblaszyk@lancastercountysc.gov>
Subject: Rezoning property at corner of Steele Hill Road and Hwy 521 (Case # RZ-2024-0511 & CP-2024-0511)



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Dear Matthew,

I am writing to you today as a concerned citizen in regards to the rezoning application for the corner property of Steele Hill Road and Hwy 521.

The future land use of the parcel is designated as **“Rural”** and is consistent with the Lower

Panhandle Small Area Plan that recommends this parcel be categorized as “LDR/Rural”. This parcel is currently zoned as **RN** and is surrounded by **RN, LDR, INS** (which is the Steele Hill Church).

According to the County Planning Commission & County Council approvals, the applicant’s request is **inconsistent** with the future land use map, comprehensive plan, and the Lower Panhandle Small Area Plan. The subject parcel is surrounded by low density residential and rural neighborhood zoning districts. As a property owner I am opposed to this rezoning and comp plan amendment due to the above. I want to preserve the rural living lifestyle that our family enjoys and believe rezoning will negatively impact that lifestyle.

Below are additional reasons why I oppose this rezoning:

- *Safety* – increased traffic patterns and already dangerous crossing of 521 Hwy from Niven southbound to Lancaster. I take my son to Van Wyck Elementary and this is always a very challenging intersection to cross in the dark mornings and rain. I can also imagine high school kids wanting to cross a very busy highway to utilize this gas station. There will also be increased North Carolina traffic cutting through an already busy Niven Rd cut through, that will increase the traffic and speeding of vehicles. We were approved speed bumps, but this has had the negative affect on the commuters.
- *Security* – increased people and cars attracted to this gas station 24/7 that do not live in the close vicinity will increase the probability of crime and potential activity in this area.
- *County resources* – need for enhanced sheriff & emergency responders with increased traffic and potential for accidents at this very dangerous / busy intersection.
- *Environmental* – air and noise pollution, land deconstruction, hazardous water runoff from oil and gas into creeks and 24/7 lighting impacting rural setting.
- *Property values* – home values negatively impacted due to close proximity to this gas station

Thank you and I appreciate you reciving this opposition to this rezoning application.

My address is: 199 Niven Rd, Lancaster SC 29720.

Richard I Warrin, MBA, MHA
Division Chief Operating Officer
MUSC Health Lancaster Division
800 West Meeting Street
Lancaster, SC 29720
Office: 803-286-1481
Direct: 803-313-3149
Fax: 803-286-1367
Email: warrinr@musc.edu

Witherspoon

From: [Sherrie Simpson](#)
To: [Jennifer Bryan](#)
Subject: FW: Comments for Tonight's Planning Commission Meeting
Date: Tuesday, May 21, 2024 2:43:34 PM
Attachments: [LCLogo_62b25c5c-bf0a-40de-bbf8-a6a94abd7fa611.png](#)
[Screenshot 2024-05-21 at 14-17-02 Southern Panhandle Small Area Plan - Final Draft - fwitherspoon@gmail.com - Gmail.png](#)

Jennifer:

Here is a comment for tonight's meeting.

Sherrie



Sherrie Simpson, Clerk to Council
County Council

Lancaster County Government
PO Box 1809
101 N Main St
Lancaster, SC 29720

P: (803) 416-9307 F: (877) 241-5430
SSimpson@lancastersc.net

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From: Fred Witherspoon <fwitherspoon@gmail.com>
Sent: Tuesday, May 21, 2024 2:28 PM
To: Sherrie Simpson <SSimpson@lancastersc.net>
Subject: Comments for Tonight's Planning Commission Meeting

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Hey Sherrie,

I will be trying to divide my time between this meeting and the Historical Commission meeting.

As a property owner in the area who served on the Southern Panhandle

Small Area Plan, my concerns are:

1. Can ordinances be changed to accommodate certain requests? A lot of time and energy was required to develop the plan.

(from the Southern Panhandle Small Area Plan)

Support use of zoning districts that are consistent with the Rural Residential/Agriculture future land use classification as a means to continue the existing rural character and agricultural production in the area.

2. What are the traffic flow projections? The intersection of 521, Steele Hill Road and Nivens Road is not aligned. Currently, drivers have to use extreme caution when entering 521 from Steele Hill and Nivens Rd. (attached photo from Small Area Plan)

3. What will be the planned hours of operation?

4. Since this will be across the street from a historical church, established in the 1880s and less than 1/2 mile from Indian Land High School, will there be any consideration given to alcohol and vaping product sales?

Thank You,
Fred Witherspoon

From: [Matthew Blaszyk](#)
To: [Jennifer Bryan](#)
Subject: FW: Rezoning request at 5987 Charlotte Hwy
Date: Monday, May 20, 2024 2:10:22 PM
Attachments: [LLogo_c716c29e-f766-46c0-a18c-7d20f2fc6ebd.png](#)



Matthew Blaszyk, Planner
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From: Loree Wolfe <jalowolfe@comporium.net>
Sent: Monday, May 20, 2024 2:00 PM
To: Matthew Blaszyk <mblaszyk@lancastercountysc.gov>
Subject: Rezoning request at 5987 Charlotte Hwy

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From: Loree Wolfe <jalowolfe@comporium.net>
Date: May 20, 2024 at 12:52:35 PM EDT
To: mblaszyk@lancastersc.net
Subject: Rezoning request at 5987 Charlotte Hwy

Mr. Blaszyk,

We are sending you this email to let you know that we are totally opposed to the rezoning request at 5987 Charlotte Hwy (RZ-2024-0511 Niven/Schmidt).

We live on Niven Rd and have for over 50 years and this will certainly have a negative impact on our neighborhood. Traffic is already horrendous at the intersection of 521 and Niven Road, as I am sure you already know. The rezoning request goes against the future land designation of rural. It is also inconsistent with the adoptive comprehensive plan and the lower panhandle small area plan.

Please support the plan designations that you have worked so hard to put in place for the lower Panhandle area and Lancaster County. You can do this by denying this rezoning request.

Regards and Thanks,
James and Loree Wolfe
186 Niven Road
Lancaster, SC 29720

From: [Matthew Blaszyk](#)
To: [Jennifer Bryan](#)
Subject: FW: Rezoning
Date: Tuesday, May 21, 2024 10:38:46 AM
Attachments: [LCLogo_c716c29e-f766-46c0-a18c-7d20f2fc6ebd.png](#)



Matthew Blaszyk, Planner
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From: Ashley Chiluck <a.chiluck71@gmail.com>
Sent: Tuesday, May 21, 2024 10:24 AM
To: Matthew Blaszyk <mblaszyk@lancastercountysc.gov>
Subject: Rezoning

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RZ- 2024-0511/rezoning
 CP-2024-0511/comprehensive plan amendment

Dear Mr Blaszyk,

The applicant's request is inconsistent with the future land use map, the comprehensive plan, and the Lower Panhandle Small Area Plan. The subject parcel is surrounded by low density residential and rural zoning districts. As a property owner, I am opposed to this rezoning and comp plan amendment due to the above. I want to preserve the rural living lifestyle that I enjoy and believe rezoning will negatively impact that lifestyle.

Ashley Young
272 Niven Road

R. Young

From: [Matthew Blaszyk](#)
To: [Jennifer Bryan](#)
Subject: FW: Proposed Rezoning
Date: Tuesday, May 21, 2024 10:51:04 AM
Attachments: [LLogo_c716c29e-f766-46c0-a18c-7d20f2fc6ebd.png](#)



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mblaszyk@lanastercountysc.gov

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From: Rick Young IV <rickyoungiv@gmail.com>
Sent: Tuesday, May 21, 2024 10:43 AM
To: Matthew Blaszyk <mblaszyk@lanastercountysc.gov>
Subject: Proposed Rezoning

 **The System couldn't recognize this email as this is the first time you received an email from this sender rickyoungiv@gmail.com**

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—IT Helpdesk, lanastercsc.supportsystem.com

RZ-2024-0511/rezoning CP-2024-0511/comprehensive plan amendment.

Dear Mr Blaszyk, The applicant's request is inconsistent with the future land use map, the comprehensive plan, and the Lower Panhandle Small Area Plan. The subject parcel is surrounded by low density residential and rural zoning districts. As a property owner, I am opposed to this rezoning and comp plan amendment due to the above. I want to preserve the rural living lifestyle that I enjoy and believe rezoning will negatively impact

that lifestyle.

Sincerest Respects,

Rick Young IV
266 Niven Rd, Lancaster, SC 29720

ATTACHMENT 3:

Environmental handout from Steve Loeffler

Re: Items RZ/CP-2024-0511

Niven/Schmidt

Rezoning Hearing 5/21/2024 re: RZ-2024-0511 & CP-2024-0511

1. Safety - traffic flow and heightened risk for accidents to nearby existing non-commercial entities

- The current speed limit on SR 521 is 55 MPH will undoubtedly have to be reduced to accommodate the ingress and egress of a facility such as a gas station and convenience store.
- Such reduction of speed and disruption of the current high traffic count and flow will undoubtedly create the need for a traffic signal, or multiple signals, turning lanes etc, which by themselves create hazardous conditions
- Increased risk for accidents and injury for the already existing school and church attendees for ingress and egress, along with the turning traffic into Millstone Creek and Steele Hill Road is obvious.
- While the petitioners are required to create a comprehensive plan, given the importance of SR 521 as a vital artery for Lancaster County residents a full blown traffic engineering analysis and impact study should be conducted in the interest of all Lancaster County residents and those who routinely traverse the busy thoroughfare.

2. Safety - customer traffic directly increases risk for inherent criminal activity

- Again the obvious impact need not be argued ad nauseum, but currently no such activity is present exposing area residents or those traversing the area
- Safe locations for such commerce already exist to the heavily commercialized area north of Van Wyck Road (2.7 miles north of the proposed location)

3. Environment - Gas dispensing facilities, retail operations create sewage, resultant trash and runoff that are inherent in impacting the surrounding eco system

- The parcel is in the midst of an aquatic feeder system to the pond directly adjacent
- Duck, geese, heron, deer and abundance of other wildlife, (including an occasional visit by bald eagles) will be devastated by loss of the health of the pond
- Local residents have already recognized that the pond may be in jeopardy and will likely have to incur expense to remediate the condition with dredging, dam reconstruction etc
- While the need for a comprehensive traffic impact study is needed, so too is an environmental study. (EPA? Ducks Unlimited? SC Division of Wildlife?)

4. Environment - Noise abatement is already a problem for area residents due to the noise of traffic on 521

- While a sound wall could be useful now to abate the noise, loss of woodland vegetation with accompanied deforestation will exacerbate the noise level
- Commercial activity in and of itself raises noise levels far beyond traffic levels

5. Property Value Decline - Millstone Creek

- Millstone Creek has evolved into an affluent and desirable subdivision of the county
- Loss of the pond, increased traffic into and out of the residential area by non-residents, and all of the obvious impacts raised above will not enhance the area but rather send it into decline.

We have tried to raise our objections in a succinct manner that in no way is implied or intended to be all inclusive. We recognize and hope this is the start of a conversation not the end. While we are of course most concerned on the impact to our residence's value, we are cognizant of the financial interests of the current owner of the parcel. Hopefully the Commission can encourage and possibly facilitate a conversation with area residents and such owner(s) to address all interests and needs accordingly.

WOOD DUCK HABITAT



Photo taken on 5/19/2024

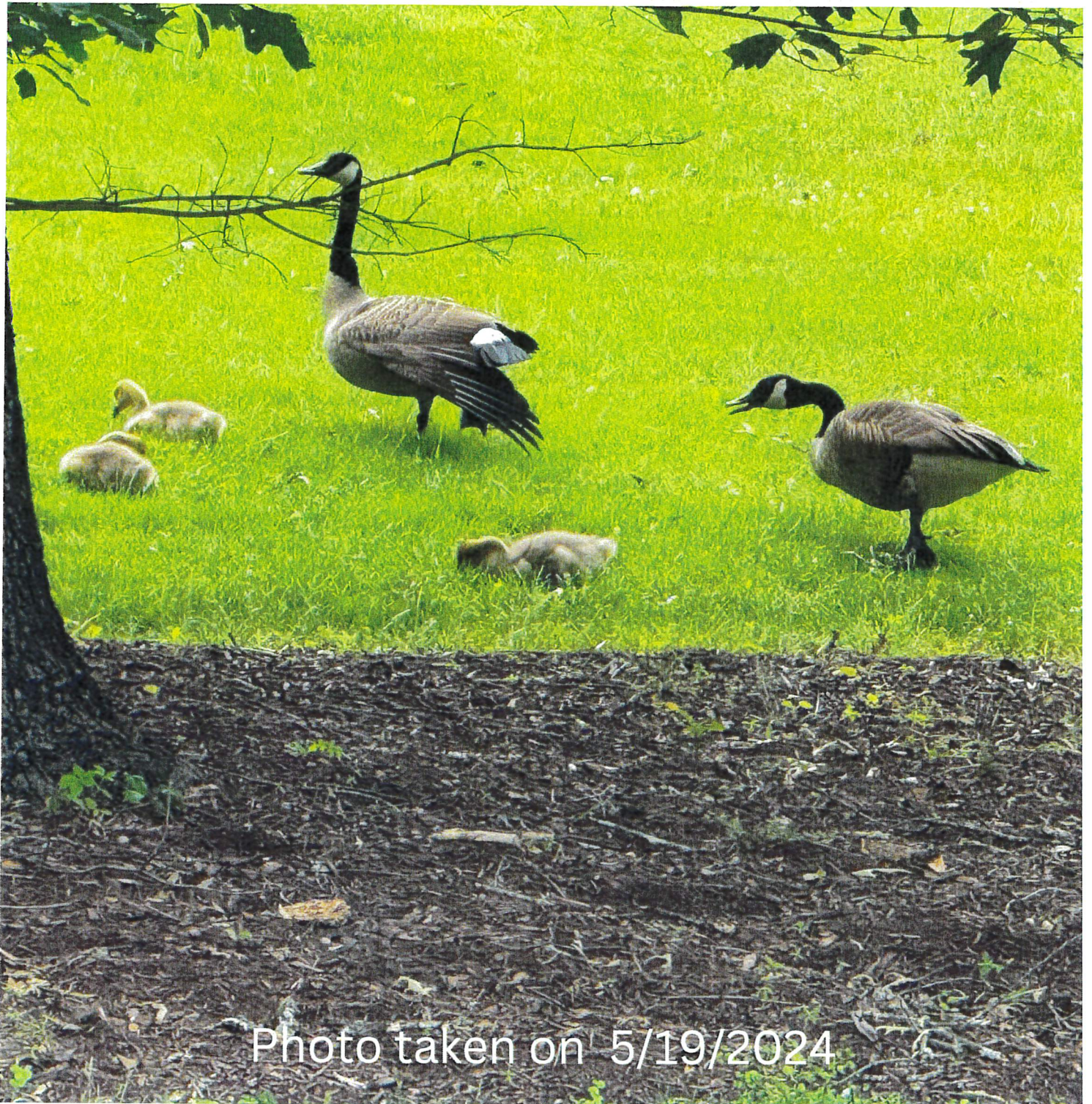


Wood Duck Boxes/ Eggs



A photograph of a wooden nesting box with a circular entrance hole. A bird, possibly a duck or goose, is looking out from the hole. The box is made of weathered wood and has a mossy roof. The background shows green foliage and a fence.

Photo taken on 5/19/2024



We have many families of
geese in our community
with new hatchlings.

Photo taken on 5/2/2024



Our families enjoy fishing in the pond and sometimes eat the fish we catch.

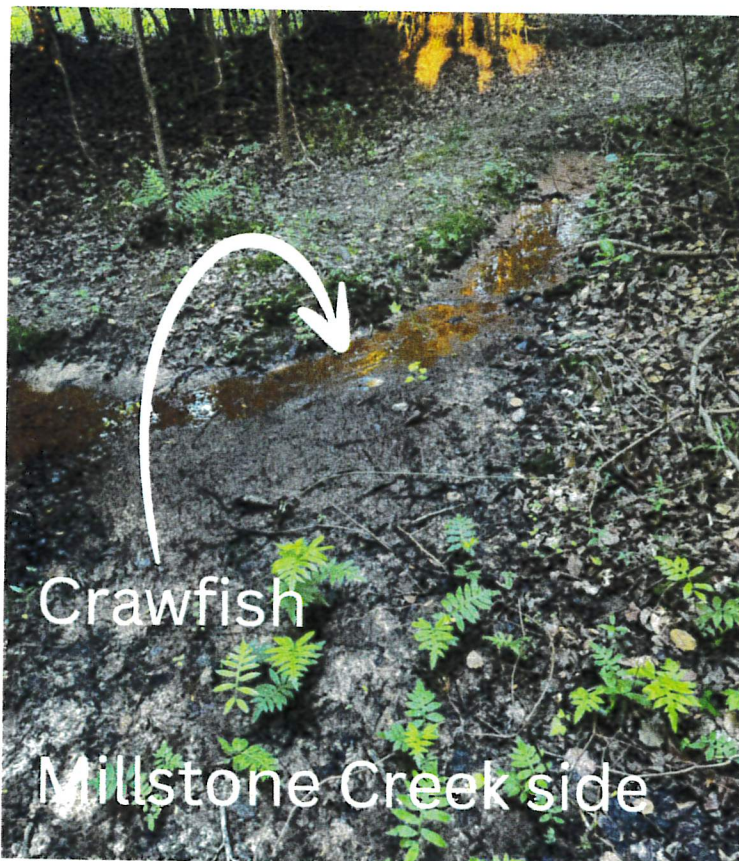


Drainage that enters the pond from the property that is proposed to be zoned for a gas station .



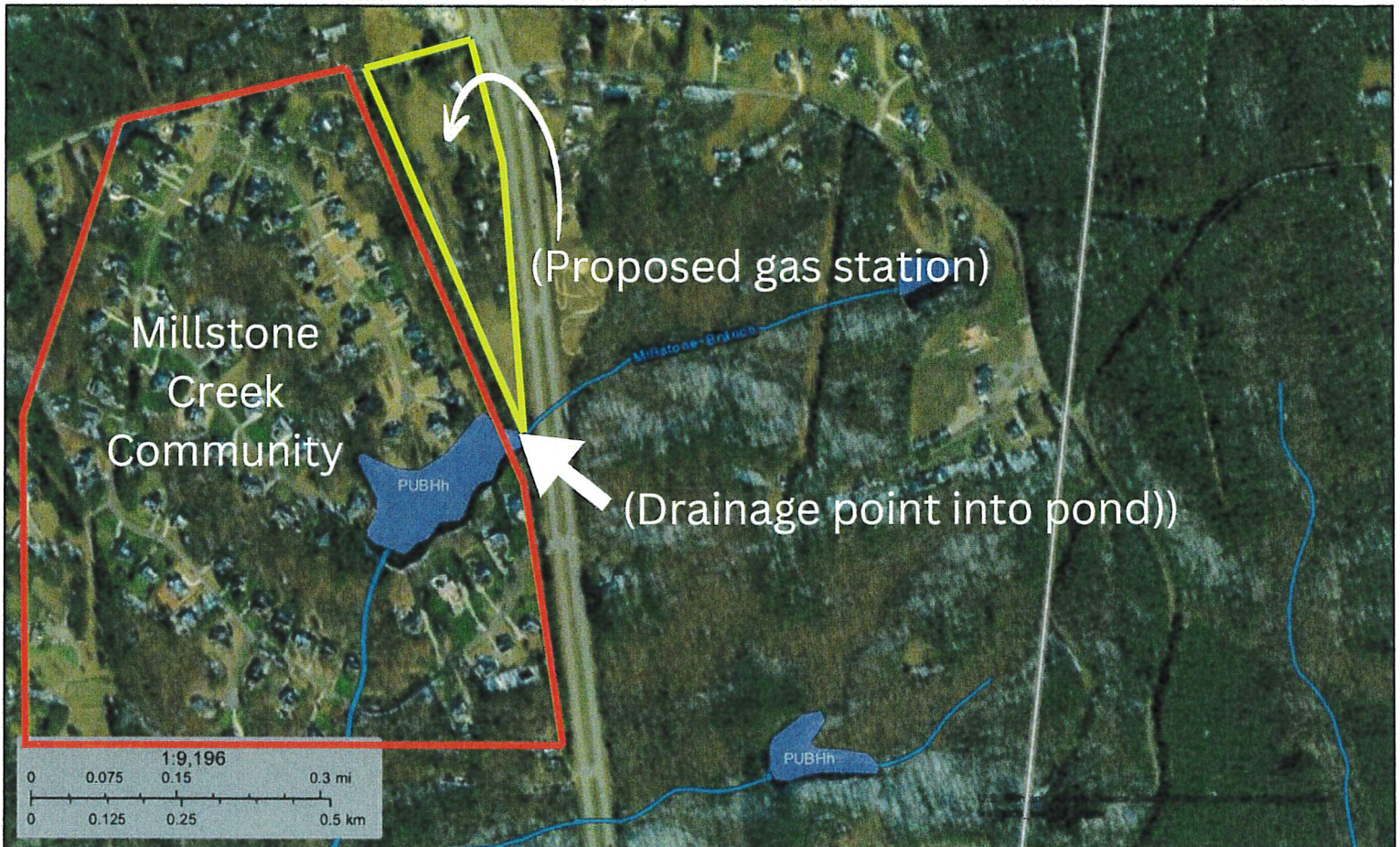


Drainage from this property runs in and out of the Millstone Creek Community





U.S. Fish & Wildlife Service



May 20, 2024

Wetlands

	Estuarine and Marine Deepwater		Freshwater Emergent Wetland		Lake
	Freshwater Forested/Shrub Wetland		Other		

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



Scan for US Wetlands website

Wetlands Mapper | U.S. Fish & Wildlife Service

The Wetlands mapper is designed to deliver easy-to-use, map like views of America's Wetland resources. It integrates digital map data along with other resource information to produce current information on the status...

FWS.gov

Subject: Urgent Concerns Regarding Proposed Gas Station Near Millstone Creek Community

Dear Lancaster County Officials,

We are writing to express deep concerns regarding the proposed construction of a gas station in close proximity to the Millstone Creek Community. This development poses significant threats to our community's well-being, particularly with regards to the delicate ecosystem of our pond and the overall quality of life for residents.

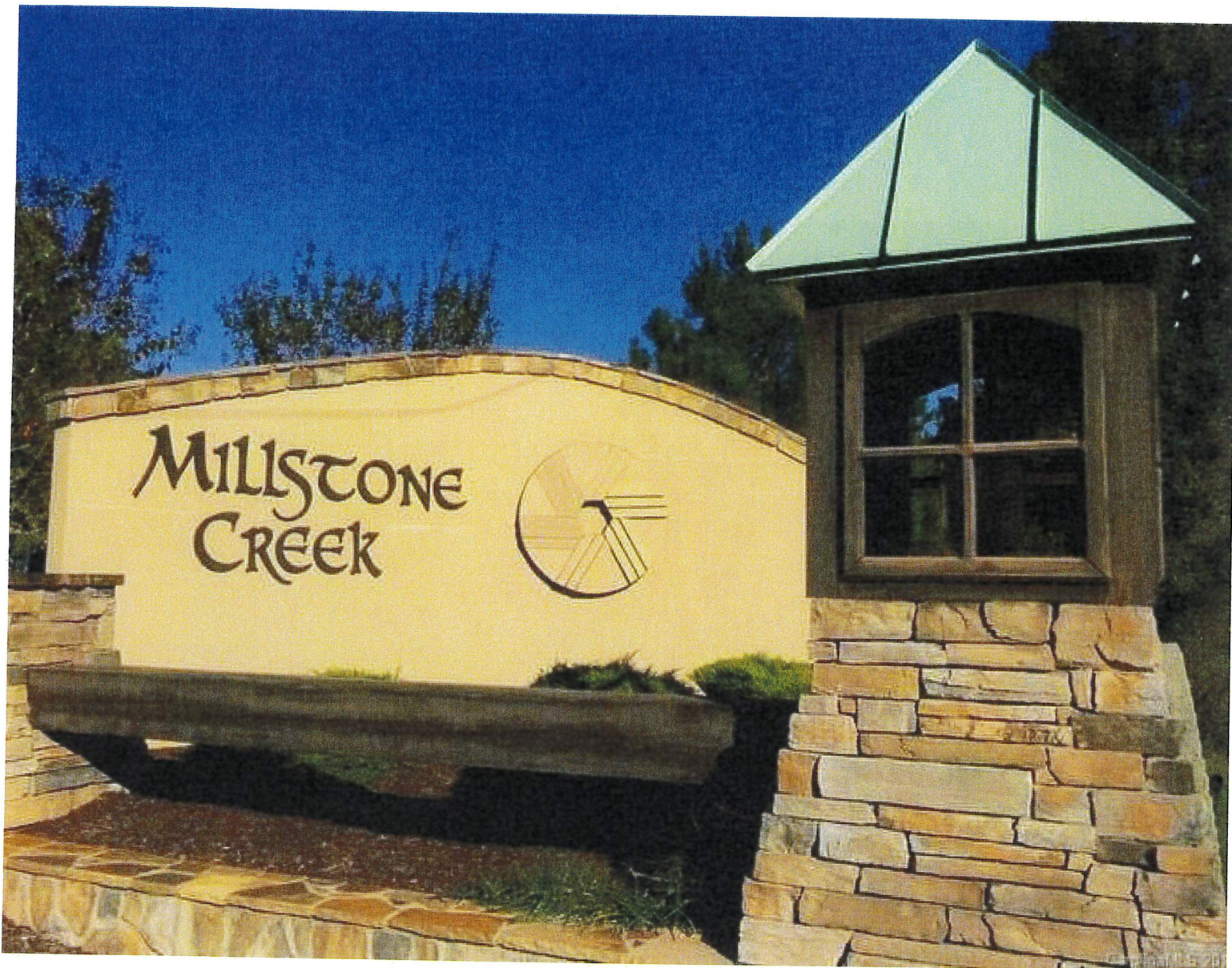
First and foremost, the potential consequences of this gas station on our pond's ecosystem cannot be overstated. Any disruption to the natural balance of our environment could have devastating effects on local wildlife and the surrounding ecosystem. It's imperative that thorough environmental impact assessments are conducted to fully understand the implications of such a development.

Moreover, the anticipated increase in traffic will undoubtedly bring about noise and light pollution, which will directly impact the tranquility and peacefulness of our community. These disturbances not only detract from our quality of life but also have the potential to diminish property values, which many of us have invested in to provide stable homes for our families. While we acknowledge the property owner's rights, we urge the county to prioritize the well-being of its residents and the integrity of our communities. The decision to approve such a development should not solely be based on potential financial gains, but rather on the documented need and the careful consideration of its impact on the surrounding area.

We implore you to intervene and ensure that the interests of the community are safeguarded. Let us work together to find solutions that prioritize public welfare and preserve the unique character of our neighborhood.

Sincerely,

Millstone Creek Community Residents



Your attention to our worries regarding the potential impact on our community means a great deal to us. We understand the complexities involved in such decisions and appreciate your willingness to listen to our perspectives.

Our community takes pride in its unique character and the well-being of its residents. Your consideration of our concerns reflects a commitment to preserving these values, and for that, we are sincerely thankful.

We trust that our voices will be heard and that any decisions made will prioritize the integrity and welfare of our community.

Thank you once again for your attention to this matter.



Agenda Item Summary

Ordinance # / Resolution #: June 6, 2024 Workshop Minutes

Contact Person / Sponsor: A. Sholar/ J. Bryan

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
June 6, 2024 Workshop Minutes	6/7/2024	Exhibit



MEMBERS OF LANCASTER COUNTY PLANNING COMMISSION

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

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

**June 6, 2024 5:00 P.M.
MINUTES**

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

1. Roll Call:

Members Present:

Charles Deese Sheila Hinson Judianna Tinklenberg
Yokima Cureton Alan Patterson * attended via telephone

Absent: James Barnett

Others Present:

Allison Hardin, Development Services Dir.
April Williams, Planning Director
Matthew Blaszyk, Planner
Jennifer Bryan, Planning Technician
Aimee Sholar, Admin. Assistant:

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. CU-2024-0910 McClure Collision Center

Application by Mason McClure and Hecks LLC and John Hecimovich for a Conditional Use permit for Vehicle Services: Major Repair/Bodywork (body shop/collision center) on 1.73 acres at and adjacent to 9868 Harrisburg Road (TM# 0005-00-100.05 and 0005-00-100.06).

Staff: Matthew Blaszyk, Planner

Discussion topics:

No residential adjacent but residential nearby; there is a school nearby; no outdoor storage in GB regulation by SCDHEC, LLR & OSHA.

b. RZ-2021-2791 The Arches

Application by Doug Baumgartner for YDG Doby's Bridge Land LLC to rezone two parcels totaling 2.349 acres (TM 0013-00-018.09 & 0013-00-018.10) located on World Reach Drive, from General Business (GB) to Regional Business (RB) district, to allow appropriate commercial development uses.

Staff Presentation: Matthew Blaszyk, Planner

Discussion Topics:

- Handout narrative & email.
- Add use table to Agenda attachments
- National business allows multi family concern over multi family on busy road. Clarify if green parcel is requesting rezoning 13-00-18.0 or 12?

c. RZ-2024-0623 Connors

Application by Ben Stevens for BRD Land and Investments, and owners Richard Connors et al family members to rezone 26.94 acres located at 2941 Hwy 521 Bypass (TM #0081-00-045.01) from Neighborhood Business (NB) to Medium Density Residential (MDR) district in order to develop a single-family residential neighborhood.

Staff Presentation: Matthew Blaszyk, Planner

Discussion topics:

- Applicant has scheduled a neighborhood meeting.
- SCDOT will almost certainly request turn lanes.
- Will DA be required?

d. RZ-2024-0826 Hinson

Application by Jeffrey C. Hinson to rezone 1.041 acres located at 6989 Pageland Hwy (TM #0056-00-012.00) from Rural Business (RUB) to Rural Residential (RR) district in order to allow conforming expansion of residential use (home occupation use).

Staff Presentation: April Williams, Planning Director

Discussion topics:

- Formerly a store on the property.
- Owner wants to obtain home occupation permit.

e. RZ-2024-0878 Lennar/Williamson Farm

Application by Mark Henninger for Lennar Carolinas LLC and Williamson Farm Lane LLC to rezone 291.48 acres at and adjacent to 1080 Williamson Farm Lane (TM #0049-00-004.02) from Low Density Residential (LDR) to Medium Density Residential (MDR) in order to develop a single-family residential subdivision.

Staff Presentation: Allison Hardin, Development Services Director

Discussion:

- Sewer line crossing the property, from Shiloh Woods to Roselyn.
- Rezoning change doubles the density.
- 2nd access will be a problem.

f. RZ-2024-1011 Lancaster County/2001 Charlotte Hwy

Application by Lancaster County to rezone 6.8 acres at 2001 Charlotte Highway (p/o TM# 0062-00-005.01) from General Business (GB) to Institutional (INS) district, in order to convert the existing structures to use as county offices.

Staff Presentation: Allison Hardin, Development Services Director

Discussion:

- Fleet maintenance and ballot count/ voter registration.
- Remainder is largely flood plain.

g. SD-2023-1869 Barberville Commercial

Application by Moody Group/Jan Ringeling on behalf of Barberville Developers LLC and Martin Senior and Associates for a Preliminary Plat for two parcels totaling 12.09 acres located at the northwest corner of Barberville Road and Fort Mill Highway (TM #s 0006-00-057.00 and 0006-00-058.00), in order to create a multi-parcel commercial development with central shared access.

Staff: Matthew Blaszyk, Planner

Discussion Topics:

- Two owners working together- Barberville lot needs stormwater drainage.
- Ft Mill Hwy needs access from Barberville.
- SCDOT will determine left turn onto Barberville.
- TIA connection to Overlook at Barber Rock.

h. RNC-2024-0966 Environmental Drive

Application by Myra Reece for SCDHEC to rename DHEC Road, a state-maintained driveway off Grace Avenue 0.16 miles south of the intersection with Chester Hwy/Route 9. Per UDO Sec 6.11.5. The requested name is Environmental Drive.

Staff: Jennifer Bryan, Planning Technician

Discussion Topics:

DHEC offices are relocating; state wants to avoid confusion with other agencies using the driveway.

i. NRN-2024-0830 Coyote Trail

Application by Michael Hayes to name a privately maintained driveway per UDO Sec. 6.11.4.G, located off University Drive across from the intersection of W. Shiloh Unity Road. The proposed name is Coyote Trail.

Staff: Jennifer Bryan

Discussion Topics:

Name not required, requested by property owner.

j. NRN-2024-0924 June Group Submittal

New Road Name submittals from E911 addressing via civil submittals and preliminary plats

Staff: Jennifer Bryan, Planning Technician

Discussion Topics: Riverchase Section 2 Preliminary Plat names.

3. Other:

UDO Chapter 9 Administration & Chapter on signs will be delivered for review at next meeting.

4. Adjourn

Meeting was adjourned at 6:12 PM

ATTACHMENT 1:

**Item 1b: RZ-2021-2791 The Arches:
Project Narrative and email**

THE ARCHES PHASE 1 REZONING NARRATIVE

The overall project site is located on a 11.81 acre site located at the NE quadrant of the intersection of Charlotte Highway (US-521) and Worldreach Drive. The project had a final plat recorded on 02/12/2024 in Plat Book 2024 Page 58 that created 8 new parcels. Tax parcels 0013-00-018.00 and 0013-00-018.09 were included in this final plat and are zoned GB while all the other parcels are zoned RB. The reason for this rezoning is to rezone these two outparcels to RB so that out parcels C(1) and D can be developed in harmony with the other RB zoned out parcels and/or can be recombined with adjacent out parcels.

Jennifer Bryan

From: Brent Cowan <bcowan@isaacsgrp.com>
Sent: Thursday, June 6, 2024 10:50 AM
To: Jennifer Bryan
Cc: doug.baumgartner@yorkdevelopmentgroup.com
Subject: RE: Lancaster County Project 20212791: The Arches-Phase 1 Project (8474 Charlotte Hwy) Re-Zoning Plans
Attachments: The Arches Phs 1 Rezoning Narrative.pdf; 21186 The Arches Ph 1 Plat Bk 2024 Pg 58.pdf

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—IT Helpdesk, lancastersc.supportsystem.com

Good morning Jennifer,

Attached is the Narrative that was submitted with the application package. To add some additional information or background to this, I've attached the final plat with some color and annotations.

Out parcel C(1) (green parcel) is a remnant of parcel 013-00-018.09 after World Reach Drive r/w was dedicated on Plat Bk 2024-Pg 58. It has been the plan all along to combine this parcel C(1) into out parcel C for a larger parcel of $2.323 + 0.341 = 2.664$ acres, but this could not occur because the parcels were different zoning classifications. Likewise the developer wanted the ability to combine the blue parcel 0013-00-018.10 into out Parcel D, if the need arose to do so. A note indicating the intention of doing this recombination was included on the approved Preliminary Plat (see note 10 under General Notes on page C1.0). Even if these parcels were not combined, the intent or desire is that all these parcels would be of the same zoning classification so as to have a consistent and homogeneous grouping of uses.

Please let me know if you have any additional questions.

Thanks,

Anthony Brent Cowan, P.E., **LEED® AP**

The Isaacs Group, P.C.

8720 Red Oak Blvd., Ste. 420

Charlotte, NC 28217

P: 704-227-9402 F: 704-227-9403

Web: www.isaacsgrp.com

From: Jennifer Bryan <jbryan@lancastercountysc.gov>

Sent: Tuesday, June 4, 2024 9:47 AM

To: Brent Cowan <bcowan@isaacsgrp.com>

Subject: RE: Lancaster County Project 20212791: The Arches-Phase 1 Project (8474 Charlotte Hwy) Re-Zoning Plans

As far as I know we are. I have not heard anything to the contrary. It would be helpful to have a short narrative explanation as to why the change is needed (i.e. which uses allowed under the new zoning are preferable and why)



Jennifer Bryan, Planning Technician
Planning

Lancaster County Government
P.O. Box 1809
Lancaster, SC 29720

P: (803) 285-6005 F: (877) 636-7963
jbryan@lancastercountysc.gov

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From: Brent Cowan <bcowan@isaacsgrp.com>

Sent: Tuesday, June 4, 2024 9:42 AM

To: Jennifer Bryan <jbryan@lancastercountysc.gov>; Matthew Blaszyk <mblaszyk@lancastercountysc.gov>

Cc: doug.baumgartner@yorkdevelopmentgroup.com; Brian Rollar <brollar@proj-x-inc.com>

Subject: RE: Lancaster County Project 20212791: The Arches-Phase 1 Project (8474 Charlotte Hwy) Re-Zoning Plans

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Thanks. Is staff in support of the request to rezone?

Thanks,

Anthony Brent Cowan, P.E., **LEED® AP**

The Isaacs Group, P.C.

8720 Red Oak Blvd., Ste. 420

Charlotte, NC 28217

P: 704-227-9402 F: 704-227-9403

Web: www.isaacsgrp.com

From: Jennifer Bryan <jbryan@lancastercountysc.gov>

Sent: Tuesday, June 4, 2024 9:41 AM

To: Brent Cowan <bcowan@isaacsgrp.com>; Matthew Blaszyk <mblaszyk@lancastercountysc.gov>

Cc: doug.baumgartner@yorkdevelopmentgroup.com; Brian Rollar <brollar@proj-x-inc.com>

Subject: RE: Lancaster County Project 20212791: The Arches-Phase 1 Project (8474 Charlotte Hwy) Re-Zoning Plans

We have received a few questions but no opposition from residents. Commissioners will see the application and plan on Thursday 6/6 at their workshop, I don't have any feedback from them yet. I have not seen or heard any red flags from staff. I have let everyone know that applicants are waiting on review comments.

Jennifer Bryan, Planning Technician
Planning

Lancaster County Government



P.O. Box 1809
Lancaster, SC 29720

P: (803) 285-6005 F: (877) 636-7963
jbryan@lancastercountysc.gov

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From: Brent Cowan <bcowan@isaacsgrp.com>

Sent: Tuesday, June 4, 2024 8:20 AM

To: Jennifer Bryan <jbryan@lancastercountysc.gov>

Cc: doug.baumgartner@yorkdevelopmentgroup.com; Brian Rollar <brollar@proj-x-inc.com>

Subject: RE: Lancaster County Project 20212791: The Arches-Phase 1 Project (8474 Charlotte Hwy) Re-Zoning Plans

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—IT Helpdesk, lancastersc.supportsystem.com

Good morning Jennifer. Can you please let us know if staff is in support of this rezoning request, and if you've had any questions from residents or commissioners about this? I assume that it is recommended that ownership be represented at the hearing to answer any questions that may come up?

Thanks,

Anthony Brent Cowan, P.E., **LEED® AP**

The Isaacs Group, P.C.

8720 Red Oak Blvd., Ste. 420

Charlotte, NC 28217

P: 704-227-9402 F: 704-227-9403

Web: www.isaacsgroup.com

From: jbryan@lancastersc.net <jbryan@lancastersc.net>

Sent: Monday, June 3, 2024 11:24 AM

To: Brent Cowan <bcowan@isaacsgrp.com>

Subject: Lancaster County Project 20212791: The Arches-Phase 1 Project (8474 Charlotte Hwy) Re-Zoning Plans

Project Number: 20212791

Project Name: The Arches-Phase 1

Project Location: 8474 Charlotte Hwy

Attached is a copy of the affidavit and Mailed Notice of Hearing for the Planning Commission and County Council hearing dates.

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.

Attachment 2:
Item 1e: RZ-2024-0878
Lennar/Williamson Farm
Reprint of Application Page 1



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 1080 Williamson Farm Lane
City Lancaster State SC Zip 29720 Tax Parcel ID 0049-00-004.02
Current Zoning LDR Current Use Residential
Proposed Zoning MDR Total Acres 291.48
Project Description A new single family detached subdivision.

Surrounding Property Description Residential - MRD and LDR

CONTACT INFORMATION

Applicant Name Lennar Carolinas LLC (Mark Henninger, Division President)
Address 6701 Carmel Road, Suite 425
City Charlotte State NC Zip 28226 Phone _____
Fax _____ Email david.mcauley@lennar.com
Property Owner Name Williamson Farm Lane LLC
Address 214 Glandon Drive
City Chapel Hill State NC Zip 27514 Phone _____
Fax _____ Email sampaultennis@yahoo.com

Agenda Item Summary

Ordinance # / Resolution #: SD-2023-1869 Barberville Commercial

Contact Person / Sponsor: M. Blaszyk

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	6/7/2024	Planning Staff Report
Location Map	6/4/2024	Exhibit
Application	6/5/2024	Exhibit
Preliminary Plat	6/4/2024	Exhibit
TIA Redline	6/7/2024	Exhibit
TRC Comments: Not Approved Letter	6/7/2024	Exhibit

PROPOSAL: Major Subdivision Preliminary Plat for 8 commercial parcels on 12.09 acres.

PROPERTY LOCATION: Northwest corner of the intersection of Barberville Road and Fort Mill Highway/Rt.160 (TM#s 0006-00-057.00 and 0006-00-058.00)

CURRENT ZONING DISTRICT: General Business (GB) District (0006-00-058.00) and Neighborhood Business (0006-00-057.00)

APPLICANT: Moody Group on behalf of Martin Senior & Assoc and Barberville Developers LLC

COUNTY COUNCIL DISTRICT: District 4, Jose Luis

NOTICES: Signs posted 5/29/2024
Notice Published 6/1/2024 in The Lancaster News
Mailed notices 5/29/2024
Agenda posted in Lobby 6/11/2024

OVERVIEW & BACKGROUND:

Site Information & Existing Condition

The TM Number 0006-00-057.00 has the existing nonconforming residential structures 9829 and 3931 Barberville Road on the parcel. Demolition permits would need to be filed prior to construction on the site. TM Number 0006-00-058.00 is vacant. Applicant had originally intended to use the minor Subdivision process to develop the sites in two parts, but upon review it was determined by staff that the joint project introduced elements that required the Preliminary Plat process with review by Planning Commission.

Summary of Surrounding Zoning and Uses

Surrounding Property	Jurisdiction	Zoning District	Use
North	Lancaster County	Medium Density Residential (MDR)	Overlook at Barber Rock (Residential Subdivision)
South	Lancaster County	General Business (GB)	Small businesses
East	Lancaster County	General Business (GB)	vacant
West	Lancaster County	MDR; GB	Overlook at Barber Rock; Nonconforming residential

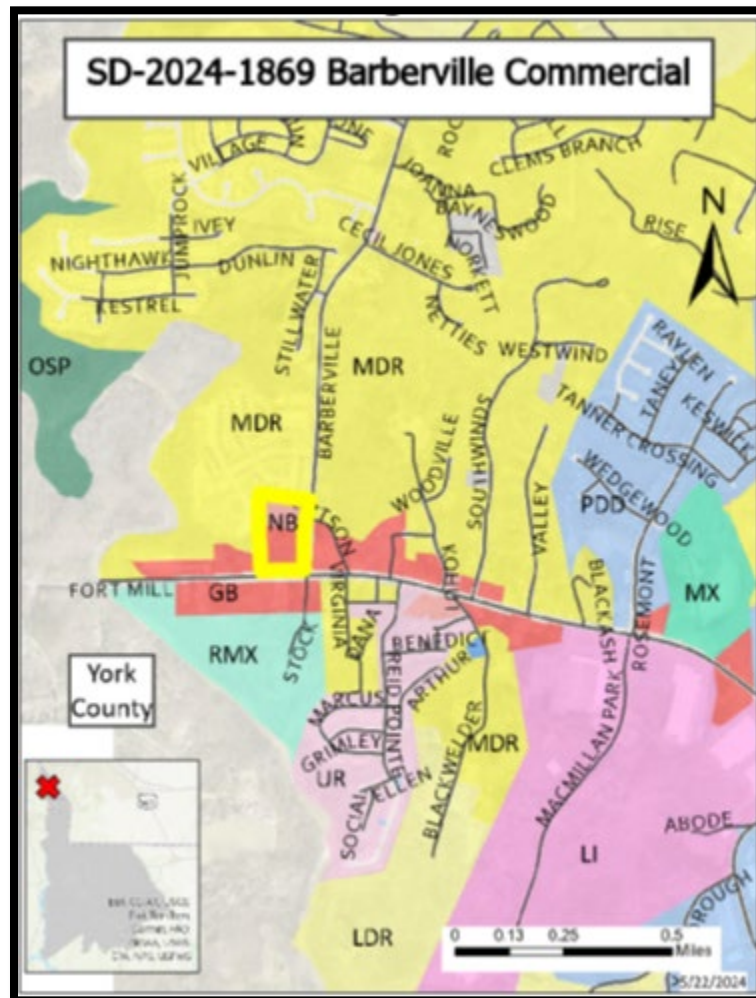
Zoning

The proposed development is zoned GB (0006-00-058.00) and NB (0006-00-057.00)

General Business is defined as "... generally located on thoroughfares and provides opportunities for the provision of offices, services, and retail goods in proximity to generally auto-dependent, community neighborhoods. The regulations for this district are intended to accommodate the predominately auto-oriented pattern of existing development while encouraging the transition to pedestrian-friendly, mixed-use areas that avoid strip commercial development."

Pursuant to UDO Chapter 2.3, Neighborhood Business (NB) is defined as "...generally located on thoroughfares and provides opportunities for the provision of neighborhood services that serve as an acceptable transition to generally auto-dependent neighborhoods."

PHOTOS OF PROJECT AREA:



Aerial view of Parcel off subject parcel outlined in blue



View of Parcel off Barberville Road



View of Parcel off Fort Mill Highway and Barberville Road Intersection

DEVELOPMENT SUMMARY:

Development Summary	
Site Acreage	12.09 acres
Proposed Lots	8 plus a jointly maintained common area
Project Overview	This is a commercial development. At this time offices are planned for one outparcel.
Open Space	Located behind the cell tower between parcels 4 and 5.
Access Driveway	Will be privately and jointly maintained.

Traffic Impact Analysis (TIA)

The development is expected to generate 143 AM peak hour trips (82 in and 61 out) and 221 PM peak hour trips (105 in and 116 out) under buildout (2026) conditions.

The TIA was denied by the County's third-party traffic engineer Infrastructure Consulting & Engineering (ICE). The ICE technical report, TIA checklist, and Redlined TIA have been attached to this staff report.

SCDOT has confirmed that a full left turn lane is required as a part of this development and it shall be constructed in accordance with the plans approved as a part of the encroachment permit.

Exact improvements are still to be determined; current improvements include the following:

SCDOT has confirmed that a full left turn lane is required as a part of this development and it shall be constructed in accordance with the plans approved as a part of the encroachment permit.

The proposed development should not add significant amounts of traffic to the area. No additional improvements to the area roadways are recommended as part of this development.

Technical Review Team Review

The Preliminary Plat submittal has been reviewed by the Technical Review Team (TRC). After this review, all reviewers except for E911 Addressing, denied the proposal. SCDOT stated "No Review Done". The application for the preliminary plat only consisted of a 1-page submittal. For many departments, there was not enough information provided to comment. The Planning Department has left an extensive list of comments to be addressed before staff can consider approval. The "Not Approved Letter" is attached to the staff report.

STAFF RECOMMENDATION:

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

1. Outstanding TRC/Evolve comments.
2. Outstanding TIA comments

ATTACHMENTS:

1. Location Map/ Zoning Map
2. Preliminary Plat Application
3. Preliminary Plat
4. TIA Redlined
5. TRC Comments Letter

STAFF CONTACT:

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

SD-2024-1869 Barberville Commercial

OSP

NIGHTHAWK

JUMPROCK

IVEY

DUNLIN

CECIL JONES

JOANNA

BAYNESWOOD

CLEM'S BRANCH

RISE

MDR

STILLWATER

BARBERVILLE

WOODVILLE

SOUTHWINDS

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KESWICK

RAYLEN

WESTW

York County



Planning Department

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

MAJOR SUBDIVISION PRELIMINARY PLAT

WHEN TO USE THIS PROCESS:

Use the attached checklist for subdivisions that

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

APPLICATION AND APPROVAL PROCESS

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

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

SUBMIT THE FOLLOWING ITEMS FOR PLAN REVIEW:

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

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

PROJECT INFORMATIONProject Address/Location: 9831 Barberville Road and Adjacent Property (No Assigned Address)Tax Map ID/Parcel No.: 0006-00-057.00 and 0006-00-058.00Project Description: Commercial Business Park with Private Road and 8 developable lotsApplicant Name: Moody Group (Jan Ringeling)Address: 10700 Sikes Place, Suite 280 Charlotte NC 28277Phone: 704.490.3872 Email: jan@moodyre.comProperty Owner Name: (1) Barberville Developers LLC / (2) Martin Senior and AssociatesAddress: 3007 Cedric Court | Fort Mill, SC 29715 226 Baldwin Avenue | Charlotte, NC 28204Phone: 704.490.3872 Email: Jan@moodyre.com**Other Project Contacts**Name: OAK Engineering, PLLC (Greg Welsh, PE)Address: 4929 Monroe Road | Charlotte NC 28205Phone: 704.989.4046 Email: greg@oak.engineering

Name: _____

Address: _____

Phone: _____ Email: _____

Applicant Signature: _____

DocuSigned by:

 8AC02FB5E9784A4
 Moody Group

Date: 5/20/2024

(1) Owner Signature: _____

DocuSigned by:

 0273F80C0734E9
 Barberville Developers, LLC

Date: 5/20/2024

(2) Owner Signature: _____

DocuSigned by:

 0044902A1C3E3
 Martin Senior and Associates

Date: 5/20/2024

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

PRELIMINARY PLAT CHECKLIST

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

GENERAL PROJECT INFORMATION:

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

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

EXISTING CONDITIONS:

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

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

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

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

ENVIRONMENTAL CONSIDERATIONS:

ENVIRONMENTALLY SENSITIVE LANDS

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

TREE RETENTION

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

LANDSCAPING

- Show landscaping for required site landscaping areas.

OPEN SPACE

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

INFRASTRUCTURE CONSIDERATIONS:**GRADING, STORMWATER, AND UTILITY SYSTEM**

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

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

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

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

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

LOT DESIGN

Identify a lot configuration that complies with the following standards.

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

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

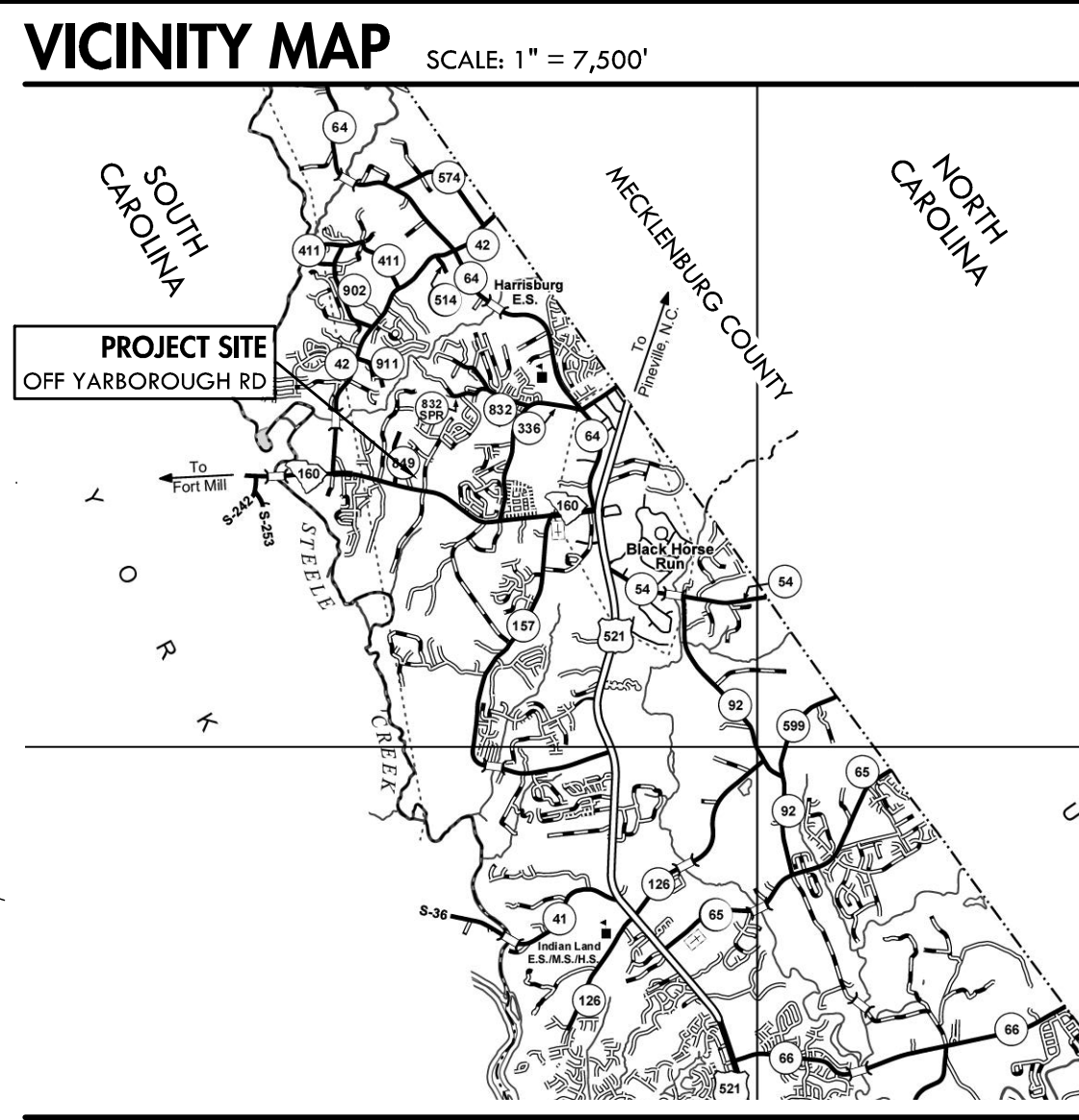
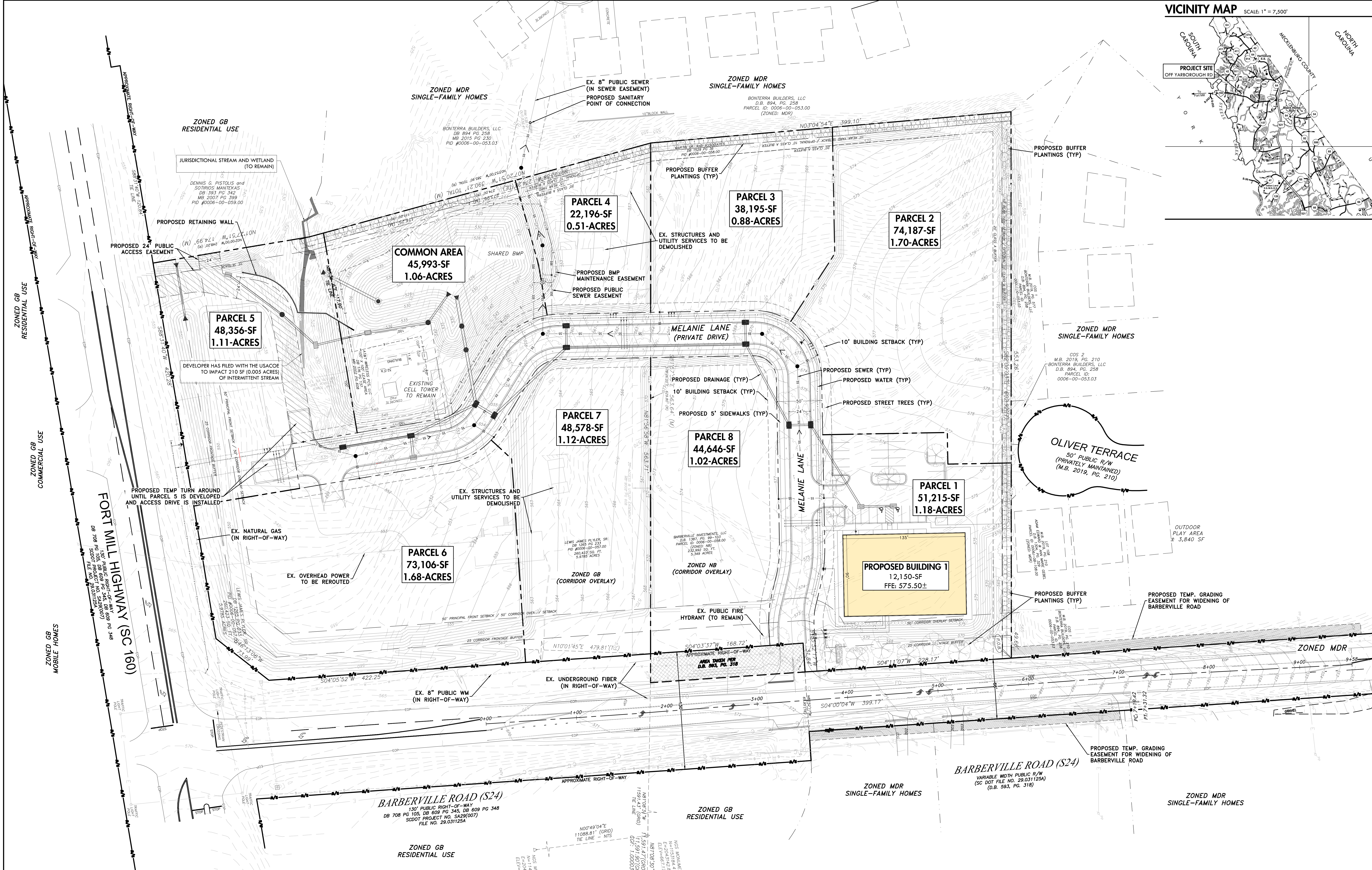
USE-SPECIFIC STANDARDS

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

OVERLAY DISTRICTS

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

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



MAJOR SUBDIVISION DATA

PID 0006-00-058.00: 5.3509 ACRES
PID 0006-00-057.00: 5.9785 ACRES
TOTAL DEVELOPMENT: 11.3294

THE DEVELOPMENT IS NOT LOCATED WITHIN THE 100-YEAR FLOOD ZONE

THERE ARE NO KNOWN EXISTING OR PLANNED PUBLIC PARKS, SCHOOLS, GREENWAYS, TRAILS, OR OTHER MAJOR PUBLIC AMENITY LOCATED WITHIN 1/2 MILE OF THE DEVELOPMENT SITE

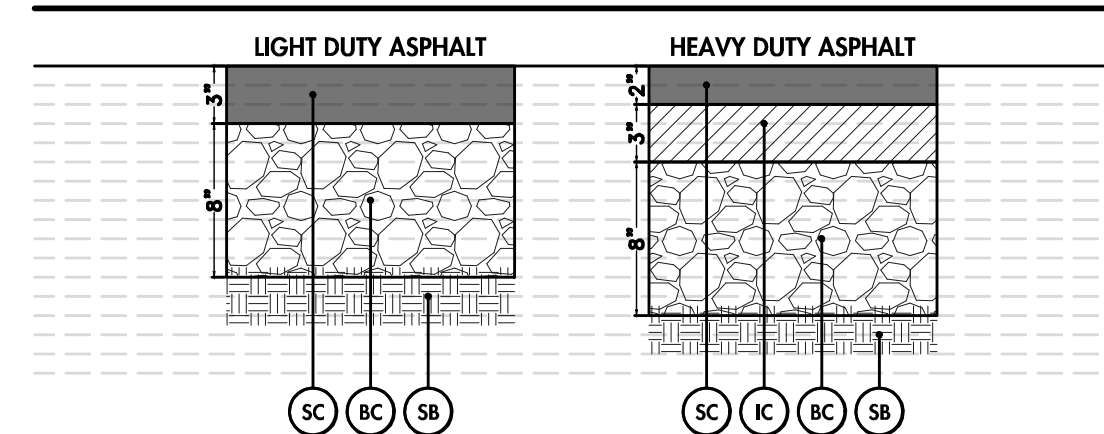
OPEN SPACE IS NOT REQUIRED FOR GB AND NB ZONING DISTRICTS

DEVELOPER CONTACT:
MOODY GROUP (JAN RINGELING)
10700 SIDES PLACE, SUITE 280
CHARLOTTE, NC 28277

PARKING REQUIREMENTS

PARCEL 1 VEHICLE PARKING	
BUILDING SIZE:	12,150-SF
USE:	EDUCATIONAL; GENERAL COMMERCIAL; PROFESSIONAL SERVICES (MEDICAL)
PARKING REQUIREMENT:	1 SPACE PER 1,000 SF OF EDUCATIONAL 1 SPACE PER 250 SF OF GENERAL COMMERCIAL 1 SPACE PER 250 SF OF PROFESSIONAL SERVICES (MEDICAL) 1 SHORT-TERM BIKE SPACE PER 10,000 SF GROSS FLOOR AREA (3 MINIMUM) 1 LONG-TERM BIKE SPACE PER 5,000 SF GROSS FLOOR AREA
REQUIRED PARKING:	27 SPACES TOTAL EDUCATIONAL 7,500 SF / 1000 = 8 SPACES GENERAL COMMERCIAL (RETAIL) 4,650 SF / 250 = 19 SPACES SHORT-TERM BIKE SPACES = 3 SPACES LONG-TERM BIKE SPACES = 3 SPACES
PROVIDED PARKING:	29 SPACES (INCLUDING 2 ACCESSIBLE SPACES) 3 SHORT-TERM BIKE SPACES 3 LONG-TERM BIKE SPACES (IN BUILDING)

PAVEMENT SECTIONS

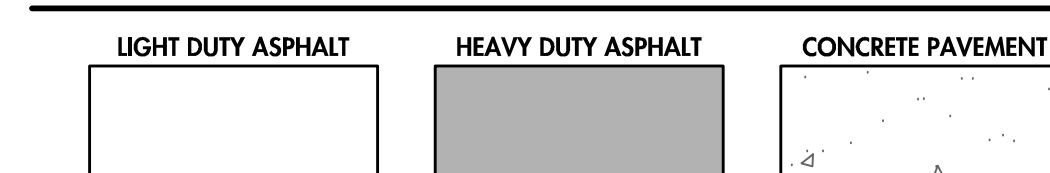


- NOTES:
- CONFIRM WITH GEOTECHNICAL ENGINEER FOR PAVEMENT SECTIONS AND SUBGRADE. NOTIFY ENGINEER IN CASE OF CONFLICT.
 - PROVIDE CONSTRUCTION JOINTS PER ACT AND/OR GEOTECHNICAL ENGINEER RECOMMENDATIONS (CONCRETE PAVEMENT ONLY).
 - CALLOUT JOINTS AT APRONS

SITE KEYS

- 1'-6" CURB & GUTTER
- 4-INCH WHITE THERMOPLASTIC STRIPPING
- 4-INCH THICK CONCRETE PEDESTRIAN SIDEWALK
- PEDESTRIAN RAMP WITH DETECTABLE WARNING STRIP
- ACCESSIBLE PARKING SIGN
- ACCESSIBLE PARKING SIGN (VAN)
- DEPRESSED CONCRETE SIDEWALK WITH ACCESSIBLE RAMPS (MAX. 12:1)
- NEW LIGHT DUTY PAVEMENT (SEE SECTION, THIS SHEET)
- NEW HEAVY DUTY PAVEMENT (SEE SECTION, THIS SHEET)
- NEW INVERTED "U" RACK FOR BICYCLE PARKING
- NEW 6" BLACK ALUMINUM DECORATIVE FENCE WITH GATE

PAVEMENT HATCH LEGEND



BARBERVILLE COMMERCIAL

9331 & 9901 BARBERVILLE ROAD
LANCASTER COUNTY, SOUTH CAROLINA
MOODY GROUP

PRELIMINARY PLAT

REVISIONS:

ENGINEER: LB
DRAWN BY: ERT
CHECKED BY: GTW
PROJECT #: 023.011

C7.0
SHEET 1 OF 1

OAK ENGINEERING
4929 MOORE ROAD, CAROLINA, NC 28205
SOUTH CAROLINA, COA #5505
oak-engineering.com

PE SEAL:
[Stamp]
05/16/2024

CORPORATE SEAL:
[Stamp]
OAK ENGINEERING, LLC
No. 5689

SCALE: 1" = 40'

TRAFFIC IMPACT STUDY

for the

Barberville Road Development

Located in

Lancaster County, South Carolina

Prepared for

Moody Holdings & Development

Prepared by

Ramey Kemp Associates, Inc.

