

Council Members

District 1: Terry Graham
District 2: Charlene McGriff, Vice-Chair
District 3: Billy Mosteller
District 4: Larry Honeycutt, Secretary
District 5: Steve Harper, Chair
District 6: Allen Blackmon
District 7: Brian Carnes



County Attorney
John K. DuBose III

Clerk to Council
Sherrie Simpson

September 28, 2020

6:00 PM

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

LANCASTER COUNTY COUNCIL
County Council Chambers, County Administration
Building, 101 North Main Street, Lancaster, SC 29720

AGENDA

1. **Call to Order Regular Meeting - Chairman Steve Harper**
2. **Welcome and Recognition - Chairman Steve Harper**
3. **Pledge of Allegiance and Invocation - Charlene McGriff**
4. **Approval of the Agenda**
[deletion and additions of non-substantive matter]
5. **Special Presentations**
 - a. Recognition of Sammy Macey for winning the Champion For Our Community Award at the South Carolina Recreation and Parks Association Conference in the Population over 30,000 Category - Chairman Steve Harper and Hal Hiott, Director of Lancaster County Parks and Recreation
 - b. Recognition of the Back to School Bash for winning the Programming Excellence Award at the South Carolina Recreation and Parks Association Conference - Chairman Steve Harper and Hal Hiott, Director of Lancaster County Parks and Recreation
 - c. Recognition of Katherine Small for winning the SCRPA Young Professional of the Year at the South Carolina Recreation and Parks Association Conference - Chairman Steve Harper and Hal Hiott, Director of Lancaster County Parks and Recreation
 - d. Recognition of OverDose Awareness Day - Presented by The Honorable Mandy Powers Norrell and Gina Taylor

6. **Citizens Comments**

[While in-person Citizens Comments are not currently suspended, due to public health and safety considerations and the need for continued social distancing, the County is strongly encouraging citizen input and comments be submitted in writing prior to the meeting. Comments may be submitted via mail to ATTN: Sherrie Simpson, Post Office Box 1809, Lancaster, SC, 29721, email at ssimpson@lancastersc.net or by using the following link on our website where you can submit Citizens Comments online (look for the link on the right hand side of the page) - <https://www.mylancastersc.org/index.asp?SEC=DF11C6C4-BC53-4CD5-8A07-0847EAA1F478> 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.]

7. **Consent Agenda**

[Items listed under the Consent Agenda have previously been discussed by Council and approved unanimously. As such, these items are normally voted on as a group through a single vote rather than with a Council vote for each individual item. However, any Council member may remove any item on the Consent Agenda for individual discussion and vote]

- a. Approval of Minutes from the September 14, 2020 County Council Regular Meeting

8. **Non-Consent Agenda**

- a. Resolution 1110-R2020 regarding Authorization of Funds for the Purchase of Equipment for the Detention Center
Resolution Title: A Resolution By Lancaster County Authorizing The Expenditure Of Funds For The Purchase of Equipment Necessary For The Safety Of Lancaster County Sheriff's Office Personnel And Inmates Of The Detention Center. - ***(Favorable Recommendation - Public Safety Committee). - Steve Willis/Sheriff Barry Faile***
- b. Resolution 1111-R2020 regarding Expressing an Intent to Designate Excess Funds From Decommissioned Fire Apparatus Sale to Assist the Camp Creek Fire Department with Construction of a New Building
Resolution Title: A Resolution Expressing An Intent To Designate Excess Funds From The Sale Of Decommissioned Fire Apparatus To Assist Camp Creek Fire Department In The Construction Of A New Building - ***(Favorable Recommendation - Public Safety Committee). - Steve Willis***
- c. Resolution 1112-R2020 regarding Adoption of the Rock Hill - Fort Mill Area Transportation Study ("RFATS") Collector Road Plan Dated August 2017
Resolution Title: A Resolution To Adopt The Rock Hill - Fort Mill Area Transportation Study ("RFATS") Collector Road Plan Dated August 2017 And To Request And Authorize The Implementation Of The RFATS Collector Road Plan - ***Tommy Morgan***
- d. Resolution 1114-R2020 regarding Endorsement of the Recommendations from State Accommodations Tax Advisory Committee
Resolution Title: A Resolution To Endorse The Recommendation Of The State Accommodations Tax Advisory Committee For The Distribution Of Funds In Fiscal Year 2020-2021. - ***Veronica Thompson***
- e. Resolution 1113-R2020 regarding an Incentive Resolution for ClickFold
Resolution Title: A Resolution To State The Commitment Of Lancaster County To Enter Into A Special Source Revenue Credit Agreement With Proplastics Designs, Inc. And ClickFold Holdings, LLC (D/B/A ClickFold Plastics), And/Or Their Designee Or Nominee; To Provide The General Terms Of The Special Source Revenue Credit Agreement; And To State The Commitment Of Lancaster County To Place Project Property In A Multi-County Park. - ***Jamie Gilbert***
- f. 1st Reading of Ordinance 2020-1687 regarding Incentive Ordinance and Agreement for ClickFold
Ordinance Title: An Ordinance To Authorize The Execution And Delivery Of A Special Source Revenue Credit Agreement By And Among Lancaster County, Proplastics Designs, Inc. And ClickFold Holdings, LLC (D/B/A ClickFold Plastics) Providing For Special Source Revenue Credits; And To Express The Intention Of Council To Provide Monies To The Economic Development Fund. - ***Jamie Gilbert***
- g. 3rd Reading of Ordinance 2020-1686 regarding Amending the Zoning Map of Lancaster County to Rezone 34 Parcels to Bring Them Into Conformity with Current Zoning Regulations
Ordinance Title: An Ordinance To Amend The Official Zoning Map Of Lancaster County To

Rezone 34 Parcels To Bring The Parcels Into Conformity With Current Zoning Regulations As Described In The Lancaster County Unified Development Ordinance. The Properties Are Primarily Located Near The Intersection Of Doby's Bridge Road And Charlotte Highway, Fort Mill Highway And Charlotte Highway, And Springdale Road And Williams Estate Drive, Indian Land, South Carolina And The Rezonings Will Be From MX, Mixed-Use, RMX, Residential Mixed-Use, Or IMX, Industrial Mixed-Use To Various Re-zoning Districts. - ***Planning Department Case Number: RZ-020-1614. Planning Commission recommended approval by a vote of 4-0. Passed 7-0 at the August 24, 2020 County Council Meeting. Passed 7-0 at the September 14, 2020 County Council Meeting. - Tommy Morgan***

9. Discussion and Action Items

a. Committee Reports:

1. Administration Committee - Committee Chair Charlene McGriff
2. Infrastructure & Regulation (I & R) Committee - Committee Chair Larry Honeycutt
3. Public Safety Committee - Committee Chair Brian Carnes

b. Potential Donation of Property by Forfeited Land Commission

(Favorable Recommendation of project expenditures up to six thousand dollars (\$6,000.00) - Administration Committee). - Steve Willis/Carrie Helms

c. Infrastructure Needs for Library Projects - Steve Willis

d. Information Only for Sheriff's Office Highway Safety Grant - Steve Willis/Sheriff Barry Faile

10. Status of items tabled, recommitted, deferred or held

a. HELD - Public Hearing and 3rd Reading of Ordinance 2019-1626 regarding Authorization of a Fee Agreement with Project Dumping

Ordinance Title: An Ordinance To Authorize The Execution And Delivery Of A Fee Agreement By And Between Lancaster County And Project Dumping Providing For The Payment Of A Fee-In-Lieu Of Taxes And The Provision Of Special Source Revenue Credits; To Authorize A Ten-Year Extension Of The Term Of An Existing Fee Agreement; And To Express The Intention Of Council To Provide Monies To The Economic Development Fund. - ***Passed 7-0 at the November 12, 2019 County Council Meeting. Passed 6-0 at the November 25, 2019 County Council Meeting. - Jamie Gilbert***

b. HELD - Public Hearing and 3rd Reading of Ordinance 2020-1679 regarding Authorization of a Fee Agreement between Lancaster County and Crossridge Center, LLC

Ordinance Title: An Ordinance To Authorize The Execution And Delivery Of A Fee Agreement By And Between Lancaster County And Crossridge Center, LLC, Providing For The Payment Of A Fee-In-Lieu Of Taxes And The Provision Of Special Source Revenue Credits; And To Express The Intention Of Council To Provide Monies To The Economic Development Fund. - ***(Positive Recommendation - Administration Committee). Passed 7-0 at the August 10, 2020 County Council Meeting. Passed 7-0 at the August 24, 2020 County Council Meeting. - Jamie Gilbert***

11. Miscellaneous Reports and Correspondence

- a. Information on the Use of Vac Truck**
- b. Update on Impact Fee Study**
- c. Information on Work Schedules**

12. Citizens Comments

[If Council delays until end of meeting]

13. Executive Session

a. Two Items:

1. Economic Development Discussion: Project Pizza. SC Code 30-4- 70(a)(5).

2. Briefings on two Potential Pending Litigation Matters. SC Code 30-4- 70(a)(2).

14. Adjournment

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

Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Sherrie Simpson/Clerk to Council

Department: County Clerk

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Approve or amend the minutes from the September 14, 2020 County Council regular meeting.

Points to Consider:

The draft minutes from the September 14, 2020 County Council regular meeting are attached for Council's review and consideration.

Funding and Liability Factors:

N/A

Council Options:

Council can approve or amend the minutes.

Recommendation:

Approve the minutes as written.

ATTACHMENTS:

Description	Upload Date	Type
Draft Minutes from the 9-14-2020 County Council Regular Meeting	9/24/2020	Backup Material

Council Members

District 1: Terry Graham
District 2: Charlene McGriff, Vice-Chair
District 3: Billy Mosteller
District 4: Larry Honeycutt, Secretary
District 5: Steve Harper, Chair
District 6: Allen Blackmon
District 7: Brian Carnes



County Attorney
John K. DuBose III

Clerk to Council
Sherrie Simpson

September 14, 2020

6:00 PM

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

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

MINUTES

Council Members present: Allen Blackmon, Brian Carnes, Terry Graham, Steve Harper, Larry Honeycutt, Charlene McGriff and Billy Mosteller.

Council Members absent: None

Staff Members/Others present: Steve Willis, County Administrator; Alison Alexander, Deputy County Administrator; Daniel Plyler, Acting County Attorney; Sherrie Simpson, Clerk to Council; Rox Burhans, Development Services Director; Veronica Thompson, Chief Financial Officer; Jamie Gilbert, Economic Development Director; Clay Catoe, EMS Director; Cathy McDaniel, Procurement Director; Kelvin Alexander, Project Manager; Darren Player, Fire/Emergency Services Director; Ashley Davis, Planner; Scott Edgar, County Engineer; Sheriff Barry Faile, Lancaster County Sheriff's Office; Steve Allan with Solutions for Local Government, Inc.; various staff; the press; and citizens.

A quorum of Lancaster County Council was present for the meeting. The following press were notified of the meeting by e-mail in accordance with the Freedom of Information Act: *The Lancaster News*, *Kershaw News Era*, *The Rock Hill Herald*, Cable News 2, Channel 9 and the local government channel. The agenda was posted in the lobby of the County Administration Building and also on the County website the required length of time.

Call to Order Regular Meeting - Chairman Steve Harper

Chairman Steve Harper called the regular meeting of Council to order at approximately 6:00 p.m.

Welcome and Recognition - Chairman Steve Harper

Chairman Steve Harper welcomed everyone to the meeting.

Pledge of Allegiance and Invocation - Terry Graham

Council Member Terry Graham led the Pledge of Allegiance to the American Flag and delivered the Invocation.

Approval of the Agenda

Brian Carnes moved to approve the agenda. Seconded by Charlene McGriff.

Steve Willis requested that Project Flour be removed from Executive Session.

Allen Blackmon moved to amend the agenda by removing Project Flour from Executive Session. Seconded by Charlene McGriff. Motion Passed 7-0.

Motion to approve the Amended Agenda Passed 7-0.

Special Presentations

Resolution 1100-R2020 regarding Presentation of Sidearm to Sheriff's Lieutenant Ryan McLemore

Resolution Title: A Resolution Expressing Appreciation to Sheriff's Lieutenant Ryan McLemore and Authorizing a Gift to Him by Lancaster County of His Service Sidearm on the Occasion of His Retirement.

Larry Honeycutt moved to approve Resolution 1100-R2020. Seconded by Charlene McGriff. Motion Passed 7-0.

Resolution 1109-R2020 regarding Presentation of Sidearm to Sheriff's Captain Brandon Rollins

Resolution Title: A Resolution Expressing Appreciation To Sheriff's Captain Brandon Rollins And Authorizing A Gift To Him By Lancaster County Of His Service SideArm On The Occasion Of His Retirement

Terry Graham moved to approve Resolution 1109-R2020. Seconded by Brian Carnes. Motion Passed 7-0.

Sheriff Barry Faile presented Sheriff's Lieutenant Ryan McLemore and Sheriff's Captain Brandon Rollins with their sidearms on the occasion of their retirement.

Pending Projects Update for New Construction and Major Renovation Projects

Cathy McDaniel provided an update on the three libraries; (1) she noted that the roof drain remediation is almost complete for the Lancaster branch; (2) she explained that Kershaw is waiting on the floor to be put in; (3) she noted that Del Webb is having problems matching the brick, but that the interior portion is almost completely finished. She explained that all of the libraries were waiting on materials.

Kelvin Alexander provided Council with the following project updates: (1) he noted that the Animal Shelter is 99% complete; (2) he explained that EMS 4/9 held their Grand Opening; however, the station had a water issue and new drains have been installed to alleviate the minor water issue; (3) he noted that plans have been submitted to the Technical Review Committee (TRC) for EMS Headquarters and he noted that hopefully the bid could be awarded by the end of October; (4) he explained that the deck is being put in at the Springs Boat landing and that he is scheduled to meet with the contractor in late September to do a final walk through; (5) he noted that the drawings for all of the soccer fields are 95% complete and will be submitted to TRC soon for review; (6) he explained that the drawings for the Indian Land Recreation Center are approximately 65% complete but that they need to get more in line with the original budget; and (7) he explained that the project for the Department of Social Services Building has been awarded to the architect.

Presentation of County Facilities Space Needs Study - Presented by Steve Allan, Solutions for Local Government, Inc.

Steve Allan of Solutions for Local Government, Inc, provided a power point presentation and reviewed the County Facilities Space Needs Study, August, 2020. His power point presentation is attached as Schedule A to the written minutes in the Clerk to Council's office.

Citizens Comments

The following citizens provided written comments for Citizens Comments: None.

The following citizens signed up for and spoke during Citizens Comments: None.

Steve Willis made a comment and informed Council that the Lancaster County Parks and Recreation staff had won three awards at their annual conference and that they would be recognized at a later Council meeting.

Consent Agenda

Billy Mosteller moved to approve Consent Agenda Items **7a., 7b., 7c. and 7d.** *[as listed in the Agenda packet, which are the same as Item a., Item b., Item c. and Item d. listed below]*. Seconded by Charlene McGriff. Motion Passed 7-0.

a. **Approval of Minutes from the August 24, 2020 County Council Regular Meeting**

b. **3rd Reading of Ordinance 2020-1677 regarding Amending the Lancaster County Procurement Code**

Ordinance Title: An Ordinance To Amend The Lancaster County Procurement Code, So As To Include Additional Legal Construction Project Delivery Methods, Add Cooperative Purchasing As An Allowed Procurement Method, And Provide Clarity On Existing Procurement Procedures

c. **3rd Reading of Ordinance 2020-1681 regarding Rezoning Property Owned By Indian Land Ventures, LLC from MX to RB (Applicant Whitehall Development Group, LLC)**

Ordinance Title: An Ordinance To Amend The Official Zoning Map Of Lancaster County To Rezone A 14.809 Acre Tract Of Property (TMS # 0013-00-047.02) Owned By Indian Land Ventures, LLC, And Located On The South Side Of Collins Road, Approximately 300 Feet East Of Charlotte Highway/US-521, Indian Land, South Carolina, From MX, Mixed Use District, To RB, Regional Business District.

d. **3rd Reading of Ordinance 2020-1682 regarding Rezoning Property Owned by Taylor's Grove Baptist Church From INS to GB (Applicant Whitehall Development Group, LLC)**

Ordinance Title: An Ordinance To Amend The Official Zoning Map Of Lancaster County To Rezone A 6.67 Acre Tract Of Property (TMS # 0049-00-095.00) Owned By Taylor's Grove Baptist Church Of Lancaster, Inc., And Located On The West Side Of U.S. Highway 521, Approximately 1,000 Feet South Of Shiloh Unity Road, Lancaster, South Carolina, From INS, Institutional District, To GB, General Business District.

Non-Consent Agenda

Resolution 1101-R2020 regarding Approving the Annual Assessment Roll for the Edgewater Improvement District

Resolution Title: Approving The Updated 2020 Assessment Roll For The Edgewater Improvement District, Lancaster County, South Carolina.

Charlene McGriff moved to approve Resolution 1101-R2020. Seconded by Billy Mosteller.

Allen Blackmon asked that outside legal counsel review the verbiage in the attachment to the Resolution. He explained that the last three or four sentences in the Introductory Paragraph of the attachment to the Resolution may contain a scrivener's error and, while he did not want to hold up the approval of the Resolution, he did want outside counsel to look at the verbiage and ensure that it is correct.

Motion to approve Resolution 1101-R2020 Passed 7-0.

Resolution 1102-R2020 regarding Approving the Annual Assessment Roll for the Edgewater II Improvement District

Resolution Title: Approving The Updated 2020 Assessment Roll For The Edgewater II Improvement District, Lancaster County, South Carolina.

Larry Honeycutt moved to approve Resolution 1102-R2020. Seconded by Charlene McGriff. Motion Passed 7-0.

Resolution 1103-R2020 regarding Approving the Annual Assessment Roll for the Sun City Carolina Lakes Improvement District

Resolution Title: Approving The Updated 2020 Assessment Roll For The Sun City Carolina Lakes Improvement District, Lancaster County, South Carolina.

Terry Graham moved to approve Resolution 1103-R2020. Seconded by Brian Carnes. Motion Passed 7-0.

Resolution 1104-R2020 regarding Approving the Annual Assessment Roll For Bond Area 1 Of The Walnut Creek Improvement District

Resolution Title: Approving The Updated 2020 Assessment Roll For Bond Area 1 Of The Walnut Creek Improvement District, Lancaster County, South Carolina.

Charlene McGriff moved to approve Resolution 1104-R2020. Seconded by Larry Honeycutt. Motion Passed 7-0.

Resolution 1105-R2020 regarding Approving the Annual Assessment Roll For Bond Area 2 Of The Walnut Creek Improvement District

Resolution Title: Approving The Updated 2020 Assessment Roll For Bond Area 2 Of The Walnut Creek Improvement District, Lancaster County, South Carolina.

Brian Carnes moved to approve Resolution 1105-R2020. Seconded by Charlene McGriff. Motion Passed 7-0.

Resolution 1106-R2020 regarding Approving the Annual Assessment Roll For Bond Area 3 Of The Walnut Creek Improvement District

Resolution Title: Approving The Updated 2020 Assessment Roll For Bond Area 3 Of The Walnut Creek Improvement District, Lancaster County, South Carolina.

Terry Graham moved to approve Resolution 1106-R2020. Seconded by Billy Mosteller. Motion Passed 7-0.

Resolution 1107-R2020 regarding Endorsing a Satellite Elections Office

Resolution Title: To Endorse The Establishment Of A Satellite Office For The Lancaster County Voter Registration And Elections Office

Brian Carnes moved to approve Resolution 1107-R2020. Seconded by Terry Graham. Motion Passed 7-0.

Resolution 1108-R2020 regarding the Levy and Collection of Debt Service Millage in Reid Pointe

Resolution Title: A Resolution Authorizing the Levy and Collection of Debt Service Millage in the Reid Pointe Special Tax District

Charlene McGriff moved to approve Resolution 1108-R2020. Seconded by Brian Carnes. Motion Passed 7-0.

Public Hearing and 3rd Reading of Ordinance 2020-1683 regarding Approval of the Extension of the Investment Period, First Amendment to the Fee Agreement and Special Source Revenue Credits for Silgan Containers Manufacturing Corporation (Project Pumpkin)

Ordinance Title: An Ordinance To Authorize And Approve The Extension Of The Investment Period As Set Forth In The Fee Agreement Between Lancaster County, South Carolina And Silgan Containers Manufacturing Corporation; And To Authorize And Approve The Execution And Delivery Of The First Amendment To The Fee Agreement Between Lancaster County, South Carolina And Silgan Containers Manufacturing Corporation, So As To Provide Special Source Revenue Credits For An Expansion Of The Project.

Steve Willis noted, for the record, that no citizens signed up to speak at the Public Hearing for the 3rd Reading of Ordinance 2020-1683.

Steve Harper opened the Public Hearing at approximately 7:19 p.m.

There were approximately 4 citizens in attendance during the Public Hearing for this Ordinance.

The following speakers came forward to make comments or sent in written comments regarding the Public Hearing for this Ordinance: None.

Steve Harper closed the Public Hearing at approximately 7:19 p.m.

Larry Honeycutt moved to approve the 3rd Reading of Ordinance 2020-1683. Seconded by Brian Carnes.

Terry Graham moved to amend Ordinance 2020-1683 to incorporate all the changes made in the redline version of the ordinance, including the Company name, and to accept the proposed, amended 3rd Reading, Final Version of Ordinance 2020-1683 that is contained in the agenda packet. Seconded by Charlene McGriff.

Motion to Amend Passed 7-0.

Motion to approve the 3rd Reading of Ordinance 2020-1683 as Amended Passed 7-0.

Public Hearing and 3rd Reading of Ordinance 2020-1684 regarding Amending the Code of Ordinances Related to Rehabilitated Historic/Low and Moderate Income Properties

Ordinance Title: An Ordinance To Amend Article 2 Of Chapter 28 Of The Lancaster County Code Of Ordinances Related To Rehabilitated Historic/ Low And Moderate Income Properties And To Provide For Matters Related Thereto.

Steve Willis noted, for the record, that no citizens signed up to speak at the Public Hearing for the 3rd Reading of Ordinance 2020-1684.

Steve Harper opened the Public Hearing at approximately 7:21 p.m.

There were approximately 4 citizens in attendance during the Public Hearing for this Ordinance.

The following speakers came forward to make comments or sent in written comments regarding the Public Hearing for this Ordinance: None

Steve Harper closed the Public Hearing at approximately 7:21 p.m.

Charlene McGriff moved to approve the 3rd Reading of Ordinance 2020-1684. Seconded by Brian Carnes. Motion Passed 7-0.

2nd Reading of Ordinance 2020-1686 regarding Amending the Zoning Map of Lancaster County to Rezone 42 Parcels to Bring Them Into Conformity with Current Zoning Regulations

Ordinance Title: An Ordinance To Amend The Official Zoning Map Of Lancaster County To Rezone 42 Parcels To Bring The Parcels Into Conformity With Current Zoning Regulations As Described In The Lancaster County Unified Development Ordinance. The Properties Are Primarily Located Near The Intersection Of Doby's Bridge Road And Charlotte Highway, Fort Mill Highway And Charlotte Highway, And Springdale Road And Williams Estate Drive, Indian Land, South Carolina And The Rezonings Will Be From MX, Mixed-Use, RMX, Residential Mixed-Use, Or IMX, Industrial Mixed-Use To Various Re-zoning Districts.

Larry Honeycutt moved to approve the 2nd Reading of Ordinance 2020-1686. Seconded by Terry Graham.

Brian Carnes moved to approve the rezoning as recommended by the Planning Commission with an amendment that parcel number 0008-00-001.01 be zoned General Business and parcel numbers 0008-00-001.00 and 0008-00-001.03 be zoned Low Density Residential. Seconded by Billy Mosteller.

Motion to Amend Passed 7-0.

Motion to approve the 2nd Reading of Ordinance 2020-1686 as Amended Passed 7-0.

Discussion and Action Items

Public Comment for the 2020 Edward Byrne Justice Assistance Grant

Steve Harper opened the floor for Public Comment for the 2020 Edward Byrne Justice Assistance Grant at approximately 7:27 p.m.

There were approximately 4 citizens in attendance during the Public Comment period.

No citizens came forward to speak during the Public Comment period or sent in written comments.

Approval of Appointments to Various Boards and Commissions

- Pamela Giardiello to serve on the Catawba Community Mental Health Center Board
- Hal Crenshaw to serve as the District 2 Representative on the Airport Advisory Board to fill a three year term ending on 06/30/2023 (1st Term)
- William Hickman to serve as the District 5 Representative on the Airport Advisory Board to fill a term ending on 06/30/2021 (1st Term)

Larry Honeycutt moved to approve the appointments of Pamela Giardiello, Hal Crenshaw and William Hickman to the Boards and Commissions listed in the agenda packet. Seconded by Charlene McGriff. Motion Passed 7-0.

Approval of Nominations for Catawba Council of Governments Board - Steve Willis

- Mayor Eddie Moore from Heath Springs
- Mayor Sean Corcoran from Van Wyck

Terry Graham moved to approve the nominations for appointment to the Catawba Council of Governments Board listed in the agenda packet. Seconded by Allen Blackmon. Motion Passed 7-0.

Acceptance of the Parks And Recreation Development (PARD) Fund Grant - Steve Willis/Hal Hiott

Larry Honeycutt moved that the Parks and Recreation and Finance staff be authorized to accept the 2020 PARD grant and proceed with acquiring bleachers for the soccer complexes. Seconded by Brian Carnes. Motion Passed 7-0.

Discussion of Potential Sale of County Property on Happy Trail - Steve Willis

Steve Willis explained that the County had acquired property on Happy Trail for a possible recycling center; however, the property is not suitable for that type of site. He noted that a citizen would like to purchase the property in order to build a home. He explained that without an objection from Council, he would move forward with selling the property.

Status of items tabled, recommitted, deferred or held

- a. HELD - Public Hearing and 3rd Reading of Ordinance 2019-1626 regarding Authorization of a Fee Agreement with Project Dumping

Ordinance Title: An Ordinance To Authorize The Execution And Delivery Of A Fee Agreement By And Between Lancaster County And Project Dumping Providing For The Payment Of A Fee-In-Lieu Of Taxes And The Provision Of Special Source Revenue Credits; To Authorize A Ten-Year Extension Of The Term Of An Existing Fee Agreement; And To Express The Intention Of Council To Provide Monies To The Economic Development Fund. - ***Passed 7-0 at the November 12, 2019 County Council Meeting. Passed 6-0 at the November 25, 2019 County Council Meeting. - Jamie Gilbert***

This item was not discussed during the Council meeting and was for information only for Council and citizens.

- b. HELD - Public Hearing and 3rd Reading of Ordinance 2020-1679 regarding Authorization of a Fee Agreement between Lancaster County and Crossridge Center, LLC

Ordinance Title: An Ordinance To Authorize The Execution And Delivery Of A Fee Agreement By And Between Lancaster County And Crossridge Center, LLC, Providing For The Payment Of A Fee-In-Lieu Of Taxes And The Provision Of Special Source Revenue Credits; And To Express The Intention Of Council To Provide Monies To The Economic Development Fund. - ***(Positive Recommendation - Administration Committee). Passed 7-0 at the August 10, 2020 County Council Meeting. Passed 7-0 at the August 24, 2020 County Council Meeting. - Jamie Gilbert***

This item was not discussed during the Council meeting and was for information only for Council and citizens.

Miscellaneous Reports and Correspondence

There were no Miscellaneous Reports and Correspondence to discuss during the Council meeting.

Citizens Comments

All citizens were heard during Citizens Comments held at the beginning of the Council meeting.

Executive Session

Two Items:

1. ***Briefing on two Potential Pending Litigation Matters. SC Code 30-4-70(a)(2).***
2. ***Economic Development Discussions: Project Pistachio and Project Segway. SC Code 30-4-70(a)(5).***

Charlene McGriff moved to go into Executive Session. Seconded by Brian Carnes. Motion Passed 7-0. At approximately 7:32 p.m., Council went into Executive Session to discuss the following items: (1) a briefing on two Potential Pending Litigation Matters, pursuant to SC Code 30-4-70(a)(2); and (2) two Economic Development matters: Project Pistachio and Project Segway, pursuant to South Carolina Code 30-4-70(a)(5). County Attorney John DuBose joined Council via Conference Call during Executive Session.

Council came out of Executive Session and Steve Harper called the Council meeting back to order at approximately 9:04 p.m. Charlene McGriff moved to come out of Executive Session. Seconded by Brian Carnes. Motion Passed 7-0.

Upon returning to open session, Daniel Plyler noted, for the record, that during Executive Session, Council had a briefing on two legal matters and two economic development matters. He explained that, during Executive Session, no actions were taken and no votes were taken.

Adjournment

Larry Honeycutt moved to adjourn the regular meeting of Council. Seconded by Terry Graham. Motion to

Adjourn Passed 7-0. There being no further business, the Council meeting adjourned at approximately 9:06 p.m.

DRAFT

Agenda Item Summary

Ordinance # / Resolution #: Resolution 1110-R2020

Contact Person / Sponsor: Sheriff Barry Faile/Sheriff's Office and Steve Willis/County Administrator

Department: Sheriff Department

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Sheriff Faile would like to purchase a Soter RS Full Body Security Scanning System for the Detention Center.

Points to Consider:

- The scanner will identify contraband on an inmate, thus addressing issues as the inmate comes into the detention center. This immediate detection will prevent issues and will assist in keeping our staff and inmates safe.
- There are 3 funding options. **Option 2 - Deferred Purchase** seems to be the most reasonable offer for our budget at this time and moving into the next FY.
- Cost includes 24/7 support, annual maintenance, re-calibration, software/hardware upgrades, PREA compliant software upgrade, and a tablet (for the operational life of the system)

Funding and Liability Factors:

Option 2 - Deferred Purchase \$118,750.00

50% contract deposit

50% payable on 1st anniversary of installation

Options include: shipping, install, calibration, testing operator, administrator and radiation safety officer training, 5 years manufacturer warranty (parts, labor, including time and travel associated with servicing and maintenance)

(SEE PROPOSAL FOR FULL DETAILS)

Council Options:

Approve or Deny the Resolution authorizing the purchase.

There are 3 payment options, as shown in the detail. However, option 2 is what we feel is the best option at this time.

There are also additional features, which are shown below:

Additional Features:

1. Provision of extended warranty (maintenance/service) contract (parts, labor, including time/travel) year 6 onwards:

Unit Cost \$8,750.00 annually, payable in advance

2. Provision of Additional Soter tablet (mobile device) - \$2,950 (one off) for hardware; \$2,100 annually, payable in advance, for annual software license;

Total Year One: \$5,050.00 Year Two onwards: \$2,100.00

3. Upgrade to Soter RS Dual View (at any stage during the contract)

Our system is upgradable from single view to dual view capability with unrivalled detection capacity

Upgrade Cost - \$18,750.00

4. Upgrade to an ADA compliant platform configuration (at any stage during the contract)

Cost - \$5,000.00

5. Provision of additional training outside scope of project

Per Diem Cost - \$1,000.00

Recommendation:

Approval of the Resolution providing for the "Option 2" purchasing method.

The Resolution approves dividing the cost of this system using detention center funds and county general funds for the 50% contract deposit and include the funding to pay the remaining 50% on the 1st anniversary of system install during the following fiscal year's budget.

The recommendation is to purchase the system (option 2 shown in proposal). 50% of the contracted deposit would be split between Sheriff's Office and general funds. The remaining 50% will be due on the 1st anniversary of the installation and will be included in the next budget year.

ATTACHMENTS:

Description	Upload Date	Type
Resolution 1110-R2020	9/21/2020	Resolution
Updated Commercial Proposal for the Lancaster County Detention Center, SC	9/8/2020	Backup Material

COUNTY OF LANCASTER

**A RESOLUTION BY LANCASTER COUNTY AUTHORIZING
THE EXPENDITURE OF FUNDS FOR THE PURCHASE OF EQUIPMENT
NECESSARY FOR THE SAFETY OF LANCASTER COUNTY SHERIFF'S OFFICE
PERSONNEL AND INMATES OF THE DETENTION CENTER**

WHEREAS, Lancaster County pursuant to South Carolina Code of Laws Section 4-9-140 annually adopts operating and capital budgets for the operation of county government.

WHEREAS, Lancaster County Sheriff's Office has notified Lancaster County of the need for additional equipment necessary for the safety of both law enforcement officials and inmates of the Detention Center and that it does not have funding in its budget alone for purchase of the necessary equipment.

WHEREAS, Lancaster County Sheriff's Office has requested authorization for the purchase of a Soter RS Full Body Security Scanning System (the "body scanner") for the Detention Center so that contraband can be identified and intercepted during the intake process for inmates entering the Detention Center.

WHEREAS, Lancaster County budgets in a conservative manner and departments often have excess funds remaining at the end of the fiscal year.

WHEREAS, Lancaster County Sheriff's Office has remaining funds in its budget designated for detention center expenses but those funds are insufficient for the purchase of the body scanner.

WHEREAS, Lancaster County anticipates a budget amendment ordinance prior to the end of the 2020 Calendar year.

WHEREAS, Lancaster County Sheriff's Office has requested Lancaster County authorize Lancaster County Sheriff's Office to make a deferred purchase of the equipment, though not specifically budgeted for, using a combination of detention center funds and county general funds to pay for fifty percent (50%) of the contract deposit with provisions made during the 2021 fiscal year budget to pay the remaining fifty percent (50%) of the contract cost.

WHEREAS, Lancaster County Sheriff's Office has produced current quotes for the purchase of the requested equipment totaling \$118,750.00.

NOW, THEREFORE, BE IT RESOLVED by the Council of Lancaster County, South Carolina:

That County Council hereby approves and authorizes the Lancaster County Sheriff's Office to purchase the requested equipment with a payment of fifty percent (50%) of the contract

cost using detention center funds and county general funds and states its intent to budget the remaining fifty percent of the contract price during fiscal year 2021.

IT IS SO RESOLVED by County Council this _____ day of September, 2020.

