

Planning Commission Members

District 1: Alan Patterson
District 2: Tamecca Neely
District 3: Charles Deese, Chair
District 4: James Barnett, Vice-Chair
District 5:
District 6: Sheila Hinson
District 7: Ben Levine

**County Attorney**

John K. DuBose III

Clerk to Planning Commission

Jennifer Bryan

Development Services Director

Rox Burhans

April 19, 2022

6:00 PM

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

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

Planning Commission monthly meeting AGENDA

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

[Lancaster County welcomes comments and input from citizens who may not be able to attend meetings in person. Written comments may be submitted via mail to ATTN: Jennifer Bryan, Post Office Box 1809, Lancaster, SC, 29721, by email to Jennifer Bryan at jbryan@lancastersc.org or by online submission by selecting the "Citizens Comments" quick link located on the County website homepage at <https://www.mylancastersc.org/>. Comments must be no longer than approximately 3 minutes when read aloud. Comments received will be acknowledged during the Citizens Comments portion of the meeting. Comments will need to be received prior to 4:00 p.m. on the day of the meeting. Please use the same link above in order to submit input/comments for Public Hearings.]

4. Approve Minutes

- a. March 15, 2022 Regular Minutes

Item forwarded to this agenda: insufficient votes for quorum at the meeting of 4/7/2022.

- b. April 7, 2022 Regular Minutes

The Planning Commission meeting of Thursday, April 7, 2022 was held as a full voting meeting rather than a workshop, to accommodate agenda items for Heath Springs and Kershaw.

5. Public Items

- a. SD-2021-1886 True Homes LLC

Application by True Homes, LLC for a Major Subdivision Preliminary Plat consisting of 787 single-family homes and 76 townhomes ("Edgewater Sunset Pointe"), located on Bethel Boat Landing Road (a portion of TM# 0106-00-003.02). The project is approximately 178.5 acres and is zoned PDD [portion of PDD-2, Edgewater].

- b. RZ-2022-0175, Gabriel Jon Hardy

Application by Gabriel Jon Hardy to rezone approximately 38.92 acres located at the northwest corner of intersection of Hwy 9 and Catoe Road (TM# 0069-00-071.00) from Low Density Residential (LDR) to Medium Density Residential (MDR) district.

6. **New Business**

- a. Overview of next month's Agenda
- b. Other

7. **Adjourn**

**The Planning Commission makes a recommendation to County Council on these items. Recommendations made at this meeting are tentatively scheduled for consideration by County Council in the following month. County Council agendas are posted online at <https://lancastersc.novusagenda.com/agendapublic/meetingsresponsive.aspx>*

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

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

*Meetings are live streamed and can be found by using the following link:
https://mylancastersc.org/boards___commissions/planning_commission/planning_commission_meetings.php*

Agenda Item Summary

Ordinance # / Resolution #: March 15, 2022 Regular Minutes

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 4/19/2022

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
March 15, 2022 Regular Minutes	3/16/2022	Exhibit



MEMBERS OF LANCASTER COUNTY PLANNING COMMISSION

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

MINUTES
Lancaster County Planning Commission
March 15, 2022 6:00 p.m.

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

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

Commissioners Present:

Tamecca Neely	James Barnett
Charles Keith Deese	Alan Patterson

Absent: Ben Levine, Sheila Hinson

No appointment has yet been made to fill District 5 seat. (Redistricting in progress)

Staff Present:

Rox Burhans, Development Services Director
Ashley Davis, Senior Planner
Robert Tefft, Senior Planner

Clerk: Jennifer Bryan

Others present: Billy Mosteller, Council member District 3
County Attorney John DuBose

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.

2. **APPROVE AGENDA**

Chairman Deese called for a motion to approve the Agenda.

Llewellyn Development has withdrawn; **Motion to Approve agenda with item 5a withdrawn**, by **James Barnett**; 2nd by **Alan Patterson**.

Called vote: 4:0. Motion approved unanimously.

3. **CITIZEN'S COMMENTS** [see Sign-In sheet attached] none signed in.

4. APPROVE MINUTES

a. February 15, 2022 Regular Minutes

Chairman Deese called for a motion to approve February 15, 2022 Regular Minutes as written. Motion to Approve by **Alan Patterson**; 2nd by **James Barnett**.

Called vote: 4:0. Motion approved unanimously

b. March 3, 2022 Workshop Minutes

Chairman Deese stated that as Commissioner Tamecca Neely was absent on March 3, there was not a quorum to vote on approval of March 3, 2022 Workshop Minutes.

Item is continued to the next meeting.

5. PUBLIC ITEMS

a. RZ-2021-2975 Llewellyn Development LLC

Application by Llewellyn Development LLC to rezone approximately 37.9 acres of land located at 10695, 10681, and 10749 Harrisburg Road from Low Density Residential (LDR) District to Medium Density Residential (MDR) District.

Item withdrawn by applicant prior to meeting.

b. MX-2020-2051 The Lodges

Application by NR Property Owners LLC to approve a Master Development Plan and Preliminary Plat for approximately 38.88 acres of land located at the north side of Fort Mill Highway, approximately 325 feet east of Rosemont Drive (TM#s 0006-00-086.00, 0006-00-087.00, 0006-00-087.03, and 0006-00-087.04) for a 261-unit multi-family development.

Staff Presentation: Robert Tefft, Senior Planner, presented the application consistent with the staff report. Staff Recommendations: Conditional approval, subject to addressing remaining TRC/Evolve and staff comments.

Questions to staff: **Alan Patterson** asked if sidewalks connect to nearby commercial areas.

Comment from applicant(s): **Kevin Murphy** (Charlotte NC) The revised plan has same number of bedrooms and no changes to the footprint of buildings from prior plan, the changes are all through interior reconfiguration. Sidewalk extends to property line.

R. Tefft and **A. Davis** reviewed aerial views on-line, and concluded that sidewalks do connect to nearby commercial districts.

Questions from Commissioners: **Alan Patterson** asked if new impact fees would apply to this resubmission; attorney **John DuBose** said that they might apply to the additional units proposed [difference between original plan 217 and proposed 261], but details are still being worked out about how fees or a percentage thereof will be assessed.

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

Chairman Deese closed Public hearing and called for a motion on item **MX-2020-2051 The Lodges.**

Motion to approve subject to stated conditions (page 4 of Staff Report), by Tamecca Neely; 2nd by James Barnett.

Discussion: none

Called vote: 4:0. **Motion is approved unanimously.**

This item does not require a hearing by County Council.

a. RZ-2022-0175 Gabriel Jon Hardy

Application by Gabriel Jon Hardy to rezone approximately 38.92 acres located at the northwest corner of intersection of Hwy 9 and Catoe Road (TM# 0069-00-071.00) from Low Density Residential (LDR) to Medium Density Residential (MDR) district.

Staff Presentation: Ashley Davis, Senior Planner, presented the applications consistent with the staff report. TIA will come in with preliminary plat. LCWSD is working with applicant on sewer service to proposed development. Staff Recommendations: approval.

Questions to staff: none.

Comment from applicant(s): **Jon Hardy** (Lancaster resident): concurs with staff presentation; plan on bringing water and sewer service from Hollybrook; in response to comment by Chairman Deese, notes that sewer upgrade presents some challenges due to steep grade and wetlands.

Questions from Commissioners: **James Barnett** thanked applicant for bringing a project to southern part of County.

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

Chairman Deese closed Public hearing and called for a motion on item **RZ-2022-0175 Gabriel Jon Hardy**

Motion to approve by James Barnett; 2nd by Tamecca Neely.

Discussion: **Alan Patterson** thanked developer for paying attention to connectivity, especially in southern part of the county.

Called vote: 4:0. **Motion is approved unanimously.**

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

6. NEW BUSINESS

- a. **Overview of Next Month's Agenda:** per discussion at 3/3 workshop, April agenda will be split between two meetings:
April 7, 2022 at 5:00 p.m.: preliminary plat, Kershaw text amendment, and Heath Springs rezoning.
April 19, 2022 at 5:00 p.m.: rezoning and development agreement for Arbor Walk; preliminary plat for Edgewater Sunset Pointe (863 lots); possibly the presentation on Interim Ordinance, but not confirmed.
- b. **Other:**
Comprehensive Plan (Ashley Davis): external website and survey are now live; over 60 responses so far on survey. Focus area meetings are next.
Commissioners requested a weekly update on survey responses.

UDO (Robert Tefft): finalizing Interim Ordinance for presentation in April/May.

7. ADJOURN

Motion to adjourn by James Barnett; 2nd by Alan Patterson. Approved by unanimous consent. Adjourned at 6:29 p.m.



PLANNING COMMISSION Public Hearing Sign In Sheet



Item 3: CITIZEN'S COMMENTS

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

Council Chambers
101 N. Main Street, Lancaster South Carolina
Tuesday, March 15, 2022

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

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PLANNING COMMISSION Public Hearing Sign In Sheet

WITHDRAWN

Item 5a: RZ-2021-2975 Llewellyn Development LLC

Application by Llewellyn Development to rezone 3 parcels totaling approximately 37.9 acres (TM#s 0003-00-043.00, 0003-00-043.02, & 0003-00-044.00) located at 10695, 10681 & 10749 Harrisburg Road, from Low Density Residential (LDR) to Medium Density Residential (MDR) zoning district for the purpose of developing a single-family residential neighborhood.

Council Chambers
101 N. Main Street, Lancaster South Carolina
Tuesday, March 15, 2022

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PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5b: MX-2020-2051 The Lodges

Application by NR Property Owners LLC to approve a Master Development Plan and Preliminary Plat for approximately 38.88 acres of land located at the north side of Fort Mill Highway, approximately 325 feet east of Rosemont Drive (TM#s 0006-00-086.00, 0006-00-087.00, 0006-00-087.03, and 0006-00-087.04) for a 261-unit multi-family development.



Council Chambers
101 N. Main Street, Lancaster South Carolina
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PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5c: RZ-2022-0175 Gabriel Jon Hardy

Application by Gabriel Jon Hardy to rezone approximately 38.92 acres located at the northwest corner of intersection of Hwy 9 and Catoe Road (TM# 0069-00-071.00) from Low Density Residential (LDR) to Medium Density Residential (MDR) district.



Council Chambers
101 N. Main Street, Lancaster South Carolina
Tuesday, March 15, 2022

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Agenda Item Summary

Ordinance # / Resolution #: April 7, 2022 Regular Minutes

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 4/19/2022

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
April 7, 2022 Regular Minutes	4/12/2022	Exhibit



MEMBERS OF LANCASTER COUNTY PLANNING COMMISSION

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

MINUTES
Lancaster County Planning Commission
Thursday April 7, 2022 5:00 p.m.

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

1. ROLL CALL: Quorum is present (5 Commissioners)

Commissioners Present:

Charles Keith Deese	Ben Levine	James Barnett
Sheila Hinson	Alan Patterson	

Absent: Tamecca Neely

No appointment has yet been made to fill District 5 seat. Redistricting in process.

Staff Present:

Rox Burhans	Clerk: Jennifer Bryan
Robert Tefft	

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.

2. APPROVE AGENDA

Chairman Deese called for a motion to approve the Agenda.

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

Called vote: 5:0. Motion approved unanimously.

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

Chairman Deese opened the floor to comments from the public. No citizens had signed in for comment; citizen's comments closed.

4. APPROVE MINUTES

a. March 3, 2022 Workshop Minutes

Chairman Deese called for a motion to approve March 3, 2022 Workshop Minutes as written. Motion to Approve by Ben Levine; 2nd by James Barnett.

Called vote: 5:0. Motion approved unanimously

b. March 15, 2022 Regular Minutes

Chairman Deese called for a motion to approve March 15, 2022 Regular Minutes as written. Abstention by Ben Levine and Sheila Hinson as absent from 3/15/22 meeting. Motion to Approve by James Barnett; 2nd by Alan Patterson.

~~Called vote: 3:0 (2 abstentions). Motion is approved.~~

[It was subsequently noted that this was insufficient for a quorum. 3/15/2022 minutes will be added to a later agenda for approval.]

5. PUBLIC ITEMS

a. SD-2021-2791 The Arches

Application by 521 Land Partners for a Major Subdivision Preliminary Plat consisting of eight commercial outparcels, located at the northeast corner of the intersection of Charlotte Highway/521 and Worldreach Drive (TM#s 0013-00-016.00, 0013-00-016.01, 0013-00-018.10 and p/o 0013-00-018.09). The project is approximately 11.81 acres and is zoned Regional Business (RB) and General Business.

Staff Presentation: Robert Tefft, Senior Planner, presented the application consistent with the staff report. Staff Recommendations: Approval (Conditional on resolution of outstanding TRC and TIA comments within 60 days)

Questions to staff: Ben Levine raised concerns about the access on Hwy 521 being a hazard, and asked what remedy there might be to address the problems, and whether the highway access on the plan was the developer's idea or derived from staff input. Tefft responded that it was part of the developer's plan from the beginning.

Comment from applicant(s):

Brent Cowan (Isaacs Group): The access to Hwy 521 is aligned with an existing median break; SC DOT has approved the TIA.

Questions from Commissioners: none further

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

Chairman Deese closed Public hearing and called for a motion on item
SD-2021-2791 The Arches.

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

Discussion: Ben Levine commented that he understands that existing conditions on Hwy 521 are what they are, but asks that staff and Commissioners do whatever they can to address and alleviate the problems of cross traffic.

Alan Patterson expressed that he was even more strongly opposed to plans that contribute to hazards due to traffic on Hwy 521, and feels it is a disservice to the community not to address these problems.

Called vote: 3:2. **Motion is approved.**

A Patterson: Against

J Barnett: For

B Levine: For

C Deese: For

S Hinson: Against

Commissioner Sheila Hinson was excused from hearing, recusing herself from consideration of item 5b.

b. **RZ-2022-0332 Vail** (Heath Springs)

Application by Michael Lee Vail to rezone approximately 22.236 acres located at or adjacent to 343 College Street, Heath Springs (TM# 0133O-0A-007.00) from R15 residential to IND industrial district, in order to build office and storage for a general contracting business.

Staff Presentation: Rox Burhans, Development Services Director (in the absence of Ashley Davis), presented the application consistent with the staff report.

Staff Recommendations: Approval, as consistent with Heath Springs comprehensive plan and ordinances.

Questions to staff: Ben Levine asked if there is a standard of proximity (e.g. number of feet or yards distant) for parcels not contiguous with similar zoning? Burhans responded that planners consider overall impact rather than a specific proximity measurement, and the area in consideration is characterized by mixed zoning.

Comment from applicant(s):

Michael Lee Vail (Heath Springs): His intent is to reduce the actual acreage of industrial/commercial use at a later date, and to utilize buffering plantings around the area that remains industrial.

Questions from Commissioners: Alan Patterson thanked Mr. Vail for his input, and commented that he was more confident in Mr. Vail's assurances than he would be from a corporate entity.

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

Chairman Deese closed Public hearing and called for a motion on item **RZ-2022-0332 Vail.**

Motion to approve, incorporating findings of fact on page 42 of Agenda/staff report, by Alan Patterson; 2nd by James Barnett.

Discussion: Ben Levine thanked Mr. Vail for attending and providing information.

Called vote: 4:0. **Motion** is approved.

A Patterson: For

B Levine: For C Deese: For

S Hinson: RECUSED (see attached Recusal form)

The item will go to Heath Springs Town Council for consideration, and applicants will be notified of time and date.

Commissioner Sheila Hinson returned to the meeting after vote on 5b concluded.

c. TA-2022-0445 Town of Kershaw

Application by the Town of Kershaw to amend Town of Kershaw Unified Development Ordinance to add Section 3.9, Permissible Uses for Group Homes; add Section 4.2.21, Developmental Standards for Group Homes; and to modify Chapter 19, Definitions.