Moving forward.



June 2023
RKA Project #23126

TRAFFIC IMPACT STUDY

for the

Barberville Road Development

Located in

Lancaster County, South Carolina

Prepared for

Moody Holdings & Development
6201 Fairview Rd, Ste 200
Charlotte, North Carolina 28210

Prepared by

Ramey Kemp Associates, Inc.
1411 Gervais Street, Suite 150
Columbia, South Carolina 29201

Moving forward.



June 2023
RKA Project #23126

draft - not signed yet

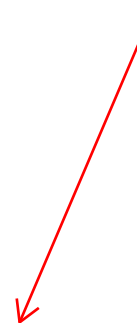


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- B) Traffic Count Data
- C) Traffic Volume Development Worksheets and ITE Trip Generation Worksheets
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- E) Capacity Analysis

EXECUTIVE SUMMARY

A traffic impact study was conducted for the proposed Barberville Road development in accordance with SCDOT guidelines. The development is located west of Barberville Road (S-29-42) and north of SC 160 in Lancaster County, South Carolina. The development is proposed to consist of a roughly 120 student school/daycare center, 18,000 SF of retail space and 8,000 SF of office space. The site will have one access on Barberville Road, with internal connections to adjacent parcels.

Based on the anticipated build out volumes, a northbound left turn lane is warranted and recommended on Barberville Road at the access point. An auxiliary southbound right turn lane is not warranted. The site access should include one ingress and two egress lanes (50' storage) and should be designed to provide proper sight distances and meet SCDOT design criteria.

With construction of the project, Barberville Road & Harbor Bay Drive should continue to function adequately.

The intersection of Fort Mill Highway (SC 160) at Barberville Road expected to experience delays with or without the development. Lancaster County guidelines specify that if the LOS on a principal arterial is below LOS D, then the TIS "shall identify those improvements required to ensure that development related traffic demands result in no net reduction in LOS, and identify additional improvements needed to raise the level of service on the applicable street to the adopted LOS standard."

The signalized Fort Mill Highway & Barberville Road intersection currently operates as an LOS E and is expected to reach LOS F in the No Build conditions. Auxiliary turn lanes are already present on SC 160 and on southbound Barberville Road. Raising the level of service on the Fort Mill Highway (SC 160) at Barberville Road to a LOS D would require additional eastbound and westbound through lanes along SC 160, along with signal timing optimization. TIS's for the background developments (2,000+ residential units) did not recommend widening SC 160 as part of the background conditions. ✓

The proposed development should not add significant amounts of traffic to the area. No additional improvements to the area roadways are recommended as part of this development.

1. INTRODUCTION

The purpose of this report is to document a traffic impact study for the proposed Barberville Road development in accordance with SCDOT guidelines. This report summarizes the procedures and findings of the traffic impact study. Traffic scoping documentation is provided in Appendix A.

1.1. Project Background

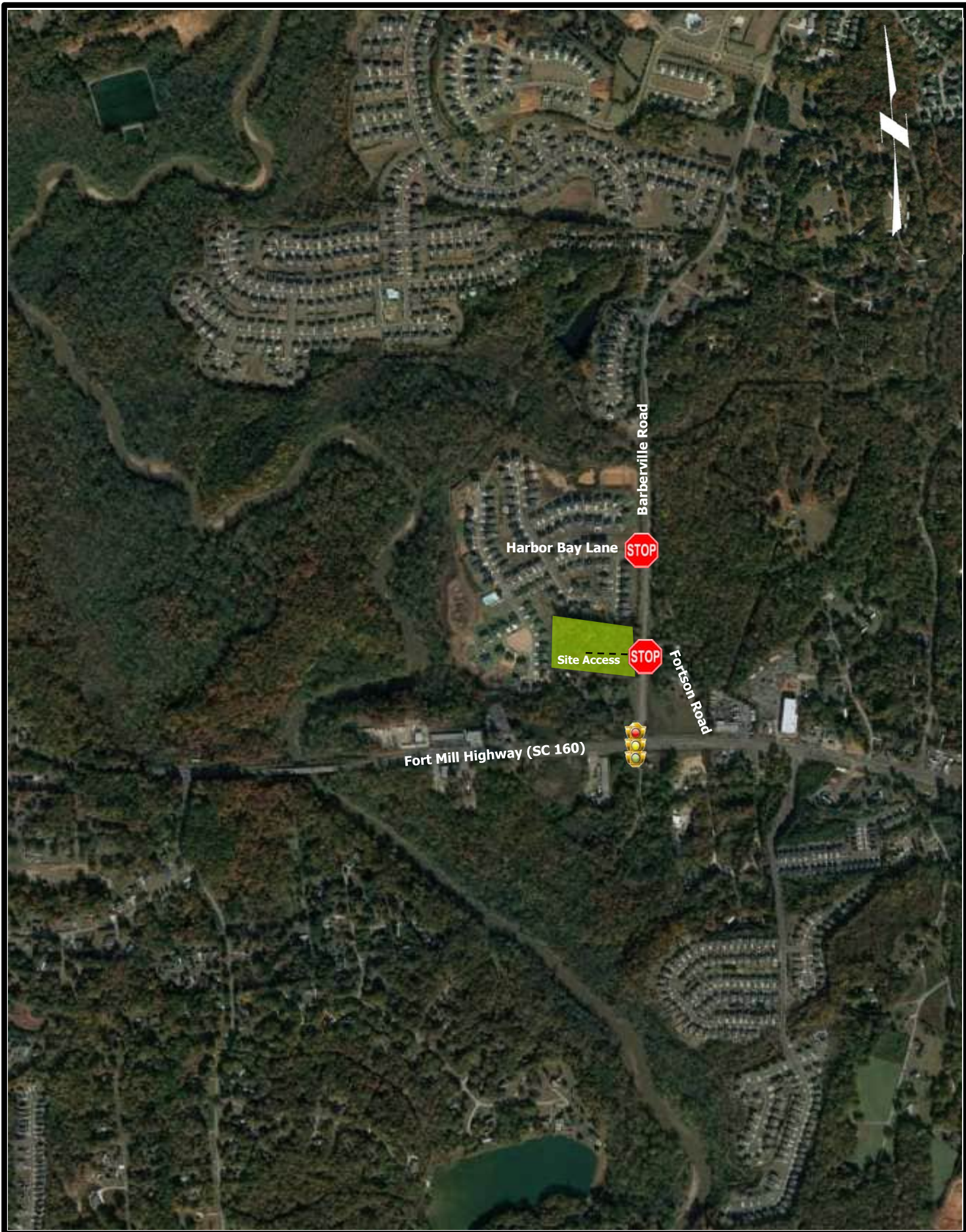
The development is located west of Barberville Road (S-29-42) and north of SC 160 in Lancaster County, South Carolina. The development is proposed to consist of a roughly 120 student school/ daycare center, 18,000 SF of retail space and 8,000 SF of office space. The site will have one access on Barberville Road, with internal connections to adjacent parcels.

The traffic impact study considers the weekday AM peak period (between 7:00 AM and 9:00 AM) and the weekday PM peak period (between 4:00 PM and 6:00 PM) as the study time frames. The following intersections are studied:

- Fort Mill Highway (SC 160) & Barberville Road (S-29-42)/ Stock Lane
- Barberville Road (S-29-42) & Harbor Bay Drive
- Barberville Road (S-29-42) & Fortson Road /Site Access

Future-year analyses assume 2026 conditions as the Build scenario. Figure 1 shows the location of the project site, and Figure 2 illustrates the conceptual site plan.

Assuming Build + 1 year ? to
meet Lancaster UDO



Moving forward.



Dewberry
Engineering Inc.
10000 North Central
Ave., Suite 100
Dallas, TX 75243
(214) 343-7000
www.dewberry.com

CONCEPT DRAWING
BARBERVILLE ROAD
DAYCARE

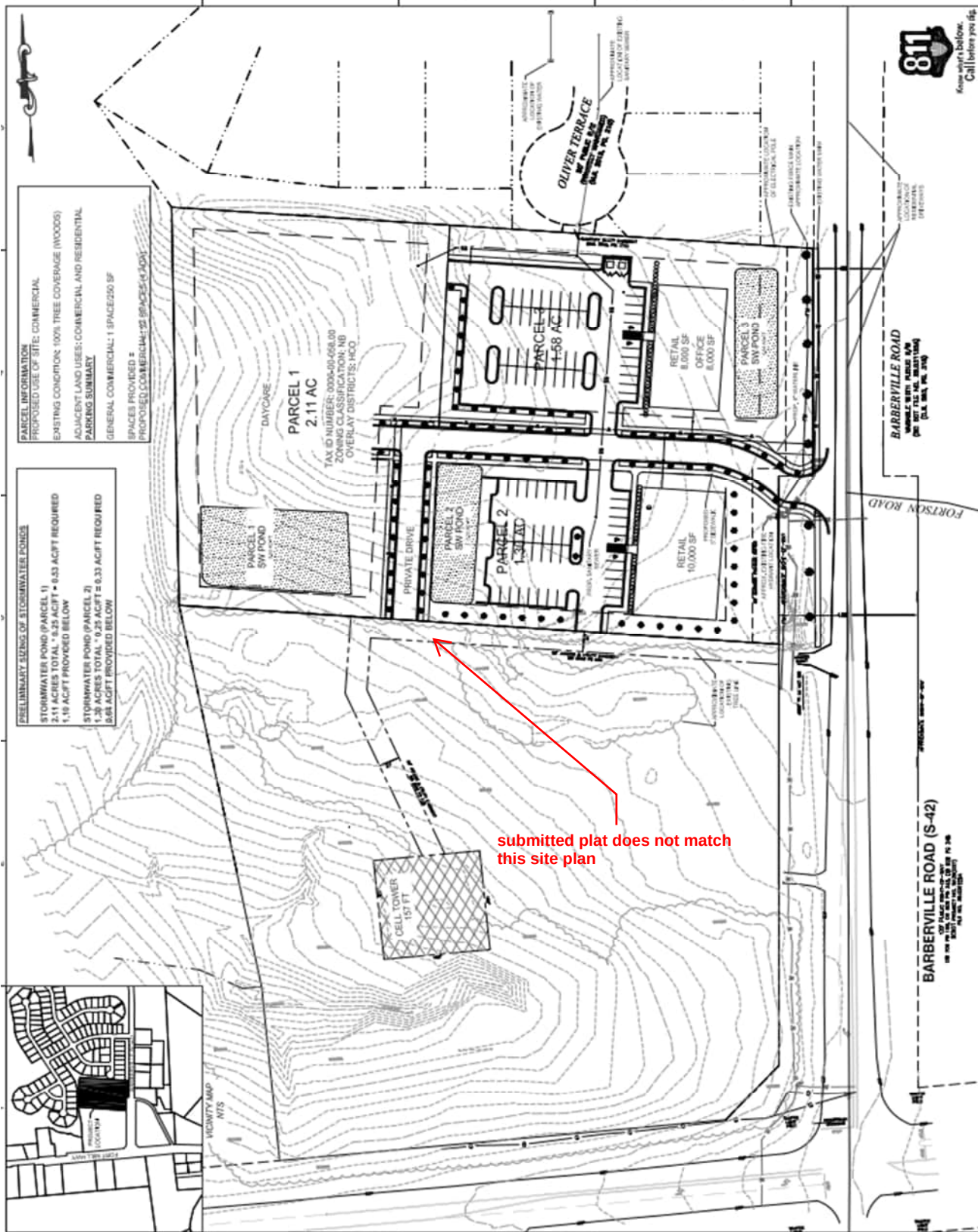
PRELIMINARY NOT
FOR CONSTRUCTION

SCALE: 1" = 40'

NO.	DATE	BY	DESCRIPTION
1	01/11/2011	ADP	ISSUED FOR REVIEW
2	01/11/2011	ADP	REVISED
3	01/11/2011	ADP	REVISED
4	01/11/2011	ADP	REVISED
5	01/11/2011	ADP	REVISED
6	01/11/2011	ADP	REVISED
7	01/11/2011	ADP	REVISED
8	01/11/2011	ADP	REVISED
9	01/11/2011	ADP	REVISED
10	01/11/2011	ADP	REVISED

CONCEPTUAL
SITE PLAN

CSP-01



submitted plat does not match
this site plan

Moving forward.



Barberville Road TIS - Traffic Impact Study

Figure 2 - Conceptual Site Plan

Page 3

1.2. Existing Roadway Conditions

A review of the existing roadway conditions in the study area was conducted and is summarized in Table 1. Figure 3 illustrates the existing lane geometry.

Table 1 – Street Inventory

Facility Name	Route #	Typical Cross Section	Posted Speed Limit	Maintained By	2021 AADT
Fort Mill Highway	SC 160	3-lane undivided (TWLTL)	45 MPH	SCDOT	15,200 ¹
Barberville Road	S-29-42	2-lane undivided	40 MPH	SCDOT	7,900 ²
Stock Lane	N/A	2-lane undivided	N/P	Local	N/A
Harbor Bay Drive	N/A	2-lane undivided	N/P	Local	N/A
Fortson Road	N/A	2-lane undivided	N/P	Local	N/A

¹SCDOT Count Station 29-0163; ²SCDOT Count Station 29-0195

1.3. Existing Traffic Count

Vehicle turning movement counts were collected in May 2023 for the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) at the following intersections:

- Fort Mill Highway (SC 160) & Barberville Road (S-29-42)/ Stock Lane
- Barberville Road (S-29-42) & Harbor Bay Drive

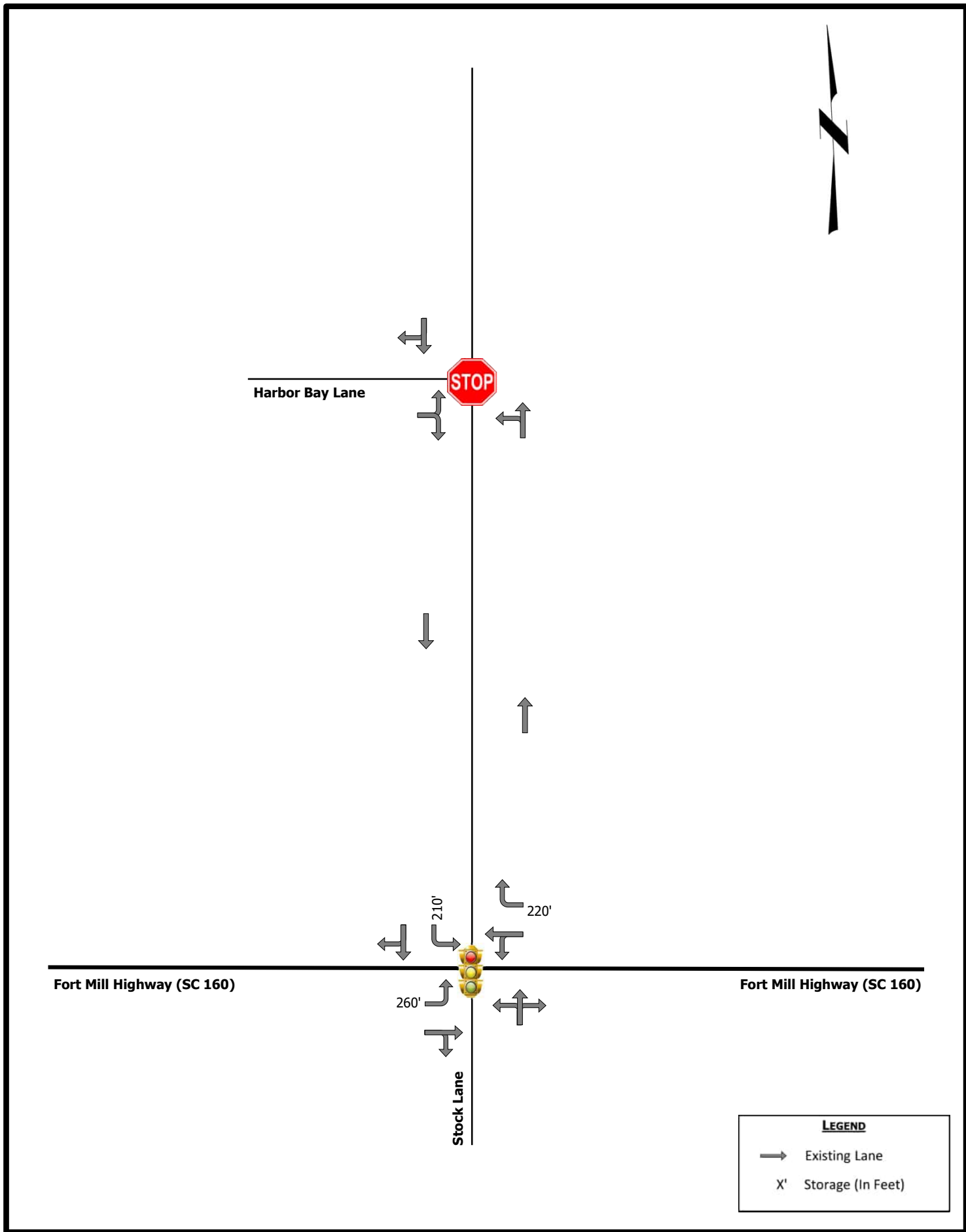
why are counts a year old?

All counts were conducted while the local school district was in session. The 2023 raw traffic volumes are provided in Appendix A. Existing traffic volumes are illustrated in Figure 4.

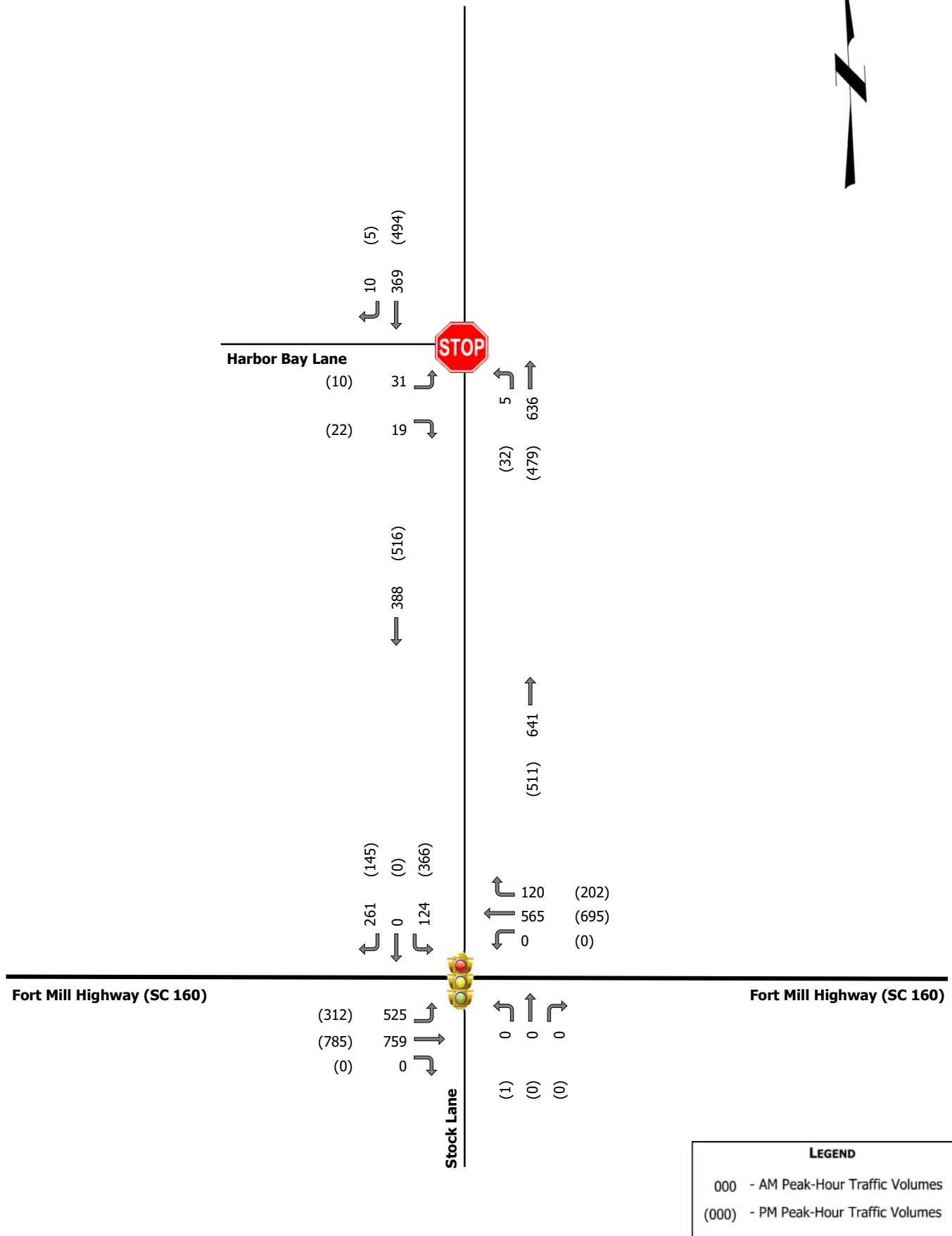
1.4. Driveway Location

The development is expected to provide one (1) full access driveway on Barberville Road. The proposed site Access is located approximately 670 feet north of Fort Mill Highway.

The proposed driveways appear to meet the SCDOT ARMS spacing requirements.



Moving forward.



2. PROJECT TRAFFIC

2.1. Proposed Land Uses

The Barberville Road development is proposed to contain a 120 student school/daycare center, with additional parcels that are envisioned to include approximately 18,000 SF of retail space and 8,000 SF of office space. The project site is currently vacant.

2.2. Trip Generation Estimates

The trip generation potential was estimated using information contained in ITE's *Trip Generation Manual*, 11th Edition (2021) for land use code (LUC) 565 – Day Care Center, (LUC) 822 Strip Retail Plaza and (LUC) 712 – Small Office Building . The trip generation estimates for the weekday daily, the weekday AM peak-hour of the adjacent street, and the weekday PM peak-hour of the adjacent street time periods are shown in Table 2.

Table 2 – Trip Generation Estimates

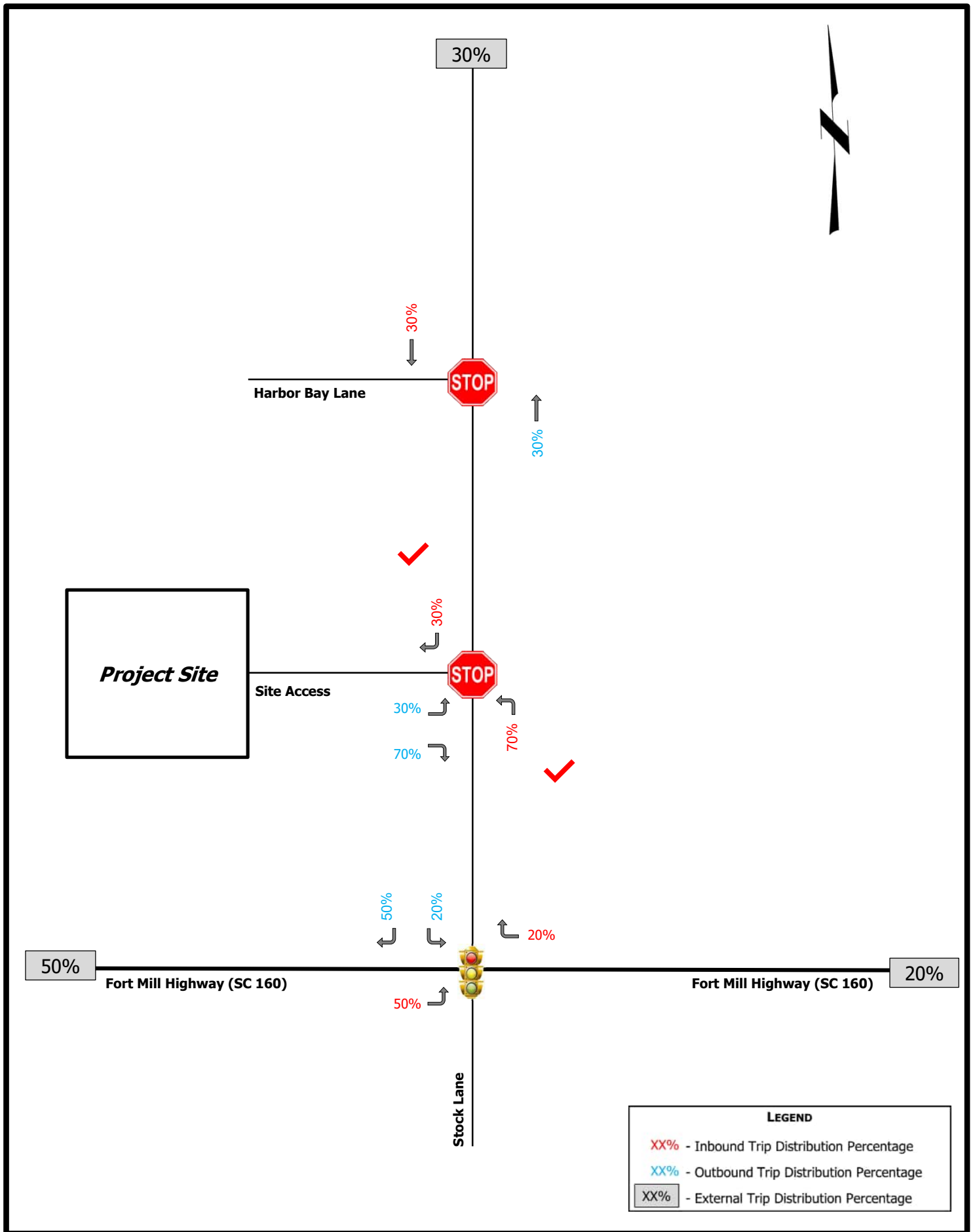
Land Use	ITE LUC	Size	Unit	Daily Traffic	AM Peak			PM Peak		
					Enter	Exit	Total	Enter	Exit	Total
Day Care Center	565	120	Student	474	46	42	88	40	46	86
Strip Retail Plaza	822	18	KSF	989	25	17	42	59	59	118
Small Office Building	712	8	KSF	115	11	2	13	6	11	17
Net New External Trips					82	61	143	105	116	221
LUC-565 Daily Trips: $T=3.56(X)+47.23$ (50% In; 50% Out) AM Peak Hour Trips: $T=0.66(X)+8.42$ (53% In; 47% Out) PM Peak Hour Trips: $\ln(T)=0.87 \ln(X)+0.29$ (47% In; 53% Out)										
LUC-822 Daily Trips: $T=42.20(X)+229.68$ (50% In; 50% Out) AM Peak Hour Trips: $\ln(T)=0.66 \ln(X)+1.84$ (60 In; 40% Out) PM Peak Hour Trips: $\ln(T)=0.71 \ln(X)+2.72$ (50% In; 50% Out)										
LUC-712 Daily Trips: $T=14.39(X)$ (50% In; 50% Out) AM Peak Hour Trips: $T=1.67(X)$ (82% In; 18% Out) PM Peak Hour Trips: $T=2.16(X)$ (34% In; 66% Out)										

2.3. Trip Distribution & Assignment

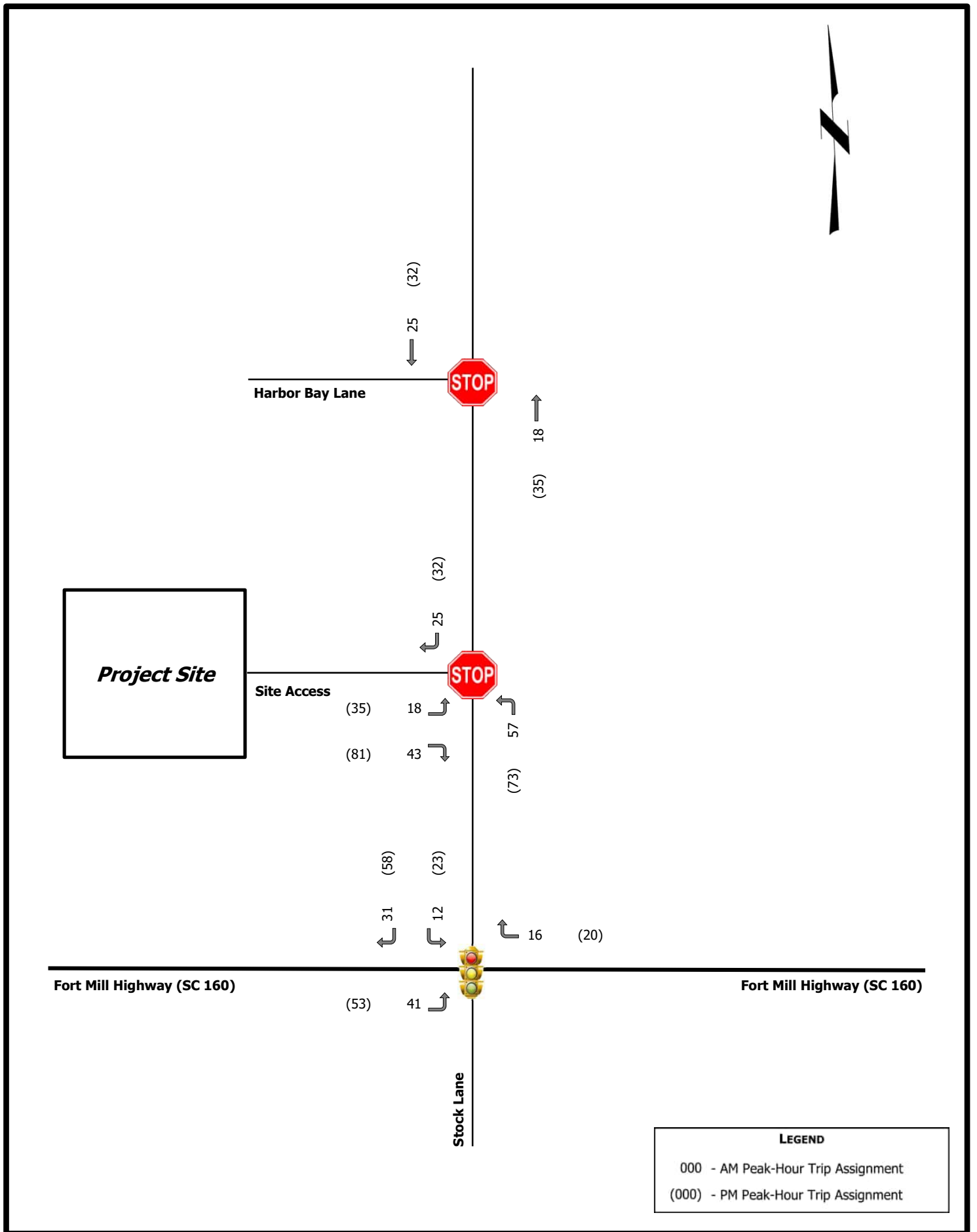
New external traffic expected to be generated was distributed and assigned to the roadway network based on the existing patterns and surrounding land uses. The general distribution of new external project trips was assumed to be:

- ✓ • 70% to/from the south via Barberville Road and
- ✓ • 30% to/from the north via Barberville Road

The directional distribution assumptions are shown in Figure 5. The assignment of the project traffic is shown in Figure 6.



Moving forward.



Moving forward.

3. TRAFFIC VOLUME DEVELOPMENT

3.1. Future No-Build Traffic Volumes

establish growth rate - should use more years of ADT data which SCDOT website should have 5-10 years however did include significant amount of background traffic that attributes to the growth

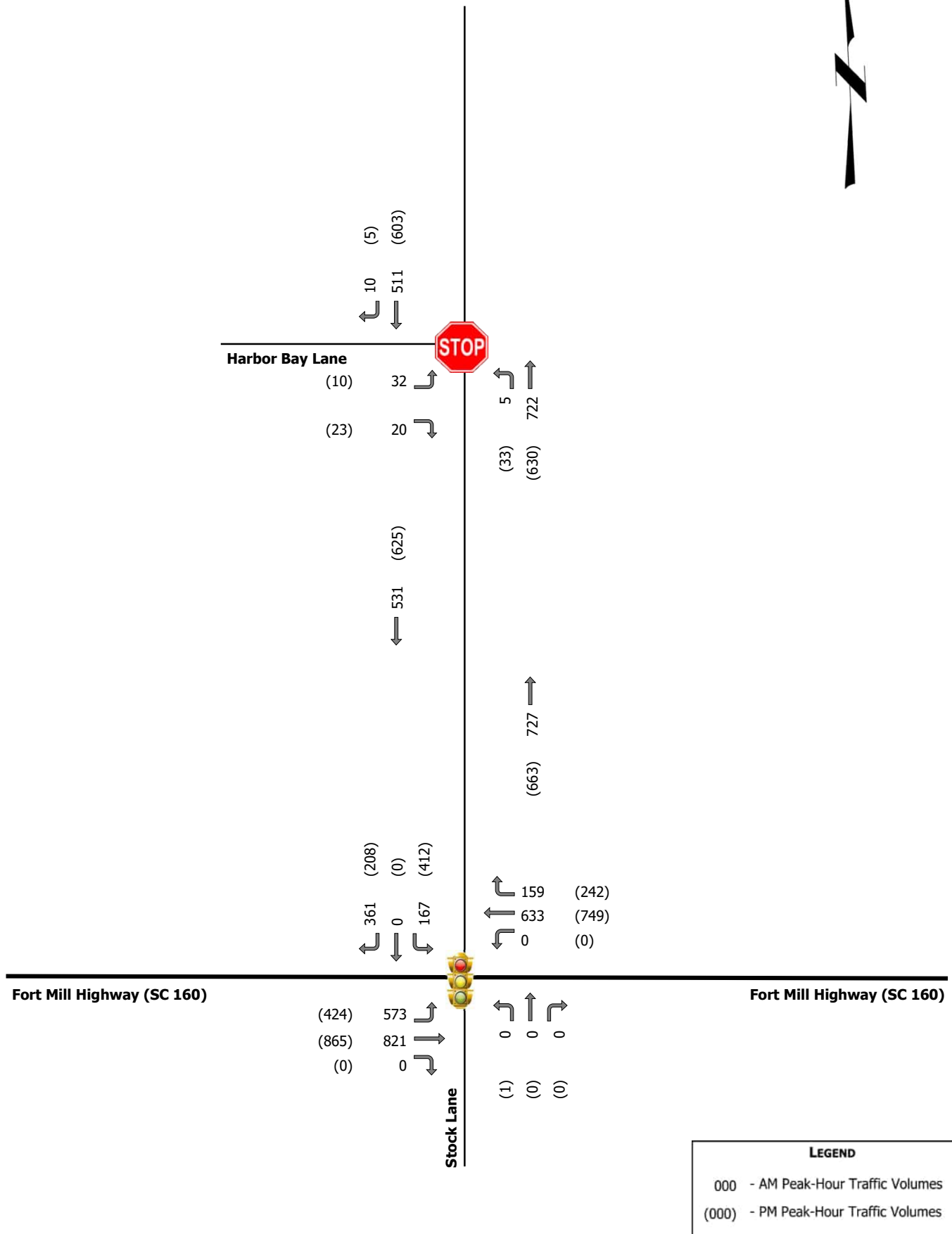
To develop an annual background growth rate for use in the analysis, count data was reviewed from the years 2017 to 2020 at SCDOT Count Station 29-0163 and 29-195. Reviewing the historic growth and observing the growth pattern in the surrounding area, a 1.0% annual growth was adopted for this study. This annual growth rate was utilized to develop the 2026 No-Build traffic volumes.

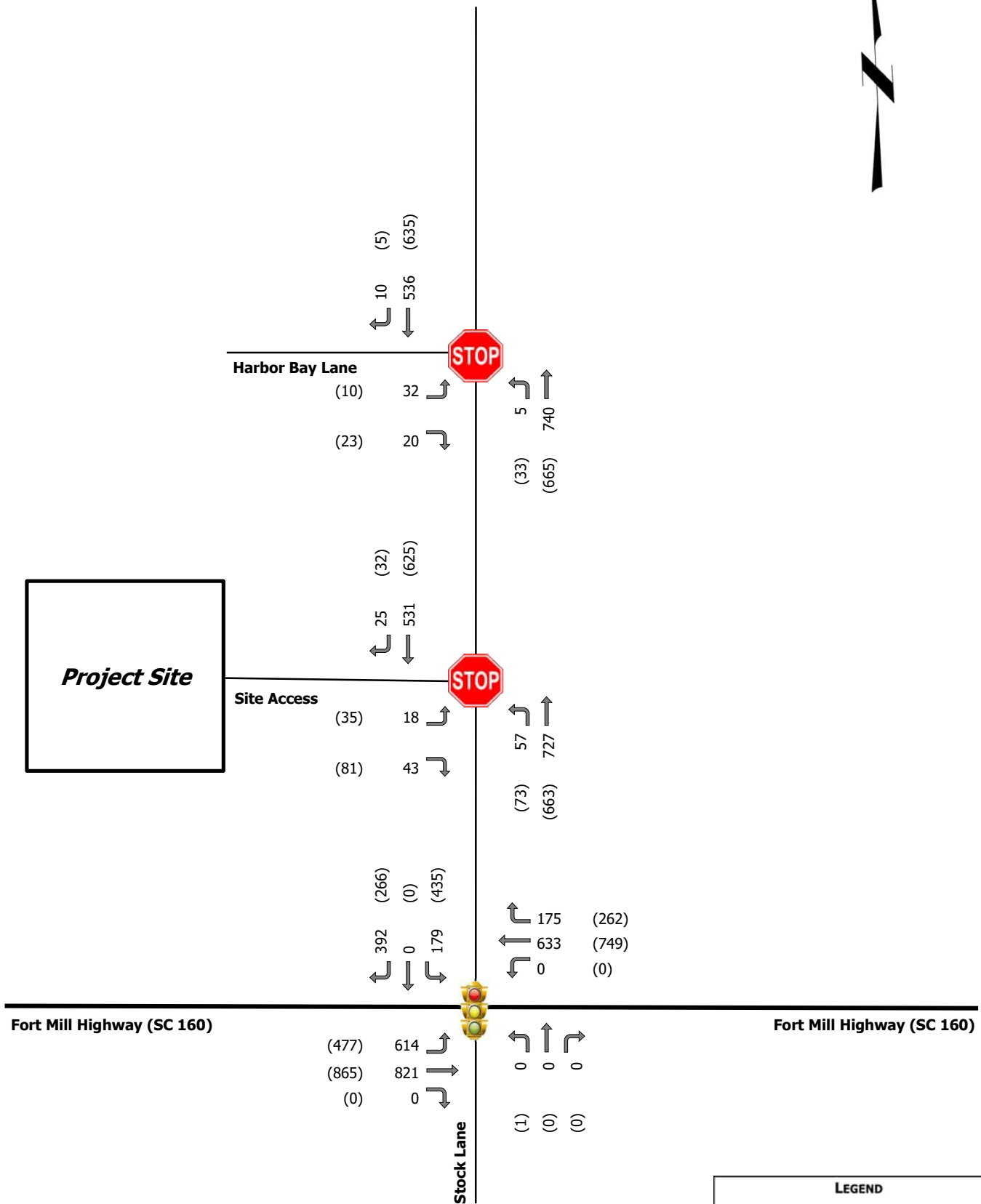
Several vested developments were considered for the study area. Site traffic from the Lodges at Indian Land, Harrisburg Road Residential (Sugar Creek), Redwood Apartments, Pettus Pond, Patterson Preserve and Patterson Lane Apartments were included in the vested trips. The vested projects include a total of 2,014 residential units expected to be completed before the Barberville Road development build out. None of the Traffic Impact Studies for these developments recommended any improvements to the Fort Mill Highway (SC 160) at Barberville Road.

The site trips from the vested developments are provided in Appendix A. The 2026 No-Build volumes are illustrated in Figure 7.

3.2. Build Out Traffic Volumes

The site generated traffic volumes were added to the 2026 No-Build traffic volumes to determine the 2026 Build volumes. The 2026 Build volumes are illustrated in Figure 8. Volume development worksheets are included in Appendix B.





4. TRAFFIC IMPACT ANALYSIS

4.1. Turn-Lane Analysis

Auxiliary turn-lane analyses were conducted using the 2026 Build volumes. Turn-lane analyses were considered based on the SCDOT Roadway Design Manual (RDM) Section 9.5.1.

Based on the anticipated build out volumes, a northbound left turn lane is warranted and recommended on Barberville Road at the access point. An auxiliary southbound right turn lane is not warranted. The site access should be designed to provide proper sight distances and meet SCDOT design criteria.

Turn-lane analyses are provided in Appendix D.

4.2. Intersection LOS Analysis

Intersection analyses were conducted for the study intersections considering 2023 Existing conditions, 2026 No-Build conditions, and 2026 Build conditions. This analysis was conducted using the Transportation Research Board's *Highway Capacity Manual 6th Edition (HCM 6th Edition)* methodologies of the *Synchro*, Version 11 software.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays and are generally considered undesirable. Table 3 summarizes the *HCM 6th Edition* control delay thresholds associated with each LOS grade for unsignalized and signalized intersections.

Table 3 – HCM 6th Edition LOS Criteria for Unsignalized and Signalized Intersections

Unsignalized Intersections		Signalized Intersections	
LOS	Control Delay per Vehicle (seconds)	LOS	Control Delay per Vehicle (seconds)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 15	B	> 10 and ≤ 20
C	> 15 and ≤ 25	C	> 20 and ≤ 35
D	> 25 and ≤ 35	D	> 35 and ≤ 55
E	> 35 and ≤ 50	E	> 55 and ≤ 80
F	> 50	F	> 80

As part of the intersection analysis, SCDOT's default *Synchro* parameters were utilized. A constant PHF of 0.92 was applied for future year analysis. Existing heavy vehicle percentages were utilized for all analysis scenarios, with a minimum percentage of 2% considered.

Using the *Synchro* software, intersection analyses were conducted for the weekday AM peak-hour and weekday PM peak-hour time periods. A 150-foot storage northbound left turn lane was analyzed in the build conditions at the site access. The results of the intersection analyses are summarized in Table 4.

Table 4 - Unsignalized and Signalized Intersection Analysis Results

Intersection	Approach	LOS/Delay (seconds)					
		2023 Existing Conditions		2026 No-Build Conditions		2026 Build Conditions	
		AM	PM	AM	PM	AM	PM
Fort Mill Highway (SC 160) & Barberville Road (Signalized)	EB	C/34.9	C/19.2	E/66.7	C/34.0	E/76.3	D/39.6
	WB	C/20.3	C/27.4	E/64.6	F/148.5	D/51.9	F/168.0
	NB	A/0.0	E/75.5	A/0.0	F/88.7	A/0.0	F/88.7
	SB	E/70.4	F/198.9	F/84.3	F/86.2	F/105.8	F/99.2
	Overall	D/36.5	E/58.8	E/69.5	F/84.3	E/75.7	F/95.8
Barberville Road & Harbor Bay Drive (Unsignalized)	EB ¹	C/19.4	C/15.9	C/26.5	C/20.1	D/27.8	C/21.5
	NB ²	A/8.2	A/8.6	A/8.6	A/9.0	A/8.7	A/9.2
Barberville Road & Site Access (Unsignalized)	EB	--	--	--	--	C/20.3	D/26.9
	NB ²	--	--	--	--	A/8.9	A/9.5

¹LOS for major street left-turn movement; ²LOS for minor street approach

With construction of the project, Barberville Road & Harbor Bay Drive should continue to function adequately. The site access should include one ingress and two egress lanes (50' storage).

The intersection of Fort Mill Highway (SC 160) at Barberville Road expected to experience delays with or without the development. Lancaster County guidelines specify that if the LOS on a principal arterial is below LOS D, then the TIS "shall identify those improvements required to ensure that development related traffic demands result in no net reduction in LOS, and identify additional improvements needed to raise the level of service on the applicable street to the adopted LOS standard."

The signalized Fort Mill Highway & Barberville Road intersection currently operates as an LOS E, and is expected to reach LOS F in the No Build conditions. Auxiliary turn lanes are already present on SC 160 and on southbound Barberville Road. To raise the level of service on the Fort Mill

Highway (SC 160) at Barberville Road to a LOS D, additional eastbound and westbound through lanes along SC 160 would be required, along with signal timing optimization.

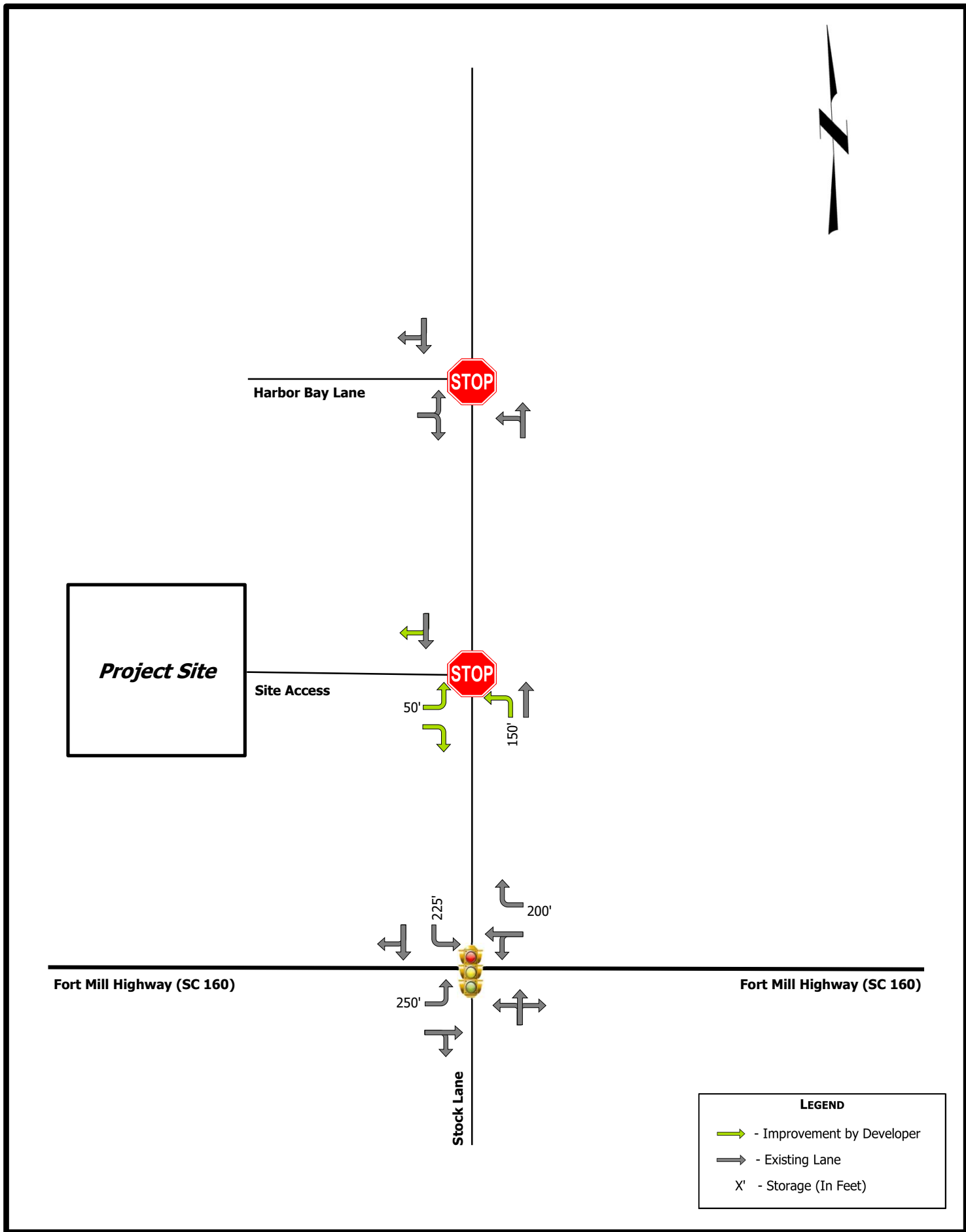
TIS's for the background developments (2,000+ residential units) did not recommend widening SC 160 as part of the background conditions. The proposed development should not add significant amounts of traffic to the area. No additional improvements to the area roadways are recommended as part of this development.

If SC 160 were widened to provide a four-lane section, the LOS would be as shown in Table 5.

Table 5 - Unsignalized and Signalized Intersection Analysis Results

Intersection	Approach	LOS/Delay (seconds)	
		2026 Build Improved Conditions	
		AM	PM
Fort Mill Highway (SC 160) & Barberville Road (Signalized)	EB	C/34.5	C/27.5
	WB	C/28.6	C/33.5
	NB	A/0.0	F/88.7
	SB	E/77.8	E/73.3
	<i>Overall</i>	<i>D/41.6</i>	<i>D/40.0</i>

Figure 9 shows the recommended lane configuration for the Build (2026) condition. A capacity analysis summary is provided in Appendix D.



Moving forward.

5. SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact study was conducted for the proposed Barberville Road development in accordance with SCDOT guidelines. The development is located west of Barberville Road (S-29-42) and north of SC 160 in Lancaster County, South Carolina. The development is proposed to consist of a roughly 120 student school/daycare center, 18,000 SF of retail space and 8,000 SF of office space. The site will have one access on Barberville Road, with internal connections to adjacent parcels.

Based on the anticipated build out volumes, a northbound left turn lane is warranted and recommended on Barberville Road at the access point. An auxiliary southbound right turn lane is not warranted. The site access should include one ingress and two egress lanes (50' storage) and should be designed to provide proper sight distances and meet SCDOT design criteria. ✓

With construction of the project, Barberville Road & Harbor Bay Drive should continue to function adequately.

The intersection of Fort Mill Highway (SC 160) at Barberville Road expected to experience delays with or without the development. Lancaster County guidelines specify that if the LOS on a principal arterial is below LOS D, then the TIS "shall identify those improvements required to ensure that development related traffic demands result in no net reduction in LOS, and identify additional improvements needed to raise the level of service on the applicable street to the adopted LOS standard."

The signalized Fort Mill Highway & Barberville Road intersection currently operates as an LOS E, and is expected to reach LOS F in the No Build conditions. Auxiliary turn lanes are already present on SC 160 and on southbound Barberville Road. Raising the level of service on the Fort Mill Highway (SC 160) at Barberville Road to a LOS D would require additional eastbound and westbound through lanes along SC 160, along with signal timing optimization. TIS's for the background developments (2,000+ residential units) did not recommend widening SC 160 as part of the background conditions. ✓

The proposed development should not add significant amounts of traffic to the area. No additional improvements to the area roadways are recommended as part of this development.

APPENDIX A

Traffic Scoping

Tahera Anjuman

From: Love, Allison C. <LoveAC@scdot.org>
Sent: Wednesday, March 29, 2023 12:43 PM
To: Tahera Anjuman
Cc: Gamble, David D.; Stephen Blackwelder
Subject: RE: Traffic Scoping for SC 160 and Barberville Road TIS Development

Good afternoon, Tahera.

I agree with the times for traffic counts. Please make sure they are recorded while school is in regular session, and not while school is out for spring break.

Please include these study intersections:

- Harbor Bay Drive/Barberville Road
- Site Access/Fortson Road
- Barberville Road/SC Highway 160/Stock Lane

Lancaster County staff can tell you about any developments in the area that have received site plan or preliminary plat approval, but have not been built.

It looks like the road into the adjacent subdivision to the north was stubbed as a cul-de-sac for connectivity between the neighborhood and this parcel. If that is the case, then the Department would support that connection, as the proposed commercial uses could be patronized by the residents without adding turn movements onto Barberville Road.

Thank you,
Allison

From: Tahera Anjuman <tanjuman@rameykemp.com>
Sent: Friday, March 24, 2023 9:11 AM
To: Love, Allison C. <LoveAC@scdot.org>
Subject: Traffic Scoping for SC 160 and Barberville Road TIS Development

*** 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. ***

Good Morning Allison,

I hope you are doing well. We have a request for a proposal near SC 160 and Barberville Road in Lancaster County. Please see attached site plan. The development is proposed to consist of a roughly 120 student school/daycare Center, with additional parcels that are envisioned to include approximately 18,000 SF of retail space and 8,000 SF of office space. I am assuming the following traffic count for the project between 7-9AM and 4-6PM should be sufficient. Please let me know your thoughts and what vested developments you would like us to consider for this project. If you have any other considerations or concerns, please do let me know. I appreciate your guidance.

- SC 160 & Barberville Road (S-29-42)

Thanks,

Tahera Anjuman

From: Chanda Kirkland <CKirkland@lancastersc.net>
Sent: Friday, May 19, 2023 1:05 PM
To: Tahera Anjuman
Cc: Stephen Blackwelder
Subject: RE: Traffic Scoping for SC 160 and Barberville Road TIS Development

You don't often get email from ckirkland@lancastersc.net. [Learn why this is important](#)

Good Morning Anjuman,

Below are vested projects that may need to be included in the study.

1. The Lodges Development consisting of multi-family apartments, townhomes and cottages.
2. Sugar Creek
3. Redwood
4. Pettus Pond
5. Patterson Preserve
6. Tapestry Patterson Lane Apartments

You can use our online project portal to search the above projects to hopefully get the information you need if no the engineer contact information is also listed. Hope this information helps.

Chanda

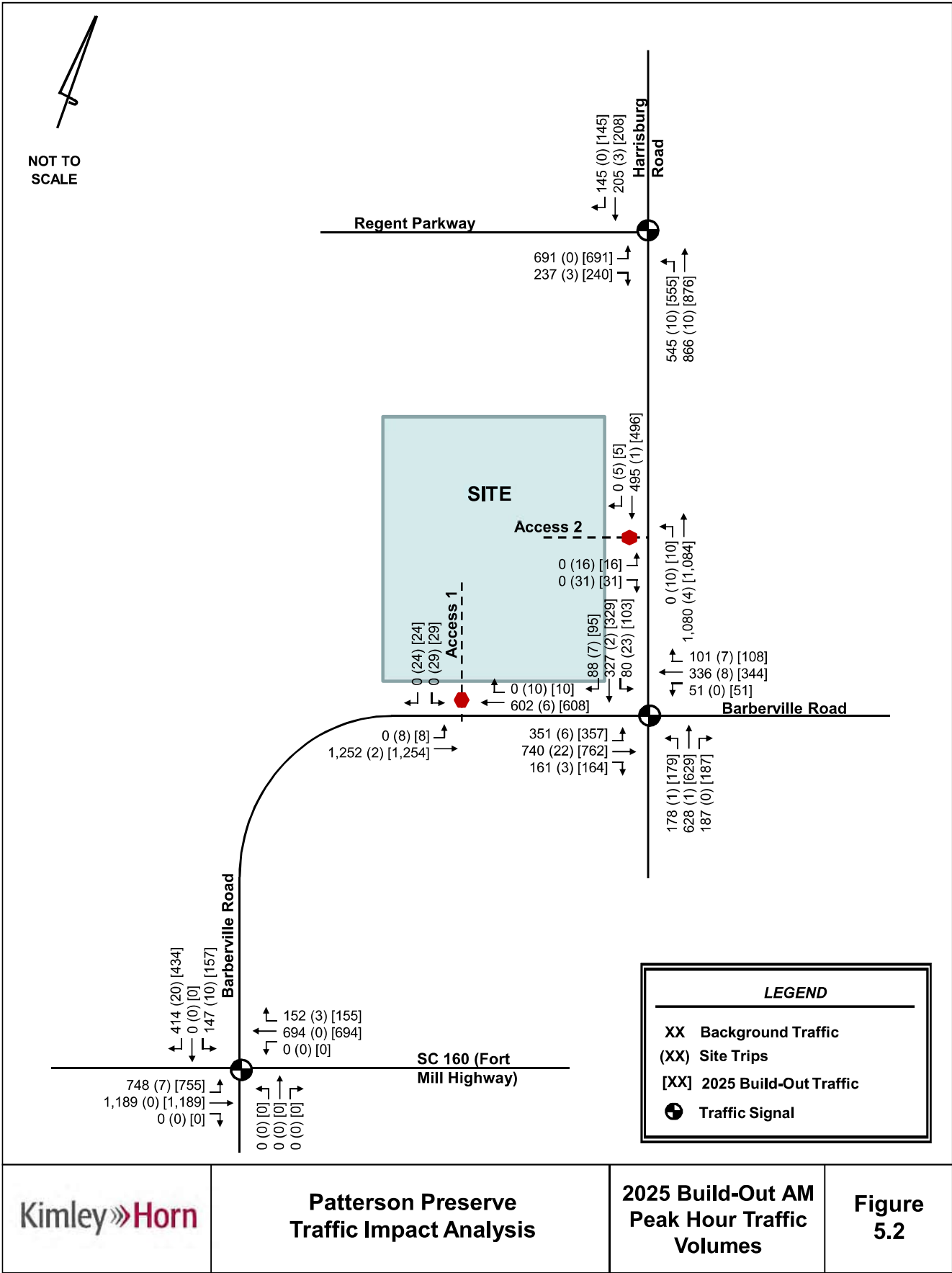


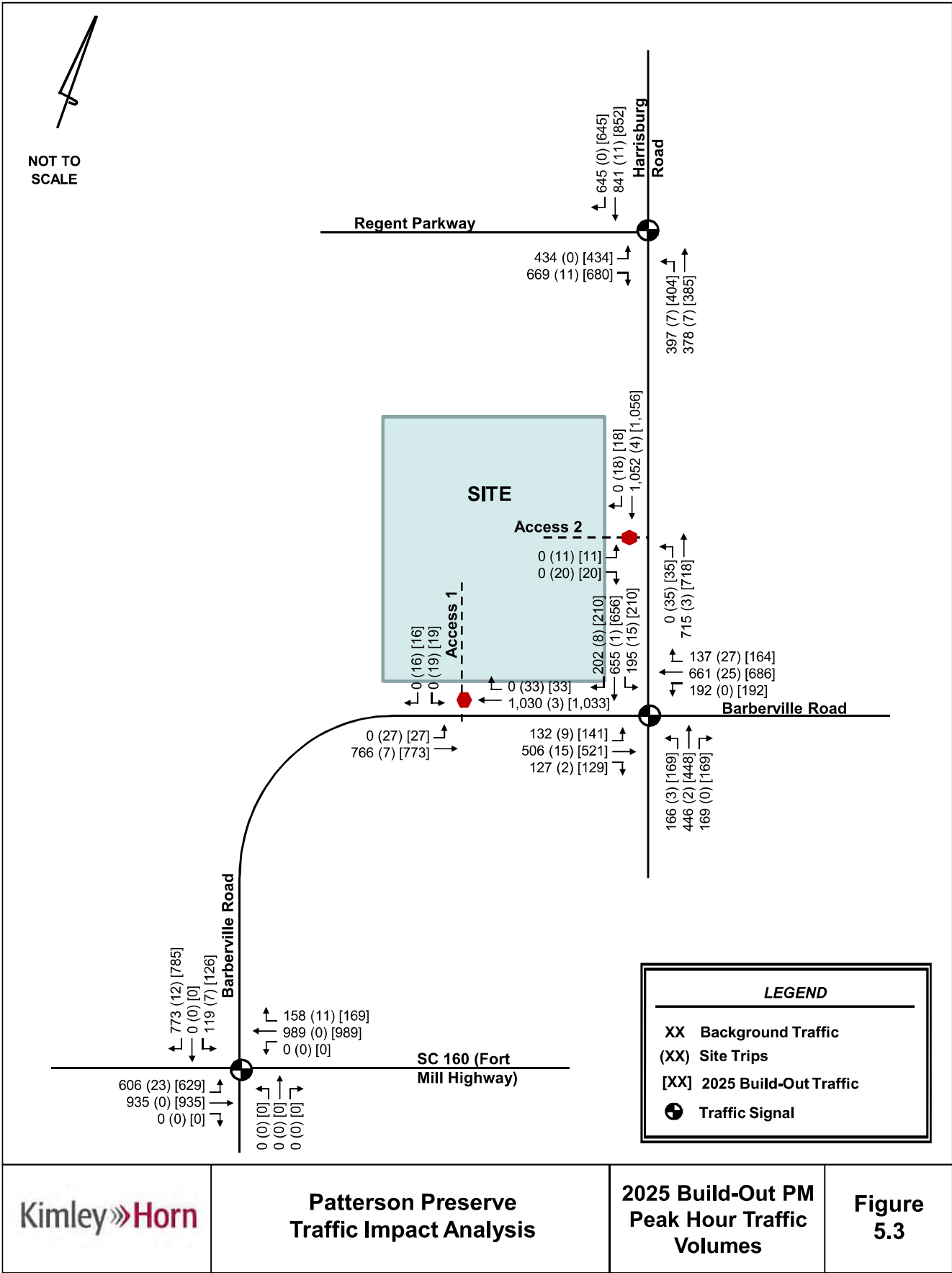
Chanda Kirkland, Development Service
Coordinator
Building
Lancaster County Government
PO Box 1809
101 N Main St
Lancaster, SC 29720
P: (803) 416-9390 F: (877) 636-3035
CKirkland@lancastersc.net

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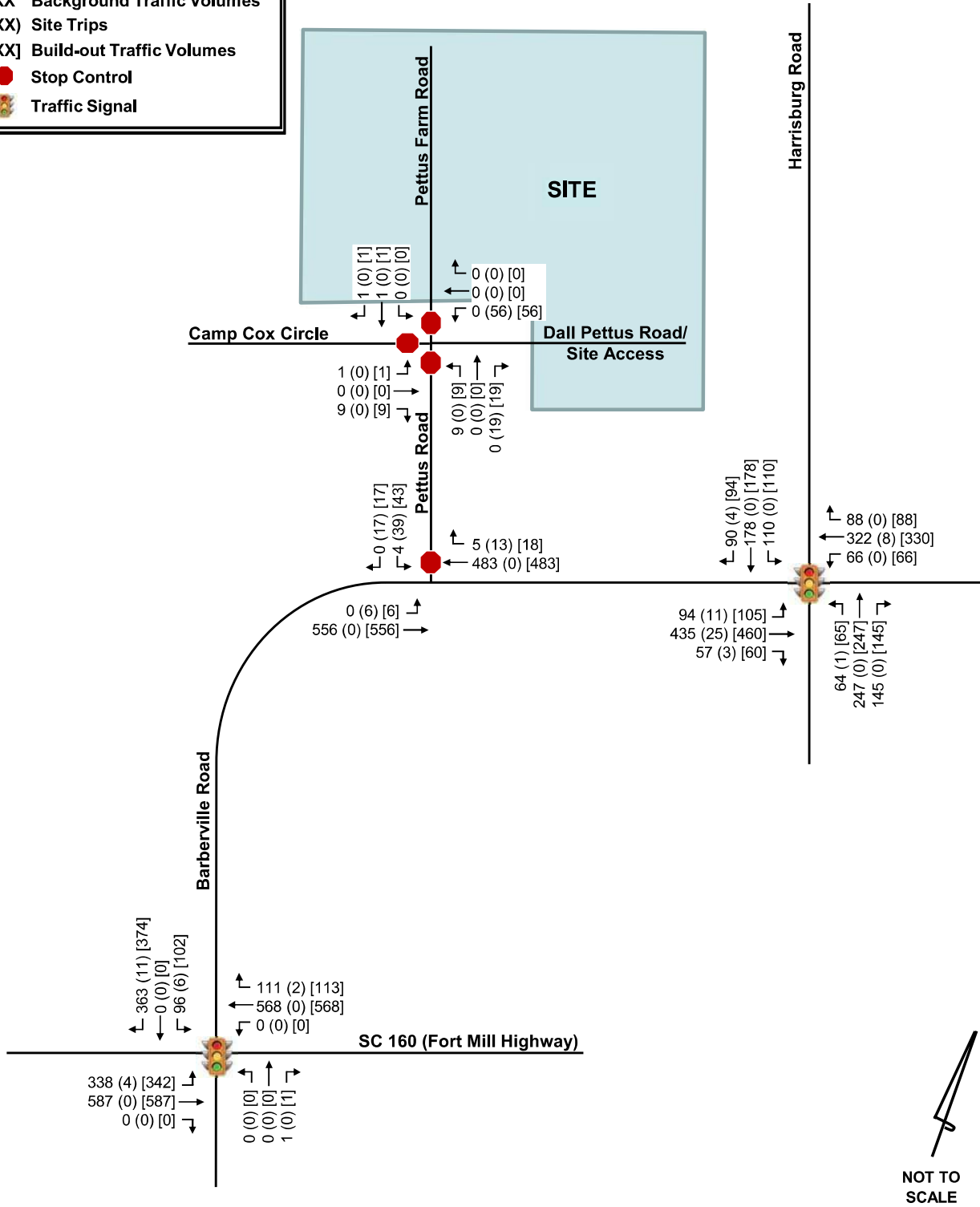
From: Stephen Blackwelder <sblackwelder@lancastersc.net>
Sent: Thursday, May 18, 2023 1:55 PM
To: Chanda Kirkland <CKirkland@lancastersc.net>
Subject: FW: Traffic Scoping for SC 160 and Barberville Road TIS Development