LANCASTER COUNTY, SOUTH CAROLINA

Steve Harper, Chair, County Council

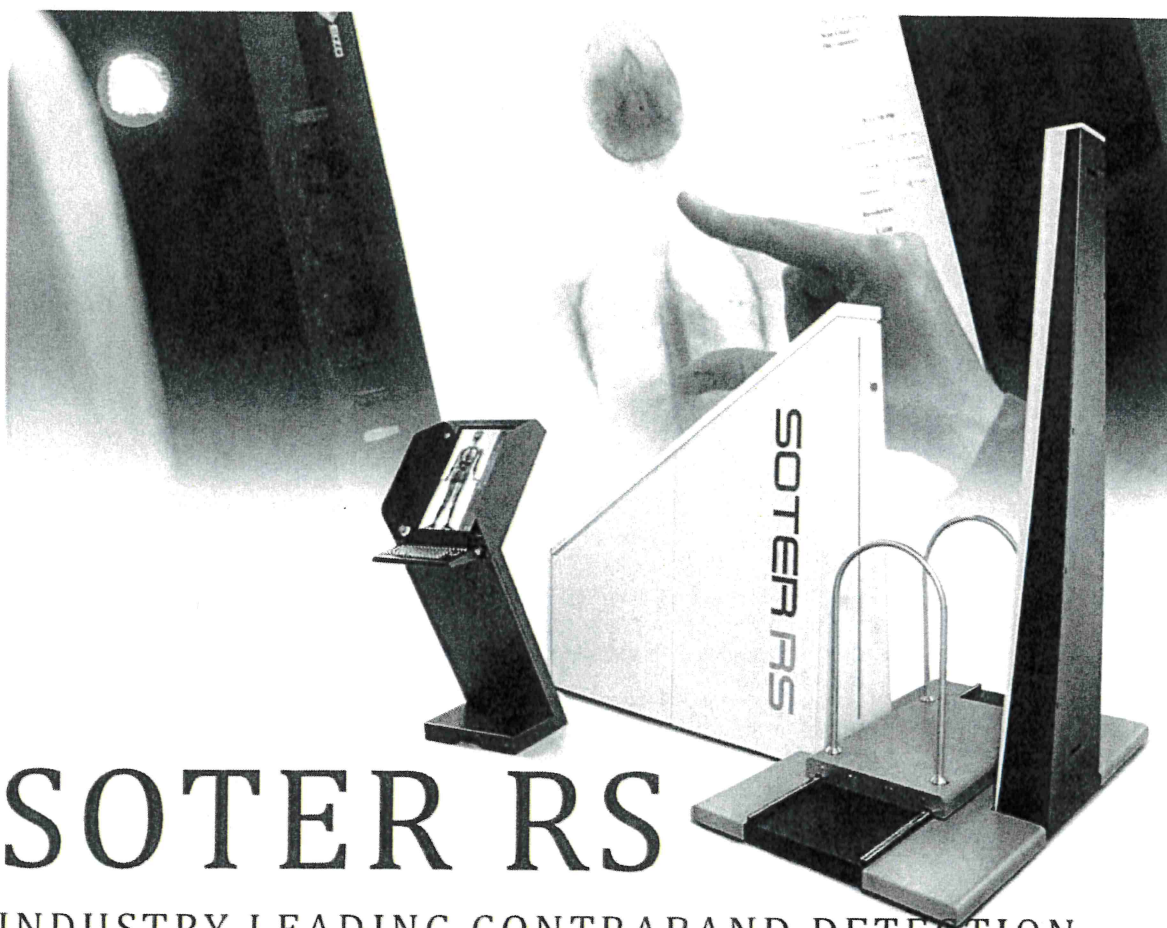
Larry Honeycutt, Secretary, County Council

ATTEST:

Sherrie Simpson, Clerk to Council

Approved as to Form:

John DuBose, County Attorney



SOTER RS

INDUSTRY LEADING CONTRABAND DETECTION

Lancaster County Detention Center, SC

Updated Commercial Proposal



PREPARED BY

John Shannon
OD Security North America
416 Island Park Drive,
Daniel Island, SC 29492

PROPOSAL DATE

August 21st, 2020

Commercial Proposal

Delivered, installed and calibrated (F.O.B Destination) – Lancaster County Detention Center, Lancaster, SC

Option 1 – Purchase

1 x SOTER RS Full Body Security Scanning System

Cost - \$118, 750

**30% Contract Deposit
70% Payable in full on installation**

Option 2 – Deferred Purchase

1 x SOTER RS Full Body Security Scanning System

Cost - \$118, 750

**50% Contract Deposit
50% Payable on 1st Anniversary of installation**

Option 3 – Lease Purchase

1 x SOTER RS Full Body Security Scanning System

7 x \$19,635 Annual Lease Payments (first payment can either be on signing, or 1-year from signing and annually thereafter)

Outstanding capital balance can be paid in full at any stage at Agency's discretion

ODSNA Lease Purchase Program Underwritten by Government Capital Corporation

Options include - Shipping, Installation, Calibration and Testing, Operator, Administrator and Radiation Safety Officer Training, **5-years Full Manufacturer's Warranty** (parts and labor, to include time and travel associated with servicing and maintenance)

Delivery and installation – 35 days after receipt of Purchase Order/Contract Deposit (if applicable)

Proposal includes (for the operational life of the Systems) –

- Provision of 24/7 Toll Free Support Line and 24/7 On-Line Help Desk
- Same day Technical/Engineering Support (SC based Technicians)
- Provision of JMS Integration Capability through Web Services interface
- B-Annual Preventative Maintenance Inspection
- Annual Full System Re-calibration
- 1-Day Annual Refresher Training
- All software upgrades through-out term of contract
- Provision of Random Scanning Software Upgrade
- Provision of Biometric Hardware/Software Upgrade
- Provision of PREA Compliant Software Upgrade
- 1 x SOTER RS Handheld Tablet

Additional Features

1. Provision of Extended Warranty (Maintenance/Service) Contract (parts and labor and including time and travel) year 6 onwards

Unit Cost - \$8,750 annually, payable in advance

2. Provision of Additional SOTER RS Handheld Tablet (mobile device)

Unit Cost -

Hardware - 1 x GD3030-400 Intel i5-5350U - **\$2,950 (one-off)**

Software - SOTER RS Operator Interphase (OI) Software (Annual Software License) - **\$2,100 annually, payable in advance**

**Total Cost – Year 1 \$5,050
Year 2 onwards \$2,100**

3. Upgrade to SOTER RS Dual View (at any stage during contract)

Our System is upgradable from Single View to Dual View capability with unrivalled detection capacity – 46AWG Full Body Image and 46AWG Torso Image

Upgrade cost - \$18,750

4. Upgrade to an ADA Compliant Platform Configuration (at any stage during contract)

Cost - \$5,000

5. Provision of Additional Training outside Scope of Project

Per Diem Cost - \$1,000

Agenda Item Summary

Ordinance # / Resolution #: Resolution 1111-R2020

Contact Person / Sponsor: John DuBose, County Attorney and Steve Wills, County Administrator

Department: Emergency Management/Fire Services

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Camp Creek Fire Department needs a building with large enough bay capacity to fit newer engines and other apparatus. The department has been raising money for this purpose, however, fundraising is not bringing in the needed funds for the project to proceed. In the last fire apparatus purchase, the sale proceeds from the decommissioned trucks was allocated first for the county purchase of the Rich Hill tanker to provide them funds for their building program. The remaining funds when the sale of the other apparatus was complete was discussed to assist Camp Creek FD with their building needs. The sale of the apparatus is now completed and the proceeds amounted to \$22,150.00. Please consider designating these funds to be available for Camp Creek FD, once it has initiated the building. The funds would remain in the county's care until such time as the building is in construction. Having the assurance these funds will be available will allow Camp Creek FD to count them into the funds they already have on hand as they get the building program started.

Points to Consider:

The available funds accrued due to sale of fire apparatus decommissioned after the last fire apparatus purchase.

Camp Creek FD's current building will not allow for the recent apparatus to be housed due to depth issues and bay door height restrictions.

Camp Creek already has land directly across the street from the existing station, prepared and ready for construction.

Camp Creek has raised \$42,000 towards this project but still needs additional funds to be able to carry it to completion.

Funding and Liability Factors:

Funding will come from the sale of the decommissioned apparatus. The county assumes no liability since at this time the fire departments are owned by the stations/membership.

Council Options:

The Committee is able to recommend the sale funds be designated and held until such time as Camp Creek FD has the building under construction with the funds taken into consideration by them as they plan and sign agreements and contracts for construction.

The Committee can decide to take no action or make no recommendations and the funds from the sale will remain in the County's general fund.

Recommendation:

Staff's recommendation is to designate the funds to assist Camp Creek FD with the construction and completion of a building suitable for housing modern day fire apparatus. This recommendation also comes from the Commissions discussions on the use of the funds to assist fire departments after the commitment to Rich Hill was completed. The sale of the trucks had brought in more than the amount of funding used to purchase the Rich Hill tanker truck at the time that payment was made. These funds are over and above that prior surplus.

ATTACHMENTS:

Description	Upload Date	Type
Resolution 1111-R2020	9/21/2020	Resolution

A RESOLUTION

**EXPRESSING AN INTENT TO DESIGNATE EXCESS FUNDS FROM THE SALE OF
DECOMMISSIONED FIRE APPARATUS TO ASSIST CAMP CREEK FIRE
DEPARTMENT IN THE CONSTRUCTION OF A NEW BUILDING**

WHEREAS, Lancaster County pursuant to South Carolina Code of Laws Section 4-9-140 annually adopts operating and capital budgets for the operation of county government.

WHEREAS, Rich Hill Fire Department purchased a tanker truck with funds derived from the sale of decommissioned fire apparatus but, after purchase of the tanker truck, there remains excess funds in the amount of \$22,150.00 derived from the sale of the decommissioned fire apparatus.

WHEREAS, Camp Creek Fire Department is in need of a building with a bay large enough to house newer engines and other fire apparatus and has engaged in fund raising efforts to fund the project and has raised approximately \$42,000.00 for the building project but the existing funds are insufficient to proceed with the building project.

WHEREAS, Lancaster County desires to preliminarily designate the excess funds in the amount of \$22,150.00 for use in the construction and completion of a new building for Camp Creek Fire Department, subject to approval by budget amendment ordinance.

NOW, THEREFORE, BE IT RESOLVED by the Council of Lancaster County, South Carolina:

That County Council hereby approves and preliminarily designates the excess funds of \$22,150.00 for use by Camp Creek Fire Department for its building project, subject to ultimate approval by Ordinance.

SIGNATURES FOLLOW ON NEXT PAGE.

AND IT IS SO RESOLVED.

Dated this _____ day of _____, 2020.

LANCASTER COUNTY, SOUTH CAROLINA

[SEAL]

Steve Harper, Chair, County Council

Larry Honeycutt, Secretary, County Council

Attest:

Sherrie Simpson, Clerk to Council

Approved as to Form:

John DuBose, County Attorney

Agenda Item Summary

Ordinance # / Resolution #: Resolution 1112- R2020

Contact Person / Sponsor: Rox Burhans, Development Services Director

Department: Planning

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

In 2017, the RFATS transportation planning organization prepared a collector road plan for its member jurisdictions identifying the potential location of collector roads to help relieve long term traffic congestion. The County Council is being asked to adopt this study prior to developing a formal implementation program.

Points to Consider:

Whether the County should adopt the RFATS Collector Road study and implement it in the future.

Funding and Liability Factors:

There may be funding implications depending on the manner in which Lancaster County implements the study.

Council Options:

Approve or Deny the Resolution Adopting the RFATS Collector Road Plan.

Recommendation:

Approval of the Resolution Adopting the RFATS Collector Road Plan.

ATTACHMENTS:

Description	Upload Date	Type
Resolution 1112-R2020	9/22/2020	Resolution
RFATS Collector Road Plan (EXHIBIT 1 to Resolution 1112-R2020)	9/18/2020	Exhibit

A RESOLUTION

**TO ADOPT THE ROCK HILL - FORT MILL AREA TRANSPORTATION STUDY
("RFATS") COLLECTOR ROAD PLAN DATED AUGUST 2017 AND TO REQUEST
AND AUTHORIZE THE IMPLEMENTATION OF THE RFATS COLLECTOR ROAD
PLAN**

Section 1. Findings and Determinations

The County Council finds and determines that:

- (a) In 2017, the RFATS transportation planning organization prepared a collector road plan for its member jurisdictions identifying the potential locations of collector roads to help relieve long term traffic congestion.
- (b) Collectors roads serve an important role in regional infrastructure planning by providing linkage between major arterial roads, allowing more route planning options for drivers, and by distributing traffic over a larger road network.
- (c) Collector roads are beneficial for public safety as they allow for improved response times for EMS, Fire, and Law Enforcement.
- (d) Lancaster County and its citizens will benefit from adoption and implementation of the RFATS collector road plan and such collector roads will serve an important public purpose as set forth herein and as set forth in the collector road plan.
- (e) The RFATS collector plan provides the conceptual alignment areas for potential collector roads but the final alignment of those identified proposed collector roads will need to be refined as part of Lancaster County's land development and approval processes.
- (f) It is the desire and intent of Lancaster County to evaluate the collector road alignments and develop a priority system for collector roads as part of Lancaster County's update of its Comprehensive Plan planned for 2021.
- (g) It also the desire and intent of Lancaster County to develop an implementation ordinance to guide land management and land use approvals for the areas containing potential collector road alignments as identified in the RFATS study.

Section 2. Adoption of the RFATS Collector Street Plan

The RFATS Collector Street Plan dated August 2017 is adopted by Lancaster County and the proposed collector roads identified therein are identified as an infrastructure priority of Lancaster County. The RFATS Collector Road Plan is attached hereto and incorporate by reference herein as Exhibit 1. The RFTAS Collector Street Plan shall be considered and incorporated, to the extent

necessary, in the Comprehensive Plan update that is planned for 2021. The County Administrator, County Staff, and County Attorney are further requested to proceed with an evaluation of the proposed road alignments and to draft a proposed Ordinance to implement the RFATS Collector Road Plan in Lancaster County.

Section 3. Conflicting Provisions

To the extent that this Resolution contains provisions that conflict with provisions contained elsewhere in adopted bylaws or procedures, the provisions contained in this Resolution supersede all other provisions and this Resolution is controlling.

Section 4. Effective Date.

This Resolution is effective upon its adoption.

THEREFORE, BE IT RESOLVED by the Council of Lancaster County, South Carolina that the RFATS Collector Road Plan adopted as set forth herein.

AND IT IS SO RESOLVED

Dated this _____ day of _____, 2020.

LANCASTER COUNTY, SOUTH CAROLINA

Steve Harper, Chair, County Council

Larry Honeycutt, Secretary, County Council

Attest:

Sherrie Simpson, Clerk to Council

Approved as to form:

John DuBose, County Attorney



Collector Street Plan

August 2017

ACKNOWLEDGEMENTS

ROCK HILL - FORT MILL AREA TRANSPORTATION STUDY

COLLECTOR STREET PLAN

The RFATS Collector Street Plan is a collaboration involving stakeholders, the RFATS Committees, staff, and Ramey Kemp & Associates as consultant. Public meetings were held in four locations throughout the study area in October and November 2016. Adoption meetings are anticipated in Fall 2017.

Policy Committee:

Hon. A. Douglas Echols, RFATS Chairman, Mayor, City of Rock Hill
Hon. Brian Carnes, RFATS Vice Chairman, County Councilmember, Lancaster County
Hon. Kathy Pender, City Councilmember, City of Rock Hill
Hon. James C. Reno, Jr., City Councilmember, City of Rock Hill
Hon. Guynn Savage, Mayor, Town of Fort Mill
Hon. George Sheppard, Mayor, City of Tega Cay
Hon. Dr. J. Britt Blackwell, O.D., County Councilmember, York County
Hon. Michael Johnson, County Councilmember, York County
Chief Bill Harris, Tribal Chief, Catawba Indian Nation
Hon. Wes Climer, Senator, South Carolina Legislature
Hon. Gary Simrill, Representative, South Carolina Legislature
Hon. David E. Branham, Sr., Commissioner, South Carolina DOT

RFATS Staff:

David Hooper, AICP, RFATS Administrator
Christopher Herrmann, Transportation Planning Assistant

Consultant:



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CHAPTER 1

INTRODUCTION

OVERVIEW

In the rapidly growing Rock Hill-Fort Mill Area Transportation Study (RFATS) region, the transportation system is processing heavy travel demand on most major arterial roadways, particularly so during the morning and evening peak driving periods. In a high growth environment, these operating conditions are not entirely unexpected. Given current and projected population and employment growth rates, the need to ensure the effective linkage among different roadway types will be a critical component to extracting the highest degree of operational efficiency from the region's transportation network. With this in mind, RFATS has initiated a Metropolitan Planning Organization (MPO)-wide Collector Street Plan, the first of its kind in the state of South Carolina, to reduce long-term traffic congestion as additional development occurs by outlining a network of supporting streets to expand driver choice, provide alternate routes, and guide the construction of a more fully developed network of interconnected streets.

Definition

Collector streets are two and three lane roads that provide access and mobility to and from local streets and connect to the larger arterial street system. Collector streets typically carry lower vehicle volume and operate at lower speeds than arterial streets, but nonetheless serve to provide important connectivity among different roadway types.

Purpose & Operation

The general purpose of a collector street is to fill a gap between high-speed, high-volume arterial roadways and low-speed, low-volume local streets. Collector streets are integral linkages for efficient movement by effectively distributing travel demand across an appropriate network of supporting roads. Operationally, collector streets are characterized by moderate speeds with access to individual driveways. Collector streets connect with arterial roads. Examples of collector streets in the RFATS region include, but are not limited to the following:

- Town of Fort Mill – Sutton and Banks Road
- Lancaster County – Harrisburg and Possum Hollow Road
- City of Rock Hill – Twin Lakes and Eastview Road
- City of Tega Cay – Dam Road
- Catawba Indian Nation – Reservation Road and George Dunn Road
- York County – Neelys Creek Road and McConnells Highway

Who Pays

In addition to the operational benefits collector streets provide, it is also important for government to include collector streets in their roadway network to leverage and coordinate with private investment. In most cities and counties, developers build and/or pay for the construction of collector streets. This is done because collector streets have development on both sides of the street, the width of the street is reasonable, and building such streets has been recognized as a normal cost component of development activity.

Public Sector Role

In some cases, government agencies build collector streets when necessary. Examples of publicly funded collector streets are river and ravine crossings where the cost of a bridge may exceed the budget of some developers. In most cases, government agencies that have land use authority adopt policies and ordinances that require developers to build some of their streets with connections to the exterior roadway network. Given the growth projections within the RFATS region, the functional importance of identifying needed collector roads will serve an important role for both proper development and operational reasons.



Benefits

The following are benefits of collector streets:

- 1 Creates choices for citizens.
- 2 Improves response times for emergency services including EMS, Fire and Police.
- 3 Allows local officials to optimize tax dollars when locating new Fire and Police substations.
- 4 Improves the efficiency of public service-delivery enterprises such as school buses, garbage collection, meter reading, and street maintenance by avoiding 'dead-heading' on culs-de-sac.
- 5 Improves the efficiency (and therefore the cost) of private service-delivery enterprises including postal mail, express packages, and newspapers.
- 6 Eases extreme traffic congestion on nearby major roads and intersections.
- 7 Optimizes public funds spent to widen major roads by leveraging with privately-funded collector streets that are built as development occurs. Major road funding is often delayed years after recurring congestion begins.
- 8 Creates a network of interconnected streets and safe pathways for people who choose to travel by bicycle, golf cart, stroller, and on foot.
- 9 Water pressure at the faucet is improved with water distribution systems that have interconnected pipe networks under the street pavement.
- 10 Eases pressure on natural environmental resources and communities by planning and building streets that can be located on alignments that are in harmony with nature.

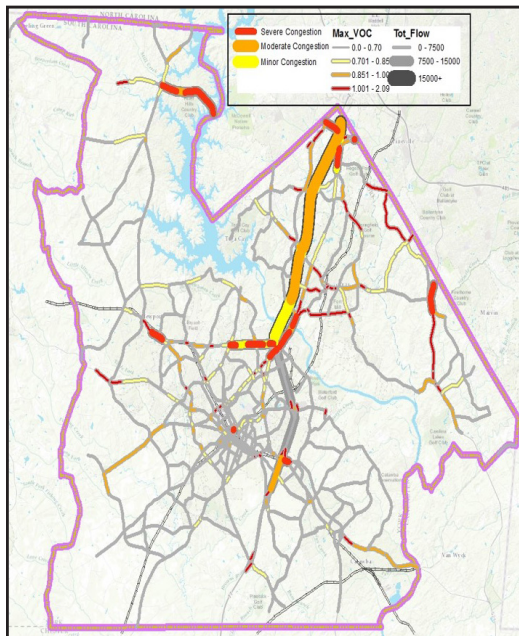
Challenges

The three primary challenges to building collector streets are as follows:

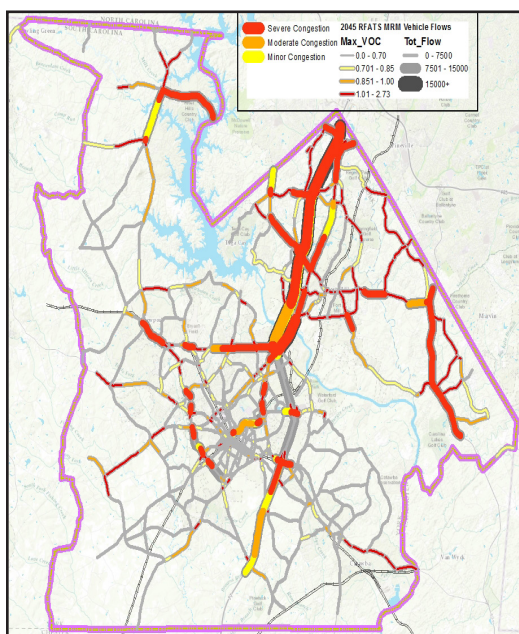
- 1 Planning for collector streets is often overlooked by transportation planning agencies. By way of example, a web search for collector street plans produces a concentration in North Carolina, which is represented by five of the top ten listings in an online search. Upon adoption, the RFATS Collector Street Plan will be the first of its kind in South Carolina.
- 2 Developers and their engineers prefer to lay out new streets within their developments to follow the natural topography of the land. This is desirable and a best practice to land development. Designing new streets to fit the terrain is time consuming and well beyond the scope of this collector street plan. For this reason, this Plan shows lines on maps representing where new collector streets within the transportation network are needed for connectivity and efficient routing. With this in mind, it is important to note that an exact alignment has not been set and will require refinement during the land development review and approval process.
- 3 Timing of construction can be a challenge. The best time to build a collector street is before residents occupy the fronting homes. Delay in making the final connection on a collector street can lead to built-in opposition; first from homeowners who have taken occupancy on their home street and then from the developer who takes the resident's (customer's) side of the argument.

Problem Statement

The Rock Hill – Fort Mill Area Transportation Study (RFATS) region has experienced significant and steady growth over the past few decades. During the most recent Census period (2000-2010), the RFATS region experienced a 46% increase in population from roughly 120,000 to almost 175,000. Since this time, population growth has continued to sharply increase with a planning area population total near 223,000 in 2015. With many desirable qualities within the region, elevated growth rates are expected to continue for the foreseeable future.



2015 Congested Roads



2045 Congested Roads

GOALS

The Collector Street Plan (CSP) will help achieve an overall goal of the RFATS Long Range Transportation Plan (LRTP) to develop plans and strategies that promote an efficient and effective transportation system for all users in the RFATS Study Area. Several of the specific transportation system goals outlined in the LRTP that will be supported by a Collector Street Plan include:

- Protect existing corridors and reserve future right-of-way affected by both public and private development.
- Enhance mobility by improving existing roads, corridors, and street connectivity.
- Encourage the incorporation of access management strategies on major roads and corridors, and require development to provide adequate internal circulation and connectivity to maximize linkages with other nearby development.
- Identify connections for pedestrians and bicyclists to enhance safety and mobility.
- Minimize environmental impacts by the transportation system with proper planning and preservation techniques for the area's natural features.

Vision

The identification of future connections (collector streets) between existing arterial and local roadways can provide alternative routes for local trips, help lessen delay, and minimize the impacts associated with major roadway widenings. The Plan consists of ten maps (shown in Appendix A) covering the RFATS area showing the proposed connections, the process and methodology used to develop the recommendations, as well as guidance for elected officials and technical staff to implement the policies and practices discussed. ***It should be noted that the future collector streets shown on the maps represent a desired connection, not a mandated street alignment or point of intersection.***

ROADWAY TYPES

There are four types of roadways: (1) local, (2) collector, (3) arterial, and (4) highways. There are subtypes within some of these categories; for example, freeways are a subtype within highways. The Federal Highway Administration and the South Carolina Department of Transportation refer to this system as functional classification; that is, defining classes of roadways according to their function.

Table 1 provides a comparison of the four types of roadways within RFATS as well as regional examples of each type.

Table 1 - Relationship between Functional Classification and Travel Characteristics

Functional Classification	Distance Served (Route Length)	Access Points	Speed Limit	Distance between Routes (Spacing)	Annual Average Daily Traffic Volumes	Significance	Number of Travel Lanes	Regional Examples
Arterial	Longest	Few	Highest	Longest	Highest	Regional	More	US 521, SC 160
Collector	Medium	Some	Medium	Medium	Medium	Community	Medium	Neely Store Road, New Gray Rock Road, Possum Hollow Road
Local	Shortest	Many	Lowest	Shortest	Lowest	Neighborhood	Fewer	Harvest Pointe Drive, Newport Drive

PLAN BENEFITS AND USE

The identification of desired roadway connections and documenting them in this Collector Street Plan (CSP) will provide specific guidance and locational information for expanding driver choice, improving network connectivity, and proactively reducing long term traffic congestion as additional development occurs.

The formal adoption and implementation of the RFATS CSP by the Policy Committee and member jurisdictions will be a key step to establishing collector street planning principles as a routine consideration in the development review and approval process. The adopted CSP will set baseline expectations across the region, from which planning staff can augment as needed to suit their respective planning jurisdiction.

It should again be noted that the future collector streets shown on the accompanying maps are illustrative of desired connectivity between roadways and are not indicative of specific alignments. A set of design specifications should be approved by each local government. Roadway alignments should be developed collaboratively between planning staff and developers using this CSP as a guide. Design recommendations in this Plan, SCDOT Design Guidelines, or local standards should be applied through the development review process. It is intended that the connections shown in the CSP be built by developers. However, this does not preclude State and local governments from contributing to the road network where appropriate.

"The future collector streets shown on the accompanying maps are illustrative of desired connectivity between roadways and are not indicative of specific alignments."



CHAPTER 2

EXISTING CONDITIONS

TRAFFIC CONGESTION

The RFATS Study Area has significant traffic congestion due to sustained growth, increases in population and employment, attractive amenities, and a relatively strong position within the greater Charlotte region. With this in mind, the effectiveness and completeness of a supporting collector street system that will distribute traffic across an appropriate network of arterial and collector streets is necessary for more efficient functioning throughout the transportation network.

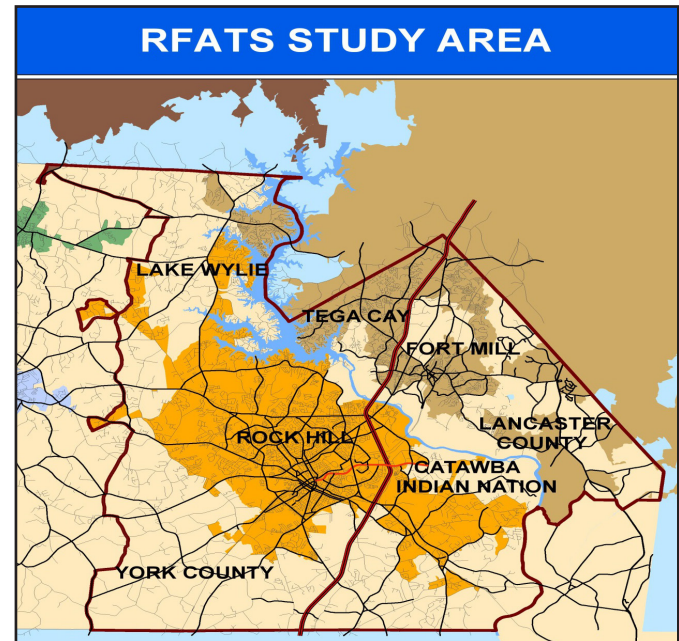
Currently, drivers in the RFATS region spend approximately a third of their time in congested conditions of level of service (LOS) D or lower, and this is projected to increase to roughly 80% in 2045. Against this backdrop, it is critical that the road network (local, collector, arterial and highways) function at their highest efficiency as a system for mobility, connectivity, and safety. Congested arterials and highways in the RFATS region are well known by the motoring public and include, but are not limited to the following:

- Interstate 77 at Celanese Road, Anderson Road, Dave Lyle Boulevard, SC 160, and between Gold Hill Road and the North Carolina state line
- US 21 at Spratt Street / Sutton Road, and SC 160 at Gold Hill Road
- US 521 at SC 160
- SC 49 between Highway 55 and the North Carolina state line (Lake Wylie)
- SC 160 at Sutton Road, Dobys Bridge Road and Gold Hill Road
- SC 161 (Celanese Road) at Heckle Boulevard to I-77
- US 21 (Cherry Road)
- SC 55 west of Highway 49 / 274
- SC 901 (Heckle Boulevard) at South Herlong Avenue and at West Main Street
- Fort Mill Southern Parkway between US 21 and Dobys Bridge Road

In addition to existing and projected operating conditions along most arterial roadways, there are other concerns and variables that influence transportation planning options. For example, there are natural features in the study area, including the Catawba River and Lake Wylie, that preclude desired spacing of connected streets. Opportunities to provide additional network capacity through new

arterials are limited. This places an even greater importance on developing a well-connected roadway network.

LOCAL COMMUNITIES IN RFATS



The following is a brief summary of key transportation issues in the member communities of RFATS.



Catawba Indian Nation: the Catawba Indian Nation is the only federally recognized tribe in South Carolina, and it is located within RFATS in eastern York County. The Catawba Indians identify several sacred sites along the Catawba River which are to be taken into consideration when exploring connection options across the river. There are no significant traffic congestion issues on roadways in the Catawba Indian Nation.



City of Rock Hill: the City of Rock Hill is served by I-77 on its east and contains a number of key corridors within the transportation network (i.e. Celanese Road, US 21, Dave Lyle Blvd, SC 72, etc.) that operate in congested conditions. In the northern portion of the City, severe roadway congestion occurs along the Celanese Corridor and India Hook Road. Celanese Road is a major arterial roadway connecting western York County and the broader Lake Wylie area to I-77 and is a heavy commuter route. The Rock Hill / York County airport is situated between Celanese Road and Mt. Gallant Road, and the likely expansion of the airport to the north will limit opportunities to build a new roadway there. The City is concentrating on congestion management efforts including optimized signal coordination and control-of-

access restrictions to limit driveways on major roadways. Completing the widening of SC 72 is a priority for the City of Rock Hill as is extending Celriver Road and building a three-lane Eden Terrace from Cel-River Road to Mt. Gallant Road. Other roadway projects of interest in Rock Hill include Ebinport Road between India Hook Road and Cherry Road and I-77 interchange modifications at Celanese Road and Cherry Road (I-77 exit 82 A, B & C).



City of Tega Cay: the City of Tega Cay is located along the shores of Lake Wylie and the Catawba River. The majority of development on the peninsula is for residential and recreational uses.

Additional growth is occurring to the north and southeast in the form of mixed-use developments. Developers have contributed funding to build collector streets including in this jurisdiction.



Lancaster County: the panhandle of Lancaster County is located in the northeast section of RFATS. It is bound by

North Carolina to its north and east, and the Catawba River to its west. US 521 is the major north-south arterial in this part of the RFATS area and is intersected by several east-west roads including SC 160, Dobys Bridge Road, and SC 75. The County has engaged in several efforts to promote more efficient connectivity such as pursuing right-of-way to widen existing roads leading to new developments and requiring residential developments to stub-out roadways to adjacent properties.

The planned Dave Lyle Boulevard Extension would have a significant impact on northern Lancaster County, connecting US 521 to Rock Hill, and ultimately to I-77. The County has discussed corridor right-of-way preservation for this project, but no official determinations have been made.



Town of Fort Mill: the Town of Fort Mill is located north of the Catawba River, along the I-77 Corridor. It is bound by Tega Cay to its west, Lancaster County to its east, and the state line to its north. Recent

annexations and major development activity reflect a robust growth environment. Particularly notable is the Kingsley Development located just east of I-77 at SC 160 as well as planned development along the Fort Mill Southern Parkway. Traffic congestion is significant on I-77, US 21, Springfield Parkway, SC 160, and Dobys Bridge Road. Planned improvement projects include an interchange reconfiguration at SC 160 / I-77, five-lane widenings along

US 21 from SC 160 to Gold Hill Road, as well as the Fort Mill Southern Parkway from US 21 to Holbrook Road.



York County: the eastern urbanized portion of York County is included in the RFATS Study Area. This portion of the county is bounded by Gaston County and Mecklenburg County to the north, Lancaster County on the east, Chester County on the south, and the towns of Clover, York, and McConnells on the west. Traffic Congestion is significant throughout this area. In the unincorporated Lake Wylie area, traffic congestion is particularly strong along SC 49, Hwy 557, Pole Branch Road, and Hwy 274.



Avenue of the Nations in Catawba Indian Nation



City of Rock Hill



City of Tega Cay



CHAPTER 3

PLANNING PROCESS

MAJOR ROADWAY IMPROVEMENT PLANS



There are geographic challenges that include Lake Wylie, the Catawba River, floodplains, and sacred Catawba Indian Nation grounds. Crossing any of these features involves many points of evaluation and an extended planning and implementation timeframe.

The following is a summary of other plans that are complete or underway.

Catawba River Crossing Studies

An additional connection across the Catawba River between Sutton Road and Mt Gallant Road is a missing network link that is needed to achieve optimal transportation efficiency. With many challenges and limited opportunities to building a river crossing to the west of I-77, it is strongly suggested that opportunities to preserve this option be supported as additional development occurs along Sutton Road.

In reviewing the Advanced Planning Project Report (APPR) prepared by SCDOT, a connecting route linking Mt Gallant and Sutton Road would help lessen traffic congestion on I-77, US 21, and the Celanese Corridor as well as provide an alternate route to the rapidly growing area south of Lake Wylie. While a multi-lane project above three lanes would not be classified as a collector street, it is being highlighted as an important network connection consistent with the intent of collector streets nonetheless.

Dave Lyle Boulevard Extension (DLBE)

Dave Lyle Boulevard (SC 122) currently stretches from west of Main Street in Rock Hill to Waterford Park Drive, a distance of less than six miles, connecting to major corridors such as I-77 and US 21. The cross section varies between a four-lane divided roadway with turn lanes and a five-lane cross section with a continuous two-way center left-turn lane along the corridor. The extension of Dave

Lyle Boulevard is proposed from the existing terminus near Waterford Park Drive to US 521 and beyond in Lancaster County. Although no specific alignment or corridor has been decided, the DLBE will provide more direct access to the Catawba Indian Nation, northeast York County and northern Lancaster County. Plans for the extension include another Catawba River crossing connecting York and Lancaster Counties.

Planning for the DLBE Extension and adjacent land uses is in discussion by planning staff, councils, as well as residents and is the subject of several studies including the 2012 Dave Lyle Boulevard Extension Corridor/Small Area Plan. The functional classification of the existing DLBE is highway / expressway. The extended section is currently proposed to be classified as a minor arterial by the SCDOT.

Garden Parkway (Gaston East-West Connector)

The North Carolina Department of Transportation (NC-DOT) studied corridor recommendations for a new free-way facility from I-485/NC 160 in Mecklenburg County, just west of Charlotte, to I-85 west of Gastonia - a length of almost 22 miles. While the original project concept known as the “Garden Parkway” is no longer being actively studied, a modified approach that would incorporate a new Catawba River bridge crossing (just north of Lake Wylie) is being considered. The potential project area runs from roughly South New Hope Road to just west of I-485 south of the Charlotte-Douglas International Airport.

ADOPTED PLANS

The study team examined adopted plans prepared by the RFATS, member jurisdictions, and the South Carolina Department of Transportation (SCDOT). These include, but are not limited to the following:

- 2035 RFATS Long Range Transportation Plan (LRTP)
- 2011 RFATS Congestion Management Plan (CMP)
- 2025 York County Comprehensive Plan
- 2014-2024 Lancaster County Comprehensive Plan
- 2012 Fort Mill Comprehensive Plan
- Focus 2020 Rock Hill Comprehensive Plan
- 2015-2025 Tega Cay Comprehensive Plan
- SCDOT State Transportation Improvement Program (STIP)

THE LAND USE-TRANSPORTATION CONNECTION



Research published by the City of Charlotte shows that 200 to 400-foot block spacing is ideal for a central business district, expanding to a 3,000 foot spacing between connected streets (arterials and collectors) in suburban residential and mixed-use areas where the average density is four dwelling units to the acre. The existing and future land use maps adopted with each Comprehensive Plan are a key focus of the study team review. Though the study area is experiencing rapid growth in general, this growth is not consistent across municipal and county boundaries. The future land use maps along with proposed developments were carefully reviewed to isolate any significant conflicts of anticipated land use across constituent boundaries. The future land uses identified in the plans were generally compatible; however, ongoing coordination between adjacent planning departments is recommended as potential development opportunities are announced. This is particularly important in areas that have large tracts of undeveloped land, or tracts that are beginning to develop, as these are prime areas to implement connectivity requirements that may have significant benefits. The RFATS staff are encouraged to look for such opportunities.

For example, Fort Mill recently annexed land just north of the Catawba River between Fort Mill and Rock Hill/York County for several developments. The development of each side of the river should be coordinated across planning departments to avoid approving developments that would preclude a viable river crossing option.

Numerous small area plans and corridor studies were reviewed to understand and identify connectivity opportunities including the:

- US 521 / SC 9 Corridor Study
- Dave Lyle Boulevard Extension Small Area Plan
- Exit 90 / Carowinds Boulevard Master Plan

On a more refined level, the Unified Development Ordinance (UDO) and Zoning maps for the RFATS member jurisdictions were reviewed to identify existing connectivity requirements and conditions as well as roadway design standards for collector streets. This information was used as a base to expand upon in this study to provide a more consistent approach for collector street planning throughout the RFATS region.

DATA ASSIMILATION

The technical information used in developing a preliminary collector street network for the study area includes:

- Average Annual Daily Traffic (AADT) volumes and crash data from the SCDOT
- Floodplains, natural environment constraints, and areas of severe topology from national mapping databases
- Traffic growth patterns, impacts of programmed roadway projects, and corridors anticipated to operate over capacity in the future from the Metro-lina Regional Model (MRM)

Information gathering and review meetings were held with all six member jurisdictions within RFATS to discuss key corridors, anticipated growth areas, newly approved and pending developments, as well as chronic congestion points. The draft CSP maps (shown in Appendix A) were then modified to reflect the input and guidance received. Following those meetings, volume-to-capacity ratios by roadway segment were included, and this resulted in additional collector street extensions and connections being identified by the RFATS Technical Team.

PLANS AND STUDIES UNDERWAY



Several planning initiatives for alternative methods of transportation have either recently been completed or were underway during the development of the CSP. This includes the RFATS 2045 Long Range Transportation Plan and the RFATS Bicycle & Pedestrian Connectivity Plan. While this study focuses on new collector street connections, it should be implemented with the recommendations found in these complementary plans, where appropriate, to maximize multi-modal connectivity and develop a robust comprehensive transportation network that offers many options to residents.

PUBLIC OUTREACH



Four community outreach sessions were held to present and discuss the draft Plan with members of the public. Meetings were held as follows:

- Lake Wylie: October 4, 2016 at Lake Wylie Public Library on Blucher Circle
- Fort Mill & Tega Cay : October 6, 2016 at the Spratt Building on Main Street
- Lancaster County: October 25, 2016 at Del Webb Library on Charlotte Highway
- Rock Hill & Catawba Indian Nation: November 1, 2016 at Manchester Meadows on Mt. Gallant Road

Attendees provided input on locations where collector street connections are needed, congestion 'hot-spots' and alternative 'back road' routes that are used to circumvent delays, as well as commenting on proposed cross sections and the planned incorporation of multi-modal elements for collector streets. Public input was solicited through a survey as well. The survey was provided at each public session as well as online via the RFATS MPO website.