Staff Presentation: Robert Tefft, Senior Planner, presented the application consistent with the staff report. Staff Recommendations: Approval as consistent with requirements for amending Unified Development Ordinance.

Questions to staff: none

Comment from applicant(s):

Ryan McLemore (Kershaw Town Administrator): the amendment arose after an application for rezoning to accommodate a group home was denied; legal counsel advised that amendment was necessary to bring UDO in compliance with federal and state fair housing regulations.

Questions from Commissioners: none.

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

Chairman Deese closed Public hearing and called for a motion on item
TA-2022-0445 Town of Kershaw.

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

Discussion: Ben Levine thanked staff for their review and presentation.

Called vote: 5:0. **Motion is** approved unanimously.

The item will go to Kershaw Town Council for consideration, and applicants will be notified of time and date.

6. NEW BUSINESS

Other: **Board Member of the Year Nominations:** Rox Burhans called for nominations for Board Member of the Year, to be referred to Council committee for recognition in June 2022.

Ben Levine proposed Charles Deese as the nominee from Planning Commission; James Barnett seconded the proposal. No other nominees were proposed. Mr. Deese was nominated by acclamation. Staff will prepare the nomination paperwork before next meeting of April 19, 2022.

Overview of Next Month's Agenda

- **April 19th Agenda:** one preliminary plat for the next Edgewater phase (Sunset Pointe); and a revote on Jon Gabriel Hardy application, as a precaution due to posted notice on property being unconfirmed.
- **May 17th Agenda;** currently 5 rezonings with 2 associated preliminary plats; and possibly the Interim Ordinance, which was rescheduled from this month because County Council asked that it be presented to the Committee of the Whole on April 13th before going to Planning Commission.

Chairman Deese asked if the agenda in May could be split, and the 5/5 Workshop changed to a full voting meeting to accommodate this. Mr. Burhans, commissioners and staff discussed logistics and publication requirements of this proposal, and the decision was made to work out the splitting of agenda items in the upcoming week to reach the best solution.

New Hire: Mr. Burhans announced that Matthew Blaszek had accepted our offer of employment and will be joining staff at the end of May.

RFATS Traffic Study: In a continuation of discussion about problems with Hwy 521 traffic access in the panhandle, Mr. Burhans informed Commissioners of new activity by RFATS engaging WSP Transportation Planning to do a study of the Hwy 521 Corridor with an eye to recommending necessary improvements. This study will be used by the Comprehensive Plan in addressing development in the corridor.

7. ADJOURN

Motion to adjourn by Ben Levine. Approved by unanimous consent. Meeting adjourned at 6:06 pm.



PLANNING COMMISSION Public Hearing Sign In Sheet

A handwritten signature in black ink, appearing to be "D. D.", is located to the left of the "Item 3" heading.

Item 3: CITIZEN'S COMMENTS

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

Council Chambers
101 N. Main Street, Lancaster South Carolina
Thursday, April 7, 2022

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PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5a: SD-2021-2791 The Arches

Application by 521 Land Partners for a Major Subdivision Preliminary Plat consisting of eight commercial outparcels, located at the northeast corner of the intersection of Charlotte Highway/521 and Worldreach Drive (TM#s 0013-00-016.00, 0013-00-016.01, 0013-00-018.10 and p/o 0013-00-018.09). The project is approximately 11.81 acres and is zoned Regional Business (RB) and General Business.

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PLANNING COMMISSION Public Hearing Sign In Sheet



Item 5b: RZ-2022-0332 Vail (Heath Springs)

Application by Michael Lee Vail to rezone approximately 22.236 acres located at or adjacent to 343 College Street, Heath Springs (TM# 0133O-0A-007.00)) from R15 residential to IND industrial district, in order to build office and storage for a general contracting business.

Council Chambers
101 N. Main Street, Lancaster South Carolina
Thursday, April 7, 2022

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PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5c: TA-2022-0445 Town of Kershaw

Application by the Town of Kershaw to amend Town of Kershaw Unified Development Ordinance to add Section 3.9, Permissible Uses for Group Homes; add Section 4.2.21, Developmental Standards for Group Homes; and to modify Chapter 19, Definitions.

Council Chambers
101 N. Main Street, Lancaster South Carolina
Thursday, April 7, 2022

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STATEMENT OF RECUSAL

In accordance with State Code § 8-13-700(b), I hereby abstain from all votes, deliberations, and other action on the following matter(s): Rezoning of 343 College St., Heath Springs, SC.

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

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

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

Reason(s) for Disqualification:

Commissioner Hinson is a Realtor & is the listing & selling agent for this transaction which would be a "Conflict of Interest" to vote as a Commissioner.

Name: Spencer Hinson Date: 4-8-22
Planning Commissioner

Agenda Item Summary

Ordinance # / Resolution #: SD-2021-1886 True Homes LLC (Edgewater Sunset Pointe)

Contact Person / Sponsor: A. Davis

Department: Planning

Date Requested to be on Agenda: 4/19/2022

Issue for Consideration:

Application by True Homes, LLC for a Major Subdivision Preliminary Plat consisting of 787 single-family homes and 76 townhomes ("Edgewater Sunset Pointe"), located on Bethel Boat Landing Road (a portion of TM# 0106-00-003.02). The project is approximately 178.5 acres and is zoned PDD [portion of PDD-2, Edgewater].

Points to Consider:

Development Summary	
Site Acreage	178.5 Acres
Proposed Lots	344 (45'x100' lots); 443 (40'x90' lots); and 76 (20'x90 townhomes)
Project Overview	Proposal for 863 homes located in a new portion of the Edgewater development.
Open Space	Approximately 65 acres (35.9%) will be provided as open space; 20.9% required
Streets	Will be privately maintained at this time

Recommendation:

Staff recommends **conditional approval** of this Major Preliminary Subdivision Plat request subject to the following conditions:

- Address outstanding TRC/Evolve comments within

60 days

- Finalize TIA improvement program within 60 days

ATTACHMENTS:

Description	Upload Date	Type
Planning Staff Report	4/12/2022	Planning Staff Report
Exhibit 1: Application	4/12/2022	Exhibit
Exhibit 2: Zoning Map	4/12/2022	Exhibit
Exhibit 3: Preliminary Plat	4/12/2022	Exhibit
Exhibit 4: TRC Comments	4/12/2022	Exhibit
Exhibit 5: Initial TIA Summary	4/12/2022	Exhibit
Exhibit 6: TIA Consultant Comments	4/12/2022	Exhibit
Exhibit 7: Master Plan	4/12/2022	Exhibit

PROPOSAL: Major Subdivision Preliminary Plat for 787 single-family homes and 76 townhomes on 178.5 acres.

PROPERTY LOCATION: Located near the intersection of Bethel Boat Landing Road and Catawba Ridge Boulevard (TM# 0106-00-003.02)

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

APPLICANT: True Homes, LLC

COUNTY COUNCIL DISTRICT: District 4, Larry Honeycutt

OVERVIEW & BACKGROUND:

Site Information & Existing Condition

The parcels to be developed are currently wooded.

Summary of Surrounding Zoning and Uses

Surrounding Property	Jurisdiction	Zoning District	Use
North	Lancaster County	PDD	Vacant
South	Lancaster County	PDD	True Homes: Lakeview and the Cottages
East	Lancaster County	PDD	The Pinery- West (181 units)
West	Lancaster County	N/A	Fishing Creek Lake

Zoning & Design

The parcel is proposed to be developed with primarily single-family units and 76 townhome units. The parcel is zoned PDD and is associated with the Edgewater Planned Development. This development is subject to the 1998 Lancaster County UDO and Ordinance #356 which serves as the controlling development document for this PDD.

PHOTOS OF PROJECT AREA:



DEVELOPMENT SUMMARY:

Development Summary	
Site Acreage	178.5 Acres
Proposed Lots	344 (45'x100' lots); 443 (40'x90' lots); and 76 (20'x90 townhomes)
Project Overview	Proposal for 863 homes located in a new portion of the Edgewater development.
Open Space	Approximately 65 acres (35.9%) will be provided as open space; 20.9% required
Streets	Will be privately maintained at this time

Traffic Impact Analysis (TIA)

A TIA dated October, 2021 was prepared by DRG submitted for review (*see attached TIA Summary*). The county consultant and DRG are still working to finalize required improvements. At this time, the following improvements will be required:

1. Left turn lanes at the following intersections:
 - a. Northbound Bethel Road left turn movement at Divine Street ("Y" intersection)
 - b. Westbound Grace Avenue left turn movement at Divine Street
 - c. Northbound Great Falls Highway left turns at Bethel Road ("Y" intersection)
2. Bethel Road & Bethel Boat Landing Road
 - a. Realign the intersection to allow the existing northbound Bethel Road to T into Bethel Boat Landing Road. Creating a free-flow condition east-west on Bethel Road/Bethel Boat Landing Road to help accommodate anticipated future growth of traffic volumes on Bethel Boat Landing Road.
 - b. Construct a northbound right turn lane on Bethel Road with 100 feet of storage
 - c. Construct a westbound left turn lane on Bethel Road with 150 feet of storage
3. Catawba Ridge Boulevard & Proposed Access "A"
 - a. Construct a roundabout.
4. Catawba Ridge Boulevard & Proposed Access "B":
 - a. One ingress lane and one egress lane (a westbound combined left-right turn lane on proposed Access "B")
5. Catawba Ridge Boulevard & Proposed Access "C":
 - a. Construction of a Roundabout

It should be noted that both roundabouts at Access "A" and "C" are to be designed in a way that they can be increased in size in the future should the traffic in this area warrant it.

Compliance Summary

TIA compliance:

Improvements required by the TIA for this project are not represented on this plan.

Setbacks:

Ordinance #356 requires a minimum side setback of 7.5 feet while the side setback listed on this plan is 3 feet.

Aside from the two issues noted above this plan is relatively consistent with the Planning requirements of the 1998 UDO, Ord. #356, and the Master Plan for this portion of Edgewater. See attachment 4 for full list of TRC comments from all reviewers.

STAFF RECOMMENDATION:

Staff recommends **conditional approval** of this Major Preliminary Subdivision Plat request subject to the following conditions:

- Address outstanding TRC/Evolve comments within 60 days
 - Finalize TIA improvement program within 60 days
-

ATTACHMENTS:

1. Preliminary Plat Application
2. Location Map/ Zoning Map
3. Preliminary Plat
4. TRC/Evolve Comments
5. Initial TIA Summary
6. TIA Consultant Comments
7. Craft/ True Edgewater Master Plan.

STAFF CONTACT:

Ashley Davis, Senior Planner
adavis@lancastersc.net | 803-416-9433

MAJOR SUBDIVISION PRELIMINARY PLAT

WHEN TO USE THIS PROCESS, AND WHEN TO USE A DIFFERENT ONE

When to use this checklist:

If either or both of the following circumstances exist, use this checklist or subdivision that front existing streets that include 11 or more acres.

- Creating 5 or more lots for any type of development; or
- Creating new streets or alleys.

APPLICATION AND APPROVAL PROCESS

- **Required Pre-Application Conference:** Please call to schedule a Pre-Application Conference and Sketch Plan review prior to submitting a Preliminary Plat application. Sketch Plans are usually a one-sheet conceptual drawing. Refer to the **Sketch Plan Checklist** for additional information. Pre-Application Conferences will be used to provide an overview of applicable standards and the approval process, as well as feedback on your sketch, if submitted in advance.

Prepare the Preliminary Plat using this checklist and the UDO which is available on our website.

- Submit the following items for plan review.
 - ☐ Project can be submitted online by creating an account at <https://evolvepublic.infovisionsoftware.com/lancaster/?portal=project>
 - ☐ 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.
- Most Preliminary Plats require Planning Commission approval, which meets on the 3rd Tuesday of each month. Subsequent to preliminary plat approval, After, Planning Commission approves the plat, you will receive a notification that you can print the stamped digital set from Evolve Project Portal.
- Plans and review must be submitted by 5pm of the first business day of the month. Prior to the Planning Commission meeting, staff will review the plan with the Technical Review Committee.

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**. The following will summarize the Preliminary Plat submittal and approval processes.

PROJECT INFORMATION

Project Address/Location: Bethel Boat Landing Road, Lancaster, SC 29720

Tax Map ID/Parcel No. A Portion of 0106-00-003.02

Project Description: Sunset Pointe

Applicant Name: True Homes, LLC.

Address: 2649 Brekonridge Centre Drive, Monroe, NC 28110

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

Property Owner Name: Craft Holdings, LLC.

Address: 2627 Brekonridge Centre Drive #103, Monroe, NC 28110

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

Other Project Contacts

Name: Kendall Godfrey, PE

Address: P.O. Box 1198, Pineville, NC 28134

Phone: 704-556-1990 Fax: 704-556-0505 Email: kendallg@y-wh.com

Name: Vince Keene, PE

Address: P.O. Box 1198, Pineville, NC 28134

Phone: 704-556-1990 Fax: 704-556-0505 Email: vincek@y-wh.com


Applicant Signature

2/15/22
Date


Property Owner Signature

2-11-2022
Date

PRELIMINARY PLAT CHECKLIST

The following identifies required information to be placed on Preliminary Plat drawings. A list of key requirements has also been provided, however, this checklist should not be used as a substitute to reviewing the UDO.

GENERAL PROJECT INFORMATION:

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

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

EXISTING CONDITIONS:

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

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

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

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

ENVIRONMENTAL CONSIDERATIONS:

ENVIRONMENTALLY SENSITIVE LANDS

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

TREE RETENTION

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

LANDSCAPING

- Show landscaping for required site landscaping areas.

OPEN SPACE

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

INFRASTRUCTURE CONSIDERATIONS:

GRADING, STORMWATER, AND UTILITY SYSTEM

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

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

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

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

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

LOT DESIGN

Identify a lot configuration that complies with the following standards.