LEGEND

- XX Background Traffic Volumes
- (XX) Site Trips
- [XX] Build-out Traffic Volumes
- Stop Control
- Traffic Signal

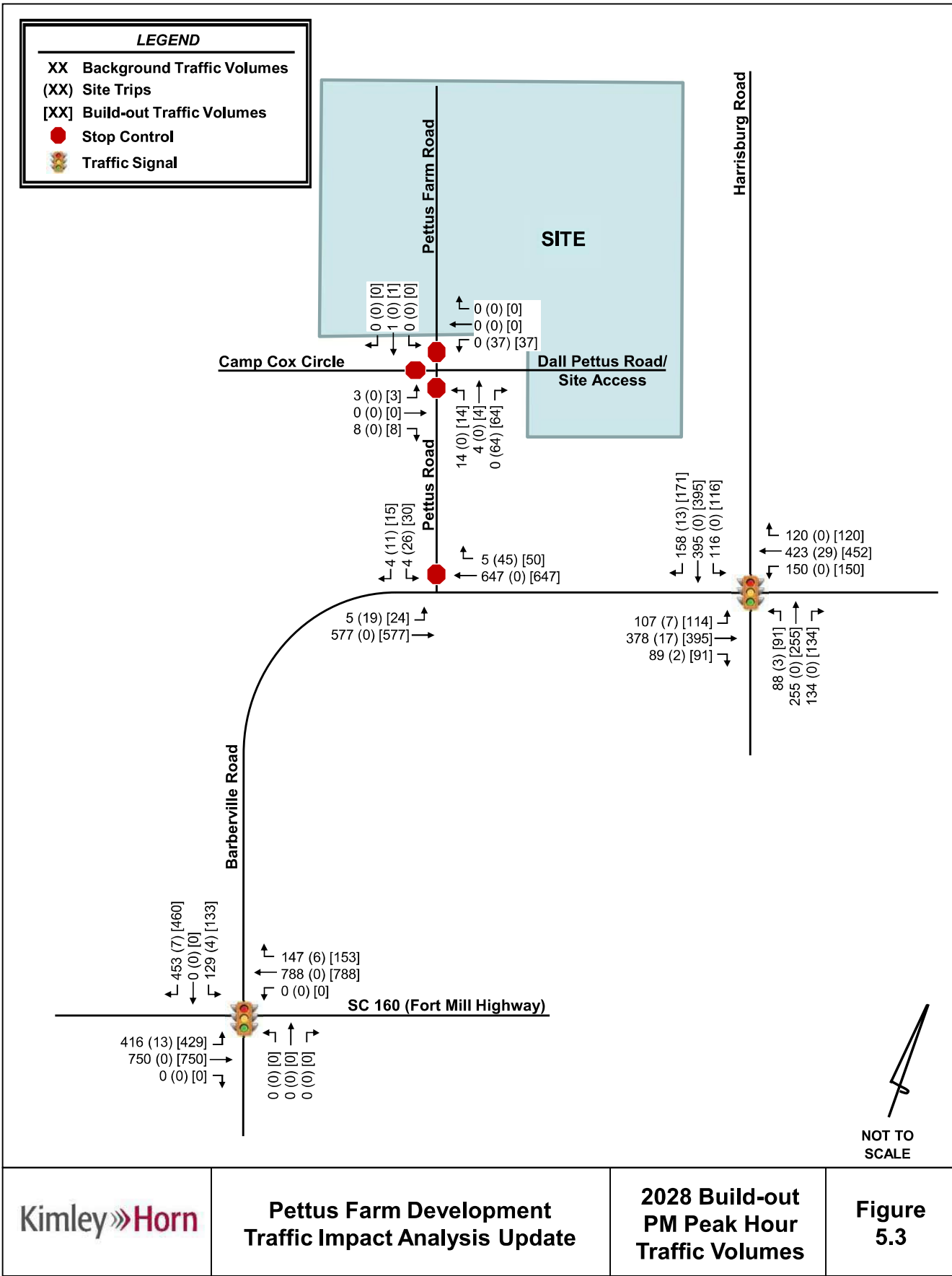


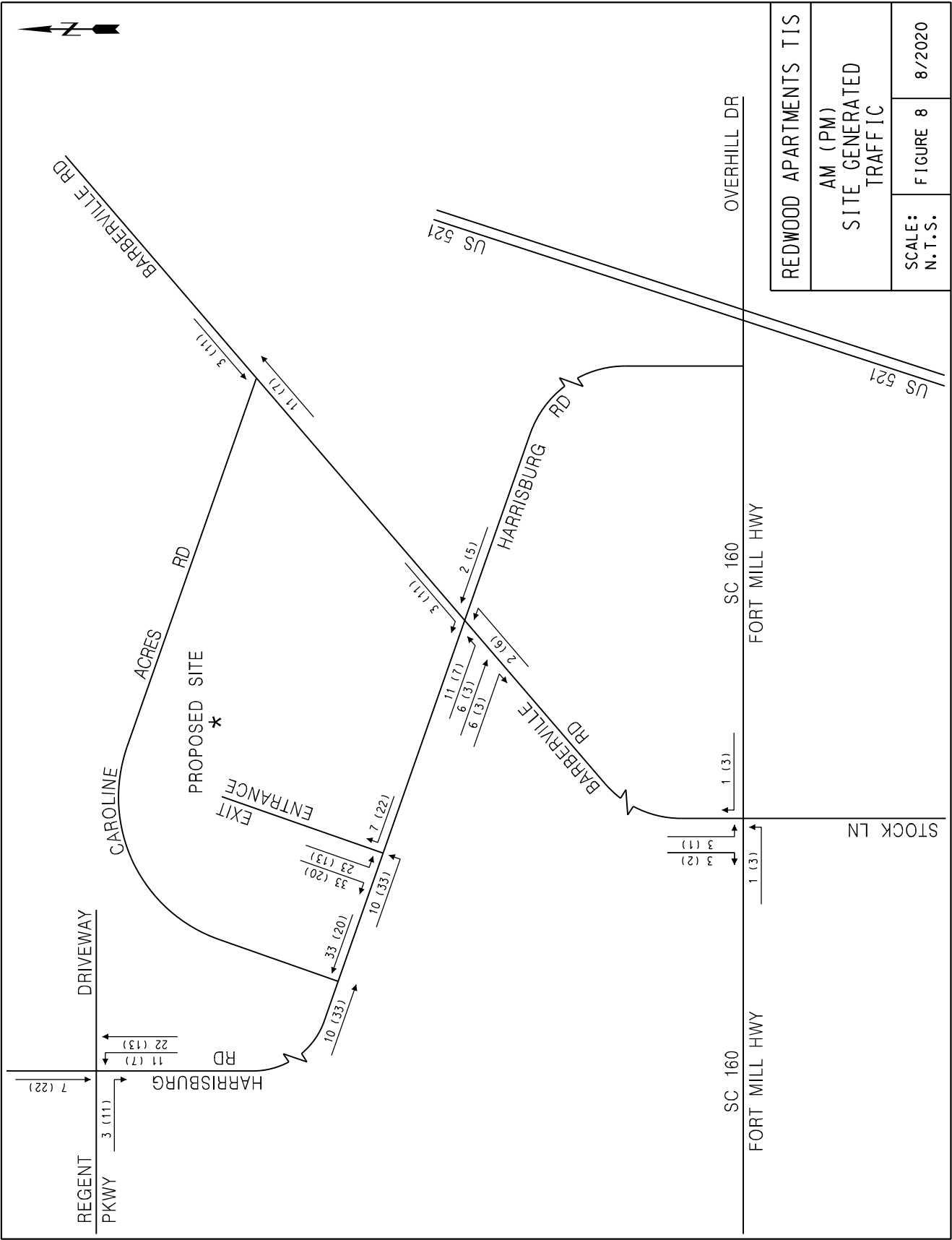
Kimley»Horn

Pettus Farm Development
Traffic Impact Analysis Update

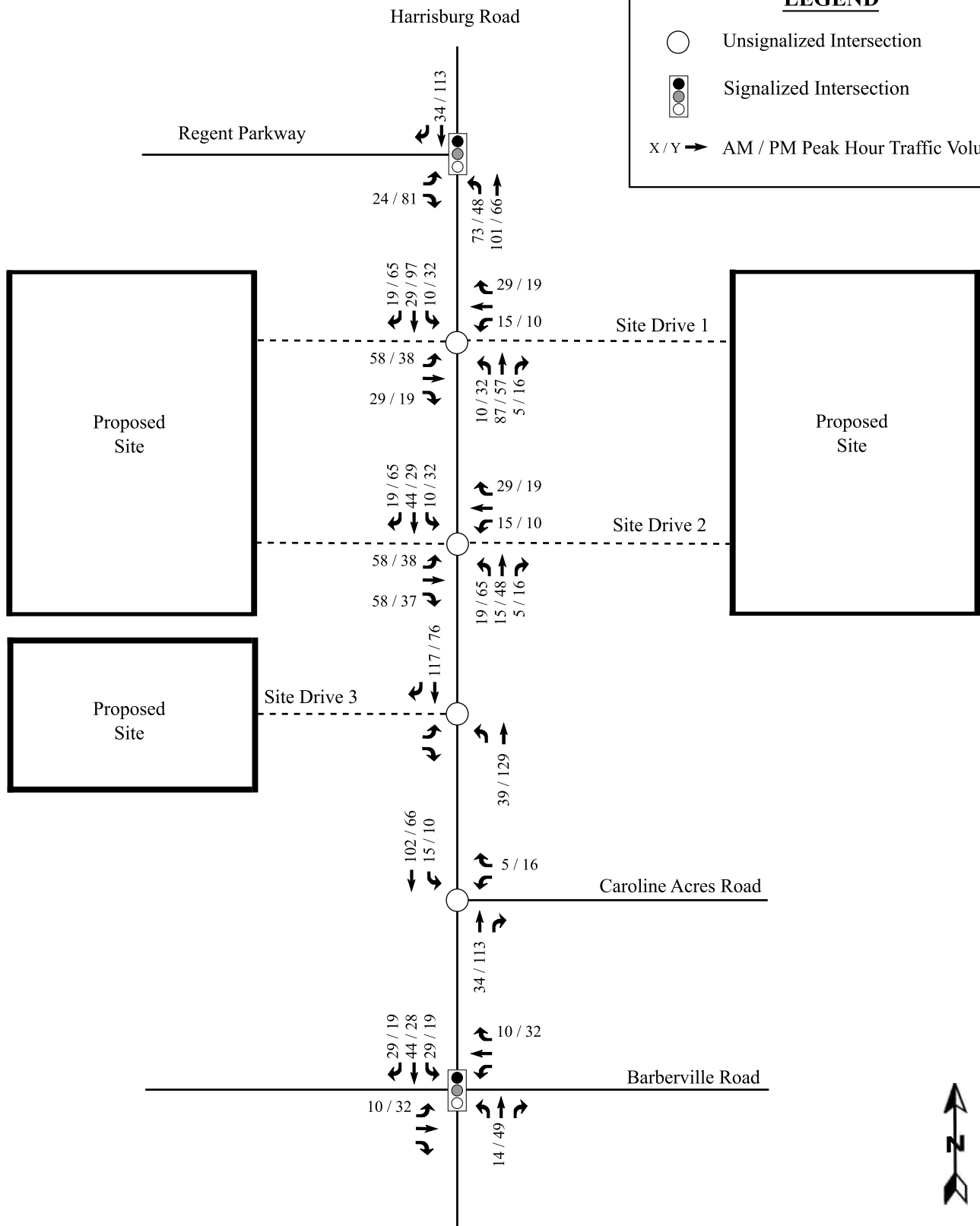
2028 Build-out
AM Peak Hour
Traffic Volumes

Figure
5.2





G:\2020\2000060_001\Indian_Land_TIS\CAUD\2020\Indian_Land_Volumes_Site.dgn
 Wednesday, August 19, 2020 AT 01:34 PM

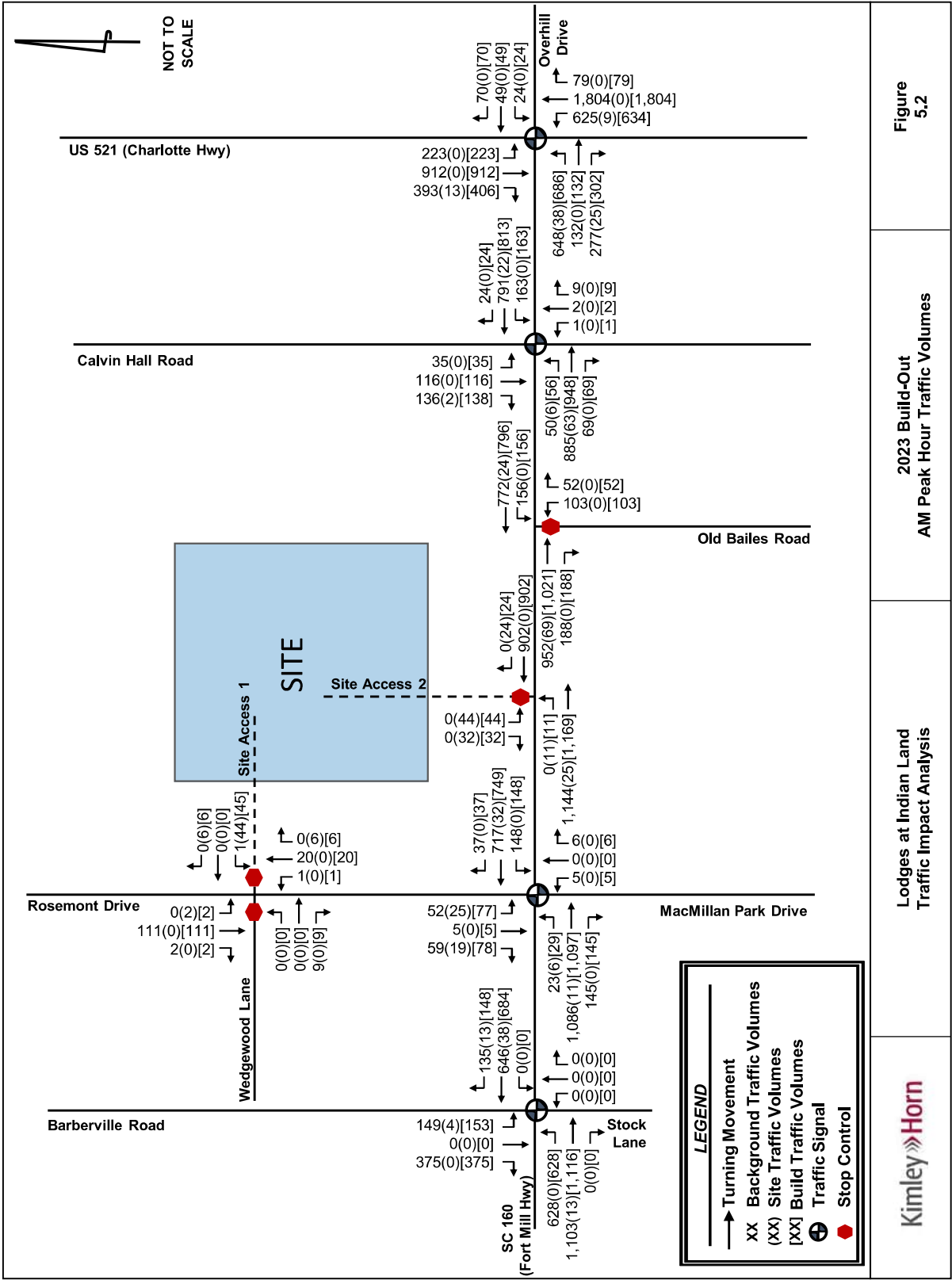


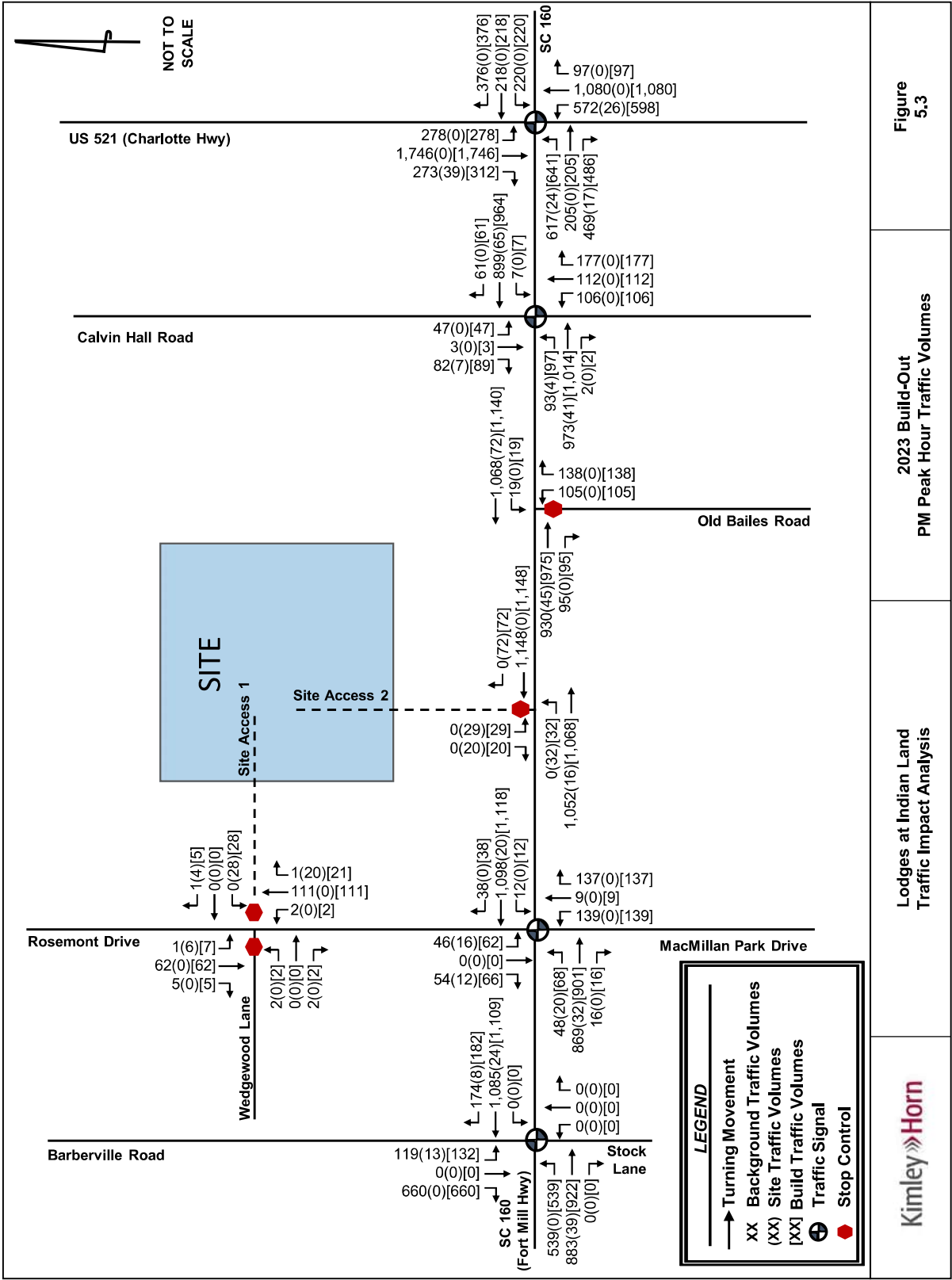
Harrisburg Road Residential Lancaster County, SC

Single-Family Homes
Trip Assignment

Scale: Not to Scale

Figure 7





LEGEND

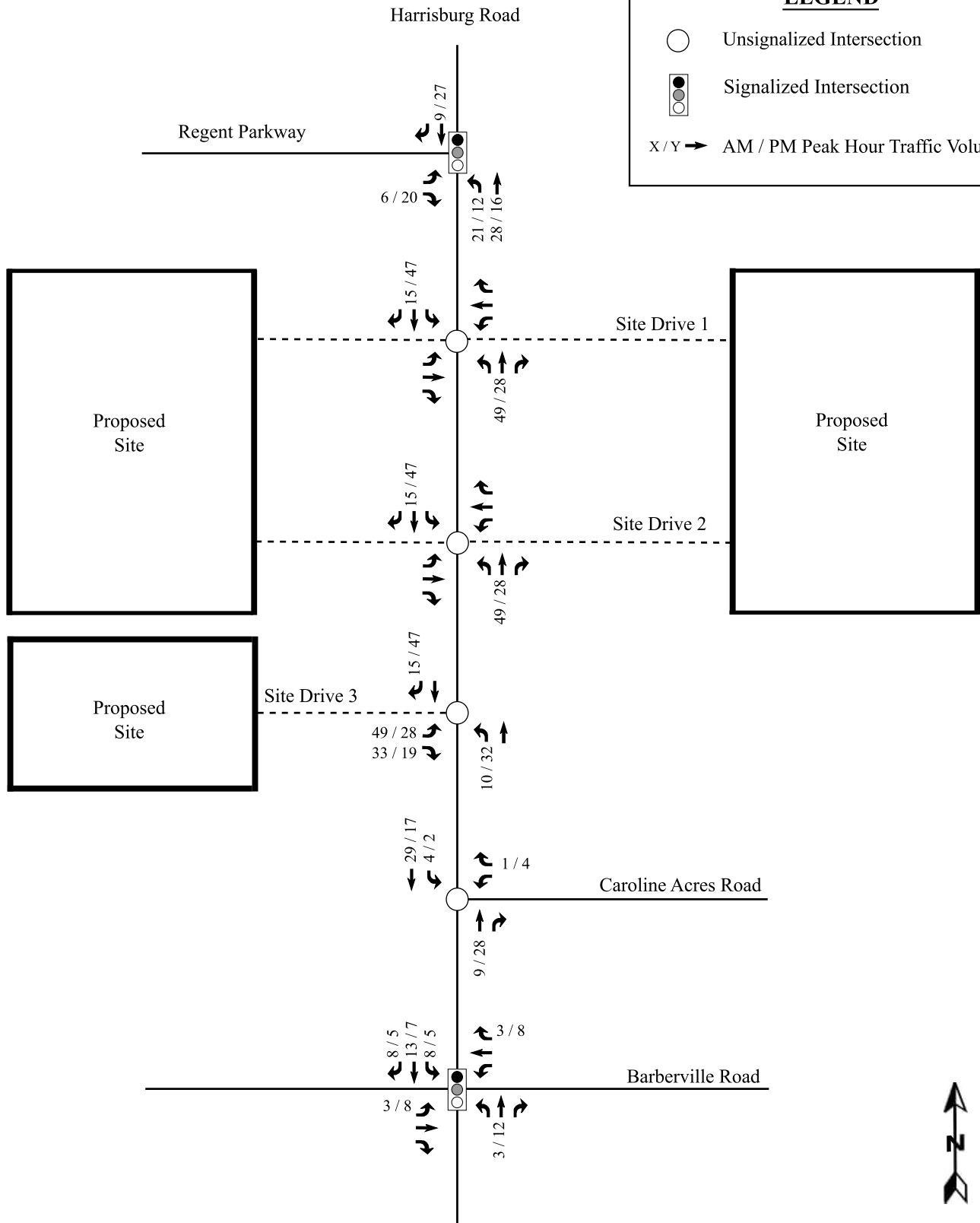


Unsignalized Intersection



Signalized Intersection

X / Y → AM / PM Peak Hour Traffic Volumes

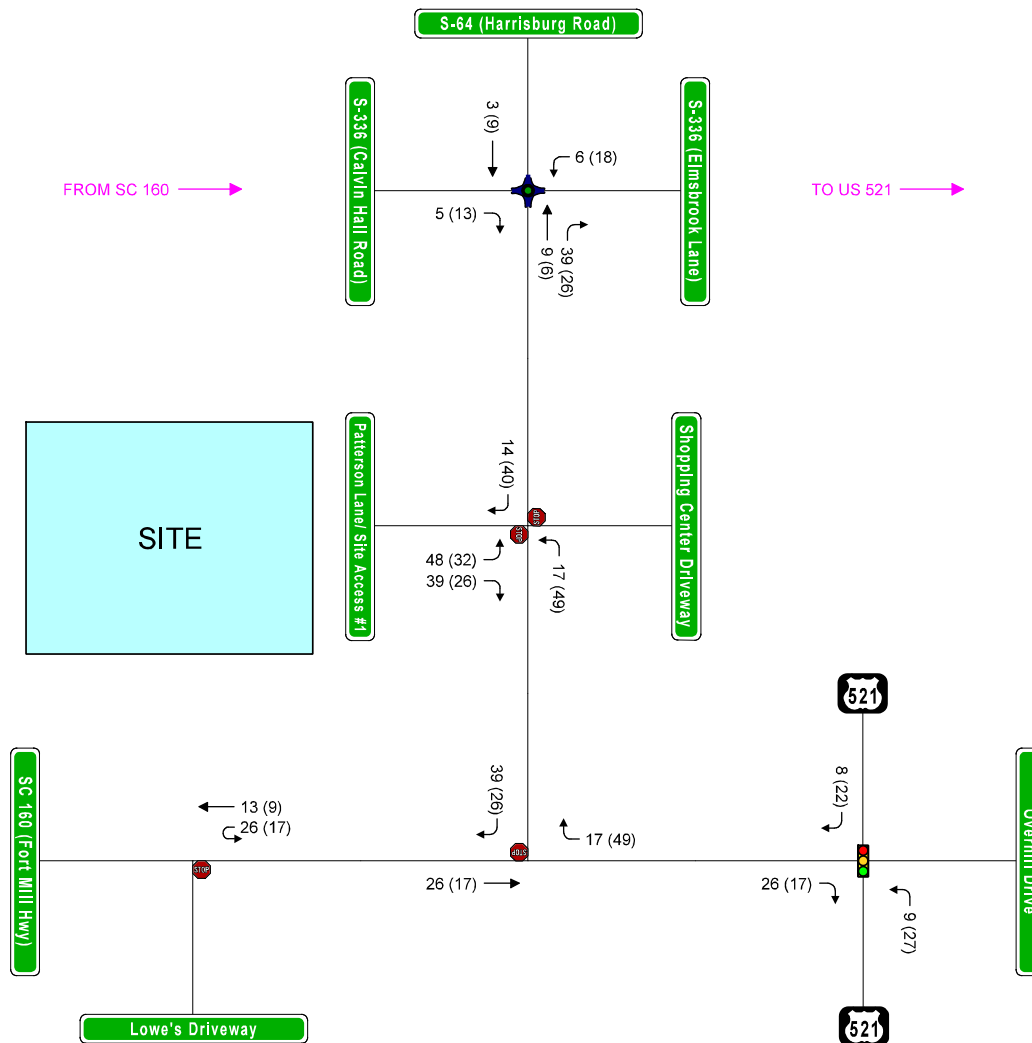


Harrisburg Road Residential
Lancaster County, SC

Townhomes
Trip Assignment

Scale: Not to Scale

Figure 8



**Patterson Lane Apartments
Indian Land, South Carolina**

Site Trips

Figure 8

Legend

X (Y) AM and (PM) Peak Hour Volumes

— Roadway

STOP Stop Sign

← Turning Movement



Traffic Signal



Roundabout

APPENDIX B

Traffic Count Data



(303) 216-2439
www.alltrafficdata.net

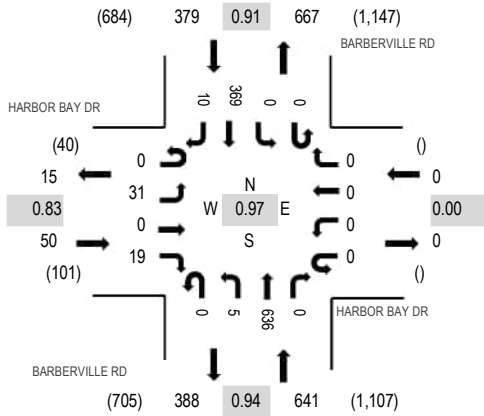
Location: 1 BARBERVILLE RD & HARBOR BAY DR AM

Date: Wednesday, May 3, 2023

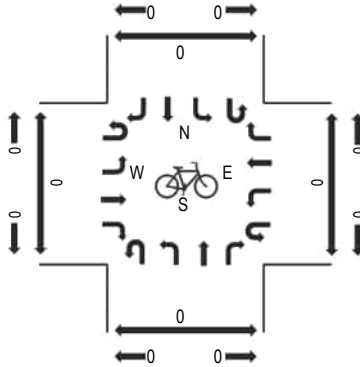
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

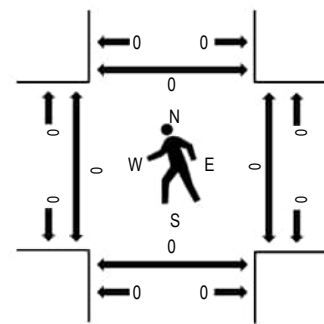
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HARBOR BAY DR Eastbound				HARBOR BAY DR Westbound				BARBERVILLE RD Northbound				BARBERVILLE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	0	7	0	0	0	0	0	1	108	0	0	0	50	2	176	920	0	0	0	0
7:15 AM	0	11	0	3	0	0	0	0	0	0	130	0	0	0	73	4	221	1,019	0	0	0	0
7:30 AM	0	13	0	3	0	0	0	0	0	2	164	0	0	0	88	3	273	1,070	0	0	0	0
7:45 AM	0	3	0	5	0	0	0	0	0	1	147	0	0	0	91	3	250	1,019	0	0	0	0
8:00 AM	0	7	0	7	0	0	0	0	0	1	156	0	0	0	103	1	275	972	0	0	0	0
8:15 AM	0	8	0	4	0	0	0	0	0	1	169	0	0	0	87	3	272		0	0	0	0
8:30 AM	0	7	0	7	0	0	0	0	0	7	110	0	0	0	86	5	222		0	0	0	0
8:45 AM	0	0	0	8	0	0	0	0	0	4	106	0	0	0	83	2	203		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	7
Lights	0	31	0	19	0	0	0	0	0	5	621	0	0	0	354	10	1,040
Mediums	0	0	0	0	0	0	0	0	0	0	9	0	0	0	14	0	23
Total	0	31	0	19	0	0	0	0	0	5	636	0	0	0	369	10	1,070

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.3%	0.0%	0.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.3%	0.0%	0.7%
Peak Hour Factor	0.83				0.00				0.94				0.91				0.97
Peak Hour Factor	0.00	0.67	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.46	0.94	0.00	0.00	0.00	0.90	0.60	0.97



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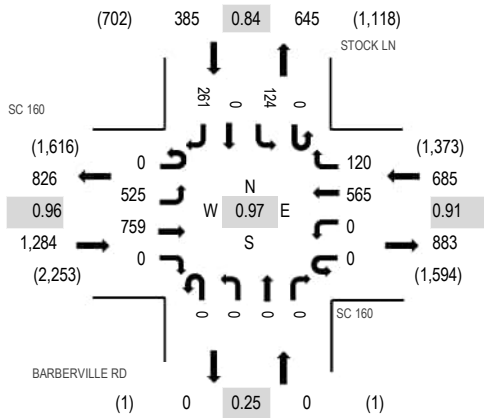
Location: 2 BARBERVILLE RD & SC 160 AM

Date: Wednesday, May 3, 2023

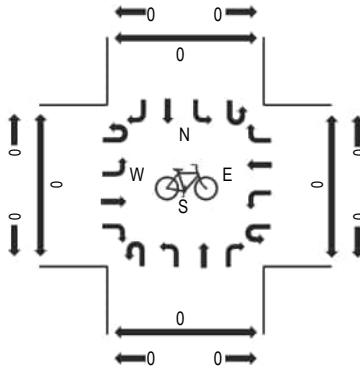
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

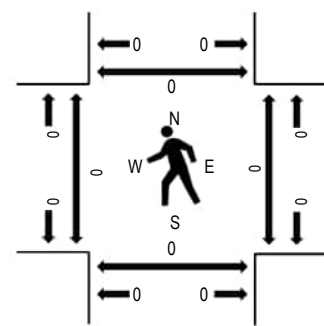
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 160 Eastbound				SC 160 Westbound				BARBERVILLE RD Northbound				STOCK LN Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	84	107	1	0	0	126	29	0	0	0	0	0	12	0	39	398	2,066	0	0	0	0
7:15 AM	0	112	137	0	0	0	153	25	0	1	0	0	0	23	0	55	506	2,254	0	0	0	0
7:30 AM	0	141	169	0	0	0	137	31	0	0	0	0	0	29	0	61	568	2,354	0	0	0	0
7:45 AM	0	111	206	0	0	0	156	27	0	0	0	0	0	36	0	58	594	2,307	0	0	0	0
8:00 AM	0	140	183	0	0	0	124	21	0	0	0	0	0	40	0	78	586	2,263	0	0	0	0
8:15 AM	0	133	201	0	0	0	148	41	0	0	0	0	0	19	0	64	606		0	0	0	0
8:30 AM	0	92	161	0	0	0	145	23	0	0	0	0	0	40	0	60	521		0	0	0	0
8:45 AM	0	73	202	0	0	0	152	35	0	0	0	0	0	29	0	59	550		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	6	0	0	0	7	0	0	0	0	0	0	0	0	1	19
Lights	0	517	746	0	0	0	543	114	0	0	0	0	0	118	0	252	2,290
Mediums	0	3	7	0	0	0	15	6	0	0	0	0	0	6	0	8	45
Total	0	525	759	0	0	0	565	120	0	0	0	0	0	124	0	261	2,354

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.9%				1.0%				0.0%				0.3%				0.8%
Heavy Vehicle %	0.0%	1.0%	0.8%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.8%
Peak Hour Factor	0.96				0.91				0.25				0.84				0.97
Peak Hour Factor	0.00	0.93	0.92	0.25	0.00	0.00	0.92	0.73	0.00	0.25	0.00	0.00	0.00	0.84	0.00	0.84	0.97



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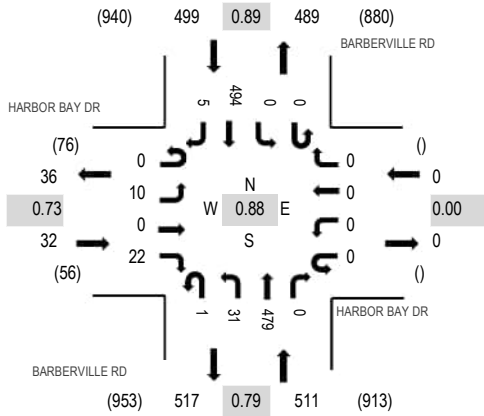
Location: 1 BARBERVILLE RD & HARBOR BAY DR PM

Date: Wednesday, May 3, 2023

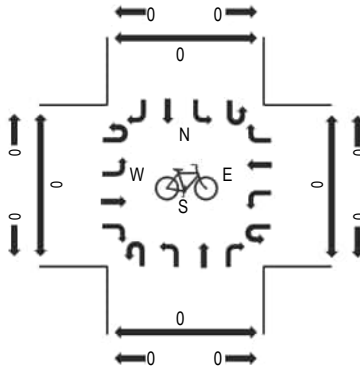
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM

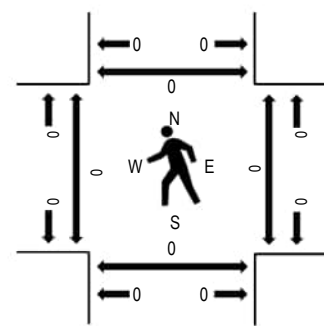
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HARBOR BAY DR Eastbound				HARBOR BAY DR Westbound				BARBERVILLE RD Northbound				BARBERVILLE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	0	4	0	0	0	0	0	4	83	0	0	0	83	4	179	867	0	0	0	0
4:15 PM	0	3	0	7	0	0	0	0	0	10	103	0	0	0	114	2	239	939	0	0	0	0
4:30 PM	0	4	0	2	0	0	0	0	0	4	98	0	0	0	84	8	200	943	0	0	0	0
4:45 PM	0	1	0	2	0	0	0	0	0	2	98	0	0	0	140	6	249	996	0	0	0	0
5:00 PM	0	3	0	6	0	0	0	0	0	7	96	0	0	0	137	2	251	1,042	0	0	0	0
5:15 PM	0	2	0	9	0	0	0	0	0	8	115	0	0	0	108	1	243		0	0	0	0
5:30 PM	0	4	0	1	0	0	0	0	1	7	116	0	0	0	123	1	253		0	0	0	0
5:45 PM	0	1	0	6	0	0	0	0	0	9	152	0	0	0	126	1	295		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	10	0	20	0	0	0	0	1	31	472	0	0	0	483	5	1,022
Mediums	0	0	0	2	0	0	0	0	0	0	6	0	0	0	9	0	17
Total	0	10	0	22	0	0	0	0	1	31	479	0	0	0	494	5	1,042

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.4%	0.0%	0.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.4%	0.0%	0.3%
Peak Hour Factor	0.73				0.00				0.79				0.89				0.88
Peak Hour Factor	0.00	0.69	0.00	0.61	0.00	0.00	0.00	0.00	0.25	0.86	0.79	0.00	0.00	0.00	0.91	0.63	0.88



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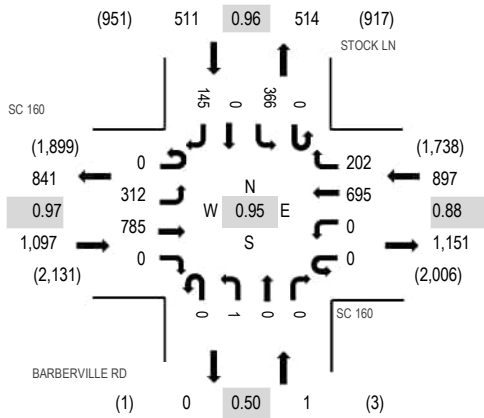
Location: 2 BARBERVILLE RD & SC 160 PM

Date: Wednesday, May 3, 2023

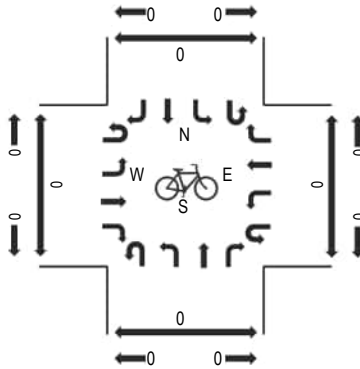
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM

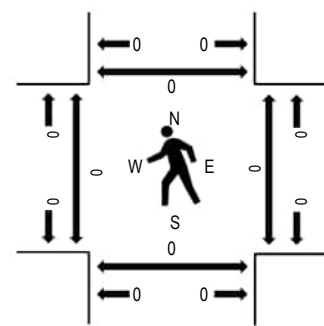
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 160 Eastbound				SC 160 Westbound				BARBERVILLE RD Northbound				STOCK LN Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	71	178	1	0	0	166	24	0	1	0	0	0	23	0	71	535	2,317	0	0	0	0
4:15 PM	0	70	193	0	0	0	196	32	0	0	1	0	0	22	0	83	597	2,366	0	0	0	0
4:30 PM	0	78	180	0	0	0	157	31	0	0	0	0	0	30	0	75	551	2,413	0	0	0	0
4:45 PM	0	65	198	0	0	0	204	31	0	0	0	0	0	31	0	105	634	2,478	0	0	0	0
5:00 PM	0	75	183	0	0	0	166	35	0	0	0	0	0	71	0	54	584	2,506	0	0	0	0
5:15 PM	0	70	209	0	0	0	190	48	0	0	0	0	0	96	0	31	644		0	0	0	0
5:30 PM	0	84	194	0	0	0	158	45	0	1	0	0	0	104	0	30	616		0	0	0	0
5:45 PM	0	83	199	0	0	0	181	74	0	0	0	0	0	95	0	30	662		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	0	0	0	4	0	0	0	0	0	0	1	0	1	10
Lights	0	308	775	0	0	0	687	200	0	1	0	0	0	358	0	143	2,472
Mediums	0	3	7	0	0	0	4	2	0	0	0	0	0	7	0	1	24
Total	0	312	785	0	0	0	695	202	0	1	0	0	0	366	0	145	2,506

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.4%				0.4%				0.0%				0.4%			0.4%
Heavy Vehicle %	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.7%	0.4%
Peak Hour Factor		0.97				0.88				0.50				0.96			0.95
Peak Hour Factor	0.00	0.93	0.94	0.25	0.00	0.00	0.89	0.68	0.00	0.25	0.25	0.00	0.00	0.88	0.00	0.80	0.95

APPENDIX C

Traffic Volume Development Worksheets and ITE Trip Generation Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Fort Mill Highway & Barberville Road

TRAFFIC CONTROL: Signalized

DATE COUNTED: Wednesday, May 3, 2023

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	525	759	0	0	565	120	0	0	0	124	0	261
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Buildout (2026)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	16	23	0	0	17	4	0	0	0	4	0	8
Vested Trips (The Lodges)	0	13			38	13				4		0
Vested Trips (Sugar Creek)	10					8				8		29
Vested Trips (Redwood)	1					1				3		3
Vested Trips (Pettus Pond)	4					2				6		11
Vested Trips (Patterson Preserve)	7					3				10		20
Vested Trips (Patterson Lane Apartments)		26			13							
Vested Traffic Volumes	22	39			51	27				31		63
2026 NO-BUILD TRAFFIC VOLUMES	573	821	0	0	633	159	0	0	0	167	0	361
Inbound Trip Distribution Percentage	50%					20%						
Outbound Trip Distribution Percentage										20%		50%
Inbound New Project Traffic	41					16						
Outbound New Project Traffic										12		31
Pass-By Project Traffic												
Total New Project Traffic	41					16				12		31
2026 BUILD TRAFFIC VOLUMES	614	821	0	0	633	175	0	0	0	179	0	392

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	312	785	0	0	695	202	1	0	0	366	0	145
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Buildout (2026)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	9	24	0	0	21	6	0	0	0	11	0	4
Vested Trips (The Lodges)	0	39			24	8				13		0
Vested Trips (Sugar Creek)	32					3				5		19
Vested Trips (Redwood)	3					3				1		2
Vested Trips (Pettus Pond)	13					6				4		7
Vested Trips (Patterson Preserve)	23					11				7		12
Vested Trips (Patterson Lane Apartments)		17			9							
Vested Traffic Volumes	71	56			33	31				30		40
2026 NO-BUILD TRAFFIC VOLUMES	424	865	0	0	749	242	1	0	0	412	0	208
Inbound Trip Distribution Percentage	50%					20%						
Outbound Trip Distribution Percentage										20%		50%
Inbound New Project Traffic	53					20						
Outbound New Project Traffic										23		58
Pass-by Project Traffic												
Total New Project Traffic	53					20				23		58
2026 BUILD TRAFFIC VOLUMES	477	865	0	0	749	262	1	0	0	435	0	266

Moving forward.

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Barberville Road & Harbor Bay Drive

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Wednesday, May 3, 2023

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	31	0	19	0	0	0	5	636	0	0	369	10
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Buildout (2026)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	1	0	1	0	0	0	0	19	0	0	11	0
Vested Trips (The Lodges)								13			4	
Vested Trips (Sugar Creek)								18			37	
Vested Trips (Redwood)								2			6	
Vested Trips (Pettus Pond)								6			17	
Vested Trips (Patterson Preserve)								10			30	
Vested Trips (Patterson Lane Apartments)								0			0	
Vested Traffic Volumes								49			94	
2026 NO-BUILD TRAFFIC VOLUMES	32	0	20	0	0	0	5	722	0	0	511	10
Inbound Trip Distribution Percentage											30%	
Outbound Trip Distribution Percentage								30%				
Inbound New Project Traffic											25	
Outbound New Project Traffic								18				
Pass-By Project Traffic												
Total New Project Traffic								18			25	
2026 BUILD TRAFFIC VOLUMES	32	0	20	0	0	0	5	740	0	0	536	10

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	10	0	22	0	0	0	32	479	0	0	494	5
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Buildout (2026)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	1	0	0	0	1	14	0	0	15	0
Vested Trips (The Lodges)								8			13	
Vested Trips (Sugar Creek)								35			24	
Vested Trips (Redwood)								6			3	
Vested Trips (Pettus Pond)								19			11	
Vested Trips (Patterson Preserve)								34			19	
Vested Trips (Patterson Lane Apartments)								0			0	
Vested Traffic Volumes								102			70	
2026 NO-BUILD TRAFFIC VOLUMES	10	0	23	0	0	0	33	630	0	0	603	5
Inbound Trip Distribution Percentage											30%	
Outbound Trip Distribution Percentage								30%				
Inbound New Project Traffic											32	
Outbound New Project Traffic								35				
Pass-by Project Traffic												
Total New Project Traffic								35			32	
2026 BUILD TRAFFIC VOLUMES	10	0	23	0	0	0	33	665	0	0	635	5

Moving forward.

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Barberville Road & Fortson Road/ Site Access

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

AM PEAK HOUR (7:30-8:30 AM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	0	0	0	0	0	0	0	641	0	0	388	0
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Buildout (2026)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	19	0	0	12	0
Vested Trips (The Lodges)								13			4	
Vested Trips (Sugar Creek)								18			37	
Vested Trips (Redwood)								2			6	
Vested Trips (Pettus Pond)								6			17	
Vested Trips (Patterson Preserve)								10			30	
Vested Trips (Patterson Lane Apartments)								0			0	
Vested Traffic Volumes								49			94	
2026 NO-BUILD TRAFFIC VOLUMES	0	0	0	0	0	0	0	727	0	0	531	0
Inbound Trip Distribution Percentage							70%					30%
Outbound Trip Distribution Percentage	30%		70%									
Inbound New Project Traffic							57					25
Outbound New Project Traffic	18		43									
Pass-By Project Traffic												
Total New Project Traffic	18		43				57					25
2026 BUILD TRAFFIC VOLUMES	18	0	43	0	0	0	57	727	0	0	531	25

PM PEAK HOUR (5:00-6:00 PM)	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
2023 TRAFFIC VOLUMES	0	0	0	0	0	0	0	511	0	0	516	0
Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Years To Buildout (2026)	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Background Traffic Growth	0	0	0	0	0	0	0	15	0	0	15	0
Vested Trips (The Lodges)								8			13	
Vested Trips (Sugar Creek)								35			24	
Vested Trips (Redwood)								6			3	
Vested Trips (Pettus Pond)								19			11	
Vested Trips (Patterson Preserve)								34			19	
Vested Trips (Patterson Lane Apartments)								0			0	
Vested Traffic Volumes								102			70	
2026 NO-BUILD TRAFFIC VOLUMES	0	0	0	0	0	0	0	663	0	0	625	0
Inbound Trip Distribution Percentage							70%					30%
Outbound Trip Distribution Percentage	30%		70%									
Inbound New Project Traffic							73					32
Outbound New Project Traffic	35		81									
Pass-by Project Traffic												
Total New Project Traffic	35		81				73					32
2026 BUILD TRAFFIC VOLUMES	35	0	81	0	0	0	73	663	0	0	625	32

Moving forward.

Day Care Center (565)

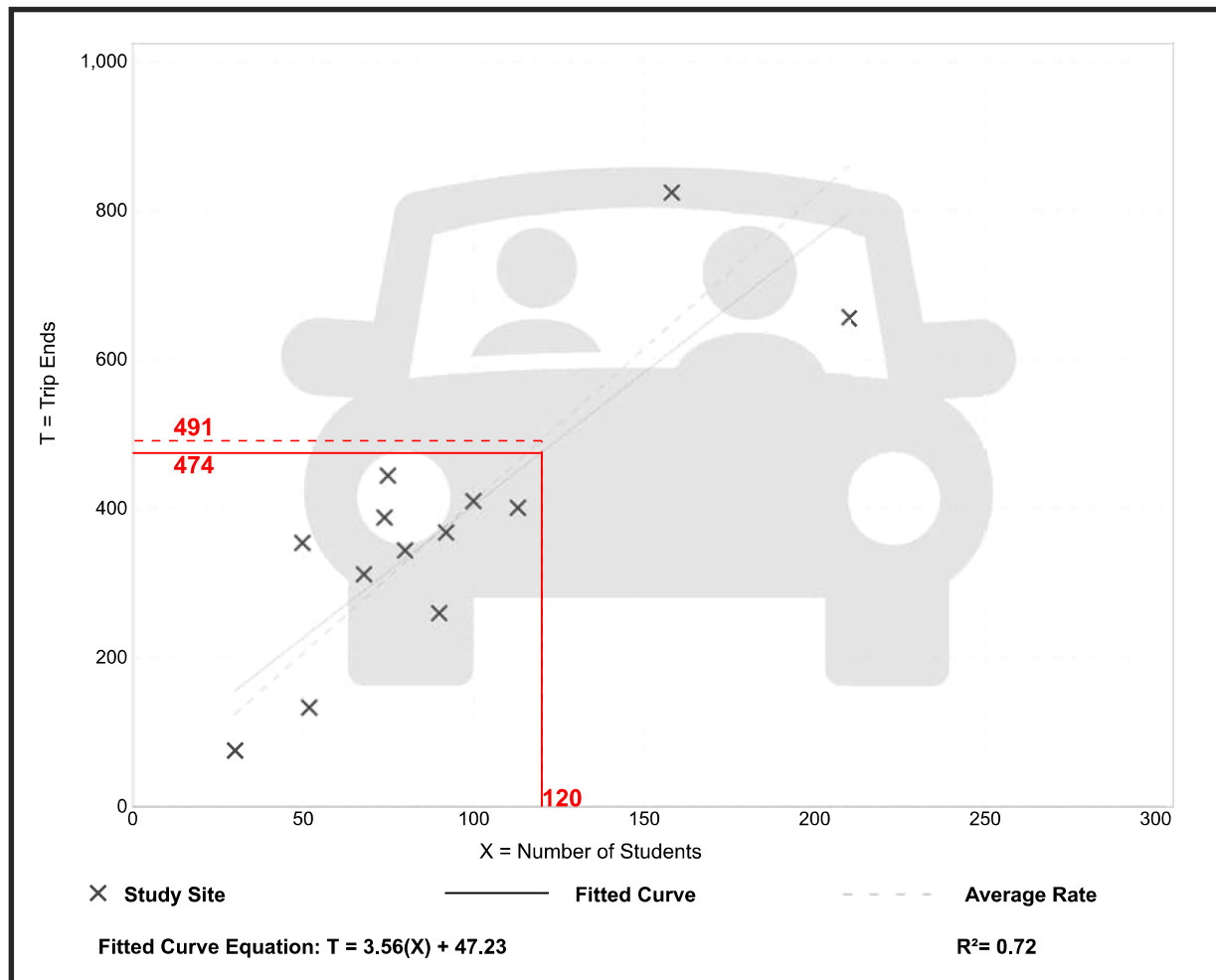
Vehicle Trip Ends vs: **Students**
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Students: 89
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
4.09	2.50 - 7.06	1.21

Data Plot and Equation



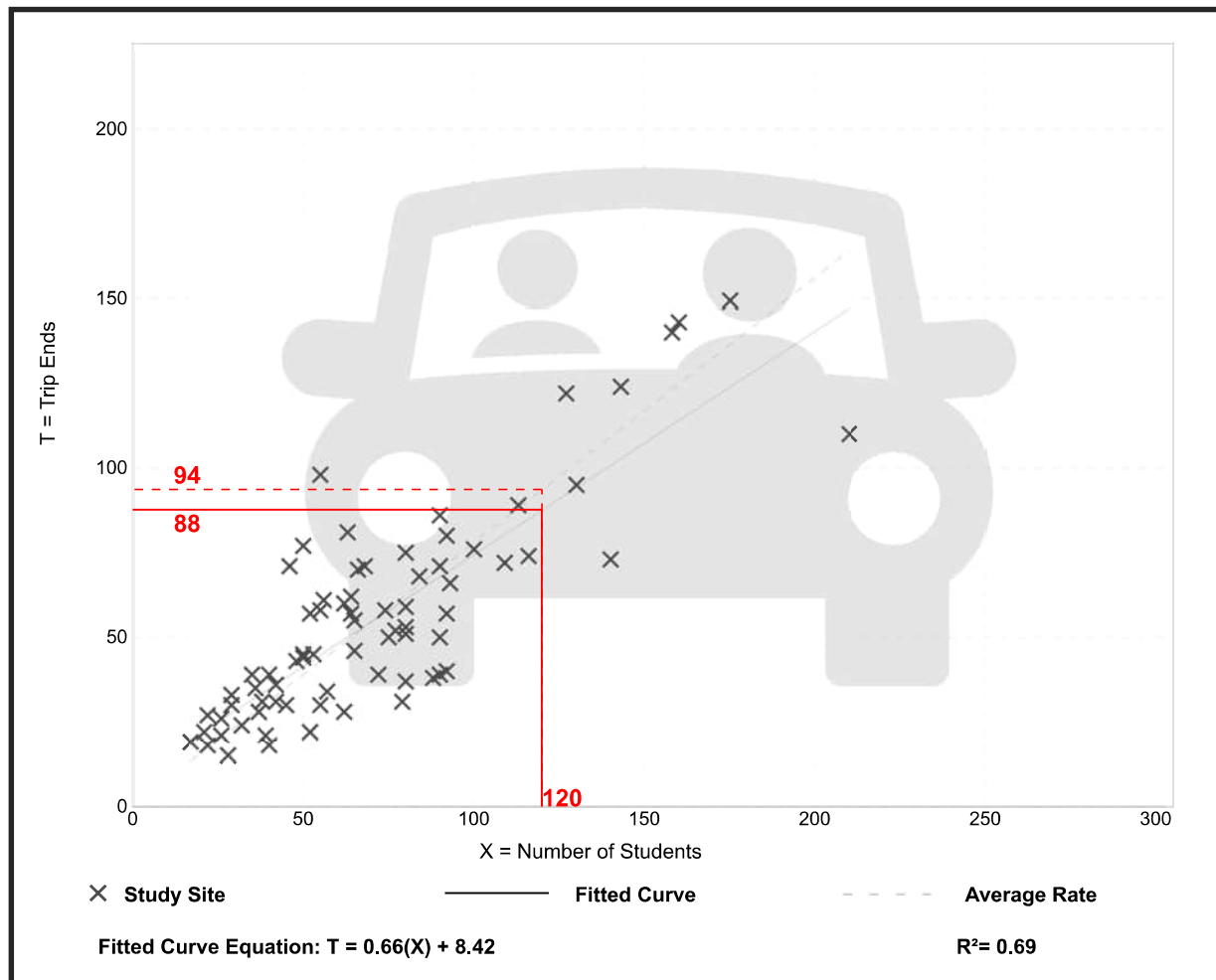
Day Care Center (565)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 75
 Avg. Num. of Students: 71
 Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.78	0.39 - 1.78	0.25

Data Plot and Equation



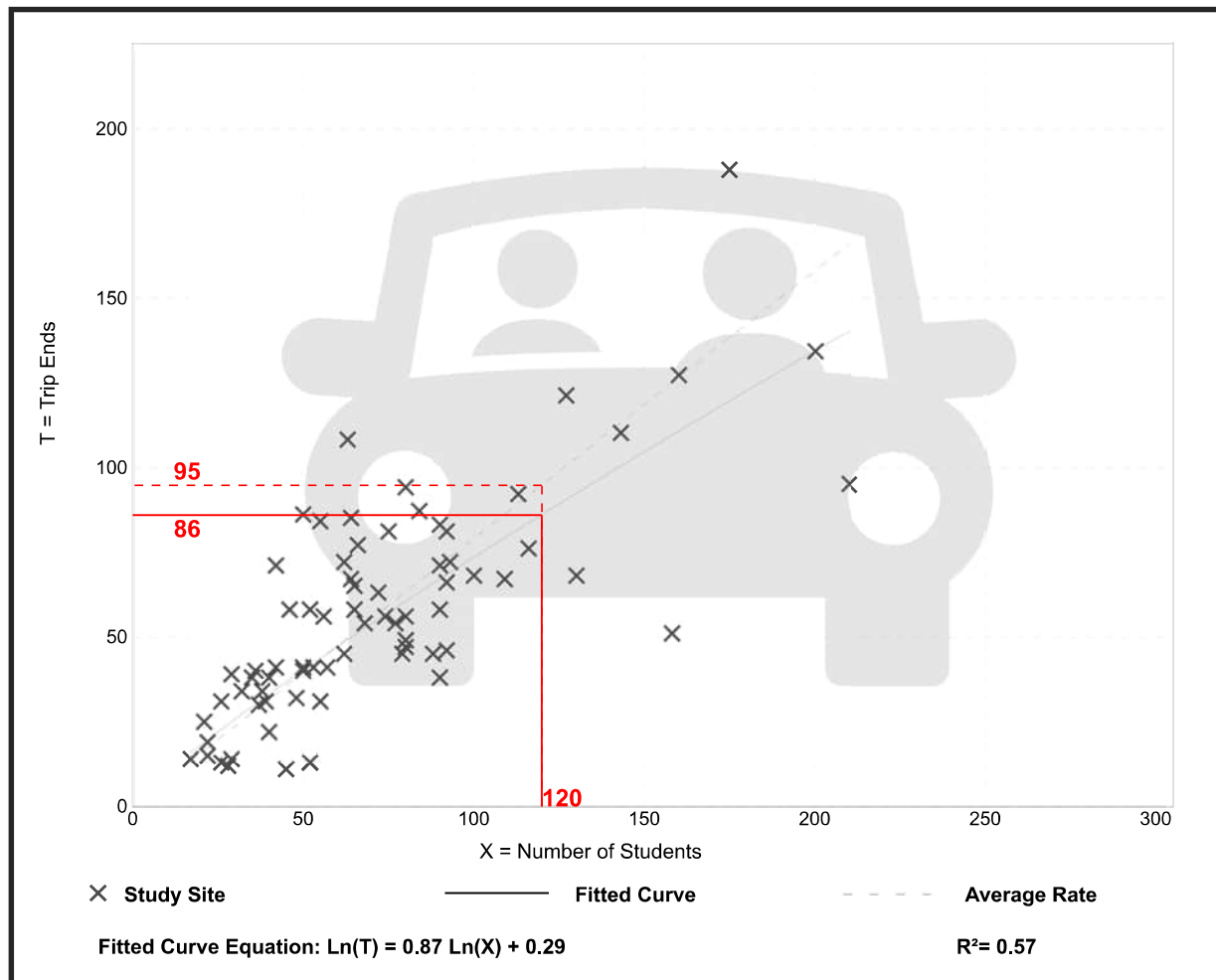
Day Care Center (565)

Vehicle Trip Ends vs: Students
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 75
 Avg. Num. of Students: 72
 Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.24 - 1.72	0.30

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

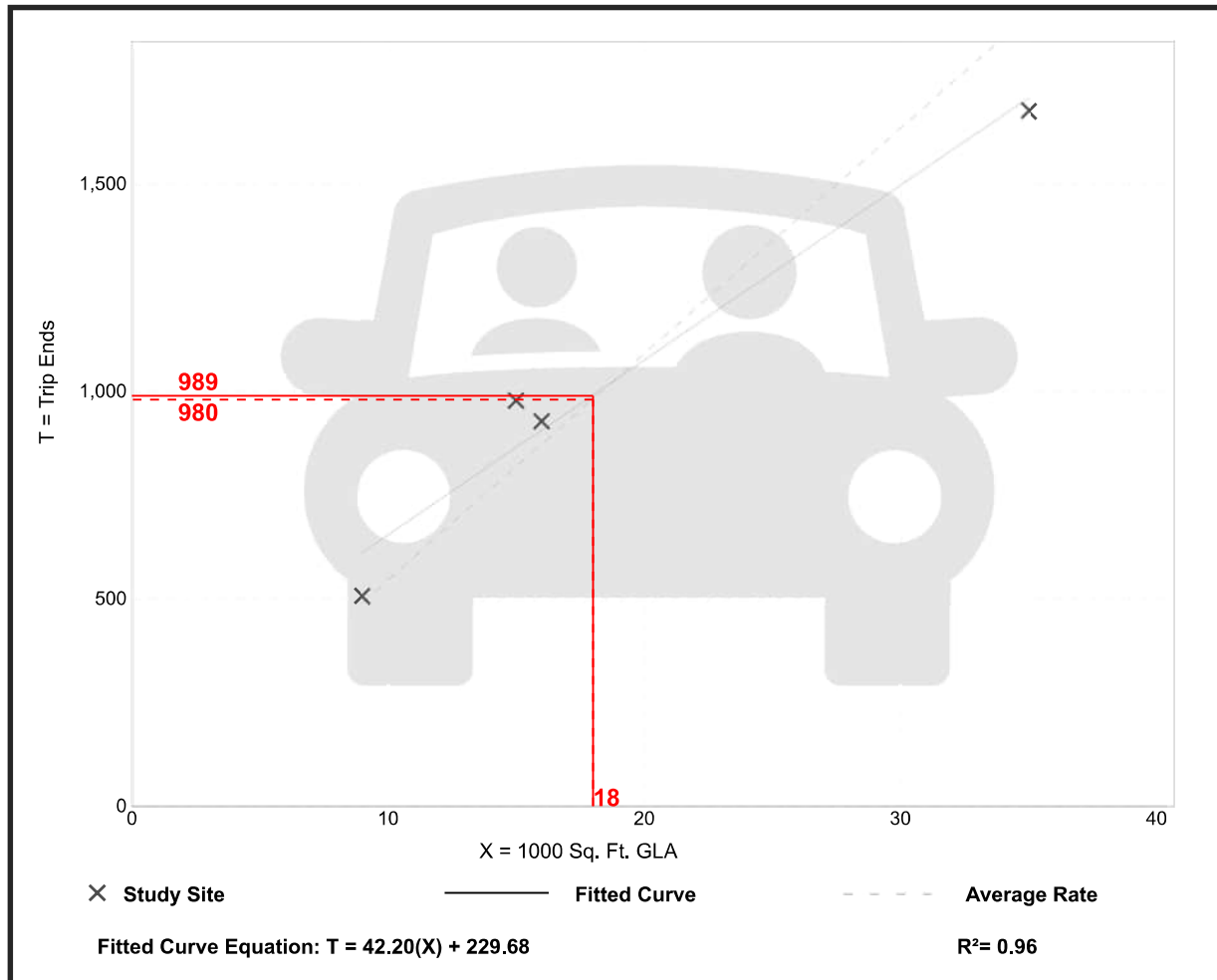
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