During the public outreach meetings, comments were received about existing collector streets that need to be improved; in particular, Henry Harris Road in Lancaster County and Bethel School Road/Baird Road in the Lake Wylie area were noted by multiple participants.

Based on responses from participants in the public outreach process, congestion in RFATS is generally perceived as heavy, widespread, and putting the existing roadway network at a critical level. There is an overall attitude of agreement that action needs to be taken to not only preserve and improve the operations of the existing transportation network, but to strategically plan for accommodating area growth with more complete roadways and alternative route and mode choices as well.



CHAPTER 4

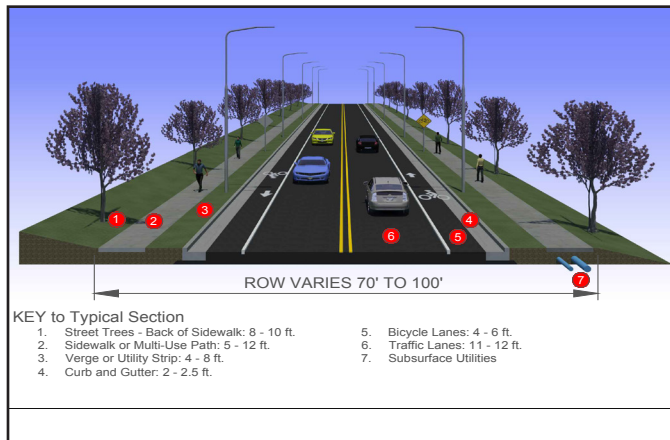
DESIGN CONSIDERATIONS

TYPICAL SECTIONS

Typical design elements within the right-of-way for collector streets include: vehicle travel lanes, bicycle lanes, drainage, utilities, landscaping or planting strips, and sidewalks. Depending on the surrounding land uses, medians and on-street parking may also be provided.

Collector streets typically have the following characteristics and should be designed with the following guidelines in mind:

- Average Daily Traffic between 1,500 vehicles per day (vpd) and 7,500 vehicles per day
- Speed limit between 25 miles per hour (mph) and 35 mph
- Two (2) lane cross section with turn lanes at intersections and major driveways
- Travel lanes 11 feet or 12 feet wide
- Collector street spacing between 1,500 feet and 3,000 feet depending on the density of development.



The Collector Street maps shown in Appendix A identify proposed cross-sections for future collector streets as a guide based on anticipated land uses, intensities, and discussions with local planning staff. Included in Appendix B are four typical cross-section options.

Paved Shoulders

Collector Streets in some RFATS areas may have two-foot shoulders, however new collector streets with paved shoulders would benefit by increasing the width to six or eight feet. Wider paved shoulders benefit motorists when vehicles break down and when emergency vehicles must pass. Wider paved shoulders also serve as defacto bike lanes and sidewalks.

Urban and Suburban Areas

Collector Streets in urban and suburban areas typically have four to five-foot wide bicycle lanes, curb and gutter,

landscaping strip, and five to six-foot wide sidewalks. Six-foot wide sidewalks are preferred so two people can walk side-by-side without stepping off the sidewalk.

TRAFFIC CALMING

Definition

Traffic calming is the combination of mostly physical features that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for pedestrians, joggers, and cyclists. The South Carolina Department of Transportation (SCDOT) considers traffic calming to include physical and visual measures, as well as educational and enforcement activities.

Proactive Calming



Proactive traffic calming techniques are design elements that are built when the street is built. They include horizontal curves that slow most motorists and raised-curb islands that narrow the travel way at key locations to ensure motorists slow down. Traffic calming can include intersections where "through" traffic must turn and the street name changes. Proactive traffic calming includes generous planting strips with street trees that will grow and mature to provide a canopy over the street, lending visual cues to motorists that induce them to drive at reasonable speeds.

Reactive Calming

Traffic calming measures can be reactive; that is, added to existing collector streets that are experiencing speeding problems.

Desired Results

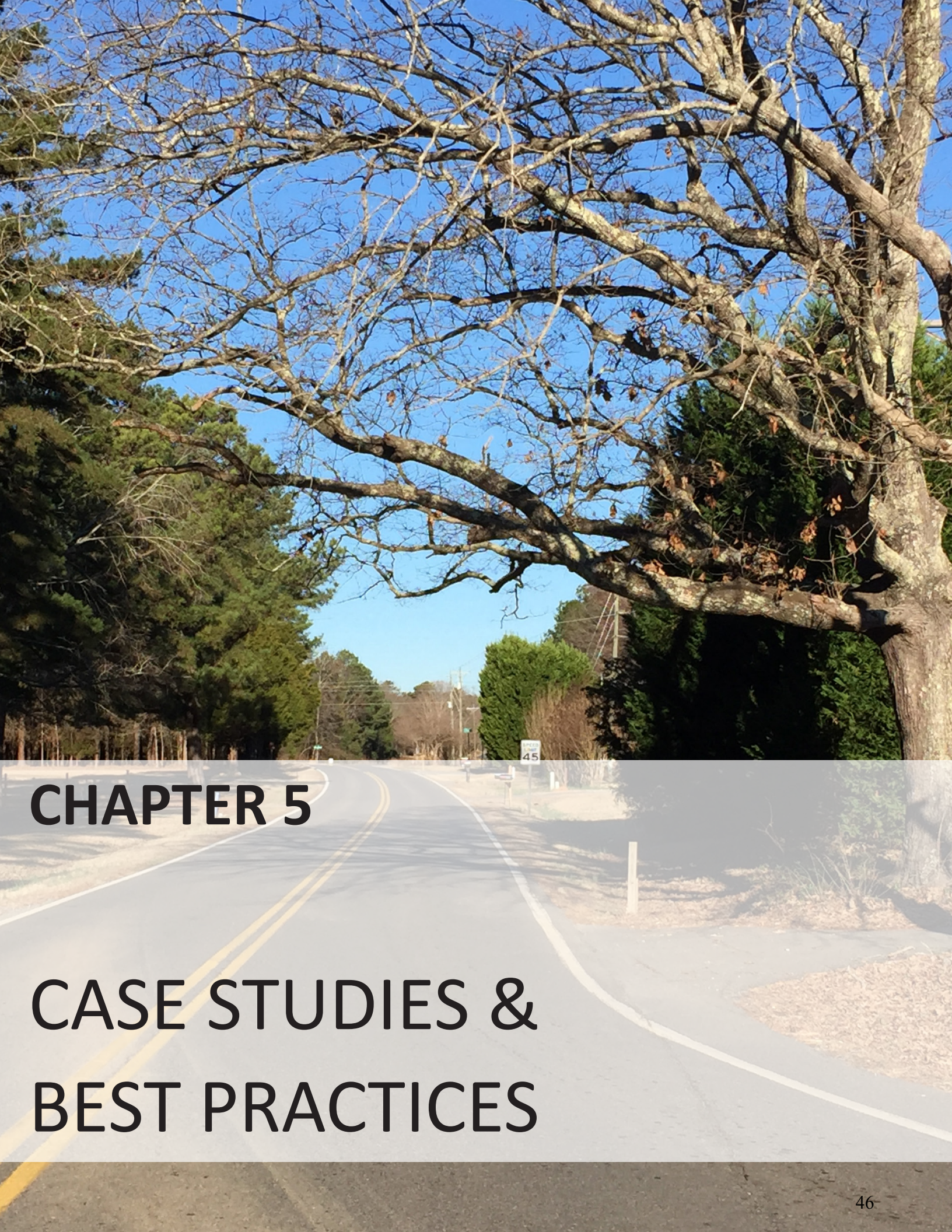
The purpose of traffic calming is to reduce the speed and volume of traffic to acceptable levels, reduce crashes, and to provide safe environments for pedestrians, cyclists, and children. Additional information about traffic calming is presented in Appendix C.

Partnerships for Traffic Calming Programs

Engineering applications, enforcement cooperation, education of motorists, and economics typically determine the success of any traffic calming endeavor. A partnership between various entities including local government, regional agencies and SCDOT will be beneficial in designing and implementing a successful traffic calming program. Each traffic calming program and project should include a community awareness and education component. Each traffic calming project should be endorsed by the law enforcement agency within that jurisdiction, including perhaps increased presence in the area. The three-pronged approach of using physical measures combined with police presence and public service announcements is a recommended best practice.

Funding

Local governments are responsible for funding traffic calming programs and projects in South Carolina. SCDOT does not have a designated funding source for traffic calming. Depending on the proposed measures and the characteristics of the area, traffic calming projects may be eligible for funding from “C-funds” which are administered by County Transportation Committees. Consideration should be given to securing funding from developers if there is a rational nexus to mitigate the impact of traffic from their development.



CHAPTER 5

CASE STUDIES & BEST PRACTICES

Case studies are included in this section to serve as a point of reference for policies and implementation practices recommended in this plan. These studies provide relevant best practices from peer agencies that have experience implementing collector street requirements. They are:

- Capital Area MPO (NC)
- Cary (NC)
- Charlotte (NC)
- Durham-Chapel Hill - Carrboro MPO (NC)
- Grand Strand (SC)
- Greensboro MPO (NC)
- Greenville-Pickens Area (SC)
- Wilmington MPO (NC)
- Winston-Salem MPO (NC)

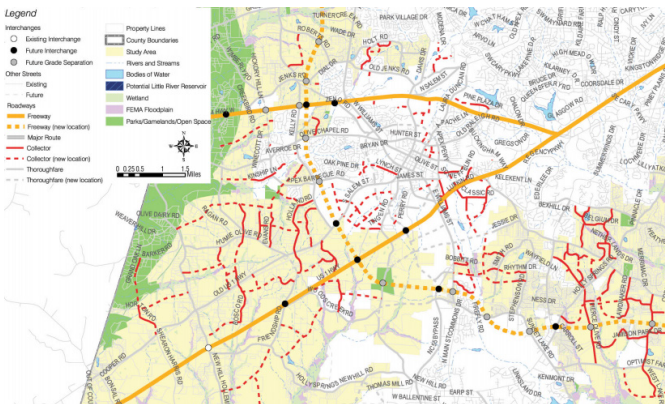
BEST PRACTICES

Summaries of each case study are provided below. Information was obtained from the agency website, a telephone / e-mail survey, and meetings that were held specifically with staff in Cary and Charlotte. A summary table of the survey results is included on page 16 of this report.

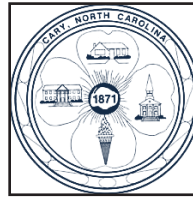


Capital Area MPO (NC): The collector street policy for CAMPO is based on local plans. CAMPO includes collector

streets in area studies and analyses to assist the local agencies in updating their plans. The MPO “adopts collector level streets as part of county-level Comprehensive Transportation Plans (CTP) where there has been an identified improvement as part of the overall CTP.” For example, the Wake County Collector Street Plan includes extensions of existing roadways.



[Wake County Collector Street Plan](#)



Cary (NC): The Town of Cary is located in Wake and Chatham counties, immediately southwest of the capital city, Raleigh. In October 1988, Town Council adopted the Collector Streets Policy Statement that has been strengthened since its adoption.

This policy is implemented through the land development process. It requires new developments to build collector streets if any of the following criteria are met:

- The development contains a street that services traffic from more than 100 dwelling units.
- The development contains a total commercial area of 20 acres or greater.
- The development contains other land uses that generate traffic volumes similar to 100 dwelling units or 20 acres of commercial area (such as schools), as deemed by the Town Council.

The policy also sets minimum design standards for collector streets, such as a width of 35 feet from back-of-curb to back-of-curb and a posted speed limit not to exceed 35 mph. There are several typical sections used by the Town. The Comprehensive Transportation Plan provides guidance as to whether the collector street is major or minor, with major collectors being designed with medians and bicycle lanes but without driveways. The Collector Streets Policy Statement goes on to identify reasonable instances for modifying an identified collector street alignment including topography and soil conditions.

Though not directly addressed in the Collector Streets Policy Statement, the Town of Cary does utilize a ‘connectivity index’ for all proposed residential developments, as discussed in Chapter 7 of the Town’s Land Development Ordinance. A connectivity index is a measure of how well vehicular and pedestrian/bicyclist networks are connected both within a development and to the external roadway network. The index value can be a ratio of road ‘links’ to road ‘nodes’ (intersections or cul-de-sacs) or a ratio of intersections to cul-de-sacs. If a residential development does not meet the minimum connectivity index requirement, pedestrian paths must be constructed to provide pedestrian connections from the cul-de-sac to the adjacent roadway.



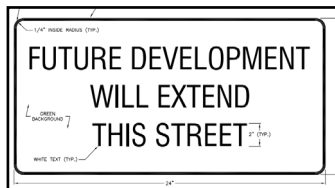
Charlotte (NC): The City of Charlotte sets expectations that streets will be connected and will provide safe facilities for pedestrians, bicyclists, transit (if appropriate), cars and trucks. Charlotte has had

a collector street ordinance since 2002 when the City Council adopted the Major Collector Plan. In Charlotte, collector streets are considered to have the following

characteristics:

- Intersect with an arterial roadway
- Serve more than 125 dwelling units
- Lane configuration serves the functions of a collector street
- Connects to non-residential area

Planned collector streets are referenced in the Subdivision Ordinance and are primarily required of developers. The City does not typically build collector streets. To let citizens know about potential future road extensions or construction, any street stub built after 2008 is required to have a connectivity sign posted at the end-of-road barricades. The sign is a reminder to residents that the street will be extended and connected to other streets in the future.



The collector streets reflected in the plan simply illustrate intent or logical connection routes, rather than exact alignments for future roads. According to Danny Pleasant (Director of the Charlotte Department of Transportation), “as long as the street being built meets that intent as determined by staff, the exact alignment is somewhat flexible.” Exceptions may be granted for steep topography and crossing of water features. Developers are expected to dedicate right-of-way and build planned collector streets. The City may participate in a public-private partnership to fund a portion of a culvert or bridge.



Durham – Chapel Hill – Carrboro (DCHC) MPO (NC):

The DCHC MPO utilizes a Collector Street Plan to determine future street connections. Final alignment and design of collector streets are determined through the development review process. The MPO provides some flexibility to adapt to the particulars of future developments. Extensions of existing streets are also taken into consideration. In order to give residents knowledge that a collector street will be built in the future, the Town of Chapel Hill posts signs stating, “Road subject to future extension.” These signs are sometimes taken down by angry neighbors and vandals. In addition to these signs, public input meetings are held, and invitations are sent to all residents in the area to spread the word and get as much participation as possible.



Grand Strand (SC): The Grand Strand Area Transportation Study (GSATS) is the Metropolitan Planning

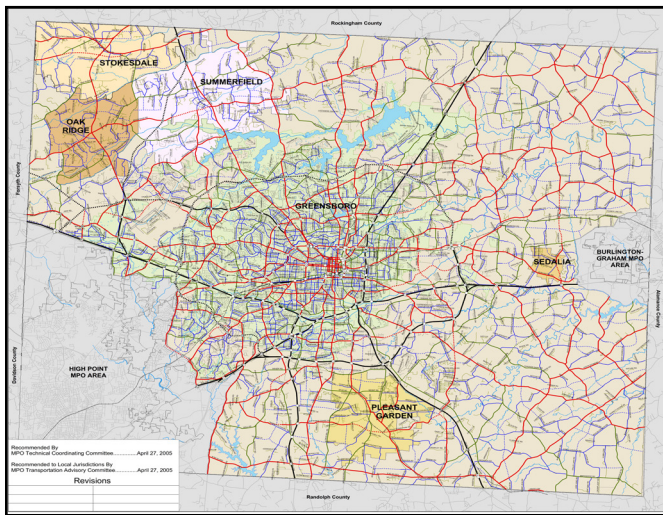
Organization (MPO) for the Myrtle Beach-Socastee SC/ NC Urbanized Area, also referred to as the Waccamaw region. The Waccamaw Region Council of Governments (WRCOG) administers the transportation programs, collect and compile land use data and gather any additional planning data required.

According to Mr. Tom Britton, AICP, Planning Director for WRCOG, collector streets are included in the transportation planning process along with arterial roads and highways. There is not a separate process or plan for collector streets. The GSATS 2035 Long Range Transportation Plan was adopted in June 2011 and the document and maps show approximate alignments for future collector streets along with arterial roadways and highways. GSATS has initiated the 2040 Metropolitan Transportation Plan update and the intent is to continue to show collector streets, arterials and highways together. New collector streets are typically identified by the local governmental agency and requested through a formal process. All submittals are evaluated using a quantitative process to include the most cost-effective projects that help the region attain its goals.



Greensboro MPO (NC): The Greensboro MPO Collector Street Plan identifies existing and future collector streets. A draft of the plan was developed in August 2004 and was endorsed by the Trans-

portation Advisory Committee in 2005. Different jurisdictions within the MPO adopted the Collector Street Plan for roadways within their jurisdiction, including Greensboro, Summerfield, Sedalia, Guilford County, Oak Ridge and Stokesdale. The intended outcomes for preparing the Collector Street Plan were to assist in local planning for public transportation, pedestrian and bicycle facilities, as well as improving traffic circulation and traffic control. Most of the collector streets will be constructed by private development activity. The future collectors and extensions of existing collectors shown on the maps are not definitive in their actual alignment or location.



Greensboro Urban Area MPO - Collector Street Plan



Greenville-Pickens Area (SC):

The Greenville-Pickens Area Transportation Study (GPATS) is the MPO for the Greenville Urbanized Area.

GPATS is one of the largest of the eleven MPOs in South Carolina in terms of funding and population. GPATS covers a significant portion of Greenville County and Pickens County, and smaller portions of Anderson, Laurens and Spartanburg counties. It contains the municipalities of Central, Clemson, Easley, Fountain Inn, Greenville, Greer, Liberty, Mauldin, Norris, Pelzer, Pendleton, Pickens, Simpsonville, Travelers Rest, West Pelzer and Williamston. It covers an area of 777 square miles and is home to more than 500,000 residents. The South Carolina Department of Transportation (SCDOT) maintains and manages a large percentage of the roads within GPATS. Many of the municipalities and counties within GPATS manage their own transportation improvement projects within their boundaries.

The primary role of GPATS is to be the designated recipient of all state and federal funds for transportation projects. The GPATS Policy Coordinating Committee approves the scheduling of projects, the allocation of funds, and helps to guide the development of the region's transportation infrastructure. This includes roads and highways, mass transit, bicycle and pedestrian facilities, and freight facilities.

According to GPATS Transportation Planning Manager, Mr. Keith Brockington, AICP; collector streets are included in the overall MPO area transportation planning process. Existing and future collector streets are shown on the same map as arterials and highways in the 2035 Long Range Transportation Plan (LRTP). GPATS is currently updating to a Horizon Year 2040 LRTP and the intent is to continue to show collectors and arterials together in the LRTP. Implementation of collector street recommenda-

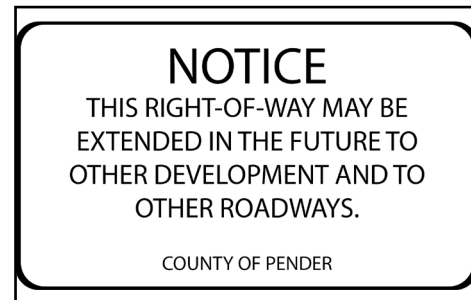
tions from the LRTP rely on public and private funding sources. Developers (private sector) are required only to build streets and provide right-of-way within their development sites or along their frontage. GPATS strives to ensure that collector streets do not look like some of their stripped-out arterial roads that have too many commercial driveways and are too wide. GPATS firmly supports planning for major and minor collector streets. Mr. Brockington like the idea that RFATS is preparing a Collector Street Plan.



Wilmington MPO (NC):

The Wilmington MPO has several Collector Street Plans. The most recent is the Pender

County Collector Street Plan. Within this plan, there are policies to ensure future collector street construction. A couple of policies that were suggested included establishing a maximum distance between collector streets to ensure adequate cross access between land uses, lowering the threshold for requiring a traffic impact analysis, and requiring that newly constructed roads are not closed off, but are instead stubbed out. The maps shown within the Pender County Collector Street Plan include extensions of existing streets. According to this document, there were some surveys and public outreach meetings. Their strategy for letting the public know would be the placement of roadway signs.



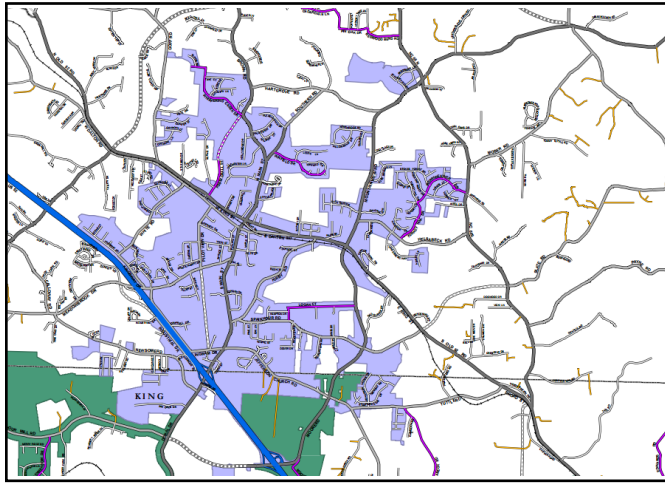
Winston-Salem MPO (NC):

The Winston-Salem MPO Collector Street Plan was published in 2007. This plan identifies existing collector streets, as well as proposed future collector streets. To create the plan, a group of individuals who were very familiar with

the study area were consulted for input on roadway conditions and desired connections. The MPO has had some success with connections or stub streets, but often the streets would ultimately be negotiated with the developer, stating that the location of proposed collector streets is very subjective.

As with other plans, collector streets are presented as needed connection routes, not exact alignments. The Winston-Salem MPO places an emphasis on informing the public about future collector streets, and sometimes

this results in push-back from smaller towns and residents who do not want their local street to become a connector. There has been discussion about including signage at stub outs stating that the road would become a connector in the future.



[Winston-Salem MPO - Collector Street Plan](#)

plans, or parts thereof, adopted in accordance with the provisions of this chapter.” The statute later states “The making or certifying of such maps by the planning commission shall be in the form of a recommendation and shall not of itself constitute the opening or establishment of any street or highway or public building sites, public parks, public playground, public utility or other public open space or the taking or acceptance of any land for such purpose.”

RELEVANT SOUTH CAROLINA STATUTES

The South Carolina Code of Laws (Title 6, Chapter 7) enables “municipalities, counties and regional councils of government to preserve and enhance their present advantages, to overcome their present handicaps, and to prevent or minimize such future problems as may be foreseen. To accomplish this intent, local governments are encouraged to plan for future development, to prepare, adopt, and from time to time revise, a comprehensive plan to guide future local development; and to participate in a regional planning organization to coordinate local planning and development with that of the surrounding region. As aids in the implementation of the comprehensive plan local governments are encouraged to adopt and enforce appropriate land use controls, and cooperate with other governmental authorities. Any county or municipality may, but shall not be required to, exercise any of the powers granted by this chapter” (statutes).

The State Code of Laws (Title 6, Chapter 7, Article 13) enables that “counties and municipalities may establish official maps to reserve future locations of any street, highway, or public utility rights-of-way, public building site or public open space for future public acquisition and to regulate structures or changes in land use in such rights-of-way, building sites or open spaces. This authority is declared necessary in order to promote and preserve the public safety, economy, good order, appearance, convenience, prosperity, and general welfare and is one of the several instruments of land use control authorized by this chapter for the implementation of comprehensive

	1. Do you have a collector Street Plan that is being implemented? If yes, is there anything that helps implementation of the policy?	2. Does the plan include extensions of existing streets? If yes, what is the best way to communicate to residents of the streets so they are not surprised?	3. Does the plan include a map that shows future collector streets through parcels that are currently developed? If yes, is it a specific line on the map or some other graphical treatment?
Capital Area MPO	CAMPO utilizes local municipality and county plans. Most plans utilize language specific to the subject UDO.	Yes.	A map is included, but no parcels are shown. A specific line type and color are used.
Cary, NC	Yes; an adopted collector street policy requires new developments to provide a collector street to the boundaries of the site once a specified threshold is met.	Yes; signs are posted at the ends of streets that are slated to be extended. Public meetings are held when updating the Thoroughfare Plan Map.	Rarely.
Charlotte, NC	Yes; used in the Subdivision Ordinance.	Yes; connectivity signs added to the end-of-road barricades.	A map is included, but no parcels are shown. A specific line type and color are used.
Durham - Chapel Hill - Carrboro MPO	Yes; plans state that final alignment and design will be determined by the development review process (draft guide is attached).	Yes; a sign is posted stating "Road subject to future extension."	A map is included, but no parcels are shown. A specific line type is used.
Grand Strand, SC	Yes; implementation depends on public and private funding.	No, there is no distinction between existing and future streets.	A map is included, but not developed parcels are shown.
Greensboro MPO	Yes; policies in UDO, including conformance with the Thoroughfare and Collector Street Plans.	Yes; extension locations shown are not definitive. The MPO communicates with developers, who are then expected to notify residents.	A map is included, but no parcels are shown. A specific line type and color are used.
Greenville-Pickens Area, SC	Yes; implementation depends on public and private funding. Developers are required to build collector streets on-site and along frontage to match adopted LRTP.	No, there is no distinction between existing and future streets.	A map is included, but not developed parcels are shown.
Wilmington MPO	Yes.	Yes; strategy for the Pender County Collector Street Plan is to post signs stating a future connection will be built.	A map is included, but no parcels are shown. A specific line type and color are used.
Winston-Salem MPO	Yes; the plan is compared to the recommendations for the site through the development review process.	Yes; public involvement meetings during the planning stages.	A map is included, but no parcels are shown. A specific line type and color are used.



CHAPTER 6

POLICY & IMPLEMENTATION RECOMMENDATIONS

The following recommendations are for RFATS and its member jurisdictions. Updating and/or rewriting existing plans by member jurisdictions within RFATS is encouraged so that the recommendations of this Collector Street Plan can be effective across municipal boundaries, as well as in urbanized, but unincorporated areas. The Plan is intended to provide a unified, continuous, and comprehensive collector street network that can assist in extracting the highest degree of operational efficiency throughout the transportation network. Without full support and regular application of the CSP, opportunities for critical roadway connections may be missed, leading to a worsening of traffic congestion on the existing arterial network, and degrading the quality of life for residents and visitors.

Furthermore, member agencies should:

- Incorporate relevant sections of the *Collector Street Plan* during their next update of the Comprehensive Plan, Transportation Plan, Subarea Plans, Land Development Ordinance, etc.
- Staff in each member agency should work in a collaborative and cooperative manner to preserve future collector street corridors across jurisdictions to build a continuous, efficient collector street network that supports the arterial and local roadway networks.
- Staff in each member agency should regularly refer to the *Collector Street Plan* when reviewing new development proposals within RFATS.
- Use the plan as a means to preserve collector street corridors and communicate desired connectivity to developers as proposed development plans are submitted and reviewed.
- Review new developments for opportunities to provide desirable connectivity on a local level to supplement the collector street network.
- Require developers to dedicate right-of-way for identified collector streets and either construct a proportional share of the planned collector street, or, in certain circumstances, provide a fee-in-lieu such that the connection can be constructed by a third party at a future time that is logical for the growth of the area.
- Require new developments to ‘stub-out’ streets at the property line if the street is intended to logically connect to future adjacent developments (such as building the collector street to the property line and providing signage indicating the future roadway connection to raise awareness in the community).
- Implement ‘Complete Streets’ design by requiring appropriate bicycle, pedestrian, and transit facilities into development designs to maximize local mobility via sidewalks, bike lanes, and multi-use

pathways.

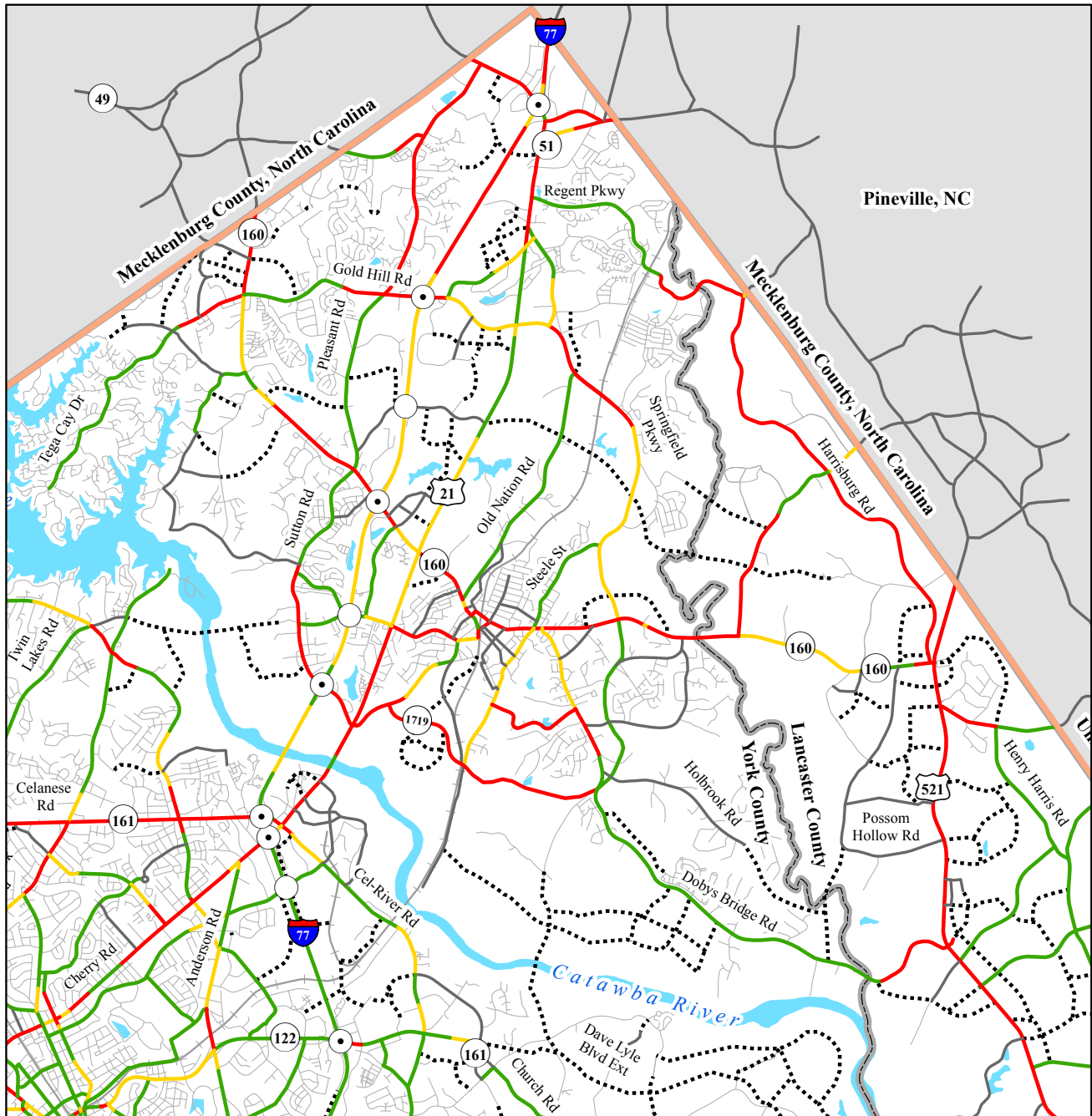
- Periodically review and amend the *Collector Street Plan* with new future collector street connections as they are identified during the development review process.
- Consider adoption and use of a connectivity index for various types of developments to provide another evaluation measure when reviewing new developments.
- Ensure that collector streets align with existing collector streets at thoroughfare intersections to promote safer crossings for pedestrians, cyclists and automobiles.