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

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

USE-SPECIFIC STANDARDS

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

OVERLAY DISTRICTS

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

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

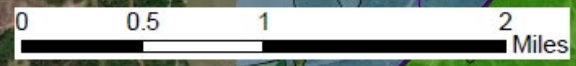
**SD-2021-1886
True Homes, LLC
Location Map**



**Proposal:
Preliminary Plat
Application**

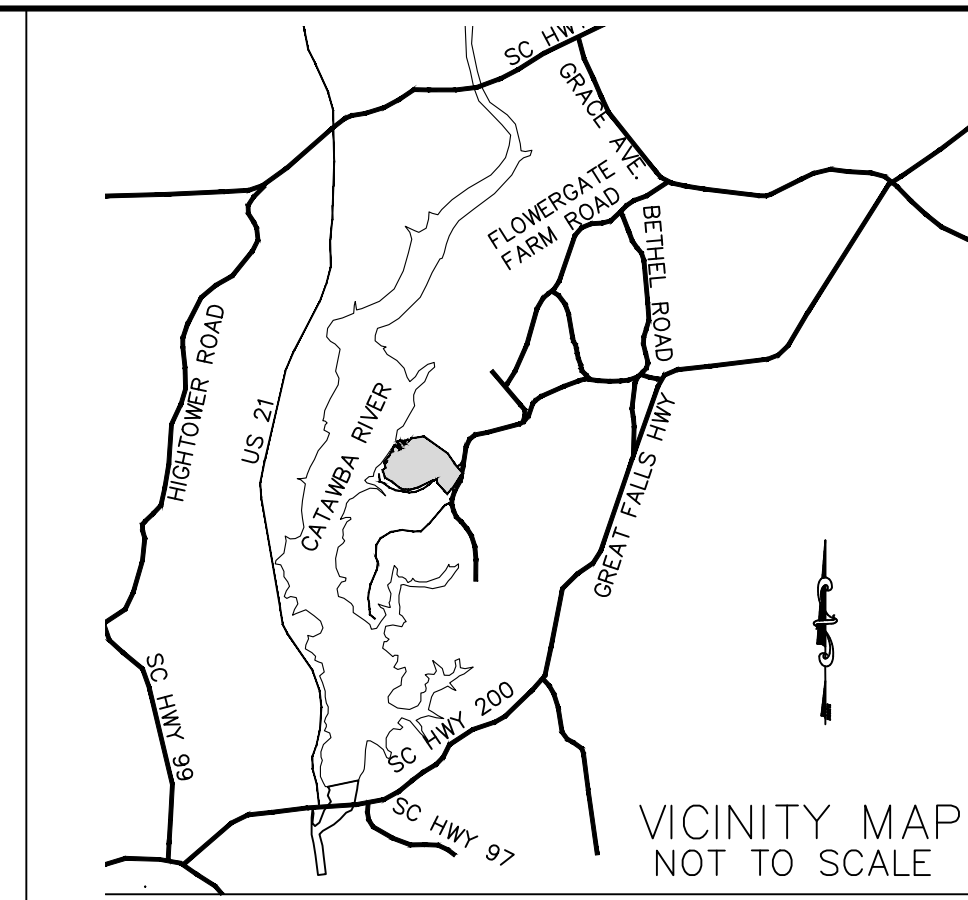
Legend:

-  Subject Property
-  Bell Town Fire Department
-  Edgewater Golf Club
-  Springs Park Boat Ramp



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

1. SKETCH PLAN COVER SHEET
2. PHASING PLAN
3. EXISTING CONDITIONS PLAN
4. SITE PLAN 1
5. SITE PLAN 2
6. SITE PLAN 3
7. GRADING/UTILITY PLAN 1
8. GRADING/UTILITY PLAN 2
9. GRADING/UTILITY PLAN 3
10. GRADING/UTILITY PLAN 4
11. GRADING/UTILITY PLAN 5
12. GRADING/UTILITY PLAN 6
13. LANDSCAPE PLAN 1
14. LANDSCAPE PLAN 2
15. LANDSCAPE PLAN 3



GRJ Job No. 2017197.00

This map was produced by photogrammetric methods from LIDAR data and aerial photography in accordance with National Map Accuracy Standards for "A=50 scale mapping with 1" contours as published by the USGS. Plotted contours are defined as "TERRAIN UNOCCUPIED" and "TERRAIN OCCUPIED" may not adhere to National Map Accuracy Standards. Unless expressly noted otherwise, floor generated topographic features are not shown. UNOCCUPIED areas:

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

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

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

Ninety-five (95) percent of all visible planimetric features shall be within one-fourth (1/4) of an inch, at map scale, of their correct coordinate positions. No such well defined features shall be in error by more than one-eighth (1/8) of an inch.

Contour Interval: 1 Foot
Date of LIDAR Acquisition: April 13, 2021
Date of Photography: April 13, 2021





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

March 30, 2022

Kendall Godfrey
Yarbrough-Williams & Houle, Inc.
P.O. Box 1198
Pineville, NC 28134

Project Number	20211886
Project Name	Edgewater Area A Sunset Pointe
Location	Bethel Boat Landing Road, Lancaster
Stage	Preliminary Plat
Parcel(s)	
Status	Not Approved

Dear: Kendall Godfrey

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:

General Comments:

1. The preliminary nature of this plan set does not provide adequate detail to formally comment, but the following are items of note from the information given. More specific comments will be provided during the civil document review cycle. This plan is labeled a Sketch Plan, but is considered a Preliminary Plat review.
2. Access using existing Bethel Boat Landing Road-
 - a. The traffic circles for these entrances should be incorporated in the next submittal.
 - b. For Bethel Boat Landing Road to extend through this project out to the Marina/Sunset Point area, the road must be continuous with no turns at intersecting roads. The current proposal has a turn and Road 1 bisects the end sections of Bethel Boat Landing. This needs to be updated if your intent is to keep the name throughout.
 - c. The proposed stub out at Street 4 is too close to the Bethel Boat Landing road to be effective. It should be moved further away in the area of Lot 348 shown on Sheet 12.
3. A significant portion of the perimeter of this project appears to have stormwater draining directly into adjacent streams, draws, and the river without any detention or sediment BMP treating that water. Over detention of other areas can mitigate this situation, but we have concerns about the significant potential for off-site sediment in sensitive areas around this parcel.
4. For any proposed crossing over existing wetlands or streams and/or any fill, disturbance, etc. to stream buffers and wetlands will need to be permitted through the US Army Corps of Engineers.
5. We are concerned that more area is being opened up for development when there are many Phases of Edgewater dormant or in various phases of construction.

Specific Comments:

6. Sheet 7
 - a. We have concerns about the steep grade of "street 1" intersecting with the potential roundabout. There needs to be a "landing pad" or flat area at this intersection for safety of traffic.
 - b. Retaining walls parallel with the stream buffer need to be located far enough away from the buffer such that construction can be completed without impacting the buffer areas.
7. Sheet 8
 - a. The proposed BMP appears to be a wet pond at Streets 2 and 11. Determination of the type of stream existing inside this proposed BMP will need to be made. US Army Corp permitting will need to be obtained if WOS are in this area.
8. Sheet 9
 - a. No grading, tree removal, or any construction may occur in the 50' river buffer. Place walls and associated foundations far enough away from the buffer area so the construction of the wall(s) does not disturb the 50' river buffer. We strongly suggest orange fencing (or some other means of delineation/protection) be placed at the river buffer to insure no disturbance occurs during construction activities.
9. Sheet 10-
 - a. There is an existing septic field near the marina which appears to be located in the proposed BMP adjacent to the pump station.
 - i. Is the septic field actively being used?
 - ii. If so, how will construction be phased such that the BMP measure is constructed after the pump station and sewer discharge conversion from the septic field? The BMP must be first.
 - iii. The septic field cannot be active once the BMP grading begins.
10. Sheet 11
 - a. The proposed retaining wall(s) should be at least 10' from the wetland areas. We strongly suggest orange fencing (or some other means of delineation/protection) be placed at the wetland buffer areas to insure no disturbance occurs during construction activities.

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

Not Approved

Review Comments:

If possible, please have someone call me regarding Bethel Boat Landing Rd. and how this road will be divided or partially removed.

Upon approval of the Civil Plat. please send me road names that you would like for me to review.

A CAD file will be needed for each phase.

Addresses will be issued to developer so that they can be placed on the Final Plat prior to recording.

Address will be sent out to the utility companies, tax assessors office, etc. upon receipt of a recorded plat

Will the developer be providing the road signs or will an application be needed for Public Works to make the signs?

Fire Marshal - John Magette - 8032838888

jmagette@lancastersc.net

Not Approved

Review Comments:

1. Bethel Boat Landing Road will need to be renamed under the current configuration to avoid confusion.
2. Provide legend on utility plan so that hydrant placement can be evaluated.

LC Water & Sewer District - James Hawthorne - (803) 285-6919

james.hawthorne@lcwasd.org

Not Approved

Review Comments:

No comments have been provided to Lancaster County by LCWSD. Contact Lancaster County Water & Sewer District for comments as it relates this review. Chanda

Comments provided by LCWSD on 3/30/2022

- Sewer easement needs to be a minimum 30' in width between lots, and in areas outside of the road right-of-way.
- Show match lines on sheets 7 through 12 of the preliminary plat to easily follow areas from page to page.
- Do not show forcemain or water main running through round-about. Use 45-degree bends to keep infrastructure outside of round-about.
- Show preliminary layout of pump station lot, to ensure adequate pump station size (min. 100'x100' lot), with access road and adequate turn-around (use auto-turn for standard school bus to ensure enough turnaround space is provided for a sewer vacuum truck).
- Show the proposed connection point of the offsite sewer line that is running through Edgewater Phase 10 and connecting to Pump Station #8 serving Edgewater, Phase 2.
- Show the proposed connection point of the proposed forcemain to the existing LCWSD sewer system. Why is the proposed forcemain not connecting into the existing 12" forcemain on Catawba Ridge Blvd.?
 - o Label the existing forcemain on Catawba Ridge Blvd. as an existing 12" forcemain.
 - o LCWSD needs to evaluate if the proposed flow from Sunset Point will require a portion of the existing 12" forcemain along Catawba Ridge Blvd., heading towards the City of Lancaster's WWTP needs to be upgraded.
- Show and label the existing 16" waterline running along Catawba Ridge Blvd. (sheet 7). The existing 16" waterline is running along the southbound side of Catawba Ridge Blvd.
 - o If the proposed road improvements will cause pavement to be placed on top of LCWSD's existing infrastructure, the existing infrastructure will need to be relocated (show) at the developer's expense.
- Show the proposed connection point of the proposed waterline to the existing LCWSD 16" waterline on Catawba Ridge Blvd. What is shown on Sheets 7 & 12 are not accurate.
- Confirm street trees are a minimum 10' away from the proposed waterlines and forcemain running through the neighborhood.

Planning - Ashley Davis - 803-416-9433

adavis@lancastersc.net

Not Approved

Review Comments:

- Revise to show all improvements required via the TIA
- Revise all references to "Sketch Plan" to "Preliminary Plat"
- Correct Side setbacks: listed at 3'; the minimum per Ord. 356 is 7.5'
- Provide a sheet which depicts a "typical" lot of each type. Confirm all lots meet the corresponding minimum lot sizes from section 11.3.3 of Ord. 356
- Page one seems to show sidewalks on both sides of the road while other sheets only show sidewalks on one side.

Advisory Comments:

- Staff recommends ending street 4 at the intersection with street 6 and moving the stub connection further to not be located so close to Bethel Boat Landing Road.
- Staff recommends adding roads to break up the long road stretches between Streets 4 and 5, Streets 5,6, and 7, and Streets 11 and 12.
- We recommend connecting street 8 through to the loop section of street 2
- Staff HIGHLY recommends additional parking be added throughout to project to assist in offsetting the smaller than usual front setbacks (resulting in shorter driveways)
- There are a number of concerns relating to the parking available at the planned amenity center could some of the open space in that area be converted to support additional parking for the amenity center?

LC School District - Jonathan Phipps - (803) 286-6972
Jonathan.Phipps@lcsdmail.net

No Review Done

Review Comments:

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

Conditional

Review Comments:

SCDOT only maintains Bethel Boat Landing Road and where it currently connects to Lead Road. Moving this connection south will make it connect to local road (Catawba Ridge Blvd.).

If a TIA is required it must be submitted to SCDOT for review.

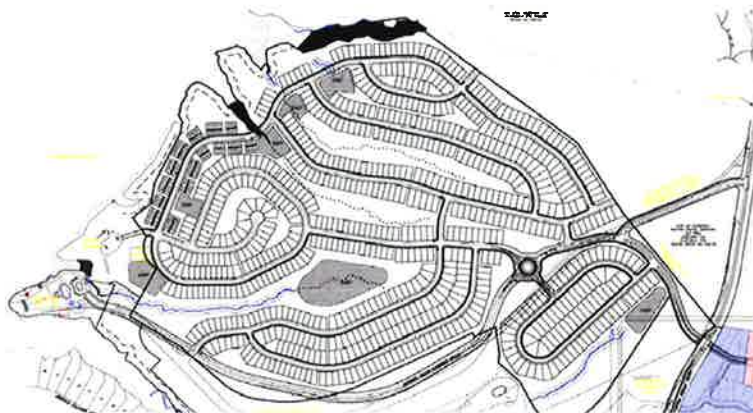
This review is a general access location review only and does not include required widths, radius returns, pavement design or any other details.

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

TRAFFIC IMPACT ANALYSIS

Edgewater A (Sunset Pointe) & B (The Pinery)

The east and west sides of Catawba Ridge Blvd south of Bethel Boat Landing Road



Lancaster County, South Carolina

for

True Homes

October 2021

757-002 (COA 2370)

2459 Wilkinson Boulevard, Suite 200
Charlotte, NC 28208

704.343.0608
www.drgrp.com





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EXECUTIVE SUMMARY

True Homes is proposing to develop a residential development on the east (The Pinery) and west (Sunset Point) sides of Catawba Ridge Boulevard south of Bethel Boat Landing Road in Lancaster County, SC (see Figure 1) with the following land uses:

- Area A (Sunset Pointe)
 - o 776 Single-Family Dwelling Units
 - o 64 Multi-Family (Low-Rise) Dwelling Units
- Area B (The Pinery)
 - o 473 Single-Family Dwelling Units



**Catawba Ridge Boulevard facing north at
Proposed Access "A"**

For this study, the project is assumed to be completed in 2026.

This report provides analysis of the traffic operations within the area of influence, according to the standards set by the South Carolina Department of Transportation's (SCDOT) "Access and Roadside Management Standards" (ARMS) document dated April 27, 2015, and Lancaster County's November 2016 Unified Development Ordinance (UDO). It provides recommended access management for the site and intersection improvements needed for mitigating traffic impacts.

This study evaluates the following scenarios:

- 2021 Existing Conditions
- 2026 No Build
- 2026 Full Buildout

The area of influence of the study site as indicated by SCDOT and Lancaster County staff includes the following five existing intersections and three proposed access locations:

1. Bethel Road & Grace Avenue [Unsignalized]
2. Great Falls Highway & PW Brown Ferry Road [Unsignalized]
3. Great Falls Highway & Bethel Road/Bell Tower Circle [Unsignalized]
4. Bethel Road & Bethel Boat Landing Road [Unsignalized]
5. Bethel Boat Landing Road & Flowergate Farm Road [Unsignalized]
6. Catawba Ridge Boulevard & Proposed Access "A" [Unsignalized]
7. Catawba Ridge Boulevard & Proposed Access "B" [Unsignalized]
8. Catawba Ridge Boulevard & Proposed Access "C" [Unsignalized]



According to the site plan, access to the project is expected to occur via three unsignalized locations on Catawba Ridge Boulevard:

- Proposed Access "A" (Full Movement) – unsignalized access located on Catawba Ridge Boulevard approximately 1,115 feet north of Edgewater Parkway.
- Proposed Access "B" (Full Movement) – unsignalized access located on Catawba Ridge Boulevard approximately 730 feet north of Edgewater Parkway.
- Proposed Access "C" (Full Movement) – unsignalized access located on Catawba Ridge Boulevard approximately 2,360 feet north of Edgewater Parkway.

The trip generation results indicate that the project is expected to generate 928 new AM peak hour trips and 1,218 new PM peak hour trips.

The intersections identified within the area of influence were analyzed to identify the traffic impact that the site development has under the build scenario. The traffic analysis is based on the LOS analysis at the identified intersections. The intersections were analyzed assuming buildout of the site in 2026.

With the results of our analyses (specifics are described in the Traffic Analysis section of this report) we suggest the following improvements/modifications at the study intersections and proposed accesses:

2026 Build Suggested Improvements/Access Configurations:

1. Bethel Road & Grace Avenue [Unsignalized]

- Construct an eastbound right turn lane on Grace Avenue with 100 feet of storage

2. Great Falls Highway & PW Brown Ferry Road [Unsignalized]

- No suggested improvements

3. Great Falls Highway & Bethel Road/Bell Tower Circle [Unsignalized]

- No suggested improvements

4. Bethel Road & Bethel Boat Landing Road [Unsignalized]

- Realign the intersection to allow the existing northbound Bethel Road to T into Bethel Boat Landing Road. Creating a free-flow condition east-west on Bethel Road/Bethel Boat Landing Road to help accommodate anticipated future growth of traffic volumes on Bethel Boat Landing Road.
- Construct a northbound right turn lane on Bethel Road with 100 feet of storage
- Construct a westbound left turn lane on Bethel Road with 150 feet of storage



5. Bethel Boat Landing Road & Flowergate Farm Road [Unsignalized]

- No suggested improvements

6. Catawba Ridge Boulevard & Proposed Access “A” [Unsignalized]

We propose the following full movement access configuration:

- One ingress lane and two egress lanes (a combined eastbound thru-right lane with 125 feet of storage and separate terminating left turn lane on eastbound proposed Access “A”)
- One ingress lane and two egress lanes (a westbound left turn lane with 100 feet of storage and a separate combined terminating thru-right turn lane on proposed westbound Access “A”)
- Construct a southbound right turn lane with 100 feet of storage on Catawba Ridge Boulevard
- Construct a southbound left turn lane with 150 feet of storage on Catawba Ridge Boulevard
- Construct a northbound left turn lane with 150 feet of storage on Catawba Ridge Boulevard (de-facto)

7. Catawba Ridge Boulevard & Proposed Access “B” [Unsignalized]

We propose the following full movement access configuration:

- One ingress lane and one egress lane (a westbound combined left-right turn lane on proposed Access “B”)

8. Catawba Ridge Boulevard & Proposed Access “C” [Unsignalized]

Realign the existing Bethel Boat Landing Road to hook and tie into Catawba Ridge Boulevard with the following configuration:

- One ingress lane and one egress lane (a combined left-right turn lane on proposed Access “C”)
- Construct a southbound right turn lane on Catawba Ridge Boulevard with 100 feet of storage

In summary, even though the Edgewater residential development will increase the amount of traffic on the adjacent roadways, the suggested intersection improvements and proposed access configurations will mitigate the additional site generated trips on the thoroughfares and improve the conditions for the traveling public as well as the future residents of the proposed development.