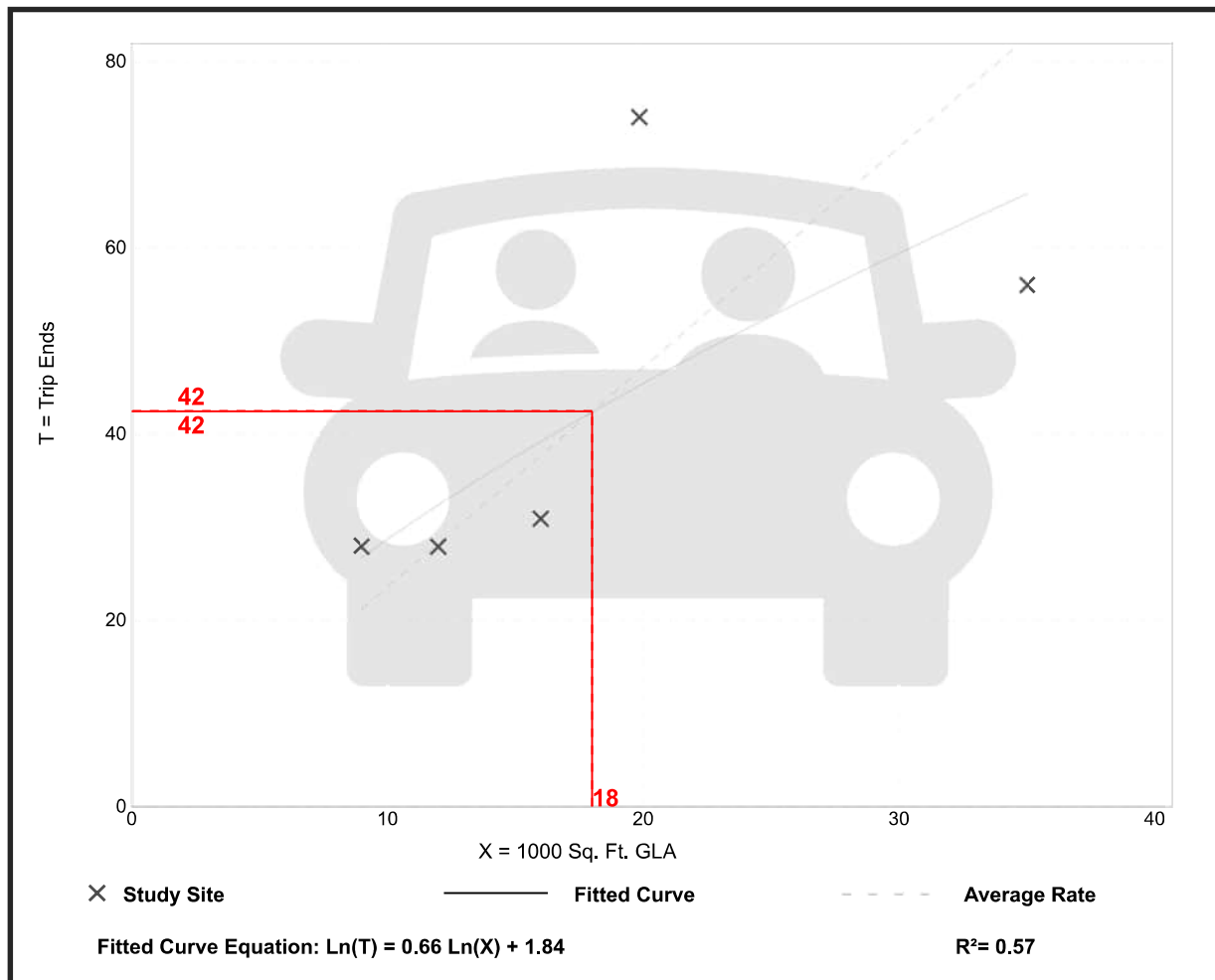
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



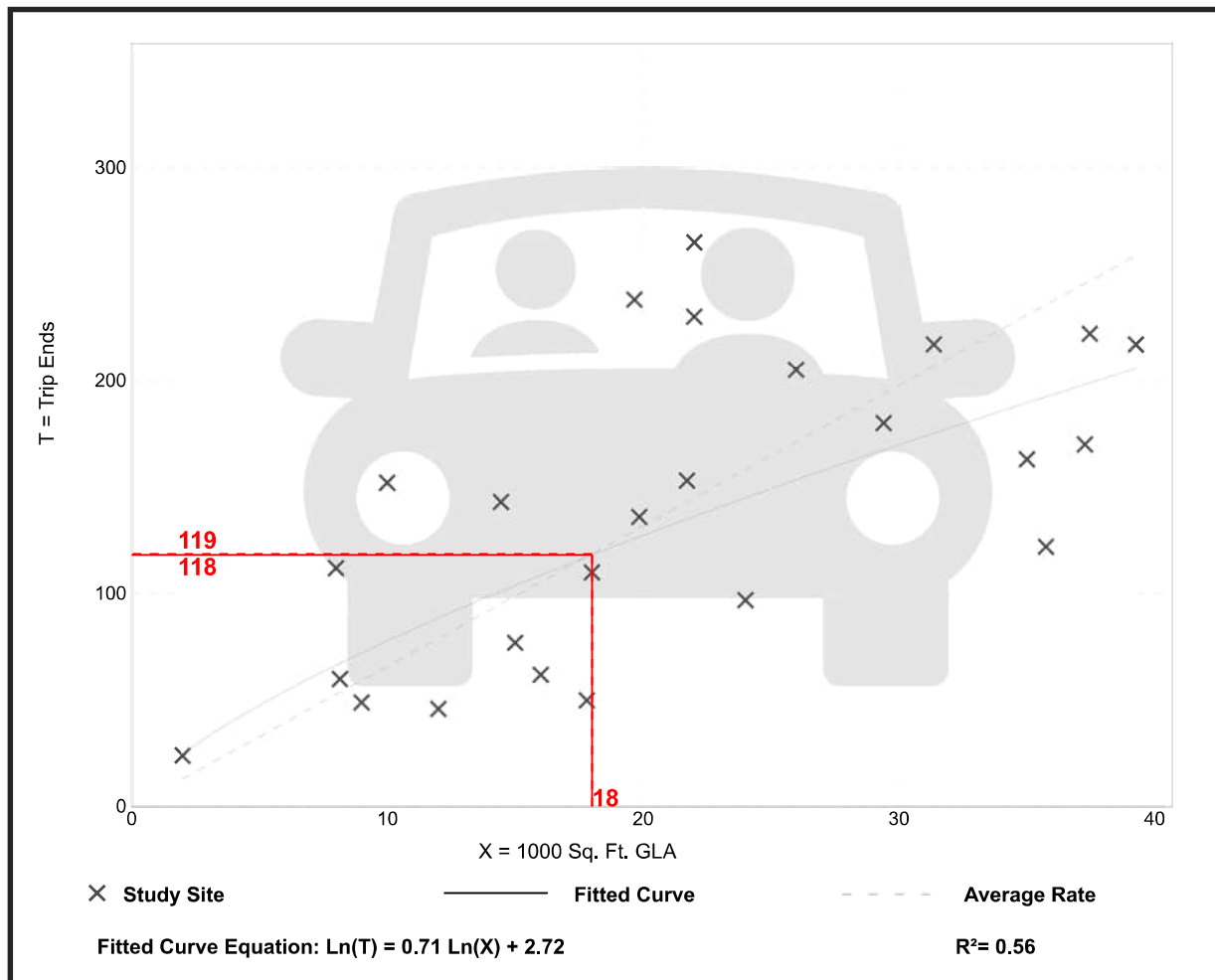
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Small Office Building (712)

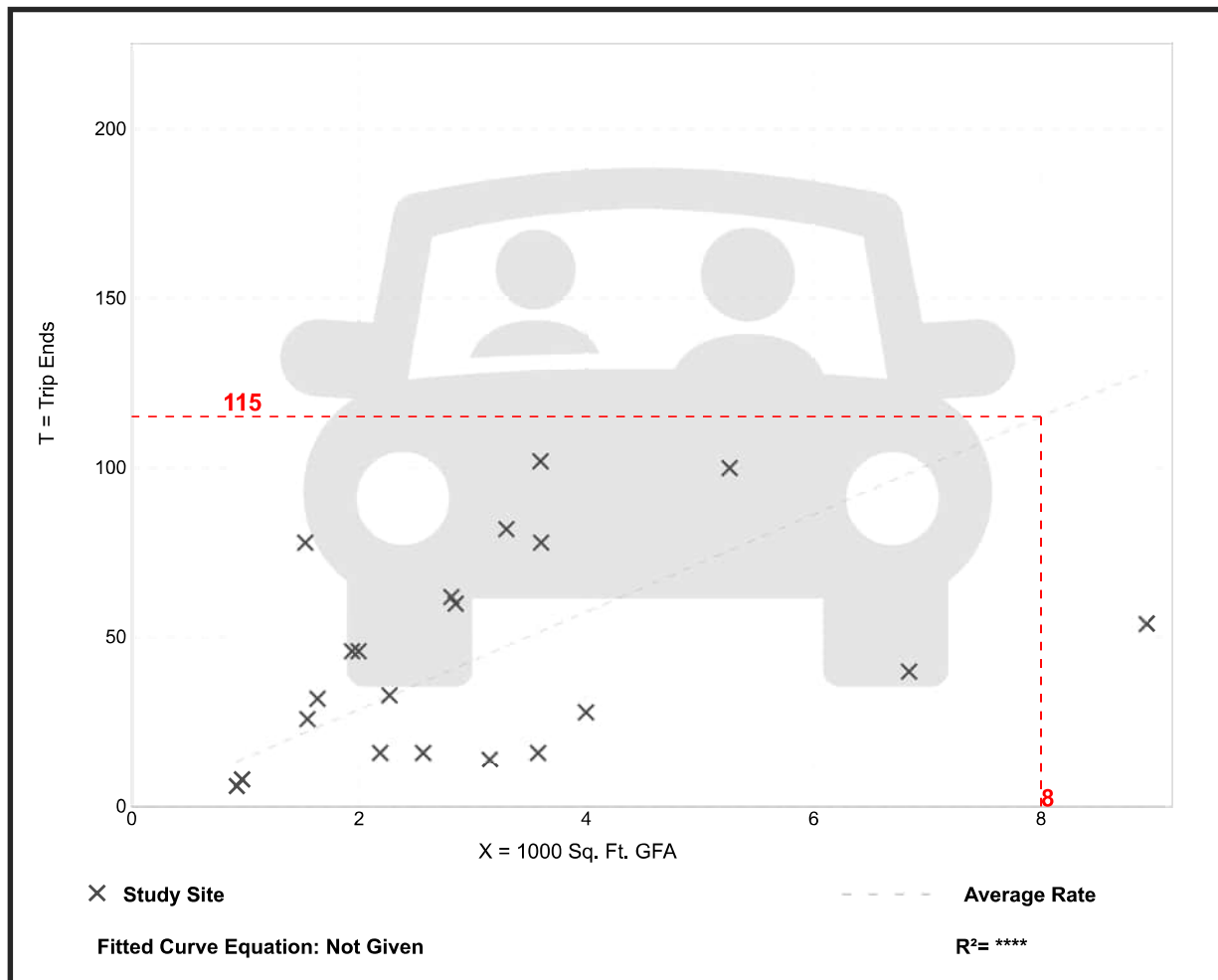
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.39	4.44 - 50.91	10.16

Data Plot and Equation



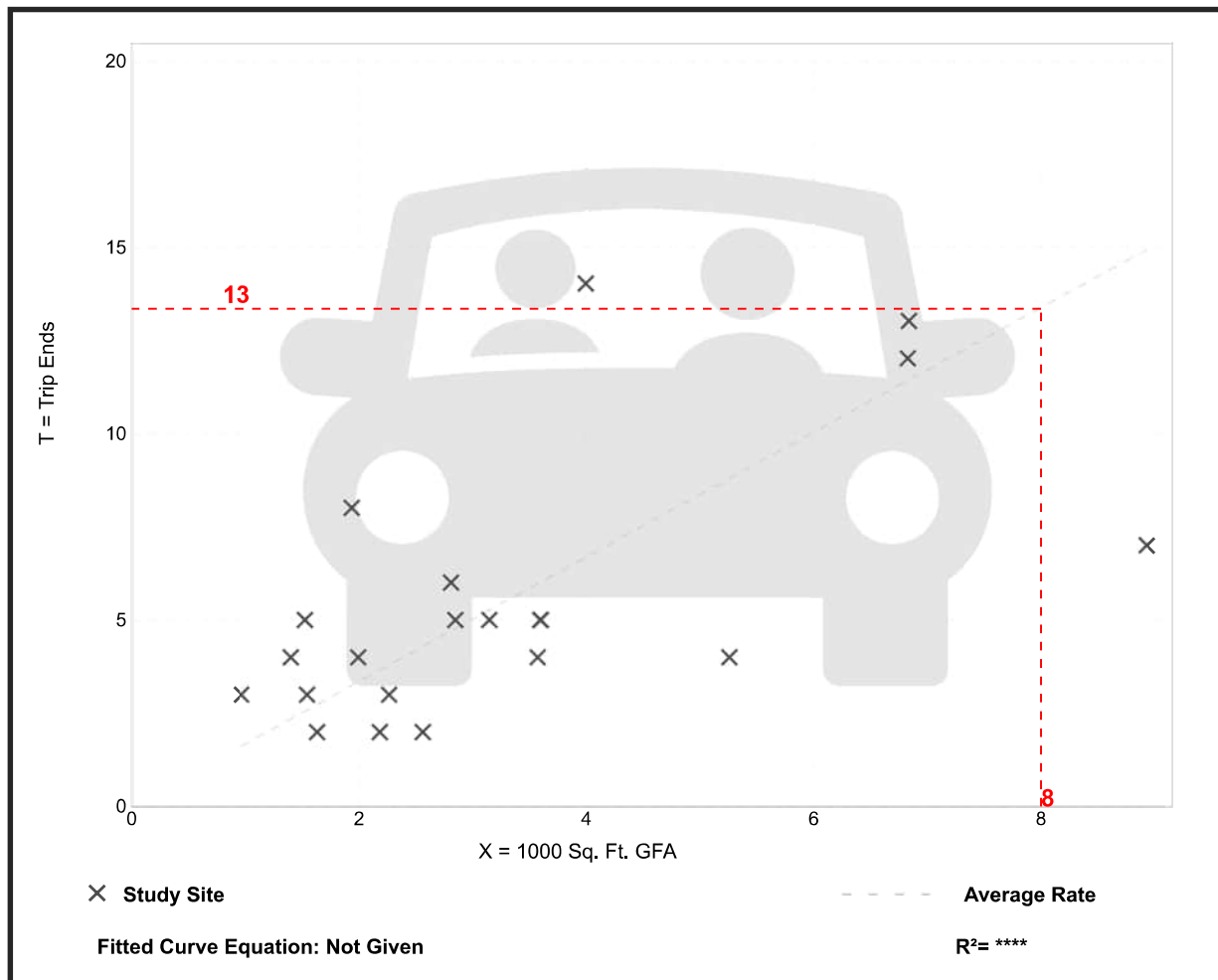
Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 21
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 82% entering, 18% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.67	0.76 - 4.12	0.88

Data Plot and Equation



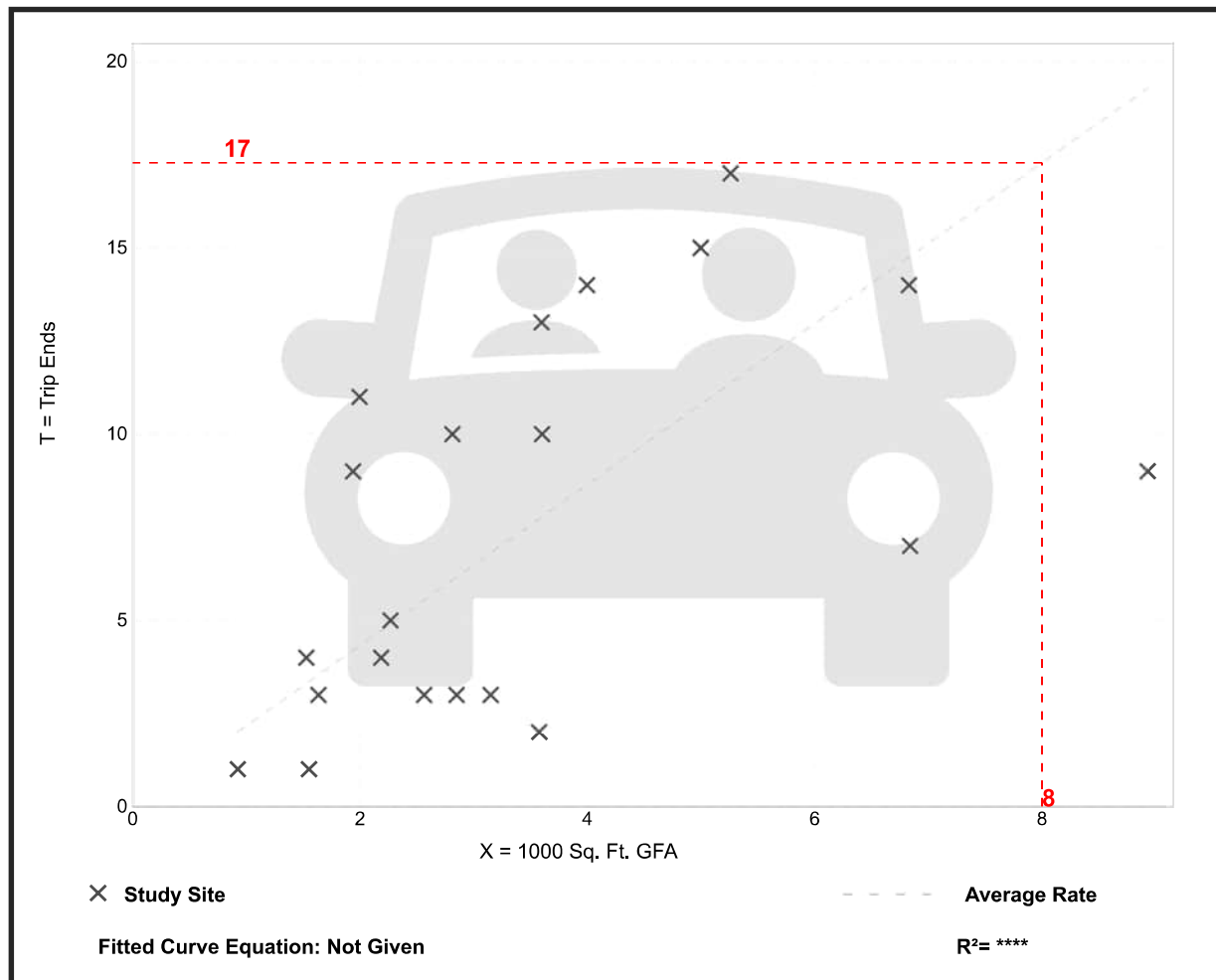
Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 21
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.56 - 5.50	1.26

Data Plot and Equation



APPENDIX D

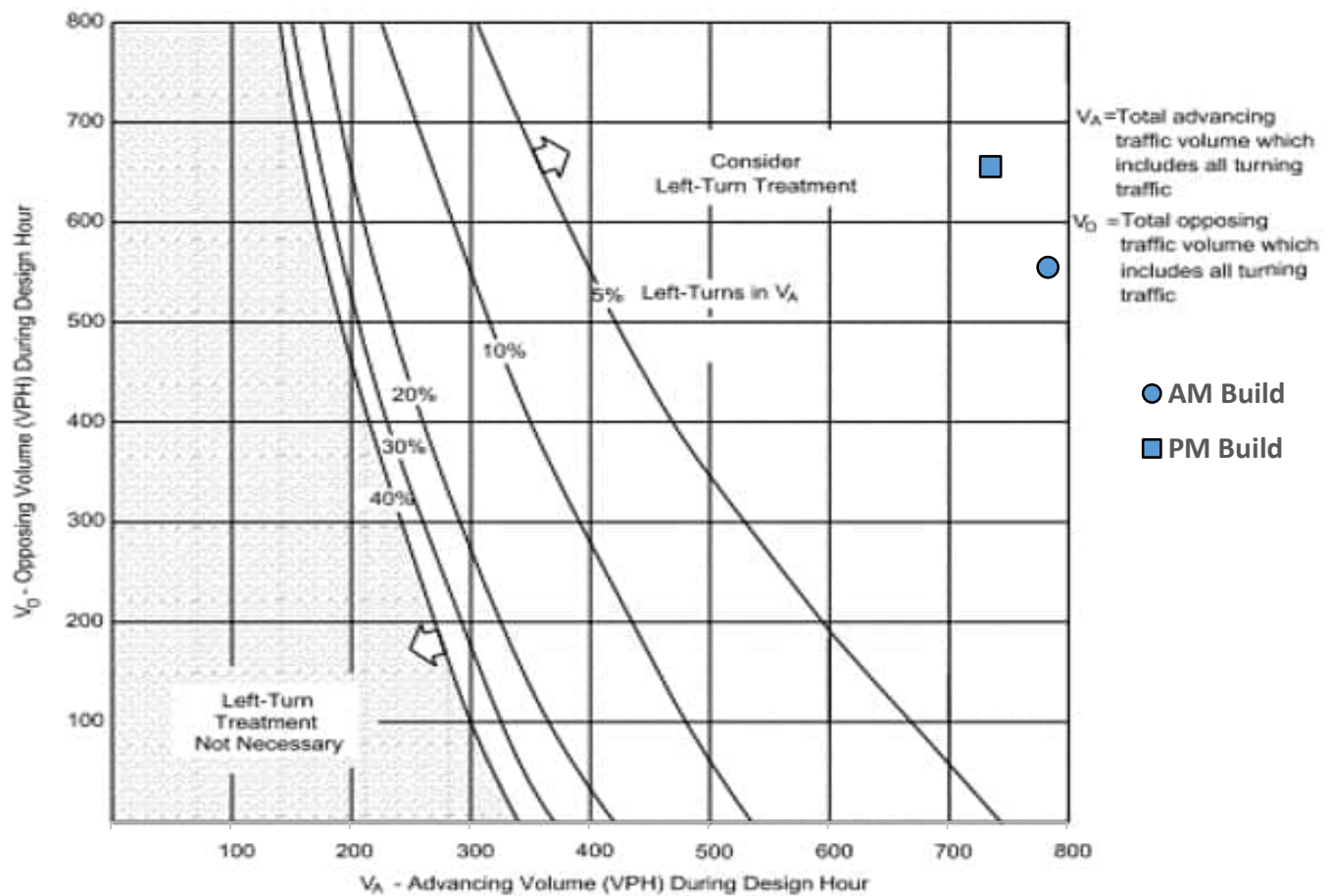
Turn Lane Analysis Worksheets

Barberville Road TIS
LEFT-TURN LANE WARRANT REVIEW

9.5-8

INTERSECTIONS

March 2017



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph)
Figure 9.5-F

INTERSECTION: Barberville Road & Site Access

MOVEMENT: Northbound left turn

SCENARIO	Advancing Volume (V_a)	Northbound left turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	784	57	556	7.3%	●
PM Build	736	73	657	9.9%	■

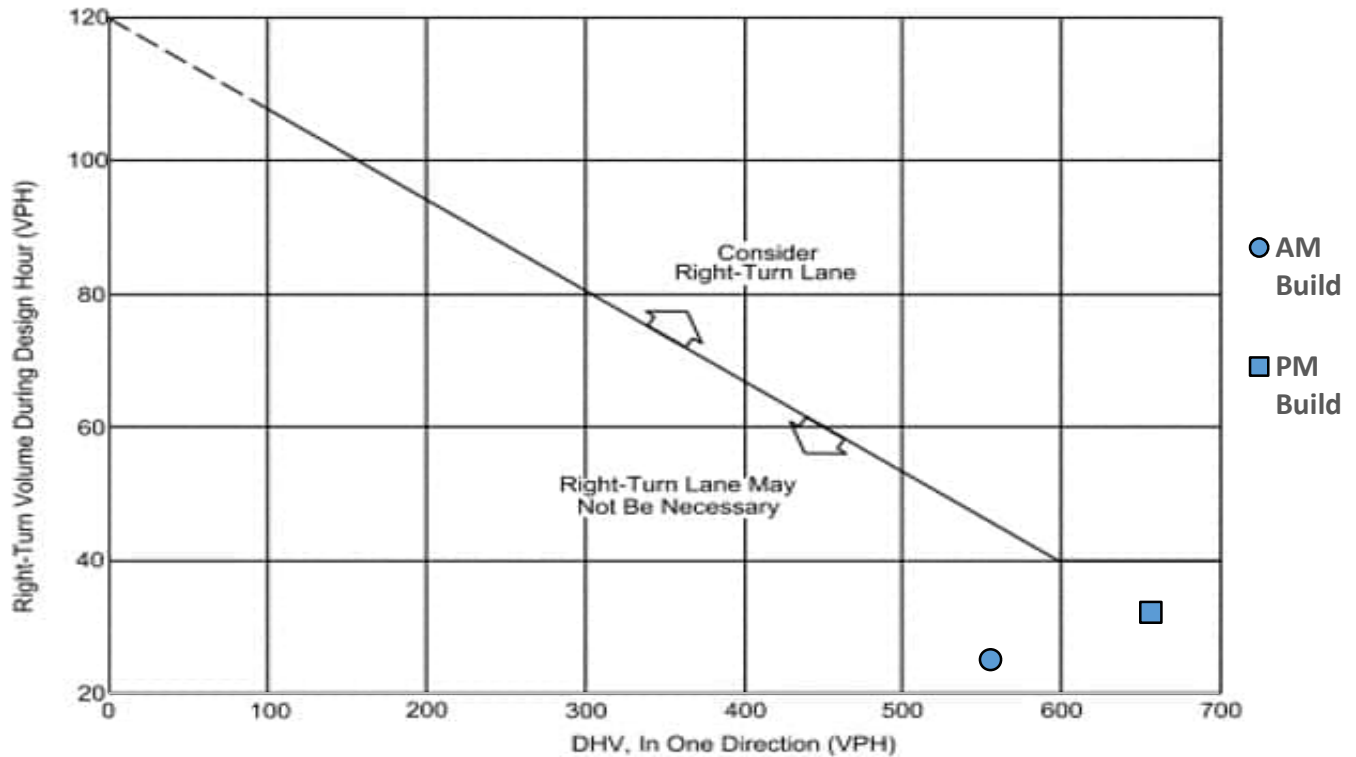
Moving forward.

Barberville Road TIS
RIGHT-TURN LANE WARRANT REVIEW

9.5-2

INTERSECTIONS

March 2017



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS
ON TWO-LANE HIGHWAYS**

Figure 9.5-A

INTERSECTION: Barberville Road & Site Access

MOVEMENT: Southbound right turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	556	25	●
PM Build	657	32	■

Moving forward.

APPENDIX E

Capacity Analysis

2023 Existing Conditions

HCM 6th Signalized Intersection Summary

100: Fort Mill Highway & Barberville Road

Barberville Road TIS
2023 Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	525	759	0	0	565	120	0	0	0	124	0	261
Future Volume (veh/h)	525	759	0	0	565	120	0	0	0	124	0	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2027	2027	2027	1776	1776	1776	1949	1949	1949	1847	1847	1847
Adj Flow Rate, veh/h	571	825	0	0	614	130	0	0	0	135	0	284
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	540	1367	0	0	763	918	0	2	0	316	0	282
Arrive On Green	0.18	0.67	0.00	0.00	0.43	0.43	0.00	0.00	0.00	0.18	0.00	0.18
Sat Flow, veh/h	1931	2027	0	0	1776	1505	0	1949	0	1759	0	1565
Grp Volume(v), veh/h	571	825	0	0	614	130	0	0	0	135	0	284
Grp Sat Flow(s),veh/h/ln	1931	2027	0	0	1776	1505	0	1949	0	1759	0	1565
Q Serve(g_s), s	14.9	18.3	0.0	0.0	24.6	3.0	0.0	0.0	0.0	5.6	0.0	14.7
Cycle Q Clear(g_c), s	14.9	18.3	0.0	0.0	24.6	3.0	0.0	0.0	0.0	5.6	0.0	14.7
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	540	1367	0	0	763	918	0	2	0	316	0	282
V/C Ratio(X)	1.06	0.60	0.00	0.00	0.80	0.14	0.00	0.00	0.00	0.43	0.00	1.01
Avail Cap(c_a), veh/h	540	1697	0	0	1052	1162	0	470	0	316	0	282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	7.3	0.0	0.0	20.3	6.8	0.0	0.0	0.0	29.8	0.0	33.5
Incr Delay (d2), s/veh	54.9	0.3	0.0	0.0	2.8	0.1	0.0	0.0	0.0	0.9	0.0	55.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	5.4	0.0	0.0	9.4	1.3	0.0	0.0	0.0	2.3	0.0	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.4	7.6	0.0	0.0	23.1	6.9	0.0	0.0	0.0	30.7	0.0	89.3
LnGrp LOS	F	A	A	A	C	A	A	A	A	C	A	F
Approach Vol, veh/h	1396			744			0			419		
Approach Delay, s/veh	34.9			20.3			0.0			70.4		
Approach LOS	C			C						E		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	61.7			0.0		20.0	41.7	20.0				
Change Period (Y+Rc), s	* 6.6			* 5.3		5.1	* 6.6	5.3				
Max Green Setting (Gmax), s	* 68			* 20		14.9	* 48	14.7				
Max Q Clear Time (g_c+l1), s	20.3			0.0		16.9	26.6	16.7				
Green Ext Time (p_c), s	21.2			0.0		0.0	8.5	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									
Notes												

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	19	5	636	369	10
Future Vol, veh/h	31	19	5	636	369	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	21	5	691	401	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1108	407	412
Stage 1	407	-	-
Stage 2	701	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	232	644	1147
Stage 1	672	-	-
Stage 2	492	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	230	644	1147
Mov Cap-2 Maneuver	230	-	-
Stage 1	667	-	-
Stage 2	492	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1147	-	304	-	-
HCM Lane V/C Ratio	0.005	-	0.179	-	-
HCM Control Delay (s)	8.2	0	19.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

HCM 6th Signalized Intersection Summary 100: Fort Mill Highway & Barberville Road

Barberville Road TIS
2023 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	785	0	0	695	202	1	0	0	366	0	145
Future Volume (veh/h)	312	785	0	0	695	202	1	0	0	366	0	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2027	2027	2027	1776	1776	1776	1949	1949	1949	1847	1847	1847
Adj Flow Rate, veh/h	339	853	0	0	755	220	1	0	0	398	0	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	1335	0	0	843	950	4	0	0	275	0	245
Arrive On Green	0.13	0.66	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.16	0.00	0.16
Sat Flow, veh/h	1931	2027	0	0	1776	1505	1856	0	0	1759	0	1565
Grp Volume(v), veh/h	339	853	0	0	755	220	1	0	0	398	0	158
Grp Sat Flow(s),veh/h/ln	1931	2027	0	0	1776	1505	1856	0	0	1759	0	1565
Q Serve(g_s), s	9.7	23.3	0.0	0.0	36.5	5.9	0.1	0.0	0.0	14.7	0.0	8.9
Cycle Q Clear(g_c), s	9.7	23.3	0.0	0.0	36.5	5.9	0.1	0.0	0.0	14.7	0.0	8.9
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	381	1335	0	0	843	950	4	0	0	275	0	245
V/C Ratio(X)	0.89	0.64	0.00	0.00	0.90	0.23	0.25	0.00	0.00	1.45	0.00	0.65
Avail Cap(c_a), veh/h	436	1474	0	0	914	1009	389	0	0	275	0	245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	9.5	0.0	0.0	22.6	7.5	46.9	0.0	0.0	39.7	0.0	37.3
Incr Delay (d2), s/veh	18.1	0.7	0.0	0.0	10.6	0.1	28.7	0.0	0.0	221.0	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	8.2	0.0	0.0	15.9	2.6	0.1	0.0	0.0	23.0	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	10.2	0.0	0.0	33.2	7.6	75.5	0.0	0.0	260.7	0.0	43.0
LnGrp LOS	D	B	A	A	C	A	E	A	A	F	A	D
Approach Vol, veh/h	1192			975			1			556		
Approach Delay, s/veh	19.2			27.4			75.5			198.9		
Approach LOS	B			C			E			F		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	68.6			5.5		17.3	51.3	20.0				
Change Period (Y+Rc), s	* 6.6			* 5.3		5.1	* 6.6	5.3				
Max Green Setting (Gmax), s	* 68			* 20		14.9	* 48	14.7				
Max Q Clear Time (g_c+l1), s	25.3			2.1		11.7	38.5	16.7				
Green Ext Time (p_c), s	21.2			0.0		0.5	6.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			58.8									
HCM 6th LOS			E									
Notes												

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	22	32	479	494	5
Future Vol, veh/h	10	22	32	479	494	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	24	35	521	537	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1131	540	542	0	-	0
Stage 1	540	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	225	542	1027	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	542	1027	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.9	0.5		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1027	-	366	-	-	
HCM Lane V/C Ratio	0.034	-	0.095	-	-	
HCM Control Delay (s)	8.6	0	15.9	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

2026 No-Build Conditions

HCM 6th Signalized Intersection Summary

100: Fort Mill Highway & Barberville Road

Barberville Road TIS
2026 No- Build AM

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Traffic Volume (veh/h)	573	821	0	0	633	159	0	0	0	167	0	361			
Future Volume (veh/h)	573	821	0	0	633	159	0	0	0	167	0	361			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No			No					
Adj Sat Flow, veh/h/ln	2027	2027	2027	1776	1776	1776	1949	1949	1949	1847	1847	1847			
Adj Flow Rate, veh/h	623	892	0	0	688	173	0	0	0	182	0	392			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2			
Cap, veh/h	525	1341	0	0	672	929	0	2	0	421	0	374			
Arrive On Green	0.24	0.66	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	1931	2027	0	0	1776	1505	0	1949	0	1759	0	1565			
Grp Volume(v), veh/h	623	892	0	0	688	173	0	0	0	182	0	392			
Grp Sat Flow(s),veh/h/ln	1931	2027	0	0	1776	1505	0	1949	0	1759	0	1565			
Q Serve(g_s), s	28.9	31.9	0.0	0.0	45.4	6.0	0.0	0.0	0.0	10.5	0.0	28.7			
Cycle Q Clear(g_c), s	28.9	31.9	0.0	0.0	45.4	6.0	0.0	0.0	0.0	10.5	0.0	28.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	525	1341	0	0	672	929	0	2	0	421	0	374			
V/C Ratio(X)	1.19	0.66	0.00	0.00	1.02	0.19	0.00	0.00	0.00	0.43	0.00	1.05			
Avail Cap(c_a), veh/h	525	1341	0	0	672	929	0	141	0	421	0	374			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.9	12.3	0.0	0.0	37.3	9.9	0.0	0.0	0.0	38.7	0.0	45.7			
Incr Delay (d2), s/veh	102.0	2.6	0.0	0.0	40.9	0.4	0.0	0.0	0.0	0.7	0.0	59.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	29.0	13.3	0.0	0.0	26.2	3.5	0.0	0.0	0.0	4.5	0.0	17.0			
Unsig. Movement Delay, s/veh															
LnGrp Delay(d),s/veh	140.9	14.9	0.0	0.0	78.2	10.4	0.0	0.0	0.0	39.4	0.0	105.1			
LnGrp LOS	F	B	A	A	F	B	A	A	A	D	A	F			
Approach Vol, veh/h	1515			861			0			574					
Approach Delay, s/veh	66.7			64.6			0.0			84.3					
Approach LOS	E			E						F					
Timer - Assigned Phs	2			4		5	6	8							
Phs Duration (G+Y+Rc), s	86.0			34.0		34.0	52.0	0.0							
Change Period (Y+Rc), s	* 6.6			* 5.3		5.1	* 6.6	5.3							
Max Green Setting (Gmax), s	* 65			* 29		28.9	* 31	8.7							
Max Q Clear Time (g_c+I1), s	33.9			30.7		30.9	47.4	0.0							
Green Ext Time (p_c), s	18.7			0.0		0.0	0.0	0.0							
Intersection Summary															
HCM 6th Ctrl Delay	69.5														
HCM 6th LOS	E														
Notes															

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	20	5	722	511	10
Future Vol, veh/h	32	20	5	722	511	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	22	5	785	555	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1356	561	566	0	-	0
Stage 1	561	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	165	527	1006	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	164	527	1006	-	-	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26.5	0.1		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1006	-	223	-	-	
HCM Lane V/C Ratio	0.005	-	0.253	-	-	
HCM Control Delay (s)	8.6	0	26.5	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0	-	1	-	-	

HCM 6th Signalized Intersection Summary

100: Fort Mill Highway & Barberville Road

Barberville Road TIS
2026 No- Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	865	0	0	749	242	1	0	0	412	0	208
Future Volume (veh/h)	424	865	0	0	749	242	1	0	0	412	0	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2027	2027	2027	1776	1776	1776	1949	1949	1949	1847	1847	1847
Adj Flow Rate, veh/h	461	940	0	0	814	263	1	0	0	448	0	226
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	493	1247	0	0	619	885	4	0	0	421	0	374
Arrive On Green	0.22	0.62	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.24	0.00	0.24
Sat Flow, veh/h	1931	2027	0	0	1776	1505	1856	0	0	1759	0	1565
Grp Volume(v), veh/h	461	940	0	0	814	263	1	0	0	448	0	226
Grp Sat Flow(s),veh/h/ln	1931	2027	0	0	1776	1505	1856	0	0	1759	0	1565
Q Serve(g_s), s	24.3	39.9	0.0	0.0	41.8	10.5	0.1	0.0	0.0	28.7	0.0	15.4
Cycle Q Clear(g_c), s	24.3	39.9	0.0	0.0	41.8	10.5	0.1	0.0	0.0	28.7	0.0	15.4
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	493	1247	0	0	619	885	4	0	0	421	0	374
V/C Ratio(X)	0.93	0.75	0.00	0.00	1.32	0.30	0.25	0.00	0.00	1.06	0.00	0.60
Avail Cap(c_a), veh/h	525	1247	0	0	619	885	135	0	0	421	0	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.5	16.6	0.0	0.0	39.1	12.4	59.8	0.0	0.0	45.7	0.0	40.6
Incr Delay (d2), s/veh	23.5	4.2	0.0	0.0	153.1	0.9	28.9	0.0	0.0	62.2	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	17.7	0.0	0.0	43.5	6.0	0.1	0.0	0.0	19.4	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	20.8	0.0	0.0	192.1	13.2	88.7	0.0	0.0	107.9	0.0	43.3
LnGrp LOS	E	C	A	A	F	B	F	A	A	F	A	D
Approach Vol, veh/h	1401		1077			1			674			
Approach Delay, s/veh	34.0		148.5			88.7			86.2			
Approach LOS	C		F			F			F			
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	80.4		34.0		32.0	48.4	5.6					
Change Period (Y+Rc), s	* 6.6		* 5.3		5.1	* 6.6	5.3					
Max Green Setting (Gmax), s	* 65		* 29		28.9	* 31	8.7					
Max Q Clear Time (g_c+I1), s	41.9		30.7		26.3	43.8	2.1					
Green Ext Time (p_c), s	16.2		0.0		0.6	0.0	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	84.3											
HCM 6th LOS	F											
Notes												

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	23	33	630	603	5
Future Vol, veh/h	10	23	33	630	603	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	25	36	685	655	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1415	658	660	0	-	0
Stage 1	658	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	151	464	928	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	464	928	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	20.1	0.4		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	928	-	274	-	-	
HCM Lane V/C Ratio	0.039	-	0.131	-	-	
HCM Control Delay (s)	9	0	20.1	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

2026 Build Conditions

HCM 6th Signalized Intersection Summary 100: Fort Mill Highway & Barberville Road

Barberville Road TIS
2026 Build AM

Volumes to not match
volumes on Figure 8 for Build
(less on Synchro)

should use PHF from counts
not default which SCDOT is
90

Need to show Queuing for SB
movement to determine if
proposed access is blocked
during peak times

to not match on Figure 8 for Build Synchro)												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	582	782	0	0	582	140	0	0	0	140	0	300
Future Volume (veh/h)	582	782	0	0	582	140	0	0	0	140	0	300
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2027	2027	2027	1776	1776	1776	1949	1949	1949	1847	1847	1847
Adj Flow Rate, veh/h	633	850	0	0	633	152	0	0	0	152	0	326
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	520	1324	0	0	691	586	0	439	0	469	0	353
Arrive On Green	0.21	0.65	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.23	0.00	0.23
Sat Flow, veh/h	1931	2027	0	0	1776	1505	0	1949	0	1759	0	1565
Grp Volume(v), veh/h	633	850	0	0	633	152	0	0	0	152	0	326
Grp Sat Flow(s),veh/h/ln	1931	2027	0	0	1776	1505	0	1949	0	1759	0	1565
Q Serve(g_s), s	20.9	24.7	0.0	0.0	33.3	6.8	0.0	0.0	0.0	7.2	0.0	20.1
Cycle Q Clear(g_c), s	20.9	24.7	0.0	0.0	33.3	6.8	0.0	0.0	0.0	7.2	0.0	20.1
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	520	1324	0	0	691	586	0	439	0	469	0	353
V/C Ratio(X)	1.22	0.64	0.00	0.00	0.92	0.26	0.00	0.00	0.00	0.32	0.00	0.92
Avail Cap(c_a), veh/h	520	1366	0	0	728	617	0	439	0	478	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.5	10.2	0.0	0.0	28.6	20.5	0.0	0.0	0.0	32.4	0.0	37.4
Incr Delay (d2), s/veh	114.0	0.9	0.0	0.0	15.7	0.2	0.0	0.0	0.0	0.4	0.0	28.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.2	9.1	0.0	0.0	16.0	2.3	0.0	0.0	0.0	3.0	0.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.4	11.1	0.0	0.0	44.2	20.6	0.0	0.0	0.0	32.8	0.0	66.1
LnGrp LOS	F	B	A	A	D	C	A	A	A	C	A	E
Approach Vol, veh/h	1483				785		0				478	
Approach Delay, s/veh	67.2				39.7		0.0				55.5	
Approach LOS	E				D						E	
Timer - Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	71.0		27.6		26.0	45.0	27.6					
Change Period (Y+Rc), s	* 6.6		* 5.4		5.1	* 6.6	5.4					
Max Green Setting (Gmax), s	* 66		* 23		20.9	* 40	8.6					
Max Q Clear Time (g_c+I1), s	26.7		22.1		22.9	35.3	0.0					
Green Ext Time (p_c), s	20.2		0.1		0.0	3.0	0.0					

Intersection Summary

HCM 6th Ctrl Delay	57.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	20	5	673	405	10
Future Vol, veh/h	32	20	5	673	405	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	22	5	732	440	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1188	446	451	0	-	0
Stage 1	446	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	208	612	1109	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	612	1109	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	21.3	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1109	-	277	-	-	
HCM Lane V/C Ratio	0.005	-	0.204	-	-	
HCM Control Delay (s)	8.3	0	21.3	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	43	57	714	527	25
Future Vol, veh/h	18	43	57	714	527	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	47	62	776	573	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1487	587	600	0	-	0
Stage 1	587	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	137	510	977	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	510	977	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	20.3	0.7		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	977	-	128	510	-	-
HCM Lane V/C Ratio	0.063	-	0.153	0.092	-	-
HCM Control Delay (s)	8.9	-	38.1	12.8	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	0.3	-	-

HCM 6th Signalized Intersection Summary

100: Fort Mill Highway & Barberville Road

Barberville Road TIS
2026 Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
✓ Lane Configurations												
Traffic Volume (veh/h)	477	865	0	0	749	262	1	0	0	435	0	266
Future Volume (veh/h)	477	865	0	0	749	262	1	0	0	435	0	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2027	2027	2027	1776	1776	1776	1949	1949	1949	1847	1847	1847
Adj Flow Rate, veh/h	518	940	0	0	814	285	1	0	0	473	0	289
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	525	1247	0	0	590	860	4	0	0	421	0	374
Arrive On Green	0.24	0.62	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.24	0.00	0.24
Sat Flow, veh/h	1931	2027	0	0	1776	1505	1856	0	0	1759	0	1565
Grp Volume(v), veh/h	518	940	0	0	814	285	1	0	0	473	0	289
Grp Sat Flow(s),veh/h/ln	1931	2027	0	0	1776	1505	1856	0	0	1759	0	1565
Q Serve(g_s), s	28.3	39.9	0.0	0.0	39.8	12.0	0.1	0.0	0.0	28.7	0.0	20.7
Cycle Q Clear(g_c), s	28.3	39.9	0.0	0.0	39.8	12.0	0.1	0.0	0.0	28.7	0.0	20.7
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	525	1247	0	0	590	860	4	0	0	421	0	374
V/C Ratio(X)	0.99	0.75	0.00	0.00	1.38	0.33	0.25	0.00	0.00	1.12	0.00	0.77
Avail Cap(c_a), veh/h	525	1247	0	0	590	860	135	0	0	421	0	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	16.6	0.0	0.0	40.1	13.6	59.8	0.0	0.0	45.7	0.0	42.6
Incr Delay (d2), s/veh	35.7	4.2	0.0	0.0	181.7	1.0	28.9	0.0	0.0	82.3	0.0	9.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.9	17.7	0.0	0.0	46.2	6.8	0.1	0.0	0.0	21.8	0.0	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	20.8	0.0	0.0	221.7	14.6	88.7	0.0	0.0	127.9	0.0	52.2
LnGrp LOS	E	C	A	A	F	B	F	A	A	F	A	D
Approach Vol, veh/h	1458			1099			1			762		
Approach Delay, s/veh	39.6			168.0			88.7			99.2		
Approach LOS	D			F			F			F		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	80.4			34.0		34.0	46.4	5.6				
Change Period (Y+Rc), s	* 6.6			* 5.3		5.1	* 6.6	5.3				
Max Green Setting (Gmax), s	* 65			* 29		28.9	* 31	8.7				
Max Q Clear Time (g_c+I1), s	41.9			30.7		30.3	41.8	2.1				
Green Ext Time (p_c), s	16.2			0.0		0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	95.8											
HCM 6th LOS	F											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bad delay for WB

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	23	33	665	635	5
Future Vol, veh/h	10	23	33	665	635	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	25	36	723	690	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1488	693	695	0	-	0
Stage 1	693	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	137	443	901	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	128	443	901	-	-	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	21.5	0.4		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	901	-	254	-	-	
HCM Lane V/C Ratio	0.04	-	0.141	-	-	
HCM Control Delay (s)	9.2	0	21.5	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	81	73	663	625	32
Future Vol, veh/h	35	81	73	663	625	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	88	79	721	679	35
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1576	697	714	0	-	0
Stage 1	697	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	121	441	886	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	441	886	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	26.9	0.9		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	886	-	110	441	-	-
HCM Lane V/C Ratio	0.09	-	0.346	0.2	-	-
HCM Control Delay (s)	9.5	-	54.1	15.2	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.4	0.7	-	-

HCM 6th Signalized Intersection Summary

100: Fort Mill Highway & Barberville Road

Barberville Road TIS
2026 Build Improved AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	614	821	0	0	633	175	0	0	0	179	0	392
Future Volume (veh/h)	614	821	0	0	633	175	0	0	0	179	0	392
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2027	2027	2027	1776	1776	1776	1949	1949	1949	1847	1847	1847
Adj Flow Rate, veh/h	667	892	0	0	688	190	0	0	0	195	0	426
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	654	2452	0	0	1192	929	0	2	0	465	0	413
Arrive On Green	0.24	0.64	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.26	0.00	0.26
Sat Flow, veh/h	1931	3953	0	0	3463	1505	0	1949	0	1759	0	1565
Grp Volume(v), veh/h	667	892	0	0	688	190	0	0	0	195	0	426
Grp Sat Flow(s),veh/h/ln	1931	1926	0	0	1687	1505	0	1949	0	1759	0	1565
Q Serve(g_s), s	28.9	13.1	0.0	0.0	19.9	6.6	0.0	0.0	0.0	11.0	0.0	31.7
Cycle Q Clear(g_c), s	28.9	13.1	0.0	0.0	19.9	6.6	0.0	0.0	0.0	11.0	0.0	31.7
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	654	2452	0	0	1192	929	0	2	0	465	0	413
V/C Ratio(X)	1.02	0.36	0.00	0.00	0.58	0.20	0.00	0.00	0.00	0.42	0.00	1.03
Avail Cap(c_a), veh/h	654	2452	0	0	1192	929	0	141	0	465	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.7	10.3	0.0	0.0	31.5	10.0	0.0	0.0	0.0	36.5	0.0	44.2
Incr Delay (d2), s/veh	40.5	0.4	0.0	0.0	2.0	0.5	0.0	0.0	0.0	0.6	0.0	52.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.6	5.1	0.0	0.0	8.1	4.0	0.0	0.0	0.0	4.7	0.0	17.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	10.7	0.0	0.0	33.6	10.5	0.0	0.0	0.0	37.1	0.0	96.4
LnGrp LOS	F	B	A	A	C	B	A	A	A	D	A	F
Approach Vol, veh/h	1559			878			0			621		
Approach Delay, s/veh	34.5			28.6			0.0			77.8		
Approach LOS	C			C						E		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	83.0			37.0		34.0	49.0	0.0				
Change Period (Y+Rc), s	* 6.6			* 5.3		5.1	* 6.6	5.3				
Max Green Setting (Gmax), s	* 62			* 32		28.9	* 28	8.7				
Max Q Clear Time (g_c+l1), s	15.1			33.7		30.9	21.9	0.0				
Green Ext Time (p_c), s	20.1			0.0		0.0	3.8	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	41.6											
HCM 6th LOS	D											
Notes												

HCM 6th Signalized Intersection Summary

100: Fort Mill Highway & Barberville Road

Barberville Road TIS
2026 Build Improved PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	477	865	0	0	749	262	1	0	0	435	0	266
Future Volume (veh/h)	477	865	0	0	749	262	1	0	0	435	0	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2027	2027	2027	1776	1776	1776	1949	1949	1949	1847	1847	1847
Adj Flow Rate, veh/h	518	940	0	0	814	285	1	0	0	473	0	289
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	551	2274	0	0	1098	887	4	0	0	465	0	413
Arrive On Green	0.22	0.59	0.00	0.00	0.33	0.33	0.00	0.00	0.00	0.26	0.00	0.26
Sat Flow, veh/h	1931	3953	0	0	3463	1505	1856	0	0	1759	0	1565
Grp Volume(v), veh/h	518	940	0	0	814	285	1	0	0	473	0	289
Grp Sat Flow(s),veh/h/ln	1931	1926	0	0	1687	1505	1856	0	0	1759	0	1565
Q Serve(g_s), s	23.9	15.9	0.0	0.0	25.7	11.5	0.1	0.0	0.0	31.7	0.0	20.0
Cycle Q Clear(g_c), s	23.9	15.9	0.0	0.0	25.7	11.5	0.1	0.0	0.0	31.7	0.0	20.0
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	551	2274	0	0	1098	887	4	0	0	465	0	413
V/C Ratio(X)	0.94	0.41	0.00	0.00	0.74	0.32	0.25	0.00	0.00	1.02	0.00	0.70
Avail Cap(c_a), veh/h	587	2274	0	0	1098	887	135	0	0	465	0	413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.7	13.3	0.0	0.0	36.0	12.5	59.8	0.0	0.0	44.2	0.0	39.8
Incr Delay (d2), s/veh	22.7	0.6	0.0	0.0	4.5	1.0	28.9	0.0	0.0	46.4	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	6.5	0.0	0.0	10.8	6.9	0.1	0.0	0.0	19.3	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	13.9	0.0	0.0	40.5	13.4	88.7	0.0	0.0	90.5	0.0	45.0
LnGrp LOS	D	B	A	A	D	B	F	A	A	F	A	D
Approach Vol, veh/h	1458				1099				1		762	
Approach Delay, s/veh	27.5				33.5				88.7		73.3	
Approach LOS	C				C				F		E	
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	77.4			37.0		31.8	45.6	5.6				
Change Period (Y+Rc), s	* 6.6			* 5.3		5.1	* 6.6	5.3				
Max Green Setting (Gmax), s	* 62			* 32		28.9	* 28	8.7				
Max Q Clear Time (g_c+l1), s	17.9			33.7		25.9	27.7	2.1				
Green Ext Time (p_c), s	21.0			0.0		0.8	0.5	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			40.0									
HCM 6th LOS			D									
Notes												



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

June 07, 2024

Jan Ringeling
Moody Group
10700 Sikes Place Ste 280
Charlotte, NC 28277

Project Number	20231869
Project Name	Barberville Commercial
Location	9901 & 9831 Barberville Road
Stage	Preliminary Plat
Parcel(s)	0006-00-057.00
Status	Not Approved

Dear: Jan Ringeling

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,

A handwritten signature in black ink that reads "Chanda Kirkland".

Chanda Kirkland, Development Service Coordinator
Lancaster County Government
101 N Main St
Lancaster, SC 29720
P: (803) 416-9390

Plan Review Comments

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

Not Approved

Review Comments:

As discussed at TRC on 5/16/24, we will need to see the plan for the entire subdivision before approving any preliminary plats. The regional pond and mass grading tie all of the parcels together as one larger subdivision plan.

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

Approved

Review Comments:

Address will be issued during Civil Phase, along with the road being placed on the map. At Civil, please send me a CAD file of the site, to include building footprints.

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

Not Approved

Review Comments:

1. All buildings must be within 500 feet of a fire hydrant, measured as an apparatus would lay hose along an approved fire apparatus access road.

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

Not Approved

Review Comments:

Incorrect submittal was made to LCWSD and submittal was placed at the receptionist's desk for pick up. Submittal should be made in accordance with the policy.

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

Not Approved

Review Comments:

The maximum block length for a road is 1,000ft (UDO 6.4.1.A) Melanie Lane appears to exceed this maximum by 90ft. Please address this on your resubmittal.

The minimum connectivity index allowed is 1.3. Please include a connectivity calculation on your next submittal (6.4.3).

A Type B buffer will be required between TM Numbers 0006-00-058.00 and 0006-00-053.03 and a Type C buffer will be required between TM Numbers 0006-00-057.00 and 0006-00-053.03. Please submit a separate page separate page outlining this on your next submittal. The requirements for these buffers can be found in section 7.1.5 of the UDO.

Please submit a separate page depicting the Highway Corridor Overlay Buffer on the plan resubmittal. Details for this can be found in section 4.3.2.J.2 of the UDO.

Please outline the proposed building use type on the preliminary plat. These can be found in chapter 2 of the UDO.

Please submit a separate page outlining the sidewalk network on the plan.

a. Sidewalks and Connectivity: i. At a minimum, sidewalks shall comply with the construction requirements set forth in Appendix C of the UDO; ii. iii. iv. v. Sidewalks shall be located to allow pedestrians to safely move from their vehicles to the building; Sidewalks shall connect to existing pedestrian circulation of adjacent parcels where not restricted by topography or other existing site features; When adjacent to a residential use district, sidewalks shall be provided to allow pedestrian access to and from a commercial retail development; Sidewalks shall be required on both sides of public or private streets

within a commercial retail development. (UDO 4.3.2.F.5)

Interconnectivity between adjacent parcels is required when there is not a conflict in use and is subject to the provisions set forth in Section 4.3.2.G. (UDO 4.3.2.G.e). Is the projects proposed interconnectivity between adjacent parcels at TM Number 0006-00-059.00? Please confirm on resubmittal.

A full photometric lighting plan is required as part of this submittal, please include this on your resubmittal. (UDO 6.3)

More information on photometric lighting plan requirements can be found in section 4.3.2.I of the UDO

Open Space: A minimum of 10 percent of the site must be devoted to usable open space which may include greens, unaltered natural features, or other similar areas not covered by impervious surface as required in Chapters 2, 3, and 8 of the UDO. Required setbacks and buffer yards may be included in calculating this requirement. (UDO 4.3.2.6.L.1)

Please label and depict the setbacks for each parcel on the plat.

Advisory Comments:

All buildings fronting along the highway corridor overlay shall front onto a public or private street, or share a frontage line with a square or other similar common open space. The front facade of buildings shall be generally parallel to front property lines when placed along the corridor right-of-way. (UDO 4.3.2.F.1)

When fronting the corridor right-of-way, buildings shall have access from the front and rear of the building. (UDO 4.3.2.F.1.C)

The development of retail commercial centers or villages is favorable over commercial "strip development" in the Highway Corridor Overlay District. (UDO 4.3.2.F.1.D)

Building Vernacular: Variation in architecture and materials is required. There shall be no large expanse of blank exterior walls along the corridor. Variation in exterior walls may be achieved through the use of windows, projections, recesses, columns, horizontal and vertical offsets, awnings, canopies, or other architectural features. Rooflines of buildings adjacent to the corridor shall also be varied to add interest and complement the character of surrounding development and neighborhoods. Variation in rooflines may be achieved through the use of gables, eaves, parapets, cupolas, or other architectural features. (UDO 4.3.2.F.3)

Buildings, signs, walls, and other structures within the Highway Corridor Overlay District shall be constructed using quality finish materials (i.e., brick, wood, masonry, stone, concrete siding, or stucco). In general, the use of vinyl, tin, metal, and masonry block (except split face/decorative masonry) shall be prohibited on the exterior walls of any building located within this district. Metal is permissible if in combination with other building materials for use as trim, windows, doors, roofing, other architectural elements, and signs. All sides of the building shall comply with this requirement except any side of a building that is not visible from any point on an adjoining road right-of-way. Sides of the building that are screened with landscaping, a fence, or some combination of the two shall be considered to be visible from an adjoining street and must comply with the requirements of the Highway Corridor Overlay District. (UDO 4.3.2.F.4.a)

Off-Street Parking: For buildings fronting on the corridor, off-street surface parking shall be located primarily to the rear of the building it serves. Side yard parking is permissible and shall occupy no more than 45 percent of the principle corridor frontage line. The following shall also apply: a. Where dimensions or topographical constraints of existing parcels restrict the location of off-street parking to the rear of the building it serves, the restrictions on side yard parking may be modified, on a case-by-case basis, by the Administrator; b. Uninterrupted areas of parking areas shall be limited in size. Parking areas with more than 20 space[s] shall be broken by buildings and/or landscape features as outlined in Section 4.3.2.K.6; and c. Parking areas shall be designed to allow pedestrians to safely move from their vehicles to the building. (UDO 4.3.2.G)

Since this site is located within the Highway Corridor Overlay District, it is subject to additional signage regulations. These can be found in section 4.3.2.H of the UDO. This is a separate submittal through our Zoning Department.

LC School District - David Small - (803) 286-6972
David.Small@lcsd.k12.sc.us

Not Approved

Review Comments:

Review Comments:

This Permit (Application #200136361) has already been submitted to SCDOT for review. All comments from the Department will come from the permit review process.

Impact Fee - Chanda Kirkland - 803-416-9390
ckirkland@lancastersc.net

Approved

Review Comments:

Advisory Comments:

This project is located in the Pleasant Valley Fire District, service impact fees will apply. The fees are listed on the Lancaster County website and increase every July 1 with the budget. Impact fees are collected at the time of Building permit issuance.

Agenda Item Summary

Ordinance # / Resolution #: CU-2024-0910 McClure Collision Center

Contact Person / Sponsor: M. Blaszyk

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Sketch Plan review comments not yet available. Review of CU Application comments have been attached.

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	6/10/2024	Exhibit
Location Map	6/4/2024	Exhibit
Application	6/4/2024	Exhibit
Sketch Plan	6/4/2024	Exhibit
Narrative	6/4/2024	Exhibit
TRC Review of CU Application	6/10/2024	Letter
Illustration of proposed new facade	6/11/2024	Exhibit

PROPOSAL:	Conditional Use Application to Permit a Collision Center (Body Shop) on two lots totaling 1.73 acres
PROPERTY LOCATION:	9870 Harrisburg Road and adjacent lot (TM# 0005-00-100.05 and 0005-00-100.06)
CURRENT ZONING DISTRICT:	General Business (GB) District
APPLICANT:	Mason McClure Owner: John Hecimovich/Heck's LLC
COUNCIL DISTRICT:	District 4, Jose Luis

OVERVIEW & BACKGROUND:

Site Information

This property resides on a 1.73-acre lot which was the former home to Continental Batteries (unrelated to Continental Tire). There is an existing metal building on site with a single vehicle bay and loading dock. The property is currently unoccupied. The adjacent lot is vacant.

Current Proposal & Project Overview

The applicant is seeking a conditional use permit to allow a Collision Center (Major Maintenance and Repair). At this time the applicant intends to utilize the existing structure to open a collision center and body shop and to allow later expansion of the shop and associated parking on the currently vacant lot adjacent.

The conditional use permit for Major Maintenance and Repair requires a Type C landscape buffer when adjacent to residential zoning districts, but no such zoning is adjacent. The applicant has submitted a site plan through the conditional use process, which is attached to this report.

Summary of Surrounding Zoning and Uses

Surrounding Property	Zoning District	Use
North	General Business (GB)	Small Businesses
South	General Business (GB)	Founders FCU
East	General Business (GB)	Taco Bell; Tuffy Auto Service
West	LDR; GB	Single Family Residential; Small Businesses

PHOTOS OF PROJECT AREA:



Aerial view of the subject property outlined in yellow



Facing subject parcel off Harrisburg Road



Facing out from subject parcel off Harrisburg Road

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.