APPENDIX A

MAPS



RFATS Volume to Capacity Ratio

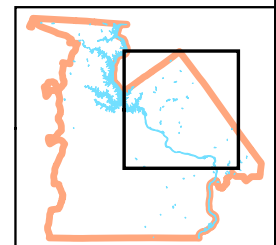
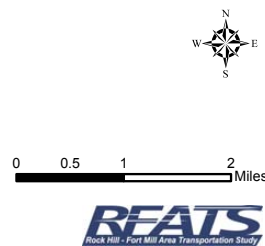
Legend

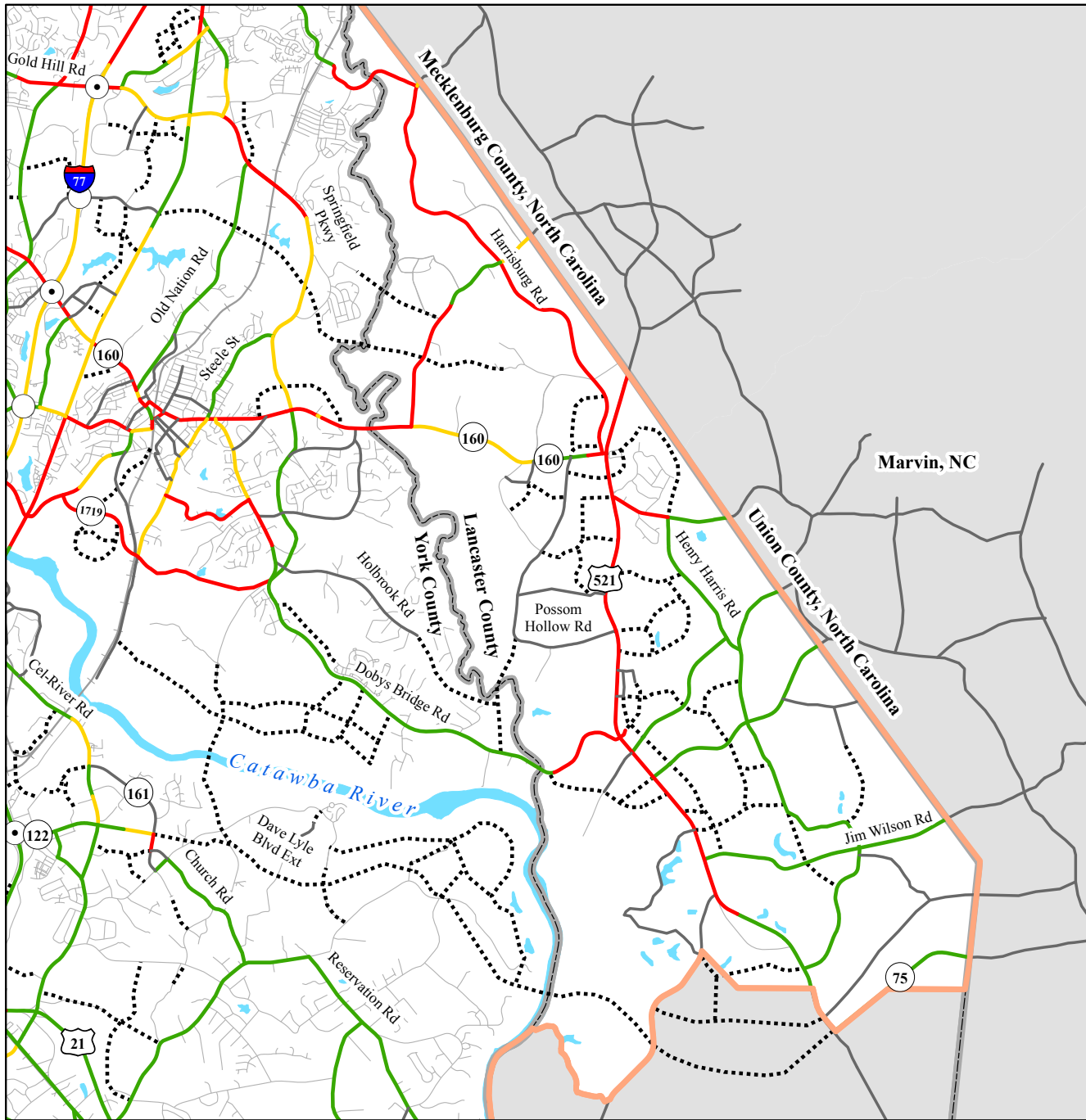
- | | |
|------------------|--|
| RFATS Boundary | No Model Data Available |
| Water Features | Under Capacity (0.01-0.79) |
| Interchange | Approaching Capacity (0.80-0.99) |
| Grade Separation | At or Above Capacity (1.00 or greater) |
| Proposed Roadway | |

Map Date: June 2017

Fort Mill and Tega Cay, SC

Figure 1 of 10





RFATS Volume to Capacity Ratio

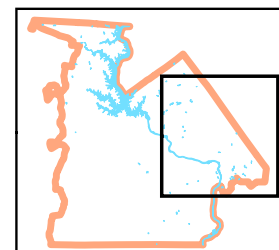
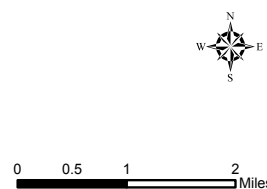
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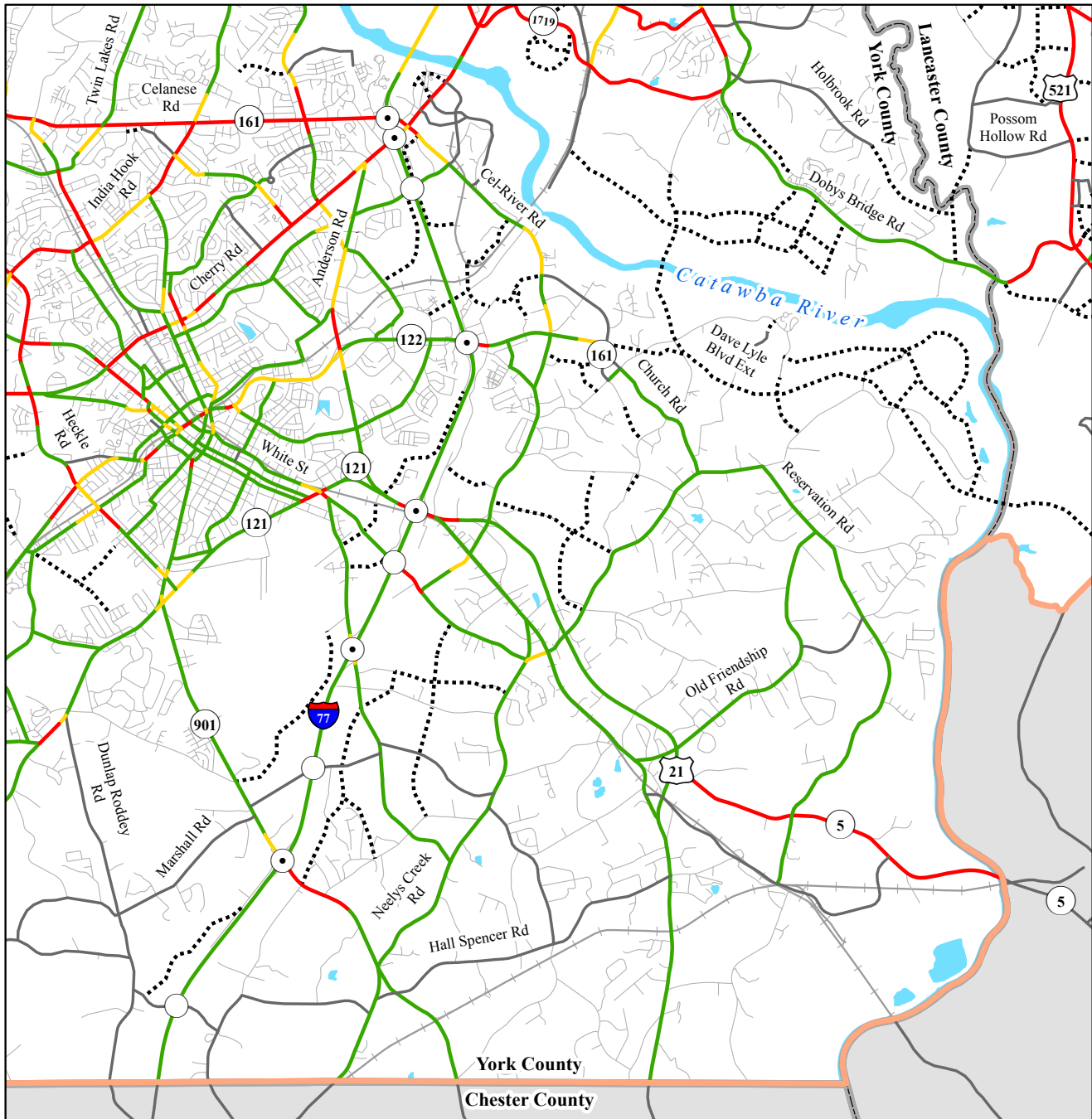
- RFATS Boundary
- Water Features
- Interchange
- Grade Separation
- Proposed Roadway
- No Model Data Available
- Under Capacity (0.01-0.79)
- Approaching Capacity (0.80-0.99)
- At or Above Capacity (1.00 or greater)

Map Date: June 2017

Lancaster County, SC

Figure 2 of 10





RFATS Volume to Capacity Ratio

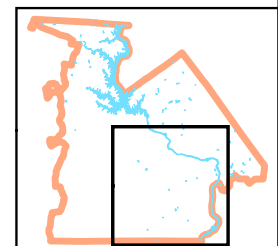
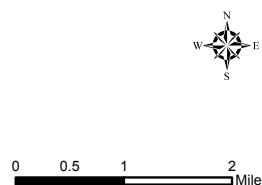
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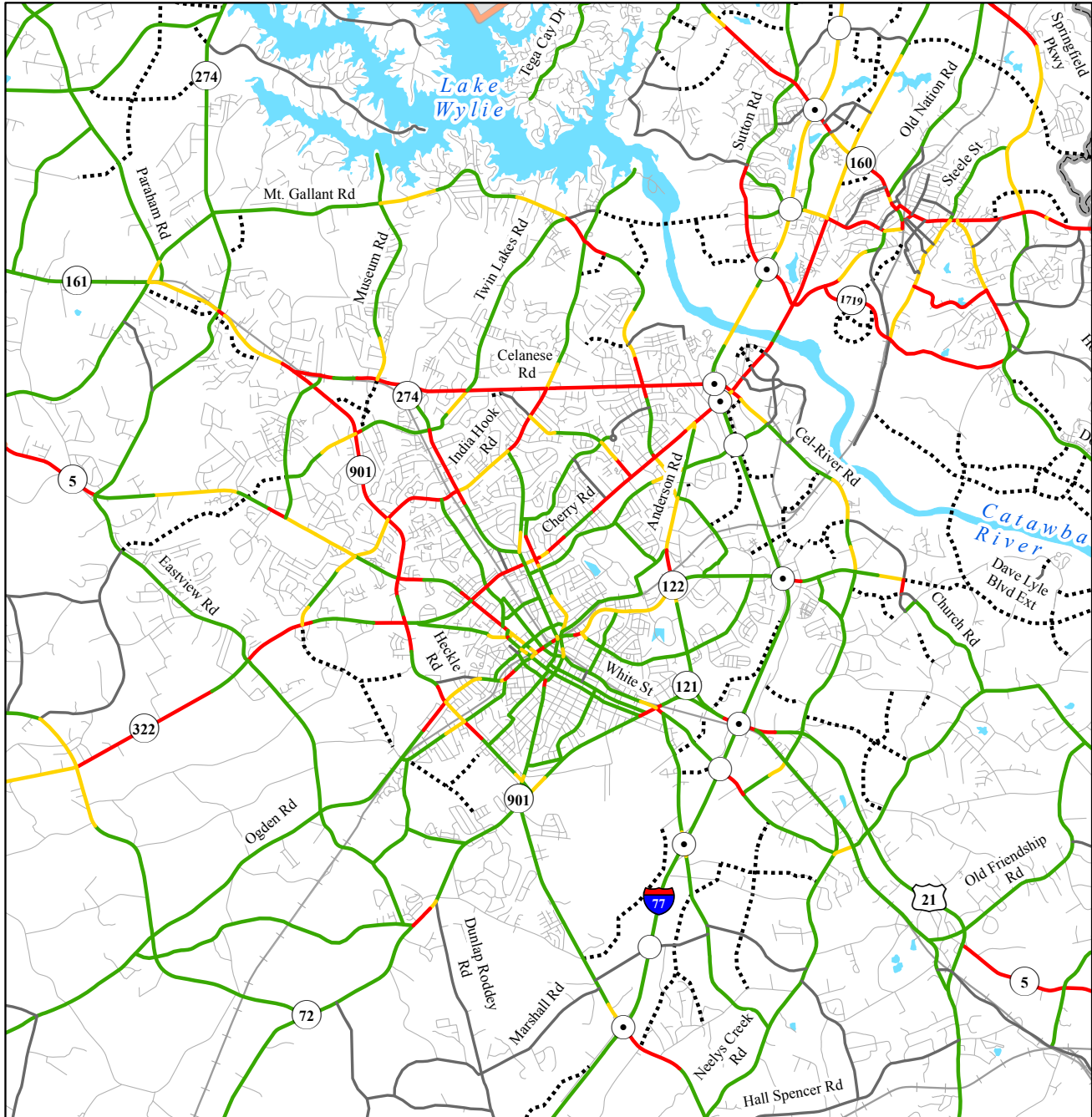
- RFATS Boundary
- Water Features
- Interchange
- Grade Separation
- Proposed Roadway
- No Model Data Available
- Under Capacity (0.01-0.79)
- Approaching Capacity (0.80-0.99)
- At or Above Capacity (1.00 or greater)

Map Date: June 2017

York County, SC

Figure 3 of 10



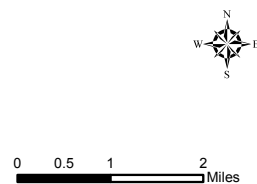


RFATS Volume to Capacity Ratio

Legend

- RFATS Boundary
- Water Features
- Interchange
- Grade Separation
- Proposed Roadway
- No Model Data Available
- Under Capacity (0.01-0.79)
- Approaching Capacity (0.80-0.99)
- At or Above Capacity (1.00 or greater)

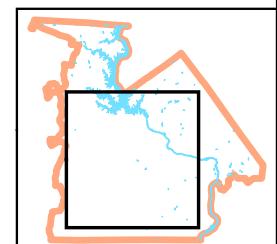
Map Date: June 2017

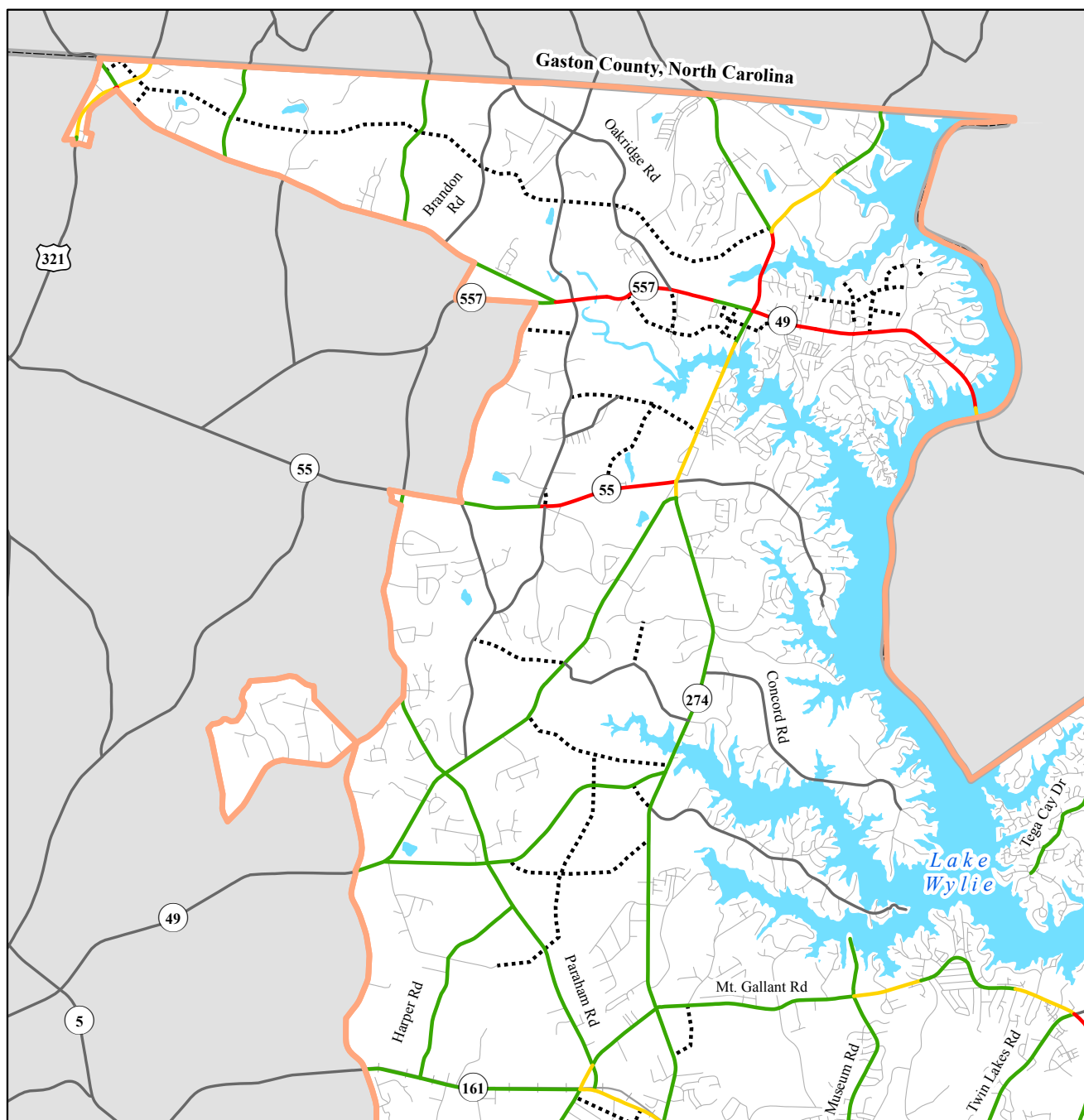


RFATS
Rock Hill - Fort Mill Area Transportation Study

Rock Hill, SC

Figure 4 of 10





RFATS Volume to Capacity Ratio

Legend

- RFATS Boundary
- Water Features
- Proposed Roadway
- No Model Data Available
- Under Capacity (0.01-0.79)
- Approaching Capacity (0.80-0.99)
- At or Above Capacity (1.00 or greater)



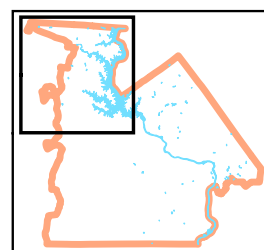
0 0.5 1 2 Miles

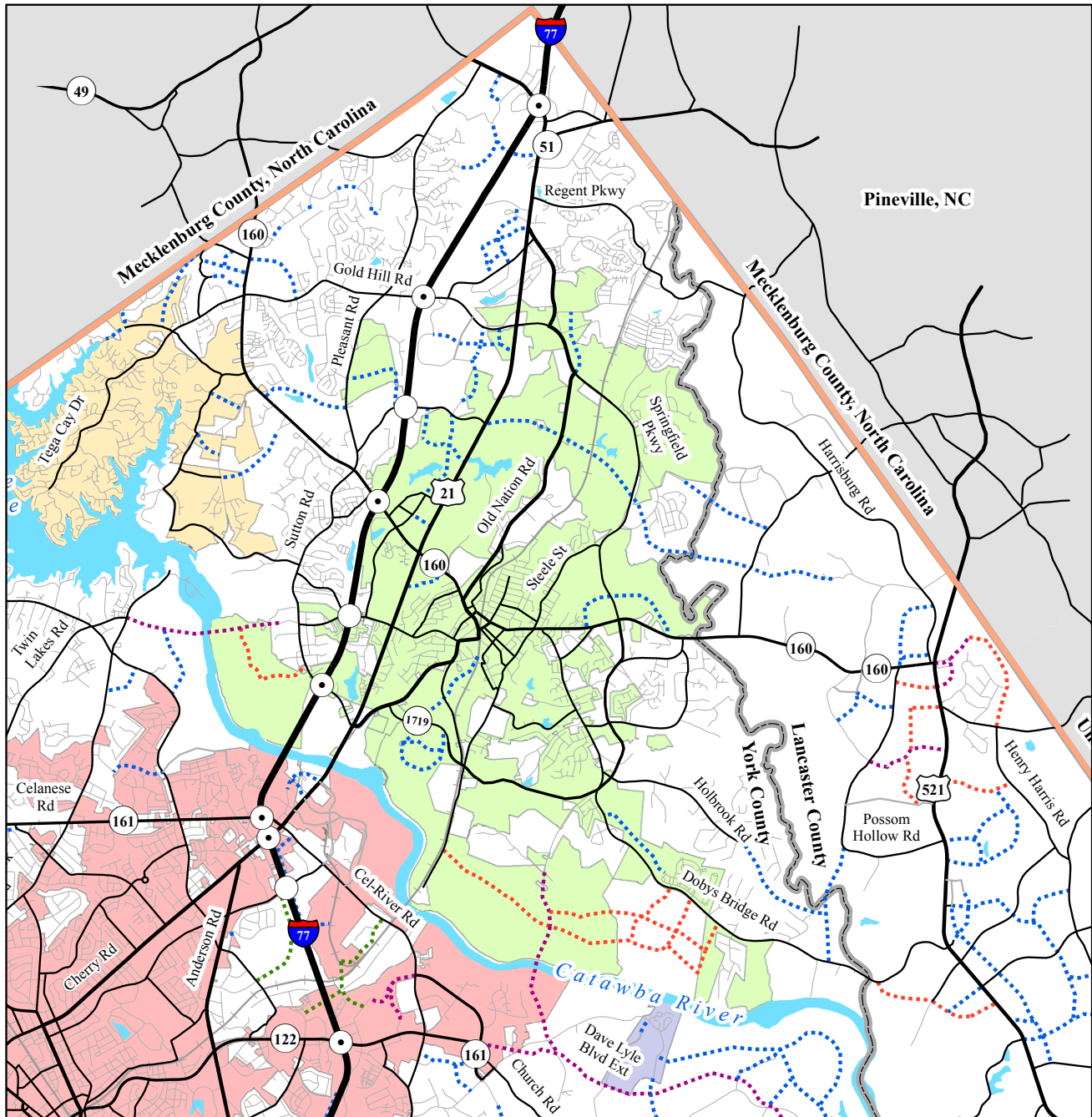


Map Date: June 2017

Lake Wylie, SC

Figure 5 of 10





RFATS Collector Street Plan

Legend

- RFATS Boundary
- Fort Mill
- Rock Hill
- Tega Cay
- Catawba Indian Nation
- Water Features

- Interchange
- Grade Separation

- Proposed 2-lane Collector
- Proposed 2-lane Divided Collector
- Proposed 3-lane Collector
- Proposed 4-lane Divided Collector

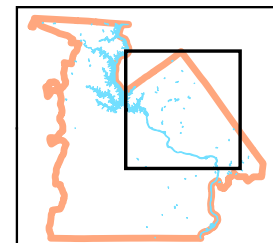
Fort Mill and Tega Cay, SC

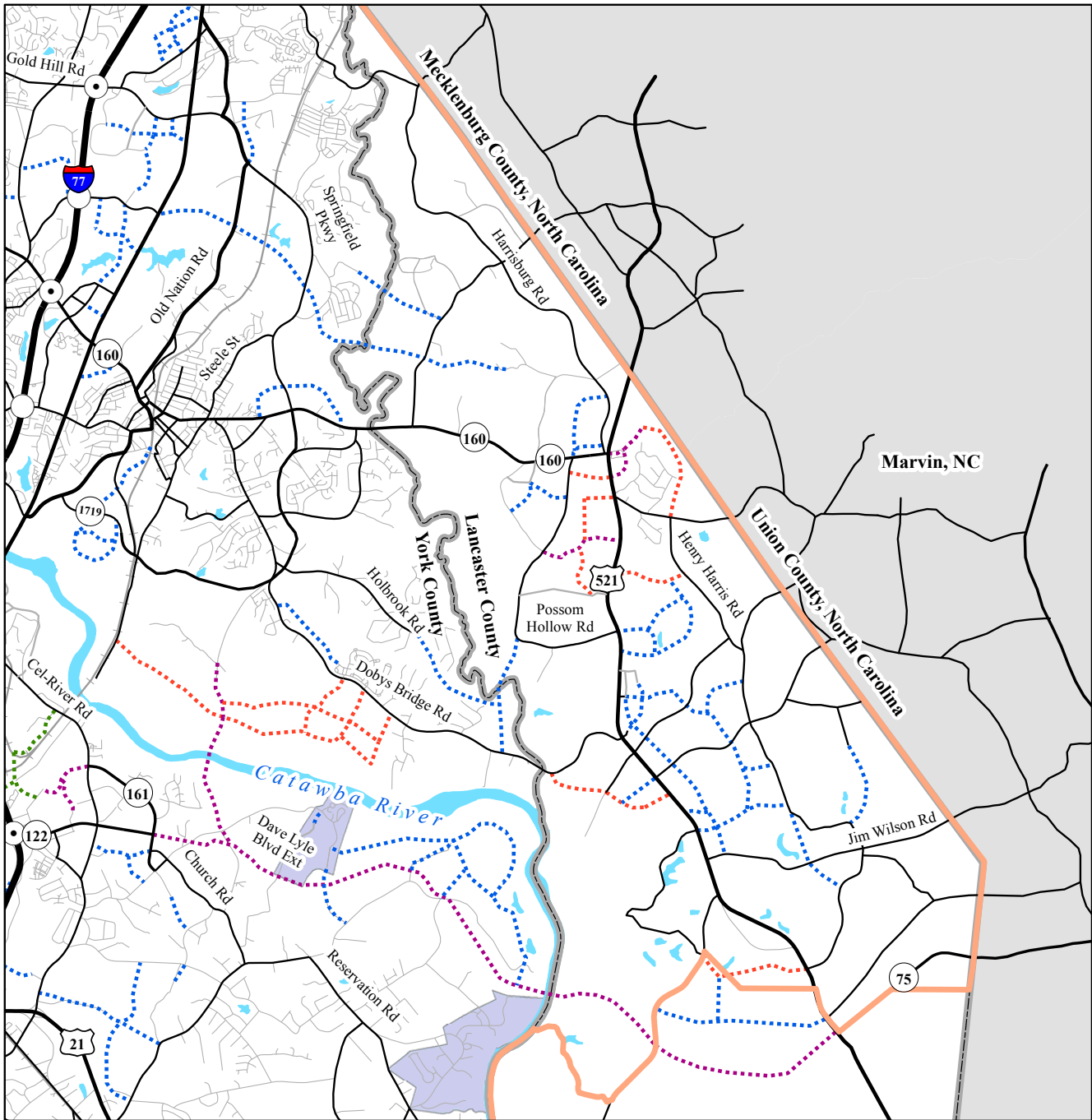
Figure 6 of 10

0 0.5 1 2 Miles

REATS
Rock Hill - Fort Mill Area Transportation Study

Map Date: June 2017





RFATS Collector Street Plan

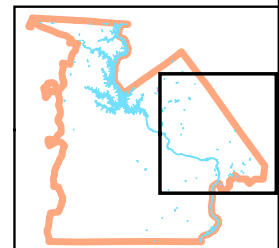
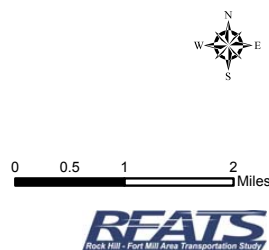
Lancaster County, SC

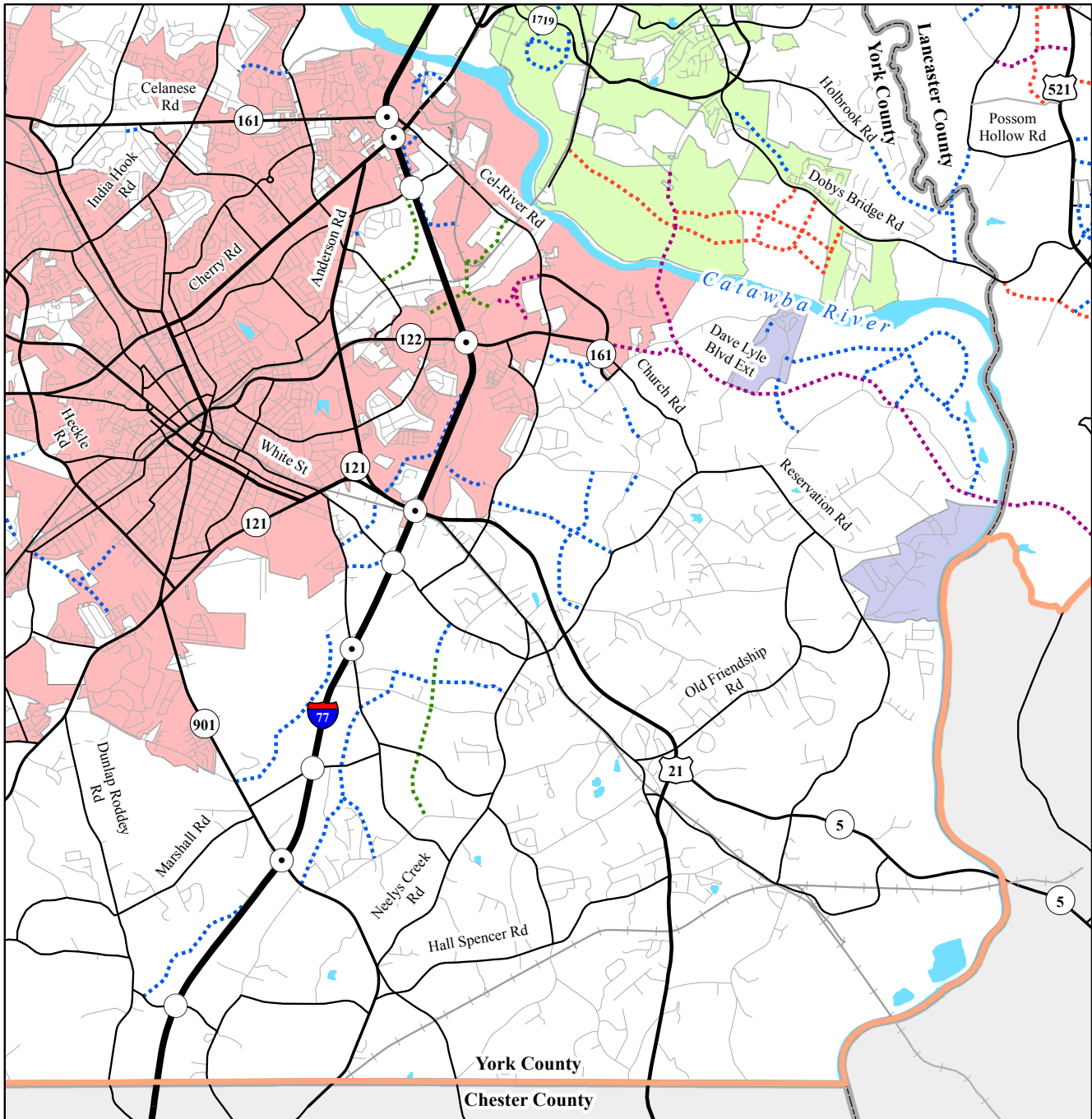
Figure 7 of 10

Legend

- RFATS Boundary
- Catawba Indian Nation
- Water Features
- Interchange
- Grade Separation
- Proposed 2-lane Collector
- Proposed 2-lane Divided Collector
- Proposed 3-lane Collector
- Proposed 4-lane Divided Collector

Map Date: June 2017





RFATS Collector Street Plan

York County, SC

Figure 8 of 10

Legend

- RFATS Boundary
- Fort Mill
- Rock Hill
- Catawba Indian Nation
- Water Features

- Interchange
- Grade Separation

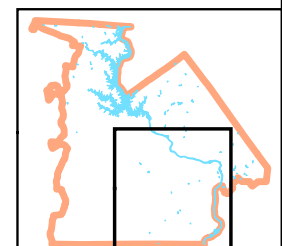
- Proposed 2-lane Collector
- Proposed 2-lane Divided Collector
- Proposed 3-lane Collector
- Proposed 4-lane Divided Collector

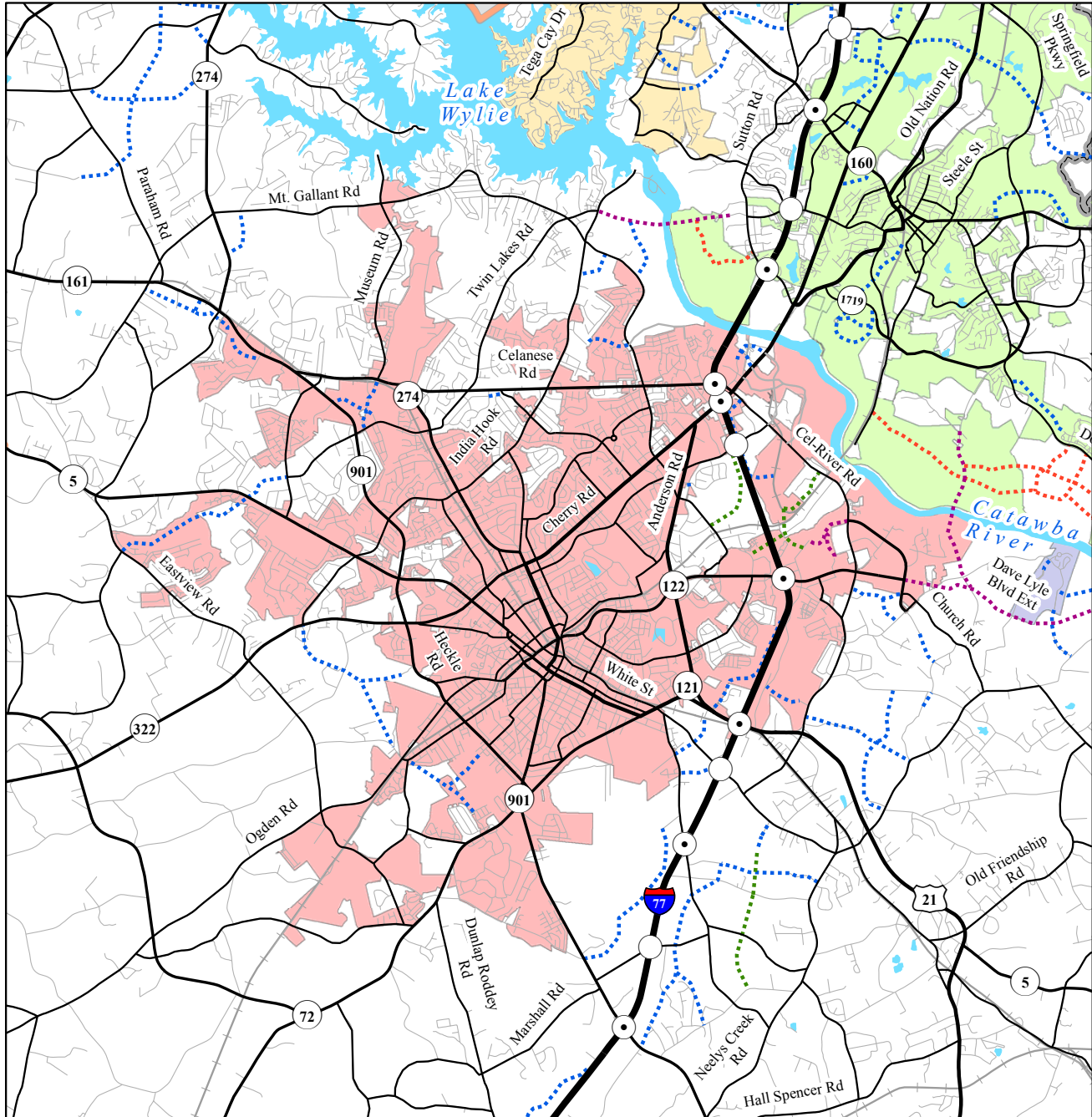


0 0.5 1 2 Miles



Map Date: June 2017





RFATS Collector Street Plan

Legend

- RFATS Boundary
- Fort Mill
- Rock Hill
- Tega Cay
- Catawba Indian Nation
- Water Features

- Interchange
- Grade Separation

- Proposed 2-lane Collector
- Proposed 2-lane Divided Collector
- Proposed 3-lane Collector
- Proposed 4-lane Divided Collector



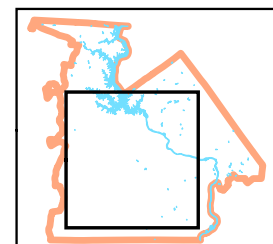
0 0.5 1 2 Miles

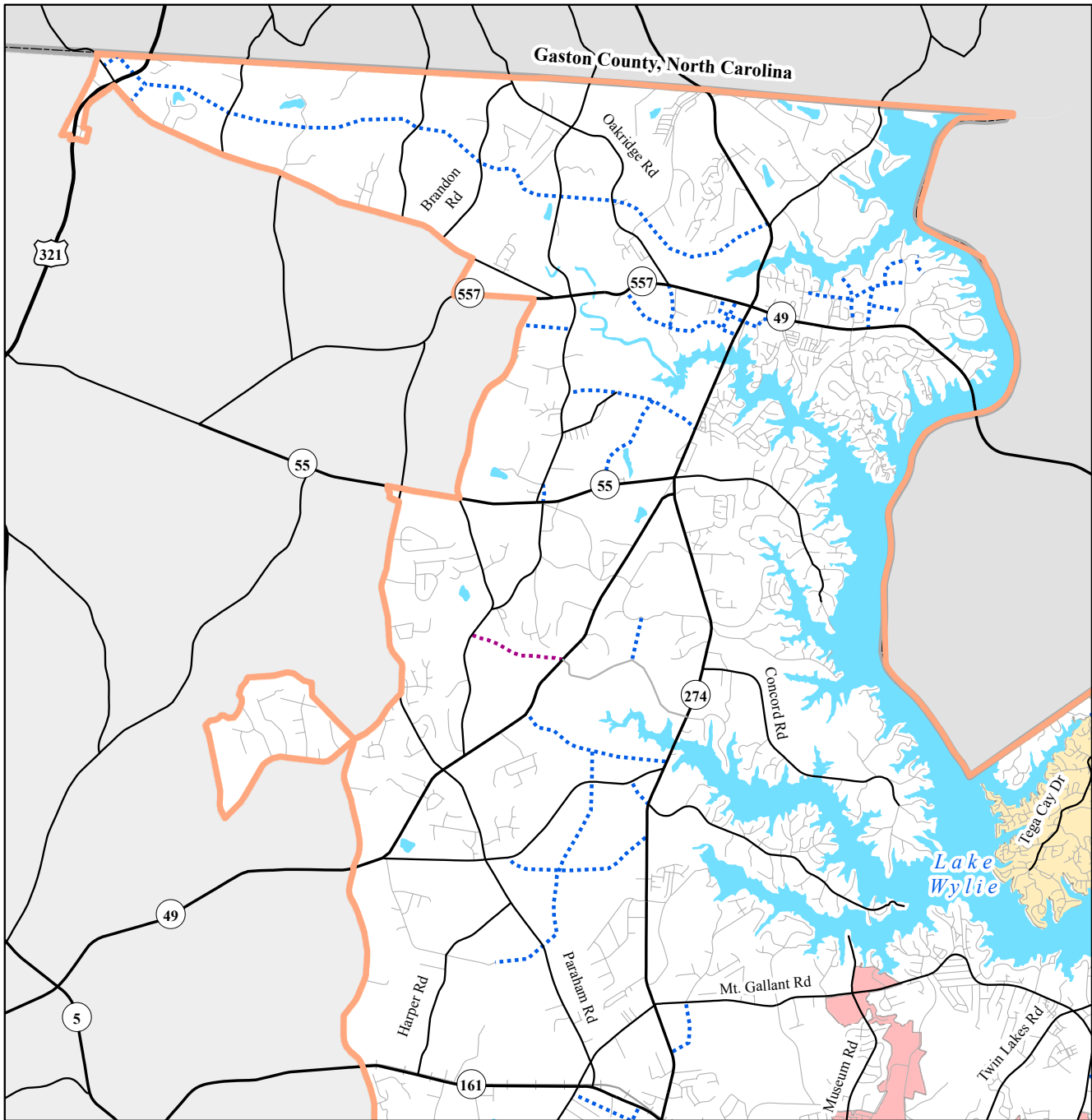


Map Date: June 2017

Rock Hill, SC

Figure 9 of 10





RFATS Collector Street Plan

Lake Wylie, SC

Figure 10 of 10

Legend

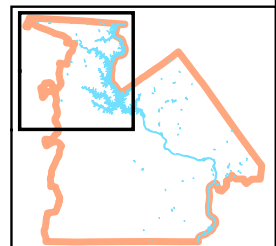
- RFATS Boundary
- Proposed 2-lane Collector
- Rock Hill
- - - - - Proposed 4-lane Divided Collector
- Tega Cay
- Water Features



