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CLERK: JENNIFER BRYAN

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

**January 5, 2023 5:00 P.M.
MINUTES**

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

1. Roll Call:

Members Present:

Jim Barnett	Charles Deese	Sheila Hinson
Ben Levine	Alan Patterson	

Absent: Tamecca Neely

Others Present:

Rox Burhans, Division Director	Clerk: Jennifer Bryan
Ashley Davis, Planner;	
Matthew Blaszyk, Planner;	

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

2. New Business

a. RZ-2022-2335 McGinn-Cooper

Application by George Banks McGinn and Sallie Cooper to rezone approximately 2.9 acres located at 168 Fort Mill Highway (TM # 0008-00-007.00) from Mixed Use (MX) to General Business (GB) district, to develop as a commercial property.

Staff Presentation: Matthew Blaszyk

Discussion:

- Vacant structure on property will be removed
- Last MX property in the area near Capital Club apartments. All others were rezoned.

b. RZ-2022-2317 Kershaw Depot

Application by Town of Kershaw to assign zoning designation for a parcel of approximately 0.31 acres, formerly part of the Norfolk Railroad right-of-way at 106 N. Cleveland Street, Kershaw, from unzoned to B1 Central Business district, to allow use of old Depot as commercial office space. Parcel is part of decommissioned Norfolk ROW; adjacent to parcel 0156I-0R-008.00, fronting on Cleveland Street between W. Richland and E. Marion Streets.

Staff Presentation: Matthew Blaszyk, Planner

Discussion: No questions.

c. CU-2022-2126 Corey Baker

Conditional Use Permit application by Corey Baker to allow Vehicle Services: Minor Maintenance and Repair at 8857 Charlotte Highway (TM 0010-00-037.00), for a proposed Convenience Store with Gas Station.

Staff Presentation: Ashley Davis, Senior Planner.
[see attached copy of review comments]

Discussion:

- Oil change and gas station on same lot; to be subdivided at a later date.
- Per comments, considerable revision needed on site plan; at present, staff would not support the proposal.
- There are 11 gas stations from state line to Van Wyck Road; Council may resist proposal.
- Trip generation statistics on gas stations are lower than residential, but higher than other commercial uses.
- No TIA has been submitted yet by applicant.
- Access may be restricted to Possum Hollow only.
- Median alignment with one of the 521 entrances is being removed as part of The Exchange Development.
- There will be a traffic signal at Possum Hollow via The Exchange development.
- Southbound right turn lane onto Possum Hollow may be advisable.
- SC DOT will take The Exchange TIA data into consideration with this project.
- Ben Levine requested a small area plan for Possum Hollow Road.
- Interaction of Planning Commission, Public Works, and state and federal agencies to address traffic and growth management.

d. UDO-TA-2022-2606 Chapters 2 and 4 et al. provisions: MDR and CSOD

Application by Lancaster County to amend Unified Development Ordinance Chapters 2, 4 and related provisions, regarding standards for Medium Density Residential (MDR) District and Cluster Subdivision Overlay (CSO) District.

Staff Presentation: Rox Burhans, Development Services Director

[See attachment “Potential Amendments Block Face Breaks”]

Discussion:

Proposal generated from County Council Committee of the Whole meeting on growth regulation; some elements via last year’s Interim Ordinance proposal.

- Increase MDR minimum lot size to 12,000 sq. feet;
- Increase MDR front setback for garages to 40 feet, to address issues with on-street parking;
- Change MDR and CSPD calculation of open space: encumbered land can only comprise 50%.
- Change density calculation: % of encumbered land removed from basis of density calculation
- CSOD: increase minimum size to 7,000 sq.ft;
- CSOD: change from 3 to 2 lot sizes, with 20’ minimum difference; debating a minimum lot width change to parallel this;
- Proposed block face breaks: (see attached illustration) to break up long stretches of lot fronts where there are no intersections.

Comments:

The intent behind varying the lot widths is to manage/restrict the number of smaller lots, while reducing the monotony of cookie cutter developments.

Under block face revision, the open lots would be part of overall open space calculation.

e. UDO-TA-2022-2602 Chapter 6 (20-lot-limit)

Application by Lancaster County to amend Unified Development Ordinance Section 6.4, Connectivity, to modify standards pertaining to the maximum number of lots which take access from a road where one end is permanently closed.

Staff Presentation: Ashley Davis, Senior Planner.

Discussion:

Proposal: all county and state- maintained roads constructed prior to 2016 UDO would be exempt from 6.4.A-D restrictions on block length, block width, and # of lots accessing. Provisions pertaining to street width and access to major vs. minor thoroughfares would be retained unchanged.

If existing road is extended, exemptions no longer apply. Extended road must be brought up to County standard.

- Who will be responsible for bringing roads up to standard for emergency access?
- Minor Subdivision approval process requires width of driveway and turnaround already for private drives.
- Planning, Engineering and Public Works are working on a schedule of upgrades.

3. Other:

- a. Review of Next Month's Agenda: UDO Steering Committee will meet on Wednesday 1/11 at 11:00 AM; then the Planning Commission will attend the Committee of the Whole meeting at 4:00 PM for UDO presentation on draft Module One.

4. Adjourn

Meeting was adjourned at 6:42 pm.

Possum Hollow C-Store

County Engineer	sblackwelder	12/07/2022 - 12/15/2022	Conditional
General Comments:			
1. The 4-page conditional use plan does not provide adequate detail to formally comment, but the following are general items of note from the information given. More detailed comments can be given during the Civil Plan Review.			
2. The area where Tributary 1 begins, we believe is the outfall from a pond upstream across Possum Hollow Road. What is the plan for this drainage? What is the Drainage Area for this flow? Are buffers required? Is this Waters of the State? Depending on the answers, US Army Corps of Engineer permitting may be needed to mitigate this area.			
3. Wetland Buffers are being encroached on to construct the access point on Possum Hollow Road. Again, USACOE permits may be needed.			
4. A traffic impact analysis will be needed for this project. Any onsite and offsite roadway improvements will need to be included in subsequent construction documents.			
Fire Marshal	jmagette	12/07/2022 - 12/09/2022	Conditional
1. This is a use review only. Comments are offered as advisory comments if civil plans are submitted. A more detailed review will be completed at civil submittal.			
2. Show locations of fire hydrants. All buildings must be within 500 feet of a hydrant measured as an apparatus would lay hose.			
3. Provide an auto-turn diagram showing fire apparatus access using the Lancaster County Turning Template.			
LC Water & Sewer District	erinevans	12/07/2022 - 12/14/2022	No Review Needed
SCDOT	GambleDD	12/07/2022 - 12/22/2022	Conditional
Modifications are being made to the existing crossover along highway 521 (south of Possum Hollow) as part of The Exchange at Indian Land Project. Coordination will be required to see how your driveway will align with the new configuration.			
Feasibility of the RI/RO access will be dictated by the TIA recommended mitigations as well as truck turning templates.			
Planning	adavis	01/05/2023 - 01/05/2023	Not Approved
General:			
-Setbacks apply to each property not the development as a whole. This plan indicates these lots are to be subdivided meaning the setbacks, buffers, landscaping, etc. should all meet code on a parcel by parcel basis. It should also be noted if you intend to create more than 5 parcels you must go through the major subdivision process.			
- It should be noted that the southern most access point seems to indicate full access aligning with a median cut. This cut will be closed in the near future as is mandated by the approved TIA for the Exchange Project on the East side of 521			
Highway Corridor Overlay:			
- 4.3.2.F.1: Front Façade of buildings shall be generally parallel to front property lines when placed along the corridor. Elevations were not submitted with this application therefore it is unclear if this requirement is being met specifically in regards to the oil change facility.			
- 4.3.2.F.1.C: When fronting on the corridor ROW, buildings shall have access from the front and rear of the building. It is unclear from these plans if this standard is met			
- 4.3.2.F.3 and 4: Building Vernacular and Materials: Elevations were not submitted with this application therefore it is unclear if this requirement is being met			
- 4.3.2.F.5: Sidewalks: Sidewalk flow in this plan is lacking. Frontage sidewalk along 521 should tie in to oil change site, Sidewalk on the west side of the oil change facility should tie into the sidewalk along the building itself; Sidewalks are required on both sides of public or private streets within a commercial development,			
-4.3.2.G: landscaping, buffering, and screening requirements are entirely missing from this plan set and will significantly impact the lot areas as depicted.			

Possum Hollow C-Store

Base Design:

- 6.8: A TIA will likely be required and one has not been submitted at this time
- 6.8.4.A.4: Corner parcels located at an intersection of the corridor and an existing or proposed secondary street, including both public and private streets, shall obtain access from the secondary street. Where such parcels have 300 or more feet of corridor frontage, a point of access to the corridor may be considered if no other corridor access is located within 300 feet, and it adheres to SCDOT standards. Such additional access shall be considered on a case-by-case basis, and is subject to approval by the Administrator or SCDOT when applicable- The plan as proposed is inconsistent with this regulatory standard.
- 7.1.3.C: A minimum 6 foot wide area shall be provided for landscaping along any side of the building facing a public right-of-way. Up to 25 percent of the building width along the street may be utilized for entrance walkways,
- 7.1.4.C: A minimum perimeter screen is required along both streets and adjacent properties with a minimum width of 10'. This would result in 20' of landscape area between the gas station and oil change facility. as currently shown it appears there is less than 10' depicted in some areas;
- 7.1.4.D: A landscape island is required every 10 spaces which result in the loss of at least 3 stalls
- Additional landscaping standards apply but given the level of detail depicted on this plan it is unclear if these standards can be accomplished
- 7.2.6: Bike Parking not depicted
- Minimum length of parking stalls is to be 18' 6" pursuant to Appendix C Detail R20

Previous Revisions:

Version:

d) WFO-7A-2022-2606

Potential Amendments Block Face Breaks