5.8.7 VEHICLE SERVICES – MAJOR REPAIR/BODY WORK [RUB, GB, RB, LI, HI]

- A. **Outdoor Vehicle Storage:** No outside storage of junk vehicles or parts shall be permitted unless a permit for an outdoor storage yard is also obtained. No vehicles awaiting work or pickup shall be located closer than 5 feet to any adjoining property line, within a required landscape area, or in any right-of-way.
 - 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.
 - C. **Noise:** No noises resulting from the repair, maintenance, or body work of a motor vehicle shall be audible at or beyond the property line between 8 PM and 8 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 or street shall be buffered with a solid fence extending from the ground to a height of not less than 6 feet and a Type C buffer.
-

STAFF RECOMMENDATION:

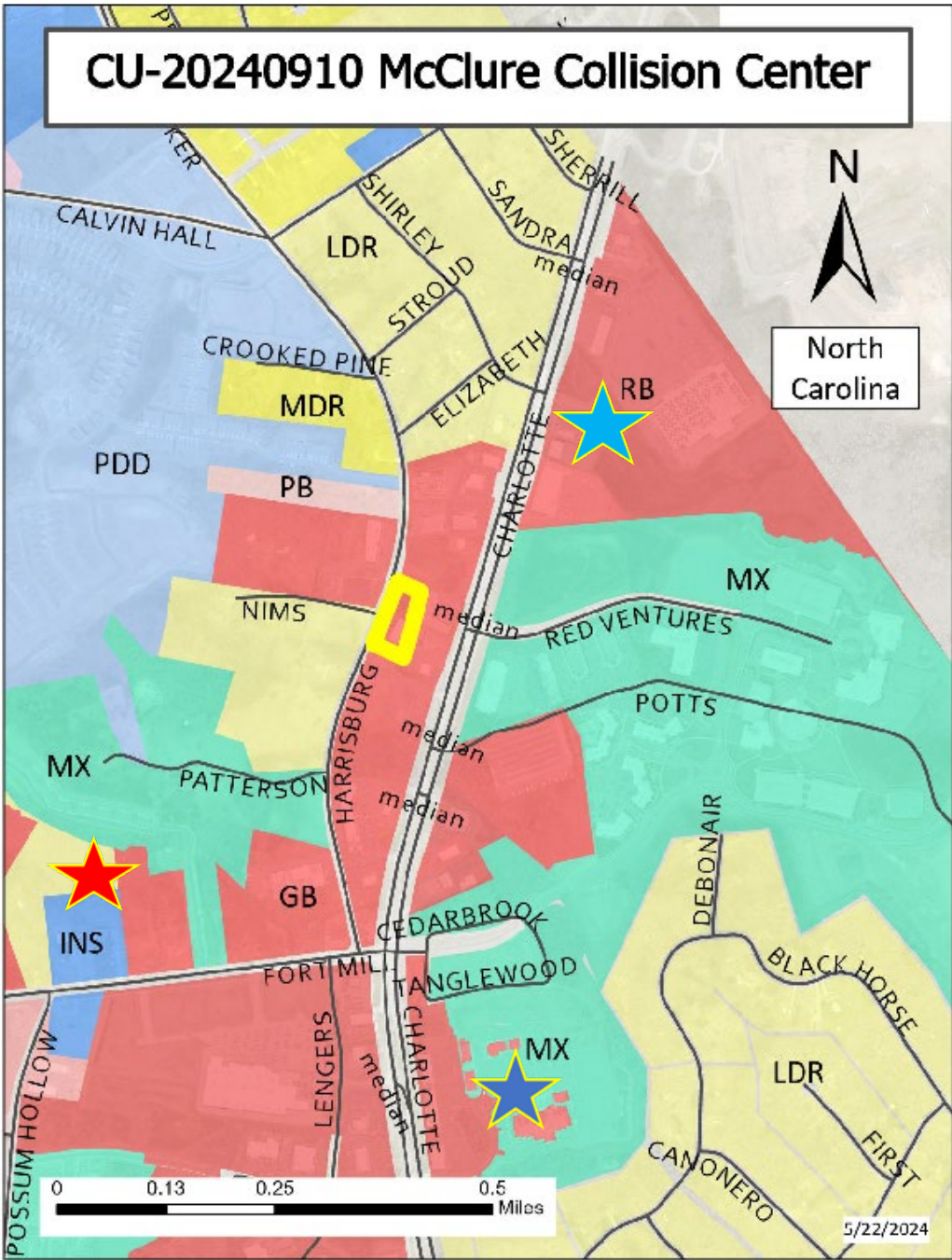
Staff recommends **denial** of this conditional use application to permit Major Maintenance and Repair due to outstanding Technical Review Committee comments.

ATTACHMENTS:

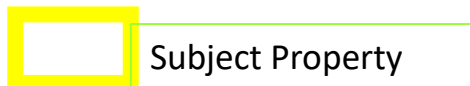
1. Location Map/ Zoning Map
2. Conditional Use Application
3. Narrative
4. Site Plan

STAFF CONTACT:

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



Proposal:
Conditional Use: Vehicle
Major Maintenance



Subject Property



Walmart, IL

Pleasant Hill Methodist Church

Redstone Theater



Planning Department

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

Phone: 803.285.6005, planning@lanastercountysc.net

www.mylanastersc.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 _____

City _____ State _____ Zip _____ Tax Parcel ID _____

Current Zoning _____ Current Use _____

Total Acres _____ Surrounding Property Description _____

Proposed Conditional Use _____

CONTACT INFORMATION

Applicant Name _____

Address _____

City _____ State _____ Zip _____ Phone _____

Fax _____ Email _____

Property Owner 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, of 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.
- 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,

CONDITIONAL USE PLAN CHECKLIST

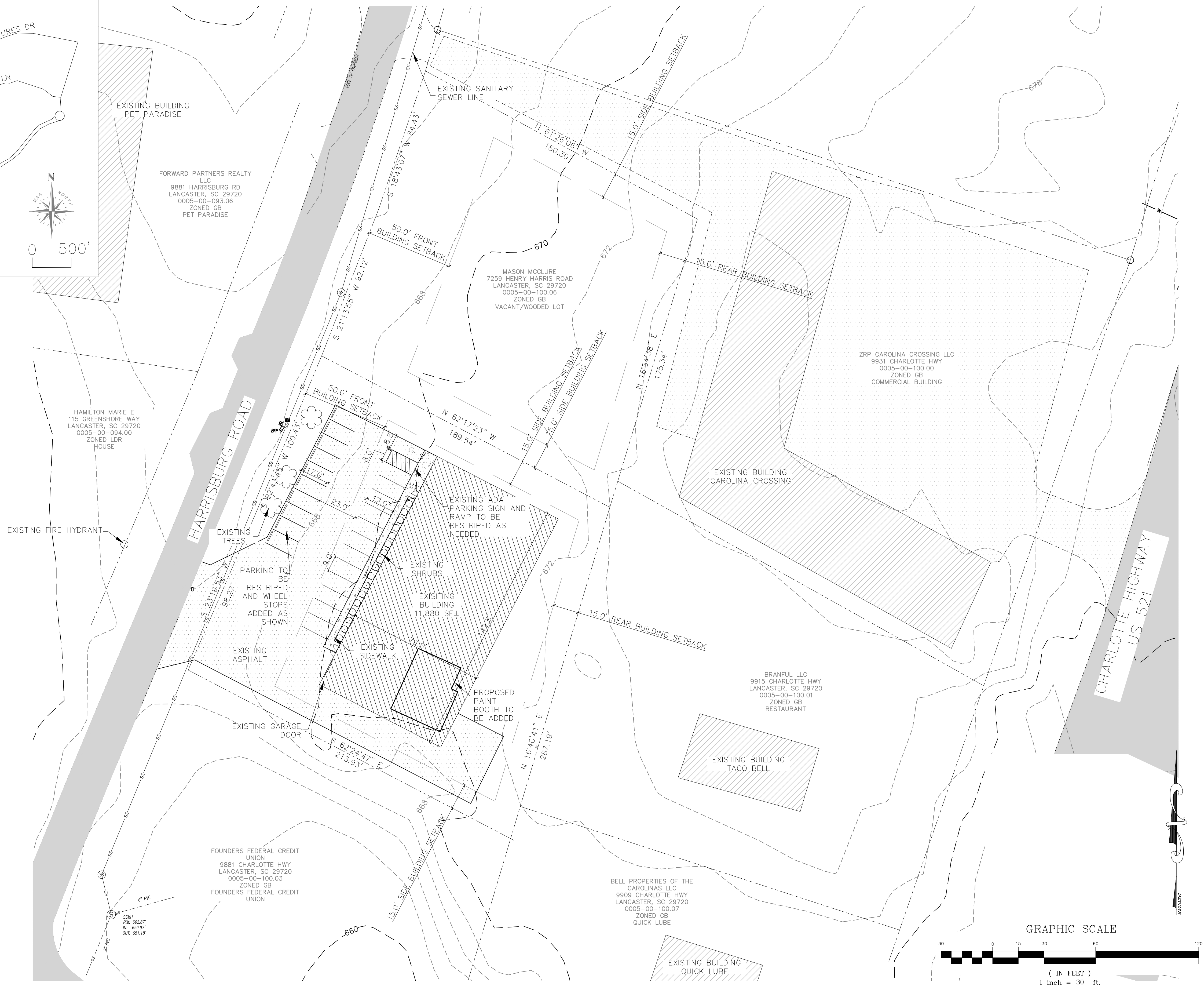
- ☒ The size of the plan and number of copies should conform to the following: Eight copies that are 24" x 36" (full size) and Two copies that are 11" x 17" (reduced size).
- ☒ A descriptive location of the property and vicinity map at a scale of not less than one inch equals one mile.
- ☒ Proposed name 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.

owner, and adjacent property owners.

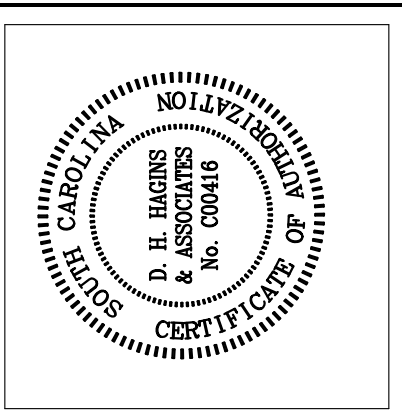
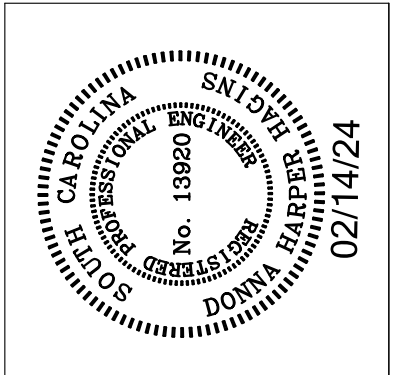
- **Please note that upon approval of a conditional use, the applicant shall subsequently submit a site plan to The Lancaster County Planning Department for review. This site plan shall conform to the site plan process as enumerated in UDO Section 9.2.9 (Site Plan Process Chart)**

A vicinity map showing the project location. The map features several roads: Harrisburg Rd (vertical), Charlotte Hwy (vertical), Greenshore Way (horizontal), Red Ventures Dr (diagonal), Potts Ln (diagonal), and Fort Mill Hwy (horizontal). A black dot marks the project site at the intersection of Harrisburg Rd and Charlotte Hwy. A scale bar indicates 0 to 500 feet. A north arrow is also present.

PROJECT NAME	MCCLURE COLLISION CENTER
PROPERTY LOCATION	9868 HARRISBURG ROAD INDIAN LAND, SC 29707
PARCEL NUMBER	0005-00-100.05 0005-00-100.06
ZONING DISTRICT	GB
OVERLAY DISTRICT	HIGHWAY CORRIDOR, CAROLINA HEELSPLITTER
APPLICANT NAME	MASON MCCLURE 7259 HENRY HARRIS ROAD LANCASTER, SC 29720
PROPERTY OWNER	MASON MCCLURE 7259 HENRY HARRIS ROAD LANCASTER, SC 29720
DESCRIPTION OF USE	BODY SHOP/COLLISION CENTER
SITE AREA	0005-00-100.05 1.00 AC 0005-00-100.01 0.73 AC
AREA IN R/W	0 AC
EXISTING BLDG AREA	11,800 SF ±
PROPOSED BLDG AREA	0 SF
FRONT SETBACK	50'
REAR SETBACK	15'
SIDE SETBACK	15'
SIDE STREET SETBACK	15'
PARKING REQUIRED	VEHICLE SERVICES MAJOR REPAIR/BODY WORK 2 PER REPAIR BAY 6 BAYS = 12 SPACES REQUIRED
PARKING PROVIDED	23 SPACES PROVIDED 1 ADA SPACES PROVIDED

[illegible]

 **D H Hagins & Associates, LLC**
Civil Consulting Engineers
2583 Kershaw Camden Hwy. Lancaster, SC 29720
Phone: (803) 286-4472



MCCLURE COLLISION CENTER
INDIAN LAND, SC

SITE PLAN

DATE: 05/07/24

SCALE: $1''=30'$

JOB NO.	547.001
---------	---------

SHEET: 1

Narrative

McClure Collision Center Indian Land SC

This site is located at 9868 Harrisburg Road. Currently the building is vacant. The previous building was Continental Battery.

The proposed use will be a collision center. A paint booth and lift will be added in the building. There will be approximately 6 bays.

The exterior of the building will be upgraded and new signage provided.

There is existing parking that will be restriped as needed and wheel stops added as needed.

The existing street trees may be replaced since existing trees are sweet gum trees. The existing foundation planting to remain.

There is a fire hydrant across the street.



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

June 10, 2024

Donna Hagins
DH
2583 Kershaw Camden Highway
Lancaster, SC 29720

Project Number	20240910
Project Name	McClure Collision Center
Location	9868 Harrisburg Road
Stage	Conditional Use
Parcel(s)	0005-00-100.05 & 0005-00-100.06
Status	Not Approved

Dear: Donna Hagins

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:

Advisory Comments:

No land disturbance noted on plans.

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

Conditional

Review Comments:

1. Permits for fire suppression system for paint booth will be required.
2. The building will be required to be sprinkler protected if it will be used to repair commercial vehicles.

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

No Review Needed

Review Comments:

This site already has water and sewer service.

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

Conditional

Review Comments:

Bring the driveway to current standards, 30' throat with 30' radial returns.

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:

Building Vernacular: Variation in architecture and materials is required. There shall be no large expanse of blank exterior walls along the corridor. Variation in exterior walls may be achieved through the use of windows, projections, recesses, columns, horizontal and vertical offsets, awnings, canopies, or other architectural features. Rooflines of buildings adjacent to the corridor shall also be varied to add interest and complement the character of surrounding development and neighborhoods. Variation in rooflines may be achieved through the use of gables, eaves, parapets, cupolas, or other architectural features. (UDO 4.3.2.F.3).

Buildings, signs, walls, and other structures within the Highway Corridor Overlay District shall be constructed using quality finish materials (i.e., brick, wood, masonry, stone, concrete siding, or stucco). In general, the use of vinyl, tin, metal, and masonry block (except split face/decorative masonry) shall be prohibited on the exterior walls of any building located within this district. Metal is permissible if in combination with other building materials for use as trim, windows, doors, roofing, other architectural elements, and signs. All sides of the building shall comply with this requirement except any side of a building that is not visible from any point on an adjoining road right-of-way. Sides of the building that are screened with landscaping, a fence, or some combination of the two shall be considered to be visible from an adjoining street and must comply with the requirements of the Highway Corridor Overlay District. (UDO 4.3.2.F.4.a)

Fencing shall be of durable construction using quality material (i.e., brick, stone, other masonry, wood, metal, decorative vinyl, or any combination thereof). The finished side of the fence shall face the corridor right-of-way or other adjacent property. Chain link, welded or woven wire, and other similar fencing are not permitted in the Highway Corridor Overlay District, unless

their use is for sports fields and recreational complexes. (UDO 4.3.2.F.4.b).

Sidewalks shall connect to existing pedestrian circulation of adjacent parcels where not restricted by topography or other existing site features (UDO 4.3.2.5.iii). Please show a sidewalk stub to the adjacent commercial development behind the building (Taco Bell).

Off-street loading and unloading areas shall comply with the provisions set forth in Chapter 7 and shall be screened from view from all residential use districts and public rights-of-way using an opaque screen. (UDO 4.3.2.G.4)

Perimeter Parking Area Planting: i. A perimeter landscape strip with a minimum width of 8 feet shall be required on all sides of parking areas (UDO 4.3.2.J.6.a.i).

A continuous evergreen shrub screen is required within the perimeter landscape strip. Evergreen shrubs shall be at least 36 inches in height with a minimum spread of 24 inches at time of planting, and shall be spaced no more than 5 feet on center. Shrubs shall have an average mature height of 6 feet. A masonry wall, 3 feet above ground level, may be used in place of a continuous evergreen shrub screen. Such perimeter screen may be penetrated for ingress/egress, including stub out and shared drive easements;

Canopy trees shall line the perimeter of all parking areas and shall be spaced no more than 40 feet on center. At installation, canopy trees shall have a minimum caliper of 2.5 inches when measured 6 inches above ground with a minimum height of 10-12 feet. Where overhead utility lines exist, understory trees shall be planted instead and shall be spaced no more than 25 feet on center. Understory trees shall have a minimum caliper of 2.5 inches when measured 6 inches above ground with a minimum height of 8-10 feet. All trees shall have all limbs trimmed at least 6 feet above ground level; (UDO 4.3.2.J.6.a)

No less than a minimum of one tree planting area shall be provided for every 10 parking spaces. Additionally, a tree planting area shall be provided at both ends of all parking aisles. Each tree planting area shall be a minimum of 200 square feet in area, being at least 10 feet in width, and shall be edged with a curb at least 6 inches in height. Each tree planting area shall be planted with one canopy tree shall have a minimum caliper of 2.5 inches when measured 6 inches above ground with a minimum height of 10-12 feet. Where overhead utility lines exist, understory trees shall be planted instead and shall have a minimum caliper of 2.5 inches when measured 6 inches above ground with a minimum height of 8-10 feet. In addition to the tree requirement, each tree planting area shall consist of any combination of shrubs, turf grass, or other ground cover so that no portion of the tree planting area shall contain bare soil. Where sight lines may not permit shrubs, tree planting areas shall contain turf grass or other ground cover. Shrubs in tree planting areas shall be maintained at a maximum height of 30 inches. All trees shall have all limbs trimmed at least 6 feet above ground level; (UDO 4.3.2.J.6.a)

Lists of Recommended Trees and Shrubs: The following lists are the recommended trees and shrubs for the Highway Corridor Overlay District. Plants were selected for inclusion on these lists according to their general suitability for the climate and soil conditions of this area, ease of maintenance, tolerance of area conditions, and availability from area nurseries.(UDO 4.3.2.J.6.a).

Open Space: A minimum of 10 percent of the site must be devoted to usable open space which may include greens, unaltered natural features, or other similar areas not covered by impervious surface as required in Chapters 2, 3, and 8 of the UDO. Required setbacks and buffer yards may be included in calculating this requirement.(UDO 4.3.2.L.1)

A. Outdoor Vehicle Storage: No outside storage of junk vehicles or parts shall be permitted unless a permit for an outdoor storage yard is also obtained. No vehicles awaiting work or pickup shall be located closer than 5 feet to any adjoining property line, within a required landscape area, or in any right-of-way. (UDO 5.8.7)

C. Noise: No noises resulting from the repair, maintenance, or body work of a motor vehicle shall be audible at or beyond the property line between 8 PM and 8 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. (UDO 5.8.7)

Please depict a stub out to the adjacent Tax Map Number 0005-00-100.06 on the plan (UDO 4.3.2.G.e)

Required Screen Along Streets: Parking lots shall be screened from sidewalks and streets (public and private) by a semi-opaque screen to an average height of 3 feet, along with canopy trees planted with a maximum spacing of 40 feet on center, for screening of car lights and glare. (UDO 7.1.4.C)

Effective screening devices may include decorative brick walls, wood fences, earth berms, architectural features (e.g., facade extension, pergolas) and tight evergreen hedges which shall reach the required height within two years of planting, or any combination of the above. (UDO 7.1.4.C)

The height of the screen, except for trees, shall not exceed 4 feet at any time. (UDO 7.1.4.C)

The minimum number of trees shall be 1 canopy tree per 10 parking spaces (UDO 7.1.4.D). Please reflect this on your resubmittal.

All trees and plantings shall be in planting areas or landscape islands, protected by curbs or wheel stops, with a minimum area of 180 square feet and a minimum width of 10 feet. (UDO 7.1.4.D)

Parking lot islands or planting areas with a minimum of 1 canopy tree or 2 understory trees shall be placed at the end of every row of parking. (UDO 7.1.4.D)

All parking areas and landscaped islands shall either be curbed using a vertical curb or wheel stops. Curbing may be discontinuous or perforated allowing stormwater to enter landscaped areas constructed for bioretention (rain gardens). Where bioretention areas are constructed, wheel stops may be used in place of curbing. Where landscaping is above grade, curbing must be continuous to prevent landscaping material from eroding into the parking area. (UDO 7.1.4.e)

Advisory Comments:

Our signage submittal process is a separate submittal through our Zoning Department. Information on sign standards in the Highway Corridor Overlay District can be found in section 4.3.2.H of the UDO.

Information for lighting plans in the Highway Corridor Overlay can be found in section 4.3.2.I of the UDO.

Screening requirements of the Highway Corridor Overlay District are listed below:(UDO 4.3.2.J.3).

- a. Containers, dumpsters, mechanical equipment, and similar structures shall be located to the rear and/or side of the building they serve. New utility boxes shall also be located to the rear and/or side of the building they serve;
- b. All containers, dumpsters, mechanical equipment, utility boxes, and similar structures shall be screened from view from all adjacent properties, residential use districts, and public right-of-way using an opaque screen;
- c. Where applicable, containers, dumpsters, and similar structures shall be screened from view, using a semi-opaque screen, from the upper levels of adjacent buildings;
- d. Roof-top mounted mechanical equipment shall be screened to their full height by a parapet or other structure that is complementary to the building in material and color. Ground-mounted mechanical equipment shall be screened to their full height on all sides using an opaque screen;

Please submit a photometric lighting plan at the Civil Plan stage. Lighting is required in the GB zoning district. (UDO 6.3 and 7.3)



Agenda Item Summary

Ordinance # / Resolution #: RZ-2021-2791 The Arches

Contact Person / Sponsor: M. Blaszyk

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	6/10/2024	Exhibit
Use Chart (Marked)	6/10/2024	Exhibit
Application	6/4/2024	Exhibit
Location Map	6/4/2024	Exhibit
Proposed Plat	6/4/2024	Exhibit
Sketch Plan	6/4/2024	Exhibit
Recorded Deed 1128-47	6/5/2024	Exhibit

PROPOSAL: Request to rezone three parcels totaling 2.349 acres of property

PROPERTY LOCATION: World Reach Drive (TM#s 0013-00-018.09, 0013-00-018.10 and TM 0013-00-018.12)

CURRENT ZONING DISTRICT: General Business (GB) District

PROPOSED ZONING DISTRICT: Regional Business (RB)

APPLICANT: Doug Baumgartner for YDG Doby's Bridge Land LLC

COUNCIL DISTRICT: District 7, Brian Carnes

STATUTORY NOTICES: Hearing notice published 6/1/2024 in The Lancaster News
Signs posted 5/29/2024
Mailed notices 5/24/2024
Posted agenda in lobby 6/11/2024

OVERVIEW:

Proposal

The applicant has requested to rezone two parcels totaling 2.349 acres from General Business (GB) to Regional Business (RB). The intent is to district, to allow appropriate commercial development uses. The proposed commercial uses have not been shared with staff at the time of this staff report.

Site Information

The parcels proposed for rezoning are located on World Reach Drive and are currently vacant. TM # 0013-00-018.09 (2.08 acres) has approximately 380 feet of frontage on World Reach Drive. TM # 0013-00-018.10 (0.51 acres) has approximately 125 frontage feet on World Reach Drive and approximately 152 feet of frontage on Midarch Trail. TM Number 0013-00-018.12 (approx. 0.30 acres) has 124 feet of frontage on Midarch Trail and 209 feet of frontage on World Reach Drive.

Summary of Adjacent Zoning and Uses

The subject property is surrounded predominantly by RB, PDD and GB zoned properties. There are RB parcels directly adjacent to TM 0013-00-018.10, 0013-00-018.12 and RB parcels directly across World Reach Drive from TM 0013-00-018.09.

Adjacent Property	Jurisdiction	Zoning District	Use
North	Lancaster County	RB; PDD-26	Vacant (Crossridge)
South	Lancaster County	GB	Cross Creek Shopping Center
East	Lancaster County	GB	Cross Creek Shopping Center; The Arches
West	Lancaster County	RB	Vacant (The Arches)

ANALYSIS & FINDINGS:

Zoning Districts

As previously noted, the subject property is currently in the GB District. UDO Chapter 2.3 says of the GB District: *“The **General Business District** is generally located on thoroughfares and provides opportunities for the provision of offices, services, and retail goods in proximity to generally auto dependent, community neighborhoods. The regulations for this district are intended to accommodate the predominately auto oriented pattern of existing development while encouraging the transition to pedestrian-friendly, mixed-use areas that avoid strip commercial development.”*

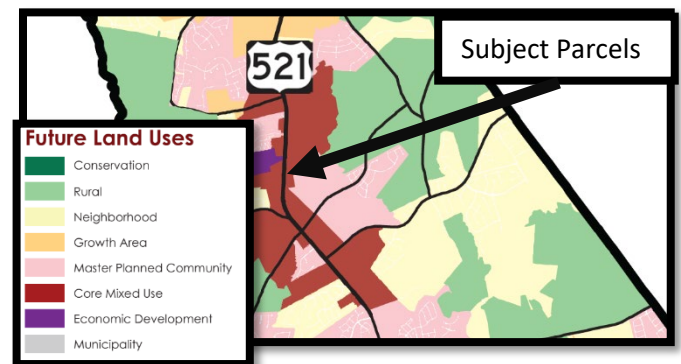
Requested RB

UDO Chapter 2.3 describes the requested Regional Business District *“... is generally located on the major thoroughfares in the community and provides opportunities for the provision of offices, services, and retail goods to meet the surrounding region. The regulations for this district are intended to accommodate the predominately auto-oriented pattern of existing development until such time that transportation network is retrofitted to accommodate more urban development patterns.”*

The proposed rezoning intends to alter the zoning from General Business to Regional Business. As stated above, General Business Zoning District is generally located on thoroughfares and provides opportunities for the provision of offices, services, and retail goods in proximity to generally auto dependent, community neighborhoods. Regional Business is located on the major thoroughfares in the community and provides opportunities for the provision of offices, services, and retail goods to meet the surrounding region. A wider range of more intensive use types are allowed in the Regional Business Zoning District as compared to the General Business Zoning District. Several uses that are allowed in Regional Business while not in General Business include outdoor amusements, distillery, hospital, and wholesaling and distribution. Attached is a document highlighting the allowed uses in Regional Business that are not allowed in General Business.

RELATIONSHIP TO PUBLIC PLANS

The Future Land Use Category of the subject properties is “CORE MIXED USE”. The newly adopted Comprehensive Plan states that *“is intended to facilitate the ongoing development of the primary urban centers in the Panhandle. These areas should accommodate a wide range of higher density housing, as well as major commercial and mixed-use developments. These areas should help to support a transition to a more “urban” environment over time, with improved transportation connections, greater walkability, and more amenities for residents.*



The requested GB District is compatible with the Future Land Use Category of “CORE MIXED USE” and the overall Lancaster 2040 Comprehensive Plan.

INFRASTRUCTURE CONSIDERATIONS

Transportation

Staff understands that the traffic on Hwy 521 has been a longstanding issue for neighbors in Indian Land. County administration has been working on a transportation penny tax proposal that will be used, in part, to address the traffic issues of Hwy 521. It was continued at the May 13, 2024 Council meeting.

Access

The subject properties have access to World Reach Drive and Midarch Trail,

Public Utilities

The parcels in the proposed rezoning do have access to water and sewer served by the Lancaster County Water and Sewer District.

PHOTOS OF PROJECT AREA:





Facing Subject Property off World Reach Drive



Facing Subject Property off World Reach Drive

STAFF RECOMMENDATION:

Staff recommends approval of the request to rezone 2.349 acres of land from General Business to Regional Business

ATTACHMENTS:

1. Location Map/ Zoning Map
2. Rezoning Application
3. Proposed Plat
4. Sketch Plan
5. Recorded Deed
6. Marked Permitted Uses Chart

STAFF CONTACT:

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803-416-9380

Section 2.5.3 Use Table (For detailed Use Definitions see Chapter 10.)

USE TYPES		RURAL					TRANSITIONAL					SPECIAL					NEIGHBORHOOD					REF
		AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	
A. RESIDENTIAL																						
Dwelling - Single Family	P	P	P	-	P	P	P	P	-	-	-	-	-	-	-	-	P	-	P	P	-	
Dwelling - Two Family	-	-	-	-	-	-	-	PR	PR	-	-	-	-	-	-	-	-	PR	-	-	-	
Dwelling - Three Family, Four Family	-	-	-	-	-	-	-	PR	-	-	-	-	-	-	-	-	-	-	-	-	-	
Dwelling - Townhome	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	P	P	P	P	P	
Dwelling - Multifamily	-	-	-	-	-	-	-	-	-	-	-	PR	-	-	-	-	-	PR	PR	PR	-	
Dwelling - Accessory	PR	PR	PR	-	-	-	PR	PR	PR	-	-	-	-	-	-	-	-	PR	-	-	-	
Halfway Homes	-	-	-	-	-	-	-	-	-	SE	-	SE	-	-	-	-	-	-	-	-	-	
Live-Work Units	-	-	-	PR	-	-	-	PR	PR	-	-	-	-	-	-	-	-	-	PR	PR	PR	
Manufactured Housing	PR	PR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Manufactured Home Park	SE	-	-	-	SE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Residential/Family Care Home (5 or fewer residents)	P	P	P	-	P	P	P	-	-	-	-	-	-	-	-	-	-	P	P	P	P	
Residential Care Facilities (6 or more residents)	-	-	-	PR	-	-	-	-	-	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	
B. LODGING																						
Bed and Breakfast Homes (up to 8 rooms)	PR	PR	PR	PR	-	PR	-	PR	PR	-	-	PR	-	PR	-	-	-	PR	PR	-	PR	
Bed and Breakfast Inn (up to 12 rooms)	-	-	-	-	-	-	-	-	PR	-	-	PR	-	PR	-	-	-	-	-	PR	PR	
Boarding or Rooming House	-	-	-	-	-	-	-	-	-	-	-	PR	-	PR	-	-	-	-	-	-	-	
Campground	SE	SE	-	-	-	-	-	-	-	-	-	-	SE	-	-	-	-	-	-	-	-	
Dormitory	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	
Fraternity/Sorority House	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	
Hotel/Motel	-	-	-	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	P	P	
C. OFFICE/SERVICE																						
ATM	-	-	-	P	-	-	-	-	P	P	P	P	P	-	P	-	-	-	-	P	P	
Banks, Credit Unions, Financial Services	-	-	-	P	-	-	-	-	P	P	P	P	P	-	P	-	-	-	-	P	P	
Business Support Services	-	-	-	-	-	-	-	-	P	P	P	P	P	-	P	-	-	-	-	P	P	
Crematoria	-	-	-	-	-	-	-	-	-	-	CU	-	-	CU	-	-	-	-	-	-	-	
Dry Cleaning and Laundry Services	-	-	-	-	-	-	-	-	P	P	P	P	-	-	P	-	-	-	-	P	P	
Funeral Homes	-	-	-	P	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-	P	P	
Home Occupation	PR	PR	PR	-	PR	PR	PR	-	-	-	-	-	-	-	-	-	-	PR	PR	PR	PR	
Kennels, Indoor	PR	PR	PR	PR	-	-	-	-	PR	PR	PR	PR	PR	PR	PR	-	-	-	-	PR	PR	
Kennels, Outdoor	PR	PR	CU	PR	-	-	-	-	-	-	CU	CU	CU	CU	CU	-	-	-	-	-	-	
Medical Clinic	-	-	-	PR	-	-	-	PR	PR	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	

P – Permitted by Right**PR** – Permitted with Review**CU** – Conditional Use Required**SE** – Special Exception Required

Lancaster County Unified Development Ordinance – Use Table

USE TYPES	RURAL					TRANSITIONAL					SPECIAL					NEIGHBORHOOD							
	C. OFFICE/SERVICES (CONTINUED)	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Personal Services		-	-	-	P	-	-	-	-	P	P	P	P	-	P	-	-	-	-	-	P	P	
Personal Services, Restricted		-	-	-	-	-	-	-	-	-	PR	-	-	-	-	-	-	-	-	-	-	-	5.4.6
Post Office		-	-	-	P	-	-	-	P	P	P	P	P	-	-	-	-	-	-	-	P	P	
Professional Services		-	-	-	P	-	-	-	P	P	P	P	P	-	P	-	-	-	-	-	P	P	
Small Equipment Repair/Rental		-	-	-	P	-	-	-	-	-	P	P	-	-	P	-	-	-	-	-	P	P	
Veterinary Clinic		-	-	-	P	-	-	-	-	P	P	P	-	-	P	-	-	-	-	-	P	P	-

D. COMMERCIAL/ENTERTAINMENT	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Alcoholic Beverage Sales Store	-	-	-	P	-	-	-	-	-	P	P	-	-	-	-	-	-	-	-	P	-	
Amusements, Indoor	-	-	-	P	-	-	-	-	-	P	P	-	-	P	-	-	-	-	-	P	P	
Amusements, Outdoor	-	-	-	PR	-	-	-	-	-	-	CU	-	-	CU	-	-	-	-	-	-	-	5.5.1
Bar/Tavern/Brew Pub	-	-	-	CU	-	-	-	-	-	CU	PR	-	-	-	-	-	-	-	-	PR	-	5.5.2
Billiard/Pool Hall	-	-	-	CU	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	-	
Brewery	-	-	-	P	-	-	-	-	-	P	P	-	-	-	-	-	-	-	-	-	P	
Distillery	-	-	-	-	-	-	-	-	-	-	P	-	-	P	-	-	-	-	-	-	-	
Food Truck	-	-	-	-	-	-	-	-	-	PR	PR	PR	-	PR	PR	-	-	-	-	PR	PR	5.5.3
General Commercial	-	-	-	PR	-	-	-	-	PR-	PR	PR	-	-	-	-	-	-	-	-	PR	PR	5.5.4
Night Club	-	-	-	-	-	-	-	-	-	-	PR	-	-	-	-	-	-	-	-	-	-	
Outside Sales	-	-	-	PR	-	-	-	-	PR	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	5.5.5
Outside Sales, Sidewalk Sales	-	-	-	PR	-	-	-	-	PR	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	5.5.6
Pawnshops	-	-	-	PR	-	-	-	-	-	PR	PR	-	-	-	-	-	-	-	-	-	-	5.5.7
Racetrack	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CU	-	-	-	-	-	-	5.5.8
Restaurant	-	-	-	PR	-	-	-	-	CU	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	5.5.9
Riding Stables	P	P	P	P	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	
Sexually Oriented Business/Adult Entertainment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	-	-	-	-	-	-	5.5.10
Shooting Range, Indoor	-	-	-	PR	-	-	-	-	-	PR	PR	-	-	PR	PR	-	-	-	-	-	-	5.5.11
Shooting Range, Outdoor	SE	-	-	-	-	-	-	-	-	-	-	-	-	SE	SE	-	-	-	-	-	-	5.5.12
Theater, Indoor Movie or Live Performance	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	-	-	P	P	
Theater, Outdoor (Amphitheater)	PR	-	-	PR	-	-	-	-	-	-	PR	PR	PR	PR	-	-	-	-	-	PR	PR	5.5.13

P – Permitted by Right

PR – Permitted with Review

CU – Conditional Use Required

SE – Special Exception Required

Lancaster County Unified Development Ordinance – Use Table

USE TYPES	RURAL						TRANSITIONAL						SPECIAL						NEIGHBORHOOD						REF
	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX				
E. CIVIC	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF			
Cemetery	PR	PR	PR	PR	-	PR	PR	-	PR	PR	PR	PR	-	-	-	-	-	PR	-	-	-	PR	5.6.1		
Conference/Convention Center	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	-	-	-	P	P			
Cultural or Community Facility	-	-	-	P	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-	-	P	P			
Event Venue/Banquet Hall	P	P	PR	PR	-	PR	PR	PR	PR	PR	PR	PR	-	-	-	-	-	-	-	-	PR	PR	5.6.2		
Places of Assembly	PR	PR	PR	PR	CU	CU	CU	PR	PR	PR	PR	PR	-	PR	-	-	-	CU	-	CU	CU	5.6.3			
Private Recreation Facilities	-	-	-	PR	-	-	-	-	PR	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	5.6.4			
Public Recreation Facilities	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	-	-	-	PR	PR	PR	PR	PR	5.6.5			
Public Safety Station	P	P	P	P	-	-	-	P	P	P	P	P	-	P	P	-	-	-	-	P	P				
Sports Arena/Stadium (4,000 or more seats)	-	-	-	-	-	-	-	-	-	-	CU	CU	-	CU	-	-	-	-	-	-	CU	5.6.6			
F. EDUCATIONAL/INSTITUTIONAL	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF			
Child/Adult Day Care Home (5 or fewer persons)	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	-	-	-	-	PR	PR	-	PR	PR	5.7.1			
Child/Adult Day Care Home (6 or more persons)	-	-	-	-	-	-	-	-	PR	PR	PR	PR	-	-	-	-	-	-	-	-	PR	PR	5.7.2		
College/University	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	P	P				
Community Support Facility	-	-	-	PR	-	-	-	-	-	PR	PR	PR	-	-	-	-	-	-	-	-	-	-	5.7.3		
Correctional Institution	-	-	-	-	-	-	-	-	-	-	-	CU	-	SE	SE	-	-	-	-	-	-	-	5.7.4		
Day Treatment Center	-	-	-	-	-	-	-	-	-	PR	PR	PR	-	PR	-	-	-	-	-	-	-	-	5.7.5		
Hospital	-	-	-	-	-	-	-	-	-	-	P	P	-	P	-	-	-	-	-	-	-	-			
Operations, Maint., and Fleet Service Facility	-	-	-	SE	-	-	-	-	-	PR	PR	PR	-	PR	PR	-	-	-	-	-	-	PR	5.7.6		
Schools – Elementary and Secondary	PR	PR	PR	PR	-	PR	CU	CU	CU	CU	CU	PR	-	-	-	-	CU	CU	CU	CU	CU	5.7.7			
Schools – Vocational/Technical	-	-	-	P	-	-	-	-	P	P	P	P	-	P	P	-	-	-	-	-	P	P			
Studio – Art, dance, martial arts, music	P	-	-	P	-	-	-	P	P	P	P	P	-	P	-	-	-	-	-	P	P	P			
G. AUTOMOTIVE	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF			
Drive-Thru/Drive-In Facility	-	-	-	PR	-	-	-	-	CU	PR	PR	-	-	PR	PR	-	-	-	-	PR	PR	5.8.1			
Electric Vehicle Charging Stations	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	5.8.2			
Heavy Equipment/Manufactured Home Rental/Sales/Repair	-	-	-	-	-	-	-	-	-	-	SE	-	-	PR	PR	-	-	-	-	-	-	5.8.3			
Parking Lot/Structure – Principal Use	-	-	-	-	-	-	-	-	-	PR	PR	PR	-	PR	PR	-	-	-	-	PR	PR	5.8.4			
Vehicle Rental/Leasing/Sales	-	-	-	PR	-	-	-	-	-	PR	PR	-	-	-	-	-	-	-	-	CU	CU	5.8.5			
Vehicle Services – Minor Maintenance/Repair	-	-	-	P	-	-	-	-	CU	CU	PR	-	-	PR	PR	-	-	-	-	CU	CU	5.8.6			
Vehicle Services – Major Repair/Body Work	-	-	-	PR	-	-	-	-	-	CU	PR	-	-	PR	PR	-	-	-	-	-	-	5.8.7			

P – Permitted by Right

PR – Permitted with Review

CU – Conditional Use Required

SE – Special Exception Required

Lancaster County Unified Development Ordinance – Use Table

USE TYPES	RURAL					TRANSITIONAL					SPECIAL					NEIGHBORHOOD					REF	
	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX		IMX
H. INDUSTRY/WHOLESALE/STORAGE																						
Artist Studio/Light Manufacturing Workshops	-	-	-	P	-	-	-	-	-	P	P	-	-	P	P	-	-	-	-	P	P	
Industry, Light	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	-	-	-	-	
Industry, Heavy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	
Industry, Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PR	-	-	-	-	-	-	
Junkyard	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	-	-	-	-	-	-	
Landfill – Class One	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	-	-	-	-	-	-	
Landfill – Class Two	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	SE	-	-	-	-	-	-	
Landfill – Class Three	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	-	-	-	-	-	-	
Mining - Major In-Depth Resource Extraction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	P	-	-	-	-	-	
Mining - Minor Surface Resource Extraction	PR	PR	PR	PR	-	-	-	-	-	PR	PR	PR	-	PR	PR	P	-	-	PR	PR	PR	
Private Recycling Collection Stations	-	-	-	-	-	-	-	-	-	-	-	PR	-	PR	PR	-	-	-	-	-	-	
Public Recycling and Waste Collection Facilities	-	-	-	PR	-	-	-	-	-	-	-	PR	-	PR	PR	-	-	-	-	-	-	
Research and Development Facilities	-	-	-	-	-	-	-	-	-	P	P	-	-	P	P	-	-	-	-	-	P	
Storage – Outdoor Storage Yard	-	-	-	-	-	-	-	-	-	PR	PR	-	-	PR	PR	-	-	-	-	-	-	
Storage – Self Service (Mini)	-	-	-	-	-	-	-	-	-	PR	PR	-	-	PR	PR	-	-	-	-	-	-	
Storage – Warehouse Indoor	-	-	-	-	-	-	-	-	-	CU	PR	-	-	PR	PR	-	-	-	-	-	PR	
Storage – Warehouse Indoor, Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-	PR	PR	-	-	-	-	-	-	
Wholesaling and Distribution	-	-	-	-	-	-	-	-	-	-	PR	-	-	P	P	-	-	-	-	-	P	
Wholesaling and Distribution, Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-	PR	PR	-	-	-	-	-	-	
I. AGRICULTURE																						
Agriculture and Crop Production/Harvesting	P	P	P	P	-	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	
Agricultural Support Services/Nurseries	P	P	P	P	-	-	-	-	P	P	P	-	-	P	P	-	-	-	-	-	P	
Agritourism	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Animal Production/General Farms	PR	PR	PR	PR	-	PR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Animal Production Facilities, Non-Swine	PR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Animal Production Facilities, Swine	SE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Apiculture (Bee Keeping)	P	P	P	P	-	P	-	-	P	-	-	P	P	-	-	-	-	-	-	-	P	
Backyard Pests/Coops	P	P	P	P	-	P	PR	PR	-	-	-	PR	-	-	-	-	-	-	-	-	PR	
																					5.10.4	

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Lancaster County Unified Development Ordinance – Use Table

USE TYPES	RURAL						TRANSITIONAL						SPECIAL						NEIGHBORHOOD					
	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF		
I. AGRICULTURE (CONTINUED)																								
Commercial Stables	P	P	P	P	-	-	-	-	P	P	P	-	-	-	-	-	-	-	-	-	-			
Ecotourism	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Farmer's Markets and Roadside Stands	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR			
Forestry	P	P	P	P	-	P	-	-	-	P	P	P	P	P	P	P	-	-	-	-	-			
Gardens (Community and Private)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	P	P	P	P			
Wineries	PR	PR	PR	PR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			

J. INFRASTRUCTURE	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Airstrip/Airport	-	-	-	-	-	-	-	-	-	-	-	PR	-	-	PR	-	-	-	-	-	-	5.11.1
Geothermal Energy Systems	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	5.11.2
Solar Energy Systems	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	5.11.3
Solar Farms	CU	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.11.4
Utilities – Class 1	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Utilities – Class 2	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Utilities – Class 3	P	P	-	-	-	-	-	-	-	-	-	PR	-	P	P	-	-	-	-	-	-	5.11.6
Wireless Communication Facility (Concealed)	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	-	PR	PR	PR	PR	PR	PR	PR	PR	5.11.5
Wireless Communication Facility (Up to 60.00')	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	-	PR	PR	PR	PR	PR	PR	PR	PR	5.11.5
Wireless Communication Facility (60.01' to 199.99')	SE	SE	SE	SE	SE	SE	SE	PR	PR	PR	PR	PR	-	PR	PR	PR	SE	SE	SE	SE	SE	5.11.5
Wireless Communication Facility (200' and Over)	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	SE	SE	-	-	-	-	-	5.11.5

K. OTHER	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Temporary Uses	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	5.12

P – Permitted by Right**PR** – Permitted with Review**CU** – Conditional Use Required**SE** – Special Exception Required

(Ord. No. 2017-1468, 9.25.17; Ord. No. 2018-1492, 2.12.18; Ord. No. 2018-1494, 3.12.18; Ord. No. 2018-1519, 7.16.18; Ord No. 2019-1607, 10.14.19; Ord No. 2019-1620, 12.9.19; Ord No. 2019-1634, 1.27.20; Ord No. 2020-1645, 2.24.20; Ord. No. 2020-1698, 12.14.20; Ord. No. 2021-1708, 04.12.21)



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 CHARLOTTE HIGHWAY (PARCELS ARE VACANT SO NO ASSIGNED ADDRESS)

City Indian land State SC Zip 29707 Tax Parcel ID 0013-00-018.10 AND 013-00-018.09

Current Zoning GB Current Use Undeveloped / Vacant

Proposed Zoning RB Total Acres 2.349 PER BK PLAT 2024 PG 58

Project Description Out parcels C1 and D of the Arches Phase 1 Development, and a remnant of parcel 0013-00-018.09 following the dedication of World Reach Drive in Plat 2024-Pg 58.

Surrounding Property Description Commerical development

CONTACT INFORMATION

Applicant Name YDG Doby's Bridge Land, LLC (C/O Doug Baumgartner)

Address 14021 Conlan Circle, Ste. B-10

City Charlotte State NC Zip 28277 Phone 704.542-7773

Fax _____ Email dbaumgartner@yorkdevelopmentgroup.com

Property Owner Name YDG Doby's Bridge Land, LLC (C/O Doug Baumgartner)

Address 14021 Conlan Circle, Ste. B-10

City Charlotte State NC Zip 28277 Phone 704.542-7773

Fax _____ Email dbaumgartner@yorkdevelopmentgroup.com

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

Yog Dajabrigge Land LLC

Applicant



05/20/24

Date

05/20/24

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

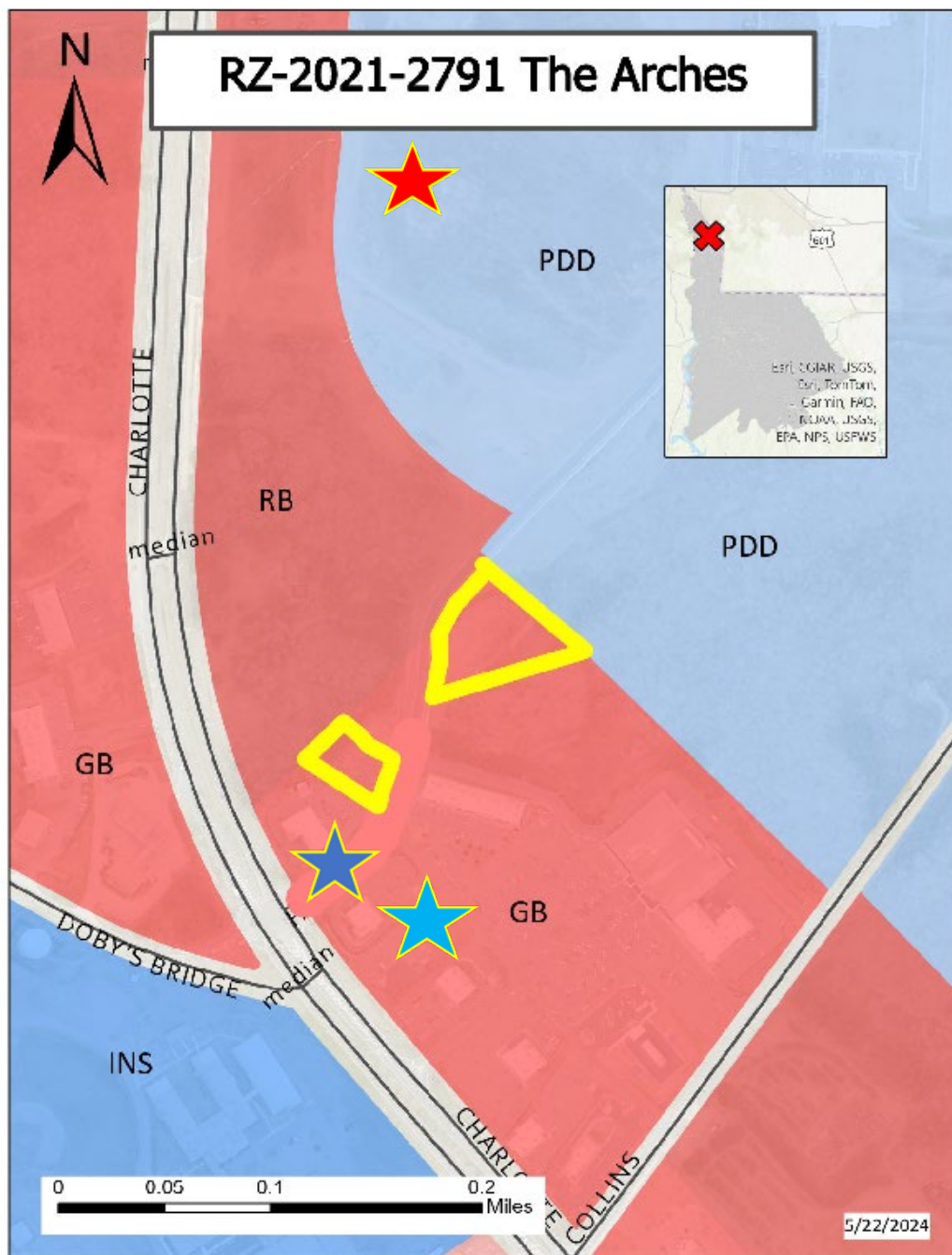
- The deadline for this application is at least 45 days prior to the Planning Commission meeting, held every third Tuesday of the month.
- Once an application is submitted, it is placed on the Planning Commission agenda for the following month.
- An application withdrawal should be made in writing and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

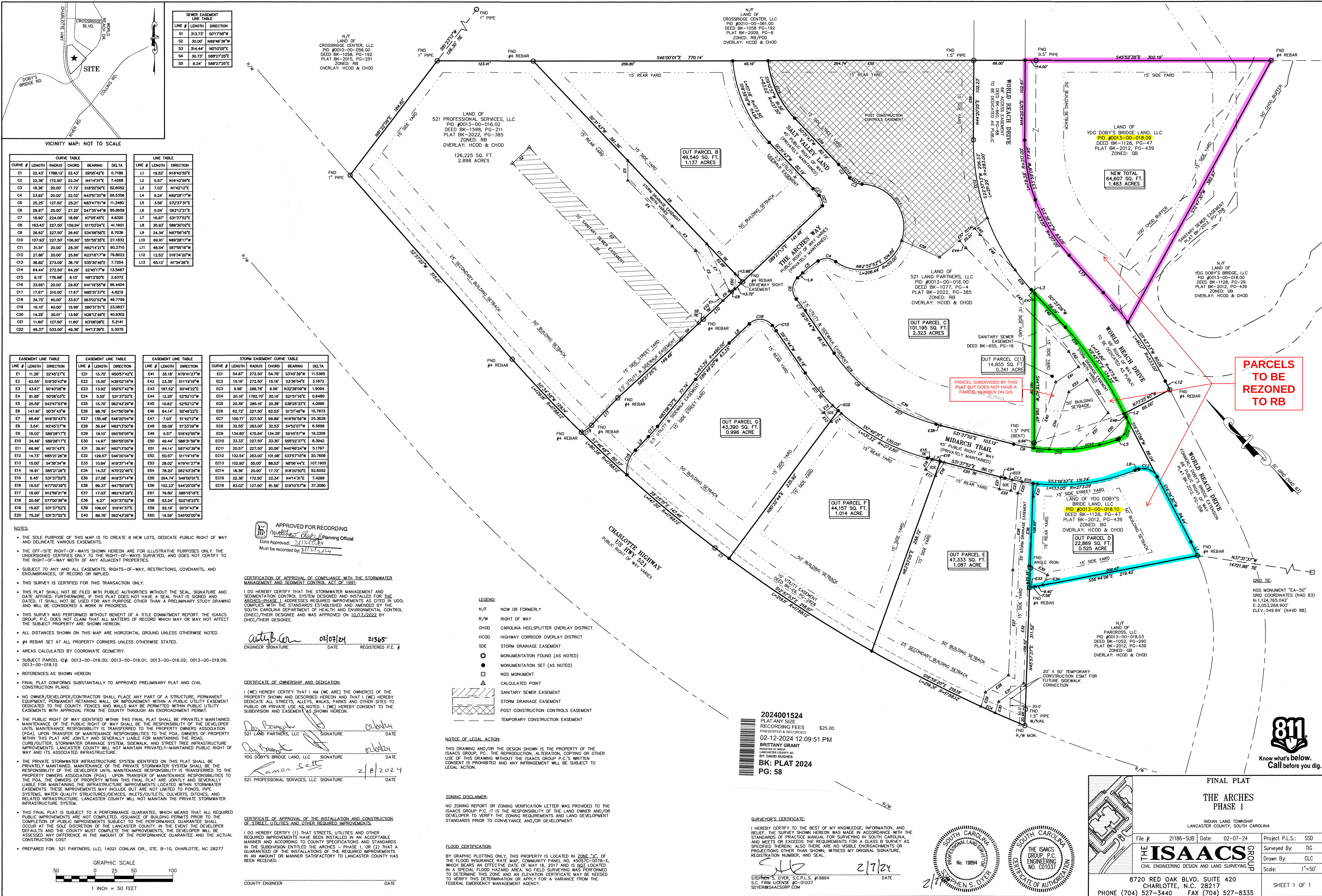


Proposal:
Rezoning GB to RB



 Subject Property

-  Cross Creek Shopping Center
-  Crossridge Center
-  Worldreach Drive





VICINITY MAP
NSR TO SCALE

CONTACT INFORMATION:

ENGINEER: THE ISAACS GROUP, P.C.
8720 RED OAK BLVD., SUITE 420
CHARLOTTE, NC 28217
PH: 704-527-3440
FAX: 704-527-8335
POC: ANTHONY (BRENT) COWAN, P.E.
EMAIL: BCOWAN@ISAACSGROUP.COM

OWNER/DEVELOPER: 521 LAND PARTNERS LLC
14021 CONLAN CIRCLE, STE. B10
CHARLOTTE, NC 28277
POC: DOUG BAUMGARTNER
PH: 704-877-3353
EMAIL: DOUG.BAUMGARTNER@YORKDEVELOPMENTGROUP.COM

DEVELOPMENT DATA:

PROJECT NAME: THE ARCHES

TOTAL ACREAGE: 11.81 ACRES
COUNTY: LANCASTER
TOWN: INDIAN LAND TOWNSHIP
EXISTING ZONING: RB (10.79 AC.) and GB (1.02 AC.)
OVERLAY DISTRICT: HIGHWAY CORRIDOR OVERLAY
MIN. SETBACK: FRONT SIDE REAR
RB : 50' 15' 15'
GB : 50' 15' 15'

TAX PARCEL: 0013-00-016.00, 0013-00-016.01, 0013-00-018.10 AND 0013-00-018.09(PORION)

TOTAL NUMBER OF LOTS: 8

PROPOSED USE: SPECULATIVE: COMMERCIAL/RETAIL/OFFICE
(ANYTHING ALLOWED IN UNDERLYING ZONING DISTRICT)

COMMON OPEN SPACE CALCS :
TOTAL COS REQUIRED = 10% OF AREA = 10(11.81)/100 = 1.181 AC.
PER UDO 4.3.2.F.5.B, 500 S.F. MINIMUM OF THE REQ'D 10% COS SHALL BE IMPROVED.
IMPROVED COS TO BE LOCATED ON OUT PARCEL B AS SHOWN ON THIS PLAT.

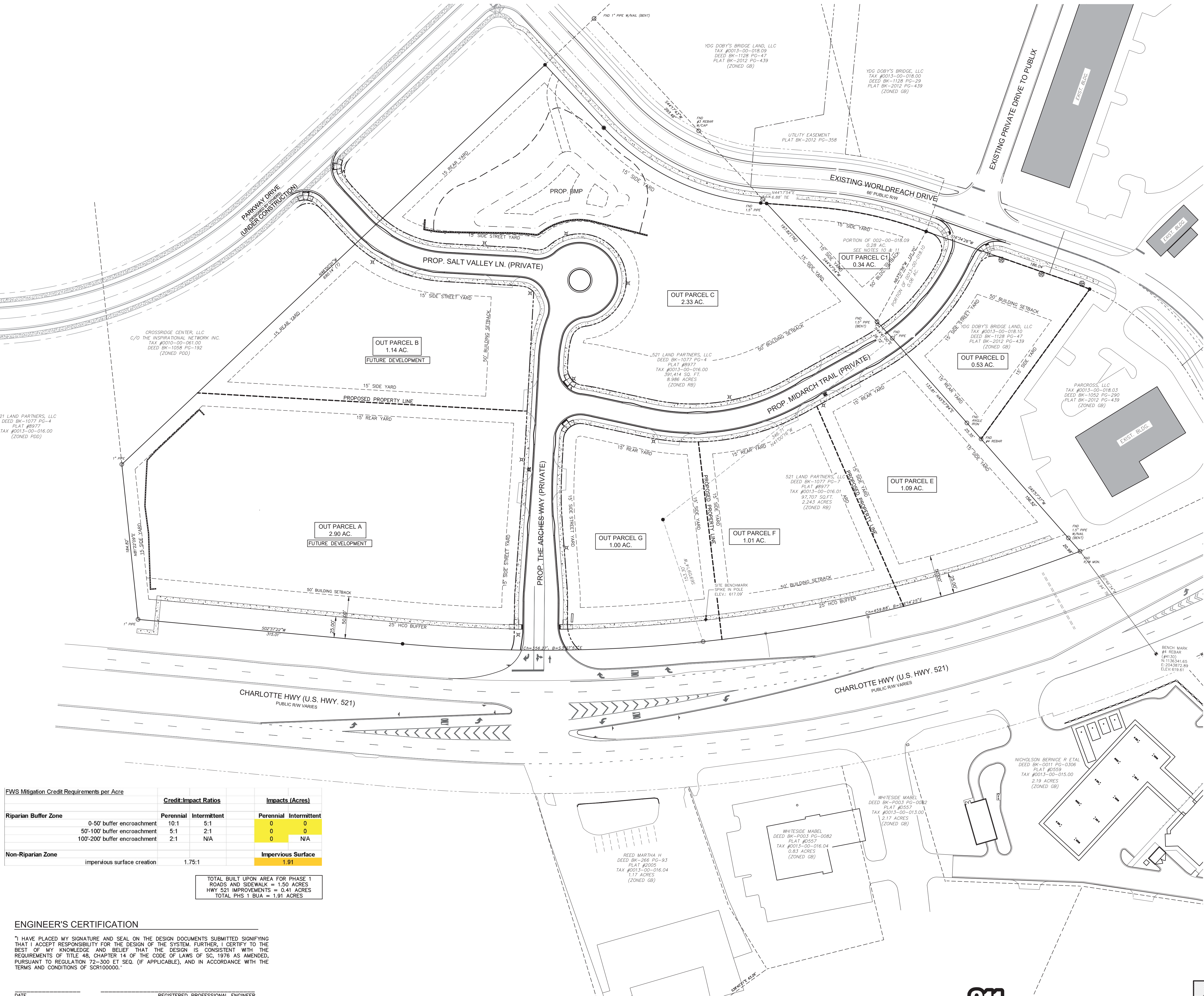
THE 10% REQUIRED COS AREA TO BE PROVIDED COLLECTIVELY ON THE EIGHT INDIVIDUAL OUT PARCELS.
COS LOCATIONS SHALL BE DETERMINED DURING INDIVIDUAL OUT PARCEL DEVELOPMENT PLANS. EACH OUT PARCEL SHALL PROVIDE THEIR SHARE OF THE REQUIRED 10% COS. TO BE DETERMINED BY A RATIO OF THE PARCEL SIZE/OVERALL DEVELOPMENT SIZE X 1.181 AC.

OPEN SPACE CALCULATION			
REQUIRED OPEN SPACE PER PARCEL : 10% PER UDO 4.3.2.L.			
PARCEL	SIZE (AC.)	REQ'D OPEN SPACE	
OP - A	2.90	0.290 AC.	
OP - B	1.14	0.114 AC.	
OP - C	2.33	0.233 AC.	
OP - D	0.53	0.053 AC.	
OP - E	1.09	0.109 AC.	
OP - F	1.01	0.101 AC.	
OP - G	1.00	0.100 AC.	

SHEET NO.	Title
C0.0	COVER PAGE
C0.1	PROJECT NOTES
C0.2	EXISTING CONDITION/DEMOLITION PLAN
C1.0	SITE PLAN
C1.1	LANDSCAPE PLAN
C1.2	ROAD PROFILES
C2.0	HWY 521 ROAD IMPROVEMENT PLAN
C2.2	HWY 521 ROAD IMPROVEMENT PLAN
C2.3	SCDOT TRAFFIC CONTROL TYPICAL DETAILS
C2.4	HWY 521 ROAD IMPROVEMENT DETAILS
C2.5	HWY 521 LANDSCAPING PLAN
C3.0	GRADING AND DRAINAGE PLAN
C3.1	STORM DRAINAGE PROFILES
C3.2	STORM DRAINAGE PROFILES
C3.3	BMP PLAN
C3.4	BMP DETAILS
C3.5	DRAINAGE AREA MAP
C3.6	PRE DEVELOPED DA MAP
C3.7	POST DEVELOPED DA MAP
C4.0	PHASE 1 EROSION CONTROL
C4.1	PHASE 2 EROSION CONTROL
C4.2	PHASE 3 EROSION CONTROL
C5.0	DETAILS AND SPECIFICATIONS
C5.1	DETAILS AND SPECIFICATIONS
C5.2	DETAILS AND SPECIFICATIONS
C5.3	DETAILS AND SPECIFICATIONS
C5.4	DETAILS AND SPECIFICATIONS
C5.5	DETAILS AND SPECIFICATIONS

GENERAL NOTES:

- THIS MAP IS NOT A CERTIFIED SURVEY. BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY THE ISAACS GROUP, P.C. THE PHYSICAL AND TOPOGRAPHIC DATA PROVIDED IN THESE DRAWINGS HAS BEEN COMPILED BY THE ISAACS GROUP AND THE ENGINEER OF RECORD (ENGINEER) IN SUPPORT OF THIS PROJECT AND CANNOT BE RELIED UPON BY OTHERS. THE ISAACS GROUP AND THE ENGINEER OF RECORD SHALL BEING THE TERM OF "ENGINEER" USED IN THE SUBSEQUENT NOTES.
- THE EXISTING UTILITIES SHOWN ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THIS PLAN AND THE UTILITIES SHOWN ON THIS PLAN MAY NOT BE IN THE EXACT LOCATIONS AS SHOWN. THE ISAACS GROUP, P.C. ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN OR ANY OMISSIONS IN SHOWING EXISTING UTILITIES THAT MAY BE WITHIN THE PROJECT AREA. THE CONTRACTOR IS 100% RESPONSIBLE FOR UTILIZING A PRIVATE LOCATOR AND APPROPRIATE UTILITY COMPANIES TO LOCATE THE SIZE, LOCATION, INVERTS, DEPTHS AND EXISTENCE OF ALL EXISTING UTILITIES (ELECTRICAL, MECHANICAL, WATER, TELEPHONE, FIBER OPTIC, GAS, ETC.) TO HIS/HER SATISFACTION PRIOR TO COMMENCEMENT OF CONSTRUCTION AND EXCAVATION ACTIVITIES. CONFLICTS BETWEEN EXISTING UTILITIES AND PROPOSED EXCAVATION SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
- PROVIDE MINIMUM OF 48 HOUR NOTICE TO OWNER OR REPRESENTATIVE PRIOR TO INTERRUPTION OF ANY EXISTING UTILITY, IF BEING UTILIZED.
- THE CONTRACTOR IS RESPONSIBLE FOR REPAIR AND/OR REPLACEMENT OF ANY UTILITIES DAMAGED DURING CONSTRUCTION. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR LOCATION & PROTECTION OF EXISTING ABOVE AND BELOW GROUND UTILITIES AND STRUCTURES. ANY AND ALL MAINS OR INDIVIDUAL SERVICES PRESENTLY IN SERVICE WHICH ARE DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY AT NO ADDITIONAL EXPENSE TO THE OWNER OR THE ISAACS GROUP, P.C. ANY AND ALL MAINS OR INDIVIDUAL SERVICES PRESENTLY NOT IN SERVICE AND WHICH ARE TO BE REPLACED DURING THE COURSE OF CONSTRUCTION MAY BE REMOVED AND LEGALLY DISPOSED OF IF DAMAGED DURING CONSTRUCTION.
- THE CONTRACTOR SHALL USE EXTREME CARE WHEN WORKING NEAR ALL UNDERGROUND AND OVERHEAD UTILITIES.
- HANDICAP SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH A.D.A STANDARDS AT H/C PARKING SPACES SHOWN.
- ALL DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL NECESSARY PERMITS AND APPROVALS HAVE BEEN OBTAINED PRIOR TO CONSTRUCTION. THESE PERMITS AND APPROVALS MAY INCLUDE BUT ARE NOT LIMITED TO GRADING, DEMOLITION, ZONING, BUILDING, DRIVEWAY, DETENTION, SUBDIVISION, SPECIAL USE, SEWER AND WATER.
- PROPOSED LOCATIONS AND SIZES OF UNDERGROUND UTILITIES SHOWN ON THESE DRAWINGS ARE BASED UPON DESIGN CONSTRAINTS IDENTIFIED BY THE ENGINEER AND SHOULD BE VERIFIED BY THE CONTRACTOR TO ENSURE CONSISTENCY WITH THE MECHANICAL, ELECTRICAL AND PLUMBING PLANS TO ENSURE PROPER COORDINATION AND PLAN CONSISTENCY. ANY DISCREPANCIES BETWEEN THE INFORMATION SHOWN ON THESE DRAWINGS AND DRAWINGS PREPARED BY OTHER DESIGN CONSULTANTS NOT SUBCONTRACTING DIRECTLY WITH THE ISAACS GROUP / ENGINEER SHOULD BE REPORTED IMMEDIATELY UPON DISCOVERY AS NEEDED TO RESOLVE.
- THE PORTION OF PARCEL 0013-00-018.09 AND THE PORTION OF PARCEL 0013-00-018.10 SHALL BE REZONED FROM GB TO RB PRIOR TO RECOMBINATION OF PARCEL INTO OUT PARCEL C.
- REMAINDER OF OUT PARCEL D (AFTER CONSTRUCTION OF DRIVEWAY B) MAY BE REZONED FROM GB TO RB IF PROPOSED USE WARRANTS REZONING.
- PER UDO SECTION 4.3.2.G.5.E INTERCONNECTIVITY BETWEEN OUTPARCELS WILL BE DETERMINED AS INDIVIDUAL LOT PLANS ARE SUBMITTED.
- IF ANY OUT PARCEL HAS MORE THAN 40,000 S.F. OF BUILDING AREA AN IMPROVED COMMON OPEN SPACE ON SAID OUT PARCEL WILL BE REQUIRED PER UDO 4.3.2.F.5.b. THIS REQUIREMENT WILL BE EVALUATED PER PARCEL AS INDIVIDUAL PARCEL DEVELOPMENT PLANS ARE SUBMITTED.