0 0.5 1 2 Miles



Map Date: June 2017





APPENDIX B

TYPICAL SECTIONS

EXHIBIT 1

TWO-LANE COLLECTOR STREET

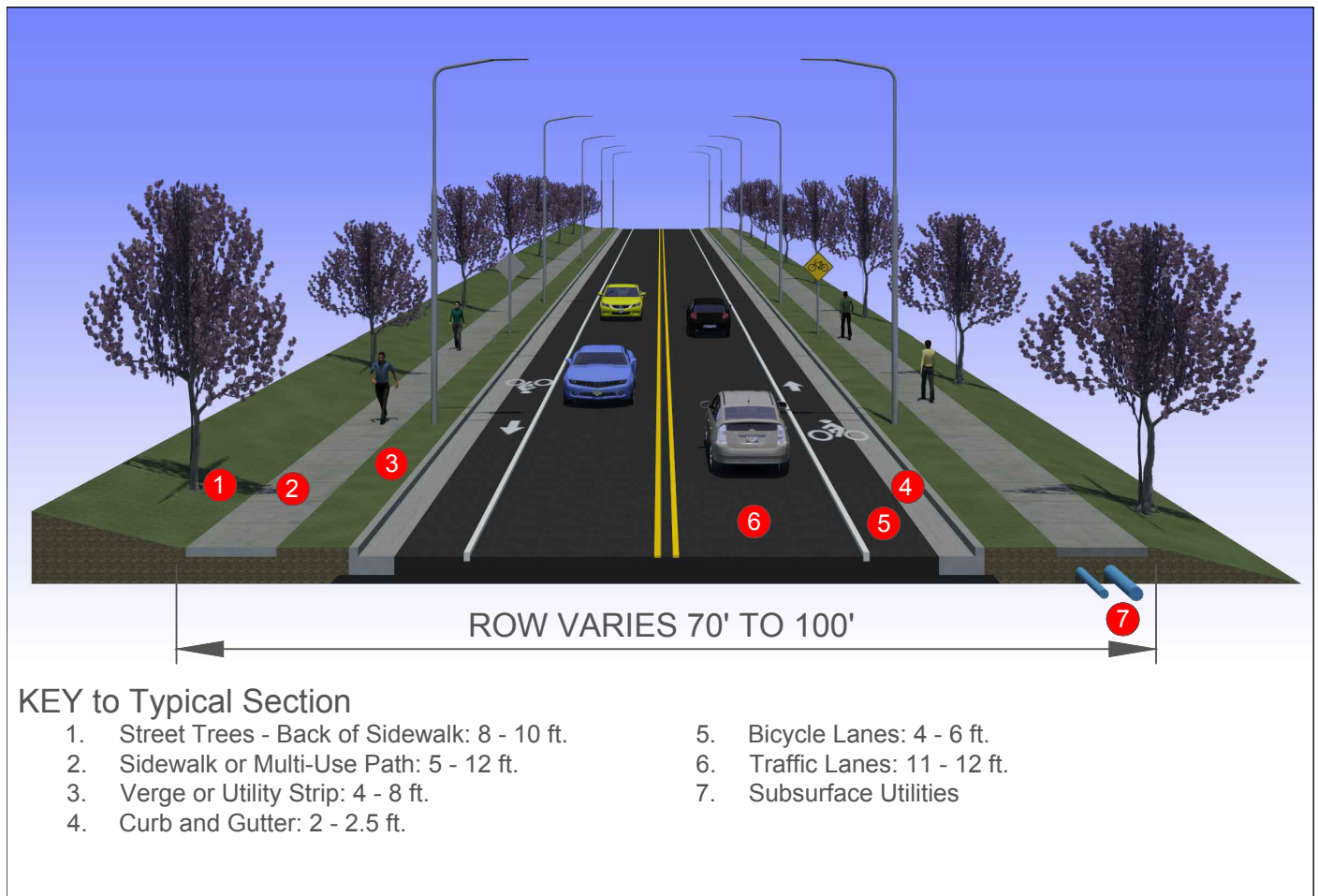


EXHIBIT 2

TWO-LANE DIVIDED COLLECTOR STREET

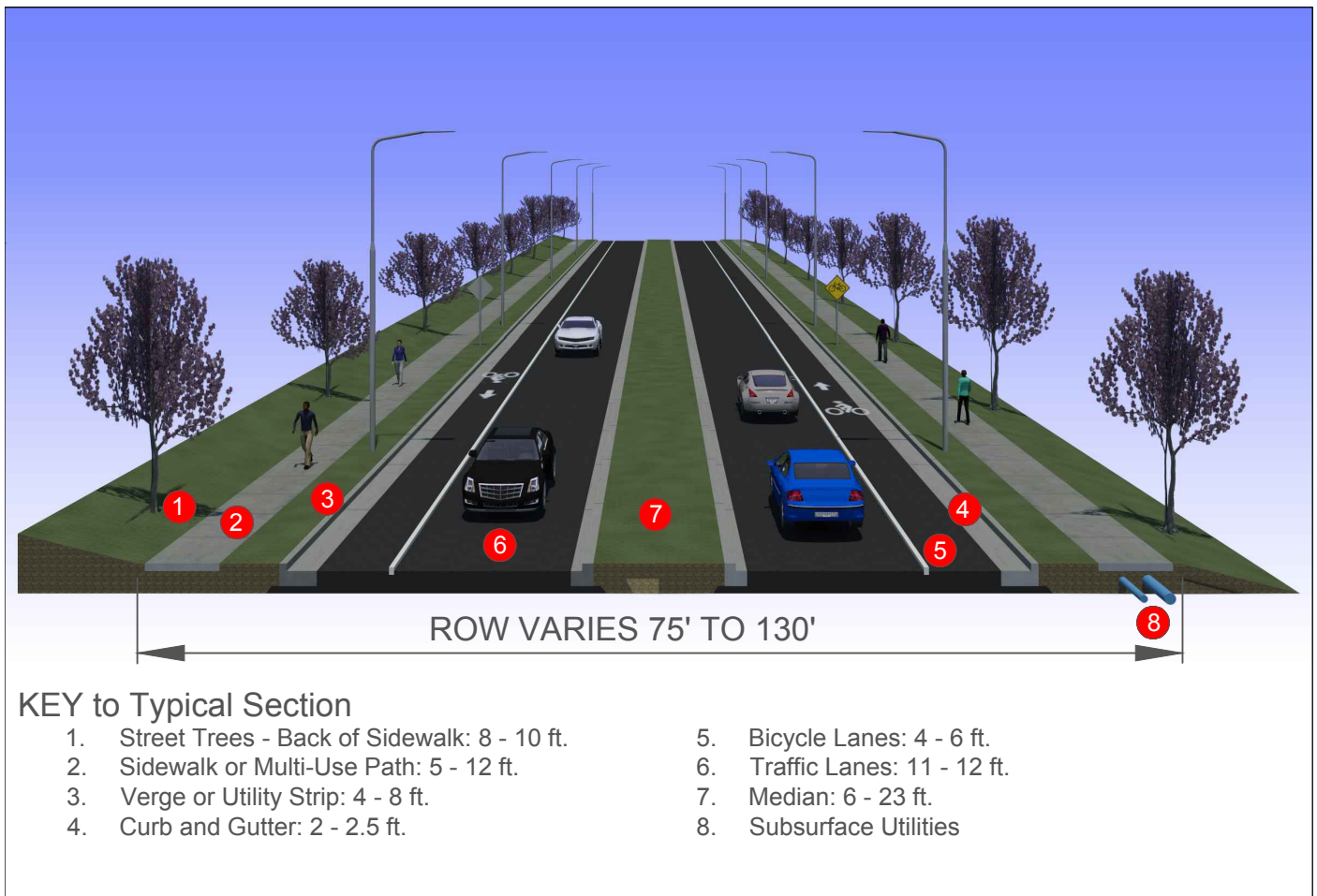


EXHIBIT 3

THREE-LANE COLLECTOR STREET

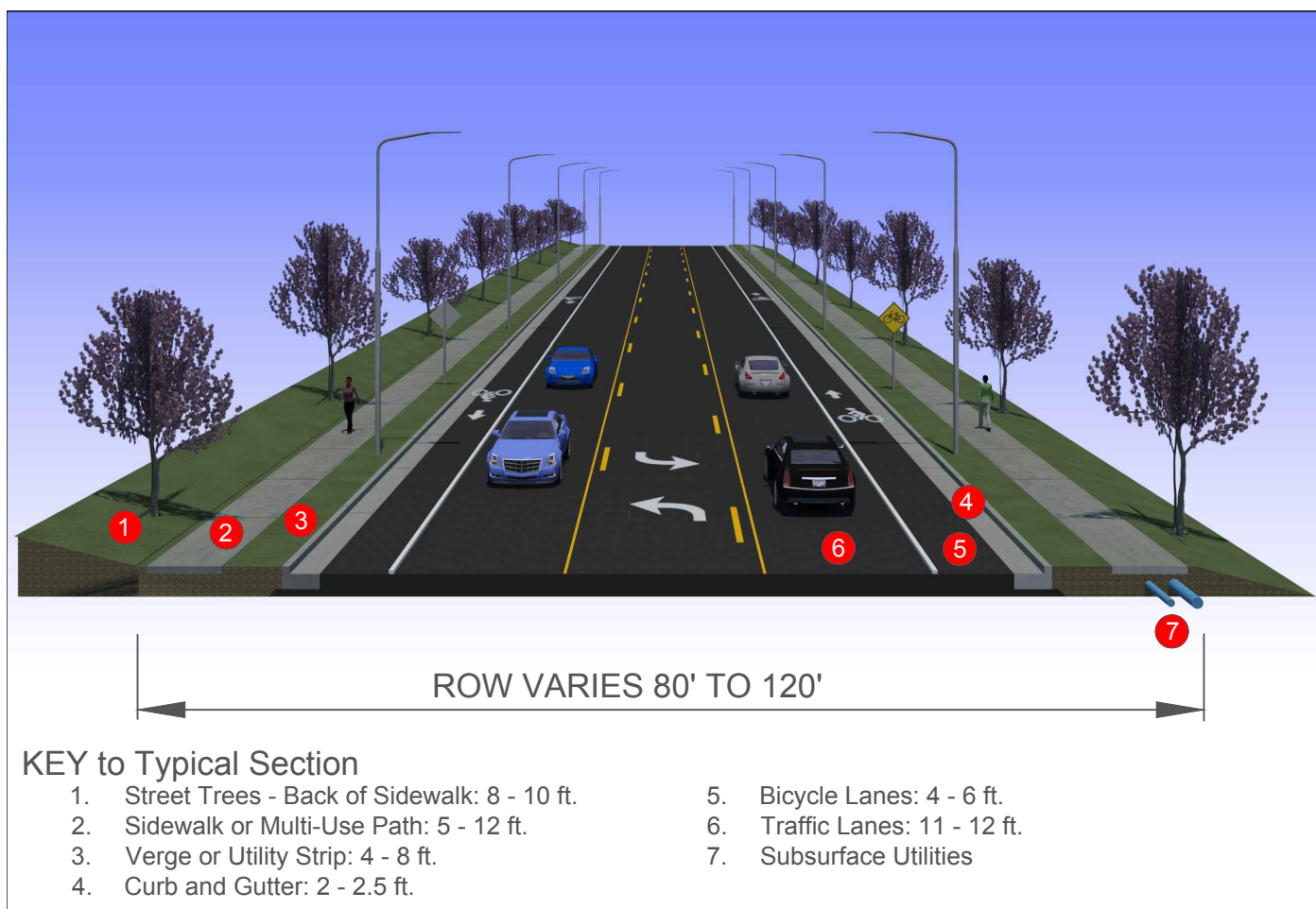
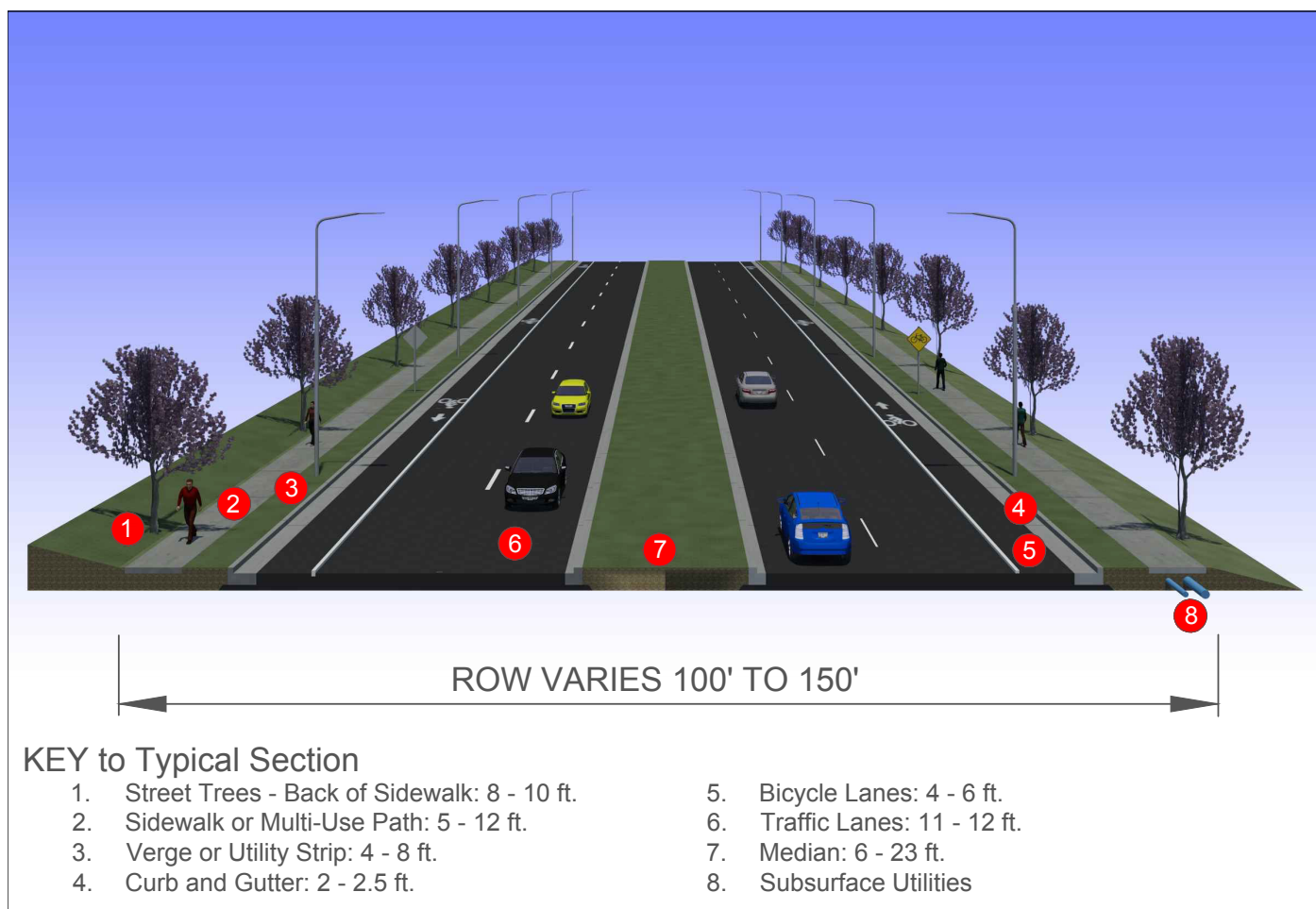


EXHIBIT 4

FOUR-LANE DIVIDED COLLECTOR STREET





APPENDIX C

TRAFFIC CALMING

Recommended Resources

There are a number of online resources to guide planners and engineers who are tasked with designing traffic calming measures to existing collector streets. These are the:

- Institute of Transportation Engineers: <http://www.ite.org/traffic/>
- U.S. Department of Transportation: http://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm
- Mothers Against Drunk Driving (MADD): www.madd.org
- Charlotte Mecklenburg County DOT: <http://charlottenc.gov/Transportation/Programs/Pages/TrafficCalming.aspx>
- Streetfilms: <http://www.streetfilms.org/no-need-for-speed-20s-plenty-for-us/>
- National Association of City Transportation Officials (NACTO): <http://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/speed-reduction-mechanisms/>

Traffic Calming Principles

The following principles apply when introducing traffic calming in a residential neighborhood:

- Form a partnership with first responders and emergency service providers. Some fire department personnel can be difficult to convince so begin the process by holding internal meetings to find common ground. Success is often achieved with a focus on horizontal measures and avoiding the installation of vertical measures (humps, bumps, and tables) on collector streets.
- Seek a threshold of acceptance within the neighborhood. Some cities require a simple majority while others push for 70 percent support among affected citizens.
- Share the work responsibility with advocates for traffic calming by providing them with petitions and other resources and some education about how to seek consensus among their neighbors. Too many traffic calming plans have resulted in sore feelings among neighbors. Sharing the work allows neighbors to present the initial request as a citizen-driven proposal rather than government-driven.
- Start simple. Elaborate plans can prove to be contentious and expensive. Avoid the temptation to install STOP signs, speed bumps, and speed humps. There are problems associated with each of these. STOP signs are traffic control devices that

should only be used where warranted, so they preserve motorist respect. Humps and bumps can have unintended consequences to homeowners when they sell their home; prospective buyers and realtors view humps and bumps as a symptom of speeding problems.

- There is a tradeoff in placing too many traffic calming devices on one street in that it may cause citizen backlash. Advocates may want devices installed close together so motorists are unable to accelerate between them. Studies show an average of 0.5 to 1.0 mph increase in speed over 100 feet. Establish a maximum number of devices on any given street; for example no more than eight.
- Target enforcement of speed limits on the outlier speeders; that is, the small percentage of motorists who drive at excessive speed well above the posted speed limit.
- Be realistic when communicating the potential speed reduction. Typically, the 85th percentile speed after a street has been calmed averages 25 to 35 mph.
- Concerns may be expressed about the volume of traffic, either in terms of how long it takes to back-out of a driveway or 'there are too many cars on my street'. Be realistic in setting expectations that you can successfully engineer a solution to high traffic volume. There are often unintended consequences of pushing traffic problems to other residential streets instead of to arterial streets. It is realistic to focus on reducing speed rather than traffic volume.
- Create a system to prioritize projects before going public with a traffic calming program. New requests might come in, so it's best to be prepared.

Traffic Calming Measures

Landscaped islands that are built in strategic locations between the edges of pavement are the most recommended traffic calming measure. Some islands form a circle in the middle of an intersection while others are elongated islands in the middle of the street. A third type of island is built adjacent to the edge of pavement, and it forces motorists toward the middle of the street. The key to success is what engineers refer to as 'horizontal deflection'; that is, physical features that cause a motorist to detect the island in advance, slow down in response, and turn their steering wheel to go around the island.

Horizontal deflection is preferred over vertical deflection – think speed bumps and humps. Landscaped islands blend with residential character better than asphalt bumps that have caused concern to prospective home buyers who visit a neighborhood and ask about speeding problems.

On roads owned by SCDOT, the criteria for eligibility for traffic circles and raised landscape medians on collector streets must all be met. They are as follows:

- 30 (or less) mph speed limit
- Two-lane roadway (may have turn lanes and may have parking)
- Not a primary access route to commercial or industrial sites
- Traffic volume less than 4,000 vehicles per day (Average Daily Traffic or ADT)
- Within an urban district which is defined as having structures used by business, industry or dwellings, and said structures are separated by no more than 100 feet for a distance of at least one-quarter mile as measured along the target street.
- Ensure positive roadway drainage
- A speeding problem is evident from data. Average and 85th percentile speeds must be measured and exceedance documented.
- Trial measures using temporary materials must be tested to determine motorists' compliance and maneuverability. A permanent installation may be constructed under an approved encroachment permit.
- Designed and installed in accordance with specifications and construction details published by SCDOT, including signage and pavement markings.
- Local traffic, service vehicles, and emergency vehicles can be accommodated.



Agenda Item Summary

Ordinance # / Resolution #: Resolution 1114-R2020

Contact Person / Sponsor: Veronica C. Thompson, CFO/ Finance

Department: Administration

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Allocation of funds from the State A Tax for FY 2020-21.

Points to Consider:

The Advisory Committee makes recommendations to County Council pursuant to SC Code 6-4-25(c).

The Committee met on September 21, 2020 and duly considered requests from a number of entities.

The Committee recommends the disbursement of \$220,085 in State A Tax funds as outlined in the attached Resolution.

Funding and Liability Factors:

Recommended for funding:

- A. Carolina's Chili Championship - \$32,500
- B. Friends of the Buford Massacre Battlefield - \$1,506
- C. Indian Land Fall Festival - \$60,000
- D. Lancaster County Community Center - \$48,579
- E. Lancaster County Historic Commission (marker project) - \$7,500
- F. Lancaster County Society for Historical Preservation - \$50,000
- G. Lancaster County Council of the Arts - \$20,000

Council Options:

Accept or reject the Resolution.

Recommendation:

This has not been to Committee as it comes to County Council pursuant to state law. Staff recommends accepting the Resolution.

ATTACHMENTS:

Description	Upload Date	Type
Resolution 1114-R2020	9/22/2020	Resolution

STATE OF SOUTH CAROLINA)
)
COUNTY OF LANCASTER)

RESOLUTION 1114-R2020

A RESOLUTION

**TO ENDORSE THE RECOMMENDATION OF THE STATE
ACCOMMODATIONS TAX ADVISORY COMMITTEE FOR THE DISTRIBUTION
OF FUNDS IN FISCAL YEAR 2020-2021.**

WHEREAS, the Lancaster County State Accommodations Tax Advisory Committee met of September 21st to consider projects submitted by various community organizations; and

WHEREAS, having duly considered the various projects presented they are ready to recommend to County Council the allocation of funds from the State Accommodations Tax; and

WHEREAS, the County Council of Lancaster County must consider these recommendations in disbursing these funds.

NOW, THEREFORE, BE IT RESOLVED by the County Council that the following projects receive funding in the amount specified in Fiscal Year 2020-2021 from the State Accommodations Tax Fund:

- A. Carolinas Chili Championship - \$32,500
- B. Friends of the Buford Massacre Battlefield - \$1,506
- C. Indian Land Fall Festival - \$60,000
- D. Lancaster County Community Center - \$48,579
- E. Lancaster County Historic Commission (marker project) - \$7,500
- F. Lancaster County Society for Historical Preservation - \$50,000
- G. Lancaster County Council of the Arts - \$20,000

Total disbursement recommended - \$220,085

IT IS SO RESOLVED by County Council this _____ day of September, 2020.

LANCASTER COUNTY, SOUTH CAROLINA

Steve Harper, Chair, County Council

Larry Honeycutt, Secretary, County Council

ATTEST:

Sherrie Simpson, Clerk to Council

Approved as to form:

John K. DuBose, III, County Attorney

Agenda Item Summary

Ordinance # / Resolution #: Resolution 1113-R2020

Contact Person / Sponsor: Jamie Gilbert, Economic Development

Department: Economic Development

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

ClickFold Plastics is a twenty-year old designer and manufacturer of custom plastic parts including enclosures, housings, covers and panels that will be locating and expanding its operations to Indian Land. The Lancaster County Department of Economic Development (LCDED) began working with the company in April 2020 on a location that will allow the company to construct and own a new 15,000 square foot manufacturing facility that will employ 21 associates. The project will result in ClickFold locating eleven existing jobs and hiring of ten new associates over the next 24 months. All jobs at ClickFold have an hourly wage of at least \$17.00/hour. The project's capital investment will be \$1.5 million.

LCDED assisted ClickFold with a variety of issues including site selection, infrastructure, zoning and park covenants, workforce and incentives. Earlier this month, ClickFold Plastics closed on the purchase of a 2-acre site at Bailes Ridge Corporate Park for their new facility. The company's CEO and Founder, Patrick Oltmanns met with County Council during executive session on September 20, 2020 to give them an overview of the company and project. LCDED discussed with County Council recommended property tax incentives for the project based on its job creation, wage rates and investment.

LCDED's recommendation is that ClickFold Plastics' location and expansion to Lancaster County receive a 10 Year Special Source Revenue Credit (SSRC) against their annual ad valorem taxes. The SSRC would be 75% annually in Years 1-3 and 40% annually in Years 4-10. ClickFold Plastics will have an agreed upon number of jobs annually at the facility in order to receive the full credit. If the job numbers are less than agreed upon, the SSRC will be prorated.

Points to Consider:

- ClickFold is a well-established and very successful small business.
- The project will bring well-paying manufacturing jobs (\$17.00/hour and higher) to Lancaster County.
- Patrick Oltmanns, ClickFold's CEO and Founder, is respected and visionary entrepreneur who will be a great addition to Lancaster County's business community.
- ClickFold supports apprenticeship opportunities at the company, which could be beneficial to Indian Land High School Students.
- The strength of Lancaster County's economy has been in manufacturing and we are seeing a resurgence in interest from manufacturers of all sizes but in particular small and medium size ones. These businesses combine to form a strong and diverse manufacturing sector that can help insulate and soften the impact of economic downturns.
- COVID-19 is having a negative impact on Lancaster County's unemployment rate and the new jobs ClickFold will bring will be helpful in addressing employment needs.
- The recommended incentives are consistent with Lancaster County's incentive guidelines for projects.

Funding and Liability Factors:

- There are no funding or liability factors associated with the project or recommended incentives.
- The recommended property tax reductions for the project do not affect current property tax revenue stream, as it is all new investment.

Council Options:

The Lancaster County Council can vote to approve the resolution as submitted, amend the resolution and approve it, table the resolution for a future meeting if there are any unresolved issues or reject the resolution.

Recommendation:

LCDED recommends the Lancaster County Council approve the resolution as submitted.

ATTACHMENTS:

Description	Upload Date	Type
Resolution 1113-R2020	9/21/2020	Resolution

STATE OF SOUTH CAROLINA

)

RESOLUTION NO. 1113-R2020

COUNTY OF LANCASTER

)

)

A RESOLUTION

TO STATE THE COMMITMENT OF LANCASTER COUNTY TO ENTER INTO A SPECIAL SOURCE REVENUE CREDIT AGREEMENT WITH PROPLASTICS DESIGNS, INC. AND CLICKFOLD HOLDINGS, LLC (D/B/A CLICKFOLD PLASTICS), AND/OR THEIR DESIGNEE OR NOMINEE; TO PROVIDE THE GENERAL TERMS OF THE SPECIAL SOURCE REVENUE CREDIT AGREEMENT; AND TO STATE THE COMMITMENT OF LANCASTER COUNTY TO PLACE PROJECT PROPERTY IN A MULTI-COUNTY PARK.

WHEREAS, Lancaster County, South Carolina (the "County"), acting by and through its County Council (the "County Council") is authorized and empowered to establish a multicounty park ("MCP") pursuant to Article VIII, Section 13(D) of the Constitution of South Carolina, and also authorized to provide special source revenue credits ("SSRCs") pursuant to Sections 4-1-170, 4-1-172, 4-1-175 and 4-29-68 of the Code of Laws of South Carolina 1976, as amended (the "MCP Act") against fee-in-lieu of tax ("FILOT") payments ("FILOT Payments") made pursuant to the MCP Act to reimburse a project for the costs of designing, acquiring, constructing, improving, or expanding (i) infrastructure serving the project, or (ii) improved or unimproved real estate and personal property, including machinery and equipment used in the operation of a manufacturing or commercial enterprise, through which powers the industrial development of South Carolina and the County will be promoted and trade developed by inducing manufacturing and commercial enterprises to locate and remain in South Carolina and the County and thus to utilize and employ the workforce, products, and natural resources of South Carolina to benefit the general public welfare of the County by providing services, employment, and other public benefits not otherwise provided locally; and

WHEREAS, Proplastics Designs, Inc. and ClickFold Holdings, LLC (d/b/a Clickfold Plastics), on their own or together with one or more of their subsidiaries, affiliates, successors, assigns, sponsors, lessors, and others (collectively, the "Company"), desires to invest capital in the County in order to construct and install one or more facilities in the County (the "Project"), *provided, that*, approvals of various incentives contemplated for the Project are formalized by the State and/or County; and

WHEREAS, the Project is anticipated to result in an investment of at least \$1,500,000 in real and personal property and the creation of at least twenty-one (21) new, full-time jobs; and

WHEREAS, the Company has requested that the County enter into a Special Source Revenue Credit Agreement ("SSRC Agreement"), thereby providing SSRCs against FILOT Payments with respect to the Project; and

WHEREAS, the County intends by this resolution to commit itself to (i) enter into an SSRC Agreement with the Company under the MCP Act, (ii) provide for SSRCs against the FILOT Payments to be made by the Company, and (iii) locate the Project in an MCP.

NOW, THEREFORE, BE IT RESOLVED by the Council of Lancaster County, South Carolina:

1. The County commits to enter into an SSRC Agreement with the Company for the Project, the terms of which shall be set forth in an agreement in form and manner satisfactory to the County and the Company containing substantially the following terms:

- a. the Company's commitment to invest at least \$1,500,000 in real and personal property for the Project;
- b. the Company's commitment to create new full-time jobs (*i.e.*, at least thirty (30) hours per week), all with health care benefits ("New Full-Time Jobs") paying an hourly wage rate not less than sixteen dollars (\$16.00) ("Wage Requirement") at the following employment levels and in the designated timeframes:
 1. to have employed in New Full-Time Jobs meeting the Wage Requirement, not less than eight (8) for those months in which the Project is operating in the County in calendar year 2021 (applicable to the FILOT Payment due without penalty by January 15, 2023),
 2. to have employed in New Full-Time Jobs meeting the Wage Requirement, not less than an average of twelve (12) in calendar year 2022 (applicable to the FILOT Payment due without penalty by January 15, 2024),
 3. to have employed in New Full-Time Jobs meeting the Wage Requirement, not less than an average of sixteen (16) in calendar year 2023 (applicable to the FILOT Payment due without penalty by January 15, 2025) and each calendar year thereafter in which the Company receives an SSRC pursuant to Section 1.c below.

The Company may include jobs relocated from other states to the Project to determine if the Company has fulfilled its commitment to create new full-time jobs if the relocated jobs meet the Wage Requirement. The Company's commitment to create New Full-Time Jobs paying an hourly wage rate meeting the Wage Requirement, as described in this Section 1.b, is referred to as the "Jobs Commitment";

- c. the County's commitment to provide SSRCs (*i*) equal to seventy-five percent (75%) of the FILOT Payment due with respect to the Company's investments in real and personal property for a period of three (3) consecutive tax years, beginning with the FILOT Payment due from the Company for tax year 2022 (*i.e.*, the FILOT Payment due to be paid without penalty on or before January 15, 2023) and ending with the FILOT Payment due from the Company in tax year 2024 (*i.e.*, the FILOT Payment due to be paid without penalty on or before January 15, 2025) (the "Seventy-Five Percent SSRC"), and (*ii*) equal to forty percent (40%) of the FILOT Payment due with respect to the Company's investments in real and personal property for a period of seven (7) consecutive tax years, beginning with the FILOT Payment due from the Company for tax year 2025 (*i.e.*, the FILOT Payment due to be paid without penalty on or before January 15, 2026) and ending with the FILOT Payment due from the Company in tax year 2031 (*i.e.*, the FILOT Payment due to be paid without penalty on or before January 15, 2032);

- d. in any year in which the Company fails to meet the Jobs Commitment, the SSRC shall be reduced in the same proportion that the Company failed to meet the Jobs Commitment. For example, if for the calendar year 2022, the Jobs Commitment is to have not less than an average of twelve (12), but the Company employed an average of ten (10) meeting the Jobs Commitment, then the SSRC would be set at 83.3% (10 divided by 12 equals 83.3%) of 75% which results in an SSRC applicable to the FILOT Payment due without penalty by January 15, 2024 of 62.5% (83.3% times 75% equals 62.5%);
- e. the SSRCs provided in item c above are not applicable in any year immediately following a year in which the Company has failed to employ an average of at least ten (10) individuals in new full-time jobs (*i.e.*, each at least thirty (30) hours per week and all with health care benefits); and
- f. a requirement for the Company to maintain a membership in the Lancaster County Chamber of Commerce for those years in which the Seventy-Five Percent SSRC is applied.

2. Council shall use its best efforts to include the land on which the Project is located in an MCP, to the extent that the land, or any portion thereof, is not currently included in an MCP. The period of time for inclusion of the land in an MCP shall be not less than the period that the SSRC Agreement is effective.

3. (A) The County shall use its best efforts to (i) assist the Company in locating potential grants from the state and utilities for any public infrastructure costs associated with the Project, (ii) assist the Company in applying for state economic development incentives that flow through the County, and (iii) assist the Company in securing job training through the ReadySC program.

(B) As used in this Section 3, “best efforts” include, without limitation, filing all required and necessary documents and applications relating to the grants or assistance, formally recommending approval of the grants or assistance and making the grants or assistance available at the commencement of the construction of the Project if provided by the granting or assisting entity and giving the Company written evidence of the grants or assistance when approved.

4. Council’s commitments and agreements contained in Sections 2 and 3 are subject to the exercise of discretion by granting or approving entities other than the County and the exercise of that discretion is not controlled by the County.

5. Council shall approve the SSRC Agreement, and any other agreement or document contemplated by this resolution in accordance with South Carolina law and the rules and procedures of the Council.

6. County Council finds that (i) the Project is anticipated to benefit the general public welfare of the County by providing services, employment, recreation or other public benefits not otherwise adequately provided locally, (ii) the Project gives rise to no pecuniary liability of the County or incorporated municipality and to no charge against the general credit or taxing power of either the County or any incorporated municipality, (iii) the purposes to be accomplished by the Project are proper governmental and public purposes, and (iv) the benefits of the Project to the public are greater than the costs to the public.

7. To the extent this resolution contains provisions that conflict with other orders, resolutions, and parts thereof, the provisions contained in this resolution supersede all other orders, resolutions and parts thereof and this resolution is controlling.

8. This resolution takes effect upon its adoption.

AND IT IS SO RESOLVED

Adopted this _____ day of _____, 2020.

LANCASTER COUNTY, SOUTH CAROLINA

[SEAL]

Steve Harper, Chair, County Council

Larry Honeycutt, Secretary, County Council

Attest:

Sherrie Simpson, Clerk to Council

Approved as to form:

John K. DuBose III, County Attorney

Agenda Item Summary

Ordinance # / Resolution #: Ordinance 2020-1687

Contact Person / Sponsor: Jamie Gilbert

Department: Economic Development

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

ClickFold Plastics is a twenty-year old designer and manufacturer of custom plastic parts including enclosures, housings, covers and panels that will be locating and expanding its operations to Indian Land. The Lancaster County Department of Economic Development (LCDED) began working with the company in April 2020 on a location that will allow the company to construct and own a new 15,000 square foot manufacturing facility that will employ 21 associates. The project will result in ClickFold locating eleven existing jobs and hiring of ten new associates over the next 24 months. All jobs at ClickFold have an hourly wage of at least \$17.00/hour. The project's capital investment will be \$1.5 million.

LCDED assisted ClickFold with a variety of issues including site selection, infrastructure, zoning and park covenants, workforce and incentives. Earlier this month, ClickFold Plastics closed on the purchase of a 2-acre site at Bailes Ridge Corporate Park for their new facility. The company's CEO and Founder, Patrick Oltmanns met with County Council during executive session on September 20, 2020 to give them an overview of the company and project. LCDED discussed with County Council recommended property tax incentives for the project based on its job creation, wage rates and investment.

LCDED's recommendation is that ClickFold Plastics' location and expansion to Lancaster County receive a 10 Year Special Source Revenue Credit (SSRC) against their annual ad valorem taxes. The SSRC would be 75% annually in Years 1-3 and 40% annually in Years 4-10. ClickFold Plastics will have an agreed upon number of jobs annually at the facility in order to receive the full credit. If the job numbers are less than agreed upon, the SSRC will be prorated.

Points to Consider:

- ClickFold is a well-established and very successful small business.
- The project will bring well-paying manufacturing jobs (\$17.00/hour and higher) to Lancaster County.
- Patrick Oltmanns, ClickFold's CEO and Founder, is respected and visionary entrepreneur who will be a great addition to Lancaster County's business community.
- ClickFold supports apprenticeship opportunities at the company, which could be beneficial to Indian Land High School Students.
- The strength of Lancaster County's economy has been in manufacturing and we are seeing a resurgence in interest from manufacturers of all sizes but in particular small and medium size ones. These businesses combine to form a strong and diverse manufacturing sector that can help insulate and soften the impact of economic downturns.
- COVID-19 is having a negative impact on Lancaster County's unemployment rate and the new jobs ClickFold will bring will be helpful in addressing employment needs.
- The recommended incentives are consistent with Lancaster County's incentive guidelines for projects.

Funding and Liability Factors:

- There are no funding or liability factors associated with the project or recommended incentives.
- The recommended property tax reductions for the project do not affect current property tax revenue stream, as it is all new investment.

Council Options:

The Lancaster County Council can vote to approve the ordinance as submitted, amend the ordinance and approve it, table the ordinance for a future meeting if there are any unresolved issues or reject the ordinance.

Recommendation:

LCDED recommends the Lancaster County Council approve the ordinance as submitted.

ATTACHMENTS:

Description	Upload Date	Type
Ordinance 2020-1687	9/21/2020	Ordinance
Exhibit A to Ordinance 2020-1687 - Special Source Revenue Credit Agreement	9/22/2020	Agreement

STATE OF SOUTH CAROLINA)
)
COUNTY OF LANCASTER) **ORDINANCE NO. 2020-1687**

AN ORDINANCE

TO AUTHORIZE THE EXECUTION AND DELIVERY OF A SPECIAL SOURCE REVENUE CREDIT AGREEMENT BY AND AMONG LANCASTER COUNTY, PROPLASTICS DESIGNS, INC. AND CLICKFOLD HOLDINGS, LLC (D/B/A CLICKFOLD PLASTICS) PROVIDING FOR SPECIAL SOURCE REVENUE CREDITS; AND TO EXPRESS THE INTENTION OF COUNCIL TO PROVIDE MONIES TO THE ECONOMIC DEVELOPMENT FUND.

Be it ordained by the Council of Lancaster County, South Carolina:

Section 1. Findings and Determinations.

The Lancaster County Council finds and determines that:

(a) Lancaster County, South Carolina (the "County"), acting by and through its County Council (the "County Council") is authorized and empowered to establish a multicounty park ("MCP") pursuant to Article VIII, Section 13(D) of the Constitution of South Carolina, and also authorized to provide special source revenue credits ("SSRCs") pursuant to Sections 4-1-170, 4-1-172, 4-1-175 and 4-29-68 of the Code of Laws of South Carolina 1976, as amended (the "MCP Act") against fee-in-lieu of tax ("FILOT") payments ("FILOT Payments") made pursuant to the MCP Act to reimburse a project for the costs of designing, acquiring, constructing, improving, or expanding (i) infrastructure serving the project, or (ii) improved or unimproved real estate and personal property, including machinery and equipment used in the operation of a manufacturing or commercial enterprise, through which powers the industrial development of South Carolina and the County will be promoted and trade developed by inducing manufacturing and commercial enterprises to locate and remain in South Carolina and the County and thus to utilize and employ the workforce, products, and natural resources of South Carolina to benefit the general public welfare of the County by providing services, employment, and other public benefits not otherwise provided locally;

(b) Proplastics Designs, Inc., and ClickFold Holdings, LLC (d/b/a ClickFold Plastics), on their own or together with one or more of their subsidiaries, affiliates, successors, assigns, sponsors, lessors, and others (collectively, the “Company”), desires to invest capital in the County in order to construct and install one or more facilities in the County (the “Project”), *provided, that*, approvals of various incentives contemplated for the Project are formalized by the State and/or County;

(c) the Project is anticipated to result in an investment of at least \$1,500,000 in real and personal property and the creation of at least twenty-one (21) new, full-time jobs; and

(d) pursuant to Resolution No. 1113-R2020, the Council approved a resolution expressing the intention of Council to, among other things, commit the County to (i) enter into an Special Source Revenue Credit Agreement with the Company under the MCP Act, (ii) provide for SSRCs against the FILOT Payments to be made by the Company, and (iii) locate the Project in an MCP.

Section 2. Additional Findings.

Council makes the following additional findings:

(a) The Project will constitute a “project” as the term is referred to and defined in the MCP Act, and the County’s actions herein will subserve the purposes and in all respects conform to the provisions and requirements of the MCP Act.

(b) The Project and the payments in lieu of taxes set forth herein are beneficial to the County, and the County has evaluated the Project based upon all criteria prescribed by law, including the anticipated dollar amount and nature of the investment to be made.

(c) The Project is anticipated to benefit the general public welfare of the County by providing services, employment, recreation, or other public benefits not otherwise adequately provided locally.

(d) The Project gives rise to no pecuniary liability of the County or any incorporated municipality or a charge against the general credit or taxing power of either.

(e) The purposes to be accomplished by the Project, *i.e.*, economic development and addition to the tax base of the County, are proper governmental and public purposes.

(f) The inducement of the location or expansion of the Project within the County and State is of paramount importance.

(g) The benefits of the Project to the public will be greater than the costs to the public.

Section 3. Approval of Special Source Revenue Credit Agreement.

The form, terms, and provisions of the Special Source Revenue Credit Agreement (“SSRC Agreement”), attached hereto as **EXHIBIT A**, are approved, and all of the terms, provisions, and conditions thereof are incorporated herein by reference as if the SSRC Agreement were set out in this ordinance in its entirety. The Council Chair and Council Secretary are authorized, empowered, and directed to execute and acknowledge the SSRC Agreement in the name of and on behalf of the County, and thereupon to cause the SSRC Agreement to be delivered to the Company. The SSRC Agreement is to be in substantially the form as attached to this ordinance and hereby approved, with such changes therein as shall not be materially adverse to the County and as shall be approved by the officials of the County executing the same, upon the advice of counsel to the County, such officer’s execution thereof to constitute conclusive evidence of such officer’s approval of any and all changes or revisions therein from the form of the SSRC Agreement attached to this ordinance.

Section 4. Economic Development Fund.

(a) Council finds that (i) by passage of Ordinance No. 2014-1260, Council created an Economic Development Fund with the intent to make monies available to the fund from new revenues to the County derived from new and expanded businesses and industry, and (ii) the ability to make monies available to the Economic Development Fund can be difficult because of complexities and legalities applicable to fee-in-lieu of tax arrangements and multi-county parks.

(b) It is the intent of Council, in the annual County budget, to appropriate monies to the Economic Development Fund based on the new revenue that the County receives pursuant to the SSRC Agreement. Specifically, it is Council’s intent to appropriate from the General Fund of the County an amount based on the following formula: Seven percent (7%) times the amount of money received pursuant to the SSRC Agreement by the County after distribution to other taxing entities in the most recently completed tax year.

Section 5. Authority to Act.

The Council Chair, Council Secretary, Clerk to Council, County Administrator, County Attorney and all other appropriate officials of the County are authorized and directed to do any and all things necessary to effect the execution and delivery of the SSRC Agreement and the performance of all obligations of the County under and pursuant to the SSRC Agreement.

Section 6. Severability.

If any section, subsection or clause of this ordinance is held to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections and clauses shall not be affected.

Section 7. Controlling Provisions.

To the extent this ordinance contains provisions that conflict with provisions contained elsewhere in the Lancaster County Code or other County ordinances, resolutions or orders, the provisions contained in this ordinance supersede all other provisions and this ordinance is controlling.

Section 8. Effective Date.

This ordinance is effective upon third reading.

AND IT IS SO ORDAINED

Dated this ____ day of _____, 2020.

LANCASTER COUNTY, SOUTH CAROLINA

Steve Harper, Chair, County Council

Larry Honeycutt, Secretary, County Council

ATTEST:

Sherrie Simpson, Clerk to Council

First Reading: September 28, 2020
Second Reading: October 12, 2020
Public Hearing: October 26, 2020
Third Reading: October 26, 2020

Approved as to form:

John K. DuBose III, County Attorney

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Exhibit A to Ordinance No. 2020–1687

Special Source Revenue Credit Agreement

See attached.

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SPECIAL SOURCE REVENUE CREDIT AGREEMENT

by and among

LANCASTER COUNTY, SOUTH CAROLINA,

PROPLASTICS DESIGNS, INC, AND

CLICKFOLD HOLDINGS, LLC (D/B/A CLICKFOLD PLASTICS)

Dated as of October 26, 2020

SPECIAL SOURCE REVENUE CREDIT AGREEMENT

This SPECIAL SOURCE REVENUE CREDIT AGREEMENT, dated as of October 26, 2020 (as the same may be amended, modified or supplemented from time to time in accordance with the terms hereof, the “Agreement”), is by and among LANCASTER COUNTY, SOUTH CAROLINA, a body politic and corporate, and a political subdivision of the State of South Carolina (the “County”), PROPLASTICS DESIGNS, INC. (“Proplastics”), a North Carolina corporation and CLICKFOLD HOLDINGS, LLC (D/B/A CLICKFOLD PLASTICS) (“ClickFold”), a South Carolina limited liability company (collectively, Proplastics and ClickFold, referred to as “Company”).

WITNESSETH:

WHEREAS, the County, acting by and through its County Council (the “County Council”) is authorized and empowered to establish a multicounty park (“MCP”) pursuant to Article VIII, Section 13(D) of the Constitution of South Carolina, and also authorized to provide special source revenue credits pursuant to Sections 4-1-170, 4-1-172, 4-1-175 and 4-29-68 of the Code of Laws of South Carolina 1976, as amended (the “MCP Act”) against fee-in-lieu of tax (“FILOT”) payments (“FILOT Payments”) made pursuant to the MCP Act to reimburse a project for the costs of designing, acquiring, constructing, improving, or expanding (i) infrastructure serving the project, or (ii) improved or unimproved real estate and personal property, including machinery and equipment used in the operation of a manufacturing or commercial enterprise (“Special Source Improvements”), through which powers the industrial development of South Carolina and the County will be promoted and trade developed by inducing manufacturing and commercial enterprises to locate and remain in South Carolina and the County and thus to utilize and employ the workforce, products, and natural resources of South Carolina to benefit the general public welfare of the County by providing services, employment, and other public benefits not otherwise provided locally; and

WHEREAS, the Company desires to invest capital in the County in order to construct and install one or more facilities with the expected investment estimated to be at least \$1,500,000 in real and personal property with an associated creation of at least twenty-one (21) new, full-time jobs (the “Project”); and

WHEREAS, pursuant to the MCP Act, the County and Chesterfield County, South Carolina (“Chesterfield County”) have jointly developed a Park (“Lancaster-Chesterfield Park”) by entering into that certain Amended and Restated Master Multi-County Park Agreement dated as of November 9, 2015 (as amended, modified, or supplemented through the date hereof, and as may be amended, modified, or supplemented from time to time, the “Lancaster-Chesterfield Park Agreement”); and

WHEREAS, in accordance with the MCP Act, real and personal property having a *situs* in a Park in the County, including, but not limited to, the Lancaster-Chesterfield Park, is exempt from all *ad valorem* taxation, but, the owners or lessees of such real and personal property are obligated to make, or cause to be made, payments in lieu of taxes to the County in the total amount equivalent to the *ad valorem* taxes or other fee in lieu of tax payments that would have been due and payable with respect to such real and personal property but for the location of such real and personal property within such Park and such exemption; and

WHEREAS, the County has determined to provide for inclusion of the Project Site within the boundaries of the Lancaster-Chesterfield Park, if such property is not already so included, and to maintain

the Project Site within the boundaries of the Lancaster-Chesterfield Park, or a replacement or successor Park, in order to facilitate the provision of, and receipt by, the Company of the special source revenue credits set forth in greater detail herein; and

WHEREAS, the County, as inducement for the location of the Project in the County, and in accordance with the MCP Act, has determined that the County shall provide, and the Company shall receive, special source revenue credits against each fee-in-lieu of tax payment due from the Company with respect to the Project, all as set forth in greater detail herein; and

WHEREAS, the County Council has authorized the execution and delivery of this Agreement by Ordinance No. 2020-1687 enacted by the County Council on October 26, 2020 (the “County Ordinance”).

NOW, THEREFORE, in consideration of the respective representations and agreements hereinafter contained, the above recitals which are incorporated herein by reference, and other good and valuable consideration, the receipt and legal sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

ARTICLE I

DEFINITIONS

The defined terms in this Agreement shall for all purposes of this Agreement have the meanings specified in the recitals above and in this **Article I**, unless the context clearly otherwise requires. Except where the context otherwise requires, (i) words importing the singular number shall include the plural number and *vice versa*, and (ii) the words “hereof”, “herein”, “hereunder”, and other words of similar import refer to this Agreement as a whole.

“*Affiliate*” shall mean any corporation, limited liability company, partnership or other Person or entity which now or hereafter owns all or part of the Company, or which now or hereafter is owned in whole or in part by the Company, or by any partner, shareholder or owner of the Company, as well as any corporation, limited liability company, partnership or other Person, which now or hereafter bears a relationship to the Company, as described in Section 267(b) of the Internal Revenue Code.

“*ClickFold*” means ClickFold Holdings, LLC, a South Carolina limited liability company, doing business as ClickFold Plastics, and its successors and assigns.

“*Code*” shall mean the Code of Laws of South Carolina 1976, as amended.

“*Company*” means, collectively, ClickFold and ProPlastics, and their successors and assigns.

“*Costs of Special Source Improvements*” means all of the costs of designing, acquiring, constructing, improving, equipping or expanding the Special Source Improvements, whether incurred prior to or after the date of this Agreement, and shall be deemed to include, but not be limited to: (a) existing buildings and building improvements together with all existing machinery and equipment; (b) obligations incurred for labor, materials, and other expenses to builders and materialmen in connection with the acquisition, construction, and installation of the Special Source Improvements; (c) the cost of construction bonds and of insurance of all kinds that may be required or necessary during the course of

construction and installation of the Special Source Improvements, which is not paid by the contractor or contractors or otherwise provided for; (d) the expenses for test borings, surveys, test and pilot operations, estimates, plans and specifications and preliminary investigations therefore, and for supervising construction, as well as for the performance of all other duties required by or reasonably necessary in connection with the acquisition, construction, and installation of the Special Source Improvements; and (e) all other costs which shall be required under the terms of any contract for, or incurred in connection with, the designing, acquisition, construction, equipping and installation of the Special Source Improvements.

“*County*” shall mean Lancaster County, South Carolina, a body politic and corporate and a political subdivision of the State.

“*County Ordinance*” shall have the meaning ascribed thereto in the recitals of this Agreement.

“*Jobs Commitment*” means the commitment of ClickFold and ProPlastics, collectively, to create New Full-Time Jobs paying an hourly wage rate meeting the Wage Requirement.

“*Lancaster Park*” shall mean initially with respect to the Project Site, the Lancaster-Chesterfield Park established pursuant to the terms of the Lancaster-Chesterfield Park Agreement, and thereafter any Park which hereafter includes the Project Site and which is designated by the County as such pursuant to any Park agreement which replaces or succeeds the Lancaster-Chesterfield Agreement.

“*Lancaster-Chesterfield Park*” shall have the meaning ascribed thereto in the recitals of this Agreement.

“*Lancaster-Chesterfield Park Agreement*” shall have the meaning ascribed thereto in the recitals of this Agreement.

“*MCP Act*” shall have the meaning ascribed thereto in the recitals of this Agreement.

“*New Full-Time Jobs*” means new full-time jobs (*i.e.*, at least thirty (30) hours per week) created by Company for the Project, all with health care benefits (“New Full-Time Jobs”) at the following employment levels and in the designated timeframes:

(i) to have employed in New Full-Time Jobs meeting the Wage Requirement, not less than eight (8) for those months in which the Project is operating in the County in calendar year 2021 (applicable to the FILOT Payment due without penalty by January 15, 2023),

(ii) to have employed in New Full-Time Jobs meeting the Wage Requirement, not less than an average of twelve (12) in calendar year 2022 (applicable to the FILOT Payment due without penalty by January 15, 2024),

(iii) to have employed in New Full-Time Jobs meeting the Wage Requirement, not less than an average of sixteen (16) in calendar year 2023 (applicable to the FILOT Payment due without penalty by January 15, 2025) and each calendar year thereafter in which either ClickFold or Proplastics receives an SSRC pursuant to Section 3.01(a) below.

Jobs relocated from other states to the Project may be included in the determination whether the Company has fulfilled the Jobs Commitment if the relocated jobs meet the Wage Requirement.

“*Park*” shall have the meaning ascribed thereto in the recitals of this Agreement.

“*Person*” means an individual, a corporation, a partnership, a limited liability company, an association, a joint stock company, a joint venture, a trust, any unincorporated organization, or a government or an agency or a political subdivision thereof.

“*Project*” shall have the meaning ascribed thereto in the recitals of this Agreement.

“*Project Site*” shall mean the land identified by Tax Map No. 0007-00-025.04, located on Yarborough Road, and consisting of approximately 2.01 acres.

“*Property Tax Year*” shall mean the annual period which is equal to the fiscal year of the Company, *i.e.*, as of the original execution and delivery of this Agreement, with respect to the Company, the annual period ending on **December 31** of each year.

“*Proplastics*” means Proplastics Designs, Inc., a North Carolina corporation, and its successors and assigns.

“*Special Source Improvements*” shall have the meaning ascribed thereto in the recitals of this Agreement.

“*Special Source Revenue Credits*” or “*SSRCs*” shall mean the special source revenue credits provided by the County and described in **Section 3.01** hereof.

“*State*” shall mean the State of South Carolina.

“*Wage Requirement*” means an hourly wage rate not less than sixteen dollars (\$16.00).

ARTICLE II

REPRESENTATIONS AND COVENANTS

SECTION 2.01. Representations by the County. The County represents that (i) it is a body politic and corporate and a political subdivision of the State, (ii) it is authorized by the MCP Act to enter into this Agreement, (iii) it has approved this Agreement in accordance with the procedural requirements of the MCP Act and any other applicable state law, and (iv) it has authorized its officials to execute and deliver this Agreement.

SECTION 2.02. Representations by the Company. A. ClickFold makes the following representations:

(1) ClickFold is a South Carolina limited liability company, duly organized, validly existing, and in good standing, under the laws of the State and is authorized to transact business in the State, has power to enter into this Agreement, and by proper corporate action has authorized the respective ClickFold official or officials signing this Agreement to execute and deliver this Agreement. ClickFold’s fiscal year end is **December 31** and ClickFold will notify the County of any changes in the fiscal year of ClickFold.

(2) The Special Source Revenue Credits provided by the County in the manner set forth in this Agreement have been instrumental to ClickFold in inducing the location of the Project in the County.

B. ProPlastics makes the following representations:

(1) ProPlastics is a North Carolina corporation, duly organized, validly existing, and in good standing, under the laws of the State of North Carolina and is authorized to transact business in the State, has power to enter into this Agreement, and by proper corporate action has authorized the respective ProPlastics official or officials signing this Agreement to execute and deliver this Agreement. ProPlastics's fiscal year end is **December 31** and ProPlastics will notify the County of any changes in the fiscal year of ProPlastics.

(2) The Special Source Revenue Credits provided by the County in the manner set forth in this Agreement have been instrumental to ProPlastics in inducing the location of the Project in the County.

SECTION 2.03 Covenants by the County. The County will use its best efforts to include, and thereafter maintain, the Project Site within the boundaries of the Lancaster Park for the term of this Agreement.

ARTICLE III

SPECIAL SOURCE REVENUE CREDITS

SECTION 3.01. Special Source Revenue Credits.

(a) To defray or reimburse the Costs of Special Source Improvements with respect to the Project, the County agrees to provide, and the Company shall, subject to the provisions of Section 3.02 hereof, receive, Special Source Revenue Credits (i) equal to seventy-five percent (75%) of the FILOT Payments due with respect to the Company's investments in real and personal property for a period of three (3) consecutive tax years, beginning with the FILOT Payment due from the Company for tax year 2022 (*i.e.*, the FILOT Payment due to be paid without penalty on or before January 15, 2023) and ending with the FILOT Payment due from the Company in tax year 2024 (*i.e.*, the FILOT Payment due to be paid without penalty on or before January 15, 2025) (the "Seventy-Five Percent SSRC"), and (ii) equal to forty percent (40%) of the FILOT Payments due with respect to the Company's investments in real and personal property for a period of seven (7) consecutive tax years, beginning with the FILOT Payment due from the Company for tax year 2025 (*i.e.*, the FILOT Payment due to be paid without penalty on or before January 15, 2026) and ending with the FILOT Payment due from the Company in tax year 2031 (*i.e.*, the FILOT Payment due to be paid without penalty on or before January 15, 2032). Company agrees that any exemption that would otherwise be allowed pursuant to Section 3(g), Article X of the Constitution of South Carolina and the exemptions allowed pursuant to Section 12-37-220(B)(32) and (34) of the Code shall not be applied to the FILOT Payments.

(b) The Special Source Revenue Credits to which the Company shall receive with respect to each tax year set forth above in **Section 3.01(a)** hereof shall be reflected by the County Auditor or other authorized County official or representative on each FILOT Payment bill sent to the Company by the

County for each such tax year, by reducing the fee-in-lieu of tax payment otherwise due from the Company for such tax year by the amount of Special Source Revenue Credits to be provided to the Company for such tax year.

(c) If **Section 3.01(a)** hereof, or the provision of the Special Source Revenue Credits is found to be invalid, illegal or unenforceable by a court of competent jurisdiction, the County agrees to provide the Company with an incentive that is valid pursuant to such court ruling and commensurate to the nature and value of the benefits intended to be provided under this Agreement, to the maximum extent legally permitted.

(d) THIS AGREEMENT AND THE SPECIAL SOURCE REVENUE CREDITS PROVIDED HEREUNDER ARE LIMITED OBLIGATIONS OF THE COUNTY AND ARE PROVIDED BY THE COUNTY SOLELY FROM THE FEE-IN-LIEU OF TAX PAYMENT MADE BY THE COMPANY WITH RESPECT TO THE PROJECT AND DO NOT AND SHALL NOT CONSTITUTE A GENERAL OBLIGATION OF THE COUNTY WITHIN THE MEANING OF ANY CONSTITUTIONAL OR STATUTORY LIMITATION AND DO NOT AND SHALL NOT CONSTITUTE OR GIVE RISE TO A PECUNIARY LIABILITY OF THE COUNTY OR A CHARGE AGAINST THE GENERAL CREDIT OR TAXING POWER OF THE COUNTY. THE FULL FAITH, CREDIT, AND TAXING POWER OF THE COUNTY ARE NOT PLEDGED IN CONNECTION WITH THE PROVISION OF THE SPECIAL SOURCE REVENUE CREDITS HEREUNDER.

(e) Except as otherwise provided in this Agreement, the Company shall receive, in addition to the Special Source Revenue Credits, all other credits, exemptions, or reductions against *ad valorem* taxes or against payments in lieu of taxes due pursuant to the MCP Act allowed by law.

(f) In accordance with the MCP Act, the Special Source Revenue Credits authorized herein shall not, in the aggregate, exceed the aggregate cost of Special Source Improvements funded from time to time in connection with the Project by the Company.

(g) Notwithstanding any other provision of this Agreement, the Company acknowledges and agrees that County's obligation to provide the special source revenue credits ends, and this Agreement is terminated, if the Company ceases operations. For purposes of this **Section 3.01(g)**, "**cease operations**" means permanent closure of the facility. The Company agrees that if this Agreement is terminated pursuant to this **Section 3.01(g)**, that under no circumstance shall the County be required to refund or pay any monies to the Company.

(h) In any year in which the Company fails to meet the Jobs Commitment, the SSRC shall be reduced in the same proportion that the Company failed to meet the Jobs Commitment. For example, if for the calendar year 2022, the Jobs Commitment is to have not less than an average of twelve (12), but the Company employed an average of ten (10) meeting the Jobs Commitment, then the SSRC would be set at 83.3% (10 divided by 12 equals 83.3%) of 75% which results in an SSRC applicable to the FILOT Payment due without penalty by January 15, 2024 of 62.5% (83.3% times 75% equals 62.5%).

(i) Notwithstanding any other provision of this Agreement, the SSRCs provided in **Section 3.01(a)** above are not applicable in any year immediately following a year in which the Company has failed to employ an average of at least ten (10) individuals in new full-time jobs (*i.e.*, each at least thirty (30) hours per week and all with health care benefits).

SECTION 3.02. Maintenance of Books and Records; Annual Reports; Examinations and Inspections; Confidential Information. (a) ClickFold and Proplastics shall each maintain, or cause to be maintained, such books and records with respect to the Project as will permit the identification of the portions of the Project placed in service, the amount of investment with respect thereto, and any computations of the fee-in-lieu of tax payment and the special source revenue credits made by either ClickFold or Proplastics hereunder. ClickFold and Proplastics each agree to comply with all reporting requirements of the State and the County applicable to fee-in-lieu of tax property under the MCP Act, including without limitation the reports and returns required by Section 12-2-90 of the Code.

(b) Upon direction of the governing body of the County, a County Official may request and obtain such financial books and records from ClickFold and Proplastics that support the returns of such Company as may be reasonably necessary to verify the calculations of the fee-in-lieu of tax payments by the Company. For purposes of this Agreement, the term “County Official” includes the County Administrator, County Auditor, County Assessor, County Treasurer, and the County Director of Economic Development.

(c) Each year during the term hereof, the Company shall deliver to the County Auditor, the County Assessor, the County Treasurer, and County Director of Economic Development a copy of any form or return it files with the South Carolina Department of Revenue with respect to the Project at the same time as delivery thereof to the South Carolina Department of Revenue.

(d) During the term hereof, ClickFold and Proplastics shall each deliver to the County Auditor and the County Director of Economic Development on or before each May 31 following the end of a Property Tax Year, beginning with May 31, 2022, the information required by the County Auditor for a fee-in-lieu of tax payment bill to be prepared in accordance with this Agreement and **Section 3.01(a)** hereof. The information delivered must include, at a minimum, the amount of investment by the Company in Project property. If the County incurs expenses in the computation, preparation and verification of the annual fee-in-lieu of tax payment bill, the Company agrees to reimburse the County for those expenses, including, but not limited to, expenses incurred by the County for accountants and similar experts (the “Administrative Expense Reimbursement”). The annual Administrative Expense Reimbursement is capped at one thousand dollars (\$1000.00). If the information and certification required by this subsection is not delivered to the County Auditor and County Director of Economic Development on or before May 31 of the applicable year, ClickFold and Proplastics each agree that the Special Source Revenue Credits are forfeited for the FILOT Payment due for Project property for the then current Property Tax Year.

(e) The Company agrees that the County and its authorized agents shall have the right at all reasonable times and upon prior reasonable notice to enter upon and examine and inspect the Project and to have access to and examine and inspect all its books and records pertaining to the Project. The right of examination and inspection shall be exercised only upon reasonable and necessary terms and conditions prescribed by the Company to protect the confidentiality and proprietary rights of ClickFold and Proplastics. Any such entrance upon and examination and inspection of the Project shall be at the County’s expense.

(f) The County acknowledges and understands that the information provided by the Company may contain, and the Company may have and maintain at the Project, certain confidential and proprietary information, including, but not limited to, trade secrets, financial, sales or other information concerning the operations and processes of the Company (“Confidential Information”) and that any disclosure of the Confidential Information could result in substantial harm to the Company and could have a significant detrimental impact on the employees and also upon the County. Except as required by law, including, without limitation, court orders, the County agrees to use its best reasonable efforts to keep confidential, and to cause employees, agents and representatives of the County to keep confidential, the Confidential Information which may be obtained from the Company, its agents or representatives, when the Confidential Information is clearly marked and identified as Confidential Information. The County shall not knowingly and willfully disclose and shall cause all employees, agents and representatives of the County to not knowingly and willfully disclose the marked and identified Confidential Information to any Person or entity other than in accordance with the terms of this Agreement. If a demand is made for the release, under color of law, to a third party of any Confidential Information, the County shall notify the Company and give the Company the opportunity to contest the release.

ARTICLE IV

TRANSFERS OF PROJECT PROPERTY; ASSIGNMENT

SECTION 4.01. Transfers of Project Property; Assignment of Interest in this Agreement. The County hereby acknowledges that the Company may from time to time and, to the extent permitted by applicable law, sell, transfer, lease, convey, or grant the right to occupy and use the Project, in whole or in part, or assign its interests in this Agreement, in whole or in part, to one or more Persons without the consent of the County; *provided, however*, that any transfer or assignment by the Company of all or any of their interest in this Agreement to any Person other than an Affiliate shall require the prior written consent or subsequent ratification of the County, which consent or ratification shall not be unreasonably withheld, conditioned, or delayed and which shall be evidenced by resolution of County Council; and *provided, further*, that the Company shall provide written notice to the County of any such transfer or assignment. Subject to the foregoing provisions of this **Section 4.01**, no such sale, lease, conveyance, grant, transfer or assignment shall relieve the County from the County’s obligation to provide the Special Source Revenue Credits to the Company, or any transferee or assignee of the same, under this Agreement.

ARTICLE V

DEFAULTS AND REMEDIES

SECTION 5.01. Events of Default. If any party shall fail duly and punctually to perform any material covenant, condition, agreement or provision contained in this Agreement on the part of such party to be performed, which, except as otherwise provided in this Agreement, failure shall continue for a period of thirty (30) days after written notice by another party, specifying the failure and requesting that it be remedied, is given to the defaulting party by first-class mail, then such party shall be in default under this Agreement (an “Event of Default”); *provided, however*, that if any such failure is not, with due diligence, susceptible of cure within such 30-day period, then such defaulting party shall have a period of time not to exceed sixty (60) days from the date of such written notice by the other party to remedy such failure, unless such parties agree in a writing signed by all parties to an extension of such time prior to its expiration.

SECTION 5.02. Legal Proceedings. Upon the happening of any Event of Default by a party, then and in every such case each other party in its respective discretion may:

- (1) by mandamus, or other suit, action, or proceeding at law or in equity, enforce all of its rights and require the defaulting party to carry out any agreements with or for its benefit and to perform its duties under the MCP Act and this Agreement;
- (2) bring suit upon this Agreement;
- (3) exercise any or all rights and remedies provided by the applicable laws of the State; or
- (4) by action or suit in equity enjoin any acts or things which may be unlawful or in violation of its rights.

SECTION 5.03. Remedies Not Exclusive. No remedy in this Agreement conferred upon or reserved to the Company, or the County is intended to be exclusive of any other remedy or remedies, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Agreement or now or hereafter existing at law or in equity or by statute.

SECTION 5.04. Nonwaiver. No delay or omission of the Company, or the County to exercise any right or power accruing upon any default or Event of Default shall impair any such right or power or shall be construed to be a waiver of any such default or Event of Default, or an acquiescence therein; and every power and remedy given by this **Article V** to the Company, or the County may be exercised from time to time and as often as may be deemed expedient.

ARTICLE VI

MISCELLANEOUS

SECTION 6.01. Termination This Agreement shall automatically terminate on the date upon which all Special Source Revenue Credits provided for in **Section 3.01** hereof have been provided to, and received by, the Company. Additionally the County and the Company may jointly agree to terminate this Agreement at any time and the Company may, at their option, unilaterally terminate this Agreement at any time with respect to all, or any portion of the Project.

SECTION 6.02. Binding Effect; Successors and Assigns. This Agreement shall be binding, in accordance with its terms, and to the extent permitted by law, upon and inure to the benefit of the Company, the County and their respective successors and assigns. All covenants, stipulations, promises, and agreements contained in this Agreement, by or on behalf of, or for the benefit of, the County, shall bind or inure to the benefit of the successors of the County from time to time and any officer, board, commission, agency, or instrumentality to whom or to which any power or duty of the County shall be transferred.

SECTION 6.03. Provisions of Agreement for Sole Benefit of the Company and the County. Nothing in this Agreement expressed or implied is intended or shall be construed to confer upon any Person other than the Company and the County any right, remedy, or claim under or by reason of this

Agreement, this Agreement being intended to be for the sole and exclusive benefit of the Company and the County.

SECTION 6.04. Severability. In case any one or more of the provisions of this Agreement shall, for any reason, be held to be illegal, invalid or unenforceable, the illegality, invalidity or unenforceability shall not affect any other provision of this Agreement, and this Agreement shall be construed and enforced as if the illegal, invalid or unenforceable provisions had not been contained herein so as to most closely effectuate the legal, valid and enforceable intent hereof and so as to afford the Company with the maximum benefits to be derived herefrom.

SECTION 6.05. No Liability for Personnel of the County, the Company or the Affiliated Company. No covenant or agreement contained in this Agreement is deemed to be a covenant or agreement of any elected official, member, agent, or employee of the County or its governing body or the Company or any of their respective officers, elected officials, employees, or agents in an individual capacity, and neither the members of the governing body of the County nor any official of the County or the Company executing this Agreement is liable personally on the Special Source Revenue Credits or this Agreement or subject to any personal liability or accountability by reason of the issuance thereof.

SECTION 6.06. Notices. All notices, certificates, requests, or other communications under this Agreement are sufficiently given and are deemed given, unless otherwise required by this Agreement, when (i) delivered or (ii) sent by facsimile and confirmed by United States first-class registered mail, postage prepaid, addressed as follows:

(a) As to the County:

Lancaster County
Attn.: County Administrator
P.O. Box 1809 (29721)
101 N. Main Street, 2nd Floor (29720)
Lancaster, South Carolina
Phone: (803) 416-9300
Fax: (803) 285-3361

with a copy to (which shall not constitute notice for purposes of this Agreement):

Mr. Jamie Gilbert
Economic Development Director, Lancaster County
P.O. Box 1809
Lancaster, South Carolina 29721
Phone: (803) 286-3633
Fax: (803) 416-9497
Email: jgilbert@lancastercountysc.net

(b) As to ClickFold:

ClickFold Holding, LLC
2900 Westinghouse Boulevard, Suite 118
Charlotte, NC 28723
Facsimile No. _____

(c) As to Proplastics:

Proplastics Designs, Inc.
2900 Westinghouse Boulevard, Suite 118
Charlotte, NC 28723
Facsimile No. _____

The County and the Company shall, by notice given under this **Section 6.06**, designate any further or different addresses to which subsequent notices, certificates, requests or other communications shall be sent.

SECTION 6.07. Reserved.

SECTION 6.08. Merger. This Agreement constitutes the entire agreement among the parties to it with respect to the matters contemplated in it, and it is understood and agreed that all undertakings, negotiations, representations, promises, inducements and agreements heretofore had among these parties are merged herein.

SECTION 6.09. Agreement to Sign Other Documents and to Take Further Action. The County agrees that it will from time to time execute and deliver such further instruments, in form and substance reasonably acceptable to it, and take such further action as may be reasonable and as may be requested by the Company as may be required to carry out the purpose of this Agreement. The requesting party shall reimburse, or cause reimbursement of, the County for reasonable attorneys' fees, related to review and negotiation of such further instruments. Such instruments or actions shall never create or constitute an indebtedness of the County within the meaning of any State constitutional provision or statutory limitation and shall never constitute or give rise to a pecuniary liability of the County, other than against the fee-in-lieu of tax payments made by the Company with respect to the Project, or a charge against its general credit or taxing power or pledge the credit or taxing power of the State, or any other political subdivision of the State.

SECTION 6.10. Construction of Agreement. The parties agree that each party and its counsel have reviewed and revised this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party does not apply in the interpretation of this Agreement or any amendments or exhibits to this Agreement.

SECTION 6.11. Applicable Law. The laws of the State govern the construction of this Agreement.

SECTION 6.12. Counterparts. This Agreement may be executed in any number of counterparts, each of which, when so executed and delivered, shall be an original; but such counterparts shall together constitute but one and the same instrument.

SECTION 6.13. Amendments. This Agreement may be amended only by written agreement of the parties hereto.

SECTION 6.14. Waiver. Either party may waive compliance by the other party with any term or condition of this Agreement but the waiver is valid only if it is in a writing signed by the waiving party.

SECTION 6.15. Further Proceedings. It is intended by the parties that any action to be taken hereinafter by the County pursuant to the express provisions of this Agreement may be undertaken by the County without necessity of further proceedings. To the extent that additional proceedings are required by law, however, the County agrees, to the extent permitted by law, to undertake all such steps as may be reasonably required or appropriate to effectuate the intent of this Agreement.

SECTION 6.16. Chamber Membership. Company agrees to maintain a membership in the Lancaster County Chamber of Commerce for those years in which the Seventy-Five Percent SSRC, as defined in **Section 3.01(a)** above, is applied.

SIGNATURES FOLLOW ON NEXT PAGE.

THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK.

IN WITNESS WHEREOF, Lancaster County, South Carolina has caused this Agreement to be executed by its respective appropriate officials and its respective corporate seal to be hereunto affixed and attested and Proplastics Designs, Inc. and ClickFold Holding, LLC (d/b/a ClickFold Plastics) has each caused this Agreement to be executed by its authorized officers, effective the day and year first above written.

LANCASTER COUNTY, SOUTH CAROLINA

Steve Harper, Chair, County Council

Larry Honeycutt, Secretary, County Council

[SEAL]

Attest:

Sherrie Simpson, Clerk to Council,
Lancaster County, South Carolina

PROPLASTICS DESIGNS, INC.,
a North Carolina corporation

By: _____
Its: _____

CLICKFOLD HOLDINGS, LLC, d/b/a
CLICKFOLD PLASTICS,
a South Carolina limited liability company

By: _____
Its: _____

Agenda Item Summary

Ordinance # / Resolution #: Ordinance 2020-1686 / Planning Case Number: RZ-020-1614

Contact Person / Sponsor: Ashley Davis / Planning

Department: Planning

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Request to rezone 34 non-conforming mixed-use zoned parcels. The purpose of this request is to bring these parcels into conformance with current zoning regulations as described in the Lancaster County UDO (See Attachment 3).

Points to Consider:

In 2016, Lancaster County adopted the current Unified Development Ordinance (UDO) and its accompanying Zoning Map. During this process all parcels within the County received a new zoning designation. At that time, the 34-parcels involved in this rezoning were designated as one of the three mixed-use districts: MX, IMX, or RMX. The County designated these properties as mixed-use in anticipation that these areas would be assembled by a large-scale developer and constructed as master planned developments. Nearly four years later, many of these properties are currently for sale individually or they have already developed independently. Roughly ten of the properties in this rezoning request are already fully developed. Since the zoning map adoption in 2016, 31-parcels have been rezoned to another zoning district from MX in order to be developed.

All properties involved in this rezoning request are currently zoned MX, RMX, or IMX and do not meet the required minimum development size of 25-acres. Because these parcels do not meet the minimum development size this will create challenges in developing these properties in the future if the current zoning was to be retained.

Funding and Liability Factors:

N/A

Council Options:

To approve, deny, or amend the rezoning request.

Recommendation:

Staff recommends **approval** of the rezoning request with the changes noted and explained in Exhibits 4 and 5.

At the August 6, 2020 Planning Commission Meeting, the commission recommended **approval of the request as amended** (see Exhibits 4 and 5) by a vote of 4-0.

ATTACHMENTS:

Description	Upload Date	Type
Ordinance 2020-1686	9/21/2020	Ordinance
Exhibit A to Ordinance 2020-1686	9/22/2020	Exhibit
Staff Report	7/30/2020	Planning Staff Report
Exhibit 1: Rezoning Application	7/29/2020	Exhibit
Exhibit 2: Location and Zoning Maps	7/29/2020	Exhibit
Exhibit 3: Subject Parcel list with recommended zoning districts	7/29/2020	Exhibit
Exhibit 4: Memo explaining PC Amendments	8/17/2020	Exhibit
Exhibit 5: Revised Recommendations	8/17/2020	Exhibit

STATE OF SOUTH CAROLINA

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ORDINANCE NO. 2020-1686

COUNTY OF LANCASTER

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AN ORDINANCE

TO AMEND THE OFFICIAL ZONING MAP OF LANCASTER COUNTY TO REZONE 34 PARCELS TO BRING THE PARCELS INTO CONFORMITY WITH CURRENT ZONING REGULATIONS AS DESCRIBED IN THE LANCASTER COUNTY UNIFIED DEVELOPMENT ORDINANCE. THE PROPERTIES ARE PRIMARILY LOCATED NEAR THE INTERSECTION OF DOBY’S BRIDGE ROAD AND CHARLOTTE HIGHWAY, FORT MILL HIGHWAY AND CHARLOTTE HIGHWAY, AND SPRINGDALE ROAD AND WILLIAMS ESTATE DRIVE, INDIAN LAND, SOUTH CAROLINA AND THE REZONINGS WILL BE FROM MX, MIXED-USE, RMX, RESIDENTIAL MIXED-USE, OR IMX, INDUSTRIAL MIXED-USE TO VARIOUS RE-ZONING DISTRICTS.

Be it ordained by the Council of Lancaster County, South Carolina:

Section 1. Findings and Determinations.

The Council finds and determines that:

(a) Lancaster County applied to rezone various parcels of property (See Exhibit “A”) to bring those properties into conformity with the Lancaster County Unified Development Ordinance. The properties are primarily located near the Intersections of Doby’s Bridge Road and Charlotte Highway, Fort Mill Highway and Charlotte Highway, and Springdale Road and Williams Estate Drive, and the rezoning will be from MX, Mixed-Use, RMX, Residential Mixed-Use, IMX, Industrial Mixed-Use to various rezoning districts.

(b) On August 6, 2020, the Lancaster County Planning Commission held a public hearing on the proposed rezonings and, by a vote of 4-0 recommended approval of the rezonings with amendments to the proposed rezoning designations for several properties (See Exhibit “A”).

(c) The Future Land Use Map identifies these properties as MX, Mixed-Use, RMX, Residential Mixed-Use, and IMX, Industrial Mixed-Use, based on the *Lancaster County Comprehensive Plan 2014-2024*. Rezoning the property from MX, Mixed-Use, RMX, Residential Mixed-Use, and IMX, Industrial Mixed-Use, to the various zoning districts set forth in the attached Exhibit “A” is compatible with the Comprehensive Plan.

Section 2. Rezoning.

The Official Zoning Map is amended by changing the zoning district classification from MX, Mixed-Use, RMX, Residential Mixed-Use, and IMX, Industrial Mixed-Use to the various rezoning district set forth in Exhibit "A" attached hereto.

Section 3. Severability.

If any section, subsection or clause of this ordinance is held to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections and clauses shall not be affected.

Section 4. Conflicting Provisions.

To the extent this ordinance contains provisions that conflict with provisions contained elsewhere in the Lancaster County Code or other County ordinances, the provisions contained in this ordinance supersede all other provisions and this ordinance is controlling.

Section 5. Effective Date.

This ordinance is effective upon Third Reading.

AND IT IS SO ORDAINED

Dated this _____ day of _____, 2020.

LANCASTER, SOUTH CAROLINA

Steve Harper, Chair, County Council

Larry Honeycutt, Secretary, County Council

ATTEST:

Sherrie Simpson, Clerk to Council

First Reading: August 24, 2020
Public Hearing: August 24, 2020
Second Reading: September 14, 2020
Third Reading: September 28, 2020

Approved as to form:

John DuBose, County Attorney

PIN	Acres	OldZone	Zoning	Potential Zone	Property Owner	Property Discription
0005-00-094.00	2.23	R15P	MX	LDR	HAMILTON MARIE E	SF Residential
0005-00-094.01	2.55	R15P	MX	LDR	HAMILTON EARL & MARIE	SF Residential
0005-00-094.02	2.67	R15P	MX	LDR	BARFIELD ALFRED E & JUDY H	SF Residential
0005-00-094.03	2.8	R15P	MX	LDR	ELMS J W DOUGLAS	Vacant Residential Lot
0005-00-095.00	3.86	R15P	MX	LDR	BARR ROBERT L	Vacant Residential Lot
0005-00-098.00	7.23	R15P	MX	LDR	BARR ROBERT L	Vacant Residential Lot
0005-00-113.00	2.2	B3	MX	RB	MILLER CHARLES STEPHEN	Stateline ABC Store
0005-00-113.01	1.09	B3	MX	GB	WATERS CONVENIENCE STORES LLC ETAL	Good Year Auto Repair
0006-00-087.01	4.01	B1	MX	GB	KRANTHI REALTY LLC	Vacant Tract
0008-00-001.00	2.01	R15P	MX	LDR	TURNER MARGARET ELMORE	Residential Home
0008-00-001.01	9.41	B3	MX	GB	TURNER MARGARET ELMORE	Vacant Tract
0008-00-001.02	3.79	R15P	MX	GB	PS SOUTHEAST TWO LLC	Public Mini Storage on SC 160 (next to Bailes Ridge)
0008-00-001.03	7.35	R15P	MX	LDR	TURNER MARGARET ELMORE	Vacant
0008-00-003.00	1.75	B2	MX	GB	HONEYCUTT BRENDA C	SF Home
0008-00-004.00	1.78	B2	MX	GB	HUCKS GRACE H	Carolina Export Used Car Sales
0008-00-005.00	2.77	B2	MX	GB	NGO JAMES P	Max's Used Car Sales
0008-00-008.00	0.83	B3	MX	GB	S3 INVESTORS LLC	Kushi World Bazaar (retail)
0008-00-009.00	0.44	B2	MX	GB	PALMETTO LAND DEVELOPMENT LLC	Contractor's Office
0008-00-010.00	0.43	B2	MX	GB	NEESE HOLDINGS LLC	Contractor's Office
0008-00-010.01	0.83	B2	MX	GB	GRINDSTAFF PROPERTIES INC	Indian Land Animal Hospital
0008-00-011.00	1.09	B2	MX	GB	CULP THOMAS W & JANE G REVOCAB	SF House
0008-00-011.03	4.67	I1	MX	GB	TYNDALL FAMILY ENTERPRISES LLC	Tyndall Furniture Store
0008-00-013.00	2.07	B3	MX	RB	GM LLC	Cobblestone Market Gas Station
0013-00-016.00	8.76	B3	MX	RB	521 LAND PARTNERS LLC	Vacant Near INSP
0013-00-016.01	2.43	B3	MX	RB	521 LAND PARTNERS LLC	Vacant Near INSP
0013-00-035.02	1.89	R30S	RMX	RN	JORDAN JOHNNY WAYNE	Mobile Home
0013-00-036.00	10.34	R45	RMX	RN	MONROE HOWARD & DOVIE L	SF Home
0013-00-039.00	4.71	R30P	RMX	RN	FARLEY DORIS MACK	Two SF Homes on One Lot
0013-00-040.00	4.92	R45	RMX	RN	SMITH CHARLIE EUGENE ETAL	SF Home
0013-00-042.00	10.67	R30P	RMX	RN	PORTER JAMES RANDALL	SF Home
0082E-0C-009.00	9	I1	IMX	INS	LANCASTER COUNTY SCHOOL DISTRICT	School Operations Center
0005-00-104.00	5.63	B3	MX	GB	INDIANLAND LLC	Benson mini Storage Center (521 and Potts Rd)
0005-00-111.00	5.04	B3	MX	GB	PANHANDLE LLC	Benson mini Storage Center (521 and Potts Rd)
0005-00-112.00	2.13	B3	MX	GB	BENSON MINI STORAGE LLC	Benson mini Storage Center (521 and Potts Rd)

Proposal: Request to rezone 42 parcels. The purpose of this request is to bring these parcels into conformance with current zoning regulations as described in the Lancaster County UDO (See Attachment 3).

Property Location: Properties are primarily located near the intersections of Doby's Bridge Rd and Charlotte Hwy, Fort Mill Hwy and Charlotte Hwy, and Springdale Rd and Williams Estate Dr. (TM # See Attachment 2)

Current Zoning District: Mixed-Use (MX), Residential Mixed-Use (RMX), or Industrial Mixed-Use (IMX)

Proposed Zoning District: Varies (See Attachment 3)

Applicant: Lancaster County

Council District: District 1, Terry Graham; District 2, Charlene McGriff; District 7, Brian Carnes

OVERVIEW

Background

In 2016, Lancaster County adopted the current Unified Development Ordinance (UDO) and its accompanying Zoning Map. During this process all parcels within the County received a new zoning designation. At that time the 42-parcels involved in this rezoning were designated as one of the three mixed-use districts: MX, IMX, or RMX. The County designated these properties as mixed-use in anticipation that these areas would be assembled by a large-scale developer and constructed as master planned developments. Nearly four years later, many of these properties are currently for sale individually or they have already developed independently. Roughly ten of the properties in this rezoning request are already fully developed. Since the zoning map adoption in 2016, 31-parcels have been rezoned to another zoning district from MX in order to be developed.

All properties involved in this rezoning request are currently zoned MX, RMX, or IMX and do not meet the required minimum development size of 25-acres. Because these parcels do not meet the minimum development size this will create challenges in developing these properties in the future if the current zoning was to be retained.

The current UDO requires all Mixed-Use projects be a minimum of 25-acres. This minimum development size is in place for the following reasons:

- All mixed-use developments are required to enter in to a Development Agreement with the County (South Carolina regulations for development agreements require a minimum of 25 acres of highland).
 - All mixed-use developments must submit a master plan. Master plans are required to demonstrate open space, interconnectivity, a mix of residential types, unified architectural design, etc. In order to incorporate these various elements a larger development site is necessary. (See UDO Chapter 9.2.9)
-

ANALYSIS, FINDINGS, AND CONCLUSION

Staff has assessed each parcel both in person and using official planning documents. Recommendations were developed based upon the parcels prior zoning, current use, surrounding zoning districts and uses, as well as consistency with the County's adopted Comprehensive Plan. By rezoning these properties to their recommended district, it is staff's intent to have each parcel become as conforming as possible, thereby providing property owners with use and development options under their new zoning district. All recommended zoning districts are consistent with the comprehensive plan.

FREQUENTLY ASKED QUESTIONS

The following will help answer common questions associated with this proposed rezoning. Questions are noted in **bold** font with responses identified in plain font underneath.

Will this rezoning keep me from rezoning this property in the future? This rezoning does not keep the property owner from requesting a different zoning district at a later date.

Will my taxes increase or decrease because of this rezoning? If the property changes use and classification as a result of the zoning change, then the property would be reassessed the following year. A zoning change that does not affect the use or classification would not subject the property to a reassessment. In other words, if the use of the property does not change, then the tax-rate will stay the same.

What does being considered non-conforming mean for my use of the property? Any change to what is currently existing would not be allowed. For example: a property is zoned MX and is two acres in size. The current use of the property is a single-family residence. If the owner wanted to make an addition to their home they would not be permitted to do so under the current zoning because that would be expanding a non-conforming use.

Will any properties be made non-conforming as a result of this rezoning? The goal of this rezoning is to bring as many of these properties into conformance with current code as possible; however there are a few outliers. Along Highway 160 there are a number of properties which were formerly used as single-family residential that are currently occupied by a variety of commercial uses (Kushi World Bazaar, contractor offices, and multiple used car dealerships). While the rezoning will now allow many commercial uses there are a few single-family homes along Highway 160 that are currently non-conforming in their recommended zoning district. One parcel involved in this rezoning has both a single-family residence as well as a commercial auto repair shop. There is currently no zoning district that allows both single-family dwellings and auto repair shops, meaning this parcel would be considered a non-conforming use.

PROPERTY OWNER REQUEST

Staff has received input from a limited number of property owners requesting zoning designations that differ from staff's recommendation. Those properties are listed below along with their requested zone. One property owner (Banks) has expressed their desire to remain in the MX District in spite of staff's assurances it would significantly limit future development of the property.

Staff is requesting Planning Commission consideration of the proposed deviations noted below when making their recommendation to County Council.

Location	Tax Map Number	Old Zone	Current Zone	Proposed Zone	Requested Zone	Property Owner
212 Patterson Ln	0005-00-091.04	R15P	MX	LDR	NB	BARBER JONNA PATTERSON
Patterson Lane	0005-00-091.05	R15P	MX	LDR	NB	PATTERSON DONNA S
Patterson Ln	0005-00-091.05	R15P	MX	LDR	NB	PATTERSON DONNA S
Patterson Ln	0005-00-091.05	R15P	MX	LDR	NB	PATTERSON DONNA S
Patterson Ln	0005-00-091.06	R15P	MX	LDR	NB	PATTERSON DEREK S
164 Patterson Ln	0005-00-096.00	R15P	MX	LDR	PB	PATTERSON ALAN D
182 Patterson Ln	0005-00-091.01	R15P	MX	LDR	NB	PATTERSON DONNA S
168 Fort Mill Hwy	0008-00-007.00	B2	MX	GB	?	MCGINN GEORGE BANKS

STAFF RECOMMENDATION

Staff recommends that the proposed district for each parcel be **approved** pursuant to the following findings of fact:

1. The subject properties do not meet the minimum area requirement to be developed in the current MX, RMX or IMX District, as applicable; and
2. In most cases staff's recommendation reverts properties to the closest existing zoning district to what each parcel was zoned prior to the 2016 county-wide rezoning (see attachment 3); and
3. Each parcel will become as conforming as possible, thereby providing property owners with use and development options under their new zoning district; and
4. All recommended zoning districts are consistent with the Comprehensive Plan.

ATTACHMENTS

1. Rezoning Application
2. Location Maps/ Zoning Maps
3. Subject Parcel List with Recommended Zoning Districts

STAFF CONTACT

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



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 Multiple properties: see attachment

City _____ State _____ Zip _____ Tax Parcel ID See Attachment

Current Zoning MX,RMX,IMX Current Use See Attachment

Proposed Zoning See Attachment Total Acres _____

Project Description Rezoning of 42 non-conforming parcels.

Surrounding Property Description _____

CONTACT INFORMATION

Applicant Name Lancaster County

Address 101 N. Main St.

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

Fax _____ Email planning@lanastersc.net

Property Owner Name _____

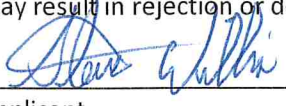
Address _____

City _____ State _____ Zip _____ Phone _____

Fax _____ Email _____

APPLICATION CERTIFICATIONS

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


Applicant

4-28-2020
Date

Property Owner(s)

Date

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

LANCASTER COUNTY OFFICE USE ONLY

Application Number _____ Date Received _____ Receipt Number _____

Amount Paid _____ Check Number _____ Cash Amount _____

Received By _____ Planning Commission Meeting Date _____

SCHEDULE/PROCESS

1. Submit Application

- The deadline for this application is at least 30 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.

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.

PIN	Acres	OldZone	Zoning	Potential Zone	Property Owner	Notes
0005-00-094.00	2.23	R15P	MX	LDR	HAMILTON MARIE E	SF Residential
0005-00-094.01	2.55	R15P	MX	LDR	HAMILTON EARL & MARIE	SF Residential
0005-00-094.02	2.67	R15P	MX	LDR	BARFIELD ALFRED E & JUDY H	SF Residential
0005-00-094.03	2.8	R15P	MX	LDR	ELMS J W DOUGLAS	Vacant Residential Lot
0005-00-095.00	3.86	R15P	MX	LDR	BARR ROBERT L	Vacant Residential Lot
0005-00-098.00	7.23	R15P	MX	LDR	BARR ROBERT L	Vacant Residential Lot
0005-00-113.00	2.2	B3	MX	RB	MILLER CHARLES STEPHEN	Staline ABC Store
0005-00-113.01	1.09	B3	MX	GB	WATERS CONVENIENCE STORES LLC ETAL	Good Year Auto Repair
0006-00-087.01	4.01	B1	MX	GB	KRANTHI REALTY LLC	Vacant Tract
0008-00-001.00	1.82	R15P	MX	LDR	TURNER MARGARET ELMORE	Residential Home
0008-00-001.01	15.63	R15P	MX	LDR	TURNER MARGARET ELMORE	Vacant Tract
0008-00-001.02	3.79	R15P	MX	GB	PS SOUTHEAST TWO LLC	Public Mini Storage on SC 160 (next to Bailes Ridge)
0008-00-003.00	1.75	B2	MX	GB	HONEYCUTT BRENDA C	SF Home
0008-00-004.00	1.78	B2	MX	GB	HUCKS GRACE H	Carolina Export Used Car Sales
0008-00-005.00	2.77	B2	MX	GB	NGO JAMES P	Max's Used Car Sales
0008-00-007.00	2.69	B2	MX	GB	MCGINN GEORGE BANKS	SF House
0008-00-008.00	0.83	B3	MX	GB	S3 INVESTORS LLC	Kushi World Bazaar (retail)
0008-00-009.00	0.44	B2	MX	GB	PALMETTO LAND DEVELOPMENT LLC	Contractor's Office
0008-00-010.00	0.43	B2	MX	GB	NEESE HOLDINGS LLC	Contractor's Office
0008-00-010.01	0.83	B2	MX	GB	GRINDSTAFF PROPERTIES INC	Indian Land Animal Hospital
0008-00-011.00	1.09	B2	MX	GB	CULP THOMAS W & JANE G REVOCAB	SF House
0008-00-011.03	4.67	I1	MX	GB	TYNDALL FAMILY ENTERPRISES LLC	Tyndall Furniture Store
0008-00-013.00	2.07	B3	MX	RB	GM LLC	Cobblestone Market Gas Station
0013-00-016.00	8.76	B3	MX	RB	521 LAND PARTNERS LLC	Vacant Near INSP
0013-00-016.01	2.43	B3	MX	RB	521 LAND PARTNERS LLC	Vacant Near INSP
0013-00-035.02	1.89	R30S	RMX	RN	JORDAN JOHNNY WAYNE	Mobile Home
0013-00-036.00	10.34	R45	RMX	RN	MONROE HOWARD & DOVIE L	SF Home
0013-00-039.00	4.71	R30P	RMX	RN	FARLEY DORIS MACK	Two SF Homes on One Lot
0013-00-040.00	4.92	R45	RMX	RN	SMITH CHARLIE EUGENE ETAL	SF Home
0013-00-042.00	10.67	R30P	RMX	RN	PORTER JAMES RANDALL	SF Home
0013-00-047.02	14.87	B3	MX	GB	LANCASTER COLLINS RD LLC	Vacant
0082E-0C-009.00	9	I1	IMX	INS	LANCASTER COUNTY SCHOOL DISTRICT	School Operations Center
0005-00-091.04	2.05	R15P	MX	LDR	BARBER JONNA PATTERSON	Patterson Family
0005-00-091.05	4.83	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family
0005-00-091.05	1.32	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family
0005-00-091.05	1.13	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family
0005-00-091.06	0.96	R15P	MX	LDR	PATTERSON DEREK S	Patterson Family
0005-00-096.00	5.82	R15P	MX	LDR	PATTERSON ALAN D	Patterson Family
0005-00-091.01	2.55	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family w/ JP Auto Repair Buildings
0005-00-104.00	5.63	B3	MX	GB	INDIANLAND LLC	Benson mini Storage Center/non confirming (521 and Potts Rd)
0005-00-111.00	5.04	B3	MX	GB	PANHANDE LLC	Benson mini Storage Center/non confirming (521 and Potts Rd)
0005-00-112.00	2.13	B3	MX	GB	BENSON MINI STORAGE LLC	Benson mini Storage Center/non confirming (521 and Potts Rd)











PIN	Acres	OldZone	Zoning	Potential Zone	Property Owner	Notes
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0005-00-094.01	2.55	R15P	MX	LDR	HAMILTON EARL & MARIE	SF Residential
0005-00-094.02	2.67	R15P	MX	LDR	BARFIELD ALFRED E & JUDY H	SF Residential
0005-00-094.03	2.8	R15P	MX	LDR	ELMS J W DOUGLAS	Vacant Residential Lot
0005-00-095.00	3.86	R15P	MX	LDR	BARR ROBERT L	Vacant Residential Lot
0005-00-098.00	7.23	R15P	MX	LDR	BARR ROBERT L	Vacant Residential Lot
0005-00-113.00	2.2	B3	MX	RB	MILLER CHARLES STEPHEN	Stateline ABC Store
0005-00-113.01	1.09	B3	MX	GB	WATERS CONVENIENCE STORES LLC ETAL	Good Year Auto Repair
0006-00-087.01	4.01	B1	MX	GB	KRANTHI REALTY LLC	Vacant Tract
0008-00-001.00	1.82	R15P	MX	LDR	TURNER MARGARET ELMORE	Residential Home
0008-00-001.01	15.63	R15P	MX	LDR	TURNER MARGARET ELMORE	Vacant Tract
0008-00-001.02	3.79	R15P	MX	GB	PS SOUTHEAST TWO LLC	Public Mini Storage on SC 160 (next to Bailes Ridge)
0008-00-003.00	1.75	B2	MX	GB	HONEYCUTT BRENDA C	SF Home
0008-00-004.00	1.78	B2	MX	GB	HUCKS GRACE H	Carolina Export Used Car Sales
0008-00-005.00	2.77	B2	MX	GB	NGO JAMES P	Max's Used Car Sales
0008-00-007.00	2.69	B2	MX	GB	MCGINN GEORGE BANKS	SF House
0008-00-008.00	0.83	B3	MX	GB	S3 INVESTORS LLC	Kushi World Bazaar (retail)
0008-00-009.00	0.44	B2	MX	GB	PALMETTO LAND DEVELOPMENT LLC	Contractor's Office
0008-00-010.00	0.43	B2	MX	GB	NEESE HOLDINGS LLC	Contractor's Office
0008-00-010.01	0.83	B2	MX	GB	GRINDSTAFF PROPERTIES INC	Indian Land Animal Hospital
0008-00-011.00	1.09	B2	MX	GB	CULP THOMAS W & JANE G REVOCAB	SF House
0008-00-011.03	4.67	I1	MX	GB	TYNDALL FAMILY ENTERPRISES LLC	Tyndall Furniture Store
0008-00-013.00	2.07	B3	MX	RB	GM LLC	Cobblestone Market Gas Station
0013-00-016.00	8.76	B3	MX	RB	521 LAND PARTNERS LLC	Vacant Near INSP
0013-00-016.01	2.43	B3	MX	RB	521 LAND PARTNERS LLC	Vacant Near INSP
0013-00-035.02	1.89	R30S	RMX	RN	JORDAN JOHNNY WAYNE	Mobile Home
0013-00-036.00	10.34	R45	RMX	RN	MONROE HOWARD & DOVIE L	SF Home
0013-00-039.00	4.71	R30P	RMX	RN	FARLEY DORIS MACK	Two SF Homes on One Lot
0013-00-040.00	4.92	R45	RMX	RN	SMITH CHARLIE EUGENE ETAL	SF Home
0013-00-042.00	10.67	R30P	RMX	RN	PORTER JAMES RANDALL	SF Home
0082E-0C-009.00	9	I1	IMX	INS	LANCASTER COUNTY SCHOOL DISTRICT	School Operations Center
0005-00-091.04	2.05	R15P	MX	LDR	BARBER JONNA PATTERSON	Patterson Family
0005-00-091.05	4.83	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family
0005-00-091.05	1.32	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family
0005-00-091.05	1.13	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family
0005-00-091.06	0.96	R15P	MX	LDR	PATTERSON DEREK S	Patterson Family
0005-00-096.00	5.82	R15P	MX	LDR	PATTERSON ALAN D	Patterson Family
0005-00-091.01	2.55	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family w/ JP Auto Repair Buildings
0005-00-104.00	5.63	B3	MX	GB	INDIANLAND LLC	Benson mini Storage Center/non confirming (521 and Potts Rd)
0005-00-111.00	5.04	B3	MX	GB	PANHANDLE LLC	Benson mini Storage Center/non confirming (521 and Potts Rd)
0005-00-112.00	2.13	B3	MX	GB	BENSON MINI STORAGE LLC	Benson mini Storage Center/non confirming (521 and Potts Rd)



DATE: 8/17/2020

TO: COUNTY COUNCIL

FROM: ASHLEY DAVIS, PLANNER

RE: MIXED USE REZONING- PLANNING COMMISSION RECOMMENDATIONS

On August 6, 2020, the Lancaster County Planning Commission held a public hearing regarding the County-initiated Mixed Use (MX) rezoning project involving forty-two (42) parcels. After substantive discussion and consideration of public comments, the Planning Commission issued a recommendation generally consistent with the staff recommendation, but containing approximately three (3) groups of deviations requested by property owners.

A number of property owners requested to have their parcels removed from the rezoning and retain their existing mixed-use zoning designation. The owners or their representatives explained to staff that these properties are involved in private real estate transactions involving their incorporation into existing MX zoned developments or are to be combined together to meet the 25-acre development area threshold. Planning Commission recommends these parcels be removed from the rezoning request. Both staff and Planning Commission are requesting that if these parcels are removed from this rezoning that they sign a letter of acknowledgement stating they acknowledge their parcel will continue to be non-conforming (individually due to size) which could hinder its development . These parcels are highlighted on the following page in yellow.

One property owner has requested her property be zoned General Business (GB) versus the recommended low Density Residential (LDR) district. The parcel in question is currently 18.15 acres in size. In 2007, the property was approximately 21.94 acres in size. At that time, 13.41 acres were rezoned from R15P (current equivalent is LDR) to B3 (current equivalent is GB). It appears that the plat to accompany the rezoning and subdivide the land was not recorded until November 2015. No deeds to subdivide this property have been recorded and therefore the parcel has not been split by the Assessor's office. Given this information staff recommends the parcel be split as originally intended and the 13.41 acres (which is now 9.62 acres due to the sale of 3.79 acres to PS Southeast Two, LLC) be rezoned to General Business (GB) and the remainder of the property be zoned Low Density Residential (LDR). This parcel is highlighted in blue on the following page.

Please feel free to contact me at 416-9433 should you have any questions.

Enc: Rezoning List with Planning Commission Recommendation

PIN	Acres	OldZone	Zoning	Potential Zone	Property Owner	Property Discription	PC Recommendation
0005-00-094.00	2.23	R15P	MX	LDR	HAMILTON MARIE E	SF Residential	
0005-00-094.01	2.55	R15P	MX	LDR	HAMILTON EARL & MARIE	SF Residential	
0005-00-094.02	2.67	R15P	MX	LDR	BARFIELD ALFRED E & JUDY H	SF Residential	
0005-00-094.03	2.8	R15P	MX	LDR	ELMS J W DOUGLAS	Vacant Residential Lot	
0005-00-095.00	3.86	R15P	MX	LDR	BARR ROBERT L	Vacant Residential Lot	
0005-00-098.00	7.23	R15P	MX	LDR	BARR ROBERT L	Vacant Residential Lot	
0005-00-113.00	2.2	B3	MX	RB	MILLER CHARLES STEPHEN	Stateline ABC Store	
0005-00-113.01	1.09	B3	MX	GB	WATERS CONVENIENCE STORES LLC ETAL	Good Year Auto Repair	
0006-00-087.01	4.01	B1	MX	GB	KRANTHI REALTY LLC	Vacant Tract	
0008-00-001.00	2.01	R15P	MX	LDR	TURNER MARGARET ELMORE	Residential Home	
0008-00-001.01	18.15	R15P/ B3	MX	LDR	TURNER MARGARET ELMORE	Vacant Tract	GB
0008-00-001.02	3.79	R15P	MX	GB	PS SOUTHEAST TWO LLC	Public Mini Storage on SC 160 (next to Bailes Ridge)	
0008-00-003.00	1.75	B2	MX	GB	HONEYCUTT BRENDA C	SF Home	
0008-00-004.00	1.78	B2	MX	GB	HUCKS GRACE H	Carolina Export Used Car Sales	
0008-00-005.00	2.77	B2	MX	GB	NGO JAMES P	Max's Used Car Sales	
0008-00-007.00	2.69	B2	MX	GB	MCGINN GEORGE BANKS	SF House	MX
0008-00-008.00	0.83	B3	MX	GB	S3 INVESTORS LLC	Kushi World Bazaar (retail)	
0008-00-009.00	0.44	B2	MX	GB	PALMETTO LAND DEVELOPMENT LLC	Contractor's Office	
0008-00-010.00	0.43	B2	MX	GB	NEESE HOLDINGS LLC	Contractor's Office	
0008-00-010.01	0.83	B2	MX	GB	GRINDSTAFF PROPERTIES INC	Indian Land Animal Hospital	
0008-00-011.00	1.09	B2	MX	GB	CULP THOMAS W & JANE G REVOCAB	SF House	
0008-00-011.03	4.67	I1	MX	GB	TYNDALL FAMILY ENTERPRISES LLC	Tyndall Furniture Store	
0008-00-013.00	2.07	B3	MX	RB	GM LLC	Cobblestone Market Gas Station	
0013-00-016.00	8.76	B3	MX	RB	521 LAND PARTNERS LLC	Vacant Near INSP	
0013-00-016.01	2.43	B3	MX	RB	521 LAND PARTNERS LLC	Vacant Near INSP	
0013-00-035.02	1.89	R30S	RMX	RN	JORDAN JOHNNY WAYNE	Mobile Home	
0013-00-036.00	10.34	R45	RMX	RN	MONROE HOWARD & DOVIE L	SF Home	
0013-00-039.00	4.71	R30P	RMX	RN	FARLEY DORIS MACK	Two SF Homes on One Lot	
0013-00-040.00	4.92	R45	RMX	RN	SMITH CHARLIE EUGENE ETAL	SF Home	
0013-00-042.00	10.67	R30P	RMX	RN	PORTER JAMES RANDALL	SF Home	
0082E-0C-009.00	9	I1	IMX	INS	LANCASTER COUNTY SCHOOL DISTRICT	School Operations Center	
0005-00-091.04	2.05	R15P	MX	LDR	BARBER JONNA PATTERSON	Patterson Family	MX
0005-00-091.05	4.83	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family	MX
0005-00-091.05	1.32	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family	MX
0005-00-091.05	1.13	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family	MX
0005-00-091.06	0.96	R15P	MX	LDR	PATTERSON DEREK S	Patterson Family	MX
0005-00-096.00	5.82	R15P	MX	LDR	PATTERSON ALAN D	Patterson Family	MX
0005-00-091.01	2.55	R15P	MX	LDR	PATTERSON DONNA S	Patterson Family w/ JP Auto Repair Buildings	MX
0005-00-104.00	5.63	B3	MX	GB	INDIANLAND LLC	Benson mini Storage Center (521 and Potts Rd)	
0005-00-111.00	5.04	B3	MX	GB	PANHANDLE LLC	Benson mini Storage Center (521 and Potts Rd)	
0005-00-112.00	2.13	B3	MX	GB	BENSON MINI STORAGE LLC	Benson mini Storage Center (521 and Potts Rd)	

Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Steve Willis/Administration and Carrie Helms/Treasurer

Department: Administration

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Potential disposal of land that has been under Forfeited Land Commission (FLC) control for many years.

Points to Consider:

Attached is a list of properties that have been under FLC control for a decade or longer. These properties routinely go to the tax sale where nobody bids on them. They then revert back to FLC control and the process repeats the following year.

Every year we must go through the process of sending certified letters to the last known owner and posting the property. During this time another year of property tax has been added to the amount owed.

I would describe this as a "doom loop" as nobody will bid on the parcels as the taxes owed exceeds the value of the land. In addition, a number of these parcels are not suitable for building new structures as the house that previously was there was built prior to modern zoning codes with required setbacks.

After consulting with Treasurer Carrie Helms I propose the following:

The FLC will contact the Katawba Valley Land Trust and Habitat for Humanity to see if any of these parcels may be useful to them and offer to donate or sale the parcels to them. The list has been submitted to them.

Allow the FLC to contact adjacent property owners regarding the potential donation or sale for minimal consideration of the remaining property. They would likely merge the parcel in with their existing property.

The FLC will nulla bona the past due taxes, which wipes them off the books.

The County will pay for the attorney fees to deed the property to whatever party accepts it. The cost will be roughly \$120 per parcel.

After consultation with the County Attorney we are requesting an Attorney General's Opinion regarding the propriety of donating the parcels or whether monetary consideration is a strict requirement for conveyance of FLC property.

As conceived, the FLC will present to the receiving party a tax deed for the property which places it back on the tax rolls (except for the KVLT).

Funding and Liability Factors:

There are 51 parcels. At \$120 per parcel the total outlay to remove these parcels from perpetual tax sale is \$6,120.

The alternative is to keep spending money on the tax sale process for parcels that simply will not sell.

Council Options:

Approve or disapprove FLC conveyance of the subject properties. Upon receipt of an opinion from the Attorney General an Ordinance will be prepared

Recommendation:

ATTACHMENTS:

Description

Listing of Properties from the Forfeited Land Commission

Upload Date

9/22/2020

Type

Backup Material

<u>TAX PARCEL ID#</u>	<u>LOCATION ADDRESS</u>	<u>CITY & STATE</u>
1. 0087O-0L-008.00	PARK AREA	LANCASTER SC
2. 0082K-0E-006.00	W BROOKLYN AVE	LANCASTER SC
3. 0068I-0K-019.00	N/O REESE ST	LANCASTER SC
4. 0081H-0L-019.00	9TH 11TH STREET	LANCASTER SC
5. 0156A-0K-011.00	192 E 4TH ST	KERSHAW SC
6. 0068H-0A-002.01	FOOTE STREET	LANCASTER SC
7. 0082D-0N-012.00	1137 6TH STREET	LANCASTER SC
8. 0068O-0B-006.00	FRANK ST	LANCASTER SC
9. 0087G-0B-043.01	SOUTH OF WATTS DRIVE	LANCASTER SC
10. 0068I-0K-026.00	109 N HUGHES STREET	LANCASTER SC
11. 0086F-0C-003.00	1620 CARTER RD	LANCASTER SC
12. 0156O-0A-003.00	W OF HART ST	KERSHAW SC
13. 0156P-0Q-005.00	E STEVENS DR	KERSHAW SC
14. 0068J-0D-006.00	WILLOW LAKE RD	LANCASTER SC
15. 0025 -00-073.00	HWY 55	LANCASTER SC
16. 0068P-0U-005.00	E DUNLAP STREET	LANCASTER SC
17. 0081C-0D-001.00	NEAR 1225 CHESTERFIELD	LANCASTER SC
18. 0068I-0M-005.00	429 TRADERS CT	LANCASTER SC
19. 0068I-0M-005.01	JACKSON STREET	LANCASTER SC
20. 0081A-0D-019.01	ARCH ST	LANCASTER SC
21. 0156P-0S-008.00	MATSON STREET-RAILROAD	KERSHAW SC
22. 0086C-0B-023.04	ROPE LANE	LANCASTER SC
23. 0082O-0A-033.00	CARMEN RD	LANCASTER SC
24. 0068H-0A-004.00	FOOTE STREET	LANCASTER SC
25. 0081B-0J-014.04	OFF PLYER RD	LANCASTER SC
26. 0068H-0A-005.00	FOOTE STREET	LANCASTER SC
27. 0133J-0B-004.00	CAUTHEN STREET	HEATH SPRINGS SC
28. 0014-00-002.00-001	8252 HENRY HARRIS RD	INDIAN LAND SC
29. 0068O-0E-001.01	HUGHES ST	LANCASTER SC
30. 0081G-0C-016.04	N OF HAMPTON RD	LANCASTER SC
31. 0068O-0B-002.02	ALLEY OFF HUGHES ST	LANCASTER SC
32. 0068I-0L-006.01	209 N MARKET ST	LANCASTER SC
33. 0068P-0G-030.00	BLALOCK STREET	LANCASTER SC
34. 0080F-0B-011.00	BAKER PLACE ROAD	LANCASTER SC
35. 0080F-0C-010.00	106 BAKER PLACE ROAD	LANCASTER SC
36. 0080F-0E-003.00	BAKER PLACE ROAD	LANCASTER SC

37. 0080F-0E-009.00	BAKER PLACE ROAD	LANCASTER SC
38. 0082D-0B-033.00	WYLIE PARK ROAD	LANCASTER SC
39. 0082O-0A-047.00	CARMEL RD	LANCASTER SC
40. 0082O-0E-004.00	BELMONT CIRCLE DR	LANCASTER SC
41. 0081G-0H-027.00	HAMPTON RD	LANCASTER SC
42. 0068J-0F-020.00	107 GREGORY ST	LANCASTER SC
43. 0010M-0B-058.00	HWY 92	LANCASTER SC
44. 0081B-0B-011.00	4 SOWELL STREET	LANCASTER SC
45. 0082O-0E-002.00	BELMONT CIRCLE DR	LANCASTER SC
46. 0082E-0D-002.00	972 10TH ST	LANCASTER SC
47. 0025-00-071.00	RAILROAD	LANCASTER SC
48. 0068J-0C-039.00	WASHINGTON STREET	LANCASTER SC
49. 0068J-0C-040.00	WASHINGTON STREET	LANCASTER SC
50. 0068J-0C-041.00	WASHINGTON STREET	LANCASTER SC
51. 0081A-0B-022.00	504 ARCH STREET	LANCASTER SC
52. 0122-00-035.03	FLINT RIDGE RD	HEATH SPRINGS SC
53. 0081B-0N-019.00	305 GOOCH STREET	LANCASTER SC

Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Steve Willis/Administration

Department: Administration

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Funding for infrastructure at the three Libraries under construction/ expansion.

Points to Consider:

As is the situation with the Animal Shelter, planned fund raising efforts by the Friends of the Library could not occur due to COVID. This has left us short of funding for some planned IT infrastructure at these facilities.

The lack of this infrastructure would adversely impact the functioning of the libraries. I can't allow that to happen given the significant investment we have made to upgrade our libraries. All three facilities will be a huge asset to our residents and public access to computers with broadband is a key component for residents who lack this at home.

I am seeking authorization to proceed with acquiring the needed equipment with funding coming from the Capital Project Sales Tax, in lieu of fundraising, since this was a CPST voter approved project.

Funding and Liability Factors:

See attachment for information on the equipment. We have not bid this equipment yet so I am requesting authorization for actual bid costs not to exceed \$175,000 (approximate 10% contingency). Due to COVID delays in equipment supply chains, I am asking that we allow the needed budget amendment to be processed in the near future but order now.

Council Options:

Approve or reject the request.

Recommendation:

Approve the request.

ATTACHMENTS:

Description	Upload Date	Type
Library Fundraiser Estimates	9/24/2020	Backup Material

Library Fundraiser Estimates

Location	Item description	Quantity	Price	Extended
Lancaster	OPAC PC's	2	\$979.93	\$1,959.86
	Public PC's	18	\$1,209.92	\$21,778.56
	Training laptops	18	\$1,249.97	\$22,499.46
	Self checkout PC's	2	\$979.93	\$1,959.86
	Circulation PC's	2	\$1,319.91	\$2,639.82
	Staff PC's	14	\$1,319.91	\$18,478.74
	Displays and TV's	9	\$699.97	\$6,299.73
	Wi-Fi printer	1	\$521.65	\$521.65
	POS receipt printer	1	\$109.99	\$109.99
	POS cash drawer	1	\$289.99	\$289.99
	*All PC's include monitor(s), peripherals and appropriate software licensing			
	Branch subtotal			\$76,537.66
Del Webb	OPAC PC's	4	\$979.93	\$3,919.72
	Public PC's	8	\$1,209.92	\$9,679.36
	Training laptops	6	\$1,249.97	\$7,499.82
	Self checkout PC's	1	\$979.93	\$979.93
	Circulation PC's	3	\$1,319.91	\$3,959.73
	Staff PC's	6	\$1,319.91	\$7,919.46
	Displays and TV's	8	\$699.97	\$5,599.76
	Wi-Fi printer	1	\$521.65	\$521.65
	Floor iPad	3	\$849.99	\$2,549.97
	POS receipt printer	1	\$109.99	\$109.99
	POS cash drawer	1	\$289.99	\$289.99
	*All PC's include monitor(s), peripherals and appropriate software licensing			
Branch subtotal			\$43,029.38	
Kershaw	OPAC PC's	3	\$979.93	\$2,939.79
	Public PC's	6	\$1,209.92	\$7,259.52
	Training laptops	6	\$1,249.97	\$7,499.82
	Self checkout PC's	0	\$979.93	\$0.00
	Circulation PC's	2	\$1,319.91	\$2,639.82
	Staff PC's	1	\$1,319.91	\$1,319.91
	Displays and TV's	3	\$699.97	\$2,099.91
	Wi-Fi printer	1	\$521.65	\$521.65
	POS receipt printer	1	\$109.99	\$109.99
	POS cash drawer	1	\$289.99	\$289.99
	*All PC's include monitor(s), peripherals and appropriate software licensing			
	Branch subtotal			\$24,680.40
			</	

Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Steve Willis/Administration and Sheriff Barry Faile/Sheriff's Department

Department: Administration

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Award of Highway Safety Grant to the Lancaster County Sheriff's Office. This is for information as it is a 100% grant.

Points to Consider:

This is a Highway Safety/ Driving Under the Influence Enforcement grant. It funds a deputy and training/ program costs. The County will fund equipment within the existing budget.

Program goals include a reduction in DUI related crashes, DUI related fatalities, and overall motor vehicle accident fatalities.

The grant package is attached as information.

Funding and Liability Factors:

The grant is for a total of \$98,661.

Council Options:

N/A - this is a 100% grant and is presented as information only. The Sheriff notified me of the award and I executed the grant acceptance form.

Recommendation:

N/A

ATTACHMENTS:

Description	Upload Date	Type
LCSO Highway Safety Grant Pacakage	9/21/2020	Exhibit



South Carolina Department of Public Safety

Office of Highway Safety and Justice Programs

September 16, 2020

Mr. Steve Willis
County Administrator
Lancaster County
Post Office Box 1809
Lancaster, South Carolina, 29721-1809

RE: Highway Safety Grant Nos. 164AL-2021-HS-45-21 and M4HVE-2021-HS-45-21
Impaired Driving Enforcement

Dear Mr. Willis:

I am pleased to provide you with a grant award approved by this office in the amount of \$98,661, with funding beginning October 1, 2020. To complete the contract for this award, it is necessary for you, as the Official Authorized to Sign, to return the signed grant award within 30 days. The OHSJP is now offering subgrantees the option to use electronic or digital signatures to execute OHSJP award documents. Any of the electronic signature processes available in Adobe Acrobat Reader, or similar software, are generally acceptable (e.g., a signature image applied to the PDF, or a digital credential.) Please see the attachment entitled "OHSJP Electronic and Digital Signature Tutorials for Adobe Acrobat Reader" if additional information is needed.

If a subgrantee chooses to continue to provide a wet ink/original signature, this may be mailed in, or scanned and emailed to the OHSJP. Grant award documents may be sent electronically to Ms. Kayla Boston at KaylaBoston@scdps.gov or via postal mail to the following address:

Ms. Kayla Boston, Administrative Assistant
Office of Highway Safety and Justice Programs
S. C. Department of Public Safety
P. O. Box 1993
Blythewood, South Carolina 29016

Copies of the Special Conditions associated with this grant award, the Terms and Conditions, the approved version of the grant application, and the Request for Payment/Quarterly Fiscal Report forms are attached. The first report for this grant is due from the project director on **February 1, 2021**, for the quarter ending December 31, 2020. Timely submission of progress reports will ensure the processing of eligible claims filed against this grant.

Congratulations on your project's selection for funding for FFY 2021. Our staff looks forward to working with you in our joint mission to reduce the incidence and severity of traffic crashes in our state. Please contact your assigned program coordinator if you have any questions regarding this award. Your assigned program coordinator will contact you via email in the near future to provide more information on the grant and the upcoming training scheduled.

Sincerely,

John Westerhold
OHSJP Director

c: Sheriff Barry S. Faile
Grant File

SOUTH CAROLINA DEPARTMENT OF PUBLIC SAFETY
OFFICE OF HIGHWAY SAFETY AND JUSTICE PROGRAMS
P. O. BOX 1993
BLYTHEWOOD, SOUTH CAROLINA 29016

GRANT AWARD

Subgrantee: Lancaster County Sheriff's Office

Grant Title: Impaired Driving Enforcement

Grant Period: 10/01/2020 - 9/30/2021 Date of Award: October 1, 2020

Amount of Award: \$98,661 Grant Nos.: 164AL-2021-HS-45-21
M4HVE-2021-HS-45-21

FAIN: 69A37519300001640SCA
69A3752030000405DSCH

In accordance with the provisions of the Highway Safety Act of 1966, 72 Stat. 885, as amended, CFDA Nos. 20.608 and 20.616, and on the basis of the application for a grant award submitted to the Office of Highway Safety and Justice Programs, the S. C. Department of Public Safety hereby awards to the foregoing Subgrantee, a grant in the amount shown above for the projects specified in the application and within the purposes and categories authorized for the Highway Safety grants.

This grant is subject to the terms and conditions document attached and must begin implementation within 90 days following the award date or be subject to automatic cancellation of the grant. Evidence of implementation must be detailed in the first progress report.

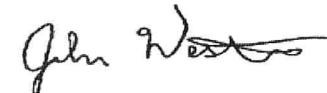
The grant shall become effective as of the date of the award, contingent upon the return of this form to the Office of Highway Safety and Justice Programs, signed by the Subgrantee in the space provided below. This award must be accepted within 30 days, and such progress and other reports required by the S. C. Department of Public Safety must be submitted to the Office of Highway Safety and Justice Programs in accordance with regulations.

ACCEPTANCE FOR THE SUBGRANTEE



Signature of Official Authorized to Sign
Steve Willis

ACCEPTANCE FOR THE SFA



John Westerhold, Director
Office of Highway Safety and Justice Programs

GRANT AWARD DATA: THIS AWARD IS SUBJECT TO SPECIAL CONDITIONS AND TERMS
AND CONDITIONS ATTACHED.

Budget

CATEGORIES		GRANTOR	TOTAL
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PERSONNEL - SALARIES:

Position Title	Annual Salary/Rate	% of Time On Project		
1,560 - 2,496 DUI/Alcohol Regular Project Activity Hours	48500	100	\$48,500	\$48,500
TOTAL SALARIES:			\$48,500	\$48,500

PERSONNEL - FRINGE BENEFITS, EMPLOYER PORTION:

(Itemize - i.e FICA, Work, Comp, Retirement, etc.)

Description	Rate	X Base		
Social Security & Medicare (FICA)	0.0765	48500	\$3,710	\$3,710
Retirement	0.1724	48500	\$8,361	\$8,361
Workers Compensation Insurance	0.0346	48500	\$1,678	\$1,678
Unemployment Insurance	0	0		
Health Insurance	12300	1	\$12,300	\$12,300
Dental	162	1	\$162	\$162
Pre-Retirement Death Benefit	0	0		
Accident Death Benefit (Police Officers)	0	0		
Other (List applicable other fringes in budget narrative)	0	0		
TOTAL FRINGE BENEFITS:			\$26,211	\$26,211
TOTAL PERSONNEL:			\$74,711	\$74,711

CONTRACTUAL SERVICES:

(Describe services to be performed)

Description	Cost	Quantity		
			\$0	\$0
TOTAL CONTRACTUAL SERVICES:			\$0	\$0

IN-STATE TRAVEL:

(Itemize-include mileage, airline cost, lodging, parking, per diem)

Description	Cost	Quantity
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Mileage for enforcement @ up to IRS rate	22000	1	\$22,000	\$22,000
Lodging for approved training up to GSA rate	800	1	\$800	\$800
Mileage for approved training @ up to IRS rate	500	1	\$500	\$500
Per diem within state guidelines	150	1	\$150	\$150

OUT-OF-STATE TRAVEL:

(Itemize-include mileage, airline cost, lodging, parking, per diem)

Description	Cost	Quantity		
			\$0	\$0
TOTAL TRAVEL:			\$23,450	\$23,450

EQUIPMENT (items >= \$1000):

(Itemize - DO NOT use brand names. DO NOT include leased or rented items)

Item	Cost	Quantity		
			\$0	\$0
TOTAL EQUIPMENT:			\$0	\$0

OTHER (items < \$1000):

Description	Cost	Quantity		
Registration fees (For OHSJP approved trainings)	500	1	\$500	\$500
TOTAL OTHER:			\$500	\$500
TOTAL PROJECT COST:			\$98,661	\$98,661

Program Narrative

PROBLEM STATEMENT: First, define the problem exactly as it exists in your particular community. Describe the nature and magnitude of the problem using valid, updated statistical data; cite the source and date of your information. Sufficient data should be provided to prove the problem is significant and should be addressed. Include a discussion and analysis of trends in traffic-related incidents, their scope and characteristics. Data should be presented covering the past three (3) years. Second, include a discussion on your existing efforts and level of activities (current resources and programs) in dealing with the problem and why new or additional intervention/activity is needed.

Lancaster County is located in the heart of the Carolina's, located 2 hours from the coast and 2 hours from the North Carolina Blue Ridge Mountains. Lancaster County covers 549 square miles that officers patrol on a daily basis. Lancaster County has 9 South Carolina highways, 2 US highways, and hundreds of smaller two lane roads, which makes up the 549 square miles of the county.

According to the US Census Bureau, Lancaster County has had a 24% population increase since 2010. Lancaster County is growing and with this growth, the area is already experiencing increases in road travel and registered vehicles on the roadways, as well as the corresponding rise in traffic collisions and violations of traffic laws and will continue to do so.

According to the 2021 Highway Safety Grant Special Solicitation Funding Guidelines document, Lancaster County ranks in the top 20 of both all fatal and severe injury collisions and all fatal and severe injury DUI alcohol and/or drug collisions.

The entire population of Lancaster County is either directly or indirectly affected by traffic collisions through lost work time or loss of jobs, rising health care and insurance costs, rehabilitative costs, or, more importantly, the loss of loved ones.

Lancaster County is currently unable to increase efforts for Impaired Driving Enforcement due to budget restraints, thereby making it necessary to seek outside funding. The existing level of resources available without outside funding is inadequate to increase citations and arrest for DUI. With the grant funds from the SCDPS/OHSJP, Lancaster County Sheriff's Office will be able to continue an enhanced Impaired Driving Enforcement Unit.

The Lancaster County's Sheriff's Office Enhanced Impaired Driving Enforcement Unit, which will focus on impaired driving enforcement, will allow for a systematic reduction of impaired driving-related collisions while minimizing personal injuries, fatalities and the economic loss to the county. One of the best ways to address the Lancaster County impaired driving problem is to continue the capability for the Lancaster County Sheriff's Office to enforce impaired driving laws with an enhanced Impaired Driving Enforcement Unit. Enhanced enforcement is critical to achieving a reduction in the impaired driving-related collisions within Lancaster County.

PROGRAM GOAL(S): Describe the broad, long-term goals of the program and indicate the change(s) or outcome(s) anticipated.

1. To decrease the number of all fatal collisions in Lancaster County by 41%, from 17 during FFY 2018 to 10 by the end of the grant period.
2. To decrease the number of DUI-related collisions in Lancaster County by 17%, from 78 during FFY 2018 to 65 by the end of the grant period.
3. To decrease the number of DUI-related fatalities in Lancaster County by 50%, from 10 during FFY 2018 to 5 by the end of the grant period.

*All stats based on numbers from SCDPS on 02/20/2020 and spreadsheet is being attached

IMPACT INDICATOR(S): State how accomplishments of the program goal(s) listed above will be measured.

1. Statistics shall be obtained from the SCDPS to verify that fatal traffic collisions in the jurisdiction of Lancaster County are decreasing by the end of the grant period.
2. Statistics shall be obtained from the SCDPS to verify that DUI-related collisions in the jurisdiction of Lancaster County are decreasing by the end of the grant period. Statistical data will be reviewed and analyzed throughout the grant period to determine the time of day, probable cause, the area of the accident, and other pertinent facts regarding DUI-related collisions that are occurring in order to determine where and how to focus the saturation for traffic efforts.
3. Statistics shall be obtained from the SCDPS to verify that DUI-related traffic fatalities in the jurisdiction of Lancaster County are decreasing by the end of the grant period.

SPECIFIC OBJECTIVE(S): Objectives are quantifiable statements of the activities/tasks that will be implemented to fulfill project

goals. They must be stated in measurable terms for the specific time periods.

1. The grant-funded officer will participate in 4 checkpoints during the grant year. One checkpoint must occur during each quarter of the grant year.
2. To have an appropriate, corresponding increase in DUI arrests by September 30, 2021 due to enhanced traffic enforcement efforts over the course of the grant period.
3. The officer(s) assigned to perform grant project activity hours will participate in a minimum of 12 saturation patrols during the grant year. At least six saturation patrols must occur within the first half of the grant year and the remainder by the end of the grant year.
4. To issue monthly press releases to the local media outlets or social media posts detailing the activities of the Traffic Unit.
5. To submit work schedules with the monthly report forms each month.
6. The grant-funded officer (s) assigned to the grant will participate actively in the local Law Enforcement Network. Active participation is defined as the following:
 - submission of a signed Participation Statement for the 2021 Target Zero Challenge;
 - attendance at a minimum of 50% of the local LEN meetings; and
 - timely submission of required Target Zero Challenge reports, which are due by the 10th of the month for the previous month, and 10 days following the completion of the four (4) campaigns required for the Target Zero challenge (Christmas/New Year's and Labor Day Sober or Slammer campaigns, Buckle Up, South Carolina, and Operation Southern Shield).
7. The grant-funded officer (s) will participate in the Sober or Slammer sustained DUI enforcement campaign to include at least one (1) specialized DUI enforcement activity (checkpoints and saturation patrols) per month and four (4) nights of specialized DUI enforcement activity during the Christmas/New Year's and Labor Day enforcement crackdowns.
8. To submit a Monthly Enforcement Data Report (MEDR) Form by the 10th of the month for the previous month.
9. The Law Enforcement Agency will report monthly to the SCDPS data required by law which is collected from non-arrest and non-citation traffic stops.
10. To meet with local judges and magistrates to inform them of the grant's activities by the end of the first quarter of the grant.
11. To ensure that the grant-funded officer(s) assigned to the grant has the appropriate Office of Highway Safety and Justice Programs' (OHSJP)-recommended certifications and training within 90 of the start of the grant.

PERFORMANCE INDICATOR(S): State exactly how each objective will be measured. Performance indicators must be matched to each program objective listed above.

1. The checkpoint locations, dates, and times will be established according to statistical information, and statistical data will be collected and recorded at each checkpoint. Logs will be kept and the information involving all traffic activities for state and local agencies will be a part of the data.
2. A log will be maintained by each traffic officer and will be submitted for the centralizing of grant statistical data for DUI arrests.
3. The saturation patrol locations, dates, and times will be established according to statistical information, and statistical data will be collected and recorded at each saturation patrol. Logs will be kept and the information involving all traffic activities for state and local agencies will be a part of the data.
4. A copy of each news release or social media post will be maintained in the grant file.
5. Work schedules will be submitted with the Monthly Enforcement Data Report Form to the OHSJP.
6. A roster for the Law Enforcement Network meeting will be maintained and a copy will be kept with the grant documentation.
7. Copies of checkpoint logs and/or saturation patrols, along with monthly reports to the OHSJP will be maintained in the grant files for review.
8. Copies of the Monthly Enforcement Data Report Forms with supporting documentation will be maintained in the grant files.
9. The OHSJP will review the SCDPS bias-based database to determine if the agency is reporting data on non-arrest and non-citation traffic stops relative to gender, race and age of individuals stopped.

10. A meeting will be held with local judges and magistrates to discuss the grant activities by the end of the first quarter of the grant. Documentation to substantiate the meeting will be maintained in the grant file.

11. The grant-funded officers will receive all of the OHSJP-recommended certifications and trainings necessary to complete their grant-funded duties by the end of the first quarter of the grant period (if needed) and will submit documentation of the training to the OHSJP.

PROJECT NARRATIVE: Provide a comprehensive step-by-step description of the project, indicating the tasks and activities to be employed to address the outlined in the Problem Statement. Detail what will be accomplished, how activities will be implemented, and who will perform the tasks. Each specific objective should be addressed, including an explanation of how it will be achieved.

Grant funded officers will conduct dedicated DUI enforcement activity in their local jurisdiction. Officers will work based on the highest frequency of DUI-related traffic violations and/or crashes based on statistical information maintained by their agency and secured from the Office of Highway Safety and Justice Programs' (OHSJP) Statistical Analysis and Research Section. Each job duty will correlate with the stipulations set forth in the grant.

The grant-funded officers will work nights, including weekend nights, in regular patrol, saturation patrol and, at times, safety checkpoint enforcement activity, with a focus on impaired driving enforcement. Positioning the DUI Traffic Officers in problem areas will be determined from information retrieved from OHSJP statistics. The DUI Team will conduct saturation patrols in areas determined to have the highest frequency of DUI-related crashes and place extra emphasis on special school functions such as prom night, sporting events, holiday break periods, and graduation week. Calls of concern from citizens and other problems identified by the Department will also determine saturation efforts. The DUI Traffic Enforcement Team will concentrate enforcement efforts on violations and behaviors known to correspond with alcohol-impaired driving. The grant-funded officers will maintain daily logs of contacts made during the course of patrolling.

Saturation patrols and public safety checkpoints will be conducted in areas known to be frequented by impaired drivers and will focus on roadways that lead to and from the areas which have proven to be problematic. Saturation patrols and checkpoints will also be utilized around college campuses, if applicable, during events known to increase alcohol consumption. All aspects of the Sober or Slammer campaign will also be conducted by the DUI Team.

If needed, officers assigned to perform grant activities will be trained in SFST through the SC Criminal Justice Academy by the end of the first quarter of the grant period. If needed, the officers assigned to perform grant activities will also be trained in DUI Trial Preparation/ "Prosecuting the Impaired Driver" through the SC Commission on Prosecution Coordination by the end of the second quarter of the grant period to increase DUI prosecution effectiveness.

Press releases and/or social media posts, and media events will be held to highlight the accomplishments and activities of the officers assigned to the grant and announce special enforcement efforts. Meetings will be held with local judges and magistrates to inform them of the grant award and to work out any adjustments that will need to be made to court time due to the expected increase in DUI traffic cases.

The grant-funded officers will participate actively in the local Law Enforcement Network and submit required reports for enforcement activity to the OHSJP, including the Monthly Enforcement Data Report Form and monthly work schedules. The grant-funded officers will maintain a daily log of contacts made in the course of patrolling, to include verbal warnings and written citations. The law enforcement agency will report monthly to the SCDPS data required by law which is collected from non-arrest and non-citation traffic stops, to include information regarding gender, race and age of individuals stopped.

The project implementation will include a newly developed assessment of DUI fatalities and charges, by systematically tracking where the origin of each violator or fatality victim left from in an impaired state, then compare where the collision occurred and/or the arrest, and commence to saturate that area within the point of origin and/or the collision arrest site, thereby interdicting violators before the collisions occur.

PROJECT EVALUATION: The purpose of evaluating a project is to assess how well it has been implemented in your jurisdiction and to assess the extent to which the activities funded have achieved the project's goals. In this section, describe the plan or process for assessing the impact on the highway safety problem(s) in your jurisdiction. The completed evaluation report should be included in the Final Narrative Report submitted for the project.

The project will be evaluated by determining the degree that the goals and objectives of the grant were met.

Statistical information will be compared to the year prior and the objectives will be evaluated to determine if they were met and to what degree.

The Project Director will evaluate the project periodically throughout the grant period to determine any shortfalls or obstacles. Strategies will be updated to ensure the goals and objectives will be met.

PROJECT CONTINUATION: Explain how the project activity will be continued after federal funding assistance is no longer available.

The Lancaster County Sheriff's Office will begin making preparations to have funding in place to maintain the impaired driving unit when federal funding is no longer available. The Sheriff will present the expected decrease in collisions and fatalities to the County Council in an effort to gain their support for continuing the enforcement project.

MEDIA PLAN: Discuss your plans for announcing the award of this grant to your community through media outlets available to you. Also, please discuss how you plan to keep the public informed of grant activities throughout the entire project period.

The Lancaster County Sheriff's Office will work with the media throughout the grant project.

Monthly updates on the success of the project will keep the public informed of the ongoing efforts and these will be posted on the website.

Social media will be used detailing the activities of the Unit.

Additionally, the media will be utilized to promote specialized campaigns and enforcement efforts.

Agenda Item Summary

Ordinance # / Resolution #: Ordinance 2019-1626 - HELD

Contact Person / Sponsor: Jamie Gilbert/Economic Development

Department: Economic Development

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Project Dumping is a well respected corporation that is seeking to invest and create new jobs in Lancaster County. The project is expected to invest \$20,000,000 and create 200 new jobs over five years. The project has looked at locations in Lancaster County, the Charlotte Region and throughout the United States. The Lancaster County Department of Economic Development (LCDED) and South Carolina Department of Commerce (SCDOC) have worked with Project Dumping to secure the project in Lancaster County. LCDED has assisted the project with site selection, incentives, transportation issues and other related items.

Three inducement resolutions were passed by County Council on August 27, 2018, November 26, 2018 and April 8, 2019 reflecting the county's commitment to provide property tax and infrastructure incentives for Project Dumping. The following are the recommended incentives for the project:

- A 30 Year Fee-In-Lieu-of-Taxes (FILOT) agreement that provides a property tax assessment rate of 6%, a locked in millage rate of 317.6 mills and a ten year investment period.
- A 15 Year Special Source Revenue Credit (SSRC) of 70% for the first six years that the property is placed in service during the investment period, 65% for years seven through eleven, and 60% for years twelve through fifteen.
- A ten-year extension of the term for an existing FILOT agreement between Lancaster County and the company.
- Securing of funds through one or more sources including but not limited to grants, utility tax credits, enhanced property tax credits and general appropriations to assist with the construction of all road improvements required for approval of Project Dumping.
- Reimbursement to the company for road improvement costs the company incurs, up to \$194,500.

Points to Consider:

- Project Dumping will result in a large number of new jobs and substantial investment coming to Lancaster County.
- The company is well respected and a leader in their industry.
- The road improvements will be beneficial to both businesses and residents in the area in which the project is located.
- The direct cost to the County of the road improvements is less than what was initially projected at the time the resolutions were approved.

Funding and Liability Factors:

The only direct funding/liability factors for Lancaster County are associated with the county road improvements. The following outlines the potential funding/liability factors for the County.

- The road improvement costs are estimated to be \$1,195,5000
- LCDED has secured \$350,000 in grant funding from Comporium, South Carolina Department of Commerce and Duke Energy for the road improvements.

- The County has applied to the U.S. Economic Development Administration (EDA) for a grant. If approved the grant could fund up to \$724,400 of the county road improvement costs.
- If the EDA grant is awarded, the balance of the road improvement costs will be approximately \$121,100 which would be paid by County.
- If the EDA grant is not awarded, the County will seek other grants to offset the costs. In the event no other grants are available, the County will provide the balance of the \$845,500 in county road improvement costs.

Council Options:

County Council can approve, deny or table for additional changes, the Project Dumping Incentive Ordinance and Agreement.

Recommendation:

LCDED recommends the County Council approve the Project Dumping Incentive Ordinance and Agreement.

Agenda Item Summary

Ordinance # / Resolution #: Ordinance 2020-1679 - HELD

Contact Person / Sponsor: Jamie Gilbert/Economic Development

Department: Economic Development

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

CrossRidge Center is a new 190 acre mixed used development in Indian Land that will include over 400,000 Class A office space. CrossRidge is seeking to construct a new 120,000 Class A spec office building designed for corporate headquarters operations. The \$26 million project will be an anchor project for the development of the business park.

Over the last several years, the Lancaster County Department of Economic Development has identified the lack of available industrial and office buildings for lease or purchase as a top issue that we must be address if we are to have continued success in the recruitment and expansion of businesses to Lancaster County. Economic Development believes that new commercial real estate projects are most successful and economical when done by the private sector, rather than the County.

In an effort to encourage spec building development, Economic Development recommends that Lancaster County assist developers through targeted incentives. The CrossRidge spec office building is an ambitious initiative that carries significant risk to the developer. Economic Development greatly appreciates CrossRidge's willingness to move forward with this project during a challenging business climate. As a result, Economic Development is recommending the following property tax incentives for the project:

- A 20 Year Fee-In-Lieu-of-Tax (FILOT) agreement for the spec office building that will have a 6% assessment and fixed millage rate of 325.4 mills.
- A 10 Year Special Source Revenue Credit (SSRC) applied against the annual FILOT payments. The credit amount would be as follows: 70% in Year 1, 63% in Years 2 and 3, and 50% in Years 4-10.

Points to Consider:

- Lancaster County has a shortage of Class A office space to accommodate large new and expanding corporate projects.
- In 2020, Lancaster County has seen more interest from prospective corporate facility projects than in 2019 or 2018.
- It appears there may be a shift of corporate facilities to the suburban office market, after several years of being primarily urban focused. The CrossRidge spec building better positions Lancaster County to capitalize on this emerging trend.
- Spec buildings are a high risk for developers since there is uncertainty as to when a tenant or tenants will occupy the space.
- Providing incentives for the spec building will assist tremendously in jump-starting the development of CrossRidge Center.

Funding and Liability Factors:

There are no funding or liability factors. The incentives provide a deferral of new property tax dollars that would not otherwise be there if the building was not constructed. After incentives, the spec building will generate more than \$2,600,000 in property taxes over its first ten years.

Council Options:

The Lancaster County Council can approve, table or decline the ordinance.

Recommendation:

Economic Development recommends the County Council approve the Ordinance.

Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Steve Willis/Administration and Jeff Catoe/Public Works

Department: Administration

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Information on the results of contracting for Vac Truck services to clean tilings on County maintained roads.

Points to Consider:

Attached are before and after photos. These are just a representative sampling.

Funding and Liability Factors:

For the time being it makes sense to contract for this service but as time goes by it will become cost effective to have our own truck and crew. This can also be used on closed storm drain systems.

Council Options:

This is information only.

Recommendation:

N/A

ATTACHMENTS:

Description	Upload Date	Type
Photos	9/21/2020	Exhibit

Public Services Division

Use of Vac Truck to clean tilings on County
maintained roads

Currently using a contract service

Before photos:



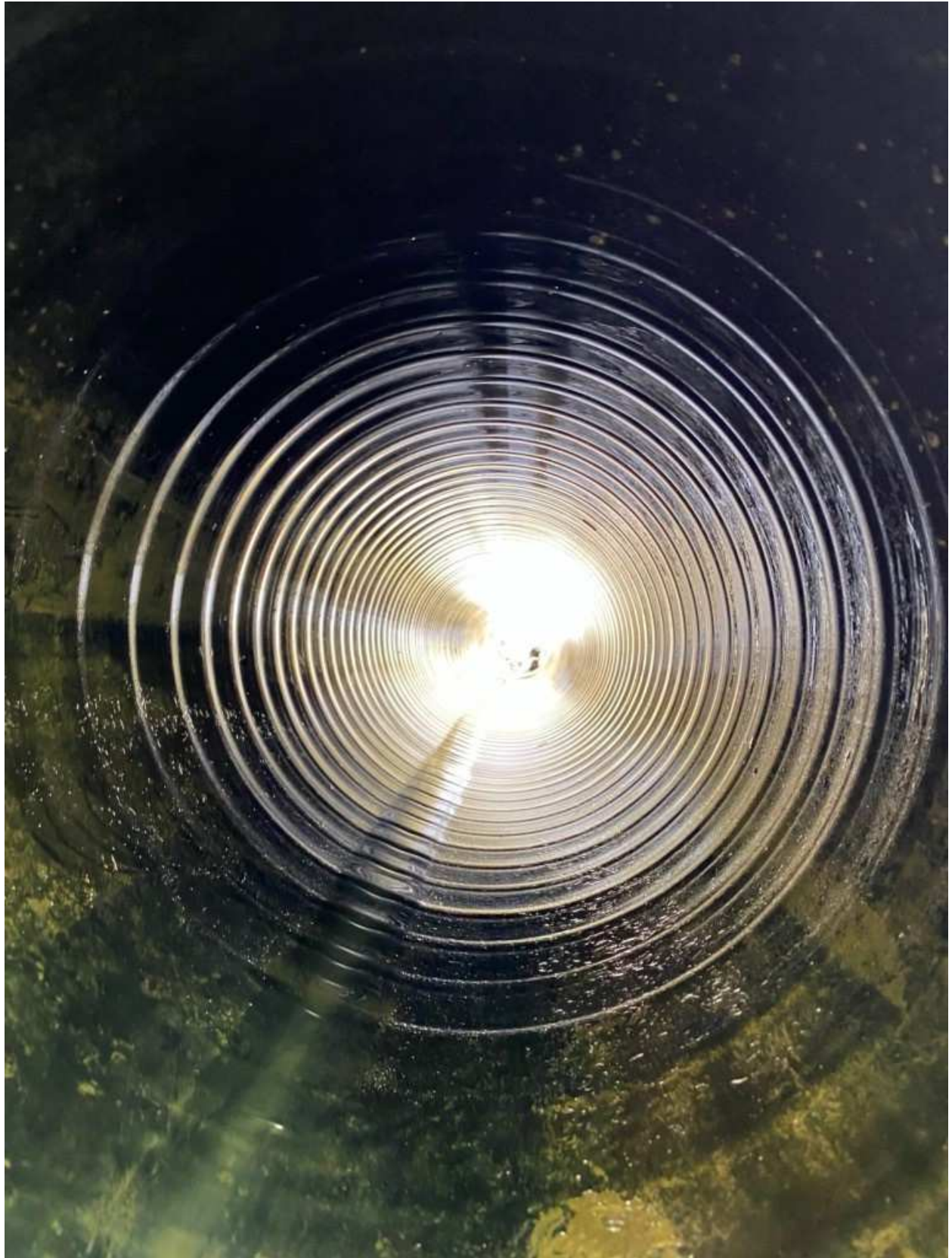




After photos – exterior and interior







Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Alison Alexander/Deputy County Administrator

Department: Administration

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Earlier this year the County contracted with Tischler-Bise to conduct an Impact Fee Analysis. The report will be finalized in the next few weeks, and made available to Council, the Planning Commission, and the public. It will contain the demographic and land use data and assumptions, the capital items eligible for funding via an impact fee, and a calculated impact fee for each of the county services: Sheriff, EMS, Fire and Parks & Recreation.

The presentation and consideration process begins with Council adoption of a resolution per section 6-1-950 of the SC code to instruct the Planning Commission to conduct and review the studies necessary. Council will receive the required resolution at the October 12th Council meeting, and the Planning Commission may then begin its review. Adoption of the resolution is not a commitment by Council on the implementation of impact fees.

Points to Consider:

Item 1 – Presentation and Consideration by Council

If Council begins the process of reading an ordinance but does not complete before December 31st, the process will legally have to start over at January 2021. If the Planning Commission sends a recommendation to Council prior to the end of the year, Council may choose to discuss and listen to public input without holding ordinance readings in 2020. Ordinance readings could begin as early as January 2021.

Item 2 – If Adopted, Implementation Timeline

If impact fees were to be adopted, Council must also determine the implementation date. Time should be allocated for public and builder education, as well as staff training. No decision is requested now, but Council should be aware this will be part of the decision-making process to come.

Funding and Liability Factors:

n/a

Council Options:

n/a

Council will be presented with the required resolution in October, but staff wanted to provide a public update on the items and potential timeline.

Recommendation:

No action is requested at this meeting.

Council will be presented with a concrete timeline on October 12th, along with the required resolution, but staff wanted to provide a public update on the item and potential timeline.

Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Steve Willis/Administration

Department: Administration

Date Requested to be on Agenda: 9/28/2020

Issue for Consideration:

Information on work schedules for County Departments.

Points to Consider:

General Services Division:

Human Resources – working in office

IT – alternating working from home and office

GIS - primarily working from home but in office as needed

Parks & Recreation – working on-site

Procurement – alternating working from home and office

Risk Management – working in office

Development Services Division:

Building - office staff alternating working from home and office; inspectors staying in the field

Planning - staff alternating working from home and office

Stormwater - staff alternating working from home and office

Zoning - staff alternating working from home and office

Financial Services Division:

Assessor - senior management team alternating working from home and office; office staff distanced and working at the office.

Finance - staff alternating working from home and office

Register of Deeds - staff alternating working from home and office

Tax Collector - staff working in office preparing for tax sale.

Judicial Division:

Operating under directives from the SC Court Administration - mostly alternating working from home and office but trials are starting back up in November.

Public Safety Division:

EMS - some administrative staff was alternating working from home and office but all are back in the office. There is no public access other than a small lobby area.

Fire Rescue - working in the office. There is no public access to this facility.

Public Safety Comm. - working in the office. There is no public access to this facility.

Public Services Division:

Administration - alternating working from home and office

Airport - normal schedule

Building Maintenance - normal schedule

Fleet Maintenance - Monday through Friday schedule

Grounds Maintenance - normal schedule

Roads and Bridges -was working an alternating schedule but will resume normal schedule September 28th.

Solid Waste - modified schedule with alternating days open

Other:

Clerk to Council & Deputy - alternating working from home and office

Economic Development - alternating working from home and office
Elections - all working in the office but we will limit public access to meet guidelines.
Library - working around construction - hours vary and Del Webb is closed.
Veterans Affairs - open to the public by appointment.

Elected Officials:

Working schedule determined by the official.

Note: we do have some employees that qualified for the COVID Family Medical Leave Act, as passed by Congress and signed by the President. We are handling these on a case by case basis.

Funding and Liability Factors:

N/A

Council Options:

This is for information only.

Recommendation:

N/A