INTRODUCTION

True Homes is proposing to develop a residential development on the east (The Pinery) and west (Sunset Point) sides of Catawba Ridge Boulevard south of Bethel Boat Landing Road in Lancaster County, SC (see Figure 1) with the following land uses:

- Area A (Sunset Pointe)
 - o 776 Single-Family Dwelling Units
 - o 64 Multi-Family (Low-Rise) Dwelling Units
- Area B (The Pinery)
 - o 473 Single-Family Dwelling Units



**Catawba Ridge Boulevard facing north at
Proposed Access “A”**

For this study, the project is assumed to be completed in 2026. According to the site plan, access to the project is expected to occur via three unsignalized locations on Catawba Ridge Boulevard:

- Proposed Access “A” (Full Movement) – unsignalized access located on Catawba Ridge Boulevard approximately 1,115 feet north of Edgewater Parkway.
- Proposed Access “B” (Full Movement) – unsignalized access located on Catawba Ridge Boulevard approximately 730 feet north of Edgewater Parkway.
- Proposed Access “C” (Full Movement) – unsignalized access located on Catawba Ridge Boulevard approximately 2,360 feet north of Edgewater Parkway.



ANALYSIS OF EXISTING CONDITIONS

The area of influence of the study site as indicated by SCDOT and Lancaster County staff includes the following five existing intersections and two proposed access locations:

1. Bethel Road & Grace Avenue [Unsignalized]
2. Great Falls Highway & PW Brown Ferry Road [Unsignalized]
3. Great Falls Highway & Bethel Road/Bell Tower Circle [Unsignalized]
4. Bethel Road & Bethel Boat Landing Road [Unsignalized]
5. Bethel Boat Landing Road & Flowergate Farm Road [Unsignalized]
6. Catawba Ridge Boulevard & Proposed Access "A" [Unsignalized]
7. Catawba Ridge Boulevard & Proposed Access "B" [Unsignalized]
8. Catawba Ridge Boulevard & Proposed Access "C" [Unsignalized]



**Bethel Boat Landing Road facing west at
Flowergate Farm Road**



Bethel Road facing south at Divine Street

Catawba Ridge Boulevard is a local roadway, with a 45-mph speed limit. The roadway is a two-lane undivided roadway (one lane in each direction); no curb/gutter, sidewalk, bike lanes, or planting strip is present within the vicinity of the site.

Morning (6:30-8:30 AM) and afternoon (4:30-6:30 PM) peak period turning movement counts were conducted at all study intersections on Wednesday, August 4, 2021.

In addition to the intersection turning movement counts, SCDOT is the source for average annual two-way daily traffic (AADT) volumes within the area of influence. The AADT volumes are depicted in Table 1.

Table 1: Average Annual Daily Traffic Volumes (veh. per day)

Roadway (Station ID #)	AADT (year)
Grace Ave east of Divine St	4,700 (2020)
Bethel Rd south of Grace Ave	1,300 (2020)

Figure 2 shows the existing traffic volumes for the AM and PM peak hours.

TRAFFIC IMPACT ANALYSIS ADDENDUM

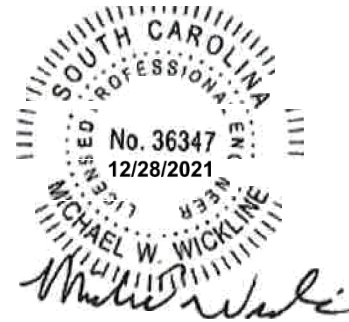
Date: December 28, 2021

To: Stephen Blackwelder
Environmental Compliance Manager
Lancaster County

Allison Love, AICP
Assistant District Permit Engineer — District 4
SCDOT

From: Michael Wickline, P.E.
Principal
Design Resource Group, PA (COA 2370)

Subject: Edgewater TIA Comment Response Memo (757-002)



We offer the following responses (which can be seen in RED) to the most relevant comments provided to us by Lancaster County in the memorandum from Infrastructure dated Decemberth 2021, and from SCDOT in letter dated November 12^h, 2021 (see original memorandums attached at the end of this response memo):

1. Verify sight distance for all access points.
 - Noted, and will notify the development team to verify available sight distance meets minimum requirement (usually covered under site plan permitting).

Okay – usually for future this is stated in the report that the site engineer will verify spacing and sight distance of driveway access.

2. Consider if need is verified for additional left turn lanes at the following:
 - Northbound Bethel Road left turn movement at Divine Street ("Y" intersection)
 - Westbound Grace Avenue left turn movement at Divine Street
 - Northbound Great Falls Highway left turns at Bethel Road ("Y" intersection)
 - o Although turn lanes could be considered for the three intersections noted above based on SCDOT's TLW, the turn lanes were not suggested or required by SCDOT, per SCDOT's 11/12/21 TIA concurrence letter.

The report did not perform an analysis for turn lanes at these locations so SCDOT would not know whether to suggest or not; was this analysis waived by SCDOT? Apparently these intersections were given by the County and SCDOT to study as the influence area of impact from the development.

SCDOT ARMS manual - P47 - Section 5D states “On Roadways with substantial traffic volumes and/or higher speeds, lanes for deceleration, or turn storage may be required by the Department or as the result of the traffic impact study” in which we have high speeds and substantial volumes at all three intersections listed above and the turn lane graphs do show that they could be considered. Also, ARMS manual page 57 checklist list for Mitigation – “Identify need for Turn Lanes, Capacity , and storage.”

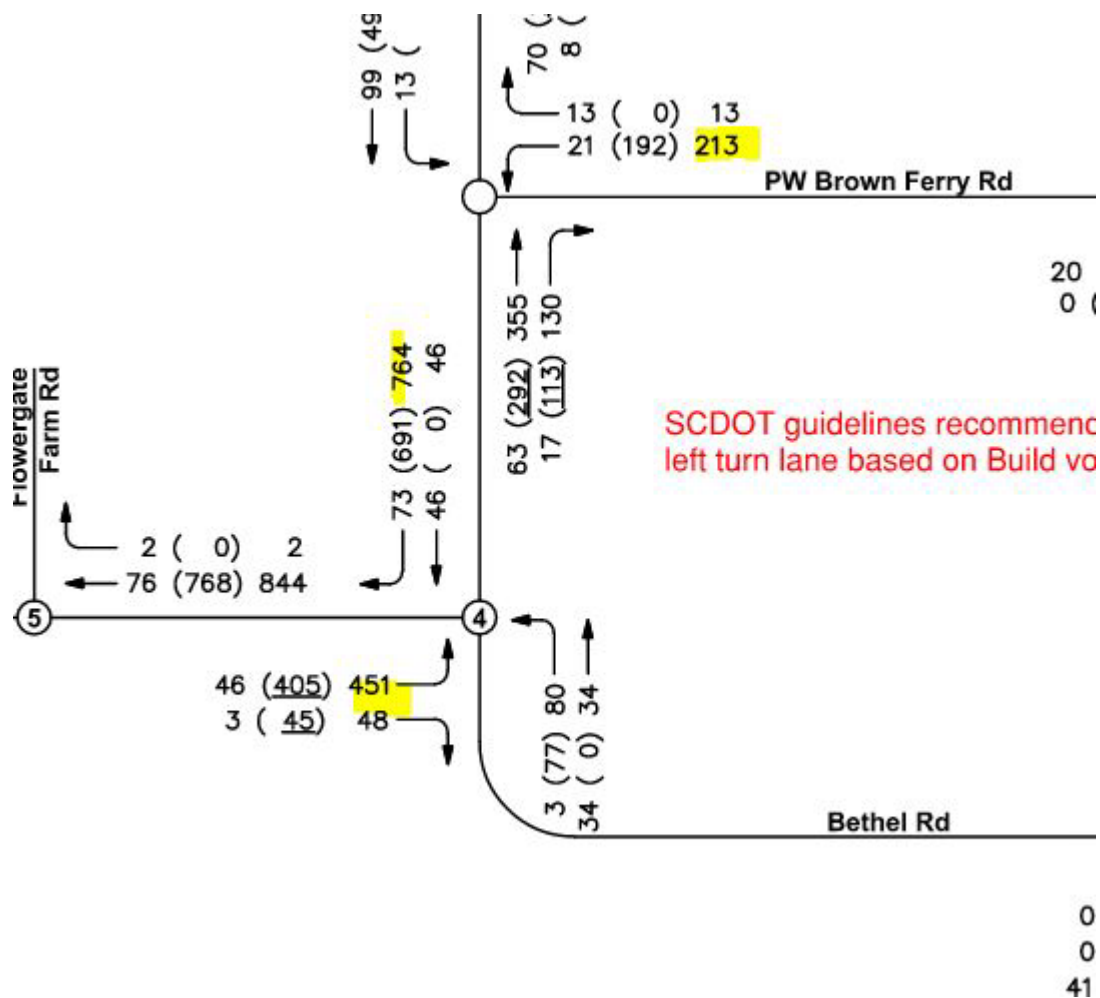
2459 Wilkinson Boulevard, Suite 200
Charlotte, NC 28208

o 704.343.0608
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3. Perform an analysis for a Roundabout at the recommended mitigated intersection of Bethel Road at Bethel Boat Landing Road.

- Although a roundabout could be considered at this location, SCDOT recommends realigning Bethel Boat Landing Road at a 90-degree angle and constructing left and right turn lanes on Bethel Road to meet minimum storage requirements of the SCDOT ARMS manual.



Suggested the roundabout, if analysis showed it can handle the capacity, due to PW Brown Ferry or Sweet Ruby Road close proximity (currently 100 feet away) understanding that this distance will change with



realignment Bethel Boat Landing Road. Also, agreed with original recommendation of making Bethel Boat Landing Road with Bethel Road as the through movement and “T”ing Bethel Road into the intersection based on future volumes. According to your statement above, the intersection right of way will stay the same accommodating the lesser volume.

4. Consider Roundabouts at Access A and Access C to improve LOS – needs analysis
- Access “A” – A roundabout was tested at Access “A” during the TIA process to help reduce delay at the proposed access locations. The results showed that a roundabout would fail within 10 years of construction (without the inclusion of increased trips expected from additional developments being planned in the vicinity of the site). See attachments for analysis results.

It appears that the SIDRA analysis for the circle took the intersection out 20 years and did not show a comparison to the actual Build year numbers of the conventional intersection for this time.

- Access “C” – Although Access “C” currently operates at LOS “E”, there is not significant queuing based on the queueing and blocking reports. Alternative access locations to the site will also help to improve the functionality of the access.

Just looking at the circle due to LOS E for the eastbound movement and the southbound right could be channelized out of the circle – eliminate future traffic control needs/complaints due to side street delay and safety.

5. Bethel Road at Grace Avenue – consider additional storage of recommended right turn lane on Grace Avenue due to heavy volume.
- Additional storage is not necessary based on 95th%/Max. queues. In addition, SCDOT does not support the construction of an eastbound right turn lane on Grace Avenue and has recommended reducing the eastbound radius to provide a more defined 12-foot southbound lane on Bethel Road with a 2-foot paved shoulder, tapering to the existing 10-foot lane width.

Correct mitigation would be to have channelized right turn decel that would accommodate the volume and with the channelization to remove the conflict for the left turns out of Bethel Road. PM Peak – 455 right turns off of Grace and 270 left turns out of Bethel. This



should also improve the LOS and Delay for northbound Bethel Road.

In addition to the most relevant comments/recommendations, we would also like to address the following comments:

1. Analysis was for actual Build year and did not reflect Build + 1 year – UDO 6.8.2D.

- Build +1 year analysis was not required per the approved scope.

Build plus 1 year is in Lexington County's UDO 6.8.2D. We agree it will not make much difference in the current mitigation requirements. Just make note for future TIAs in Lexington County.



2. Counts conducted on August 4, 2021; Lancaster County Schools did not start until August 16; counts do not reflect any school traffic.

- Count date was deemed acceptable by SCDOT/Lancaster County staff during scoping meeting on 6/30/2021 since no schools are present in the vicinity of the site.

Still good practice to pick up school times especially when the actual counts acquired were close to the date of school start for the year. Could have had a greater impact on Grace and Great Falls.

We hope the above responses alleviate any concerns you may have related to the Edgewater TIA and will allow you to finalize your review.

Please contact us should you need any additional information.

Attachments: Edgewater Residential Technical Memorandum (Lancaster County/Infrastructure TIA Comments)
TIA Response – Edgewater Areas A & B (SCDOT TIA Comments)
Figure 8: Suggested Laneage
Access “A” Roundabout Analysis

cc: David Gamble, P.E. SCDOT
Rox Burhans Lancaster County
File

1. Overview of Traffic Impact Analysis (TIA) Report

Design Resource Group submitted a traffic impact analysis report for combination of single family and multifamily housing development that will access Catawba Ridge Boulevard south of Bethel Boat Landing Road bounded by the Catawba River to the west. Michael Wickline is the Engineer on Record (EOR) for producing the detailed traffic report. Five intersections were analyzed for impacts – Bethel Road at Grace Avenue, Great Falls Highway and PW Brown Ferry Road, Great Falls Highway and Bethel Road/Bell Tower Circle, Bethel Road at Bethel Boat Landing Road, and Bethel Boat Landing Road at Flowergate Farm Road. Also, three access point locations were reviewed on Catawba Ridge Boulevard for the development on the east and west side of the road. The overall report contained a good breakdown of volumes and distribution among all study locations. The analysis just showed a Build year of 2026 with 2026 No Build conditions. Did not reflect a Build plus 1 year in the report. There were some unacceptable levels of services for certain movements at intersections and the report showed mitigation for all mentioned in the report. Did not show any mitigation from SCDOT turn lane guideline checks for high volume left turns at three intersections.

2. Items of Interest in the TIA Report

The TIA document was redlined with marks highlighting interest items below (pages noted below reflect pdf pages and not report pages):

- Page 3 – analysis was for actual Build year and did not reflect Build + 1 year -UDO 6.8.2 D.
- Page 4 – Bethel Road at Grace Avenue – consider additional storage of recommended right turn lane on Grace Avenue due to heavy volume.
- Page 4 – Northbound Great Falls Highway at Bethel Road/Bell Tower Circle showed a need for a left turn lane based on SCDOT guidelines.
- Page 4 – Bethel Road and Bethel Boat Landing Road mentions mitigation of realignment of through movements and additional lanes; did not report on traffic signal need to improve LOS; need to consider a roundabout.
- Page 5 – No mitigation mentioned for Flowergate Farm Road due to low volume; however, sight distance needs to be checked due to increased volume on Bethel Boat Landing Road; if shown a deficiency – address.
- Page 5 – Verify sight distance for all access points.
- Page 10 - Show road classifications and speed limits for all intersecting roads reviewed.
- Page 10 – Counts conducted on August 4, 2021; Lancaster County Schools did not start till August 16; counts do not reflect any school traffic.
- Page 10 – Checked growth rate for area based on SCDOT ADT data and 2% is adequate.
- Page 11 – Divine Street is the through movement street at Bethel Road intersection
- Page 15 – Trip generation is good.
- Page 16 – Distribution checked and good.
- Page 18 – Volumes show need for left turn lane for northbound Bethel Road at Divine Street.

Traffic Impact Analysis Review – Lancaster County – Edgewater Residential Technical Memorandum

- Page 19 – For mitigation of a 100' right turn lane noted in the report, consider longer right turn lane storage for Grace Avenue at Bethel Road due to volume of right turns.
- Page 19 – A left turn lane is shown to be needed based on SCDOT guidelines for westbound Grace Avenue onto Divine Street.
- Page 19 – A left turn lane is shown to be needed based on SCDOT guidelines for northbound Great Falls Highway at Bethel Road/Bell Tower Circle.
- Page 22 – Consider longer right turn lane storage based on volume
- Page 22 – Compare the queues of the Build and Build with mitigation scenarios.
- Page 23 – need to verify delay and LOS of No Build and Build conditions at Great Falls Highway and PW Brown Ferry Road. An increase of 174 vehicles only showed a 2.4 second increase in delay.
- Page 25 – For Great Falls Highway northbound left turns at Bethel Road /Bell Tower Circle a left turn lane is shown to meet SCDOT guidelines.
- Page 28 – Bethel Road at Bethel Boat Landing Road - need to perform an analysis for a roundabout – conditions appear to be favorable since changes in intersection control is recommended and still shows need for signal control.
- Page 30 - Verify sight distance at Flowergate Road for safety.
- Page 31 – Consider roundabout for Access A on Catawba Ridge Blvd.
- Page 34 – Consider Roundabout for Access C to improve LOS E for eastbound traffic

3. Checklist Comments

Attached is a TIA checklist that reviews all submitted information for proper TIA submittal. The analysis period did not reflect UDO 6.8.2 D for analysis year after development which would be 2027 (Build plus 1 year). The TIA did not review driveway sight distance (usually covered under site plan permitting). The report did not address some mitigation requirements based on volume.

4. Recommendations

1. **Verify sight distance for all access points.**
2. **Consider if need is verified for additional left turn lanes at the following:**
 - **Northbound Bethel Road left turn movement at Divine Street (“Y” intersection)**
 - **Westbound Grace Avenue left turn movement at Divine Street**
 - **Northbound Great Falls Highway left turns at Bethel Road (“Y” intersection)**
3. **Perform an analysis for a Roundabout at the recommended mitigated intersection of Bethel Road at Bethel Boat Landing Road.**
4. **Consider Roundabouts at Access A and Access C to improve LOS – needs analysis**

November 12, 2021

Michael W. Wickline, P.E.
Design Resource Group
2459 Wilkinson Boulevard, Suite 200
Charlotte, NC 28208

RE: Edgewater A (Sunset Pointe) & B (The Pinery)
Traffic Impact Analysis
Catawba Ridge Boulevard (O.S.)
Lancaster County

Dear Mr. Wickline,

Thank you for allowing us to review the Traffic Impact Analysis (TIA) regarding the site on Catawba Ridge Boulevard (O.S.). We concur in principle with the document and provide the following comments.

TIA Recommendations

Bethel Road (S-29-187) & Grace Avenue (S-29-50)

- Construct an eastbound right turn lane on Grace Avenue with 100 feet of storage

Bethel Road (S-29-187) & Bethel Boat Landing Road (S-29-296)

- Realign the intersection to allow the existing northbound Bethel Road to T into Bethel Boat Landing Road, creating a free-flow condition east-west on Bethel Road/Bethel Boat Landing Road to help accommodate anticipated future growth of traffic volumes on Bethel Boat Landing Road.
- Construct a northbound right turn lane on Bethel Road with 100 feet of storage
- Construct a westbound left turn lane on Bethel Road with 150 feet of storage

Catawba Ridge Boulevard (O.S.) & Proposed Access "A"

- One ingress lane and two egress lanes (a combined eastbound thru-right lane with 125 feet of storage and separate terminating left turn lane on eastbound proposed Access "A")
- One ingress lane and two egress lanes (a westbound left turn lane with 100 feet of storage and a separate combined terminating thru-right turn lane on proposed westbound Access "A")
- Construct a southbound right turn lane with 100 feet of storage on Catawba Ridge Boulevard
- Construct a southbound left turn lane with 150 feet of storage on Catawba Ridge Boulevard
- Construct a northbound left turn lane with 150 feet of storage on Catawba Ridge Boulevard (de-facto)

Catawba Ridge Boulevard (O.S.) & Proposed Access "B"

- One ingress lane and one egress lane (a westbound combined left-right turn lane on proposed Access "B")

Catawba Ridge Boulevard (O.S.) & Proposed Access "C"

- One ingress lane and one egress lane (a combined left-right turn lane on proposed Access "C")
- Construct a southbound right turn lane on Catawba Ridge Boulevard with 100 feet of storage



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SCDOT Comments for Specific Study Intersections

Bethel Road (S-29-187) & Grace Avenue (S-29-50)

- The Department does not support the recommendation to construct an eastbound right turn lane on Grace Avenue. We support reducing the eastbound radius to provide a more defined 12' southbound lane on Bethel Road with a 2' paved shoulder, tapering to the existing 10' lane width.
- Clearing of all trees within the right-of-way at this intersection for improved visibility and safety is recommended.

Bethel Road (S-29-187) & Bethel Boat Landing Road (S-29-296)

- The Department agrees in concept with the recommendations for this intersection, however changing the alignment of Bethel Road from a through movement to a turn could create confusion for drivers and require revisions to addresses and the state's road numbering and naming system.
- As alternative mitigation, the Department recommends realigning Bethel Boat Landing Road to intersect Bethel Road at a 90-degree angle and constructing left and right turn lanes on Bethel Road to meet minimum storage requirements of the SCDOT ARMS manual.
- Clearing of all trees within the right-of-way at this intersection for improved visibility and safety is recommended.

SCDOT General Comments

- The final design of the supported improvements on state roadways will be determined during the encroachment permit application process.
- Construct appropriate turn lane tapers with all proposed turn lanes.

Once comments from all reviewers have been addressed, please submit a digital copy of the final draft to the Department. If you have any additional questions or concerns, please contact the District 4 Permit Office at (803) 377-4155.

Sincerely,



C. Jason Johnston, P.E.

District 4 Engineering Administrator

CJJ/jmg

cc: Stephen Blackwelder, Lancaster County Engineering
Clint Beaver, Lancaster Resident Maintenance Engineer

File: D4/PO/ACL

District Four Engineering
Post Office Box 130
1232 JA Cochran Bypass
Chester, SC 29706



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Figure 8

MOVEMENT SUMMARY

 Site: 101 [AM Access "A" (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Design Life Analysis (Final Year): Results for 20 years

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Catawba Ridge Blvd														
3	L2	4	3.0	6	3.0	0.518	14.8	LOS B	3.2	82.3	0.77	0.90	1.18	30.6
8	T1	186	3.0	300	3.0	0.518	14.8	LOS B	3.2	82.3	0.77	0.90	1.18	30.6
18	R2	4	3.0	6	3.0	0.518	14.8	LOS B	3.2	82.3	0.77	0.90	1.18	29.8
Approach		194	3.0	313	3.0	0.518	14.8	LOS B	3.2	82.3	0.77	0.90	1.18	30.5
East: Access "A"														
1	L2	4	3.0	6	3.0	0.497	17.3	LOS C	2.6	67.4	0.78	0.90	1.20	29.4
6	T1	4	3.0	6	3.0	0.497	17.3	LOS C	2.6	67.4	0.78	0.90	1.20	29.4
16	R2	139	3.0	225	3.0	0.497	17.3	LOS C	2.6	67.4	0.78	0.90	1.20	28.6
Approach		147	3.0	237	3.0	0.497	17.3	LOS C	2.6	67.4	0.78	0.90	1.20	28.7
North: Catawba Ridge Blvd														
7	L2	47	3.0	76	3.0	0.346	5.9	LOS A	2.1	53.6	0.13	0.04	0.13	34.3
4	T1	95	3.0	153	3.0	0.346	5.9	LOS A	2.1	53.6	0.13	0.04	0.13	34.2
14	R2	139	3.0	225	3.0	0.346	5.9	LOS A	2.1	53.6	0.13	0.04	0.13	33.2
Approach		281	3.0	454	3.0	0.346	5.9	LOS A	2.1	53.6	0.13	0.04	0.13	33.7
West: Access "A"														
5	L2	418	3.0	675	3.0	0.658	13.1	LOS B	8.5	216.7	0.71	0.70	0.99	29.3
2	T1	4	3.0	6	3.0	0.658	13.1	LOS B	8.5	216.7	0.71	0.70	0.99	29.2
12	R2	4	3.0	6	3.0	0.658	13.1	LOS B	8.5	216.7	0.71	0.70	0.99	28.5
Approach		426	3.0	688	3.0	0.658	13.1	LOS B	8.5	216.7	0.71	0.70	0.99	29.2
All Vehicles		1048	3.0	1693	3.0	0.658	12.1	LOS B	8.5	216.7	0.57	0.59	0.82	30.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: G:\SDSKPROJ\757-002 Edgewater Pre-TIA & TIA\Sidra\Access A.sip9

MOVEMENT SUMMARY

 Site: 101 [PM Access "A" (Site Folder: General)]

New Site

Site Category: (None)

Roundabout

Design Life Analysis (Final Year): Results for 20 years

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] ft				
South: Catawba Ridge Blvd														
3	L2	4	3.0	6	3.0	0.358	10.3	LOS B	1.7	43.6	0.69	0.72	0.79	32.5
8	T1	137	3.0	221	3.0	0.358	10.3	LOS B	1.7	43.6	0.69	0.72	0.79	32.5
18	R2	4	3.0	6	3.0	0.358	10.3	LOS B	1.7	43.6	0.69	0.72	0.79	31.6
Approach		145	3.0	234	3.0	0.358	10.3	LOS B	1.7	43.6	0.69	0.72	0.79	32.5
East: Access "A"														
1	L2	4	3.0	6	3.0	0.237	8.3	LOS A	1.0	25.1	0.64	0.64	0.64	33.4
6	T1	4	3.0	6	3.0	0.237	8.3	LOS A	1.0	25.1	0.64	0.64	0.64	33.3
16	R2	90	3.0	145	3.0	0.237	8.3	LOS A	1.0	25.1	0.64	0.64	0.64	32.4
Approach		98	3.0	158	3.0	0.237	8.3	LOS A	1.0	25.1	0.64	0.64	0.64	32.4
North: Catawba Ridge Blvd														
7	L2	153	3.0	247	3.0	1.040	53.6	LOS F ¹¹	324.7	8313.3	1.00	0.58	1.44	19.9
4	T1	231	3.0	373	3.0	1.040	53.6	LOS F ¹¹	324.7	8313.3	1.00	0.58	1.44	19.8
14	R2	461	3.0	745	3.0	1.040	53.6	LOS F ¹¹	324.7	8313.3	1.00	0.58	1.44	19.5
Approach		845	3.0	1365	3.0	1.040	53.6	LOS F ¹¹	324.7	8313.3	1.00	0.58	1.44	19.7
West: Access "A"														
5	L2	270	3.0	436	3.0	0.635	16.7	LOS C	5.6	142.5	0.81	1.02	1.43	28.0
2	T1	4	3.0	6	3.0	0.635	16.7	LOS C	5.6	142.5	0.81	1.02	1.43	28.0
12	R2	4	3.0	6	3.0	0.635	16.7	LOS C	5.6	142.5	0.81	1.02	1.43	27.3
Approach		278	3.0	449	3.0	0.635	16.7	LOS C	5.6	142.5	0.81	1.02	1.43	28.0
All Vehicles		1366	3.0	2206	3.0	1.040	38.2	LOS E ¹¹	324.7	8313.3	0.90	0.69	1.31	22.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

¹¹ Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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Project: G:\SDSKPROJ\757-002 Edgewater Pre-TIA & TIA\Sidra\Access A.sip9

DOWNSTREAM LANE FLOW RATES FOR EXIT ROADS (ARRIVAL FLOW)

Movement Class:	LV	HV	TOT
Exit: SOUTH			
Lane: 1	161.4	5.0	166.4
Total	161.4	5.0	166.4
Exit: EAST			
Lane: 1	86.2	2.7	88.8
Total	86.2	2.7	88.8
Exit: NORTH			
Lane: 1	1164.1	36.0	1200.1
Total	1164.1	36.0	1200.1
Exit: WEST			
Lane: 1	230.3	7.1	237.4
Total	230.3	7.1	237.4

Flow rates shown above are Arrival Flow Rates (veh/h) based on the following input specifications:
Unit Time for Volumes = 60 minutes
Peak Flow Period = 15 minutes
Effects of Volume Factors (Peak Flow Factor, Flow Scale, Growth Rate) are included.
Arrival Flow Rates may be less than Demand Flow Rates if capacity constraint applies in network analysis.

[Go to Table Links \(Top\)](#)

For other Output reports and displays on Flow Rates, see the commands in the Site Reports and Network Site Reports tab ribbons.

Demand Analysis

Demand Analysis (Design Life / Flow Scale) Results

Site: AM Access "A"

Site ID: 101
Roundabout

Design Life Analysis - Specified Target: Final Year
Results are reported for year 20 based on specified target.

Results in the table below are given for Intersection - Vehicles

Year	Eff. Cap.	Degree of Satn	Prac. Spare Cap.	Aver. Delay (sec)	Stop Rate	95% Back of Queue (veh)	Perf. Index	Cost Total \$/h
0	2790	0.408	108	6.8	0.32	2.4	36.3	468.0
1	2781	0.418	103	7.0	0.32	2.5	37.3	478.2
2	2771	0.428	99	7.1	0.33	2.6	38.3	488.7
3	2762	0.438	94	7.3	0.34	2.7	39.4	499.4
4	2752	0.448	90	7.4	0.35	2.8	40.5	510.4
5	2742	0.459	85	7.6	0.35	2.9	41.6	521.8
6	2732	0.470	81	7.8	0.36	3.0	42.8	533.4
7	2722	0.481	77	8.0	0.37	3.1	44.1	545.4
8	2711	0.492	73	8.2	0.38	3.2	45.6	557.7
9	2701	0.504	69	8.4	0.39	3.3	47.1	570.4
10	2690	0.516	65	8.6	0.40	3.5	48.6	583.5
11	2679	0.529	61	8.8	0.41	3.6	50.3	596.9
12	2668	0.542	57	9.1	0.42	3.7	52.0	610.8
13	2657	0.555	53	9.4	0.44	3.9	53.8	625.1
14	2645	0.568	50	9.7	0.45	4.0	55.7	639.9
15	2634	0.582	46	10.0	0.47	4.6	58.6	655.4
16	2622	0.596	43	10.3	0.49	5.3	62.0	671.4
17	2610	0.611	39	10.7	0.51	6.0	65.6	688.0
18	2598	0.626	36	11.1	0.54	6.8	69.4	705.3
19	2585	0.642	32	11.6	0.56	7.6	73.4	723.3
20	2573	0.658	29	12.1	0.59	8.5	77.7	742.1

DOWNSTREAM LANE FLOW RATES FOR EXIT ROADS (ARRIVAL FLOW)

Movement Class:	LV	HV	TOT
Exit: SOUTH			
Lane: 1	360.7	11.2	371.8
Total	360.7	11.2	371.8
Exit: EAST			
Lane: 1	243.1	7.5	250.6
Total	243.1	7.5	250.6
Exit: NORTH			
Lane: 1	778.7	24.1	802.7
Total	778.7	24.1	802.7
Exit: WEST			
Lane: 1	707.3	21.9	729.1
Total	707.3	21.9	729.1

Flow rates shown above are Arrival Flow Rates (veh/h) based on the following input specifications:
Unit Time for Volumes = 60 minutes
Peak Flow Period = 15 minutes
Effects of Volume Factors (Peak Flow Factor, Flow Scale, Growth Rate) are included.
Arrival Flow Rates may be less than Demand Flow Rates if capacity constraint applies in network analysis.

[Go to Table Links \(Top\)](#)

For other Output reports and displays on Flow Rates, see the commands in the Site Reports and Network Site Reports tab ribbons.

Demand Analysis

Demand Analysis (Design Life / Flow Scale) Results

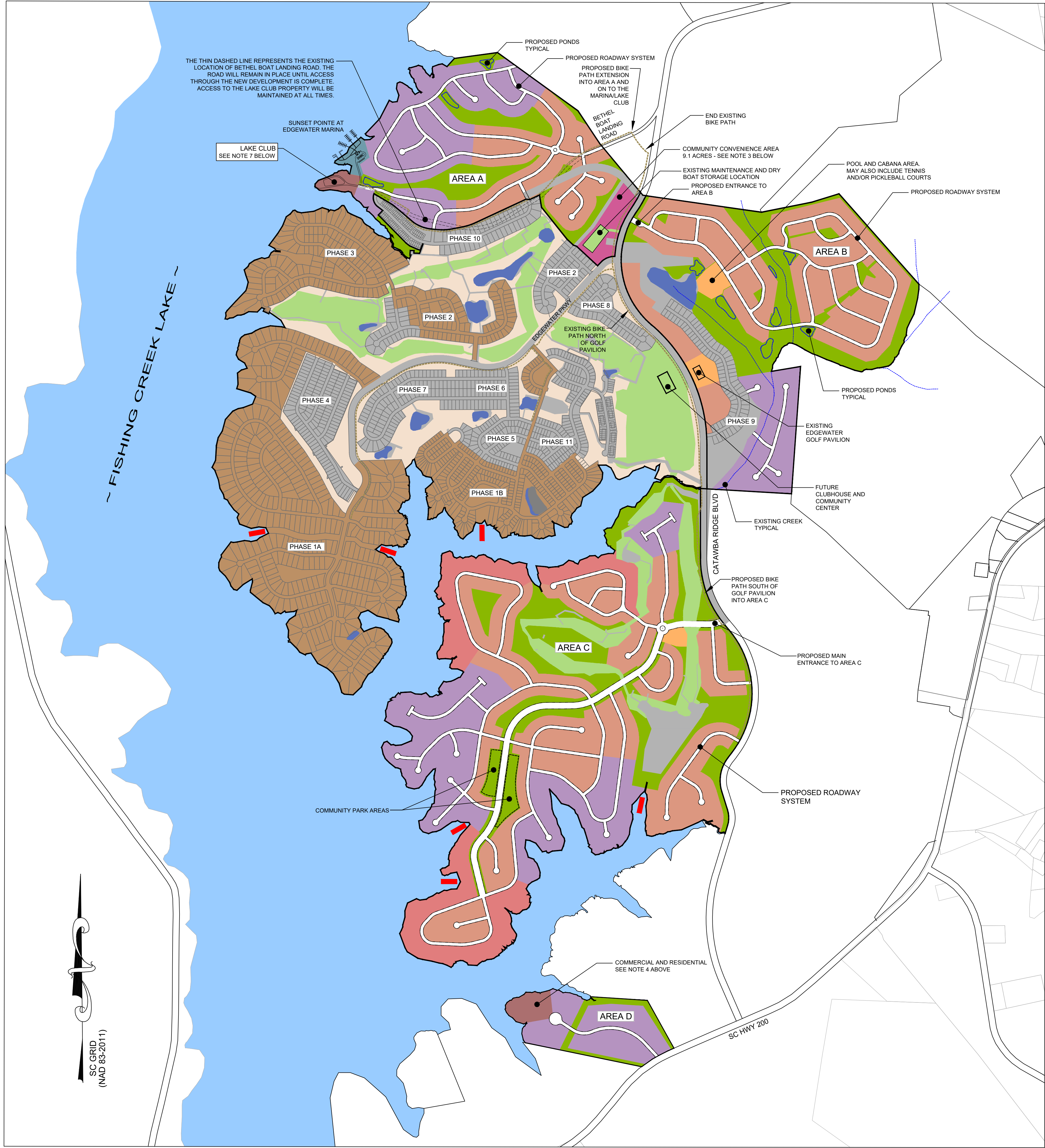
Site: PM Access "A"

Site ID: 101
Roundabout

Design Life Analysis - Specified Target: Final Year
Results are reported for year 20 based on specified target.

Results in the table below are given for Intersection - Vehicles

Year	Eff. Cap.	Degree of Satn	Prac. Spare Cap.	Aver. Delay (sec)	Stop Rate	95% Back of Queue (veh)	Perf. Index	Cost Total \$/h
0	2136	0.695	22	10.3	0.23	8.5	57.3	622.1
1	2136	0.709	20	10.6	0.24	9.0	59.6	637.0
2	2135	0.723	17	11.0	0.24	9.6	62.1	652.6
3	2135	0.738	15	11.4	0.25	10.2	64.8	668.7
4	2134	0.753	13	11.8	0.26	11.0	68.0	685.6
5	2133	0.768	11	12.3	0.27	11.8	71.5	703.3
6	2133	0.784	8	12.9	0.28	12.7	75.3	721.8
7	2132	0.800	6	13.5	0.29	13.8	79.5	741.3
8	2131	0.816	4	14.2	0.31	15.1	84.3	761.9
9	2131	0.833	2	15.0	0.32	16.6	89.7	783.9
10	2130	0.850	0	15.9	0.33	18.3	95.9	807.4
11	2129	0.867	-2	16.9	0.35	20.4	103.1	832.7
12	2129	0.885	-4	18.1	0.37	23.1	111.8	860.3
13	2128	0.903	-6	19.5	0.39	26.4	122.3	890.5
14	2127	0.921	-8	21.2	0.41	30.7	135.6	924.0
15	2126	0.940	-10	23.1	0.44	36.6	152.9	961.5
16	2126	0.959	-11	25.3	0.51	76.3	252.5	1006.2
17	2125	0.979	-13	28.0	0.58	122.3	368.0	1054.1
18	2124	0.998	-15	31.0	0.62	169.8	487.0	1105.6
19	2123	1.019	-17	34.5	0.66	317.2	847.5	1161.6
20	2122	1.040	-18	38.2	0.69	324.7	870.5	1222.7



LEGEND

- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY
- COMMERCIAL OR RESIDENTIAL
SEE NOTE 4 AND 7
- COMMERCIAL / RETAIL / OFFICE
AREA
- BOND AREA
(PHASE 2 BOND AREA)
- EXISTING PHASES WITH
RECORDED PLATS
- LAKEVIEW & THE COTTAGES
OPEN SPACE AREAS
- EXISTING POND
- GOLF COURSE
- COMMON OPEN SPACE (COS)
- FISHING CREEK LAKE
- AMENITY AREA / COS
- EXISTING AND PROPOSED
BIKE PATH - AS NOTED
- COMMUNITY DOCKS

- AREA NOTES**
- TOTAL AREA SHOWN ON THE MASTERPLAN IS +/- 1903 ACRES.
 - AREAS SHOWN HEREON ARE APPROXIMATE AND CALCULATED USING INFORMATION FROM PREVIOUS SURVEYS, DEEDS, AND LANCASTER COUNTY GIS. NO BOUNDARY SURVEY PERFORMED FOR THIS MAP.
 - POSSIBLE USES FOR THE COMMUNITY CONVENIENCE AREA SHOWN HEREON IN AREA A ARE LIMITED TO THE FOLLOWING: MAINTENANCE FACILITY, GROW IN GARDEN, COMMUNITY CONVENIENCE, VOLUNTEER FIRE STATION AND/OR COMMERCIAL RETAIL CENTER.
 - PROPOSED LAND USES IN THE COMMERCIAL AND RESIDENTIAL USE PORTION OF AREA D INCLUDE THE FOLLOWING: COMMERCIAL MARINA, RESTAURANT, STACKED BOAT STORAGE, COMMERCIAL USES, RESIDENTIAL INCLUDING TOWNHOMES OR APARTMENTS.
 - NOTE THAT BOND AREAS AND GOLF COURSE AREAS ARE NOT PART OF THE TOTAL AREAS IN THE INDIVIDUAL AREA SUMMARIES.
 - OPEN SPACE AND/OR LANDSCAPE BUFFERS ALONG THE BOUNDARIES BETWEEN LOT DENSITIES OR LAND USES WILL BE REVIEWED AT THE TIME OF PRELIMINARY PLAT APPROVAL FOR EACH AREA.
 - PROPOSED LAND USES IN THE LAKE CLUB AREA INCLUDE THE FOLLOWING: COMMERCIAL MARINA, RESTAURANT, STACKED BOAT STORAGE, COMMERCIAL USES, RESIDENTIAL INCLUDING TOWNHOMES OR APARTMENTS.

**TOTAL OPEN SPACE INFORMATION
AREAS A, B, C, AND D**

AREAS	TOTAL ACREAGE	2006 REVISION OS AREA	PERCENTAGE	2020 UPDATE OS AREA	PERCENTAGE	DELTA 2006 vs 2020
A	198.6	29.6	14.9%	41.6	20.9%	+40.3%
B	247.5	70.2	28.4%	68.6	27.7%	-2.3%
C	542.7	143.4	26.4%	133.4	24.6%	-7.0%
D	47.6	6.5	13.7%	6.6	13.9%	+1.5%
TOTAL	1036.4	249.7	24.1%	250.2	24.1%	+0.2%

OPEN SPACE NOTE
1. AREAS FOR THE 2006 REVISION ARE APPROXIMATE AND WERE DETERMINED BY SCALING. THIS CALCULATION WAS MADE USING THE JULY 10, 2006 MAP.
2. OPEN SPACE FROM 2006 THAT IS NOW IN PHASE 2 BOND AREA IS NOT INCLUDED IN THIS CALCULATION.
3. TOTAL ACREAGE FOR EACH AREA DOES NOT INCLUDE PHASE 2 BOND AREA
4. OPEN SPACE AREA FOR AREA A AND C INCLUDES GOLF COURSE AREA.

OVERALL AREA SUMMARY	ACREAGE
PHASE 1A - LAKEVIEW	211.3 ACRES
PHASE 1B - THE COTTAGES	71.6 ACRES
BOND AREAS (PHASE 2 BOND)*	374.0 ACRES
GOLF COURSE (OPEN SPACE)	141.5 ACRES
LAKEVIEW & THE COTTAGES OPEN SPACE	115.1 ACRES
AREA A	196.7 ACRES
AREA B	247.5 ACRES
AREA C	501.7 ACRES
AREA D	47.6 ACRES
GRAND TOTAL	1,907.0 ACRES

* NOTE: A PORTION OF THE BOND AREA (PHASE 2 BOND), APPROXIMATELY 92 ACRES, IS PART OF THE RECORDED AREA FOR PHASE 1A, 2, AND 3.

BOND AREA (PH. 2 BOND) SUMMARY	ACREAGE
EXISTING PHASE AREA	304.3 ACRES
AREA A	6.9 ACRES
AREA B	44.7 ACRES
AREA C	18.1 ACRES
AREA D	0.0 ACRES
BOND AREA (PHASE 2 BOND) TOTAL*	374.0 ACRES

* NOTE: THE ORIGINAL BOND AREA (PHASE 2 BOND) PER THE BOND MAP RECORDED IN PLAT BOOK 2007-477 WAS 376.3 ACRES. A PORTION OF THE BOND AREA (APPROXIMATELY 2.3 ACRES) IS LOCATED OUTSIDE THE PROPERTY OWNED BY TRUE HOMES.

AREA A (SANCTUARY) SUMMARY	ACREAGE
MEDIUM DENSITY	58.6 ACRES
HIGH DENSITY	83.4 ACRES
OPEN SPACE & MARINA	41.6 ACRES
COMMUNITY CONVENIENCE AREA	9.1 ACRES
LAKE CLUB AREA	4.0 ACRES
GRAND TOTAL - AREA A	196.7 ACRES

AREA B (BRIDLEWOOD) SUMMARY	ACREAGE
OPEN SPACE AREA	68.6 ACRES
MEDIUM DENSITY AREA	143.4 ACRES
HIGH DENSITY AREA	35.5 ACRES
GRAND TOTAL - AREA B	247.5 ACRES

AREA C SUMMARY	ACREAGE
LOW DENSITY	77.5 ACRES
MEDIUM DENSITY	213.5 ACRES
HIGH DENSITY	118.3 ACRES
OPEN SPACE	90.3 ACRES
AMENITY AREA	2.1 ACRES
GRAND TOTAL - AREA C	501.7 ACRES

AREA D SUMMARY	ACREAGE
OPEN SPACE	6.8 ACRES
HIGH DENSITY	34.5 ACRES
COMMERCIAL AND RESIDENTIAL	6.5 ACRES
GRAND TOTAL - AREA D	47.6 ACRES

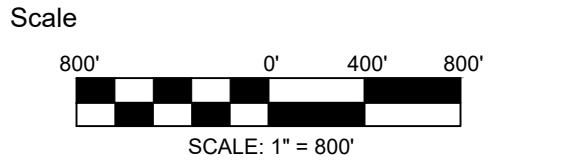
Surveyor

Providence

Providence Land Group, PLLC
3716 Providence Road South
Waxhaw, North Carolina 28173
704.400.0117
NC Firm #P-0910 - SC COA #4356

Client Name

True Homes
2649 Brekonridge Centre Drive
Suite 104
Monroe, NC 28110
704-238-1229



Project Name

Edgewater Community
Lancaster County
South Carolina

Sheet Title

**MASTER PLAN
UPDATE 2020
OVERALL
PDD-2**

1-21-21

Drawn By Jason C. King	Checked By M. Jay Stikeleather
Job Number 19004	Sheet Number 1
Drawing File 19004-Phasing Exhibit.dwg	

Agenda Item Summary

Ordinance # / Resolution #: RZ-2022-0175, Gabriel Jon Hardy

Contact Person / Sponsor: A. Davis

Department: Planning

Date Requested to be on Agenda: 4/19/2022

Issue for Consideration:

The applicant has requested to rezone one parcel approximately 38.92 acres in size at the northwest quadrant of the intersection of Highway 9 and Catoe Rd. from Low Density Residential (LDR) District to Medium Density Residential (MDR) District. Pursuant to the applications submitted, this rezoning is intended to facilitate the development of the parcels as a single-family residential neighborhood.

Points to Consider:

This portion of Highway 9 encompasses a number of different zoning designations; within 1 mile of the site the following zoning districts are represented: LDR, MDR, GB, LI, and INS. Properties along Catoe Road are primarily zoned; however less than 0.1 miles from this property on Holiday MDR is the primary zoning district on the east side of the road while the west side remains primarily LDR.

The subject parcel is neighbored by other residentially developed parcels, including the Eastway subdivision to the west (zoned LDR), Staff analysis indicates the minimum width of lots in this neighborhood are approximately 130 feet. The MDR zoned parcels off of Holiday Road are approximately 100 feet wide. The current sketch plan for this development indicates a lot width of approximately 70 feet.

The Lancaster County Water and Sewer District (LCWSD) has indicated sewer access to this site may be challenging. LCWSD provided the following comments with regard to this proposed rezoning:

Downstream sewer improvements will likely be required at the Eastway pump station(s) and forcemain system, in addition to an offsite sewer pump station that will need to be constructed to accommodate the density for the rezoning of this site. The engineer will need to design the location of the offsite pump station in order to eventually eliminate the existing pump station in the Eastway subdivision.

A sewer easement will be required through the Eastway subdivision to gain access for a connection into the existing public sewer system. The easement acquisition will be the responsibility of the developer, according to LCWSD's policies.

LCWSD has an existing 6" waterline running along Pageland Hwy. and Catoe Rd. LCWSD can provide the engineer a fire hydrant flow to determine if enough capacity and pressure is available to serve the site.

Recommendation:

Staff recommends **approval** of the request to rezone approximately 38.92 acres (TM#s 0069-00-071.00) from Low Density Residential (LDR) District to Medium Density Residential (MDR) District.

ATTACHMENTS:

Description	Upload Date	Type
Planning Staff Report	3/8/2022	Planning Staff Report
Exhibit 1: Application	3/8/2022	Exhibit
Exhibit 2: Zoning Map	3/8/2022	Exhibit

PROPOSAL: Request to rezone approximately 38.92 acres of property

PROPERTY LOCATION: Northwest corner at the intersection of Highway 9 and Catoe Rd.
(TM#s 0069-00-071.00)

CURRENT ZONING: Low Density Residential (LDR) District

PROPOSED ZONING: Medium Density Residential (MDR) District

PROPERTY OWNERS: Glenn T. Funderburk ETAL

APPLICANT: Gabriel Jon Hardy

COUNCIL DISTRICT: District 3, Billy Mosteller

OVERVIEW:

Proposal

The applicant has requested to rezone one parcel approximately 38.92 acres in size at the northwest quadrant of the intersection of Highway 9 and Catoe Rd. from Low Density Residential (LDR) District to Medium Density Residential (MDR) District. Pursuant to the applications submitted, this rezoning is intended to facilitate the development of the parcels as a single-family residential neighborhood.

Summary of Adjacent Zoning and Uses

This portion of Highway 9 encompasses a number of different zoning designations; within 1 mile of the site the following zoning districts are represented: LDR, MDR, GB, LI, and INS. Properties along Catoe Road are primarily zoned; however less than 0.1 miles from this property on Holiday MDR is the primary zoning district on the east side of the road while the west side remains primarily LDR.

Adjacent Property	Jurisdiction	Zoning District	Use
North	Lancaster County	LDR	Single-Family Residential
South	Lancaster County	LDR	Single-Family Residential
East	Lancaster County	LDR	Single-Family Residential
West	Lancaster County	LDR	Single-Family Residential, Undeveloped land

ANALYSIS & FINDINGS:

Zoning Districts

Pursuant to Unified Development Ordinance (UDO) Section 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.”*

Pursuant to UDO Section 2.3, the requested 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 parcel is neighbored by other residentially developed parcels, including the Eastway subdivision to the west (zoned LDR), Staff analysis indicates the minimum width of lots in this neighborhood are approximately 130 feet. The MDR zoned parcels off of Holiday Road are approximately 100 feet wide. The current sketch plan for this development indicates a lot width of approximately 70 feet.

RELATIONSHIP TO PUBLIC PLANS

Lancaster County Comprehensive Plan Consistency

Pursuant to the adopted Comprehensive Plan, the Future Land Use Category of the subject parcel is Transitional, which corresponds to the Suburban Community Type, which the Comprehensive Plan describes as follows:

The Community Type "Suburban" is synonymous with the Place Type "Suburban Single-Family Neighborhood."

Suburban single-family neighborhoods are formed as subdivisions or communities, with a relatively uniform housing type and density throughout. They may support a variety of single-family detached residential types, from mobile homes to large-lot, low-density single-family homes to denser formats of smaller single-family homes. Homes are oriented interior to the neighborhood and typically buffered from surrounding development by transitional uses or landscaped areas.

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

Walkable Neighborhood: Land Use Considerations		
Single-Family Detached Home	Single-Family Attached Home (Townhome / Duplex)	Mobile/ Modular Homes
Community Center	Church	School
Community Park / Pocket Park	Natural Area	

INFRASTRUCTURE CONSIDERATIONS

Transportation

Pursuant to UDO Section 6.8, uses which will generate more than 50 peak hour cumulative trips per day at full occupancy shall be required to provide a Traffic Impact Analysis (TIA). While no definitive development proposal has been made at this time based on the sketch plan provided, it is reasonable to conclude based upon the total acreage of the parcel and the use identified in the applications that subsequent development will exceed this threshold. However, the applicant has not yet provided a TIA for review.

Public Utilities

The Lancaster County Water and Sewer District (LCWSD) has indicated sewer access to this site may be challenging. LCWSD provided the following comments with regard to this proposed rezoning:

Downstream sewer improvements will likely be required at the Eastway pump station(s) and forcemain system, in addition to an offsite sewer pump station that will need to be constructed to accommodate the density for the rezoning of this site. The engineer will need to design the location of the offsite pump station in order to eventually eliminate the existing pump station in the Eastway subdivision.

A sewer easement will be required through the Eastway subdivision to gain access for a connection into the existing public sewer system. The easement acquisition will be the responsibility of the developer, according to LCWSD's policies.

LCWSD has an existing 6" waterline running along Pageland Hwy. and Catoe Rd. LCWSD can provide the engineer a fire hydrant flow to determine if enough capacity and pressure is available to serve the site.

Public Schools

The Lancaster County School District (LCSD) has not provided comments for this development proposal.

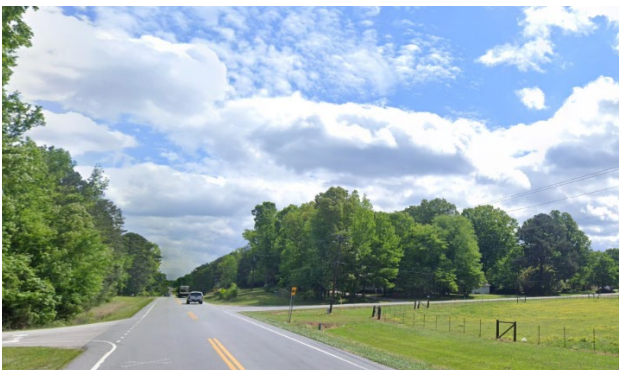
PHOTOS OF PROJECT AREA:



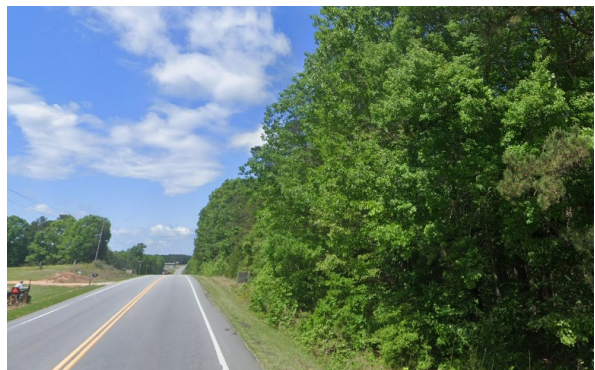
Aerial of subject property



Looking northwest from intersection of Highway 9 and Catoe Road.



Looking east toward Holiday Rd. on Hwy. 9



Looking west on Hwy 9. (Subject parcel on the right)

STAFF RECOMMENDATION:

Staff recommends **approval** of the request to rezone approximately 38.92 acres (TM#s 0069-00-071.00) from Low Density Residential (LDR) District to Medium Density Residential (MDR) District, pursuant to the following findings of fact:

1. That the subject application involves parcel TM# 0069-00-071.00;
 2. That the subject parcel is currently zoned LDR District, and are proposed to be rezoned MDR District;
 3. That the subject parcel has a Future Land Use Category of Transitional, and a Community Type of Suburban;
 4. That the proposed MDR District is compatible with the existing Transitional Future Land Use Category; and
 5. That the zoning surrounding the subject parcel is consistent and compatible with the proposed zoning.
-

ATTACHMENTS:

1. Rezoning Applications
2. Location Map/ Zoning Map
3. Sketch Plan

STAFF CONTACT:

Ashley Davis, Senior Planner
Adavis@lancastersc.net | 803-416-9394



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. 9 and Catoe Road
City Lancaster State SC Zip 29720 Tax Parcel ID 0069-00-071.00
Current Zoning LDR: Low Density Residential Current Use Vacant Land, Qualified Agricultural (QUSE)
Proposed Zoning MDR: Med Density Residential Total Acres 38.92 to CL of roads
Project Description Re-zone parcel 0069-00-071.00 from LDR to MDR. This Parcel is located at the NW quadrant of the intersection of Pageland Highway (HWY 9) and Catoe Road. This parcel lies in the 'Transitional' future land use on the 2024 Lancaster County Land Use Plan.
Surrounding Property Description The surrounding properties are mostly residential use. The properties are zoned LDR to the West, North, East, and South. There is a GB zoning (A-1 Self Storage LLC) to the Southwest and MDR to the Southeast.

CONTACT INFORMATION

Applicant Name Gabriel Jon Hardy
Address 4012 Flagstone Drive
City Lancaster State SC Zip 29720 Phone (704) 201-0149
Fax _____ Email jon.hardy@lennar.com
Property Owner Name (See attached Property Owner Signature Pages)
Address _____
City _____ State _____ Zip _____ Phone _____
Fax _____ Email _____

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

Gabriel Hurcy
Applicant

1-25-2022
Date

See attached signature pages

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

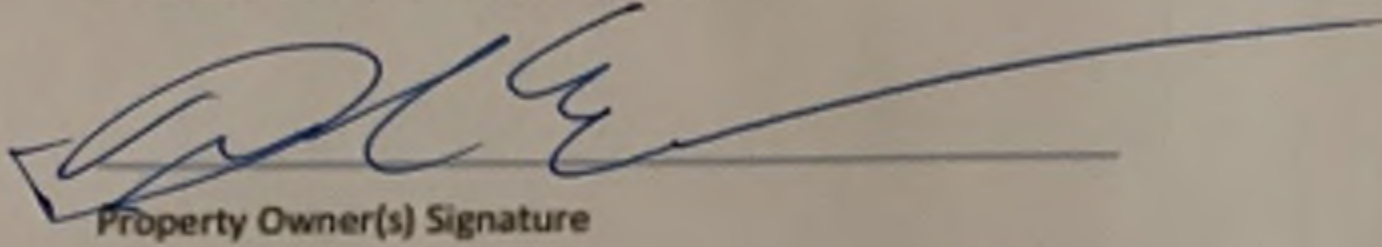
2. Planning Commission

- 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.

Zoning Map Amendment Signature Page


Property Owner(s) Signature

1-7-22
Date

David M Funderburk

Property Owner(s) Print Name

David M Funderburk
610 W. Shiloh Unity Road
Lancaster, SC 29720

By signing this application, I hereby give authorization to the applicant to proceed with re-zoning the property described as:

Parcel ID Number: 0069-00-071.00

Area: 38.92 ac

Zoning Map Amendment Signature Page

Debra M. Funderburk

Property Owner(s) Signature

Date 1-25-2022

Debra M Funderburk

Debra M. Funderburk

Property Owner(s) Print Name

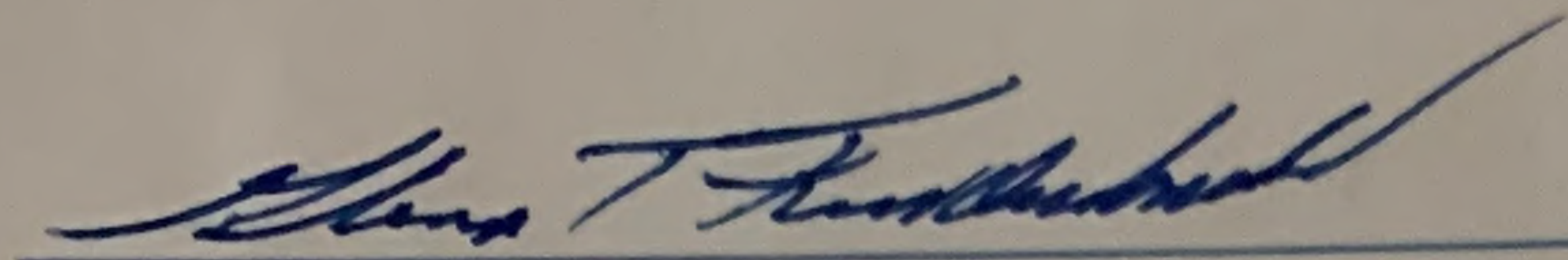
Debra M. Funderburk
6624 Weddington-Monroe Road
Wesley Chapel, NC 28104

By signing this application, I hereby give authorization to the applicant to proceed with re-zoning the property described as:

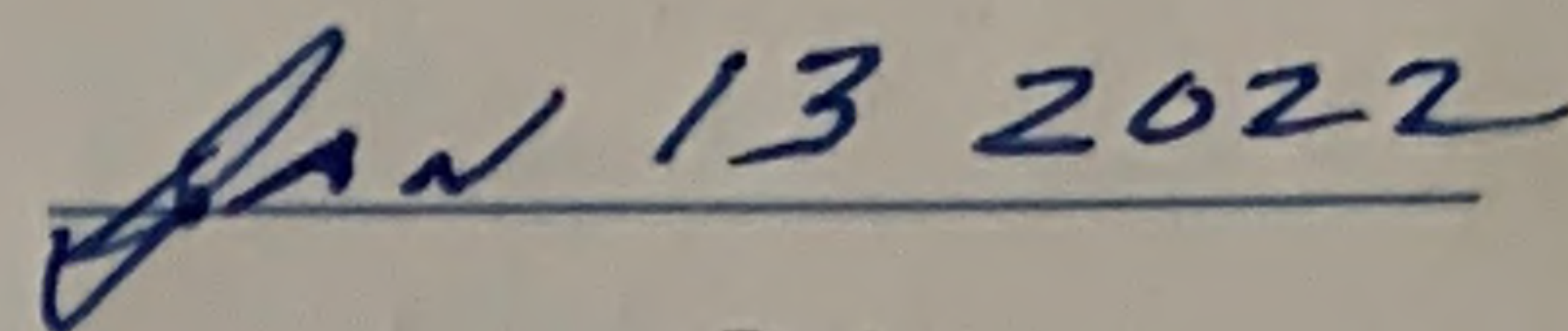
Parcel ID Number: 0069-00-071.00

Area: 38.92 ac

Zoning Map Amendment Signature Page



Property Owner(s) Signature



Date

Glenn Funderburk

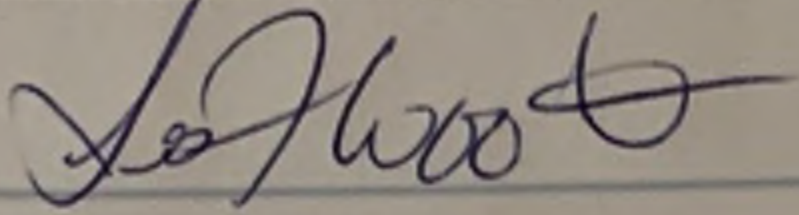
Property Owner(s) Print Name

By signing this application, I hereby give authorization to the applicant to proceed with re-zoning the property described as:

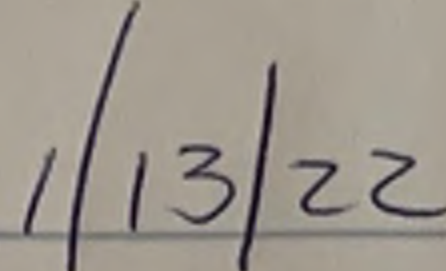
Parcel ID Number: **0069-00-071.00**

Area: **38.92 ac**

Zoning Map Amendment Signature Page



Property Owner(s) Signature



Date

Leslie F. Wooten

Property Owner(s) Print Name

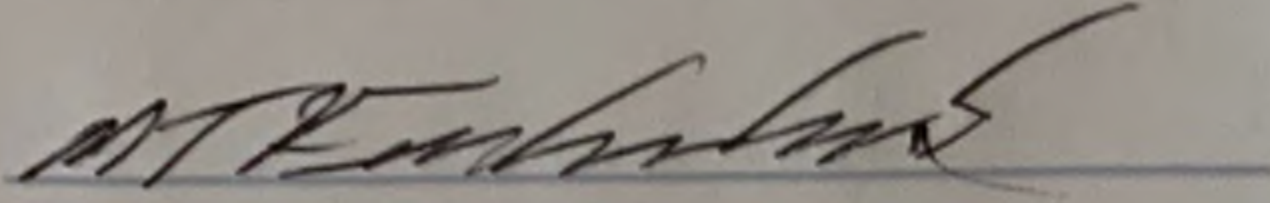
Leslie F. Wooten
2956 Baron Dekalb Road
Camden, SC 29020

By signing this application, I hereby give authorization to the applicant to proceed with re-zoning the property described as:

Parcel ID Number: 0069-00-071.00

Area: 38.92 ac

Zoning Map Amendment Signature Page



Property Owner(s) Signature

1-9-2022

Date

Michael Funderburk

Property Owner(s) Print Name

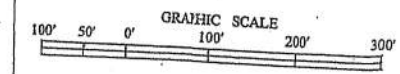
Michael Funderburk
2203 Catoe Road
Lancaster, SC 29720

By signing this application, I hereby give authorization to the applicant to proceed with re-zoning the property described as:

Parcel ID Number: 0069-00-071.00

Area: 38.92 ac

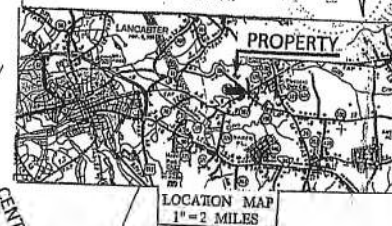
- (1) THIS IS AN EXISTING TRACT OF LAND.
- (2) NO NEW PROPERTY LINES, NO NEW EASEMENTS,
NO NEW RIGHTS OF WAYS
- (3) THIS PROPERTY IS SUBJECT TO ANY AND ALL
CONDITIONS, RESTRICTIONS, EASEMENTS, AND OR
RIGHTS OF WAY OF RECORD NOT SHOWN ON THIS PLAT.
- (4) I HEREBY STATE TO THE BEST OF MY KNOWLEDGE,
INFORMATION, AND BELIEF THAT THE SURVEY AS SHOWN
HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS
OF THE MINIMUM STANDARDS MANUAL FOR PRACTICE OF LAND
SURVEYING IN THE STATE OF SOUTH CAROLINA, AND MEETS OR
EXCEEDS THE REQUIREMENTS FOR A CLASS A SURVEY AS SPECIFIED
THEREIN.

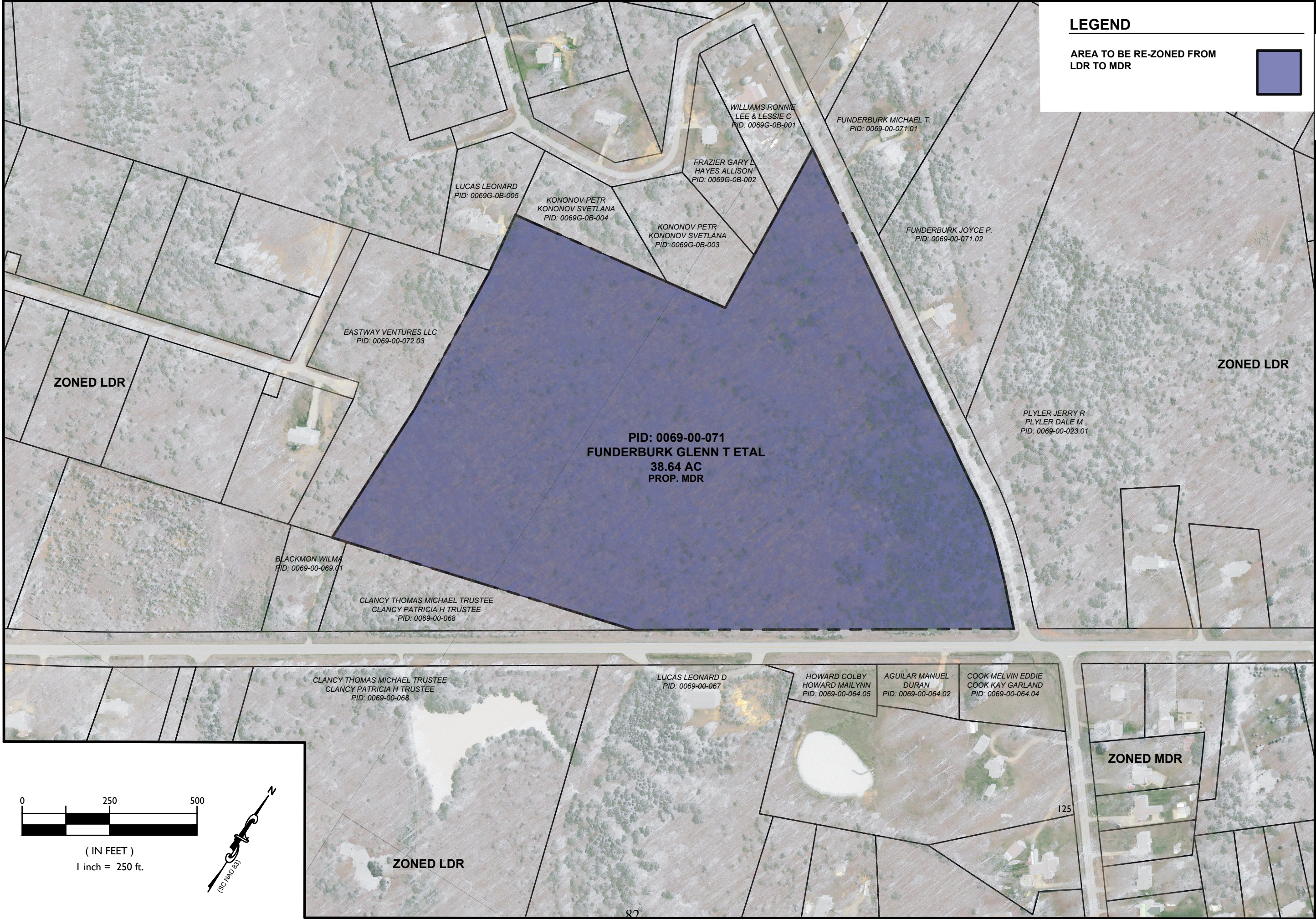


BOUNDARY SURVEY
FOR
FUNDERBURK PROPERTY
LANCASTER COUNTY SOUTH CAROLINA

TELEPHONE (803) 283-7698
WILLIAM CHARLES HENDLEY JR.
LAND SURVEYING
514 BRIARWOOD ROAD LANCASTER SOUTH CAROLINA,
SCALE 1" = 100' DATE 11/09/2021

PLS I.C. 7878
WILLIAM CHARLES HENDLEY JR.
W. C. Hendley Jr.
11/01/2021





LEGEND

AREA TO BE RE-ZONED FROM
LDR TO MDR





8050 CORPORATE CENTER DR. STE. 100E
CHARLOTTE, NC 28226
WWW.PLOTTHOUNDENGINEERING.COM
SC COA: 6344

EASTWAY VENTURES LLC
SC HWY 9 & CATOE RD
LANCASTER CO., SC

REZONING PLAN
ZONING MAP AMENDMENT

DATE
01/07/2022

THIS DRAWING IS THE PROPERTY OF PLOTT HOUND ENGINEERING PLLC AND IS NOT TO BE REPRODUCED OR COPIED IN WHOLE OR IN PART. IT IS NOT TO BE USED ON ANY OTHER PROJECT AND IS TO BE RETURNED UPON REQUEST.

PROJECT NUMBER
21.43.001

RZ

LANCASTER COUNTY ASSESSOR

Tax Map:

STATE OF SOUTH CAROLINA

0081C 0B 001 00)

IN THE PROBATE COURT

COUNTY OF LANCASTER

0081C 0B 005 00)

DEED OF DISTRIBUTION

IN THE MATTER OF:

0068N 0H 003 00)

(Real Property Only)

MARION RALPH FUNDERBURK

0069 00 071 00)

NOT A WARRANTY DEED

(Decedent)

CASE NUMBER: 2018ES2900348

The undersigned states as follows:

Decedent died on 01/02/2013; and probate of the Estate is being administered in the Probate Court for UNION County, North Carolina, in File #13E20 and Exemplification filed in Lancaster County, SC as Case #2018ES2900348.

I/We was/were appointed Personal Representative (s) on JUNE 7, 2018.

Decedent owned real property described as follows:

RECORDED THIS 27th DA

Y

OF JUNE, 2018

Tax Map Number: 0081C-0B-001.00, 0068N-0H-003.00, 0081C-0B-005.00, AND 0069.00.071.00

Glenn T. Funderburk

Street/Property Address: EULA ST. and CHURCH ST. AND HWY 9 LANCASTER, SC 29720

Legal Description:

ALL THOSE PIECES, PARCELS OR LOTS OF LAND, LYING, BEING AND SITUATE IN GILLS CREEK TOWNSHIP, LANCASTER COUNTY, SOUTH CAROLINA AND DESIGNATED AS LOTS 2, 4, 5, 6, 7, 12, 13, 14, 15, 16, 17 AND 18 OF BLOCK "A" AND LOTS NO. 18, 19, 21, 22, 23, 24, 25, 26, 28, 29, OF BLOCK "B" AS SHOWN ON THE PLAT OF SURVEY ENTITLED "ESTATE OF EULA B. FUNDERBURK" PREPARED BY KEELS ENGINEERING COMPANY OF COLUMBIA, SOUTH CAROLINA ON JULY 8, 1968 AND RECORDED IN PLAT BOOK 18, AT PAGE 137 IN THE OFFICE OF THE REGISTER OF DEEDS FOR LANCASTER COUNTY, SOUTH CAROLINA.

TMS# 68N-H-3.00; 81C-B-1.00 AND 81C-B-5.00

ALSO: ALL THOSE PIECES, PARCELS OR LOTS OF LAND, LYING, BEING AND SITUATE IN GILLS CREEK TOWNSHIP, LANCASTER COUNTY, SOUTH CAROLINA, APPROXIMATELY TWO AND ONE-HALF (2 ½) MILES EAST OF THE CITY OF LANCASTER ON S.C. HIGHWAY NO. 9, AND BEING BOUNDED AS FOLLOWS: NORTH BY LANDS NOW OR FORMERLY OF F.B. PORTER FOR A DISTANCE OF 558 FEET, ON THE EAST BY LANDS NOW OR FORMERLY OF MILDRED F. PLYLER AND HIGHWAY 306; THEN SOUTH WITH AND OF S.C. HIGHWAY NO. 9 AND LANDS OF CLYBURN WILSON, WEST BY LANDS NOW OR FORMERLY OF JOHN C. EDWARDS. FOR FURTHER REFERENCE, SEE PLAT PREPARED APRIL 17, 1959 BY COVINGTON AND KEELS, ENGR. CO. OF COLUMBIA, SOUTH CAROLINA, AND RECORDED IN PLAT BOOK 10 PAGE 123 IN THE OFFICE OF THE CLERK OF COURT NKA REGISTER OF DEEDS FOR LANCASTER COUNTY.

LESS AND EXCEPT TRACTS 1, 2, AND 3 AS SHOWN AND DESCRIBED ON PLAT OF SURVEY PREPARED FOR EULA MAE F. FUNDERBURK BY W.M. CHARLES HENDLEY, JR. RLS, DATED SEPTEMBER 30, 1996, RECORDED AS PLAT NO. 97-895, PREVIOUSLY CONVEYED BY EULA MAE F. FUNDERBURK BY DEEDS RECORDED DECEMBER 30, 1997, IN DEED BOOK U-15 PAGES 316, 319, AND 322, OFFICE OF THE REGISTER OF DEEDS FOR LANCASTER COUNTY.

TMS# 0069-00-071.00

THIS BEING THE IDENTICAL PROPERTY CONVEYED TO GLENN T. FUNDERBURK AND MARION R. FUNDERBURK BY DEED RECORDED OCTOBER 27, 2009 IN DEED BOOK 538 AT PAGE 24 IN THE OFFICE OF THE REGISTER OF DEEDS FOR LANCASTER COUNTY, SOUTH CAROLINA.



2018009131

DEED OF DISTRIBUTION
RECORDING FEES

\$10.00

PRESENTED & RECORDED:

06-27-2018 09:59 AM

JOHN LANE
REGISTER OF DEEDS
LANCASTER COUNTY, SC
By: CANDICE PHILLIPS DEPUTY

BK: DEED 1151

PG: 124-126

FORM #400ES (1/2016)
62-3-907, 62-3-908

☒ Additional sheet(s) for additional property(ies) is attached (check if applicable)

This transfer is made pursuant to:

- ☐ Decedent's Will
☒ Intestacy Statute: SCPC 62-2-103
☐ Private Family Agreement: SCPC 62-3-912
☐ Disclaimer by: _____
☐ Probate Court Order issued on _____
☐ Other: _____

In accordance with the laws of the State of South Carolina, the Personal Representative(s) does/do hereby release all of the Personal Representative's(s') right, title and interest, including statutory and/or testamentary powers, over the real property described to the beneficiaries named below:

Name: DEBRA M. FUNDERBURK
Address: 6624 WEDDINGTON-MONROE RD.
WESLEY CHAPEL, NC 28104

Name: MICHAEL FUNDERBURK
Address: 2203 CATOE RD.
LANCASTER, SC 29720

Name: DAVID M. FUNDERBURK
Address: 610 W. SHILOH UNITY RD.
LANCASTER, SC 29720

Name: LESLIE F. WOOTEN
Address: 2956 BARON DEKALB RD.
CAMDEN, SC 29020

☐ Additional sheet(s) for names of additional beneficiaries is attached (check, if applicable)

IN WITNESS WHEREOF the undersigned, as Personal Representative(s) of the above Estate, has executed this Deed of Distribution, on this 21 day of June 2018.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

#1 Witness: Wanda Sistrer
Print Name: Wanda Sistrer
#2 Witness: Hazel Mangum
Print Name: HAZEL MANGUM

Estate of: MARION RALPH FUNDERBURK

Signature of Personal Representative: Debra M Funderburk

Print Name: DEBRA M. FUNDERBURK

If applicable,
Signature of Co-Personal Representative: _____

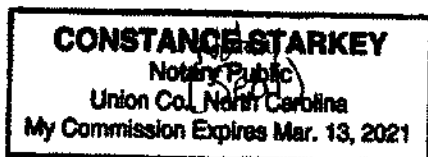
Print Name: _____

Norm Carolina @
STATE OF SOUTH CAROLINA)
union @
COUNTY OF LANCASTER

ACKNOWLEDGMENT

I, Constance Starkey, Notary Public, a notary for the State of South Carolina do hereby certify that DEBRA M. FUNDERBURK, as Personal Representative(s) of the Estate of MARION RALPH FUNDERBURK, personally appeared before me this day and acknowledged the due execution of the foregoing Deed of Distribution.

Witness my hand and seal this the 21st day of June, 2018.



Constance Starkey (SEAL)
(Signature of Notary Public)
Constance Starkey
(Print name of Notary Public)
Notary Public for State of NC
My Commission Expires: 3/13/2021

Note: It is recommended that an attorney prepare this document and determine if a title examination is necessary.

Proposal:
Request to rezone from
LDR to MDR

Legend:



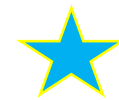
Subject Property



Jack's Party Shop



Lancaster Co.
Detention Center



Pageland Hwy &
Potter Road