FWS Mitigation Credit Requirements per Acre					
		Credit/Impact Ratios		Impacts (Acres)	
Riparian Buffer Zone		Perennial	Intermittent	Perennial	Intermittent
	0-50' buffer encroachment	10:1	5:1	0	0
	50'-100' buffer encroachment	5:1	2:1	0	0
	100'-200' buffer encroachment	2:1	N/A	0	N/A
Non-Riparian Zone				Impervious Surface	
impervious surface creation		1.75:1		1.91	

TOTAL BUILT UPON AREA FOR PHASE 1
ROADS AND SIDEWALK = 1.50 ACRES
HWY 521 IMPROVEMENTS = 0.41 ACRES
TOTAL PHS 1 BUA = 1.91 ACRES

TOTAL BUILT UPON AREA FOR PHASE 1
ROADS AND SIDEWALK = 1.80 ACRES
HWY 521 IMPROVEMENTS = 0.41 ACRES
TOTAL PHS 1 BUA = 1.91 ACRES

ENGINEER'S CERTIFICATION

"I HAVE PLACED MY SIGNATURE AND SEAL ON THE DESIGN DOCUMENTS SUBMITTED SIGNIFYING THAT I ACCEPT RESPONSIBILITY FOR THE DESIGN OF THE SYSTEM. FURTHER, I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE DESIGN IS CONSISTENT WITH THE REQUIREMENTS OF TITLE 48, CHAPTER 14 OF THE CODE OF LAWS OF SC, 1976 AS AMENDED, PURSUANT TO REGULATION 72-300 ET SEQ. (IF APPLICABLE), AND IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF SC0100000."

DATE _____ REGISTERED PROFESSIONAL ENGINEER

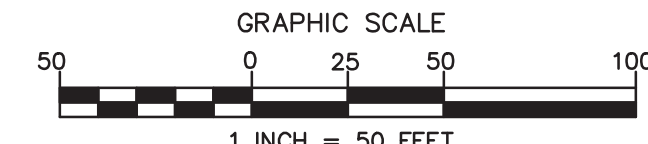
DATE _____ REGISTERED PROFESSIONAL ENGINEER

FLOOD NOTE: THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD ZONE. IT IS LOCATED IN ZONE "X" AS DEFINED BY FEMA F.I.R.M. MAP NUMBER 45057C0078E, DATED MAY 16, 2017

- RTAP-1 NARRATIVE
- ADDED LANDSCAPING ON HWY 521 MEDIAN.
 - ADDED NOTE 13.
 - ADDITION OF STORM BOX JB-481.
 - CORRECTED STORM BOX CB-4A CURB ELEV.



Know what's below.
Call before you dig.



NO.	BY	DATE	REVISION
1	REAR	9/12/22	REVISED PER COUNTY COMMENTS
2	REAR	11/8/22	REMOVE 521 CHEVRON
3	REAR	12/22/23	RTAP-1
4	REAR	4/05/23	REVISED RTAP-1 PER COMMENTS

Project: THE ARCHES PHS-1
HIGHWAY 521, INDIAN LAND, SC

Title: COVER PAGE

File #2108-S-PLANS-06 Date: 06/17/22 Project Egr: ABC

W. ISAACS GROUP, P.C.
CIVIL ENGINEERING DESIGN AND SURVEYING
COA 1037

8720 RED OAK BOULEVARD, SUITE 420
CHARLOTTE, N.C. 28217
PHONE (704) 527-3440 FAX (704) 527-8335

Digitally signed by Anthony B. Cowan, P.E.
Date: 2023.04.06
13:58:59-04'00'

C0.0


Auditor, Lancaster County, SC

LANCASTER COUNTY GIS
Tax Map:
0013 00 018 04

2018004373

DEED
RECORDING FEES \$15.00
STATE TAX \$2600.00
COUNTY TAX \$1100.00

PRESENTED & RECORDED:
03-29-2018 04:32 PM

JOHN LANE
REGISTER OF DEEDS
LANCASTER COUNTY, SC
By: JENNIFER REESE ROD
BK: DEED 1128
PG: 47-55

AFTER RECORDATION RETURN TO:

Troutman Sanders LLP
Michael F. Tomlinson, Esq.
301 S. College Street
Suite 3400
Charlotte, NC 28202

SEND SUBSEQUENT TAX BILLS TO:

YDG Doby's Bridge Land, LLC
c/o York Development Group
14021 Conlan Circle, Suite B-10
Charlotte, NC 28277

STATE OF SOUTH CAROLINA)
COUNTY OF LANCASTER)

TITLE TO REAL ESTATE
(SPECIAL WARRANTY)

KNOW ALL MEN BY THESE PRESENTS, THAT **DOBY'S BRIDGE ROAD DEVELOPMENT PARTNERS, LLC**, a North Carolina limited liability company, whose address is 1101 Red Ventures Drive, Fort Mill, South Carolina 29707 (hereinafter referred to as "Grantor"), for and in consideration of the sum of [see attached Affidavit of Value] to Grantor in hand paid at and before the sealing of these Presents by, **YDG DOBY'S BRIDGE LAND, LLC**, a North Carolina limited liability company (hereinafter referred to as "Grantee"), whose address is 14021 Conlan Circle, Suite B-10, Charlotte, North Carolina 28277 (the receipt whereof is hereby acknowledged), has granted, bargained, sold and released, and by these Presents does grant, bargain, sell and release unto the said Grantee, its successors and assigns forever, the following described property (the "Premises"), to wit:

**SEE EXHIBIT A ATTACHED HERETO AND INCORPORATED
HEREIN BY REFERENCE**

THIS CONVEYANCE IS MADE AND ACCEPTED SUBJECT TO
THE FOLLOWING EXCEPTIONS:

**SEE EXHIBIT B ATTACHED HERETO AND INCORPORATED
HEREIN BY REFERENCE.**

TOGETHER with all and singular the rights, members, hereditaments and appurtenances to the said Premises belonging, or in anywise incident or appertaining.

TO HAVE AND TO HOLD, all and singular, the said Premises before mentioned unto the said Grantee, its successors and assigns, forever.

And, **SUBJECT TO** the matters set forth above, Grantor does hereby bind Grantor and Grantor's heirs, successors and assigns, executors, administrators and other lawful representatives, to warrant and forever defend all and singular the Premises unto Grantee and Grantee's heirs, successors and assigns against Grantor and Grantor's successors lawfully claiming, or to claim, the same or any part thereof but no others.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, Grantor has executed and delivered the within Title to Real Estate
(Special Warranty) effective as of the 28 day of March, 2018.

**SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF**

Witness #1:

Kristy Foster

Print Name: Kristy Foster

Witness #2:

A Devin Gatin

Print Name: A Devin Gatin

**DOBY'S BRIDGE ROAD DEVELOPMENT
PARTNERS, LLC**, a North Carolina limited
liability company

By: [Signature]

Name: Douglas A. Baumgartner

Title: Manager

STATE OF North Carolina

COUNTY OF Mecklenburg

I, Kristy Ann Foster, Notary Public, do hereby certify that Douglas A. Baumgartner, Manager of **DOBY'S BRIDGE ROAD DEVELOPMENT PARTNERS, LLC**, a North Carolina limited liability company, personally appeared before me this day, and acknowledged to me that he duly executed the foregoing document for the purpose stated therein on behalf of said limited liability company.

Witness my hand and official seal, this 12th day of March, 2018.

Kristy Ann Foster

Official Signature of notary

Kristy Ann Foster
Notary's printed or typed name, Notary Public

My Commission Expires: April 12, 2021

(Official Seal)

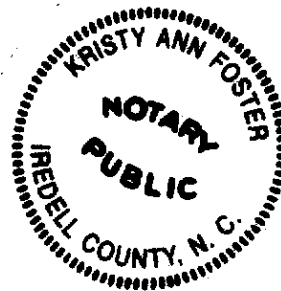


EXHIBIT "A"

Parcel One (Adjacent Property Tract 1)

All that certain piece, parcel or tract of land, with improvements thereon, situate, lying and being in Lancaster County, South Carolina, being more particularly described as follows:

Starting at a 1" pipe found on the northern margin of Collins Road (66' Public R/W) a common corner with lands of Collins Road Investments, LLC, (Deed Book 789, Page 157 & Plat Book 2013, Page 385 as recorded in the Lancaster County Public Registry), thence with the shared line of the Collins Road Investment Property N. 45-52-29 W. 853.39 feet to a #4 rebar, being the Point and Place of Beginning;

Thence the following three (3) courses and distances:

- 1) S. 72-47-36 W. 382.97 feet to a #4 rebar;
- 2) With a curve to the right having a radius of 533.00 feet, an arc length of 90.17 feet, (subtended by a chord S. 11-43-39 W. 90.06 feet) to a #4 rebar;

3) S. 16-34-26 W. 12.52 feet to a #4 rebar on the margin of Hendley Creek Road (66" Public R/W); Thence with the right-of-way N. 73-25-34 W. 66.00 feet to a #4 rebar; Thence leaving the right-of-way N. 63-51-56 W. 121.70 feet to a found 2" pipe, a common corner with lands of 521 Land Partners (Deed Book 1077, Page 4, Plat #8977, as recorded in the Lancaster County Public Registry); Thence with the shared 521 Partners line the following two (2) courses and distances:

- 1) N. 44-19-31 E. 197.82 feet to a found 1.5" pipe
- 2) N. 44-19-59 E. 293.46 feet to a found 0.5" pipe,

in the westerly line of the lands now or formerly of Crossridge Center (Deed Book-1058, Page 192); Thence with the Crossridge Center line S. 45-52-29 E. 302.19 feet to a point returning to the Point and Place of Beginning, and containing 2.076 acres, (90,431 square feet) more or less.

AND

Parcel Two (Adjacent Property Tract #2-B)

All that certain piece, parcel or tract of land, with improvements thereon, situate, lying and being in Lancaster County, South Carolina, being more particularly described as follows:

Starting at an 1" pipe found on the northern margin of Collins Road (66' Public R/W) a common corner with lands of Collins Road Investment, LLC.(Deed Book 789, Page 157 & Plat Book 2013, Page 385 as recorded in the Lancaster County Public Registry), thence with the shared line of the Collins Road Investment N. 45-52-29 W. 1155.58 feet to a found 0.5" pipe, a common corner with lands of Doby's Bridge Road Development Partners (Deed Book 660, Page 88, as recorded in the Lancaster County Public Registry); Thence with the Doby's Bridge line the following two (2) courses and distances:

- 1) S. 44-19-59 W. 293.46 feet to a found 1.5" iron pipe;
- 2) S. 44-19-31 W. 197.82 feet to a found 2" pipe, a common corner of lands of

521 Land Partners (Deed Book 1077, Page 7, Plat #8977, as recorded in the Lancaster County Public Registry) and being the Point and Place of Beginning; Thence S. 63-51-56 E. 121.70 feet to a #4 rebar at the northwest corner of the margin of Hendley Creek Road (66' Public R/W); Thence with the right-of-way the following two (2) courses and distances:

- 1) S. 16-34-26 W. 186.04 feet to a point;
- 2) With a curve to the right having a radius of 267.00 feet, an arc length of 19.52 feet (subtended by a chord S. 18-40-06 W. 19.52 feet) to a #4 rebar;

Thence N. 56-42-15 W. 219.37 feet to a #4 rebar on the southern property line of the 521 Land Partners property; Thence with the 521 Land line the following two (2) courses and distances:

- 1) N. 45-57-48 E. 159.20 feet to a found 2.5" pipe;
- 2) N. 44-29-16 E. 27.07 feet to a found 2" pipe, returning to the Point and Place of Beginning, and containing 0.742 acres, (32,304 square feet) more or less.

AND

Parcel Three (Outparcel 5)

All that certain piece, parcel or tract of land, with improvements thereon, situate, lying and being in Lancaster County, South Carolina, being more particularly described as follows:

Starting at an 1" pipe found on the northern margin of Collins Road (66' Public R/W) a common corner with lands of Collins Road Investment (Deed Book 789, Page 157 & Plat Book 2013, Page 385 as recorded in the Lancaster County Public Registry), thence with Collins Road the following two (2) courses and distances:

- 1) S. 36-10-10 W. 310.42 feet to a point;
- 2) S. 36-10-08 W. 196.90 feet to a #4 rebar, thence leaving Collins Rd R/W

N. 40-26-36 W. 129.00 feet to a #4 rebar, being the Point and Place of Beginning; Thence the following seven (7) courses and distances:

- 1) S. 49-33-24 W. 196.80 feet to a #4 rebar;
- 2) N. 47-04-23 W. 43.27 feet to a point;
- 3) With a curve to the right having a radius of 480.00 feet, an arc length of 55.54 feet (subtended by a chord N. 43-45-29 W. 55.51 feet), to a point;
- 4) N. 40-26-36 W. 21.01 feet to a #4 rebar;
- 5) N. 35-58-28 E. 190.32 feet to a #4 rebar;
- 6) N. 49-33-24 E. 20.00 feet to a #4 rebar;
- 7) S. 40-26-36 E. 164.10 feet to a #4 rebar, returning to the Point and Place of

Beginning, and containing 0.670 acres, (29,208 square feet) more or less.

AND

Parcel Four (Outparcel 6)

All that certain piece, parcel or tract of land, with improvements thereon, situate, lying and being in Lancaster County, South Carolina, being more particularly described as follows:

Starting at a 1" pipe found on the northern margin of Collins Road (66' Public R/W) a common corner with lands of Collins Road Investment (Deed Book 789, Page 157 & Plat Book 2013, Page 385 as recorded in the Lancaster County Public Registry), thence with Collins Road the following two (2) courses and distances:

- 1) S. 36-10-10 W. 310.42 feet to a point;
- 2) S. 36-10-08 W. 196.90 feet to a #4 rebar, being the Point and Place of Beginning;

Thence continuing with the right-of-way of Collins Road the following two (2) courses and distances:

- 1) S. 36-10-08 W. 6.68 feet to a point;
- 2) S. 35-53-40 W. 175.27 feet to a point; Thence leaving Collins Rd R/W the

following three (3) courses and distances:

- 1) N. 47-04-23 W. 173.10 feet to a point;
- 2) N. 49-33-24 E. 196.80 feet to a point;
- 3) S. 40-26-36 E. 129.00 feet to a point; returning to the Point and Place of

Beginning, and containing 0.650 acres, (28,321 square feet) more or less.

Easement Parcel:

Together with certain easements as set forth in that certain Covenants, conditions, restrictions (including use restrictions) easements, common area expenses, and liens provided for in Declaration of Restrictions, Covenants and Conditions and Grant of Easements Cross Creek Shopping Center recorded October 17, 2012 in the office of the Register of Deeds for Lancaster County in Book 692 at Page 68; as amended by First Amendment to Declaration of Restrictions, Covenants and Conditions and Grant of Easements for Cross Creek Shopping Center recorded October 7, 2014 in Book 824 at page 224; as further amended by Second Amendment to Declaration of Restrictions, Covenants and Conditions and Grant of Easements for Cross Creek Shopping Center recorded November 13, 2017 in Book 1095 at Page 324, aforesaid records, and any related maps, plans, bylaws and other document(s) and amendment(s), but omitting any covenants or restrictions, if any, based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, or

source of income, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law.

AND

Parcel Five (Remainder Parcel Across U.S. Highway 521 (0.630 Acre Parcel))

All that certain piece, parcel or tract of land, with improvements thereon, situate, lying and being in Lancaster County, South Carolina, being more particularly described as follows:

Beginning at a point at the intersection of the right-of-way of U.S. Highway 521 (Public R/W Varies) and Doby's Bridge Road (Public R/W Varies); Thence with the right-of-way of Doby's Bridge Road the following three (3) courses and distances:

- 1) S. 58-13-27 W. 47.82 feet to a #4 rebar;
- 2) With a curve to the right having a radius of 190.00 feet, an arc length of 175.33 feet (subtended by a chord S. 84-39-38 W. 169.18 feet) to a #4 rebar;
- 3) With a curve to the right having a radius of 1595.49, an arc length of 54.26 feet (subtended by a chord N. 67-55-44 W. 54.26 feet) to a #4 rebar, a common corner with lands now or formerly of Gate Petroleum Company (Deed Book 679, Page 296);

Thence with the shared line of Gate Petroleum N. 45-57-19 E. 249.14 feet to a #4 rebar on the right-of-way of U.S. Highway 521; Thence with the right-of-way of U.S. Highway 521 with a curve to the left having a radius of 1992.06 feet, an arc length of 172.55 feet (subtended by a chord S. 27-44-33 E. 172.50 feet) to a point returning to the Point and Place of Beginning, and containing 0.630 acres, (27,465 square feet) more or less.

Each of the above described Parcel One, Parcel Two, Parcel Three Parcel Four, and Parcel Five being shown on that certain ALTA/NSPS Land Title Survey entitled "Doby's Bridge Development Undeveloped Parcels" by The ISAACS Group dated March 26, 2018 with File # 18063-ALTA.

Derivation: This being a portion of the property conveyed to Doby's Bridge Road Development Partners, LLC, a North Carolina limited liability company by deeds from (i) Todd M. Bradshaw and Jill A. Bradshaw dated February 29, 2008 and recorded March 4, 2008 in Book 453 at Page 97 in the office of the Register of Deeds for Lancaster County and (ii) Albert Leon Wilson dated February 28, 2008 and recorded March 4, 2008 in Book 453 at Page 103 in the office of the Register of Deeds for Lancaster County.

Tax Map Number: p/o 0013-00-018.00

EXHIBIT B

PERMITTED EXCEPTIONS

1. Taxes or assessments for the year 2018, and subsequent years, not yet due and payable.
2. All easements, covenants, conditions, restrictions and other encumbrances of record.
3. Any applicable municipal, zoning and subdivision law, ordinance or regulation which may affect the use, maintenance or ownership of the property herein conveyed.
4. All matters that would be shown on a current and accurate survey or inspection of the property.

STATE OF SOUTH CAROLINA)
COUNTY OF LANCASTER)

AFFIDAVIT

PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

1. The undersigned have read the information on this affidavit and understand such information.
2. The property being transferred is a p/o Tax Parcel No. 0013-00-018.00 and is located in Lancaster County, South Carolina, and was transferred by **DOBY'S BRIDGE ROAD DEVELOPMENT PARTNERS, LLC**, to **YDG DOBY'S BRIDGE LAND, LLC** on March 28, 2018.

3. Check one of the following: The deed is

- (a) X subject to the deed recording fee as a transfer for consideration paid or to be paid in money or money's worth.
- (b) subject to the deed recording fee as a transfer between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, or is a transfer to a trust or as a distribution to a trust beneficiary.
- (c) exempt from the deed recording fee because (See Information Section of affidavit): (If exempt, please skip items 4-7, and go to item 8 of this affidavit.)

If exempt under exemption #14 as described in the Information section of this affidavit, did the agent and principal relationship exist at the time of the original sale and was the purpose of this relationship to purchase the realty? Check Yes or No

4. Check one of the following if either item 3(a) or item 3(b) above has been checked (See Information section of this affidavit):

- (a) X The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of \$1,000,000.00.
- (b) The fee is computed on the fair market value of the realty which is \$.
- (c) The fee is computed on the fair market value of the realty as established for property tax purposes which is \$.

5. Check Yes or No X to the following: A lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. If "Yes," the amount of the outstanding balance of this lien or encumbrance is: \$

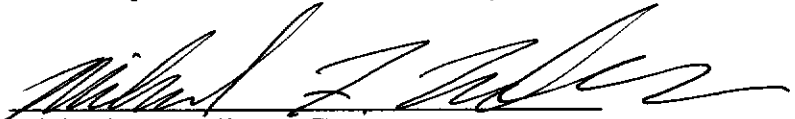
6. The deed recording fee is computed as follows:

- (a) Place the amount listed in item 4 above here: \$1,000,000.00
- (b) Place the amount listed in item 5 above here: \$
(If no amount is listed, place zero here.)
- (c) Subtract Line 6(b) from Line 6(a) and place result here: \$1,000,000.00

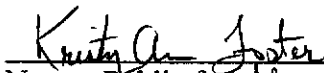
7. The deed recording fee due is based on the amount listed on Line 6(c) above and the deed recording fee due is: \$3,700.00.

8. As required by Code Section 12-24-70, the undersigned states that it is a responsible person who was connected with the transaction as: Attorney.

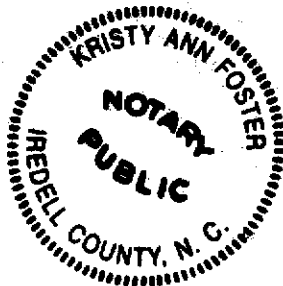
9. The undersigned understands that a person required to furnish this affidavit who willfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.


Michael F. Tomlinson, Esq.

SWORN to before me this 22nd
day of March, 2018.


Notary Public for North Carolina
My Commission Expires: April 22, 2021

(Notary Seal)



Agenda Item Summary

Ordinance # / Resolution #: RZ-2024-0623 Connors

Contact Person / Sponsor: M. Blaszyk

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	6/7/2024	Exhibit
Location Map	6/4/2024	Exhibit
Application	6/4/2024	Exhibit
Sketch Plan	6/4/2024	Exhibit
Sketch Plan Comments	6/4/2024	Exhibit
Recorded Deed	6/5/2024	Exhibit
Neighborhood Meeting Notice	6/4/2024	Exhibit

PROPOSAL: Request to rezone 26.94 acres of property

PROPERTY LOCATION: Adjacent to 2491 Hwy 9 Bypass (TM #0081-00-045.01) with additional frontage on Kershaw-Camden Highway

CURRENT ZONING DISTRICT: Neighborhood Business (NB)

PROPOSED ZONING DISTRICT: Medium Density Residential (MDR)

APPLICANT: Ben Stevens for BRD Land & Investments and
Owner: Richard Connors et al family members

COUNCIL DISTRICT: District 2, Charlene McGriff

STATUTORY NOTICES: Sign posted 5/29/2024
Hearing notice published 6/01/2024 in The Lancaster News
Mailed notices 5/24/2024
Posted agenda in lobby 6/11/2024

OVERVIEW:

Proposal

The applicant has requested to rezone a parcel of 26.94 acres. The intent is to develop a single-family residential subdivision. The applicant has submitted a sketch plan of their design for technical review, and scoping documents for the Traffic Impact Analysis are submitted.

Site Information

The subject parcel is currently zoned Neighborhood Business and is located just to the northwest of the intersection of Highway 9 bypass and Kershaw-Camden Highway, near the location of Carolina Christian Academy. A Sketch Plan of the proposed subdivision has been submitted for review and is attached to this report. The applicant is reviewing Sketch Plan comments and revising their plan per comments received.

Summary of Adjacent Zoning and Uses

The subject parcel is surrounded by residential, commercial and institutional properties which are outlined in the table below. The surrounding area has mixed zoning; Medium Density Residential Zoning District is located 0.12 miles away to the west across Old Camden Highway.

Adjacent Property	Jurisdiction	Zoning District	Use
North	Lancaster County	LDR; GB	Vacant; Non-conforming Residential
South	Lancaster County	PB; NB; LDR	Non-conforming Residential (PB & NB); Residential
East	Lancaster County	RN	Agricultural/Residential;
West	Lancaster County	NB	Non-conforming Residential

ANALYSIS & FINDINGS:

Zoning Districts

As previously noted, the subject property is currently in the Neighborhood Business (NB) District. Pursuant to UDO Chapter 2.3, the 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.*”

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.*”

According to section 9.2.18 of the UDO, Development Agreements are permitted in all residential zoning districts. A Development Agreement would be allowed with the proposed MDR zoning. This can be looked into further during the Preliminary Plat project stage.

Compatibility with Surrounding Area

As noted previously, the subject property is predominately surrounded by non-conforming residential NB, Medium Density Residential, Rural Neighborhood and Institutional zoning. The surrounding uses are primarily residential and institutional in nature.

RELATIONSHIP TO PUBLIC PLANS

The Future Land Use Category of the subject properties is a growth area. According to the newly adopted 2024 Comprehensive Plan, Growth Areas are areas intended to support suburban scale residential development along with supportive commercial development at major crossroads and along arterial streets and thoroughfares.

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

Sketch Plan

A sketch plan for the site was submitted for review in the beginning of April of 2024 with reviews wrapping up around mid-April. This step was taken with regard to due diligence, since an approved plan is not a requirement for rezoning. The plan had mostly conditional and not approved comments. The departments with comments with the highest priority concerns included Engineering, Fire Marshal and Planning. Engineering's top concern is associated with the possibility of areas on the parcel draining directly into a stream system instead of the storm water measure on site. The Fire Marshal stated that some of the lots are more than 500 feet from a fire hydrant. Plannings main comments are addressing the maximum length of a cul-de-sac exceeding 600ft and connectivity index being a minimum of 1.3. This sketch plan has not been resubmitted to address comments. This TRC letter has been attached to this packet.

INFRASTRUCTURE CONSIDERATIONS

Transportation: The proposed development to follow the rezoning will take access off Kershaw Camden Highway and/or Highway 9 Bypass.

Public Utilities: There is water available on the parcel and sewer available in the area.

Public Schools:

The school district has not provided any direct feedback regarding this rezoning at this time. The schools that would be affected by this rezoning include Clinton and Brooklyn Springs Elementary, AR Rucker and South Middle, and Lancaster High School. The current and predicted capacity numbers for these schools will be attached to the staff report.

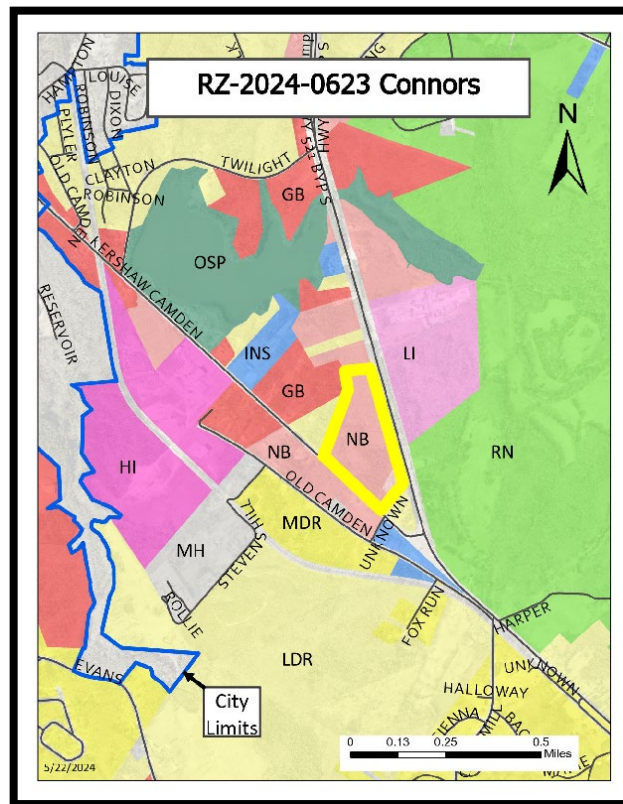
Neighborhood Meeting

The applicant for the project is holding a Public Neighborhood Meeting at the Springdale Recreation Center 260 South Plantation Rd Lancaster, SC 29720 on Tuesday June 11th. Minutes from this meeting will be provided to staff prior to the Planning Commission Meeting on June 18th.

PHOTOS OF PROJECT AREA:



Facing subject parcel on subject property off US 521 Bypass



STAFF RECOMMENDATION:

Staff recommends **approval** of the request to rezone 26.94 acres (TM # 0081-00-045.01) from Rural Neighborhood (RN) District to Medium Density Residential (MDR) District, pursuant to the following findings of fact:

1. That the subject project consists of the following parcel: TM # 0081-00-045.01.00;
2. That the subject property is currently zoned NB District and proposed to be rezoned MDR District;
3. That access is available on Kershaw-Camden Highway and Highway 9 Bypass;
4. That the proposed rezoning is consistent with the Comprehensive Plan

ATTACHMENTS:

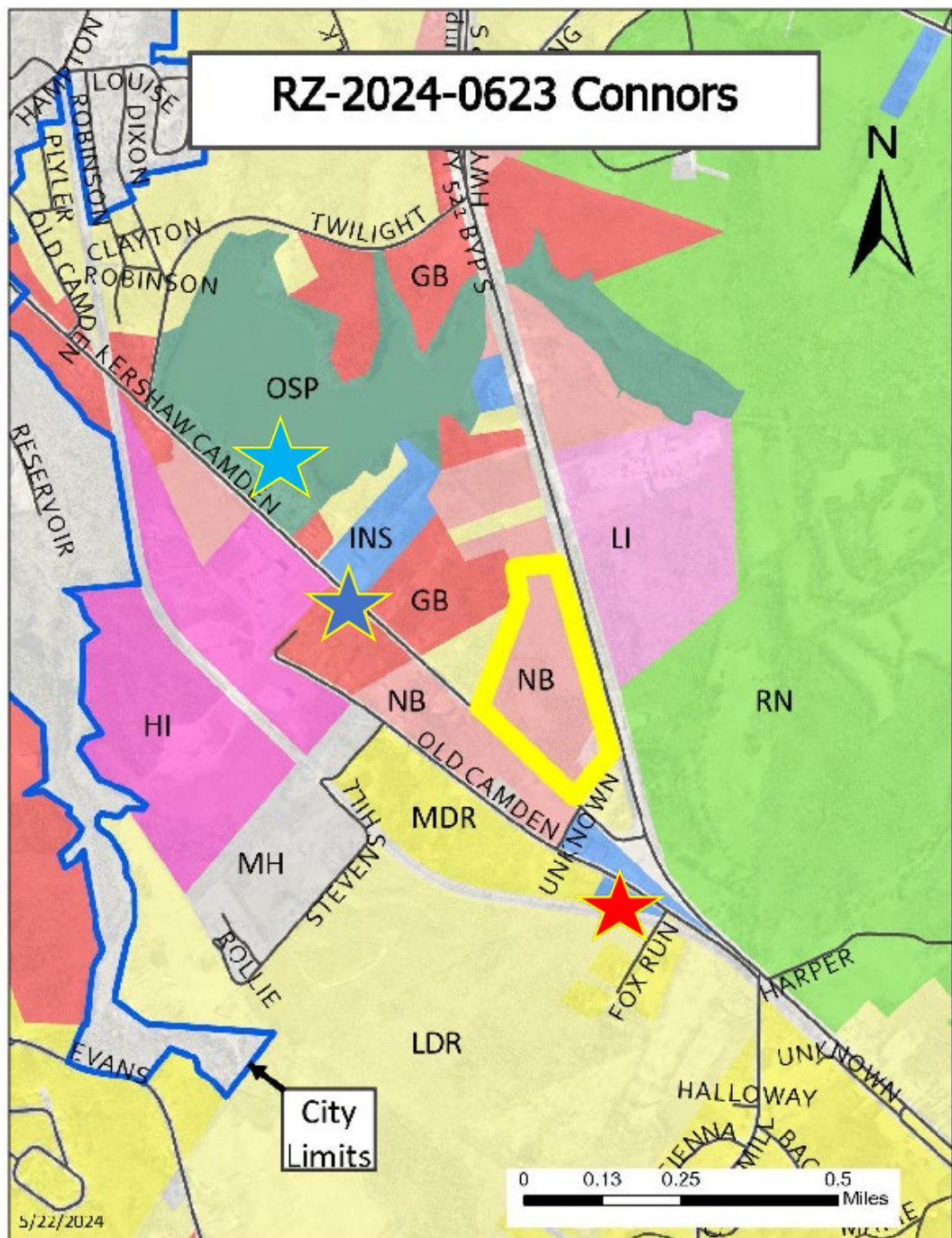
1. Location Map/ Zoning Map
2. Rezoning Application
3. Sketch Plan
4. Sketch Plan Comments
5. Recorded Deed

6. Neighborhood Meeting Notice

STAFF CONTACT:

Matthew Blaszyk, Planner

mblaszyk@lancastersc.net | 803-416-938



Proposal:
Rezoning NB to MDR



 Subject Property

-  Canaan Free Will Baptist Church
-  Carolina Christian Academy
-  LCWSD Reservoir



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 HWY 521 Bypass South

City Lancaster County State SC Zip 29720 Tax Parcel ID 0081-00-045.01

Current Zoning NB Current Use Vacant, Forested

Proposed Zoning MDR Total Acres 26.94 Ac

Project Description Approximately 58 single family lots at 2.15 DUA. The lots are 10,000 square feet and the developement is to include amenities.

Surrounding Property Description Vacant and single family homes.

CONTACT INFORMATION

Applicant Name Ben Stevens;BRD Land and Investment

Address 234 Kingsley Park Dr., Suite 110

City Fort Mill State SC Zip 29715 Phone 704-953-3425

Fax _____ Email Ben.Stevens@brdland.com

Property Owner Name Richard T Etal Connors

Address 2149 HWY 521 Bypass

City Lancaster State SC Zip 29720 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

May 2, 2024

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.



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

April 17, 2024

William McNab
BGE, Inc.
1111 Metropolitan Ave, Suite 250
Charlotte, NC 28204-

Project Number	20240623
Project Name	Connors
Location	Hwy 521 Bypass South
Stage	Sketch Plan
Parcel(s)	0081-00-045.01
Status	Not Approved

Dear: William McNab

We have completed our review of the plan identified above. The comments listed on the attached report must be addressed in your next plan stage.

Sincerely,

Sincerely,

A handwritten signature in black ink that reads "Chanda Kirkland".

Chanda Kirkland, Development Service Coordinator
Lancaster County Government
101 N Main St
Lancaster, SC 29720
P: (803) 416-9390

Plan Review Comments

Building - Darin Robinson - (803) 416-9399
drobinson@lancastersc.net

No Review Needed

Review Comments:

- No Review Needed until possible further details for Park Space, to be made upon next stage Civil plans submittal.

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

Conditional

Review Comments:

General Comments:

1. Most of our comments and questions will be at the Construction Document review of the civil plans. Below are some general observations from the plan submitted.
2. Stream delineation needs to be performed on this site to determine possible presence and location(s) of perennial and intermittent stream(s)
3. Permit(s) from the Army Corp of Engineers will be necessary for any stream crossings and/or filling in the stream buffer areas and/or wetlands for this project. This can be a lengthy process.
4. This site is not in the MS4 district so SCDHEC will have jurisdiction over Stormwater related issues. Our comments are from an engineering and best practices prospective.
5. **A traffic impact analysis will need to be completed for this project.**
 - a. Because of the rezoning, the Planning Commission will likely require his prior to considering the rezoning. You will need to verify the timing requirements of this with the Planning Department.
6. This site has many topographical challenges which must be overcome by careful engineering and quality construction practices.
 - a. It appears an area to the north west of this parcel will drain directly into the stream system without going into the proposed BMP pond.
7. There is one BMP pond shown on this plan. Looking at the contours, other BMP measures may be needed.
8. All BMP ponds will need an access area at least **10' wide. This access can be at a slope not greater than 4(H) to 1(V)** for maintenance equipment to get to the pond. An access easement for this will be needed.
9. Lots 1 and 58- the driveways for both of these lots should be located as far as practical from the intersection with US 521 By-pass.
10. The driveway access points for Lots 16 and 17 need to be off of the internal road running parallel with Kershaw Camden Hwy.
11. **Show where the driveway for Parcel 0087-00-039.00 will be relocated: directly to US 521? Internal access provided into one of the proposed cul-de-sacs?**

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

Not Approved

Review Comments:

1. This is a sketch plan review only. A more detailed review will be completed at civil submission.
2. **It appears that some lots may be more than 500 feet from a fire hydrant, measured as an apparatus would lay hose along an approved fire apparatus access road.** *Check pull distance*
3. **Fire hydrants not at an intersection or cul de sac will require widening to 26 feet 20 feet in each direction from the fire hydrant.**
4. **Show dimensions for cul de sacs.**

Planning - Allison Hardin - 803-416-9422
ahardin@lancastersc.net

Not Approved

Review Comments:

Overall good plan for the space.

Rezoning to MDR is required to achieve the density and layout proposed.

Please note the following UDO sections that appear to be missing from the design:

Section 6.3 - Required improvements for MDR neighborhoods includes street trees and sidewalks

Section 6.4.1.A - maximum block length = 600 ft

Section 6.4.3.A - minimum connectivity index of 1.3

E911 Address - Sandra Burton - (803) 416-9325

Conditional

sburton@lanc911.com

Review Comments:

1. A CAD file, in the State Plane Coordinate System of 1983, needs to be submitted to addresser@lanc911.com at the Civil phase. Please send in a version around 2010 and no 3D.
2. Please advise the name you want the subdivision to be titled. It will be compared with others within Lancaster County. Once the civil plans are approved no change will be allowed.
3. Please submit a list of road names to be considered for this subdivision to addresser@lanc911.com. They will need to be compared to roads names within Lancaster County along with surrounding counties. They cannot be similar in sound or spelling for 911 purposes. Road names must be vetted prior to the project going before the Planning Commission as they must sign off on the new road names. Once road names are approved in the vetting stage, a road name application will need to be completed with a \$250 fee for each road. I will send this form once names are vetted. All roads, including alleys, must be named.

LC Water & Sewer District - Erin Evans - 8032856919

Not Approved

eevans@lcwasd.org

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

Conditional

GambleDD@scdot.org

Review Comments:

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.

If a TIA is required it must be submitted to SCDOT for review.

Susan D. Hunter Wallace

Auditor, Lancaster County, SC

DEED DRAWN BY:
ROBERT K. FOLKS
ATTORNEY AT LAW
TITLE NOT EXAMINED

2019011278

DEED
RECORDING FEES \$10.00
STATE TAX \$261.30
COUNTY TAX \$110.55
PRESENTED & RECORDED:
07-30-2019 04:10 PM
Brittany Grant
REGISTER OF DEEDS
LANCASTER COUNTY, SC
By: CANDICE PHILLIPS DEPUTY
BK:DEED 1257
PG:115-118

STATE OF SOUTH CAROLINA)
COUNTY OF LANCASTER)

TITLE TO REAL ESTATE

KNOW ALL MEN BY THESE PRESENTS, that, **Lorraine T. Harper**, ("Grantor"), in the State aforesaid, for and in consideration of the sum of Five and no/100ths (\$5.00) Dollars, Love and Affection, and exchange of real estate to the Grantor in hand paid at and before the sealing and delivery of these Presents, by the Grantee hereinafter named (the receipt whereof is hereby acknowledged), has granted, bargained, sold and released, and by these Presents does grant, bargain, sell and release **all my right, title and interest** in and to he following described property, subject to the easements, restrictions, reservations and conditions set forth below, unto **Richard T. Connors, Jo Anne Connors and Carol C. Bowers** , ("Grantee"), and Grantee's heirs, successors and assigns:

All that certain piece, parcel or tract of land, lying, being and situate in Lancaster County, South Carolina, lying to the south of the City of Lancaster, on the southwest side of US Highway 521 By-Pass, containing 37.9 acres as calculated by the Lancaster County Tax Assessor's Office, and being that portion of a tract on both sides of the By-Pass once containing 186 acres, more or less, the remainder of that property described in Deeds recorded in the Register of Deeds Office for Lancaster County, South Carolina in Deed Book H-3 Page 148 and Deed Book A-3 Page 212, which has not heretofore been conveyed, sold or transferred. Reference to said Deeds is craved for a more minute description.

For derivation, see Deed of Distribution, Estate of Joseph K. Connors, Jr. Case No. 97ES2900193, to Richard T. Connors, Jo Anne Connors and Carol C. Bowers dated and recorded July 5, 2000 in Deed Book 87 Page 18, Office of the Clerk of Court for Lancaster County, South Carolina.

The within described property is conveyed subject to existing easements and rights of way, whether of record or not, and to restrictions, if any, appearing in the chain of title which said restrictions, if any, are not intended to be reimposed hereby.

Tax Map No. 0081-00-045.01

Grantee's Address:

2149 Hwy 521 ByPass
Lancaster, SC 29720

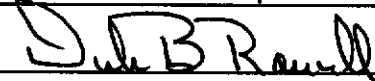
TOGETHER with all and singular, the Rights, Members, Hereditaments and Appurtenances to the said Premises belonging, or in anywise incident or appertaining.

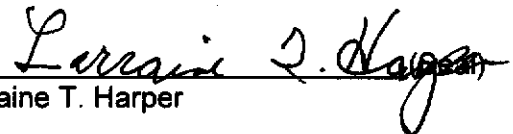
TO HAVE AND TO HOLD, all and singular, the said premises before mentioned, unto the said Grantee and Grantee's Heirs, Successors and Assigns forever.

AND the Grantor does hereby bind Grantor's Heirs, Successors, Executors and Administrators, to warrant and forever defend all and singular the said premises unto the said Grantee and Grantee's Heirs, Successors and Assigns, against Grantor and whomsoever lawfully claiming, or to claim the same or any part thereof.

WITNESS the Grantor's Hand and Seal this 30th day of July, 2019, and in the two hundred forty-fourth year of the Sovereignty and Independence of the United States of America.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

✓ 
Lorraine T. Harper

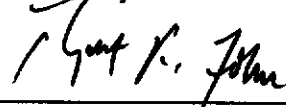
STATE OF SOUTH CAROLINA)

COUNTY OF LANCASTER)

ACKNOWLEDGMENT

I, the undersigned notary public, do hereby certify that the above named Lorraine T. Harper personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal this the 30th day of July, 2019.

 (Seal)
NOTARY PUBLIC FOR SOUTH CAROLINA
Printed Name: Robert K. Folks
My Commission Expires: 3-30-2021

s:\dbr\deedHarperConnors

PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

1. I have read the information on this affidavit and I understand such information.
2. The property being transferred is 37.9 Acres, Southwest side of U.S. Hwy. 521 By-Pass, bearing Lancaster County Tax Map Number 0081-00-045.01, transferred to Richard T. Connors, Jo Anne Connors and Carol C. Bowers by Lorraine T. Harper on July 30, 2019.

3. Check one of the following: The deed is

- (a) X subject to the deed recording fee as a *transfer* for consideration paid or to be paid in money or money's worth.
- (b) _____ subject to the deed recording fee as a transfer between a corporation a partnership, or other entity and a stockholder, partner, or owner of the entity, or is a transfer to a trust or as a distribution to a trust beneficiary.
- (c) _____ exempt from the deed recording fee because (See Information section of affidavit): _____ (If exempt please skip items 4 - 7, and go to item 8 of this affidavit)

If exempt under exemption #14 as described in the Information section of this affidavit, did the agent and principal relationship exist at the time of the original sale and was the purpose of this relationship to purchase the realty? Check Yes _____ or No _____

4. Check one of the following if either item 3(a) or item 3(b) above has been checked (See Information section of this affidavit.):

- (a) _____ The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of _____.
- (b) X The fee is computed on the fair market value of the realty which is \$100,500.00.
- (c) _____ The fee is computed on the fair market value of the realty as established for property tax purposes which is _____.

5. Check Yes _____ or No X To the following: a lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement or realty after the transfer. If "Yes," the amount of the outstanding balance of this lien or encumbrance is: _____

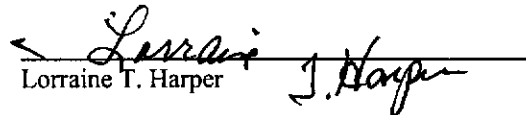
6. The deed recording fee is computed as follows:

- (a) Place the amount listed in item 4 above here: \$100,500.00
- (b) Place the amount listed in item 5 above here: _____
(If no amount is listed, place zero here.)
- (c) Subtract Line 6(b) from Line 6(a) and place result here: \$100,500.00

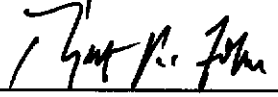
7. The deed recording fee due is based on the amount listed on Line 6(c) above and the deed recording fee due is: \$371.85.

8. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as: Grantor

9. I understand that a person required to furnish this affidavit who wilfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.


Lorraine T. Harper

SWORN to before me this 30th
day of July 20 11


Notary Public for South Carolina
Notary Name: Robert K. Folks
My Commission Expires: 3/30/21

INFORMATION

Except as provided in this paragraph, the term "value" means "the consideration paid or to be paid in money or money's worth for the realty." Consideration paid or to be paid in money's worth includes, but is not limited to, other realty, personal property, stocks, bonds, partnership interest and other intangible property, the forgiveness or cancellation of a debt, the assumption of a debt, and the surrendering of any right. The fair market value of the consideration must be used in calculating the consideration paid in money's worth. Taxpayers may elect to use the fair market value of the realty being transferred in determining fair market value of the consideration. In the case of realty transferred between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, and in the case of realty transferred to a trust or as a distribution to a trust beneficiary, "value" means the realty's fair market value. A deduction from value is allowed for the amount of any lien or encumbrance existing on the land, tenement, or realty before the transfer and remaining on the land, tenement, or realty after the transfer. Taxpayers may elect to use the fair market value for property tax purposes in determining fair market value under the provisions of the law.

Exempted from the fee are deeds:

- (1) transferring realty in which the value of the realty, as defined in Code Section 12-24-30, is equal to or less than one hundred dollars;
- (2) transferring realty to the federal government or to a state, its agencies and departments, and its political subdivisions, including school districts;
- (3) that are otherwise exempted under the laws and Constitution of this State or the United States;
- (4) transferring realty in which no gain or loss is recognized by reason of Section 1041 of the Internal Revenue Code as defined in Section 12-6-40(A);
- (5) transferring realty in order to partition realty as long as no consideration is paid for the transfer other than the interests in the realty that are being exchanged in order to partition the realty;
- (6) transferring an individual grave space at a cemetery owned by a cemetery company licensed under Chapter 55 of Title 39;
- (7) that constitute a contract for the sale of timber to be cut;
- (8) transferring realty to a corporation, a partnership, or a trust in order to become, or as, a stockholder, partner, or trust beneficiary of the entity provided no consideration is paid for the transfer other than stock in the corporation, interest in the partnership, beneficiary interest in the trust, or the increase in value in such stock of interest held by the grantor. However, the transfer of realty from a corporation, a partnership, or a trust to a stockholder, partner, or trust beneficiary of the entity is subject to the fee even if the realty is transferred to another corporation, a partnership, or trust;
- (9) transferring realty from a family partnership to a partner or from a family trust to a beneficiary, provided no consideration is paid for the transfer other than a reduction the grantee's interest in the partnership or trust. A "family partnership" is a partnership whose partners are all members of the same family. A "family trust" is a trust, in which the beneficiaries are all members of the same family. The beneficiaries of a family trust may also include charitable entities. "Family" means the grantor and the grantor's spouse, parents, grandparents, sisters, brothers, children, stepchildren, grandchildren, and the spouses and lineal descendants of any the above. A "Charitable entity" means an entity which may receive deductible contributions under Section 170 of the Internal Revenue Code as defined in Section 12-6-40(A);
- (10) transferring realty in a statutory merger or consolidation from a constituent corporation to the continuing or new corporation;
- (11) transferring realty in a merger or consolidation from a constituent partnership to the continuing or new partnership; and,
- (12) that constitute a corrective deed or a quitclaim deed used to confirm title already vested in the grantee, provided that no consideration of any kind is paid or is to be paid under the corrective or quitclaim deed.
- (13) transferring realty subject to a mortgage to the mortgagee whether by a deed in lieu of foreclosure executed by the mortgagor or deed pursuant to foreclosure proceedings.
- (14) transferring realty from an agent to the agent's principal in which the realty was purchased with funds of the principal, provided that a notarized document is also filed with the deed that establishes the fact that the agent and principal relationship existed at the time of the original purchase as well as for the purpose of purchasing the realty.
- (15) transferring title to facilities for transmitting electricity that is transferred, sold, or exchanged by electrical utilities, municipalities, electric cooperatives, or political subdivisions to a limited liability company which is subject to regulations under the Federal Power Act (16 U.S.C. Section 791(a)) and which is formed to operate or to take functional control of electric transmission assets as defined in the Federal Power Act.



May 29, 2024

RE: Connors Rezoning – Community Notification and Meeting

Dear Lancaster Neighbor,

On behalf of BRD Land and Investments (the “Petitioner”), we are providing this letter to the property owners in the vicinity of our proposed rezoning of approximately 27 acres, 1500’ north of the intersection of Hwy 521 Bypass S and Kershaw Camden Hwy. We would like to extend an invite to a meeting to discuss the proposed rezoning of the Connors property. The County of Lancaster GIS records indicate that you are either a representative of a registered neighborhood organization or an owner of property that adjoins or is near our Site.

The rezoning includes Tax Parcel # 0081-00-045.01. Included on the back of this page is a vicinity map of the area we are rezoning with the parcel number, adjacent parcel numbers, and acreage for reference.

The intent of the rezoning is to change from NB (Neighborhood Business) to MDR (Medium Density Residential) to provide for the future development of a single-family neighborhood containing approximately 58 homes.

This Neighborhood Meeting will be held nearby and after working hours to provide flexibility in attendance. We invite you to attend the Neighborhood Meeting on **Tuesday, June 11th at 6:30 PM**. The meeting will be held at the **Springdale Recreation Center – Gym at 260 South Plantation Road Lancaster, SC 29720**. If you are interested in attending the live presentation and discussion session at the scheduled time, **please RSVP by sending an email to SMcNab@BGEinc.com and you will be added to the attendance list.** Please reference the petitioner or site location, and include your name, address, and telephone number in your RSVP so we can record your attendance. If you expect you will be unable to attend, we can also e-mail a copy of the presentation, and are happy to answer any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Spencer McNab", is positioned above the typed name.

Spencer McNab, RLA
Sr. Project Manager
Planning + Landscape Architecture
BGE, Inc.

Serving. Leading. Solving.™

1111 Metropolitan Avenue, Suite 250 • Charlotte, North Carolina 28204 • 980-220-2322

Agenda Item Summary

Ordinance # / Resolution #: RZ-2024-0826 Hinson

Contact Person / Sponsor: A. Hardin

Department: Planning

Date Requested to be on Agenda: 6/18/2024

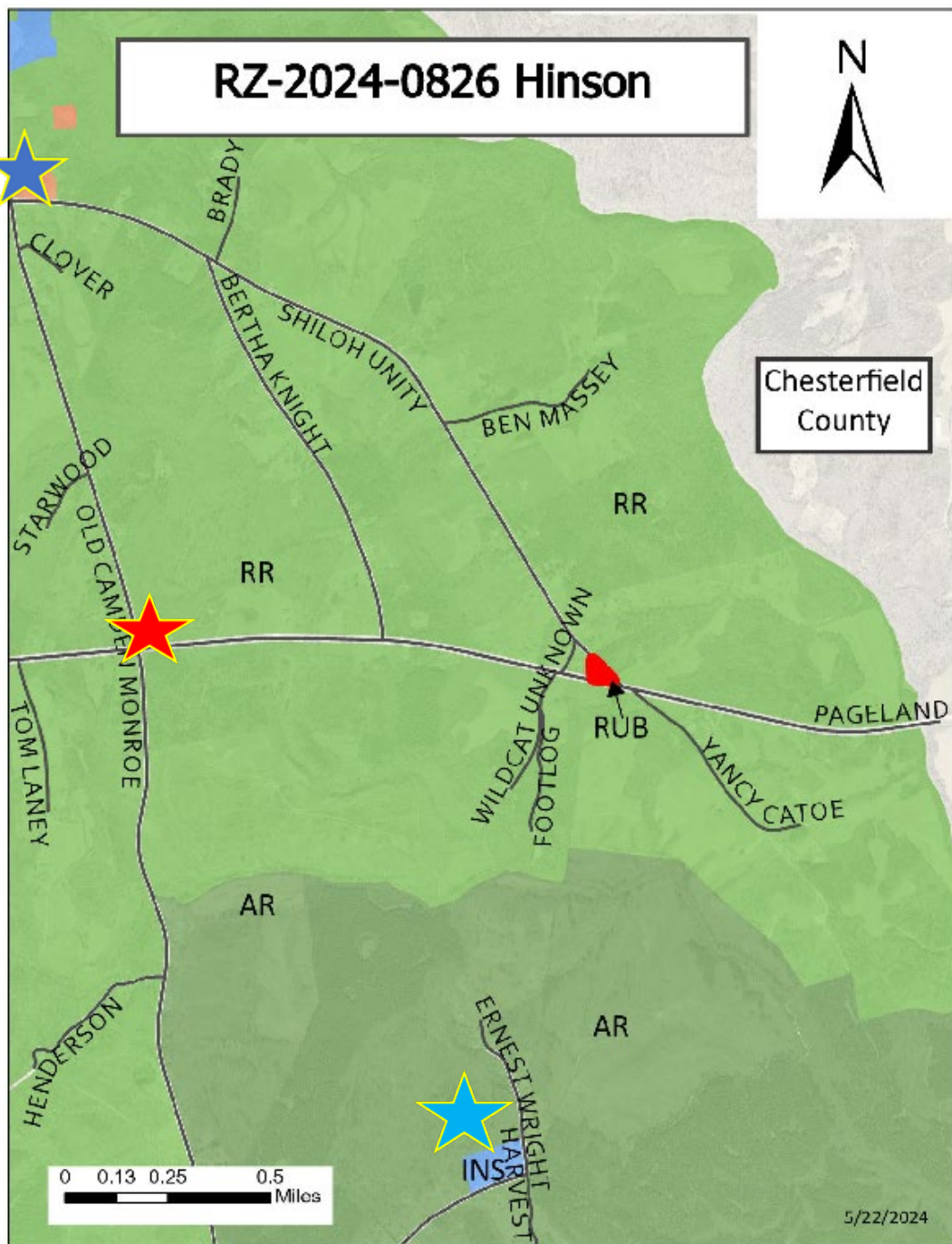
Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

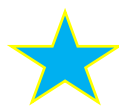
Description	Upload Date	Type
Location Map	6/4/2024	Exhibit
Staff Report	6/10/2024	Exhibit
Application	6/4/2024	Exhibit
Recorded Plat	6/4/2024	Exhibit
Recorded Deed	6/4/2024	Exhibit
FLU Map 2040	6/4/2024	Exhibit



Proposal:
Rezoning RUB to RR



Subject Property



Oak Hill Baptist Church



Intersection: Old Camden-Monroe
Hwy and Pageland Hwy



New Harvest Freewill
Baptist Church

PROPOSAL: Request to rezone 1.041 acres of property
PROPERTY LOCATION: 6989 Pageland Highway (Parcel 0056-00-012.00)
CURRENT ZONING DISTRICT: Rural Business (RUB)
PROPOSED ZONING DISTRICT: Rural Residential (RR)
APPLICANT: Jeffrey Charles Hinson
COUNCIL DISTRICT: District 3, Billy Mosteller
STATUTORY NOTICES: Hearing notice published June 1, 2024 in The Lancaster News
Signs posted 5/29/2024
Mailed notices 5/24/2024
Posted agenda in lobby 6/11/2024

OVERVIEW:

Proposal

The applicant has requested to rezone a 1.041-acre parcel from Rural Business (RUB) to Rural Residential (RR). The intent is to “develop a home occupation.”

Site Information

This property is situated in the “fork” of Pageland Highway and Shiloh-Unity Road. The property appears to have multiple structures, including a single-family dwelling, an accessory structure (storage type shed) and what looks to be an old convenience style storefront.

The property is currently zoned RUB (Rural Business) even though there is a residential dwelling on the property. Of note, the parcel holds multiple addresses. The residential address is 6989 Pageland Highway, and the old commercial style building is addressed as 6962 Pageland Highway.

The property was rezoned in 2016 under the new zoning map. Planning/Zoning staff assigned the RUB designation without discerning that the use was residential at the time.

Per a telephone conversation with the applicant, he stated that the intended home occupation use will be a catering style business from his residential kitchen. He stated that he is working with SCDHEC to obtain the proper authorizations for that, including his food handler’s certification. He will not be approved a home occupation permit until the property is rezoned.

He further stated that the commercial style building is currently being used as storage for his wife’s yard sale items. The building does not currently have water or electricity connected and it would take a good deal of work to get it functional and the property owner stated he has no plans to do so at this time so it will remain vacant.

Summary of Adjacent Zoning and Uses

The subject property is completely surrounded by RR (Rural Residential) properties.

Adjacent Property	Jurisdiction	Zoning District	Use
North	Lancaster County	RR	Residential – multiple structures on property
South	Lancaster County	RR	Residential -multiple structures on property
East	Lancaster County	RR	Residential - House on property
West	Lancaster County	RR	Residential – House on property

ANALYSIS & FINDINGS:

Zoning Districts

As previously noted, the subject property is currently in the RUB District. As described to UDO Chapter 2.3: “***The Rural Business*** is established for rural crossroads that represent the small nodes of commercial activity along rural highways. This district will accommodate small-scale businesses, such as gas stations, convenience stores, or restaurants, and serve some daily needs of the surrounding population.”

Requested RR

UDO Chapter 2.3 says of the RR District: “***The Rural Residential District*** is established as a district where the principal use of the land is for large rural living tracts of property with an abundance of open space, agricultural lands, and a high degree of separation between buildings.”

RELATIONSHIP TO PUBLIC PLANS

The Future Land Use Category of the subject properties is ***Agriculture and Timber***. The newly adopted Comprehensive Plan states that “the Agriculture and Timber future land use category is primarily applied to Southern Lancaster and the eastern portion of Greater Lancaster. This area is characterized by significant concentrations of contiguous parcels greater than 50 acres in size and it is intended to preserve land for farming and forestry. To preserve this land, the use of the major subdivision process for residential development should not be allowed and the minimum lot size should be five acres. Scattered residences, crossroads commercial areas that serve basic needs, and rural businesses (such as agricultural and forestry businesses) should be permitted supporting uses. “

The requested RR District is in line with the Future Land Use Category of “***Agriculture and Timber***” and the overall *Lancaster 2040 Comprehensive Plan*.

INFRASTRUCTURE CONSIDERATIONS

Transportation

The closest traffic count stations for the subject site include one on Rocky River Road and one on Taxahaw Road. The Rocky Road station is approximately 2,500ft. from the subject site and the Taxahaw Road site is approximately 1.25 miles. Both stations have at least three years of traffic counts and the average daily trips (ADT) number information has been pulled directly from the SC DOT Traffic Data Public Mode Map. The data shows that traffic counts are increasing after a year of decrease in 2021.

Station Id: 29-0149 Description: SC9: SC522 (Rocky River Road) TO county line (Chesterfield)

	2023	2022	2021
AADT	4800	4800	4900
Truck %	-	-	-

Station Id: 29-0351			
Description: S-39: S-123 (Taxahaw Road) TO S-384 (McTown Road)			
	2023	2022	2021
AADT	600	500	500
Truck %	6%	9%	9%

Access

The subject property has frontage and access from both Pageland Highway and Shiloh-Unity Road.

Public Utilities

This is an already existing residence. Utilities are already connected as available.

Public Schools

Elementary: Buford Elementary

Middle: Buford Middle

High: Buford High

Converting the subject property from residential to home occupation should not negatively impact the school crowding issues in this area.

Public Safety

Fire District: Tradesville

Fire Station Location: Tradesville Fire Department, Station 18, 2145 State Rd. S-29-39

Closest EMS Station: Lancaster County EMS, Station 1, 2006 Pageland Hwy.

PHOTOS OF PROJECT AREA:







ALIGNMENT WITH THE COMPREHENSIVE PLAN

- *While the rezoning does not align with any of the specific goals listed in the comprehensive plan, it does align with the zoning of the surrounding areas and the future land use map.*

STAFF RECOMMENDATION:

Staff: Staff recommends the approval of this rezoning request.

ATTACHMENTS:

1. Location Map/ Zoning Map
2. Rezoning Application
3. Recorded Plat
4. Recorded Deed
5. Permitted Uses Chart

STAFF CONTACT:

April Williams, Planning Director
amwilliams@lancastercountysc.gov
803-416-9395



Planning Department

P.O. Box 1809, 101 N. Main Street, Lancaster, SC 29721
Phone: 803.285.6005, planning@lanastercountysc.net
www.mylanastercountysc.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 6989 Pageland Highway

City Lancaster State SC Zip 29720 Tax Parcel ID _____

Current Zoning R4B Current Use Spouse storing extra clothes

Proposed Zoning RR Total Acres _____

Project Description Develop a home occupation, cant secure permit until zoning is secured

Surrounding Property Description Agricultural and residential

CONTACT INFORMATION

Applicant Name Jeffrey Charles Hinson

Address 6989 Pageland Highway

City Lancaster State SC Zip 29720 Phone 803-287-6060

Fax _____ Email Jeffhinson1@gmail.com

Property Owner Name Jeffrey Charles Hinson

Address 6989 Pageland Highway

City Lancaster State SC Zip 29720 Phone 803-287-6060

Fax _____ Email Jeffhinson1@gmail.com

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

Jeffrey Charles Hinson

Applicant

04-22-2024

Date

Jeffrey Charles Hinson

Property Owner(s)

04-22-2024

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 FEE WAIVED Check Number _____ Cash Amount _____

Received By J. Hinson Planning Commission Meeting Date 6/18/2024

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.

Experiencing Lancaster County, SC through GIS Technology



Overview



Legend

Parcels

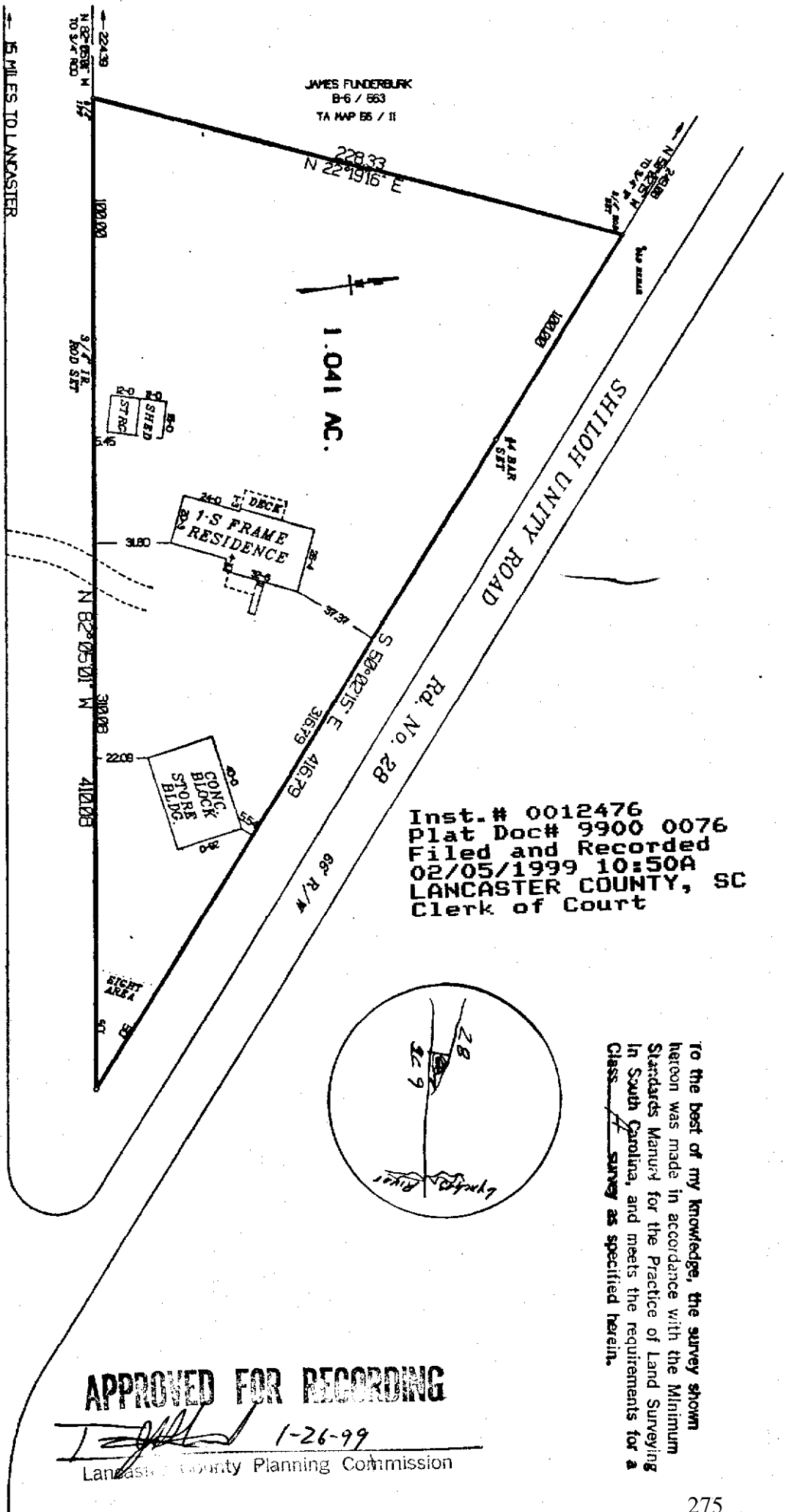
Roads

Zoning Districts

- AR
- CITY
- GB
- HDR
- HI
- HSPRGS
- IMX
- INS
- KER
- LDR
- LI
- M
- MDR
- MH
- MX
- NB
- OSP
- PB
- PDD
- RB
- RMX
- RN
- RR
- RUB
- UR

fee waiver

Parcel ID	0056-00-012.00	Owner	HINSON JEFFREY	Last 2 Sales				
Class	Qualified		6989 PAGELAND HWY	Date	11/24/2009	Price	\$105000	Reason
Code	Residential		LANCASTER, SC		3/19/2007		0	TRUE SALE
Taxing	County		29720					SOLD DOES NOT MATCH APPRAISAL RECORD
District	LANCASTER		6989 PAGELAND HWY					
Land Size	1.04	ACRES	Physical Address					
			Assessed Value					
								Qual
								Q
								Q



to the best of my knowledge, the survey shown hereon was made in accordance with the Minimum Standards Manual for the Practice of Land Surveying in South Carolina, and meets the requirements for a Class 1 survey as specified herein.

APPROVED FOR RECORDING

1-26-99

Lancaster County Planning Commission

LOCATED ABOUT 15 MILES EAST OF LANCASTER, AT THE INTERSECTION OF SC 9 AND RD NO. 28.
BEING THE PROPERTY CONVEYED TO OLIE KNIGHT BY DEED OF LILLIAN GILLETTE AND RECORDED IN DEED BOOK C-10 PAGE 264
AND THE LANDS CONVEYED TO MARY MASSEY BY DEED OF GEORGE GILLETTE AND RECORDED IN DEED BOOK B-6 AT PG. 800 LESS
AN AMOUNT FOR THE MAY RIGHT OF WAYS.

STEVE BOONE

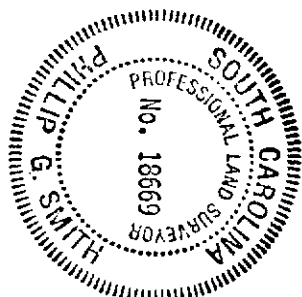
STATE OF SOUTH CAROLINA
COUNTY OF LANCASTER
PLAT OF SURVEY FOR

PAGELAND HWY.

S.C. HWY. 9

100' R/W

3/4 MILE TO LYNCHES RIVER
CHESTERFIELD COUNTY



JACK SMITH	
SURVEYING	
CREATED BY	1-80
DESIGNED BY	1-80
COMPUTED BY	1-80
APPROVED BY	1-80
DATE	15 JANUARY 1999

2
DEED DRAWN BY
BLACKWELL TRIMNAL MYERS, LLC

LANCASTER COUNTY ASSESSOR

Tax Map:
0056 00 012 00

State of SOUTH CAROLINA)
)
County of LANCASTER)

TITLE TO REAL ESTATE

Know All Men by These Presents, That

Stevie A. Boone

hereinafter referred to as grantor for and in consideration of the sum of **One Hundred Five Thousand and no/100ths (\$105,000.00) Dollars**-----

to grantor paid by

Jeffrey Hinson

6989 Pageland Hwy
Lancaster, SC 29720

RECORDED THIS 30th DAY
OF NOVEMBER, 2009
IN BOOK O PAGE H-1

Cheryl Morgan

Auditor, Lancaster County, SC

hereinafter referred to as grantee, the receipt whereof is hereby acknowledged, have granted, bargained, sold and released, and by these presents do grant, bargain, sell and release unto the said grantee and grantee's heirs, successors and assigns, the following described property, to wit:

All that certain piece, parcel or lot of land with improvements thereon, lying, being and situate approximately 15 miles east of Lancaster, at the intersection of SC 9 and Road No. 28, containing 1.041 acres, more or less, and being shown and described on plat of survey entitled 'PLAT OF SURVEY FOR JEFF HINSON' made by Phillip G. Smith, PLS, dated November 2, 2009 and recorded as Plat No. ~~2009-559~~ in the Register of Deeds Office for Lancaster County, South Carolina, which plat is by reference made a part hereof.

Being property conveyed to Stevie A. Boone by Deed recorded May 4, 2007 in Deed Book 396 Page 233 in the Register of Deeds Office for Lancaster County, South Carolina.

For reference only: TAM# 56/12.00

2009015248

DEED	
RECORDING FEES	\$10.00
STATE TAX	\$273.00
COUNTY TAX	\$115.50

PRESENTED & RECORDED:

11-25-2009 11:49 AM

JOHN LANE

REGISTER OF DEEDS

LANCASTER COUNTY, SC

By: JENNIFER JOYNER DEPUTY

BK: DEED 541

PG: 306-307

The within described property is conveyed subject to existing easements and rights of way, whether of record or not, and to restrictions, if any, appearing in the chain of title which said restrictions, if any, are not intended to be reimposed hereby.

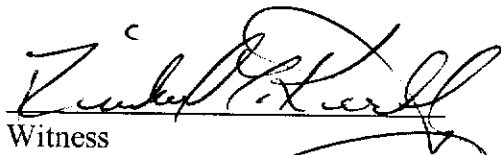
TOGETHER with all and singular, the rights, members, hereditaments and appurtenances to the said premises belonging or in anywise incident or appertaining.

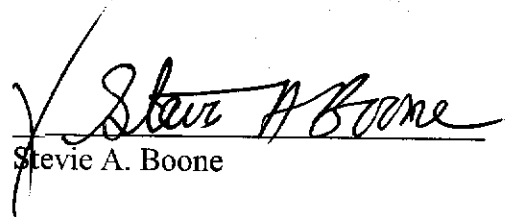
TO HAVE AND TO HOLD all and singular the premises before mentioned unto the said grantee and grantee's Heirs, Successors and Assigns forever.

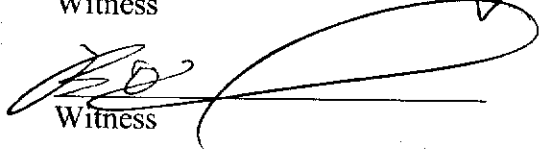
And grantor does hereby bind grantor's Heirs, Successors, Executors and Administrators, to warrant and forever defend all and singular the said premises unto the said grantee and grantee's Heirs, Successors and Assigns, against grantor and whomsoever lawfully claiming or to claim, the same or any part thereof.

WITNESS the Grantor's Hand and Seal this 24 day of November, 2009, and in the two hundred and thirty fourth of the Sovereignty and Independence of the United States of America.

Signed, Sealed and Delivered
in the Presence of


Witness

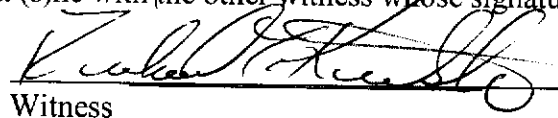

Stevie A. Boone


Witness

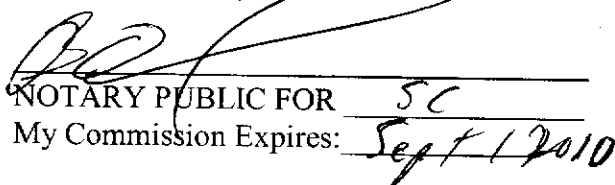
STATE OF SOUTH CAROLINA)

COUNTY OF Lancaster)

PERSONALLY appeared before me the undersigned witness and made oath that (s)he saw the within named Grantor sign, seal and as Grantor's act and deed, deliver the within-written Deed for the uses and purposes therein mentioned and that (s)he with the other witness whose signature appears above witnessed the execution thereof.

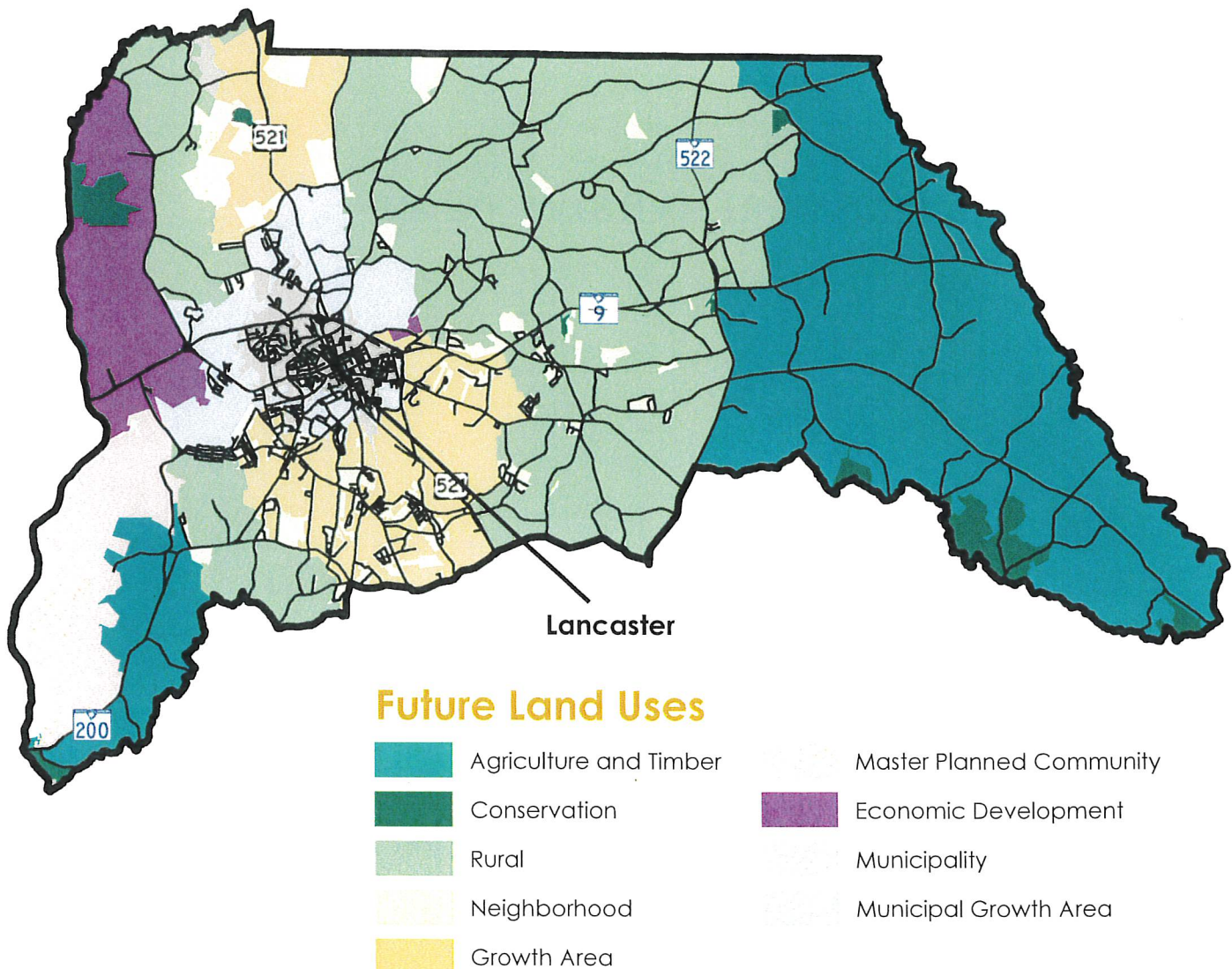

Witness

SWORN to before me this 24
day of November, 2009


NOTARY PUBLIC FOR SC
My Commission Expires: Sept 1 2010

The Economic Development areas are intended to protect major industrial development and provide economic development opportunities. The largest economic development area is along the Catawba River, between SC-9 and SC-5, west of the City. This area should have less competition for housing; is located within and around existing industrial uses, including the airport and an air an rail served business park; and may provide needed employment for residents of the City of Lancaster.

The City of Lancaster is designated as a Municipality on the Future Land Use Map as it is not subject to the County's zoning and land use regulations, or the Future Land Use Map. The Municipal Influence Area around the City of Lancaster is a formal agreement for wastewater service between the City of Lancaster and Lancaster County. The Future Land Use Map intends to direct growth to the Municipality and the Municipal Growth Area through annexation requirements and other coordination.



Agenda Item Summary

Ordinance # / Resolution #: RZ-2024-0878 Lennar/ Williamson Farm

Contact Person / Sponsor: A. Hardin

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	6/11/2024	Exhibit
Location Map	6/4/2024	Exhibit
Application	6/4/2024	Exhibit
Narrative	6/4/2024	Exhibit
Boundary Plat	6/4/2024	Exhibit
Deed	6/5/2024	Exhibit
FLU Map Comprehensive Plan 2040	6/11/2024	Exhibit

PROPOSAL: Rezone approximately 291.48 acres for a new single family detached subdivision

PROPERTY LOCATION: 1080 Williamson Farm Lane (off West Shiloh Unity Rd)
(TM#s 0049-00-004.02)

CURRENT ZONING: Low Density Residential (LDR) District

PROPOSED ZONING: Medium Density Residential (MDR) District

APPLICANT: Mark Henninger for Lennar Carolinas and
Owner Williamson Farm Lane LLC

COUNCIL DISTRICT: District 1, Terry Graham

STATUTORY NOTICES: Sign(s) posted 5/29/2024
Hearing notice published 6/1/2024 in The Lancaster News
Mailed notices 5/24/2024
Posted agenda in lobby 6/11/2024

OVERVIEW:

Site Information

The property is located on, and contains, Williamson Farm Lane off W. Shiloh Unity Rd. Currently the property is vacant. It sits between two previously approved developments: Shiloh Woods, a 150-acre tract to the east that is accessed from W. Shiloh Unity Rd, and Roselyn, a 1,235-acre tract that has access from Roselyn Ave (a collector road between Old Hickory Rd and Hwy 521/Charlotte Hwy). The property line between the subject property and Roselyn development is the centerline of Cane Creek.

Proposal

This parcel is currently zoned LDR. The purpose of this rezoning is to allow the development of a single-family residential neighborhood. No sketch plan has been submitted for review. The applicant included a project narrative with the application.

Summary of Surrounding Zoning and Uses

Surrounding Property	Jurisdiction	Zoning District	Use
North	Lancaster County	MDR	Portion of Roselyn Subdivision
South	Lancaster County	LDR	Residential
East	Lancaster County	MDR; LDR	Shiloh Woods Subdivision; Residential
West	Lancaster County	LDR	Residential/Agricultural

ANALYSIS & FINDINGS:

Zoning Districts – Current

Pursuant to UDO Chapter 2.3, the current **LDR 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 1.5 dwelling units per acre. Intended to act as a transitional zoning district between rural living 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 MDR

The **MDR 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.”

Compatibility with Surrounding Area

The subject parcels are predominately surrounded by other parcels zoned LDR and MDR. These areas include Arrowood Estates (Havenwood Dr) and Shiloh Commons (Travertine Dr). The requested MDR District is intended to act as a transitional zoning district between rural and urban development. The West Shiloh Unity Rd section, located between Hwy 521/Charlotte Hwy and University Dr, is bound by predominantly LDR-zoned properties while providing access to multiple MDR-zoned developments.

RELATIONSHIP TO PUBLIC PLANS

Consistency with Comprehensive Plan

The adopted Comprehensive Plan establishes that the Future Land Use Category of the subject parcels to be **Growth Areas**.

According to the adopted *2040 Lancaster County Comprehensive Plan*, the Growth Area designation is intended to designate areas where growth should occur based on the availability of supportive infrastructure and land. These areas are intended to support suburban scale residential development along with supportive commercial development at major crossroads and along arterial streets and thoroughfares. Supportive infrastructure required to provide development includes adequate roadways, water and sewer availability, school capacity, emergency services, and similar services.

Cane Creek Basin

The Cane Creek Basin is a United States Geological Survey (USGS) monitoring area for Cane Creek that starts where Cane Creek flows across Hwy 9 and travels upstream through Lancaster County to the terminus off Hwy 522, approximately 10 miles south of Monroe, NC:



Development activities in the late 2010s resulted in the creation of a Cane Creek Basin Sewer Master Plan in 2021. The Lancaster County Water & Sewer District developed the plan with property owners in the Cane Creek Basin to provide appropriate sewer capacity for Roselyn and other future developments in the basin. The system was divided into upper, middle, and lower sections. The Roselyn development was designated to hold two upper-system pump stations in the plan; three potential sites for a middle-system pump station are identified, and at least one of the three potential sites are located on the subject property. (Potential Middle Pump Station sites are marked A, B, and C on enclosed map; see next page.)

INFRASTRUCTURE CONSIDERATIONS

Transportation

W. Shiloh Unity Rd serves as a connector between Hwy 521/Charlotte Hwy and University Dr.

There is a traffic count station on W. Shiloh Unity approximately 4,500 ft east of the subject property. From the SCDOT Traffic Analysis and Data Application (TADA) web site, found via <https://scdottrafficdata.drakewell.com/publicmultinodemap.asp>:

Station Id: 29-0339

Description: S-28: S- 56 (UNIVERSITY DR) TO S- 46 (UNITY CHURCH RD)

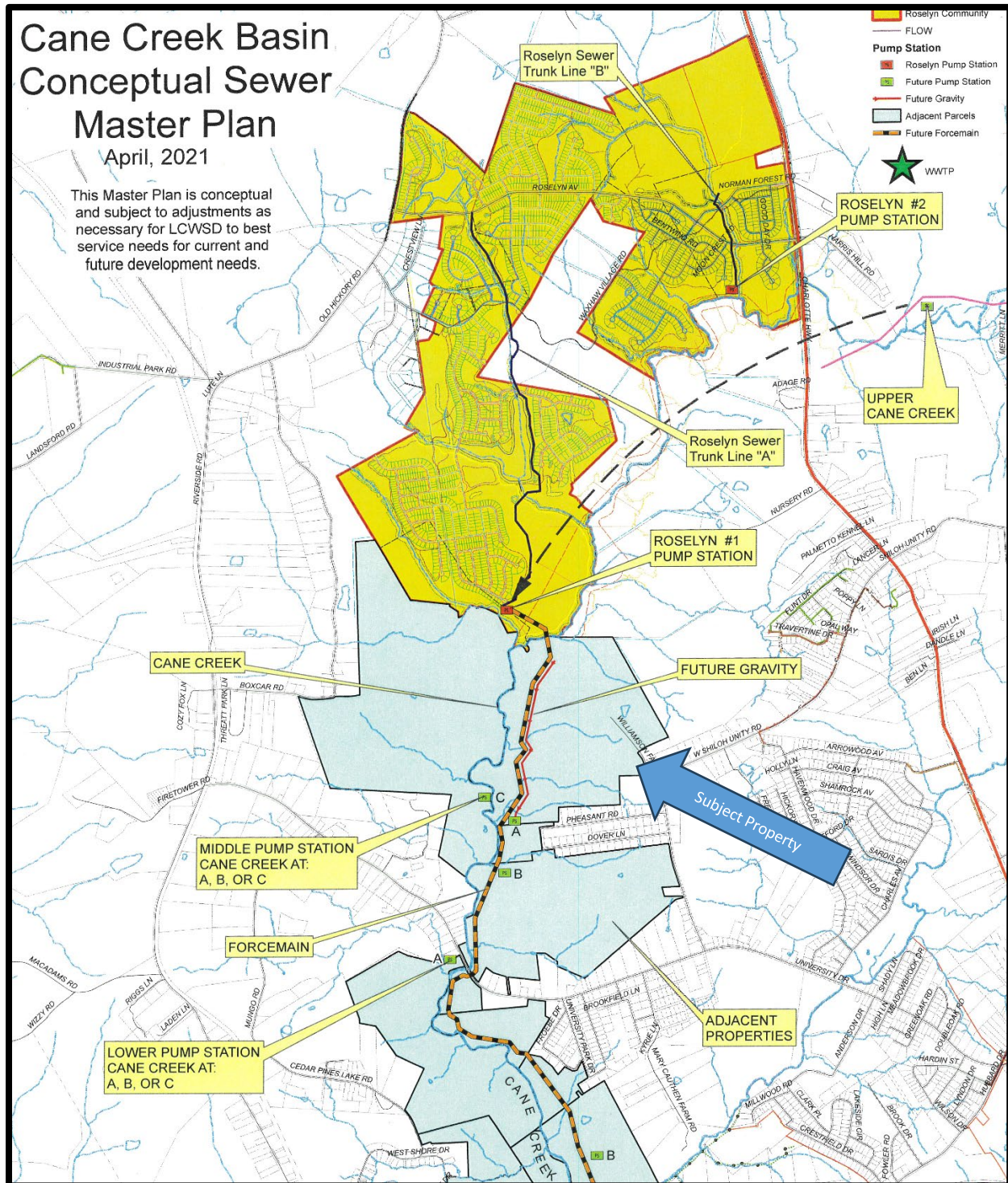
	2023	2022	2021
AADT	1,150	850	850
Truck %	5%	5%	5%

Public Utilities

The Cane Creek Sewer Master Plan shows that the subject property will have direct access to the Cane Creek sewer system. A water line runs along W. Shiloh Unity Rd and would provide water to the site.

Impact Fees

This area is subject to the Parks and Recreation Impact Fee.



Public Schools

Elementary: North

Middle: AR Rucker

High: Lancaster High School

Public Safety

Fire District: Riverside Volunteer Fire Department

Fire Station Location: Riverside VFD, 1875 Riverside Rd, approximately 3.7 miles from the subject property

EMS Station: Station 2/1101 Crestfield Dr, approximately 2.9 miles from the subject property

Public Concern

Staff received a phone call requesting information regarding the proposed rezoning.

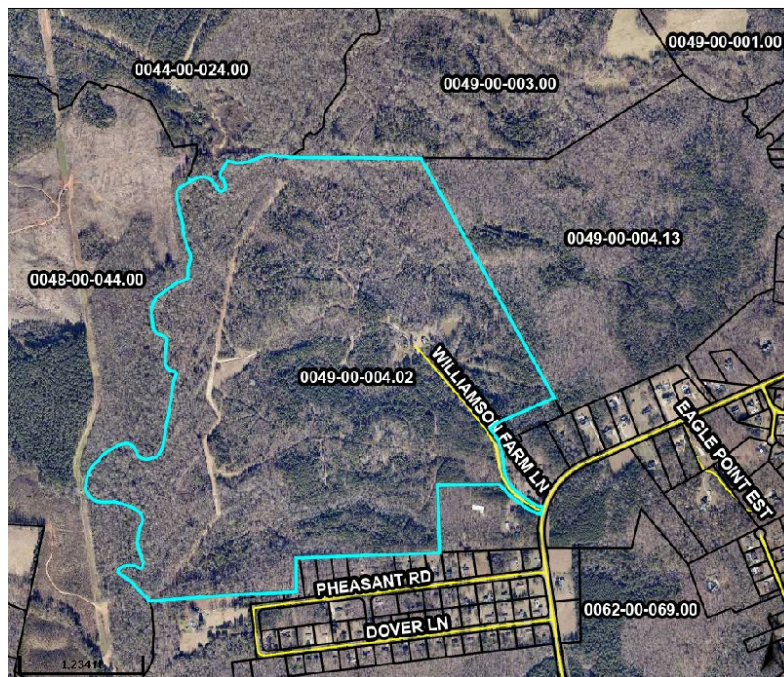
PHOTOS OF PROJECT AREA:



Looking west/southwest on West Shiloh Unity Road at the intersection of Williamson Farm Rd.



Above: Looking north on Williamson Farm Rd / Below: Aerial photography of subject property



STAFF RECOMMENDATION:

Staff recommends approval pursuant to the following findings of fact;

Findings of Fact:

1. That the subject property consists of 291.48 acres located at Williamson Farm Lane (TM 0049-00-004.2) and is adjacent to other MDR-zoned developments;
 2. That the site has access to water and sewer, as well as a connector road; and
 3. That the Future Land Use designation of Growth Area is compatible with the requested MDR zoning district.
-

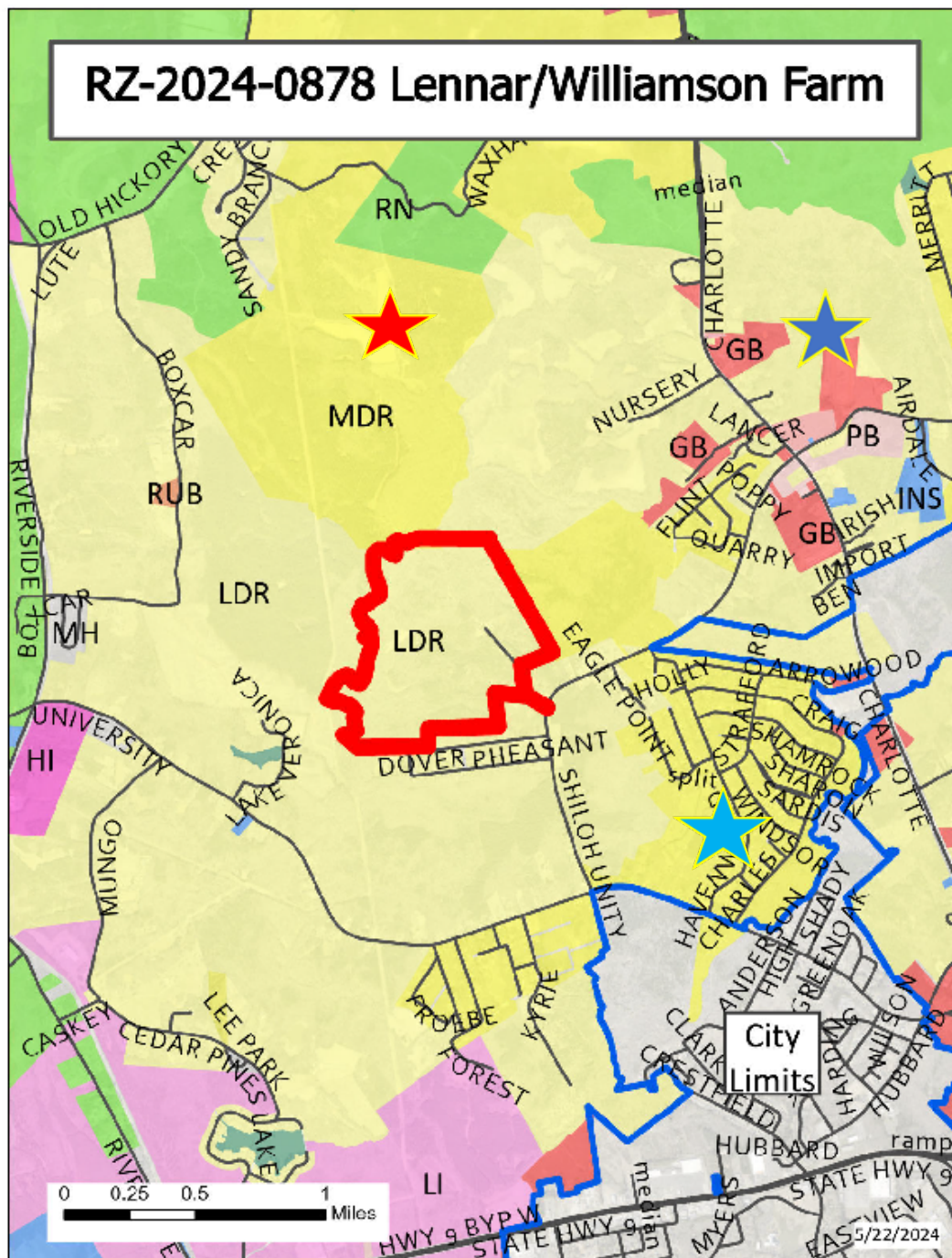
ATTACHMENTS:

1. Location Map/ Zoning Map
2. Application
3. Narrative
4. Recorded Boundary Plat
5. Deed
6. Future Land Use map

STAFF CONTACT:

Allison Hardin, Development Services Director
ahardin@lancastersc.net | 803-416-9422

RZ-2024-0878 Lennar/Williamson Farm



Proposal:

Rezoning LDR to MDR

Lancaster
County
South Carolina



Subject Property



Arrowood Development

Roselyn Development

Lancaster Speedway



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 _____

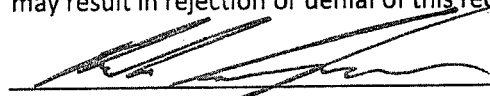
Property Owner Name _____

Address _____

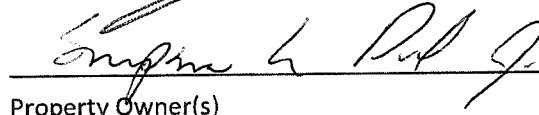
City _____ State _____ Zip _____ Phone _____

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 understand that falsifying any information herein may result in rejection or denial of this request.


Applicant

5/2/24
Date


Property Owner(s)

5/2/24
Date

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

SCHEDULE/PROCESS

1. Submit Application

- The deadline for this application is at least 45 days prior to the Planning Commission meeting, held every third Tuesday of the month.
- After preliminary review, staff will determine when the case can be scheduled for a hearing with Planning Commission.
- An application withdrawal should be made in writing and received prior to public notice in order to receive a refund. Public notice is published a minimum of 15 days prior to the public hearing.
- 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.

AFFIDAVIT

North Carolina

County of _____

Ernest L. Ruff Jr., appearing before the undersigned notary and being duly
Name of principal

sworn, says that:

1. The Principal grants Lennar Carolinas LLC permission to move forward with the rezoning process for parcel 0049-00-004.02.
2. _____

Ernest L. Ruff Jr.
Principal's Signature

Sworn to (or affirmed) and subscribed before me this the 02 day of May, 2024



A. Melissa Gonzales
Official Signature of Notary

A. Melissa Gonzales, Notary Public
Notary's printed or typed name

My commission expires: 02/02/2025

OPTIONAL

This certificate is attached to a Zoning Map Amendment Application, signed by _____
Title/Type of Document *Name of Principal Signer(s)*

on _____, and includes 2 pages.
Date *# of pages*

May 3, 2024

Lancaster County Planning Department
Electronic Submission via Evolve Portal

To Whom it may Concern,

Please accept this electronic submission for zoning map amendment application for the property located at 1080 Williamson Farm Lane, Lancaster, SC 29720. The applicant, Lennar Carolinas LLC, would like to propose the zoning classification MDR from the property's current zoning of LDR.

The documents accompanying this submittal are electronic copies are listed below. The applicant will make an electronic payment for application fees after the submission is made and payment link is provided by the County.

- Completed application
- Signatures of applicant and property owner
- Boundary survey plat, dated August 6, 2003

We appreciate the Staff's assistance with processing this application and look forward to working with department on this new project. Thank you.

Sincerely,



Justin A. McDonald, EI | Civil Engineer II | Merrick & Company
301 S. McDowell Street, Suite 300 | Charlotte, NC 28204
T: (704)-612-0702 | www.merrick.com



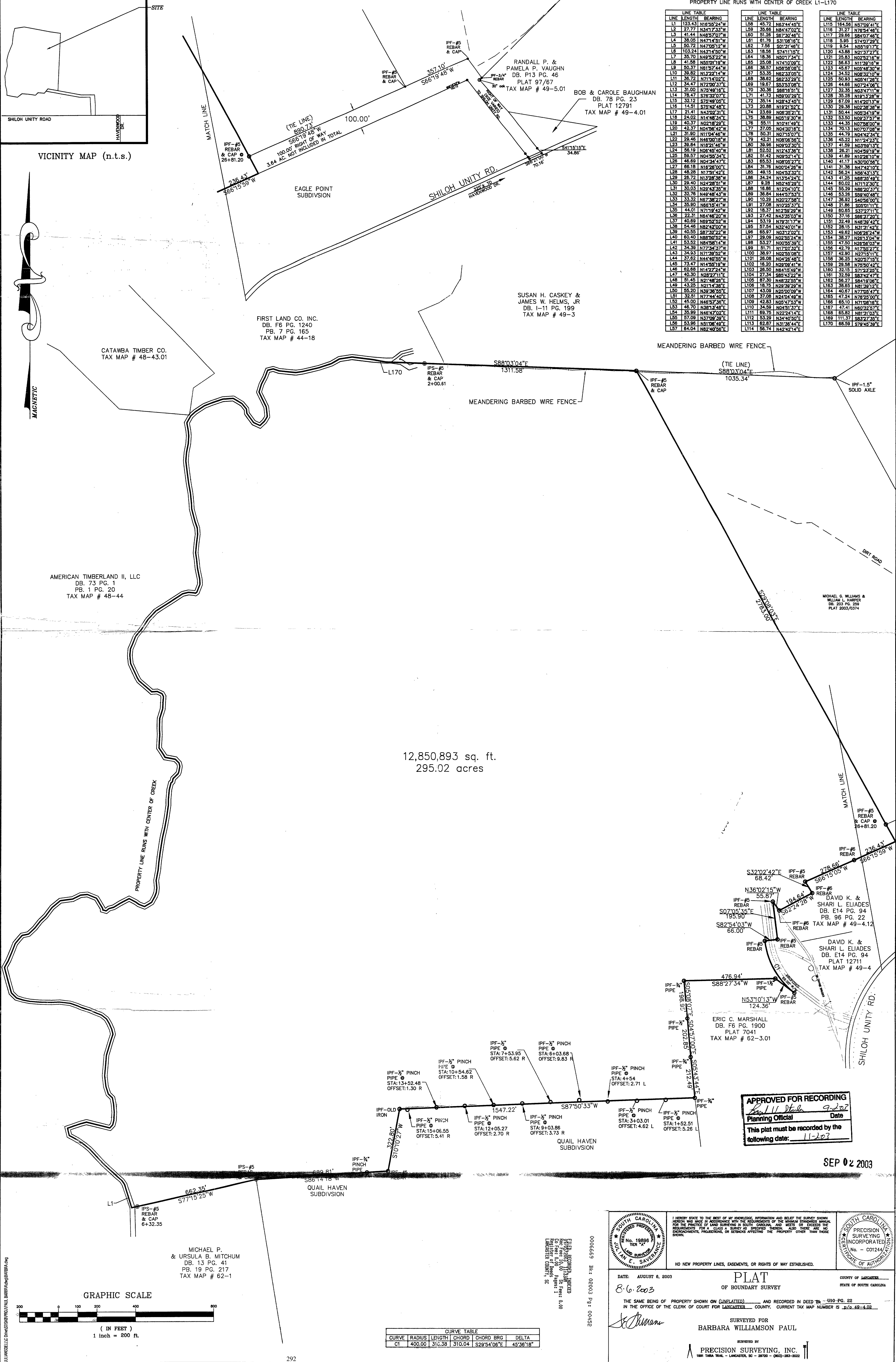
301 South McDowell Street
Suite 301
Charlotte, NC 28204



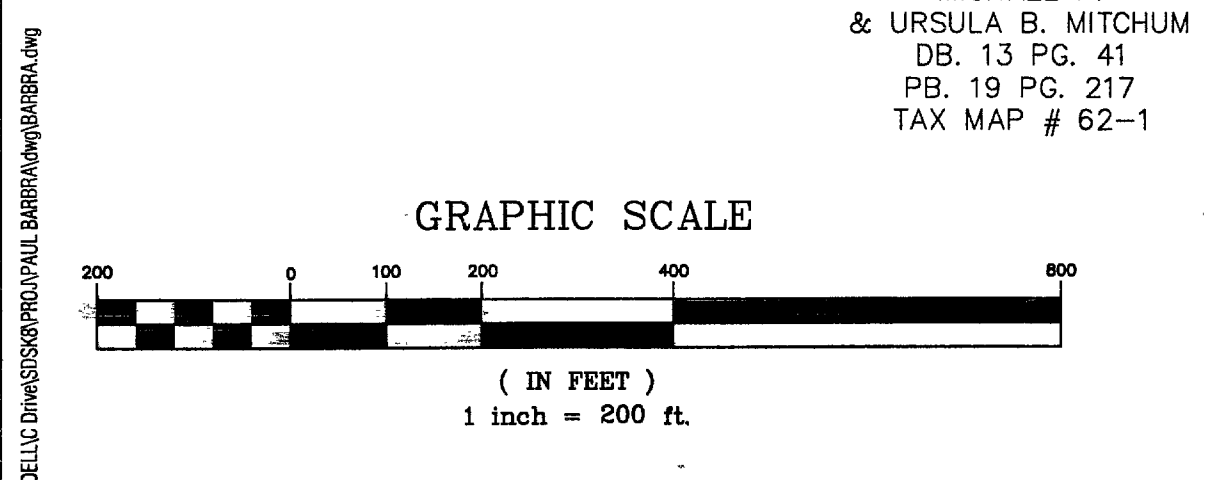
Tel: +1 704-529-6500



hello@merrick.com
www.merrick.com



LINE TABLE		LINE TABLE		LINE TABLE	
LINE	BEARING	LINE	BEARING	LINE	BEARING
L1	123.43 N16°55'24"	L58	45.72 N63°44'45"	L115	164.56 N57°09'41"
L2	27.77 N14°12'33"	L59	35.68 N44°47'02"	L116	31.27 N78°54'48"
L3	41.44 N48°57'07"	L60	51.28 S87°30'46"	L117	28.62 S84°07'48"
L4	38.05 N47°14'51"	L61	61.76 S31°08'16"	L118	5.95 S74°07'28"
L5	50.72 N47°05'12"	L62	7.58 S01°31'48"	L119	8.54 N55°19'17"
L6	103.24 N12°21'43"	L63	18.58 S74°11'15"	L120	43.88 N21°37'27"
L7	35.70 N49°53'22"	L64	18.38 S00°17'34"	L121	25.83 N02°27'16"
L8	41.88 N55°01'19"	L65	25.08 N74°10'09"	L122	56.63 N11°39'16"
L9	50.37 N61°57'44"	L66	38.57 N58°38'08"	L123	45.67 N05°48'30"
L10	36.82 N12°21'43"	L67	53.35 N62°33'05"	L124	34.52 N08°32'10"
L11	36.72 N71°14'02"	L68	38.62 S82°33'28"	L125	50.93 N05°41'28"
L12	34.47 N72°00'37"	L69	19.67 S53°53'08"	L126	44.66 N07°24'06"
L13	31.00 N75°49'16"	L70	30.38 S88°18'51"	L127	32.35 N03°47'11"
L14	78.47 S75°32'07"	L71	41.73 N58°00'28"	L128	35.28 N19°13'28"
L15	32.12 S75°48'05"	L72	35.14 N28°13'45"	L129	67.09 N14°20'13"
L16	14.51 S75°42'48"	L73	20.88 N19°21'52"	L130	29.38 N02°38'36"
L17	21.41 N43°02'31"	L74	23.88 N08°35'21"	L131	50.44 N05°34'19"
L18	24.02 N14°48'34"	L75	38.88 N05°19'30"	L132	53.50 N09°37'57"
L19	40.37 N02°18'22"	L76	55.11 N10°41'49"	L133	44.35 N07°58'00"
L20	42.37 N04°58'42"	L77	37.05 N04°30'16"	L134	70.13 N07°07'08"
L21	31.80 N11°04'46"	L78	50.31 N07°15'07"	L135	44.79 N04°42'34"
L22	29.46 N46°00'18"	L79	42.21 N08°06'56"	L136	45.22 N11°24'23"
L23	39.84 N12°21'43"	L80	38.96 N09°33'30"	L137	51.59 N03°59'13"
L24	56.19 N08°45'40"	L81	52.52 N12°43'36"	L138	26.21 N04°59'18"
L25	59.57 N04°55'34"	L82	51.42 N08°52'14"	L139	41.89 N10°26'10"
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L28	48.28 N17°51'42"	L85	49.15 N04°53'32"	L142	56.24 N58°43'13"
L29	26.72 N13°28'38"	L86	34.24 N13°54'24"	L143	41.25 N68°35'49"
L30	29.40 N24°28'51"	L87	9.28 N52°45'29"	L144	80.02 N71°12'30"
L31	30.03 N28°43'35"	L88	16.86 N12°04'10"	L145	55.29 N68°20'57"
L32	32.76 N48°48'43"	L89	36.84 N44°57'53"	L146	53.26 S59°40'48"
L33	33.32 N67°38'27"	L90	10.29 N20°27'58"	L147	36.92 S40°56'00"
L34	35.80 N68°15'41"	L91	27.08 N10°25'37"	L148	21.86 S05°01'11"
L35	44.01 N71°19'42"	L92	18.37 N12°52'29"	L149	80.65 S37°27'11"
L36	22.31 N64°46'20"	L93	27.42 N43°35'03"	L150	37.16 S65°37'20"
L37	40.69 N89°52'52"	L94	53.19 N78°31'17"	L151	32.49 N46°39'42"
L38	54.48 N82°42'09"	L95	57.54 N32°40'01"	L152	28.15 N31°41'42"
L39	40.55 S87°32'22"	L96	65.97 N03°12'02"	L153	44.62 N08°26'24"
L40	60.40 N88°50'52"	L97	29.09 N02°35'24"	L154	38.27 N26°13'04"
L41	53.52 N84°58'14"	L98	53.27 N00°35'39"	L155	47.50 N26°36'03"
L42	34.39 N77°34'37"	L99	51.71 N17°02'32"	L156	42.79 N17°55'27"
L43	34.53 N71°39'55"	L100	38.97 N02°35'08"	L157	42.90 N27°19'11"
L44	37.82 N44°40'55"	L101	26.08 N04°26'48"	L158	36.25 N20°57'15"
L45	73.47 N14°55'19"	L102	18.20 N28°09'41"	L159	29.58 N78°50'42"
L46	82.68 N14°27'24"	L103	26.50 N84°15'48"	L160	32.15 S71°23'25"
L47	40.30 N08°17'11"	L104	27.54 S85°43'22"	L161	32.59 S83°42'47"
L48	51.45 N21°48'28"	L105	87.30 N48°32'55"	L162	56.27 S84°19'06"
L49	43.25 N21°43'36"	L106	18.75 N28°39'28"	L163	38.65 N81°39'12"
L50	55.20 N39°38'55"	L107	43.08 N28°00'08"	L164	40.67 N77°05'47"
L51	32.51 N72°44'45"	L108	37.08 N24°54'48"	L165	47.24 N78°25'00"
L52	45.00 N48°57'36"	L109	42.83 N05°47'53"	L166	65.10 N71°08'16"
L53	48.70 N38°13'48"	L110	34.59 N04°51'37"	L167	47.41 N60°32'57"
L54	35.99 N48°47'02"	L111	69.75 N22°24'14"	L168	65.82 N81°31'03"
L55	57.09 N17°06'29"	L112	53.29 N34°40'50"	L169	51.37 S82°37'35"
L56	53.96 N51°06'49"	L113	62.87 N31°38'44"	L170	68.59 S79°45'39"
L57	84.04 N82°40'56"	L114	58.74 N42°42'14"		



CURVE TABLE				
CURVE	RADIUS	LENGTH	CHORD	CHORD BRG
C1	400.00	312.38	310.04	S29°54'06\"

000659 Bk: 02003 Pg: 00052

FILED FOR RECORDING
IN THE OFFICE OF THE CLERK OF COURT
FOR THE COUNTY OF LANCASTER, SOUTH CAROLINA
ON 08/06/2003 AT 10:00 AM
BY: [Signature]

DATE: AUGUST 6, 2003

8-6-2003

THE SAME BEING OF PROPERTY SHOWN ON (LINEAL) AND RECORDED IN DEED BK. - 410 PG. 22
IN THE OFFICE OF THE CLERK OF COURT FOR LANCASTER COUNTY. CURRENT TAX MAP NUMBER IS 49-42-402

SURVEYED FOR
BARBARA WILLIAMSON PAUL

SURVEYED BY
PRECISION SURVEYING, INC.
1991 TARA TRAIL - LANCASTER, SC - 29729 - (803)-283-2022

PRECISION SURVEYING, INC.
1991 TARA TRAIL - LANCASTER, SC - 29729 - (803)-283-2022

APPROVED FOR RECORDING
[Signature]
Planning Official
Date: 8-2-03
This plat must be recorded by the following date: 11-2-03

SEP 02 2003

LANCASTER COUNTY ASSESSOR

Tax Map:

0049 00 004 02

RECORDED THIS 2nd DAY
OF JUNE, 2022
IN BOOK 00 PAGE 00

Lucretia C. Murphy

Auditor, Lancaster County, SC

This document was prepared by:

Jeanne A. Pearson, Esq.

Johnston, Allison & Hord, P.A.

PO Box 36469

Charlotte, NC 28236

Return to: Grantee

LANCASTER COUNTY, SC	
2022009276	DEED
RECORDING FEES	\$15.00
STATE TAX	\$0.00
COUNTY TAX	\$0.00
PRESENTED & RECORDED	
06-02-2022	01:25:44 PM
BRITTANY GRANT	
REGISTER OF DEEDS	
LANCASTER, COUNTY SC	
By: CANDICE PHILLIPS	
BK:DEED 1556 PG:185-192	

QUITCLAIM DEED
[TITLE NOT EXAMINED]

STATE OF SOUTH CAROLINA
COUNTY OF LANCASTER

TAX MAP NUMBER: Part of 0049-00-4.02

DATE: May 27, 2022

KNOW ALL MEN BY THESE PRESENTS, that SAMPSON L. PAUL, Jr. AND ANN P. WILLIAMS, (collectively, "Grantor(s)"), in for valuable consideration [See attached Affidavit of Consideration], to it in hand paid at or before the sealing of these presents by WILLIAMSON FARM LANE, LLC, a North Carolina limited liability company ("Grantee"), whose mailing address is indicated below, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold and released, and by these presents does grant, bargain, sell and release unto Grantee and Grantee's successors and assigns, all of Grantor's right, title and interest in and to that tract or parcel of land with all improvements, if any ("Premises") described as follows:

SEE EXHIBIT A ATTACHED HERETO AND INCORPORATED HEREIN BY REFERENCE

Grantee's Mailing Address: For purposes of this deed, Grantee's mailing address is:

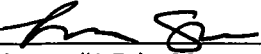
214 Glandon Drive
Chapel Hill, NC 27514

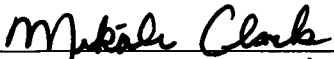
TO HAVE AND HOLD unto the said Grantee and Grantee's successors and assigns forever, the Premises and the appurtenances thereto belonging or in anywise appertaining, and all the estate, right, title, interest and claim whatsoever of Grantor, if any.

SIGNATURES APPEAR ON NEXT PAGE

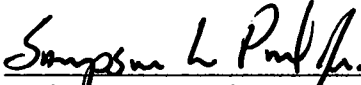
IN WITNESS WHEREOF, Grantor has caused this Quitclaim Deed to be executed under seal effective this 27th day of May, 2022.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:


Witness #1 Print Name: Laura Shew


Witness #2 Print Name: Mikaela Clark

GRANTORS:

By:  (SEAL)
Name: Sampson L. Paul, Jr.

By: _____ (SEAL)
Name: Ann P. Williams

IN WITNESS WHEREOF, Grantor has caused this Quitclaim Deed to be executed under seal effective this 25th
day of May, 2022.

**SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:**

Angela Nelson
Witness #1 Print Name: Angela Nelson
For Ann Williams
Angela D. Arnold
Witness #2 Print Name: Angela D. Arnold
For Ann Williams

GRANTORS:

By: _____ (SEAL)
Name: Sampson L. Paul, Jr.

By: Ann P. Williams (SEAL)
Name: Ann P. Williams

STATE OF NORTH CAROLINA

COUNTY OF Durham

I, a Notary Public for the County of Durham, State of North Carolina, do hereby certify that Sampson L. Paul, Jr., voluntarily executed the foregoing on behalf of the company. I certify that the Signatory personally appeared before me this day, and (check one of the following):

- ☒ (I have personal knowledge of the identity of the Signatory); or
☐ (I have seen satisfactory evidence of the Signatory's identity, by a current state or federal identification with the Signatory's photograph in the form of: (check one of the following)
____ a driver's license or
____ in the form of _____); or
____ (a credible witness has sworn to the identity of the Signatory).

WITNESS my hand and notarial seal this the 27th day of May, 2022.



Notary Public
Print: Name: Bernadine A. Cobb
My Commission Expires: 10/19/2025 L.S.

STATE OF NORTH CAROLINA

COUNTY OF _____

I, a Notary Public for the County of _____, State of North Carolina, do hereby certify that Ann P. Williams, voluntarily executed the foregoing on behalf of the company. I certify that the Signatory personally appeared before me this day, and (check one of the following):

- ____ (I have personal knowledge of the identity of the Signatory); or
____ (I have seen satisfactory evidence of the Signatory's identity, by a current state or federal identification with the Signatory's photograph in the form of: (check one of the following)
____ a driver's license or
____ in the form of _____); or
____ (a credible witness has sworn to the identity of the Signatory).

WITNESS my hand and notarial seal this the ____ day of [MONTH], 2022.

Notary Public
Print: Name: _____
My Commission Expires: _____ L.S.

STATE OF NORTH CAROLINA

COUNTY OF _____

I, a Notary Public for the County of _____, State of North Carolina, do hereby certify that Sampson L. Paul, Jr., voluntarily executed the foregoing on behalf of the company. I certify that the Signatory personally appeared before me this day, and (check one of the following):

- ____ (I have personal knowledge of the identity of the Signatory); or
____ (I have seen satisfactory evidence of the Signatory's identity, by a current state or federal identification with the Signatory's photograph in the form of: (check one of the following)
____ a driver's license or
____ in the form of _____); or
____ (a credible witness has sworn to the identity of the Signatory).

WITNESS my hand and notarial seal this the _____ day of May, 2022.

L.S.

Notary Public

Print: Name: _____

My Commission Expires: _____

~~STATE OF NORTH CAROLINA~~ ^{Tennessee} ^(N)

COUNTY OF Franklin

I, a Notary Public for the County of Franklin, State of ~~North Carolina~~ ^{Tennessee} ^(N), do hereby certify that Ann P. Williams, voluntarily executed the foregoing on behalf of the company. I certify that the Signatory personally appeared before me this day, and (check one of the following):

- ☒ (I have personal knowledge of the identity of the Signatory); or
☒ (I have seen satisfactory evidence of the Signatory's identity, by a current state or federal identification with the Signatory's photograph in the form of: (check one of the following)
☒ a driver's license or
____ in the form of _____); or
____ (a credible witness has sworn to the identity of the Signatory).

WITNESS my hand and notarial seal this the 25th day of May [MONTH], 2022.



My Commission Expires Sept. 19, 2023

L.S.

Notary Public

Print: Name: Angela Nelson

My Commission Expires: September 19, 2023

EXHIBIT A
To Quitclaim Deed
From
Sampson L. Paul, Jr. and Ann P. Williams, as Grantor(s)
To
Williamson Farm Lane, LLC, as Grantee

ALL that certain piece, parcel or lot of land lying, being and situate in Lancaster County, South Carolina, on the north side of Shiloh-Unity Road, containing two hundred sixty-eight thousandths (.268) acre, more or less, and being shown, described and designated as "TRACT 1" on plat of survey made by Precision Surveying, Inc., dated December 6, 2000, entitled 'SURVEYED FOR (TRACT 1) – BARBARA WILLIAM PAUL & (TRACT 2 & 3) – SHARI L. ELIADES" and recorded in the Office of the Register of Deeds for Lancaster County, South Carolina as Plat Number 2001-447. Reference to said plat is craved for a more minute description.

Being all of the property conveyed to Barbara Williamson Paul by deed from Shari L. Eliades f/k/a/ Shari Linna Lohela to Barbara Williamson Paul and Howard Knox Williamson, III dated May 11, 2001 and recorded July 23, 2001 in Book 125 at Page 305, and a portion of the property conveyed to Barbara Williamson Paul by Deed from Howard Know Williamson, III to Barbara Williamson Paul dated July 21, 2003 and recorded August 5, 2003 in Book 203 at Page 269, all in the Lancaster County Register of Deeds Office. Sampson L. Paul, Jr. and Ann P. Williams are the sole heirs of Barbara Williamson Paul (see Estate File 2014ES2900284).

STATE OF SOUTH CAROLINA)
COUNTY OF LANCASTER)

AFFIDAVIT FOR TAXABLE OR EXEMPT TRANSFERS

PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

1. I have read the information on this affidavit and I understand such information.

2. The property being transferred consists of approximately 0.268 acres, located off of Shiloh-Unity Road, bearing Lancaster County Tax Map Number (part of) 0049-00-4.02 was transferred by Sampson L. Paul, Jr. and Ann P. Williams to Williamson Farm Lane, LLC, a North Carolina limited liability company on May 27, 2022.

3. Check one of the following: The deed is

- (a) _____ subject to the deed recording fee as a transfer for consideration paid or to be paid in money or money's worth.
(b) _____ subject to the deed recording fee as a transfer between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, or is a transfer to a trust or as a distribution to a trust beneficiary.
(c) X exempt from the deed recording fee because (See Information section of affidavit): #8

(If exempt, please skip items 4 - 7, and go to item 8 of this affidavit.)

If exempt under exemption #14 as described in the Information section of this affidavit, did the agent and principal relationship exist at the time of the original sale and was the purpose of this relationship to purchase the realty? Check Yes _____ or No _____

4. Check one of the following if either item 3(a) or item 3(b) above has been checked (See Information section of this affidavit.):

- (a) _____ The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of _____.
(b) _____ The fee is computed on the fair market value of the realty which is _____.
(c) _____ The fee is computed on the fair market value of the realty as established for property tax purposes which is _____.

5. Check Yes _____ or No xx to the following: A lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. (This includes, pursuant to Code Section 12-59-140(E)(6), any lien or encumbrance on realty in possession of a forfeited land commission which may subsequently be waived or reduced after the transfer under a signed contract or agreement between the lien holder and the buyer existing before the transfer.) If "Yes," the amount of the outstanding balance of this lien or encumbrance is: _____.

6. The deed recording fee is computed as follows:

- (a) Place the amount listed in item 4 above here: _____
(b) Place the amount listed in item 5 above here: _____
(If no amount is listed, place zero here.)
(c) Subtract Line 6(b) from Line 6(a) and place result here: _____

7. The deed recording fee due is based on the amount listed on Line 6(c) above and the deed recording fee due is: _____.

8. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as: Grantor.

9. I understand that a person required to furnish this affidavit who willfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.

Sampson L. Paul Jr.
Responsible Person Connected with the Transaction

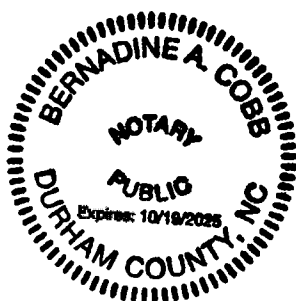
Sampson L. Paul, Jr.
Print or Type Name Here

SWORN to and subscribed before me this
27th day of May 2022.

Bernadine A. Cobb
Notary Public for North Carolina
My Commission Expires: October 19, 2025

Notary (printed name): Bernadine A. Cobb

1206655v.3

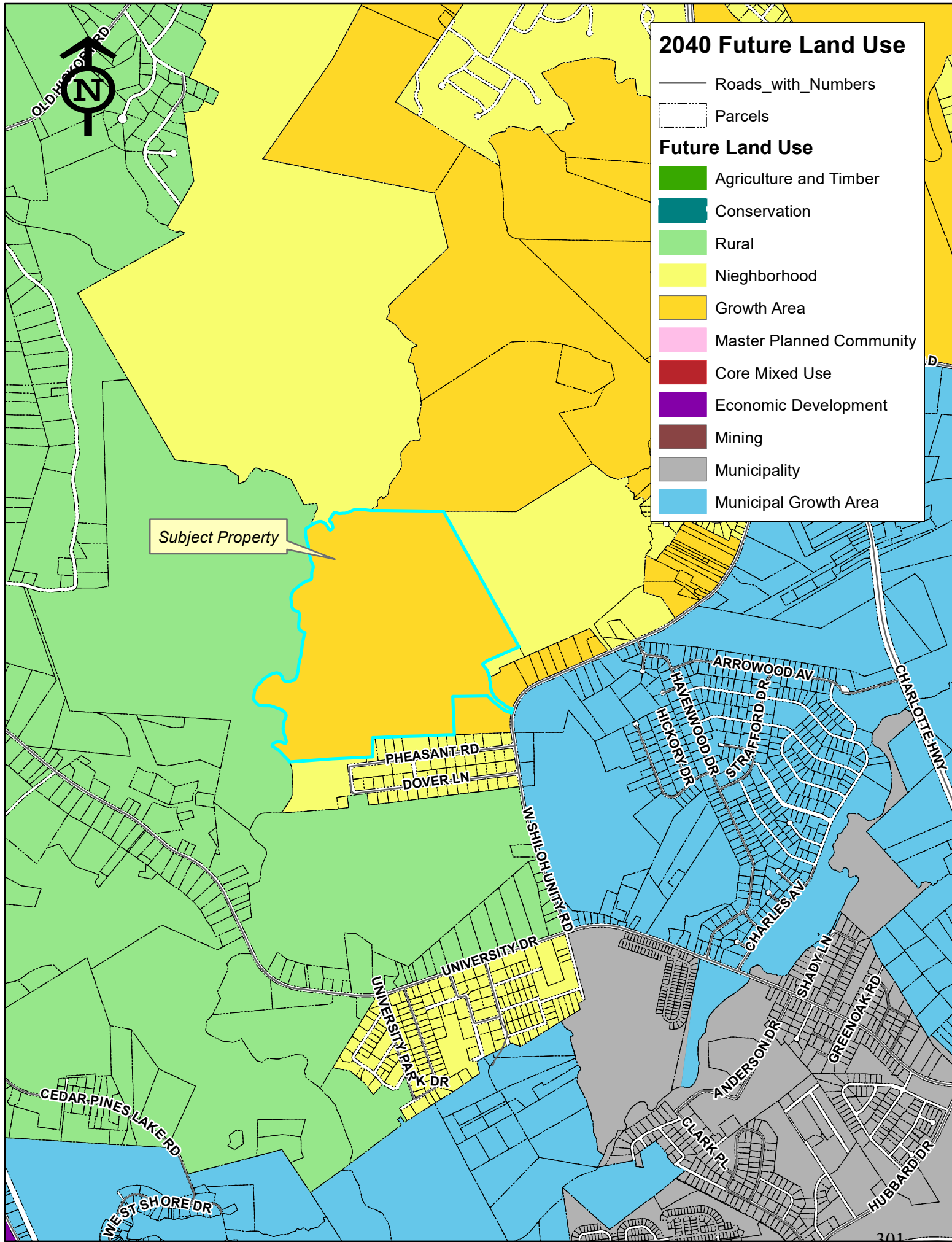


INFORMATION

Except as provided in this paragraph, the term "value" means "the consideration paid or to be paid in money or money's worth for the realty." Consideration paid or to be paid in money's worth includes, but is not limited to, other realty, personal property, stocks, bonds, partnership interest and other intangible property, the forgiveness or cancellation of a debt, the assumption of a debt, and the surrendering of any right. The fair market value of the consideration must be used in calculating the consideration paid in money's worth. Taxpayers may elect to use the fair market value of the realty being transferred in determining fair market value of the consideration. In the case of realty transferred between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, and in the case of realty transferred to a trust or as a distribution to a trust beneficiary, "value" means the realty's fair market value. A deduction from value is allowed for the amount of any lien or encumbrance existing on the land, tenement, or realty before the transfer and remaining on the land, tenement, or realty after the transfer. (This includes, pursuant to Code Section 12-59-140(E)(6), any lien or encumbrance on realty in possession of a forfeited land commission which may subsequently be waived or reduced after the transfer under a signed contract or agreement between the lien holder and the buyer existing before the transfer.) Taxpayers may elect to use the fair market value for property tax purposes in determining fair market value under the provisions of the law.

Exempted from the fee are deeds:

- (1) transferring realty in which the value of the realty, as defined in Code Section 12-24-30, is equal to or less than one hundred dollars;
- (2) transferring realty to the federal government or to a state, its agencies and departments, and its political subdivisions, including school districts;
- (3) that are otherwise exempted under the laws and Constitution of this State or of the United States;
- (4) transferring realty in which no gain or loss is recognized by reason of Section 1041 of the Internal Revenue Code as defined in Section 12-6-40(A);
- (5) transferring realty in order to partition realty as long as no consideration is paid for the transfer other than the interests in the realty that are being exchanged in order to partition the realty;
- (6) transferring an individual grave space at a cemetery owned by a cemetery company licensed under Chapter 55 of Title 39;
- (7) that constitute a contract for the sale of timber to be cut;
- (8) transferring realty to a corporation, a partnership, or a trust as a stockholder, partner, or trust beneficiary of the entity or so as to become a stockholder, partner, or trust beneficiary of the entity as long as no consideration is paid for the transfer other than stock in the corporation, interest in the partnership, beneficiary interest in the trust, or the increase in value in the stock or interest held by the grantor. However, except for transfers from one family trust to another family trust without consideration or transfers from a trust established for the benefit of a religious organization to the religious organization, the transfer of realty from a corporation, a partnership, or a trust to a stockholder, partner, or trust beneficiary of the entity is subject to the fee, even if the realty is transferred to another corporation, a partnership, or trust;
- (9) transferring realty from a family partnership to a partner or from a family trust to a beneficiary, provided no consideration is paid for the transfer other than a reduction in the grantee's interest in the partnership or trust. A "family partnership" is a partnership whose partners are all members of the same family. A "family trust" is a trust, in which the beneficiaries are all members of the same family. The beneficiaries of a family trust may also include charitable entities. "Family" means the grantor and the grantor's spouse, parents, grandparents, sisters, brothers, children, stepchildren, grandchildren, and the spouses and lineal descendants of any the above. A "charitable entity" means an entity which may receive deductible contributions under Section 170 of the Internal Revenue Code as defined in Section 12-6-40(A);
- (10) transferring realty in a statutory merger or consolidation from a constituent corporation to the continuing or new corporation;
- (11) transferring realty in a merger or consolidation from a constituent partnership to the continuing or new partnership;
- (12) that constitute a corrective deed or a quitclaim deed used to confirm title already vested in the grantee, provided that no consideration of any kind is paid or is to be paid under the corrective or quitclaim deed;
- (13) transferring realty subject to a mortgage to the mortgagee whether by a deed in lieu of foreclosure executed by the mortgagor or deed pursuant to foreclosure proceedings;
- (14) transferring realty from an agent to the agent's principal in which the realty was purchased with funds of the principal, provided that a notarized document is also filed with the deed that establishes the fact that the agent and principal relationship existed at the time of the original purchase as well as for the purpose of purchasing the realty; and
- (15) transferring title to facilities for transmitting electricity that is transferred, sold, or exchanged by electrical utilities, municipalities, electric cooperatives, or political subdivisions to a limited liability company which is subject to regulation under the Federal Power Act (16 U.S.C. Section 791(a)) and which is formed to operate or to take functional control of electric transmission assets as defined in the Federal Power Act.



Agenda Item Summary

Ordinance # / Resolution #: RZ-2024-1011 Lancaster County/2001 Charlotte Hwy

Contact Person / Sponsor: A. Hardin

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	6/11/2024	Exhibit
Location Map	6/4/2024	Exhibit
Application	6/5/2024	Exhibit
Proposed Plat	6/4/2024	Exhibit
Deed	6/5/2024	Exhibit
FLU Map Comprehensive Plan 2040	6/11/2024	Exhibit

PROPOSAL: Request to rezone 6.8 acres

PROPERTY LOCATION: 2001 Charlotte Highway (p/o TM0062-00-005.01)

CURRENT ZONING DISTRICT: General Business (GB) District

PROPOSED ZONING DISTRICT: Institutional (INS) District

APPLICANT: Lancaster County Administration
Owner: 2001 Charlotte Highway LLC

COUNCIL DISTRICT: District 1, Terry Graham

STATUTORY NOTICES: Sign posted 5/29/2024
Hearing notice published 6/01/2024 in The Lancaster News
Mailed notices 5/29/2024
Posted agenda in lobby 6/11/2024

OVERVIEW:

Proposal

The County has requested to rezone a 6.8 acres portion of a property at 2001 Charlotte Highway (TM 0062-00-005.01. The intent is to accommodate a proposed change of use.

Site Information

The 10.3-acre parcel is currently the location of Burns Ford. The property has been the subject of a negotiation between Lancaster County and the owner with the purpose of purchasing the structure and adjacent land to house the County's fleet operations and voter registration/election.

Summary of Adjacent Zoning and Uses

The properties are surrounded predominantly by Open Space, Low Density Residential and Medium Residential zoning.

Adjacent Property	Jurisdiction	Zoning District	Use
North	Lancaster County	OSP	Katawba Valley Land Trust (Camp Creek)
South	Lancaster County	LDR	Vacant
East	Lancaster County	LDR	Vacant
West	Lancaster County	MDR	Arrowood Subdivision

ANALYSIS & FINDINGS:

Zoning Districts - Current

As previously noted, the subject property is currently in the GB District. Pursuant UDO Chapter 2.3, the GB District: *"...is generally located on thoroughfares and provides opportunities for the provision of offices, services, and retail goods in proximity to generally auto dependent, community neighborhoods. The regulations for this district are intended to accommodate the predominately auto oriented pattern of existing development while encouraging the transition to pedestrian-friendly, mixed-use areas that avoid strip commercial development."*

Requested INS

Pursuant to UDO Chapter 2.3, the requested 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."*

Compatibility with Surrounding Area

The subject property is predominately surrounded by the Low Density Residential, Medium Density Residential and OSP zoning Districts. The surrounding uses are primarily residential or vacant. The proposed uses of the site for the County operations are not significantly different from the existing uses on site (vehicle repair and maintenance, for example) and should not increase the impacts to the area above what are currently experienced.

RELATIONSHIP TO PUBLIC PLANS

The Future Land Use Category of the subject properties is ***Municipal Growth Area***. The Municipal Growth Area is defined as follows:

Municipal Growth Areas designate future growth areas of the three municipalities which have local wastewater collection systems. The Municipal Growth Area around the City of Lancaster is a formal agreement for wastewater service between the City of Lancaster and Lancaster County. It is the intention of the Future Land Use Map to direct growth to these areas through annexation requirements, as appropriate. The County should work with the municipalities to review development proposals in these areas in the future, to ensure that any development that may end up in municipalities in the future is compatible with those municipalities' regulations.

The requested INS district is consistent with the 2040 Comprehensive Plan. INS districts provide areas for uses that serve the populations of Lancaster County, and expands the County's services within appropriate growth areas.

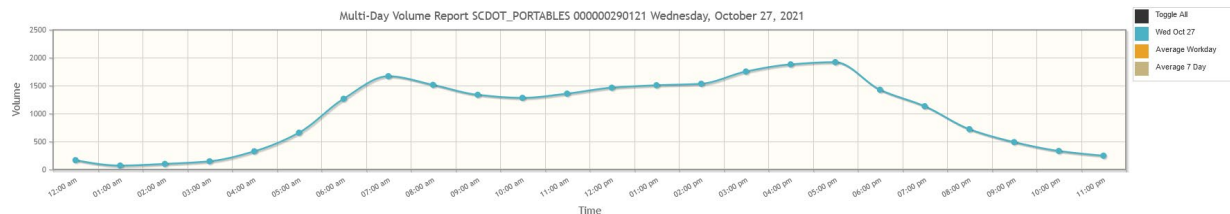
INFRASTRUCTURE CONSIDERATIONS

Transportation

The closest and most recent transportation count stations for 2001 Charlotte Hwy were recorded in 2021. One is located on Hwy 521 near the intersection of Hwy 9 and Hwy 521, approximately 1.5 miles south of the subject property....

A.M. Peak Time - 07:00 am - Peak Volume 1,666 ADTs

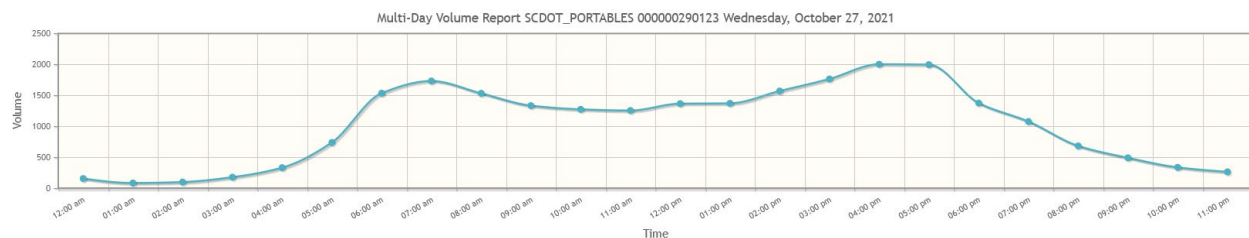
P.M. Peak Time - 05:00 pm - Peak Volume 1,918 ADTs



...and the other is located on Hwy 521 near the intersection of Nursery Dr (north of Shiloh Unity Rd):

A.M. Peak Time - 07:00 am - Peak Volume 1,727 ADTs

P.M. Peak Time - 04:00 pm - Peak Volume 1,998 ADTs



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

Public Utilities

The parcel has access to water and sewer.

Public Schools

Elementary: North

Middle: AR Rucker

High: Lancaster High School

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

Public Safety

Fire District: Shiloh Zion Volunteer Fire Department, with mutual aid from Lancaster City Fire 2

Fire Station Location: Lancaster 17, 703 Monroe Hwy, approximately 2.1 miles from the subject property

EMS Station: Station 2/1101 Crestfield Dr, approximately 2.0 miles from the subject property

Public Concern

Staff received a few phone calls requesting information regarding the proposed rezoning, but none expressed opposition to the proposal.

PHOTOS OF PROJECT AREA:



View looking north along Hwy 521/Charlotte Hwy



Above: Google Street View of Property, July 2023 / Below: Aerial Photography (20204) from Lancaster County GIS



STAFF RECOMMENDATION:

Staff recommends **approval** of the request to rezone 6.8 acres at 2001 Charlotte Highway, Lancaster (p/o TM# 0062-00-005.01) from General Business (GB) District to Institutional (INS) District, pursuant to the following conditions:

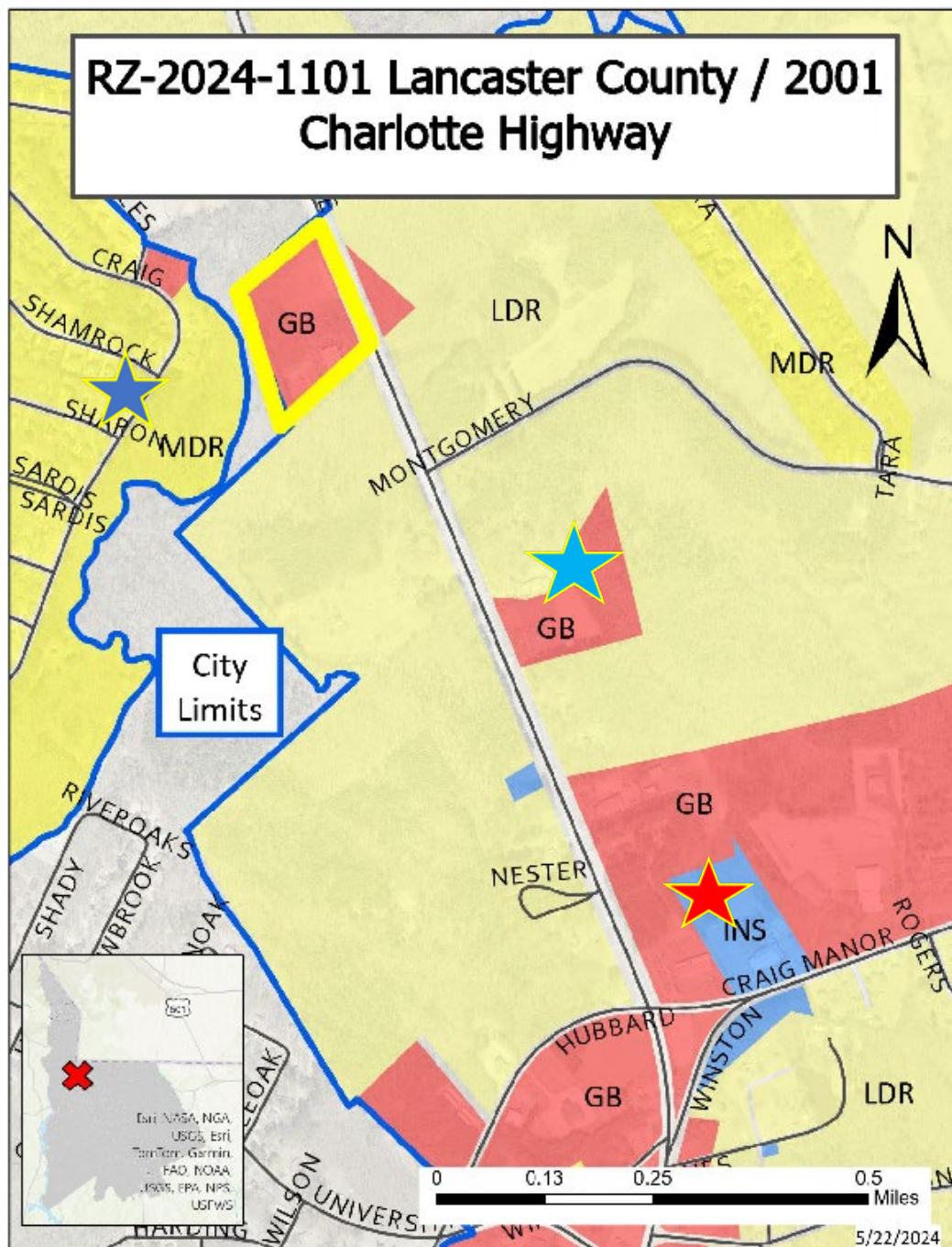
1. That the subject project consists of the following parcel: part of TM# 0062-00-005.01;
2. That the subject property is currently zoned GB District and proposed to be rezoned INS District;
3. That the subject property has a Future Land Use designation of Municipal Growth Area; and
4. That the proposed INS District is consistent with the Comprehensive Plan.

ATTACHMENTS:

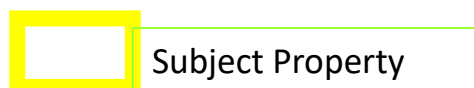
1. Location Map/ Zoning Map
2. Rezoning Application
3. Approved Minor Subdivision Plat depicting 6.8 acre tract
4. Deed
5. Future Land Use Map

STAFF CONTACT:

Allison Hardin, Development Services Director
ahardin@lancastersc.net | 803-416-9422



Proposal:
Rezoning GB to INS



Burgess Funeral Home



Covenant Baptist Church



Arrowood Development



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 2001 Charlotte Highway
City Lancaster State SC Zip 29720 Tax Parcel ID p/o 0062-00-005.01
Current Zoning GB Current Use auto dealership/repair
Proposed Zoning INS Total Acres 6.8 acres
Project Description convert former auto dealership/repair facility to county government offices

Surrounding Property Description LDR, GB, MDR, and Cty of Lancaster municipality

CONTACT INFORMATION

Applicant Name Allison Hardin, Development Services for Lancaster County Administration
Address 101 N. Main Street
City Lacaster State SC Zip 29720 Phone 803-285-6005
Fax _____ Email ahardin@lanastersc.net
Property Owner Name Lancaster County Government
Address 101 N. Main Street
City Lancaster State SC Zip 29720 Phone 803-416-9300
Fax _____ Email dmarstall@lanastersc.net

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.

Ali Gul for Lanc. Co.
Applicant

5/21/24
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.

THIS PROPERTY IS SUBJECT TO ALL EASEMENTS, RIGHT OF WAYS, AND RESTRICTIVE COVENANTS OF RECORD.

#5 REBARS AT ALL CORNERS UNLESS OTHERWISE NOTED.

THIS PROPERTY IS ZONED GB (GENERAL BUSINESS)
FRONT SETBACK - 30'
SIDE SETBACK - 10'
REAR SETBACK - 25'

NO TITLE RESEARCH WAS DONE ON SUBJECT PROPERTY AT THIS TIME.

LANCASTER COUNTY SERVES THIS PROPERTY WITH WATER AND SEWER.
A 2" PVC FORCE MAIN TO ARROWOOD ROAD FOR BURNS FORD DEALERSHIP.

THIS PROPERTY HAS DIRECT PHYSICAL ACCESS TO CHARLOTTE HWY, U.S. HWY. 521. A 80' PUBLIC RIGHT OF WAY,

THIS PARCEL DOES LIE WITHIN ZONE F OF THE McWHIRTER AIRFIELD OVERLAY DISTRICT.

THE HEIGHT LIMITATIONS FOR THIS PROPERTY THAT FALLS UNDER THE McWHIRTER FIELD AVIATION OVERLAY SHALL CONFORM TO THE HEIGHT REGURIMENTS SET FORTH UNDER THE CURRENT ZONING OF THE PROPERTY.

THERE WERE NO WETLAND MARKERS OBSERVED IN THE FIELD.
THERE WAS NO EVIDENCE OF ANY EARTH MOVING WORK OBSERVED.

THE PRIVATE ROAD PROVIDING ACCESS TO LOTS IN THIS DEVELOPMENTS IS NOT AND WILL NOT BE MAINTAINEDBY LANCASTER COUNTY. OWNERS OF LOTS IN THIS DEVELOPMENT ARE FINANCIALLY OBLIGATED TO MAINTAIN THIS ROAD IN PERPETUITY FOR THE BENEFIT OF ALL PROPERTY OWNERS IN THE DEVELOPMENT.

THE PRIVATE DRIVE WILL BE CONSTRUCTED TO MEET THE STANDARDS LAID OUT IN LANCASTER COUNTY UDO CHAPTER 6.18.1.H.THIS DRIVE WILL BE INSPECTED BY THE LANCASTER COUNTY PUBLIC WORKS DEPARTMENT PRIOR TO THE ISSUANCE OF A CO FOR ANY NEW STRUCTURE LOCATED OFF THE PRIVATE DRIVE.

Note: A portion of the property does lie within a designated flood area. As show on Map 45057C01.43D as Zone AE and has an effective date of 06/16/11. Also there are no encroachments or projection other than as shown on this plat
"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."

DRAWN BY:	JCC	DATE:	04/16/2024
CHECKED BY:	JCC		A PORTION OF TAX MAP ID 0062-00-005.01
JOB NO.:	24-03-12	SHEET	1 OF 1



LINE	LENGTH	BEARING
L1	16.18	S89°52'38"W
L2	39.55	S02°31'30"W
L3	34.95	S87°46'02"E
L4	70.24	S22°34'04"E
L5	229.07	S18°10'31"E
L6	12.77	S66°12'04"E

Plat Of Property Of
Lancaster County

Located At
2001 Charlotte Hwy.
3 Miles North Of
Lancaster, South Carolina
Lancaster County

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

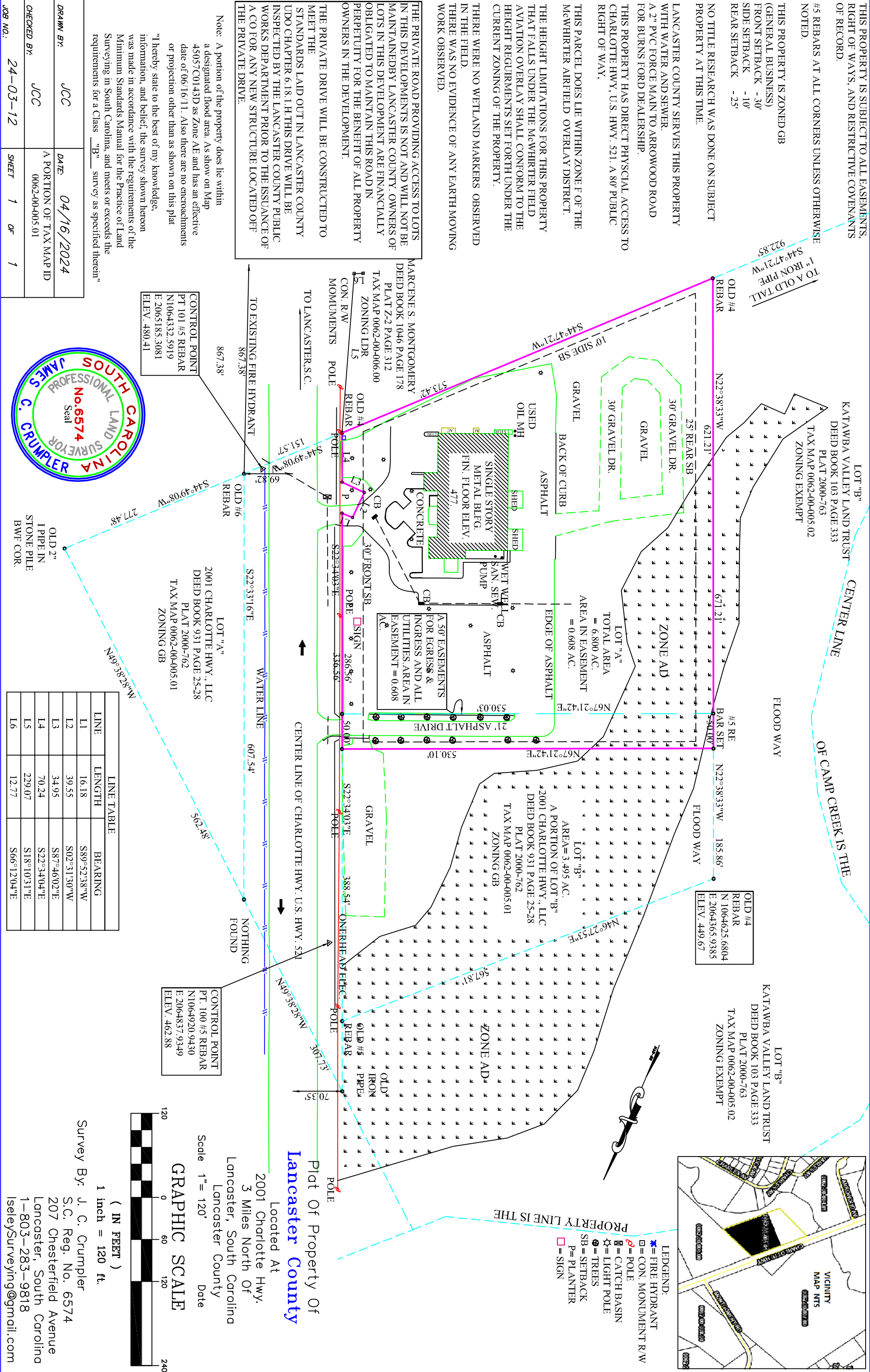
(IN FEET)
1 inch = 120 ft.

GRAPHIC SCALE

Scale 1" = 120'

Date

120 0 60 120 240



RECORDED THIS 15th DAY
OF DECEMBER, 2015
IN BOOK 2015 PAGE C-1

Cheryl Morgan

Auditor, Lancaster County, SC

LANCASTER COUNTY ASSESSOR

Tax Map:
0062 00 005 01

Prepared by and Return to:

Melissa G. Cassell, Esq.
MORTON & GETTYS, LLC
331 E. Main Street, Suite 300
Post Office Box 707
Rock Hill, South Carolina 29731

2015018468

DEED
RECORDING FEES \$10.00
STATE TAX \$6240.00
COUNTY TAX \$2640.00
PRESENTED & RECORDED:
12-03-2015 10:59 AM
JOHN LANE
REGISTER OF DEEDS
LANCASTER COUNTY, SC
By: CANDICE PHILLIPS DEPUTY
BK: DEED 931
PG: 25-28

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made as of the 25th day of November, 2015, by and between C. WELDON BURNS, JR., a South Carolina resident ("Burns") together with THE ESTATE OF REBECCA S. BURNS, an estate probated in South Carolina (the "Estate"), as party of the first part, (Burns and the Estate are hereinafter collectively referred to as "Grantor"), and 2001 CHARLOTTE HWY, LLC, a South Carolina limited liability company having a principal mailing address of 2001 Charlotte Highway, Lancaster, South Carolina 29720, Attn: Robert Burns, as party of the second part (hereinafter referred to as "Grantee"), and the words "Grantor" and "Grantee" to include the successors and assigns of each of the parties hereto.

KNOW ALL MEN BY THESE PRESENTS THAT, FOR AND IN CONSIDERATION of the sum of TEN AND NO/100 DOLLARS (\$10.00) in hand paid and other good and valuable consideration delivered to Grantor by Grantee at and before the execution, sealing and delivery hereof, the receipt and sufficiency of which is hereby acknowledged, Grantor has and hereby does grant, bargain, sell and convey unto Grantee, and the heirs, legal representatives, successors and assigns of Grantee, all of Grantor's right, title, and interest in and to the real property described upon Exhibit A (attached hereto and incorporated by this reference), together with any and all improvements affixed thereto and lying thereupon, and together with further any and all appurtenances thereto (with the foregoing being, collectively, the "Property"), subject, however, to the terms and provisions of this Special Warranty Deed.

The Property is hereby conveyed to the Grantee subject to Covenants, easements, restrictions and other matters of record affecting the Property, other than and excepting mortgages and other monetary liens, matters of zoning, matters which would be disclosed by a current and accurate ALTA/ACSM survey or physical inspection of the Property, and ad valorem taxes for the current year and subsequent years, which constitute a lien but are not currently due and payable.

AND IT IS THE INTENT OF THE GRANTOR THAT NONE OF THE ABOVE MATTERS AND EXCEPTIONS SHALL BE DEEMED AS BEING IMPOSED OR RE-

IMPOSED UPON THE PROPERTY BY VIRTUE OF THE MAKING HEREOF.

TO HAVE AND TO HOLD the Property, together with any and all improvements, buildings, and fixtures located thereon and all rights, hereditaments, and appurtenance thereunto belonging or appertaining, subject, however, to the above easements, restriction, exceptions, and other matters, unto the Grantee, and its successors and assigns, forever, IN FEE SIMPLE.

AND GRANTOR SHALL WARRANT and defend the right and title to the Property unto the Grantee, and its successors and assigns, forever, against the claims of all persons whomsoever claiming by, through or under Grantor, subject to the limitations and exceptions contained herein, but against no others.

IN WITNESS WHEREOF, Grantor has signed and sealed this deed as of the day and year first above written.

IN WITNESS WHEREOF, Grantor has signed and sealed this deed as of the day and year first above written.

Signed, sealed and delivered
in the presence of:

Jenny H Baker (W-1)

Just. Kink (W-2)

GRANTOR:

C. Weldon Burns, Jr.
C. Weldon Burns, Jr.

THE ESTATE OF REBECCA S. BURNS

BY: C. Weldon Burns, Jr.
C. Weldon Burns, Jr., as Personal
Representative

ACKNOWLEDGEMENT

PERSONALLY APPEARED before me, C. Weldon Burns, Jr., individually and as the Personal Representative of the Estate of Rebecca S. Burns, the within named Grantor, who, after being duly sworn, acknowledged his execution of the within Special Warranty Deed in such capacity and for the uses and purposes mentioned therein.

SWORN to before me this 25 day
of November, 2015.

Just. Kink

Notary Public for SC
My Commission Expires: 12/16/29
[SEAL HERE]

EXHIBIT "A"
LEGAL DESCRIPTION OF PROPERTY

All that certain piece, parcel or tract of land lying, being and situate on the western side of U.S. Highway 521 about one mile north from Lancaster in Lancaster County, South Carolina, and being more particularly shown and described on plat of property of Burns Ford prepared by Jack Smith Surveying dated November 16, 2000, and recorded in the Office of the Clerk of Court for Lancaster County, South Carolina, as Plat Number 2000-762, as follows: BEGINNING at an old marker (3/4" rebar) on the western edge of the right of way of U.S. Highway 521 (140' R/W), joint corner of the within property and property (now or formerly) of Robert Montgomery (Z-2 / 312) and running thence with the line of said property South 47 degrees 00 minutes 33 seconds West 573.42 feet to iron pin set (#4 bar); thence turning and running with a new division line North 20 degrees 26 minutes 53 seconds West 858.13 feet to an iron pin set (#5 bar); thence turning and running North 48 degrees 46 minutes 24 seconds East 567.56 feet to an iron pin set (#5 bar) located 100.00 feet south from an old monument (#6 bar) on the western of the right of way of U.S. Highway 521; thence running with said edge of said highway South 20 degrees 22 minutes 38 seconds East 725.10 feet to a concrete monument; thence turning and running North 87 degrees 55 minutes 57 seconds West 16.18 feet to a concrete monument; thence turning and running South 4 degrees 42 minutes 55 seconds West 39.55 feet to a concrete monument; thence turning and running South 85 degrees 34 minutes 37 seconds East 34.95 feet to an old monument (1" rebar) on the western edge of right of way of U.S. Highway 521; thence with said edge of said highway South 20 degrees 22 minutes 38 seconds East 70.24 feet to the point of beginning; containing 10.305 acres, according to said plat.

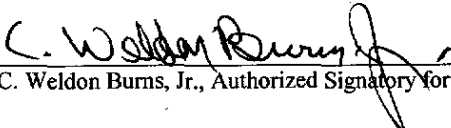
Derivation: This is the identical property conveyed by deed of James Franklin Belk et al to C. Weldon Burns, Jr. and Rebecca S. Burns, dated December 13, 2000, and recorded in Deed Book 103 at Page 319, in the Office of the Clerk of Court for Lancaster County.

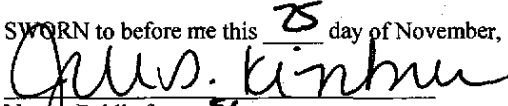
STATE OF SOUTH CAROLINA)
)
COUNTY OF LANCASTER)

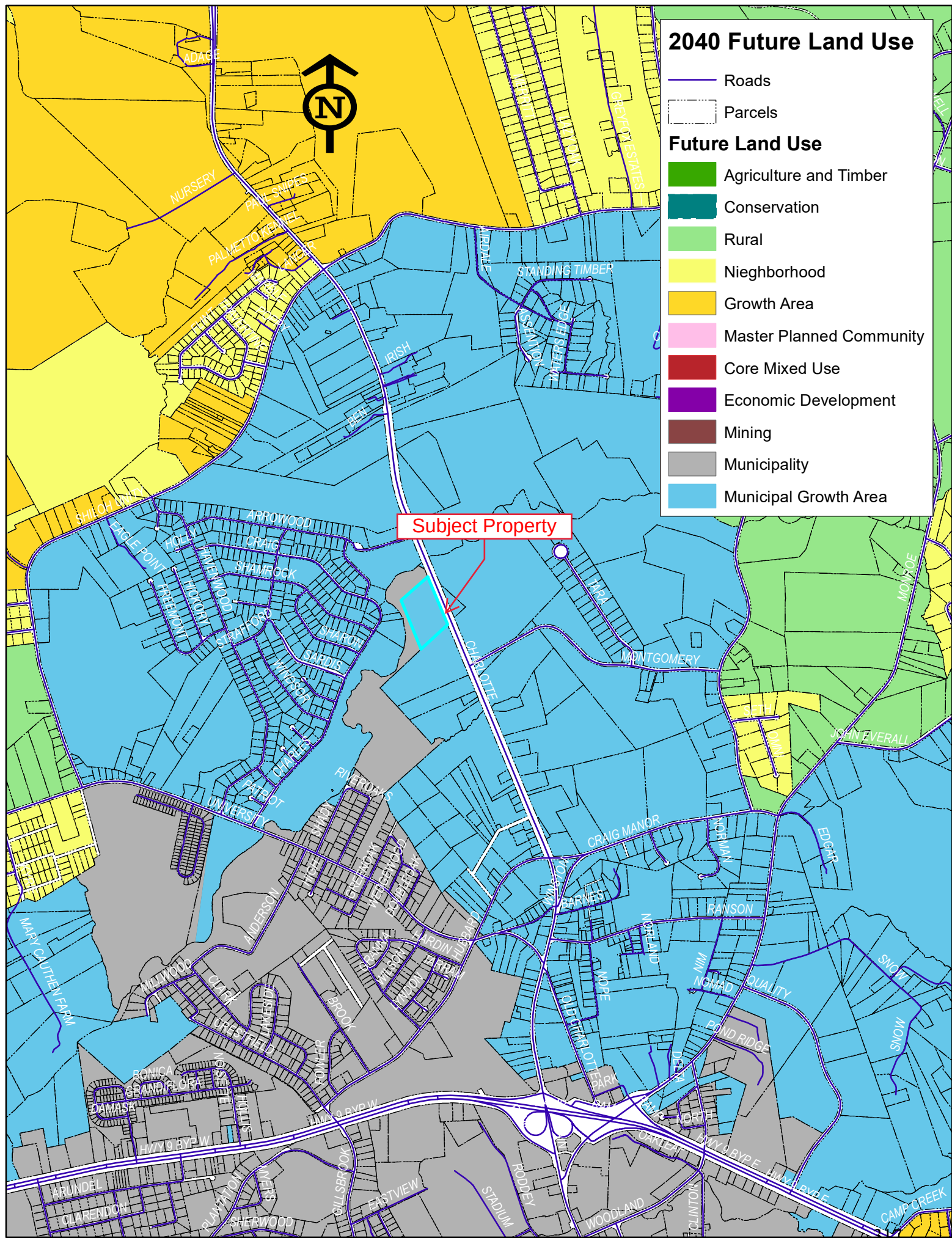
AFFIDAVIT

1. I have read the information on this affidavit and I understand such information.
2. The property being transferred is known as 2001 Charlotte Highway, in Lancaster, South Carolina, and was transferred by C. Weldon Burns, Jr. and the Estate of Rebecca S. Burns on November 25, 2015.
3. The transaction was (check one):
 - (a) ☒ subject to the deed recording fee as a transfer for consideration paid or to be paid in money's worth.
 - (b) _____ subject to the deed recording fee as a transfer between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, or is a transfer to a trust or as a distribution to a trust beneficiary.
 - (c) _____ The above transaction is exempt, or partially exempt, from the recording fee as set forth in S.C. Code Ann. Section 12-24-10, *et seq.* because the deed is: _____.
4. Check one of the following if either item 3(a) or item 3(b) above has been checked.:
 - (a) ☒ The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of \$ 2,400,000.00
 - (b) _____ The fee is computed on the fair market value of this realty which is \$ _____.
 - (c) _____ The fee is computed based on the fair market value of the realty as established for property tax purposes which is _____.
5. Check: YES ___ or No ☒ to the following: A lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. If "Yes" the amount of the outstanding balance of this lien or encumbrance is: \$N/A.
6. The deed recording fee is computed as follows:
 - (a) Place the amount listed in item 4 above here: \$ 2,400,000.00
 - (b) Place the amount listed in item 5 above here: \$ _____
 - (c) Subtract line 6(b) from line 6(a) and place result here: \$ 2,400,000.00
7. The deed recording fee due is based on the amount listed on line 6(c) above and the deed recording fee due is: \$8,880.00

As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as an officer of the Transferor. I further understand that a person required to furnish this affidavit who willfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.


C. Weldon Burns, Jr., Authorized Signatory for Transferor

SWORN to before me this 25 day of November, 2015.

Notary Public for SC
My commission expires: 12/16/24
[SEAL]



Agenda Item Summary

Ordinance # / Resolution #: RNC-2024-0966 Environmental Drive

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	6/7/2024	Exhibit
Location Map	6/4/2024	Exhibit
Application	6/4/2024	Exhibit
Narrative email	6/4/2024	Exhibit

PROPOSAL:	Request to change the name of DHEC Road to Environmental Drive.
PROPERTY LOCATION:	Located off Grace Avenue 0.16 miles south of the intersection with Chester Highway/Rt. 9
APPLICANT:	Myra Reece for SCDHEC
COUNCIL DISTRICT:	District 5, Steve Harper
NOTICES:	Sign posted 5/29/2024 Hearing notice published 6/1/2024 in The Lancaster News Mailed notices 5/23/2024 Agenda published and posted in lobby 6/11/2024

OVERVIEW:

Project Summary & Proposal

SCDHEC has requested that the road name for DHEC Road be changed to Environmental Drive. The DHEC offices will no longer be located there, and the state agencies would like to avoid confusion over the name when the office relocates.

Staff has reviewed the requested change and has noted no problems with the new road name. No phone calls or emails for or against the name change have been received.

ANALYSIS & FINDINGS:

UDO Section 6.11.5 Procedure for Changing the Name of an Existing Road

- A. Any person, firm, or corporation shall submit a written request to the Planning Department which proposes to change the name of a previously named road. Such request shall include any descriptive/locational information required by the Planning Department; designate a spokesperson by name, address, and telephone number; provide first and second road name choices; and be accompanied by a petition, signed by 75 percent of the owners addressed on the affected road. The request must also include a reason for the name change.
- B. Upon receipt of such request, the Planning Department shall schedule consideration of same by the Lancaster County Planning Commission. The Planning Commission's consideration shall be conducted during any regular meeting of the Planning Commission. The public notice requirement for this type of application shall be the same as is contained in Chapter 9.
- C. The proposed road name change shall be posted at integral points along the affected road.
- D. Within 60 days of first consideration, the Lancaster County Planning Commission shall render a decision on the request, which decision shall be final and binding. Such decisions of the Planning Commission, along with reason(s) for any denied request, shall be provided in writing to the spokesperson of the affected petitioning group.

- E. Where road name signs have been installed and replacement is necessitated as a result of a road name change approval, the petitioning group involved shall pay the expense of new sign materials prior to installation in the form of an application fee collected by the Planning Department.
- F. After reasonable notice in a general circulation newspaper in the community, the Lancaster County Planning Commission may change the name of an existing street or road within its jurisdiction. The commission can make the change when one of the following occurs.
 - 1. There is a duplication of names which tends to confuse the public or persons delivering mail, orders or messages.
 - 2. A change may simplify markings or giving directions to persons looking for an address.
 - 3. Any other good and just reason that may appear to the commission.

After reasonable opportunity for public hearing, the Planning Commission issues its certificate designating the change. It is recorded in the Lancaster County Register of Deeds office. The change and certified name becomes the legal name of the street.

STAFF RECOMMENDATION:

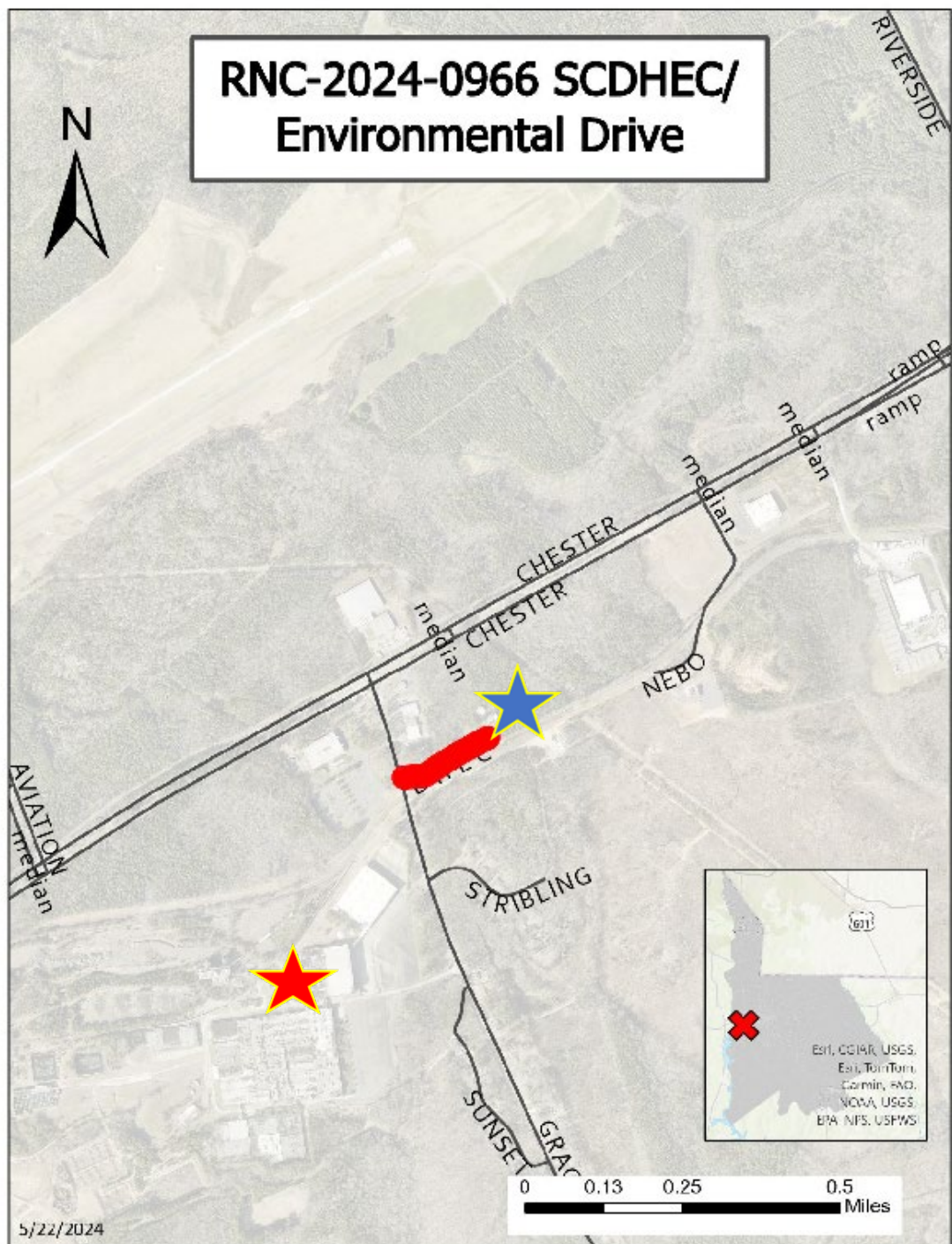
Staff recommends **approval** of this road name change as all effected parties have been notified and no issues have been raised.

ATTACHMENTS:

- 1. Location Map
- 2. Road Name Change Application

STAFF CONTACT:

Jennifer Bryan, Planning Technician
jbryan@lancastersc.net | 803-416-9433



Proposal:
Renaming Private Road



Subject Location



Springs Global Inc,
294 Grace Avenue



SCDHEC Facility
2475 DHEC Road



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

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

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

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

Date of Application: May 13, 2024

Name: Myra C Reece, SCDHEC Address: 2600 Bull St

City, State, Zip Code: Columbia, SC 29201

Telephone (H): _____ Telephone (W) or (Cell): (803) 898-4102

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

Location of new road: N/A

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

Proposed new road name (1st choice): Environmental Way

Proposed new road name (2nd choice): _____

Will this be a private road? Yes _____ NO X

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

Yes _____ NO _____

Please attach the following items to this application:

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

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

Signature of Applicant: Myra C Reece



PETITION FOR ROAD NAME CHANGE

Date: April 29, 2024

I, Myra C. Reece, hereby request to rename the following road, DHEC Rd.

The subject road is located off of Grace Avenue in Lancaster, SC. Just 0.2 miles south of the intersection of Grace Avenue and Chester Highway (state highway 9) just near the railroad tracks.

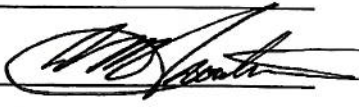
The proposed new road name is Environmental Way. Please find below the required percentage (75%) of signatures representing the landowners having frontage on the road to be named.

Sincerely,

Myra C. Reece

Signature of Property Owner Tax Map Number or Existing Address Phone Number

1) TMS ID: 0083-00-006.02, LANCASTER HOLDINGS, 119 Grace Av, Lancaster, SC 29720

2) William Troutman, (704) 847-8282, wbt@graphicsinternational.com 

3) _____

4) _____

5) _____

6) _____

7) _____

8) _____

9) _____

10) _____

11) _____

12) _____



PETITION FOR ROAD NAME CHANGE

Date: April 29, 2024

I, Myra C. Reece, hereby request to rename the following road, DHEC Rd.

The subject road is located off of Grace Avenue in Lancaster, SC. Just 0.2 miles south of the intersection of Grace Avenue and Chester Highway (state highway 9) just near the railroad tracks.

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

Sincerely,

Myra C. Reece

Signature of Property Owner	Tax Map Number or Existing Address	Phone Number
-----------------------------	------------------------------------	--------------

- | | | |
|-----|--|--|
| 1) | <u>TMS ID: 0083-00-018.00, DUKE POWER, STATION 22M, DHEC Rd, Lancaster, SC 29720</u> | |
| 2) | <u>Michael P. Callahan, (864) 370-5200, michael.callahan@duke-energy.com</u> | |
| 3) | <u><i>Michael Callahan</i></u> | |
| 4) | <u> </u> | |
| 5) | <u> </u> | |
| 6) | <u> </u> | |
| 7) | <u> </u> | |
| 8) | <u> </u> | |
| 9) | <u> </u> | |
| 10) | <u> </u> | |
| 11) | <u> </u> | |
| 12) | <u> </u> | |

All signatures will be verified*



PETITION FOR ROAD NAME CHANGE

Date: April 29, 2024

I, Myra C. Reece, hereby request to rename the following road, DHEC Rd.
The subject road is located off of Grace Avenue in Lancaster, SC. Just 0.2 miles south of the
intersection of Grace Avenue and Chester Highway (state highway 9) just near the railroad tracks.

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

Sincerely,

Myra C. Reece

	Signature of Property Owner	Tax Map Number or Existing Address	Phone Number
1)	<u>TMS ID: 0083-00-003.00, SCADMIN, 2471 DHEC Rd, Lancaster, SC 29720</u>		
2)	<u>Ashlie Lancaster, SC ADMIN, (803) 737-9822, ashlie.lancaster@admin.sc.gov</u>		
3)	<u>Ashlie Lancaster</u>		
4)			
5)			
6)			
7)			
8)			
9)			
10)			
11)			
12)			

From: [Sandra Burton](#)
To: [Miller, Paul M.](#)
Cc: [Jennifer Bryan](#)
Subject: RE: Road Name Change
Date: Thursday, April 25, 2024 1:36:19 PM
Attachments: [image001.png](#)
[image002.png](#)
[Road Name Change Form.pdf](#)

Hi Paul,

Environmental Way will work for the road name change for DHEC Rd. I've attached the application and petition for you. I couldn't remember if I previously sent this. Fill this out and send to Jennifer in the Planning Dept. I've tagged her in this email. The road name change will have to be posted on site and ran in the newspaper. Lancaster County will handle this. We will then have to go before the Planning Commission to have them approve it. Jennifer will let us know when this can be held and how to send in payment. Our Public Works will take care of the road sign once it is approved by the Planning Commission.

Jennifer, this application is for a road name change for DHEC Rd. DHEC is going away and will be split with two other state agencies and they don't want there to be any confusion.

Let me know if either of you have any questions.

Thank you,

Sandra Burton
E-911 Addresser
803-416-9325
addresser@lanc911.com



From: Miller, Paul M. <MILLERPM@dhec.sc.gov>
Sent: Thursday, April 25, 2024 11:19 AM
To: Sandra Burton <SBurton@lanc911.com>
Subject: Re: Road Name Change

THIS IS AN EXTERNAL E-MAIL — Use caution when clicking on links as they could open malicious websites.
—IT Helpdesk, lancastersc.supportsystem.com

Good morning, Ms. Burton! We would like to proceed with Environmental Way for the DHEC Rd

name change.

Paul M. Miller

Quality Assurance Manager, Environmental Affairs

S.C. Dept. of Health & Environmental Control

Office: (803) 898-4272

Mobile: (803) 626-7125

Connect: www.scdhec.gov [Facebook](#) [LinkedIn](#)



From: Sandra Burton <SBurton@lanc911.com>

Sent: Wednesday, April 24, 2024 8:58 AM

To: Miller, Paul M. <MILLERPM@dhec.sc.gov>

Subject: RE: Road Name Change

*** Caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. ***

Yes, either will work. Let me know what you choose.

Thank you,

Sandra Burton

E-911 Addresser

803-416-9325

addresser@lanc911.com



From: Miller, Paul M. <MILLERPM@dhec.sc.gov>

Sent: Wednesday, April 24, 2024 8:57 AM

To: Sandra Burton <SBurton@lanc911.com>

Subject: Re: Road Name Change

THIS IS AN EXTERNAL E-MAIL — Use caution when clicking on links as they could open malicious websites.
—IT Helpdesk, lancastersc.supportsystem.com

Would these two be available?

Environmental Way (Wy)
Osprey Trail (Trl)

I think we will go with one of these, if they are. I'll just need the final approval from management to move forward with the application.

Paul M. Miller

Quality Assurance Manager, Environmental Affairs

S.C. Dept. of Health & Environmental Control

Office: (803) 898-4272

Mobile: (803) 626-7125

Connect: www.scdhec.gov [Facebook](#) [LinkedIn](#)



From: Sandra Burton <SBurton@lanc911.com>

Sent: Wednesday, April 24, 2024 8:48 AM

To: Miller, Paul M. <MILLERPM@dhec.sc.gov>

Subject: RE: Road Name Change

*** Caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. ***

My apologies, I don't know why it didn't attach. Let me know if this one doesn't come through! Choose from the ones under 1,000 feet.

Thanks!

Sandra Burton
E-911 Addresser
803-416-9325

addresser@lanc911.com



From: Miller, Paul M. <MILLERPM@dhec.sc.gov>

Sent: Wednesday, April 24, 2024 8:43 AM

To: Sandra Burton <SBurton@lanc911.com>

Subject: Re: Road Name Change

THIS IS AN EXTERNAL E-MAIL — Use caution when clicking on links as they could open malicious websites.
—IT Helpdesk, lancastersc.supportsystem.com

Good morning! Which suffixes would be available? I didn't see an attachment.

Paul M. Miller

Quality Assurance Manager, Environmental Affairs

S.C. Dept. of Health & Environmental Control

Office: (803) 898-4272

Mobile: (803) 626-7125

Connect: www.scdhec.gov [Facebook](#) [LinkedIn](#)



From: Sandra Burton <SBurton@lanc911.com>

Sent: Wednesday, April 24, 2024 8:01 AM

To: Miller, Paul M. <MILLERPM@dhec.sc.gov>

Subject: RE: Road Name Change

*** Caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. ***

Good afternoon,

Here are my findings in either green or red:

Environmental Junction (because we are beside the railroad tracks) –We have 15-16 spaces on the sign, Junction is not a suffix, so this one is too long.

Environmental Drive—This one will work except we would have to change the suffix.

Osprey Rd: There are many in this area due to our proximity to the river. This one will work except we would have to change the suffix.

Jessamine Rd: Yellow Jessamine is the state flower. No, we already have Jessamine Grove Dr, Carolina Jessamine Ct, and Jessamine Way

The road is under 1,000 feet so the suffixes available are listed in the attachment. Let me know what you would like and then we can proceed with the application.

Thank you,

Sandra Burton
E-911 Addresser
803-416-9325
addresser@lanc911.com



From: Miller, Paul M. <MILLERPM@dhec.sc.gov>
Sent: Tuesday, April 23, 2024 2:04 PM
To: Sandra Burton <SBurton@lanc911.com>
Subject: Re: Road Name Change

THIS IS AN EXTERNAL E-MAIL — Use caution when clicking on links as they could open malicious websites.
—IT Helpdesk, lancastersc.supportsystem.com

Good afternoon, Ms. Burton! We've finally narrowed our replacement names for DHEC Rd to the

following:

Environmental Junction (because we are beside the railroad tracks)

Environmental Drive

Osprey Rd: There are many in this area due to our proximity to the river.

Jessamine Rd: Yellow Jessamine is the state flower.

Could you let us know if these four options are available in Lancaster County? Once we get your approval, we'll narrow it down to two options to submit with our application and petitions.

Paul M. Miller

Quality Assurance Manager, Environmental Affairs

S.C. Dept. of Health & Environmental Control

Office: (803) 898-4272

Mobile: (803) 626-7125

Connect: www.scdhec.gov [Facebook](#) [LinkedIn](#)



From: Sandra Burton <SBurton@lanc911.com>

Sent: Friday, April 12, 2024 1:05 PM

To: Miller, Paul M. <MILLERPM@dhec.sc.gov>

Subject: Road Name Change

*** Caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. ***

Test email

Sandra Burton

E-911 Addresser

803-416-9325

addresser@lanc911.com



Agenda Item Summary

Ordinance # / Resolution #: NRN-2024-0830 Coyote Trail

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 6/18/2024

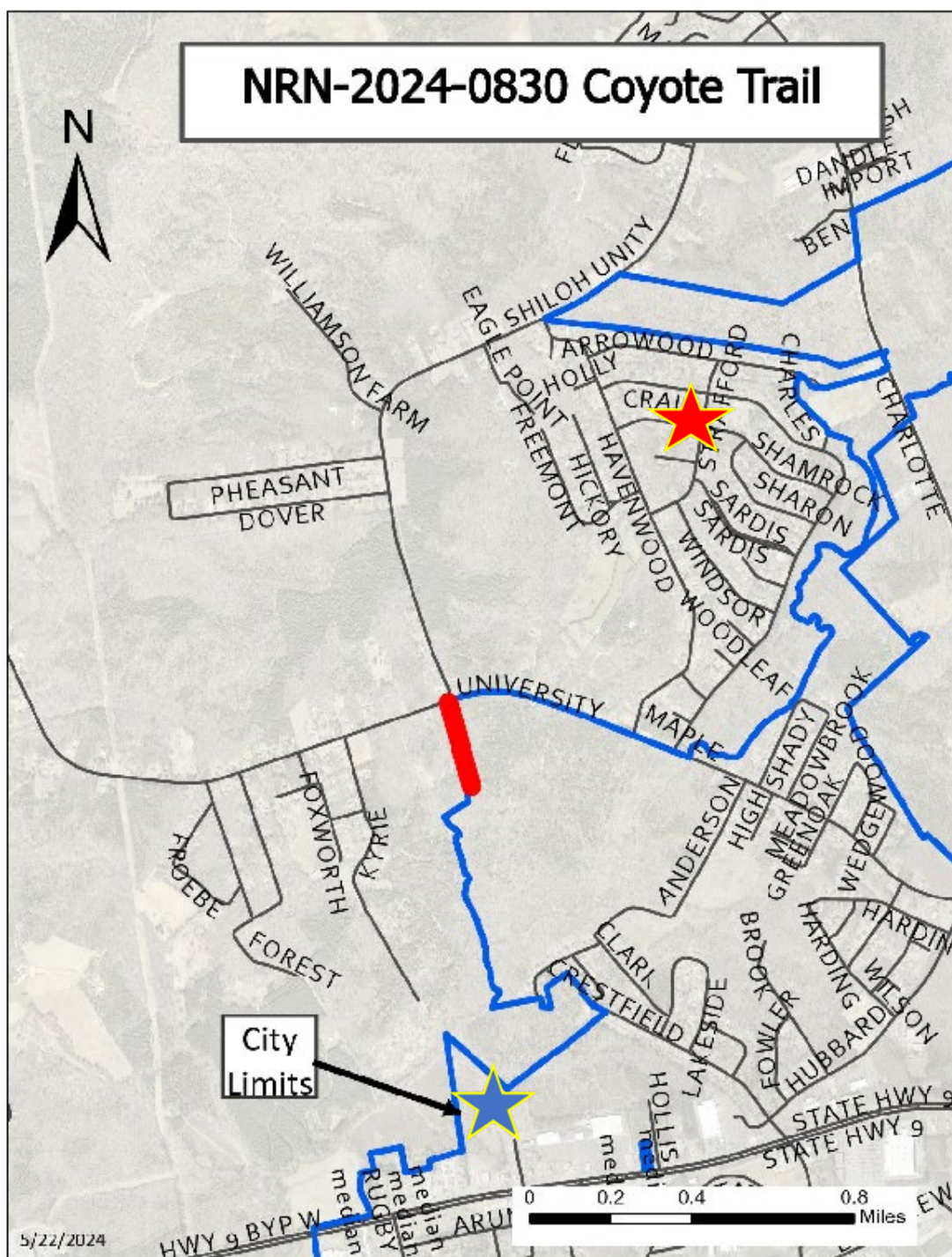
Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Location Map	6/4/2024	Exhibit
Staff Report	6/10/2024	Exhibit
Application	6/4/2024	Exhibit



Proposal:
Naming Private Drive

Subject Location



Arrowwood Subdivision



Lancaster City Limits (blue boundary)

PROPOSAL: Request to name private road Coyote Creek Trail

PROPERTY LOCATION: Off University Drive, across from the Intersection with W. Shiloh Unity Road.

APPLICANT: Michael Hayes

COUNCIL DISTRICT: District 5, Steve Harper

STATUTORY NOTICES: Sign posted 5/29/2024 (not required)
Meeting notice published 6/1/2024 in The Lancaster News
Meeting Notices mailed 05/23/2024
Posted agenda in lobby 6/11/2024

OVERVIEW:

Project Summary & Proposal

Michael Hayes owns a property on University Drive (TM 0062J-0A-001.00). He was gifted two parcels on the subject private road in 2007 (TM #s 0062J-0A-048.00 and 0062J-0A-047.00), and now wishes to build on the lots, but would prefer not to use a University Drive mailing address.

The area was platted as Westglenn Subdivision in 1968 (Plat Book 18 p. 84), however, the subdivision was never built and the road name was never officially adopted into County or State records. Because there is no record of the road name "Westglenn" being adopted, similar road name(s) have been assigned elsewhere in the County. It is the determination of the 911 Addressing officer that the New Road Name process may be used to assign a name to the driveway if the Planning Commission chooses to approve the request.

The applicants secured approval of their request from other landowners whose property may in the future access on this driveway; however, there are currently no other residences accessing the driveway, therefore the application does not rise to the standard of three addresses triggering a requirement to name the driveway.

Staff has reviewed the request and has noted the first choice, Coyote Trail, is similar to other existing road names in Lancaster County; the second choice is sufficiently different from existing names to avoid confusion, and is the option recommended by Staff. Signs and mailed notices were sent to adjacent properties to observe due diligence, although these were not required by statute. No calls or written comments have been received in opposition to the name.



ANALYSIS & FINDINGS:

6.11.4 PROCEDURE FOR NAMING A NEW ROAD

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

STAFF RECOMMENDATION:

Staff position is neutral regarding this name assignment. All affected parties have been notified and no issues have been raised; staff has no objection, however, absent the “third address” specified by the UDO, the application does not rise to the level of a requirement. Approval is at the discretion of Planning Commission.

ATTACHMENTS:

1. Location Map
2. Road Name Change Application

STAFF CONTACT:

Jennifer Bryan, Planning Technician
jbryan@lancastersc.net

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



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

Received
4/29/2024
JWB

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

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

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

Date of Application: April 29, 2024

Name: Michael B. Hayes Address: 2389 University Dr.

City, State, Zip Code: Lancaster, SC 29720

Telephone (H): _____ Telephone (W) or (Cell): 803-246-4048

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

Location of new road: Directly across the street from W. Shiloh
Unity Rd. at the University Dr. junction.
(Proposed name was West Glenn Dr.)

Road name as it exists now (if applicable): N/A dmlangley85@gmail

Proposed new road name (1st choice): Coyote Trail

Proposed new road name (2nd choice): Coyote Creek Trail

Will this be a private road? Yes _____ NO ☒

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

Please attach the following items to this application:

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

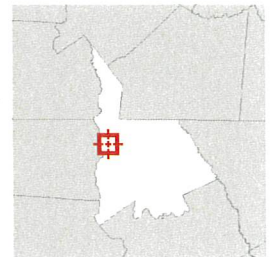
*A petition signed by at least 75% of the property owners with parcels having **frontage** on the affected road.

Signature of Applicant: Michael B. Hayes

Experiencing Lancaster County, SC through GIS Technology



Overview



Legend

- Parcels
- Roads
- Flood Plain
 - A,
 - AE,
 - AE, FLOODWAY

Parcel ID	0062J-0A-048.00	Owner	HAYES MICHAEL BRUCE	Last 2 Sales				
Class Code	Land Only		PO BOX 3246	Date	Price	Reason		Qual
Taxing	County		LANCASTER, SC	11/5/2007	\$1	GIFT		Q
District	LANCASTER		29721	3/2/2007	\$28000	SOLD DOES NOT MATCH APPRAISAL RECORD		Q
Land Size	100.0	FRONT FEET	Physical Address Assessed Value					

(Note: Not to be used on legal documents)

Date created: 4/23/2024

Last Data Uploaded: 4/23/2024 3:17:28 AM

Developed by  Schneider
GEOSPATIAL



PETITION FOR ROAD NAME CHANGE

Date: 4/29/24

I, Michael Hayes, hereby request to rename the following road, _____.

The subject road is located directly across from W. Shiloh Unity Rd at the University Dr. junction. Proposed name was West Glenn Dr.

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

Sincerely,

Michael B. Hayes

Signature of Property Owner

Tax Map Number or Existing Address

Phone Number

- | | | | |
|-----|-------------------------|----------------------------|--|
| 1) | <u>Jacob Holt</u> | <u>62J-A-39.00</u> | <u>864-344-0239</u> |
| 2) | <u>[Signature]</u> | <u>62J-B-1.00</u> | <u>703-804-2284</u> |
| 3) | <u>Michael B. Hayes</u> | <u>62J-A-48.00 + 47.00</u> | <u>803-8²⁴⁶-4048</u> |
| 4) | _____ | _____ | _____ |
| 5) | _____ | _____ | _____ |
| 6) | _____ | _____ | _____ |
| 7) | _____ | _____ | _____ |
| 8) | _____ | _____ | _____ |
| 9) | _____ | _____ | _____ |
| 10) | _____ | _____ | _____ |
| 11) | _____ | _____ | _____ |
| 12) | _____ | _____ | _____ |

All signatures will be verified

Agenda Item Summary

Ordinance # / Resolution #: NRN-2024-0924 New Road Names: Group Submittal June

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	6/7/2024	Exhibit
Application	6/4/2024	Exhibit
UDO Ch. 6 Road Name regulations	6/5/2024	Exhibit

PROPOSAL: Approve road/street names in Lancaster County submitted via Civil Construction Plans and Preliminary Plats

APPLICABLE LAWS: Chapter 6 of Lancaster County Unified Development Ordinance (UDO); SC Code of Laws 6-29-1200

APPLICANTS/DEVELOPMENTS: Riverchase Section 2

STATUTORY NOTICES: Meeting notice published 6/01/2024 in The Lancaster News
Posted agenda in lobby 6/11/2024
No signs or mailed notices required per County or State statute

PROJECT SUMMARY & PROPOSAL:

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

BACKGROUND:

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

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

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

UDO Chapter 6 defines the bases for approval as 1) that necessary public notice has been provided, 2) that correct application process has been observed, and 3) that the proposed name is not objectionable and does not conflict with existing street names.

STAFF RECOMMENDATION:

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

ATTACHMENTS:

1. Application (Lancaster County) and List of Street/Road names submitted to E911 Addressing
2. Applicable code sections UDO Chapter 6

STAFF CONTACTS:

Jennifer Bryan, Planning Technician jbryan@lancastersc.net (803-416-9398)
Sandra Burton, 911 Addressing sburton@lanc911.com (803-416-9325)



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

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

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

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

Date of Application: 5/1/2024 (for 6/18/2024 Agenda)

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

City, State, Zip Code: Lancaster SC 29720

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

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

Location of new road: see attached list of roads submitted to E911 addressing

Road name as it exists now (if applicable): n/a

Proposed new road name (1st choice): see attached list

Proposed new road name (2nd choice): _____

Will this be a private road? Yes ☒ NO ☐

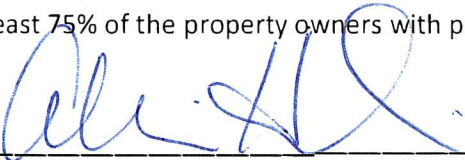
If applicable, do you plan on deeding this new road to the county in the future?

Yes ☐ NO ☒

Please attach the following items to this application:

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

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

Signature of Applicant: 

Riverchase Section 2: Road Names Submitted

1. Pitch Pine Place
2. Mossy Oak Drive
3. Crested Iris Street
4. Blackgum Drive
5. River Birch Drive
6. Wild Indigo Way
7. Catalpa Court
8. Garden Grove Way
9. Alder Street
10. Acer Alley
11. Aspen Drive
12. Canopy Road

Approved by Sandra Burton/ E911 Addressing

6.11.2 CONDITIONS OF ACCEPTANCE

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

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

6.11.3 ROAD NAME STANDARDS

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

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

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

6.11.4 PROCEDURE FOR NAMING A NEW ROAD

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

Agenda Item Summary

Ordinance # / Resolution #: UDO Chapters

Contact Person / Sponsor: A. Hardin

Department: Planning

Date Requested to be on Agenda: 6/18/2024

Issue for Consideration:

Points to Consider:

Recommendation: