

Planning Commission Members

District 1: Jason Cavalier
District 2: T. Yokima Cureton
District 3: Charles Deese, Chair
District 4: Judianna Tinklenberg
District 5: Shelly Richards
District 6: Sheila Hinson
District 7: Alan Patterson

**County Attorney**

Ginny L. Merck-Dupont

Clerk to Planning Commission

Aimee Sholar

Planning Director

April Williams

July 16, 2024

6:00 PM

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

**LANCASTER COUNTY PLANNING COMMISSION
Upper Level Conference Room, LC Sheriff's
Department, 1520 Pageland Hwy Lancaster.**

AGENDA

1. Call to Order Regular Meeting and Roll Call Vote

- a. Pledge of Allegiance and Opening Prayer
- b. Election of 2024/2025 Officers

2. Approval of the Agenda

3. Citizen's Comments

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

4. Approve Minutes

- a. June 18, 2024 Regular Minutes

5. Public Items

- a. RZ-2024-1081 Lopez/High Point Circle
Application by Saul Lopez to rezone 1.53 acres at 1890 High Point Drive (TM 0086F-0B-001.00) from Manufactured Housing (MH) to Medium Density Residential (MDR) district, in order to subdivide the property and build single family residences.

b. SD-2023-1869 Barberville Commercial

Application by Moody Group/Jan Ringeling on behalf of Barberville Developers LC and Martin Senior and Associates for a Preliminary Plat for two parcels totaling 2.0 acres located at the northwest corner of Barberville Road and Fort Mil Highway (TM #s 0006-00-057.00 and 0006-00-058.00), in order to create a multi-parcel commercial development with central shared access.

6. New Business

a. NRN-2024-1210 Griffin Cove

Naming a shared private drive name pursuant to Section 9.2.17.A.2 of the Unified Development Ordinance.

b. NRN-2024-1251 Hailes Valley Way

Naming a shared private drive pursuant to Section 9.2.17.A.2 of the Unified Development Ordinance.

c. NRN-2024-1356 July Group Submittal: Civil Plans

New road names: July Group Submittal to E911 Addressing via Preliminary Plats and Civil Plans, pursuant to Section 9.2.17.A.2 of the Unified Development Ordinance.

d. Overview of next month's Agenda

e. Other

7. Adjourn

****The Planning Commission makes a recommendation to County Council on these items.***

Recommendations made at this meeting are tentatively scheduled for consideration by County Council in the following month. County Council agendas are posted online at <https://lancastersc.novusagenda.com/agendapublic/meetingsresponsive.aspx>

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

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

Meetings are live streamed and can be found by using the following link:

https://mylancastersc.org/boards___commissions/planning_commission/planning_commission_meetings.php

Agenda Item Summary

Ordinance # / Resolution #: Election of 2024/2025 Officers

Contact Person / Sponsor:

Department: Planning

Date Requested to be on Agenda: 7/16/2024

Issue for Consideration:

Points to Consider:

Recommendation:

Agenda Item Summary

Ordinance # / Resolution #: Election of 2024/2025 Officers

Contact Person / Sponsor: A. Hardin

Department: Planning

Date Requested to be on Agenda: 7/16/2024

Issue for Consideration:

Points to Consider:

Recommendation:

Agenda Item Summary

Ordinance # / Resolution #:

Contact Person / Sponsor:

Department: Planning

Date Requested to be on Agenda: 7/16/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description

June 18, 2024 Regular Minutes

Upload Date

7/5/2024

Type

Exhibit



MINUTES
Lancaster County Planning Commission
June 18, 2024 6:00 p.m.

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

1. ROLL CALL: Quorum is present (4 Commissioners)

Commissioners Present:

Sheila Hinson Charles Keith Deese
Alan Patterson Judianna Tinklenberg

Note: Commissioner James Barnett has resigned from the Commission effective June 15, 2024. New appointments are in process through County Council.

Absent: T. Yokima Cureton

Staff Present:

Allison Hardin, Development Services Director
April Williams, Planning Director
Matthew Blaszyk, Planner
Jennifer Bryan, Planning Technician Administrative Assistant Aimee Sholar

Pledge of Allegiance and Prayer was given by Sheila Hinson.

The following press were notified of the meeting by email in accordance with the Freedom of Information Act: The Lancaster News, Kershaw News Era, The Rock Hill Herald, The Fort Mill Times, Cable News 2, Channel 9, and the local Government Channel. The agenda was also posted in the lobby of the County Administration Building for the required length of time, and was published on the County website.

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

2. APPROVE AGENDA

Chairman Deese called for a motion to approve the Agenda.
Motion to Approve by Alan Patterson; 2nd by Sheila Hinson
Called vote: 4:0. Motion approved unanimously.

3. CITIZEN'S COMMENTS None Signed in.

4. **APPROVE MINUTES**

a. May 2, 2024 Special Meeting

Chairman Deese called for a motion to approve May 2, 2024 Special Meeting minutes as written (draft revised per request of Commission).

Motion to Approve by Judianna Tinklenberg; 2nd by Alan Patterson.

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

b. May 21, 2024 Regular Minutes

Chairman Deese called for a motion to approve May 24, 2024 Regular Minutes as written. Motion to Approve by Sheila Hinson; 2nd by Alan Patterson.

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

c. June 6, 2024 Workshop Minutes

d. Chairman Deese called for a motion to approve June 6, 2024 Workshop Minutes as written. Motion to Approve by Sheila Hinson; 2nd by Judianna Tinklenberg.

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

5. **PUBLIC ITEMS**

a. SD-2023-1869 Barberville Commercial

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

Staff Presentation: Matthew Blaszyk, presented the application consistent with the staff report. Staff Recommendations: Recommends Denial

Comments by Commissioners:

Judianna Tinklenberg asked if there is connectivity to Barber Rock? Need to ask for connections to improve traffic.

Comment from applicant(s): Jan Ringeling- wanted to connect the roads and did that. Some of the items have been addressed. We are using it how it is zoned now. The first stage minor subdivision has been approved, and permits are in process to build the first business, a daycare.

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

Anne Gabell- Over Look at Barber Rock- Opposed to commercial development next to their neighborhood, creating noise and affecting property values.

There was 1 email which was opposed.

Chairman Deese closed Public hearing and called for a motion on item SD-2023-1869.
Motion To approve by Alan Patterson; 2nd by Judianna Tinklenberg .

Discussion:

- Judianna Tinklenberg- Concerned about left turn lane and traffic. Opposed.
- Alan Patterson- Concerned about light and noise pollution. Opposed

Called vote: 0:4. Motion is denied unanimously.

Planning Commission makes the final decision regarding Preliminary Plats.

b. CU-2024-0910 McClure Collision Center

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

Staff Presentation: Matthew Blaszyk, Planner presented the application consistent with the staff report. Staff Recommendations: Denial based on unresolved TRC comments.

Comments by Commissioners: Alan Patterson concerned about stormwater runoff and outside storage. Staff responded that stormwater is monitored by County, state & federal agencies, and outside storage is not permitted in this district.

Comment from applicant(s): Mason McClure- Ready to invest 3 million dollars in this project. We have a great filtration system. I am here to answer any questions you may have.

Public Hearing: (See attachments: Sign-in Sheets) No one signed up.

Chairman Deese closed Public hearing and called for a motion on item CU-2024-0910.
Motion To approve by Alan Patterson ; 2nd by Sheila Hinson.

Discussion:

Judianna Tinklenberg- Concerned about industrial eyesore in a residential area.

McClure- Closer to Rt 160 than the roundabout. The immediate area is more business than residential. At the end of the day we are going to work on very expensive cars .Top tier. There are not going to be parts all over the place. I can only tell you what my vision is that's not my vision.

VOTE: AP: For JT: Against SH: For CD: For
3:1. **Motion is approved.**

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

c. RZ-2021-2791 The Arches

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

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

Comments by Commissioners: Judianna Tinklenberg- Do we have use chart if it was rezoned?

Comment from applicant(s):

Kristen Ames- , York Development Group: We do not yet have a tenant or any plans for the property, we are asking for rezoning to make it more consistent to be able to market it more effectively.

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

Chairman Deese closed Public hearing and called for a motion on item RZ-2021-2791. Motion Approved by Sheila Hinson; 2nd by Alan Patterson .

Discussion:

Alan Patterson- I am concerned about rezoning multi family and hotel/motel. This road was not planned for it and not built for it. I am concerned that if motel/hotel or multi family.

Chairman Deese- It is a rezone only.

Judianna Tinklenberg-I continue to think about with Alan Patterson says. YMCA and then there will be a Costco. GB to Business it will be opening a door to more business. It's holding me back.

AP: Against JT: Against SH: For CD: For

Called vote: 2:2. Motion Tied, Fails by lack of Majority.

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

d. RZ-2024-0623 Connors

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

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

Comment from applicant(s): Powerpoint presentation by Spencer McNabb on behalf of applicants, and report concerning neighborhood meeting.

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

Kenneth Munkens- lives near the intersection of the two highways. Opposed to medium density, would prefer a lower density.

Debbie & Danny Todd- We have easement rights on the property with 56 houses. Opposed.

Suzanne Durocher: Opposed: traffic and destruction of natural habitats.

Ben Stephens (Developer) and Spencer McNabb responded that the plan is well below the maximum units allowed in the requested district, and the two entries are dictated by County UDO and state fire code.

Chairman Deese closed Public hearing and called for a motion on item RZ-2024-0623. Motion To approve by Alan Patterson; 2nd by Judianna Tinklenberg.

Comments by Commissioners:

Alan Patterson: Concerned about the lack of resolution on the neighbor's easement. Staff noted that this will have to be resolved at the Civil stage or the project will not proceed.

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

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

e. RZ-2024-0826 Hinson

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

Staff Presentation: April Williams, Planning Director, presented the application consistent with the staff report. Staff Recommendations: Approval

Comments by Commissioners: No Comments

Comment from applicant(s): Jeffrey Hinson. Available for questions, no comments

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

Chairman Deese closed public hearing and called for a motion on item RZ-2024-0826.
Motion To approve by Alan Patterson ; 2nd by Judianna Tinklenberg .

Discussion: No comments

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

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

f. RZ-2024-0878 Lennar/Williamson Farm

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

Staff Presentation: Allison Hardin, Development Services Director, presented the application consistent with the staff report. Staff Recommendations: Recommends Approval.

Comments by Commissioners:

Would this development have to wait until Shiloh woods is developed in order to get the second access point? With only one access point, they would be limited to 50 houses.

Comment from applicant(s):

Joel Causey- representing Lenar Carolina- There are 48 acres in flood plain. We are going to be well under maximum density. Shiloh woods is further along than we are. They are 6 months ahead of us. We are in discussions about sharing pump station for sewers.

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

Mike Mitchum, Dover Lane: Opposed. Water on property makes it unsuitable.

Chairman Deese closed public hearing and called for a motion on item RZ-2024-0878.
Motion To approve by Alan Patterson ; 2nd by Judianna Tinklenberg.

Discussion:

Alan Patterson: I heard the applicant say they want to put MDR 2.5 Units per acre. LDR is 1.5 units per acre. Also MDR needs twice as much open space.

Joel Causey: 1/3 on the west is flood plain that's why we need smaller lot sizes for the area that is actually buildable. Well over 20% will be open space.

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

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

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

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

Staff Presentation: Allison Hardin, Development Services Director, presented the application consistent with the staff report. Staff Recommendations: Approval

Comments by Commissioners: none

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

Chairman Deese closed public hearing and called for a motion on item RZ-2024-1011. Motion To approve by Sheila Hinson ; 2nd by Judianna Tinklenberg .

Discussion: Alan Patterson: Pleased that the County is re-purposing existing buildings rather than funding all- new construction

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

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

h. RNC-2024-0966 Environmental Way

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

Staff Presentation: Jennifer Bryan, Planning Technician, presented the application consistent with the staff report. Staff Recommendations: Recommend Approval.

Comments by Commissioners: None.

Comment from applicant(s): Not present

Public Hearing: (See attachments: Sign-in Sheets) None Signed In
Chairman Deese closed public hearing and called for a motion on item RNC-2024-0966.
Motion To approve by Alan Patterson ; 2nd by Judianna Tinklenberg.

Discussion: No substantive comments or questions.

Called vote: 4:0. **Motion is approved unanimously.**
Planning Commission makes the final decision regarding Road Name Changes.

6. NEW BUSINESS

a. NRN-2024-0830 Coyote Creek Trail

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

Staff Presentation: Jennifer Bryan, Planning Technician, presented the application consistent with the staff report. Staff Recommendations: Approval.

Comments by Commissioners: No comments

Comment from applicant(s): Present for questions; no comments.

No Public Hearing required.

Chairman Deese called for a motion on item NRN-2024-0830.
Motion To approve by Alan Patterson ; 2nd by Judianna Tinklenberg .

Discussion: No Discussion

Called vote: 4:0. **Motion is approved unanimously.**
Planning Commission makes the final decision regarding New Road Names.

b. NRN-2024-0924 June Group Submittal: Civil Plans & Preliminary Plats

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

Staff Presentation: Jennifer Bryan, Planning Technician, presented the application consistent with the staff report. Staff Recommendations: Approval.

No Public Hearing required.

Chairman Deese called for a motion on item NRN-2024-0830.
Motion To approve by Alan Patterson ; 2nd by Shelia Hinson

Discussion: None

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

Planning Commission makes the final decision regarding New Road Names.

c. Overview of Next Month's Agenda

- No Workshop scheduled for July due to Independence Day Holiday

- SD-2021-2122 Riverchase Sec. 2 (Revision)
- SD-2024-1081 Coulston/ Reece Road
- RZ-2024-1081 Lopez/High point

- NRN-2024-1210 Griffin Cove
- NRN-2024-1251 Hailes Valley Way
- NRN- July Group Submittal: Civil Plans & Preliminary Plats

d. Other: Officer Elections on July 16, 2024.

Discussion: Alan Patterson is moving from District 1 to District 7. Michelle Richards is replacing him.

e. Copies of UDO draft chapters distributed for future review and discussion.

7. ADJOURN

Motion to adjourn by Alan Patterson; 2nd by Judianna Tinklenberg. Motion approved by unanimous consent. Meeting adjourned at 8:00p.m.

ATTACHMENT 1: SIGN-IN SHEETS

SIGN IN ONLY IF YOU WISH TO SPEAK



**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 3: CITIZEN'S COMMENTS

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

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

Council Chambers
101 N. Main Street, Lancaster South Carolina
Tuesday, June 18, 2024

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

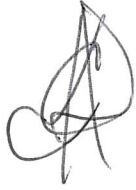
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SIGN IN ONLY IF YOU WISH TO SPEAK

Lancaster County

South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5a: SD-2023-1869 Barberville Commercial

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

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Lancaster County

South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5b: CU-2024-0910 McClure Collision Center

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

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Lancaster County



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5c: RZ-2021-2791 The Arches

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

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South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5d: RZ-2024-0623 Connors

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

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PLEASE PRINT

1.	Kenneth Munkens ✓ Dellie & Todd Todd ✓
2.	Tina + Suzanne Desrochers ✓
3.	BEN STEVENS - BRD LAND ✓
4.	Spencer McKib - BGE Inc. ✓

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**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 5c: RZ-2024-0826 Hinson

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

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**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 5f: RZ-2024-0878 Lennar/Williamson Farm

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

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PLEASE PRINT

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SIGN IN ONLY IF YOU WISH TO SPEAK



**PLANNING COMMISSION
Public Hearing Sign In Sheet**

Item 5g: RZ-2024-1011 Lancaster County/2001 Charlotte Hwy

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

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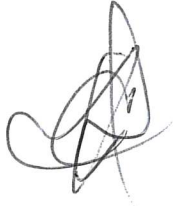
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South Carolina



PLANNING COMMISSION Public Hearing Sign In Sheet

Item 5h: RNC-2024-0966 Environmental Drive

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

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ATTACHMENT 2:

5a: SD-2023-1869 Barberville Commercial

- LCWSD Letter of Service
- Email Comment: Rich & Barbara Sher



Lancaster County
Water & Sewer District

5a Barberville

"Serving Lancaster County For Over 50 Years"

Ms. Jan Ringling
Moody Group
107000 Sides Place, Suite 280
Charlotte, NC 28277

Re: Barberville Commercial Subdivision

Dear Sir/Madam:

This letter is to address water and sewer distribution, collection, and treatment for the proposed Barberville Commercial Subdivision.

Upon completion, acceptance, and payment of all fees necessary for water and sewer infrastructure to serve the subject site, Lancaster County Water and Sewer District (LCWSD) agrees to accept wastewater flow typical of a commercial subdivision, to the Indian Land Wastewater Treatment Facility; NPDES permit number SC0047864, for treatment. A significant off-site sewer collection system forcemain and pump station upgrade and appurtenances will be needed to convey the project's wastewater flow to the IL3WWTP.

Upon completion, acceptance, and payment of all fees necessary for water mains, (LCWSD) agrees to furnish water to Barberville Commercial Subdivision in an amount consistent with the flow associated with the capacity fees paid. The water quality to the subject project is regulated by SCDHEC Bureau of Water.

This is not a willingness and capability to serve commitment. Willingness and capability to serve is contingent upon payment of the required capacity fees as determined by the District in response to letter of intent as outlined in the District's Developer's Policy. At this time a sketch plan has been submitted to LCWSD for review and project initiation, but the sketch plan application is incomplete and is not approved.

If you have any questions, please let me know.

Sincerely,

A handwritten signature in blue ink that reads "Timothy R. Kiser". The signature is fluid and cursive, with the first name being the most prominent.

Timothy R. Kiser, PE
Engineering Director
Lancaster County Water & Sewer District

P.O. Box 1009 - Lancaster, South Carolina 29721
Phone 803-285-6919 - Fax 803-285-9574

50 Barberville

From: [rich sher](#)
To: [Jennifer Bryan](#)
Subject: 9901 Barberville Road., Moody Group proposal
Date: Tuesday, June 18, 2024 11:07:46 AM



The System finds this email suspicious! The sender of this email rich sher is similar by name to your contact rich.sher@gamil.com, this might be an impersonation attempt. | [Know this sender?](#)

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

From Rich and Barbara Sher
1850 Still Water Lane, Indian Land, SC 29707

Regarding the proposal by the Moody Group for a commercial development at 9901 Barberville Road.

I would request the Planning Board to continue to deny approval of this proposal.

When we moved here in 2016 the traffic on Barberville was moderate but it seems with each new development (and there have been several) the traffic has increased. Not only residential traffic but truck traffic as well.

The traffic study that was submitted assumes that all traffic going into the Moody property will be entering from Rte 160 and that a left turn lane will accommodate the increased traffic. but that is definitely not the case. It will bring more traffic to Barberville, equal to what we'll see from Rte 160.

Considering that the new Elementary School is planned at the corner of Barberville and Harrisburg, the proposed High School not far from that, and Moody's proposed Montessori School as part of their project, the impact on Barberville will be significant. The infrastructure, in this case Barberville Road, can't handle it.

Rich and Barbara Sher



Reply

Forward

ATTACHMENT 3:

5d: RZ-2024-0263 Connors

- LCSD School Data
- BRD Land Development: Report from Neighborhood Meeting
- Email Comment: K. Munkens

54 Connors

Lancaster County School District Membership Forecast

1. Historic Day-135 ADM supplied by SC DOE (no PreK), 2022-23 Day-10 Enrollment (including PreK) supplied by LCSD 9/8/2022.
2. Program capacities are from the Program Capacity Study, H. Dale Holden & Associates, February 2010. Portable classrooms are not included.
3. Forecast includes impacts from residential growth as described in Lancaster County development inventory through October 2022.
4. Forecast generated by Numerix Cohort-Feeder model. Projected RLB annual gain = 2.5%, 2021 to 2027. K-12 average annual gain = 3.1%, 2023-24 to 2032-33.

Grades	Capacities			Pre-K	Historic Day-135 ADM (No Pre-K)					Forecasted Day-135 ADM										
	2022-23	2023-24	2024-25		2022-23	2017-18	2018-19	2019-20	2020-21	2021-22	Day-010	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32
Andrew Jackson																				
K-5	446	446	446	24	380	401	381	341	338	348	336	319	310	308	296	304	310	319	326	334
K-5	565	565	565	39	427	436	492	489	477	541	555	540	535	531	554	551	562	578	591	605
6-8	628	628	628		477	498	498	487	463	473	449	468	472	485	455	445	431	428	424	430
9-12	974	974	974		631	610	633	614	614	632	644	650	653	644	653	660	660	655	634	617
SubTotal	2613	2613	2613	63	1914	1945	2003	1931	1892	1994	1983	1976	1970	1969	1958	1961	1963	1979	1974	1985
Buford																				
K-5	929	929	929	40	710	704	720	696	687	773	759	761	754	749	738	735	749	771	789	808
6-8	694	694	694		413	431	439	437	415	374	366	345	357	353	380	386	375	352	339	344
9-12	1046	1046	1046		600	572	571	529	544	562	575	567	543	534	504	498	514	522	543	531
SubTotal	2669	2669	2669	40	1722	1707	1730	1662	1646	1709	1700	1672	1654	1637	1622	1619	1639	1644	1671	1683
Indian Land																				
K-4	970	970	970	9	1269	886	975	989	944	1076	1142	1172	1228	1285	1327	1352	1305	1449	1465	1504
K-4	1052	1052	1052		1103	1036	1097	1031	1045	1030	1102	1157	1205	1242	1305	1320	1372	1406	1441	1477
K-4	1170	1170	1170	15		639	708	711	724	784	861	899	935	952	981	998	1030	1055	1081	1108
5-6	1174	1174	1174						973	1072	1131	1261	1370	1450	1504	1596	1662	1678	1749	1792
7-8	1127	1127	1127		994	1042	1195	1309	970	988	1065	1140	1202	1241	1357	1453	1500	1697	1768	1784
9-12	2000	2000	2000		1049	1166	1310	1345	1484	1680	1870	2048	2215	2331	2494	2727	2918	3162	3344	3549
SubTotal	7493	7493	7493	24	4415	4769	5285	5385	6140	6630	7169	7677	8156	8601	9039	9539	9977	10428	10848	11212
Lancaster																				
K-5	618	618	618	20	472	443	431	385	380	400	400	399	397	399	399	401	409	420	430	440
K-5	527	527	527	33	418	433	461	438	409	407	401	400	409	410	427	442	451	464	474	485
K-5	564	564	564	32	418	398	392	401	406	411	434	446	460	475	491	505	515	529	542	555
K-5	528	528	528	20	459	420	398	347	341	338	330	329	324	313	310	319	325	334	342	350
K-5	762	762	762	20	701	678	660	587	542	587	593	584	577	591	597	617	630	648	664	680
6-8	994	994	994		547	562	556	570	557	524	541	551	609	613	605	591	607	618	647	657
6-8	921	921	921		557	592	643	629	606	538	527	524	524	543	562	563	560	553	563	571
9-12	2569	2569	2569		1286	1205	1299	1332	1344	1472	1498	1615	1599	1532	1553	1576	1637	1655	1651	1673
SubTotal	7483	7483	7483	125	4858	4731	4839	4689	4585	4677	4724	4847	4899	4876	4844	5014	5134	5222	5313	5411
Special/Alternative																				
Discovery School	n/a	n/a	n/a		108	106	108	106	108	114	114	114	114	114	114	114	114	114	114	114
SubTotal	n/a	n/a	n/a		108	106	108	106	108	114	114	114	114	114	114	114	114	114	114	114
System Total (including Spec/Alt)																				
20258	20258	20258	252	12909	13152	13857	13667	14263	15000	15576	16172	16680	17082	17582	18134	18712	19272	19806	20292	
20258	20258	20258	252	13017	13258	13965	13773	14371	15124	15690	16286	16794	17196	17696	18248	18826	19386	19920	20406	

Capacity Legend

< 90%

90% - 100%

100% - 110%

> 110%

Forecast generated by Numerix LLC

FINAL: 12/6/2022

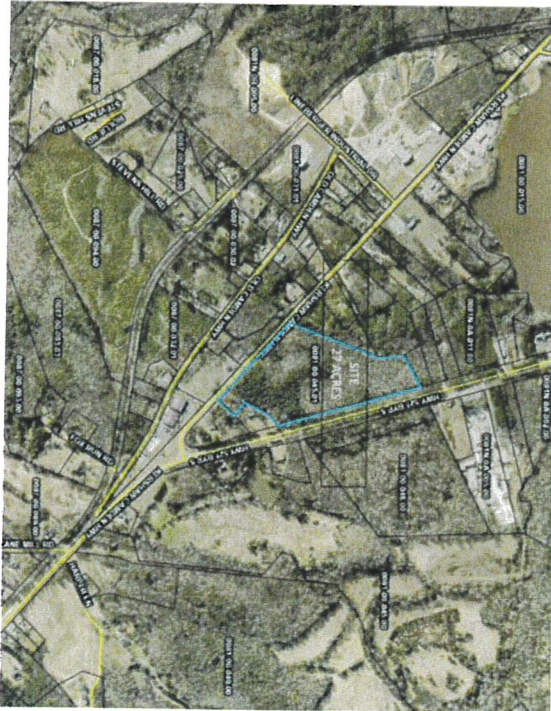
2022-23 LCSD Membership Forecast by Area, 100%



BRD LAND – Connors Rezoning Meeting

Tax Parcel #0081-00-045.01

Lancaster, SC 29720



2. Parcel Mailing List
3. Community Notification Letter
4. 06/11/2024 Meeting Sign In Sheet
5. 06/12/2024 Meeting Minutes

ParcelId	OwnerName	OwnerAddress1	OwnerCityStZip
0081N-0A-015.00	ACAM INVESTMENTS LLC	5537 MONROE ANSONVILLE RD	WINGATE, NC 28174
0087-00-035.00	CHAMBERS KAREN MCILWAIN ETAL	1621 OLD CAMDEN HWY	LANCASTER, SC 29720
0081N-0A-019.00	CHURCH CANAAN FREE WILL BAPTIST INC	PO BOX 220	LANCASTER, SC 29721
0081-00-042.01	CHURCH COMMUNITY MISSIONARY B	1592 KERSHAW CAMDEN HWY	LANCASTER, SC 29720
0087-00-040.00	DESROCHERS SUZANNE MARIE, DESROCHERS TINA ROINE	2149 HIGHWAY 521 BYP S	LANCASTER, SC 29720
0087-00-038.01	DICKSON ROBIN M	2179 HWY 521 BY PASS SOUTH	LANCASTER, SC 29720
0081N-0A-001.01	DO IT PRINTING CO INC	1873 HWY 521 BY PASS S	LANCASTER, SC 29720
0087-00-033.02	FELLOWSHIP CAROLINA LLC	1850 KERSHAW CAMDEN HWY	LANCASTER, SC 29720
0081N-0A-006.01	HOWIE ENTERPRISES LLC	135 BLACKMON CIR	KERSHAW, SC 29067
0081N-0A-002.00	JOHNSON MARK	PO BOX 1628	LANCASTER, SC 29721
0081N-0A-013.00	KENNINGTON DAVID C	PO BOX 155	LIBERTY HILL, SC 29074
0081N-0A-001.02	MASSEY TRENYATTA J	1909 HWY 521 BY PASS	LANCASTER, SC 29720
0081-00-041.00	MCCOY DRENA CLARK	1598 KERSHAW CAMDEN HWY	LANCASTER, SC 29720
0081N-0A-015.01	MCCOY DRENA CLARK TRUSTEE, MCCOY HENDRYX JAMES	1591 KERSHAW CAMDEN HWY	LANCASTER, SC 29720
0081-00-044.01	MILES JERRY B	1029 EDMONT DR	LANCASTER, SC 29720
0081N-0A-014.01	MILES JERRY B & SIEGLINDE F	210 E ARCH ST	LANCASTER, SC 29720
0081N-0B-009.00	MORGAN J DAVID	115 S MAIN ST	LANCASTER, SC 29720
0081-00-046.00	MUNKENS PHYLLIS LORRAINE AND KENNETH JOHN, MOBLEY ROB	1757 KERSHAW CAMDEN HIGHWAY	LANCASTER, SC 29720
0081N-0A-017.00	RANGEL JAVIER VELASCO	1567 KERSHAW CAMDEN HIGHWAY	LANCASTER, SC 29720
0087-00-037.00	RICHARDSON RALPH J, HOULE DONNA RICHARDSON	1206 12TH AVE E	POLSON, MT 59860
0081N-0B-010.00	SHAW DAWN C ETAL	722 FARMBROOK RD	LANCASTER, SC 29720
0081N-0A-016.00	SILVESTRE MICHELLE ANAIS PEREZ	1567 KERSHAW CAMDEN HWY	LANCASTER, SC 29720
0081N-0A-001.00	SNIPES GRADY TOD	2227 POND COURT	LANCASTER, SC 29720
0087-00-036.00	STACKS DALE A	2541 OXFORD CIRCLE	LANCASTER, SC 29720
0081N-0A-012.00	STALNAKER CHRISTINA BURNHAM	1996 HWY 521 BYPASS S	LANCASTER, SC 29720
0081N-0A-007.01	STATE OF SOUTH CAROLINA THE -, OF MENTAL HEALTH -AGENT-	P O BOX 485	COLUMBIA, SC 29202
0081N-0A-011.00	STEVENS JASON B, STEVENS KRISTY H	4722 CASCADE ROAD	KERSHAW, SC 29067
0081N-0B-011.00	STEVENS KRISTAVIOUS S	1552 KERSHAW CAMDEN HWY	LANCASTER, SC 29720
0081N-0A-014.00	TANTA FERAS	1020 SPYGLASS LN	WAXHAW, NC 28173
0081N-0B-012.00	THE HILL LLC	281 OLD GREGORY LANE	LANCASTER, SC 29720
0087-00-039.00	TODD DANNY, TODD DEBORAH	PO BOX 2685	LANCASTER, SC 29721
0081N-0B-008.00	WATTS PROPERTIES HOLDINGS LLC	PO BOX 1118	LANCASTER, SC 29721
0081N-0A-008.00	WHITLOCK BRENT K, WHITLOCK KIM M	P O BOX 1465	LANCASTER, SC 29721

0081-00-043.00
0087-00-037.01

WILLIAMS PRESTINA A
WINDER EDWARD JR, WINDER JACQUELINE

1744 CARNES-WILSON ROAD
3038 STERLING CT

LANCASTER, SC 29720
INDIAN LAND SC, 29707



May 29, 2024

RE: Connors Rezoning – Community Notification and Meeting

Dear Lancaster Neighbor,

On behalf of BRD Land and Investments (the “Petitioner”), we are providing this letter to the property owners in the vicinity of our proposed rezoning of approximately 27 acres, 1500’ north of the intersection of Hwy 521 Bypass S and Kershaw Camden Hwy. We would like to extend an invite to a meeting to discuss the proposed rezoning of the Connors property. The County of Lancaster GIS records indicate that you are either a representative of a registered neighborhood organization or an owner of property that adjoins or is near our Site.

The rezoning includes Tax Parcel # 0081-00-045.01. Included on the back of this page is a vicinity map of the area we are rezoning with the parcel number, adjacent parcel numbers, and acreage for reference.

The intent of the rezoning is to change from NB (Neighborhood Business) to MDR (Medium Density Residential) to provide for the future development of a single-family neighborhood containing approximately 58 homes.

This Neighborhood Meeting will be held nearby and after working hours to provide flexibility in attendance. We invite you to attend the Neighborhood Meeting on **Tuesday, June 11th at 6:30 PM**. The meeting will be held at the **Springdale Recreation Center – Gym at 260 South Plantation Road Lancaster, SC 29720**. If you are interested in attending the live presentation and discussion session at the scheduled time, **please RSVP by sending an email to SMcNab@BGEinc.com and you will be added to the attendance list.** Please reference the petitioner or site location, and include your name, address, and telephone number in your RSVP so we can record your attendance. If you expect you will be unable to attend, we can also e-mail a copy of the presentation, and are happy to answer any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Spencer McNab", written over a horizontal line.

Spencer McNab, RLA
Sr. Project Manager
Planning + Landscape Architecture
BGE, Inc.

Serving. Leading. Solving.™

1111 Metropolitan Avenue, Suite 250 • Charlotte, North Carolina 28204 • 980-220-2322



June 12, 2024

Connors Neighborhood Rezoning Neighborhood Meeting

Project Manager, Spencer McNab

BGE, Inc.

1111 Metropolitan Avenue, Suite 200,

Charlotte, North Carolina 28204

Below are the transcribed minutes of the Connors Neighborhood Meeting that took place at 6:30 PM on June 11, 2024. This meeting took place at the Springdale Recreation Center at 260 South Plantation Road Lancaster, SC 29720 Representatives from BRD Land, the developer, and BGE, Inc. were present.

Munkens: Raised a concern about runoff during and after construction on his land south of the site.

Response: The site generally drains to the north where we will situate the stormwater quality control measures. During construction erosion control measures per state guidelines will be taken to ensure runoff and erosion is at a minimum.

Munkens: Asked if there are any improvements to be made to the ROW on Kershaw Camden.

Response: We are in the process of preparing a TIA and discussing with staff on what improvements, if any will be made and do not have any answer at this time.

Munkens: Asked if there was such a demand for homes in the area?

Response: Yes, there is and we do conduct market analysis on and potential project. The demand is high and is generally reflected in your home price.

Miles: What will be the cost of the homes?

Response: Since we do not yet have a developer with us and are unsure of future market trends we cannot answer at this time.

Miles and Munkens: Asked where the homes along Kershaw Camden will be facing inward and stated that Kershaw Camden can be noisy with Motorcycles and large trucks.

Response: Yes, the homes will be facing inward. We have left an area for a buffer that may include a berm, additional evergreen screening and/or a berm to mitigate noise pollution and screen the backyards from the street.



Munkens: Is there any desire to build commercial/retail here as it is currently zoned?

Response: The property has been for sale for a long time and there have not been any inquiries or interest in the area for a commercial/retail use.

Miles: Will the subdivision be age restricted?

Response: While we cannot say for certain, we are not anticipating the future development to be age restricted based upon the current age restricted developments already in the area and the limited number of homes in comparison.

Munkens: How tall will the homes be?

Response: Zoning code limits the homes to 35', so really two stories plus a roof.

Munkens: What will be the size of the homes and lots?

Response: The lots are 10,000 SF (approximately $\frac{1}{4}$ of an acre), the homes can vary in size but the largest possible home within the setbacks would be 60' wide by 70' deep.

Miles: Where will the meeting take place with Council?

Response: In the County council chambers.

Bonilla: I own a car shop and have concern about the noise I will make with adjacent homeowners. (Northwest of site)

Response: Between your property and ours there is a stream that will have an approximately 90' buffer, it appears on your property a lot of the land adjacent to us is wooded. I don't foresee any concern, but we could address this at a later date, inform the buyers, etc.

Dixon: Will this not raise our taxes substantially?

Response: It likely will over time as this and other subdivisions are built, but it would not be immediate.

Dixon: We have a farm with animals and are concerned about people moving in and complaining.

Response: You are already here so homebuyers will be aware of what is around when they buy. Your property is also located across the highway so there is a lot of separation.

Munkens: Will you be cutting down all the trees?

Response: We will cutting down trees where roads and pads will be, but will be keeping all the trees around the stream and several areas around the perimeter.



Community Meeting Attendees 06/11/2024		
Name	Address	Email
Phyllis and Ken Munkens	1757 Kenshaw Camden, Lancaster, SC	kmunkens@hotmail.com
Michael Miles	10021 Southapton Connors, Charlotte, NC	micheles210@gmail.com
Richard A. Miles	653 Seth LN Lancaster, SC	
Linda Miles	1029 Edgemount Dr. Lancaster, SC	
Walter Bonilla	1567 Kenshaw Camden HWY Lancaster, SC	wbonilla.stcpro@gmail.com
Scott and Deb Dixon	2149 Hwy 521 Byp, Lancaster, SC	

Comments on Proposed Rezoning of TM #0081-00-045.01

Prepared by:
Kenneth J Munkens
1757 Kershaw Camden Highway
Lancaster, SC

GROWTH IS INEVITABLE

People talk about “smart” growth but fail to see that every decision, no matter how small, has a widespread effect.

Changing zoning is one of the most important considerations as it will impact on the character of the area. Please consider the following analysis when making this rezoning decision.

REZONING REQUEST

Ben Stevens for BRD Land and Investments and owners Richard Connors et al family members have made a rezoning request for 26.94 acres located at 2941 Highway 521 Bypass (TM #0081-00-045.01).

Existing zoning is for Neighborhood Business (NB) which they request changing to Medium Density Residential (MDR) to develop a single-family subdivision.

DISCUSSION

It should be noted that this change would dramatically alter the rural lifestyle presently enjoyed by inhabitants in the area. That being said, should a decision be made to change to residential, care should be taken to make it as widely acceptable as possible.

Change zoning to Light Density Residential (LDR) which would limit it to 1.5 houses per acre as opposed to 2.5 houses per acre. Based on a sample layout provided by BRD Land and Investments, MDR would result in 58 houses being built (EXHIBIT 1). LDR would result in 40 houses being built (EXHIBIT 2). This lower density would provide many advantages.

- Increase in traffic would be far more manageable.
- Homes would be larger and of better quality.
- It would protect neighbors from the potential of a quick poorly constructed development.
- There would be less environmental impact.
- Larger buffer zones can protect existing residents.
- Could result in higher tax revenue.
- Higher income owners would promote retail and business growth.
- It would set the tone for the future of the area.
- There would be greater acceptance by the community.

At first glance builders may feel this would limit profitability. However, when considering the increased size and price of houses, as well as reduced materials and labor costs it appears to be a better alternative.

	MDR	LDR
Number of houses:	58	40
Homes Per Acre:	2.15	1.48
Home Square Footage:	2,000	3,000
Average Price:	\$310,000	\$465,000
Gross Profit:	\$17,980,000	\$18,600,000

This analysis is based on averages found in the Southeast. Even with some variation, it is clear that the economic potential is essentially the same while the rural lifestyle is less effected.

Establish One Entrance on Highway 521 Bypass as Kershaw Camden Highway has a number of challenges and risks.

- On Kershaw Camden Highway there is a blind rise just before the street entrance to a proposed development. At 55 miles-per-hour (posted speed limit) this is a dangerous situation that will result in avoidable accidents.
- Increased traffic flow during school hours offers the potential for backups and accidents.
- The intersection of Kershaw Camden Highway and Highway 521 Bypass has been a traffic problem for a long time with many accidents occurring over the years. Additional traffic from Kershaw Camden Highway making a left will exacerbate the danger.
- Most of the traffic from the development would use Highway 521 Bypass to commute to Charlotte, as well as patronize businesses in the city of Lancaster.
- There are 36 acres of undeveloped land directly across Highway 521 Bypass from the proposed development (EXHIBIT 3). Should it become LDR there would be approximately 50 additional homes. Turn-in lanes would be logical and more efficient to build on this highway. Full disclosure; we own this parcel of land.

CONCLUSION

Sometimes change is necessary and somewhat painful. Rural farms and residents with large tracts of land will find their lifestyle at risk. At Medium Density Residential (MDR) there is potential for 58-135 homes being built. This is based on the assumption that if this first parcel is rezoned MDR the parcel across the 521 Bypass would as well. At Light Density Residential (LDR) that number would be 40-90 homes and most likely in nicer developments to support a higher price point. It would be far less threatening to present residents.

A simple decision, today, can set the stage for future growth in this area. Help make the transition between rural and urban better for all involved.

EXHIBIT 1

27 Acres

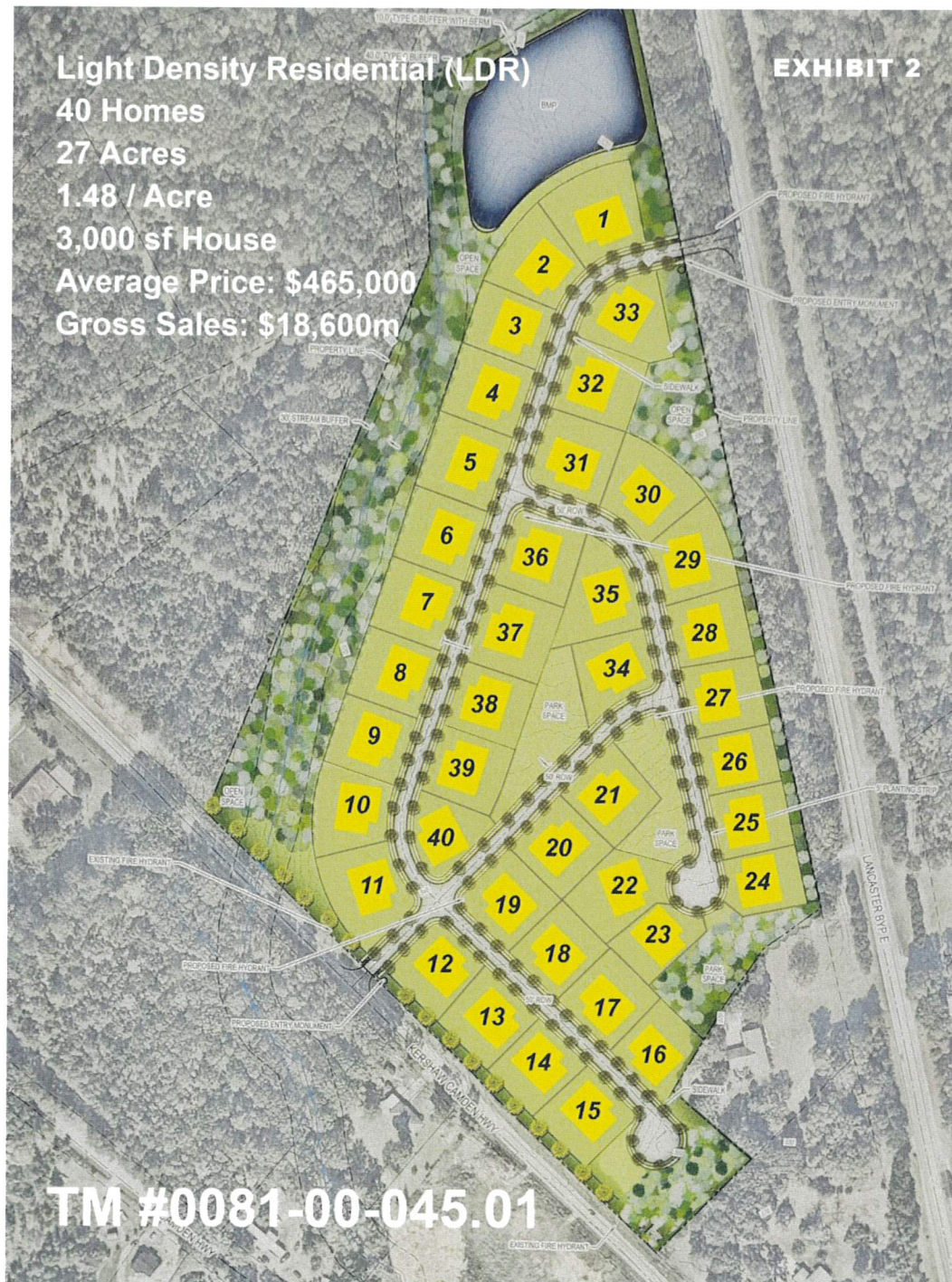
2.15 / Acre

2,000 sf House

Average Price: \$310,000

Gross Sales: \$17,980m







ATTACHMENT 4:

5f: RZ-2024-0878 Lennar/Williamson Farm

Written statement: Mike Mitchum

Introduction:

Good evening ladies and gentlemen and members of the planning commission. Thank you for allowing me the time to add my input to this important discussion on the proposed rezoning from low-density residential to medium-density residential in our neighborhood. My intention is to challenge the rezoning and to present arguments showing why this rezoning choice may not be the best decision for maintaining the character and quality of life in our community.

1. Preservation of Neighborhood Character:

One of the primary concerns with rezoning to medium density is the potential impact on the neighborhood's character. Our community has thrived as a low-density residential area, as assigned by Lancaster County, characterized by spacious homes, greenery, and a peaceful atmosphere. Introducing medium-density housing could lead to overcrowding, increased traffic, and a loss of the unique charm and quality of life that has attracted residents and now developers to this area.

2. Impact on Quality of Life:

Low-density residential zoning has ensured a high quality of life for current residents. Larger lots and fewer homes contribute to quieter streets, better privacy, and a sense of safety. Medium-density housing typically brings more noise, reduced privacy, and a change in the overall ambiance of the neighborhood. This shift can affect the mental well-being and satisfaction of current residents.

3. Infrastructure Strain / Traffic /Offsite property encroachments:

Rezoning to medium density inevitably brings more residents and vehicles into the area. Current infrastructure may not be equipped to handle the increased traffic; and while traffic studies may show low volume and usage the disrepair of the roads show that even at low usage they cannot support the usage without potholing and asphalt degradation from occasional heavy traffic all this with congestion, longer commute times, and potential strain on local services such as schools, healthcare facilities, and utilities. Upgrading infrastructure to accommodate medium-density housing could also impose additional financial burdens on taxpayers. It may be a tough sell for the other districts knowing they have to carry a significant tax burden until the areas are populated and providing tax revenues. While developers may make efforts to upgrade roads and access points it is usually only in the vicinity of their

entrances and does little for the rest of the traffic artery. Further encroachments on adjacent properties may be made if easements exist to support one property but now are viewed as upgradeable to support increased demand, also, any property situated between a public road easement and the higher density developments may be viewed as an avenue for an alternate entrance/exit to a development and fall to predatory practices by support contracted agents or even possibly from government agencies.

4. Property Values and Investment:

Many residents have invested in homes here under the assurance of stable zoning, which typically enhances property values due to the desirable living conditions it offers. Introducing medium-density housing nearby could potentially lower property values, as perceptions of the neighborhood change and demand shifts. This could have long-term financial implications for homeowners and impact their ability to sell their homes at fair market prices. To date several areas have been rezoned at the behest of property sellers and developers but very little development has matured leaving vast scarred areas contributing to weathering, erosion, and blighted landscapes. Why not support smart growth. Flesh out the zoned developments and let the synergy of growth indicate where it is smart to develop.

Conclusion:

In conclusion, while there may be arguments in favor of rezoning to medium-density residential, it is crucial to consider the long-term impacts on our neighborhood. Preserving the character and quality of life that define our area should take precedence over short-term development interests. I urge decision-makers to carefully weigh these factors and prioritize the well-being and wishes of current residents. The zoning change proposal to medium density residential is challenged in deference to maintaining current zoning as low density residential as assigned by County Council.

CONNORS ROAD

PLANNING COMMISSION

6:00 PM
JUNE 18, 2024

LANCASTER COUNTY ADMINISTRATION BUILDING
(101 N MAIN ST, LANCASTER
SOUTH CAROLINA 28034)

PRESENTED BY:



BRD
LAND & INVESTMENT

LOCATION MAP

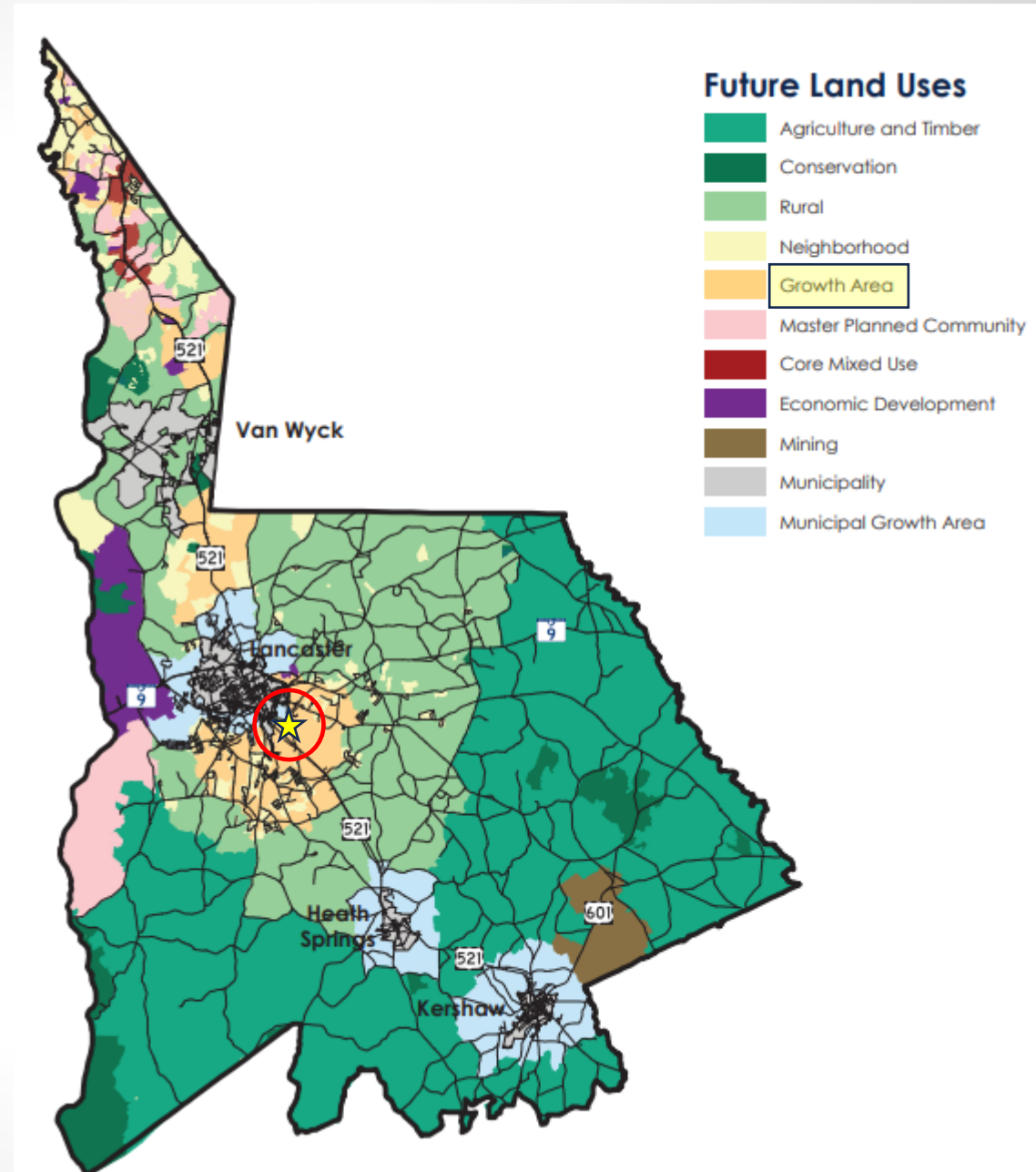


LOCATION MAP



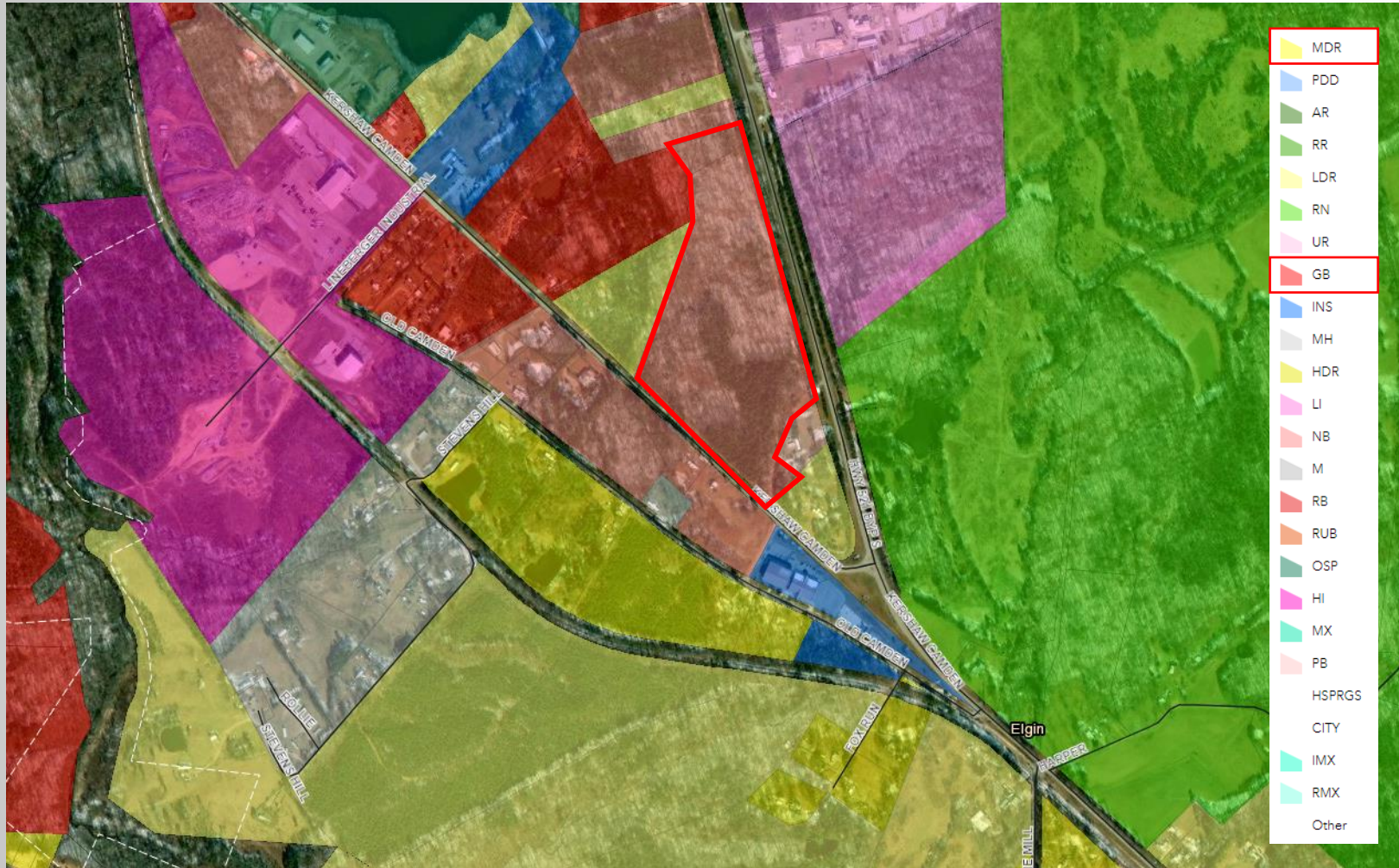
Future Land Use – Comprehensive Plan

Growth Areas are designated for development based on available infrastructure and land. These areas support suburban-scale residential growth and encourage commercial development at major crossroads and along arterial streets.



Zoning

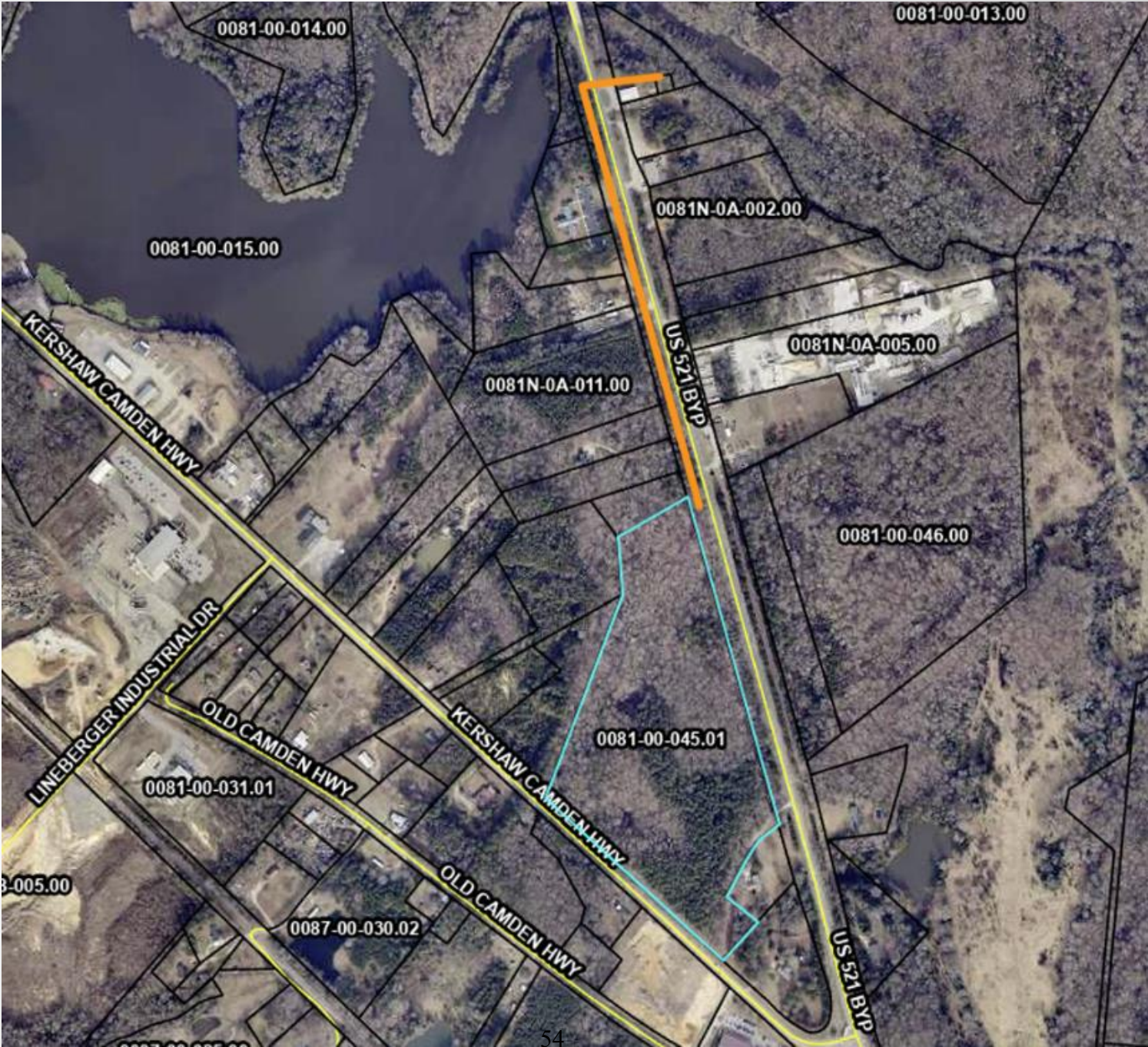
MDR – Middle Density Residential



The Medium Density Residential District is established to maintain previously developed or approved single-family residential subdivisions and their related recreational, religious, and educational facilities at a density of 2.5 dwelling units per acre. Intended to act as a transitional zoning district between rural and urban development, these regulations are further intended to discourage any use which would be detrimental to the predominately residential nature of the areas included within the district

LOT STANDARDS	
A. Lot Area (minimum)	10,000 SF
B. Lot Width at Front Setback (minimum)	70 ft Water/Sewer OR 130 ft Septic
C. Pervious Surface (minimum)	45%

Sewer Extension to Pump Station



Voluntary Neighborhood Meeting

Questions and Concerns From Neighbors:

Concerns about runoff during and after construction on land south of the site.

During construction erosion control measures per state guidelines will be taken to ensure runoff and erosion is at a minimum.

Asked if the homes along Kershaw Camden will be facing inward and stated that Kershaw Camden can be noisy with Motorcycles and large trucks.

The homes will be facing inward. An area for a buffer has been left that may include a fence, additional evergreen screening and/or a berm to mitigate noise pollution and screen the backyards from the street.

Owner of a car shop has concern about the noise made from business with new adjacent homeowners. (Northwest of site)

Between the two properties there is a stream that will have an approximately 90' buffer as well as a large wooded area adjacent to our site on the car shop parcel.

Attendees:

Phyllis and Ken Munkens
Michael Miles
Richard A. Miles
Linda Miles
Walter Bonilla
Scott and Deb Dixon

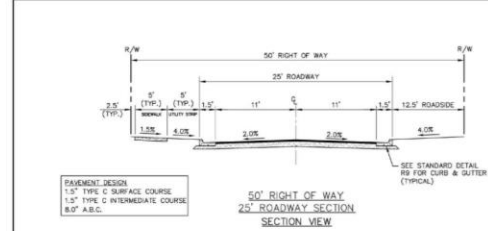




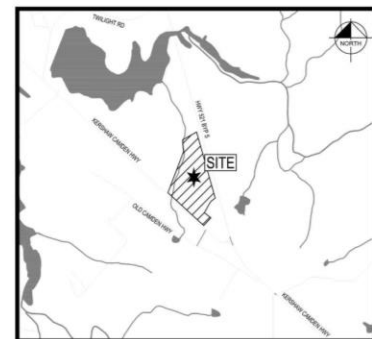
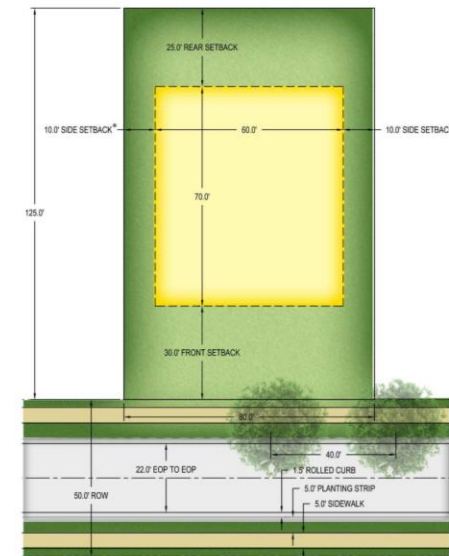
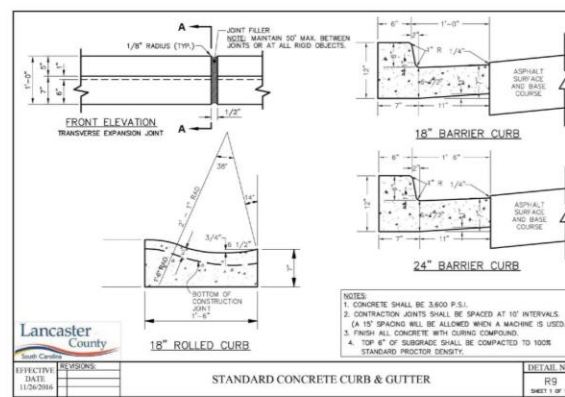
This plan is a representative layout based on the current due diligence of the site.

SITE DEVELOPMENT DATA
OWNER:
CONNORS, RICHARD T. ETAL
PARCEL # 0081-00-045.01
DEVELOPER/HOME BUILDER:
BRD LAND AND INVESTMENTS, LP
SITE ADDRESS:
HWY 521 BY PASS SOUTH
LANCASTER, SC 29020
PLANS PREPARED BY:
BCE, INC.
1111 METROPOLITAN AVENUE, SUITE 250
CHARLOTTE, NC 28204
WWW.BCEINC.COM
SC LICENSE # LAF-424

ACREAGE: 126.94 ACRES
EXISTING USES: VACANT, SINGLE-FAMILY HOUSING
PROPOSED USE: SINGLE-FAMILY HOUSING
WATERSHED: CATAWBA
PROPOSED UNITS: 56 UNITS
MAXIMUM DUA: 2.50 UNITS PER ACRE
PROPOSED DUA: 2.15 UNITS PER ACRE
MAXIMUM BUILDING HEIGHT: 30'
MINIMUM LOT AREA: 10,000 SF
MINIMUM LOT WIDTH: 80' MEASURED AT SETBACK
TYPICAL LOT SIZE: 80' X 125' (10,000 SF)
MAX IMPERVIOUS COVERAGE: 55%
MINIMUM OPEN SPACE: 20%
PROPOSED OPEN SPACE: 20%
MINIMUM PARK SPACE: 5%
PROPOSED PARK SPACE: 5%
ZONING CODE SUMMARY:
CURRENT ZONING: NB
PROPOSED ZONING: MCR
JURISDICTION: LANCASTER COUNTY
SETBACKS AND BUFFERS:
FRONT SETBACK: 30'
SIDE YARD: 10'
SIDE CORNER SETBACK: 10'
REAR YARD: 25'
CONNECTIVITY:
LINK: 9
NODES: 6 (1.5 RATIO)



PAVEMENT DESIGN:
1.5" TYPE C SURFACE COURSE
1.5" TYPE C INTERMEDIATE COURSE
8.0" A.B.C.
NOTES:
1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
Lancaster County
EFFECTIVE DATE: 11/26/2016
REVISIONS:
LOCAL STREET (URBAN)
DETAIL NO. R9
SHEET 1 OF 1



SITE LOCATION MAP
NOT TO SCALE

DESCRIPTION	DATE	REV
DESIGNED BY: AH		
DRAWN BY: AP		
REVIEWED BY: WSM		
BRD LAND AND INVESTMENTS, LP 1111 METROPOLITAN AVE, SUITE 250 CHARLOTTE, NC 28204 WWW.BCEINC.COM SC LICENSE #R930		
CONNORS HWY 521 BY PASS SOUTH LANCASTER, SC 29020		
CONCEPT PLAN		
811 Know what's below. Call before you dig.		
FILE NUMBER: 12455-02 DATE: 03/28/2024		



This plan is a representative layout based on the current due diligence of the site.



Schedule

~~6/11/2024 - 6:00 - Neighborhood Meeting~~

6/18/2024 - 6:00 - Planning Commission Meeting

7/15/2024 - 6:00 - County Council 1st Reading

8/12/2024 - 6:00 - County Council 2nd Reading

8/26/2024 - 6:00 - County Council 3rd Reading

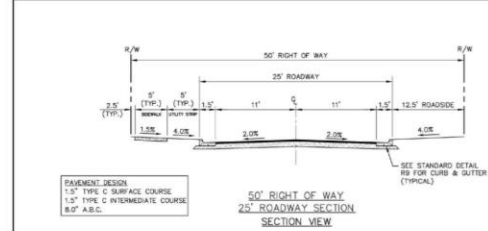


Questions?

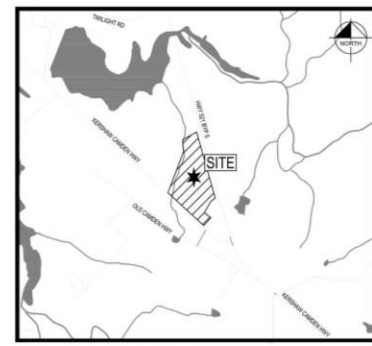
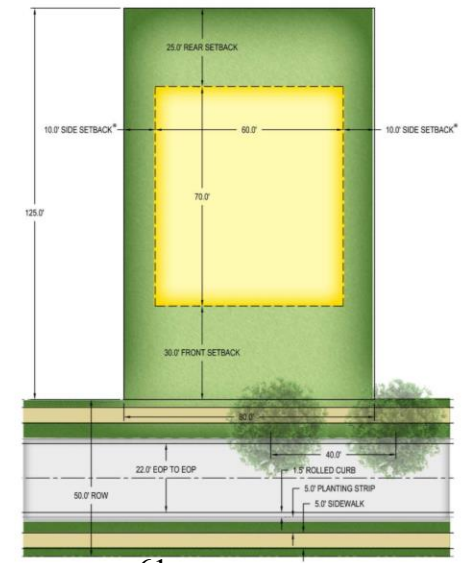
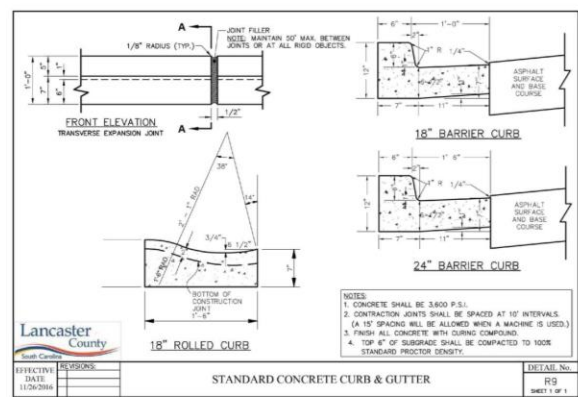


SITE DEVELOPMENT DATA
OWNER:
CONNORS, RICHARD T. ETAL
PARCEL # 0081-00-045.01
DEVELOPER/HOME BUILDER:
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HWY 521 BY PASS SOUTH
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PLANS PREPARED BY:
BCE, INC.
1111 METROPOLITAN AVENUE, SUITE 250
CHARLOTTE, NC 28204
WWW.BCEINC.COM
SC LICENSE # LAF-424

ACREAGE: 125.94 ACRES
EXISTING USES: VACANT, SINGLE-FAMILY HOUSING
PROPOSED USE: SINGLE-FAMILY HOUSING
WATERSHED: CATAWBA
PROPOSED UNITS: 58 UNITS
MAXIMUM DUA: 2.50 UNITS PER ACRE
PROPOSED DUA: 2.15 UNITS PER ACRE
MAXIMUM BUILDING HEIGHT: 30'
MINIMUM LOT AREA: 10,000 SF
MINIMUM LOT WIDTH: 80' MEASURED AT SETBACK
TYPICAL LOT SIZE: 80' X 125' (10,000 SF)
MAX IMPERVIOUS COVERAGE: 55%
MINIMUM OPEN SPACE: 20%
PROPOSED OPEN SPACE: 20%
MINIMUM PARK SPACE: 5%
PROPOSED PARK SPACE: 5%
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CURRENT ZONING: NB
PROPOSED ZONING: MCR
JURISDICTION: LANCASTER COUNTY
SETBACKS AND BUFFERS:
FRONT SETBACK: 30'
SIDE YARD: 10'
SIDE CORNER SETBACK: 10'
REAR YARD: 25'
CONNECTIVITY:
LINK: 9
NODES: 6 (1.5 RATIO)



PAVEMENT DESIGN:
1.5" TYPE C SURFACE COURSE
1.5" TYPE C INTERMEDIATE COURSE
8.0" A.B.C.
NOTES:
1. NORMAL CROWN OF 2% UNLESS OTHERWISE DIRECTED BY DIRECTOR OF ENGINEERING.
2. PAVEMENT DESIGN SHALL BE THE GREATER AS SHOWN OR AS DETERMINED BY A CBR ANALYSIS.
Lancaster County
EFFECTIVE DATE: 11/26/2016
REVISIONS:
LOCAL STREET (URBAN)
DETAIL NO. R9
SHEET 1 OF 1



SITE LOCATION MAP
NOT TO SCALE

DESCRIPTION	DATE	REV
DESIGNED BY: AH		
DRAWN BY: AP		
REVIEWED BY: WSM		
BRD LAND AND INVESTMENTS, LP 250 KINGSLEY PARK DR. SUITE 110 FORTWORTH, TX 76104 WWW.BCEINC.COM SC LICENSE #R930	03/28/2024	
CONNORS HWY 521 BY PASS SOUTH LANCASTER, SC 29020		
CONCEPT PLAN		
811 Know what's below. Call before you dig.		
FILE NUMBER: 12455-02 DATE: 03/28/2024		

This plan is a representative layout based on the current due diligence of the site.

Agenda Item Summary

Ordinance # / Resolution #: RZ-2024-1081 Lopez/High Point Circle

Contact Person / Sponsor: M. Blaszyk

Department: Planning

Date Requested to be on Agenda: 7/16/2024

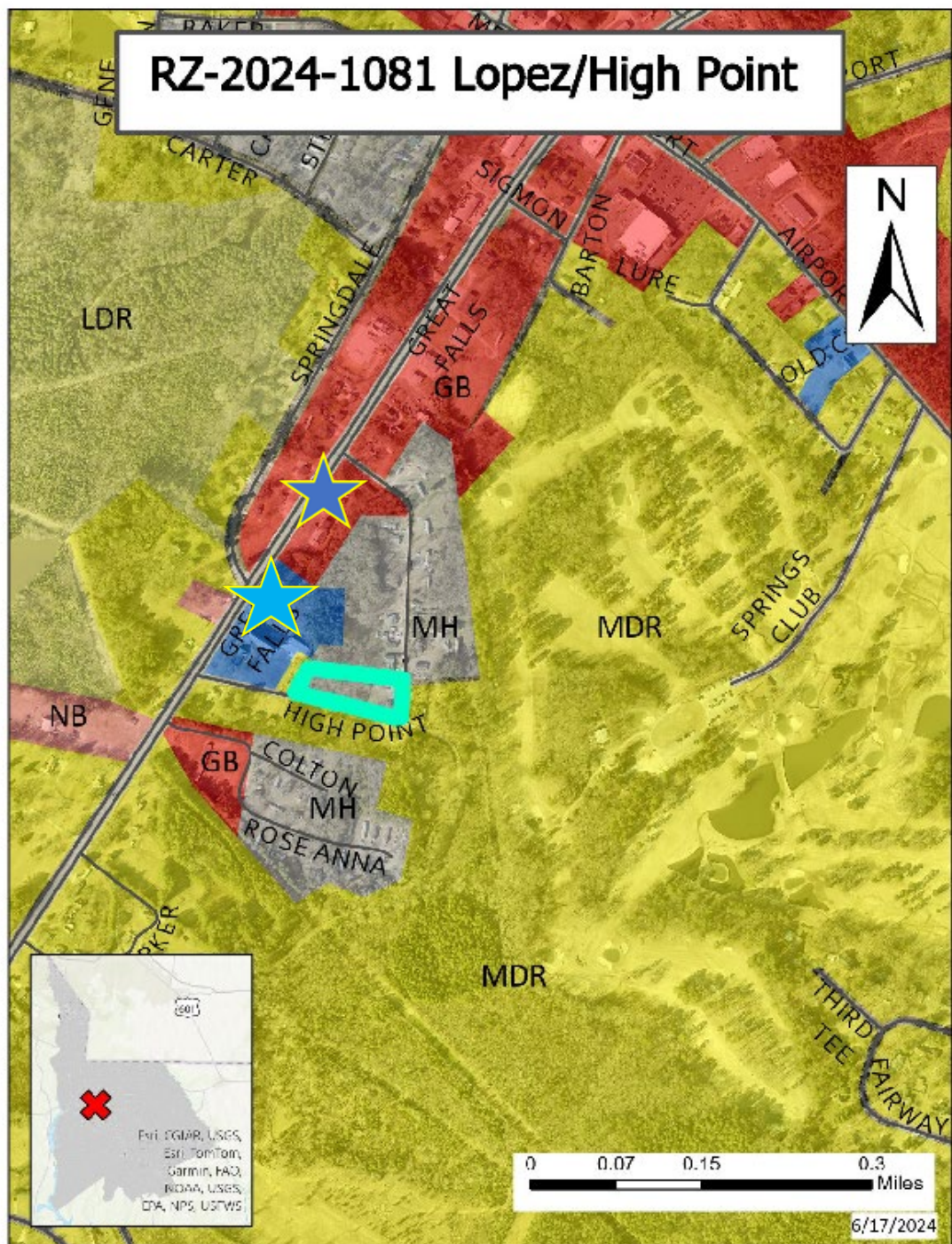
Issue for Consideration:

Points to Consider:

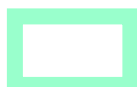
Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Location Map	7/5/2024	Exhibit
Staff Report	7/9/2024	Exhibit
Application	7/5/2024	Exhibit
Recorded Plat 2023/469	7/9/2024	Exhibit
Deed 1688/44	7/5/2024	Exhibit
Proposed Plat	7/5/2024	Exhibit
Table of Uses	7/9/2024	Exhibit
School Data 2022-2023	7/9/2024	Exhibit



Proposal:
Rezoning MH to MDR

 Subject Property



Highpoint Freewill Baptist Church



Frog's Bar & Grill

PROPOSAL: Request to rezone 1.53 acres of property

PROPERTY LOCATION: 1890 High Point Circle (Parcel 0086F-0B-001.00)

CURRENT ZONING DISTRICT: Mobile Home (MH)

PROPOSED ZONING DISTRICT: Medium Density Residential (MDR)

APPLICANT: Saul Lopez Jr

COUNCIL DISTRICT: District 2, Charlene McGriff

STATUTORY NOTICES: Hearing notice published 6/29/2024 in The Lancaster News
 Signs posted 6/27/2024
 Mailed notices 6/21/2024 – Location change 6/27/2024
 Posted agenda in lobby 7/9/2024

OVERVIEW:

Proposal

The applicant has requested to rezone a 1.53-acre parcel from Mobile Home (MH) to Medium Density Residential (MDR). The intent is to divide the parcel into five total parcels, then build new homes on the 4 new vacant lots. This would be categorized as part of the minor subdivision process since 5 lots or fewer are being created.

Site Information

The property is located at the southernmost corner of High Point Circle behind the High Point Free Will Baptist Church, where it turns back toward Great Falls Highway. The property has an existing residence at the corner of the property along High Point Circle.

The property is currently zoned MH (Mobile Home) even though there is no mobile home on the property. The residential address is 1890 High Point Circle.

Summary of Adjacent Zoning and Uses

The properties are surrounded predominantly by MDR and MH zoned properties. There are MDR parcels located to the west, south and east, and MH properties to the north.

Adjacent Property	Jurisdiction	Zoning District	Use
North	Lancaster County	MH	Residential – single structure on property
South	Lancaster County	MDR	Residential -multiple structures on property
East	Lancaster County	MH, MDR	Residential - house on property
West	Lancaster County	MDR, INS	Residential – multiple structures on property, church

ANALYSIS & FINDINGS:

Zoning Districts

As previously noted, the subject property is currently in the MH District. As described to UDO Chapter 2.3: “*The **Manufactured Home District** accommodates manufactured homes in a variety of settings, including manufactured home parks, manufactured home subdivisions, and a single-lot mobile home district*”

Requested MDR

UDO Chapter 2.3 says of the MDR District: “*The **Medium Density Residential District** is established to maintain previously developed or approved single-family residential subdivisions and their related recreational, religious, and educational facilities at a density of 2.5 dwelling units per acre. Intended to act as a transitional zoning district between rural and urban development, these regulations are further intended to discourage any use which would be detrimental to the predominately residential nature of the areas included within the district.*”

RELATIONSHIP TO PUBLIC PLANS

The Future Land Use Category of the subject properties is **Neighborhood**. The newly adopted Comprehensive Plan states that “the Neighborhood future land use category is applied to both existing and in-progress residential development. In rural areas, this category is only applied to major subdivisions. Neighborhoods are not likely to change in the future and the intent of this category is to preserve the character and direct incompatible uses away from formal residential neighborhoods.”

The requested MDR District is in line with the Future Land Use Category of “**Neighborhood**” and the overall *Lancaster 2040 Comprehensive Plan*.

INFRASTRUCTURE CONSIDERATIONS

Transportation

The closest traffic count stations for the subject site include one on Great Falls Highway and one on Airport Road. The Great Falls Highway station is approximately 2,700ft. from the subject site and the Airport Road site is approximately 1.05 miles. Both stations have at least three years of traffic counts and the average daily trips (ADT) number information has been pulled directly from the SC DOT Traffic Data Public Mode Map. The data shows that traffic counts are increasing after a year of decrease in 2022.

Station Id: 29-0167 Description: S 200: S- 187 (BETHEL RD) TO SC 914 (MEMORIAL PARK RD), S- 25			
	2023	2022	2021
AADT	6400	6000	6300
Truck %	8%	6%	6%

Station Id: 29-0277 Description: S-25: SC 200 (GREAT FALLS HWY) TO S- 19 (LYNWOOD DR)			
	2023	2022	2021
AADT	9900	9000	9800
Truck %	3%	3%	3%

Access

The subject property has frontage and access from High Point Circle.

Public Utilities

This parcel already has an existing residence. Water and Sewer are available on this parcel.

Public Schools

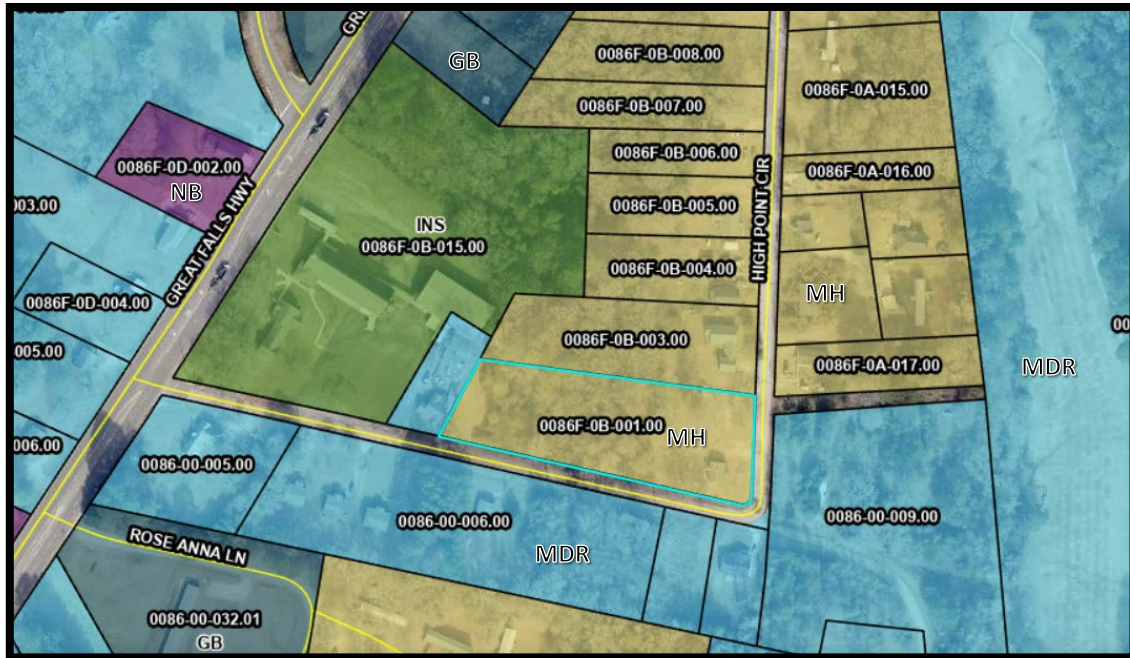
Elementary: Brooklyn Elementary
Middle: South Middle
High: Lancaster High

Converting the subject property from MH to MDR should not negatively impact the school crowding issues in this area.

Public Safety

Fire District: Gooches 831
Fire Station Location: Gooches FD 1594 Grace Avenue Lancaster, SC 29720
Closest EMS Station: Lancaster County EMS, Station 2, 1101 Crestfield Dr

PHOTOS OF PROJECT AREA:



Facing the subject parcel at the corner of High Point Circle



Facing the existing residence off High Point Circle



Facing the existing residence off High Point Circle

ALIGNMENT WITH THE COMPREHENSIVE PLAN

- *The rezoning does align with Goal GL 1.4 listed in the comprehensive plan; “Encourage renovations/redevelopment of existing housing and neighborhoods, where infrastructure already exists and housing stock needs to be improved or made code compliant.”*
- *It also aligns with the zoning of the surrounding areas and the future land use map.*

STAFF RECOMMENDATION:

Staff: Staff recommends the approval of this rezoning request.

ATTACHMENTS:

1. Location Map/ Zoning Map
2. Rezoning Application
3. Recorded Plat
4. Recorded Deed
5. Proposed Plat
6. Permitted Uses Chart
7. School Data Chart

STAFF CONTACT:

Matthew Blaszyk, Planner
mblaszyk@lancastrcountysc.gov
803-416-9380



Planning Department

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

ZONING MAP AMENDMENT APPLICATION

SUBMITTAL REQUIREMENTS

- Completed Application
- Signatures of Applicant and Property Owner
- Deed and survey plat or boundary survey
- Fees associated with review

GENERAL INFORMATION


Property Address 1890 High point Circle
City Lancaster State SC Zip 29720 Tax Parcel ID 0086F-08-001.00
Current Zoning MH Current Use residential home - stick built
Proposed Zoning ~~MH~~ MOR Total Acres 1.53
Project Description Build four new single dwelling residential homes. Will be stick built. Possibly two of them will be two-story.

Surrounding Property Description Across the street, there is a new home. All other homes are mobile homes.

CONTACT INFORMATION

Applicant Name Saul Lopez Jr
Address 3223 Shelby Drive
City Monroe State NC Zip 28110 Phone ~~704~~ 980-328-6471
Fax _____ Email Saul.jr16@yahoo.com
Property Owner Name Saul Lopez Jr
Address 3223 Shelby Drive
City Monroe State NC Zip 28110 Phone 980-328-6471
Fax _____ Email Saul.jr16@yahoo.com

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

 Saul Lopez Jr
Applicant

05/26/2024
Date

 Saul Lopez Jr
Property Owner(s)

05/26/2024
Date

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

LANCASTER COUNTY OFFICE USE ONLY

Application Number _____ Date Received _____ Receipt Number _____

Amount Paid _____ Check Number _____ Cash Amount _____

Received By _____ Planning Commission Meeting Date _____

SCHEDULE/PROCESS 1. Submit Application

- The deadline for this application is at least 45 days prior to the Planning Commission meeting, held every third Tuesday of the month.
- Once an application is submitted, it is placed on the Planning Commission agenda for the following month.
- An application withdrawal should be made in writing and received prior to public notice in order to receive a refund.
- Rezoning Application Fee – single parcel \$435.00
- Rezoning Application Fee – multi parcel \$610.00

2. Planning Commission

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

3. County Council

- Approves, denies, or submits application to the Planning Commission for further study.
- Action requires three readings for approval.
- Subsequent to final County Council action on rezoning, notice of action will be provided to the applicant, owner, and adjacent property owners.
- If applicant would like to request a special presentation, please notify the County Clerk @ (803) 416-9307 before 5:00pm on the first Monday of the month to make arrangements.

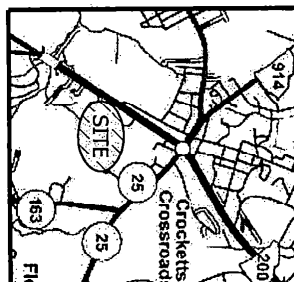
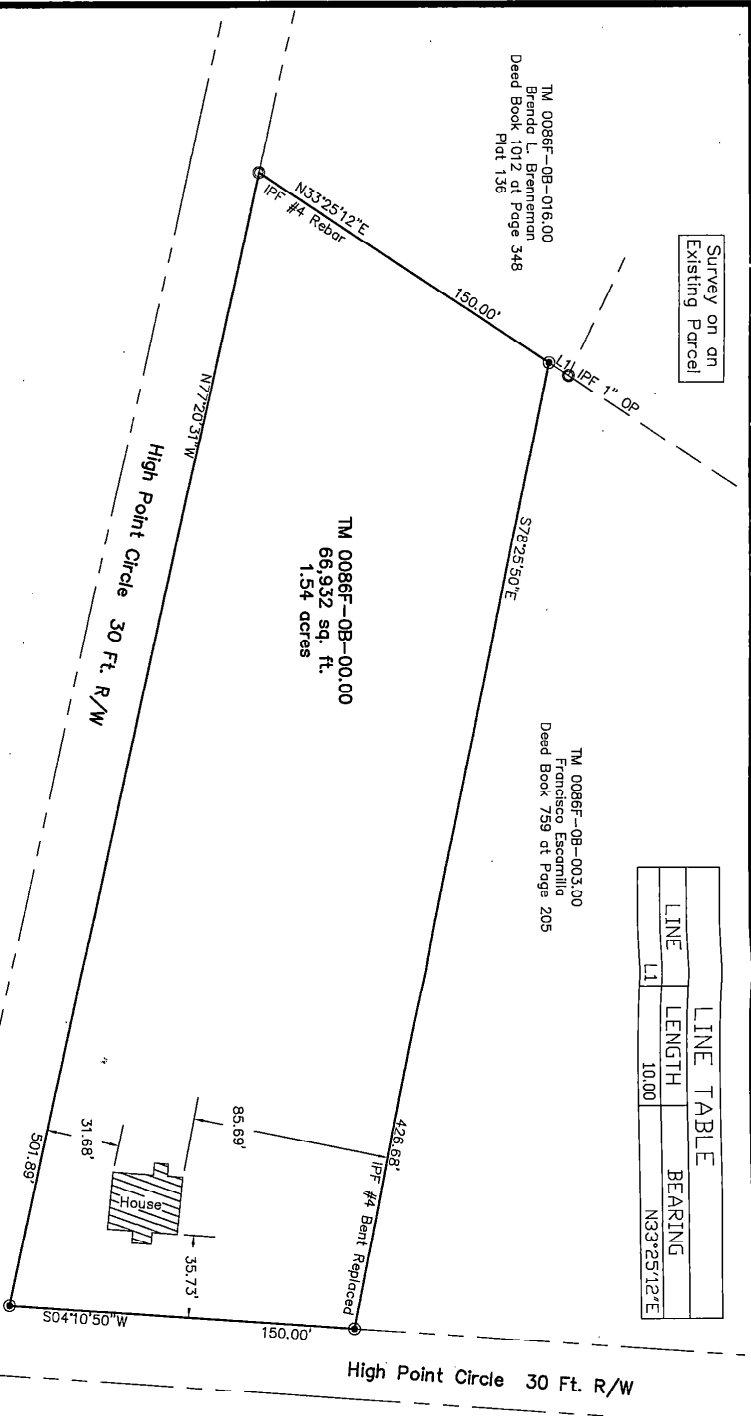
Survey on an
Existing Parcel

LINE TABLE		
LINE	LENGTH	BEARING
11	10.00	N33°25'12"E

TM 0086F-OB-016.00
Brenda L. Breneman
Deed Book 1012 at Page 348
Plot 136

TM 0086F-OB-003.20
Francisco Escamille
Deed Book 759 at Page 205

TM 0086F-OB-00.00
66,932 sq. ft.
1.54 acres



1890 High Point Circle
Lancaster

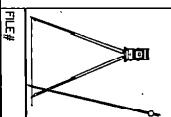
PLAT

Lancaster County
South Carolina

OF 1.54 acres located West of the Town of Lancaster, Lancaster County, South Carolina being that property described in Deed Book 1423 at Page 210 and designated as Lots 125-130 on a plat recorded in Plot Book 2 at Page 15. Designated as Tax Parcel 0086F-OB-00.00. Surveyed For:

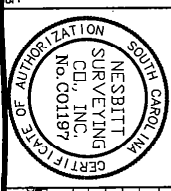
SAUL LOPEZ, JR.

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN. ALSO, THERE ARE NO ENCUMBRANCES, PROJECTIONS OR SETBACKS AFFECTING THE PROPERTY OTHER THAN THOSE SHOWN. THIS SURVEY IS BASED ON THE ASSUMPTION THAT THE DEED BOOK 1423 AT PAGE 210 IS CORRECT. I HAVE OBTAINED A PROFESSIONAL LIABILITY INSURANCE ADMINISTRATION FLOOD HAZARD MAP 45070202450, EFFECTIVE June 15, 2011 AND FOUND THE SUBJECT PROPERTY NOT TO BE IN A FLOOD ZONE. UNLESS NOTED HEREON THIS MAP DOES NOT ADDRESS ENVIRONMENTAL CONCERNS OR SUBSURFACE INVESTIGATION.



NESBITT SURVEYING CO., INC.
4340 ALLIGATOR ROAD
U.S. HIGHWAY 76 & ALLIGATOR ROAD
TIMMONSVILLE, S.C. 29161
PHONE: (843) 346-3302
FAX: (843)-346-8802
email: davidn@nesbittsurveying.com

DAVID A. NESBITT, RLS NO. 7823



2023014940
PLAT ANY SIZE
RECORDING FEES: \$25.00
PRESENTED & RECORDED:
11-30-2023 01:13:28 PM
BRITTANY GRANT
REGISTERED PROFESSIONAL
LAND SURVEYOR
LANCASTER COUNTY, SC
LICENSE NO. 12345
PG: 469

DATE: July 13, 2023
JOB NO: 23745
FLO BK:
PAGE:
REF. JOB#: TM 0086F-OB-00.00
TAX MAP #: 0086F-OB-00.00
SCALE 1" = 50 FT
GRAPHIC SCALE



LANCASTER COUNTY ASSESSOR RECORDED THIS 19th DAY
Tax Map: OF JULY, 2023
0086F 0B 001 00 IN BOOK 00 PAGE 00

LANCASTER COUNTY, SC
2023008920 DEED
RECORDING FEES \$15.00
STATE TAX \$91.00
COUNTY TAX \$38.50
PRESENTED & RECORDED
07-19-2023 10:42:11 AM
BRITTANY GRANT
REGISTER OF DEEDS
LANCASTER, COUNTY SC
By: CANDICE PHILLIPS
BK:DEED 1688 PG:44-45

STATE OF SOUTH CAROLINA Auditor, Lancaster County, SC
COUNTY OF LANCASTER

TITLE TO REAL ESTATE

KNOW ALL MEN BY THESE PRESENTS, THAT **GEG Properties, LLC (a North Carolina Limited Liability)** (hereinafter called "Grantors") in the State aforesaid, for and in consideration of the sum of THIRTY FIVE THOUSAND AND 00/100 (\$35,000.00) Dollars, to him paid by **Saul Lopez, Jr.** (hereinafter called "Grantee/s") in the State aforesaid (the receipt whereof is hereby acknowledged), have granted, bargained, sold and released, and by these Presents (do(es) grant, bargain, sell and release, unto the said:

Saul Lopez, Jr., his/their Heirs and/or Assigns Forever:

All those certain lots or parcels of land, with buildings and improvements thereon, lying, being and situate about three (3) miles west of Lancaster, South Carolina, in Cane Creek Township, Lancaster County, South Carolina, and designated as Lots 125, 126, and 127 on property of C. B. Culp, made by M. V. Secrest, Surveyor, May 5, 1940, and recorded in the Office of the Clerk of Court in Plat Book 2 at page 15. Said lots having a frontage of 25 feet each on Culp Street and a depth of 525, 512, and 493 feet, respectively, and being bounded on the north and west by lands of Cad L. Culp, east by Culp Street extended, south by the said Culp Street which leads out to State Highway No. 92 which said street separates said lots from other lots belonging to R.L. Anderson.

ALSO: All those certain lots or parcels of land, with buildings and improvements thereon, lying, being and situate about three (3) miles west of Lancaster, South Carolina, in Cane Creek Township, Lancaster County, South Carolina, and designated as Lots 128, 129, and 130 on property of C. B. Culp, made by M. V. Secrest, Surveyor, May 5, 1940, and recorded in the Office of the Clerk of Court in Plat Book 2 at Page 15. Said lots having a frontage of 25 feet each on Culp Street and being bounded on the north and west by lands now or formerly of Carl L Culp, east by Culp Street extended and south by property of Fed Byrd.

Being the property conveyed to GEG Properties, LLC by Deed recorded April 6, 2021 in Deed Book 1423 Page 210 in the Register of Deeds Office for Lancaster, SC.

TMS# 0086F-0B-001.00

Grantee's Address: 3223 Shelby Dr, Monroe, NC 28110

This conveyance is made subject to all existing easements, restrictions, rights of way and/or encroachments.

TOGETHER will all and singular the Rights, Members, Hereditaments and Appurtenances to the said Premises belonging, or in anywise incident or appertaining.

TO HAVE AND TO HOLD, all and singular the said premises before mentioned unto the said **GRANTEE/S**, Their Heirs and/or Assigns forever.

AND the said **GRANTOR/S** do hereby bind themselves and their heirs and/or assigns to warrant and forever defend all and singular the said premises unto the said **GRANTEE/S**, Their Heirs and/or Assigns, against Themselves and Their Heirs and/or Assigns and against every person whomsoever lawfully claiming or to claim the same, or any part thereof.

WITNESS our Hand(s) and Seal(s) this 19th day of July in the year of our Lord 2023.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

GEG Properties, LLC
(a North Carolina Limited Liability Company)

Witness #1

BY:

Witness #2

IT'S:

STATE OF SOUTH CAROLINA)

COUNTY OF LANCASTER)

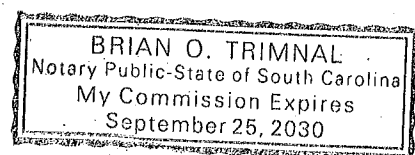
ACKNOWLEDGEMENT

I, Brian Trimnal, Notary Public for the State of SC,

do hereby certify that **GRANTOR/S** personally appeared before me this day and acknowledged the due execution of the foregoing deed.

Sworn before me this 19th day of July, 2023

Notary Public for the State of SC
My Commission Expires: 9/25/2030

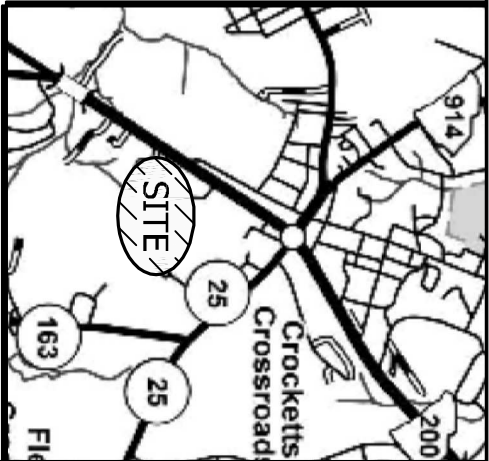
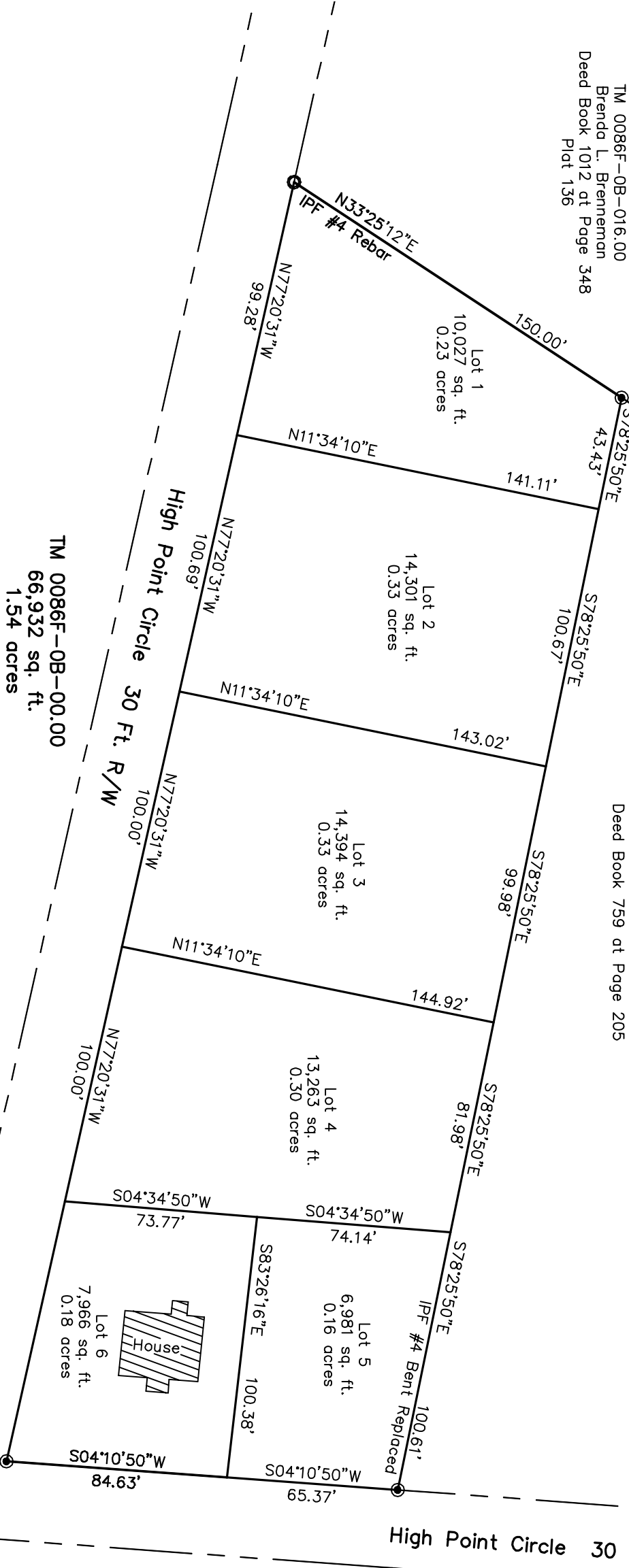


Survey on an
Existing Parcel

LINE TABLE		
LINE	LENGTH	BEARING
L1	10.00	N33°25'12"E

TM 0086F-OB-016.00
Brenda L. Brennemman
Deed Book 1012 at Page 348
Plat 136

TM 0086F-OB-003.00
Francisco Escamilla
Deed Book 759 at Page 205



LOCATION MAP

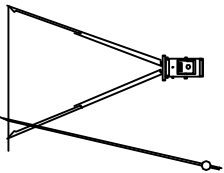
© IPS #4 Rebar



1890 High Point Circle **PROPOSED DIVISION** Lancaster County
Lancaster South Carolina

Of a proposed 6 lot division located West of the Town of Lancaster,
Lancaster County, South Carolina being that property described in Deed
Book 1423 at Page 210 and designated as Lots 125-130 on a plat
recorded in Plat Book 2 at Page 15. Designated as Tax Parcel
0086F-OB-00.00. Surveyed For: **SAUL LOPEZ, Jr.**

I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN
ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN
SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN. ALSO
THERE ARE NO ENCROACHMENTS, PROJECTIONS, OR SETBACKS AFFECTING THE PROPERTY OTHER THAN THOSE SHOWN.
THIS PARCEL DOES NOT LIE WITHIN A DESIGNATED FLOOD PRONE AREA. ALSO I HAVE CONSULTED THE FEDERAL INSURANCE
ADMINISTRATION FLOOD HAZARD MAP 45057C0245D, EFFECTIVE June 16, 2011 AND FOUND THE SUBJECT
PROPERTY NOT TO BE IN A FLOOD ZONE. UNLESS NOTED HEREON THIS MAP DOES NOT ADDRESS ENVIRONMENTAL
CONCERNS OR SUBSURFACE INVESTIGATION.



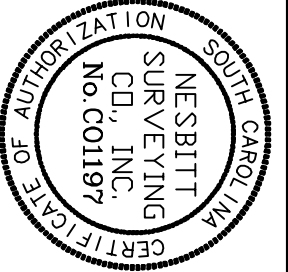
FILE #

NESBITT SURVEYING CO., INC.

4340 ALLIGATOR ROAD
U.S. HIGHWAY 76 & ALLIGATOR ROAD
TIMMONSVILLE, S.C. 29161
PHONE (843) 346-3302
FAX (843)-346-5802

email davidn@nesbittsurveying.com

DAVID A. NESBITT RLS NO 7623



DATE: July 13, 2023
JOB NO: 23745
FLD BK:

PAGE:
REF JOB#:
TAX MAP #: 0086F-OB-00.00

SCALE 1" = 50 FT



GRAPHIC SCALE

2.5 USES PERMITTED

2.5.1 USE CATEGORIES

All uses permitted in this ordinance have been divided into 10 general categories and are generally defined as follows:

- A. **Residential:** Premises available for long-term human habitation by means of ownership and rental, but excluding short-term leasing or rental of less than a month's duration.
- B. **Lodging:** Premises available for short-term human habitation, including daily and weekly rental. These are measured in terms of lodging units: a lodging unit is a furnished room of a minimum 200 square feet that includes sanitary facilities and may include limited kitchen facilities.
- C. **Office/Service:** Premises available for the transaction of general business and the provision of services, but excluding retail sales and manufacturing, except as a minority component (less than 50% of the gross square footage).
- D. **Commercial/Entertainment:** Premises available for the commercial sale of merchandise, prepared foods, and food and drink consumption, but excluding manufacturing.
- E. **Civic:** Premises available for organizations dedicated to religion, government, arts and culture, recreation and sports, and other similar areas of public assembly.
- F. **Educational/Institutional:** Uses and premises dedicated to education, social service, health care, and other similar functions.
- G. **Automotive:** Uses and premises accessed predominately by or dedicated to the sale, maintenance, servicing and/or storage of automobiles or similar vehicles.
- H. **Manufacturing/Wholesale/Storage:** Premises available for the creation, assemblage, storage, and repair of items including their wholesale or retail sale.
- I. **Agriculture:** Premises for growing crops, raising animals, harvesting timber, and harvesting fish and other animals from a farm, ranch, or their natural habitat and all related functions.
- J. **Infrastructure:** Uses and structures dedicated to transportation, communication, and utilities.

2.5.2 INTERPRETATION OF USE MATRICES

- A. **Permitted/ Prohibited Uses:** Uses not listed as Permitted (P); Permitted with Review (PR); Permitted with Conditional Use (CU); or requiring a Special Exception (SE) are Prohibited (-) from the applicable zoning district and PR, CU, and SE are defined in Section 5.1.1.
- B. **Uses Not Listed:** In the event that a particular use is not listed in the Use Matrix, and such use is not listed as a prohibited use and is not otherwise prohibited by law, the Administrator shall determine whether a materially similar use exists in this chapter. Should the Administrator determine that a materially similar use does exist, the regulations governing that use shall apply to the particular use not listed and the Administrator's decision shall be recorded in writing. Should the Administrator determine that a materially similar use does not exist, this chapter may be amended to establish a specific listing for the use in question through the text amendment process established in Chapter 9 and the use definition added in Chapter 10.
- C. **Materially Similar Uses:** The Administrator may determine that a use is materially similar if a permitted use is similarly classified by one or more of the following use classification systems:
 - 1. American Planning Association Land-Based Classification Standards (LBSCS)
 - 2. North American Industrial Classification System (NAICS)
 - 3. Institute of Transportation Engineers (ITS) Trip Generation Guide

Section 2.5.3 Use Table (For detailed Use Definitions see Chapter 10.)

USE TYPES	RURAL				TRANSITIONAL				SPECIAL				NEIGHBORHOOD									
	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
A. RESIDENTIAL																						
Dwelling - Single Family	P	P	P	-	P	P	P	P	P	-	-	-	-	-	-	-	P	-	P	P	-	-
Dwelling - Two Family	-	-	-	-	-	-	PR	PR	PR	-	-	-	-	-	-	-	-	PR	-	-	-	5.2.1
Dwelling - Three Family, Four Family	-	-	-	-	-	-	-	PR	PR	-	-	-	-	-	-	-	-	-	-	-	-	5.2.3
Dwelling - Townhome	-	-	-	-	-	-	-	PR	PR	-	-	-	-	-	-	-	P	P	P	P	P	-
Dwelling - Multifamily	-	-	-	-	-	-	-	-	-	-	PR	-	-	-	-	-	-	PR	PR	PR	-	5.2.2
Dwelling - Accessory	PR	PR	PR	-	-	PR	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	-	-	-	5.2.3
Halfway Homes	-	-	-	-	-	-	-	-	-	SE	-	-	-	-	-	-	-	-	-	-	-	5.2.4
Live-Work Units	-	-	-	PR	-	-	-	PR	PR	-	-	-	-	-	-	-	-	-	PR	PR	PR	5.2.5
Manufactured Housing	PR	PR	-	-	PR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.2.6
Manufactured Home Park	SE	-	-	-	SE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Residential/Family Care Home (5 or fewer residents)	P	P	P	-	P	P	P	-	-	-	-	-	-	-	-	-	-	P	P	P	P	-
Residential Care Facilities (6 or more residents)	-	-	-	PR	-	-	-	-	PR	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	5.2.7
B. LODGING																						
Bed and Breakfast Homes (up to 8 rooms)	PR	PR	PR	PR	-	PR	-	PR	PR	-	-	PR	-	-	-	-	PR	PR	-	PR	PR	5.3.1
Bed and Breakfast Inn (up to 12 rooms)	-	-	-	-	-	-	-	-	PR	-	-	PR	-	-	-	-	-	-	-	PR	PR	5.3.1
Boarding or Rooming House	-	-	-	-	-	-	-	-	-	-	-	PR	-	-	-	-	-	-	-	-	-	5.3.2
Campground	SE	SE	-	-	-	-	-	-	-	-	-	-	SE	-	-	-	-	-	-	-	-	5.3.3
Dormitory	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	-
Fraternity/Sorority House	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	-
Hotel/Motel	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	-	-	P	P	-
C. OFFICE/SERVICE																						
ATM	-	-	-	P	-	-	-	-	P	P	P	P	-	-	P	-	-	-	-	P	P	-
Banks, Credit Unions, Financial Services	-	-	-	P	-	-	-	-	P	P	P	P	-	-	P	-	-	-	-	P	P	-
Business Support Services	-	-	-	-	-	-	-	-	P	P	P	P	-	-	P	-	-	-	-	P	P	-
Crematoria	-	-	-	-	-	-	-	-	-	-	CU	-	-	CU	-	-	-	-	-	-	-	5.4.1
Dry Cleaning and Laundry Services	-	-	-	-	-	-	-	-	P	P	P	-	-	P	-	-	-	-	-	P	P	-
Funeral Homes	-	-	-	P	-	-	-	-	P	P	P	-	-	-	-	-	-	-	-	P	P	-
Home Occupation	PR	PR	PR	-	PR	PR	PR	-	-	-	-	-	-	-	-	-	PR	PR	PR	PR	PR	5.4.2
Kennels, Indoor	PR	PR	PR	PR	-	-	-	-	PR	PR	PR	PR	-	PR	-	-	-	-	-	PR	PR	5.4.3
Kennels, Outdoor	PR	PR	CU	PR	-	-	-	-	-	-	CU	CU	-	CU	-	-	-	-	-	-	-	-
Medical Clinic	-	-	-	PR	-	-	-	PR	PR	PR	PR	-	-	-	-	-	-	-	-	PR	PR	5.4.5

P -- Permitted by Right

PR -- Permitted with Review

CU -- Conditional Use Required

SE -- Special Exception Required

Lancaster County Unified Development Ordinance – Use Table

USE TYPES		RURAL				TRANSITIONAL				SPECIAL				NEIGHBORHOOD									
C. OFFICE/SERVICES (CONTINUED)		AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Personal Services		-	-	-	P	-	-	-	-	P	P	P	P	-	P	-	-	-	-	-	P	P	
Personal Services, Restricted		-	-	-	-	-	-	-	-	-	-	PR	-	-	-	-	-	-	-	-	-	-	5.4.6
Post Office		-	-	-	P	-	-	-	P	P	P	P	P	-	-	-	-	-	-	-	P	P	
Professional Services		-	-	-	P	-	-	-	P	P	P	P	P	-	P	-	-	-	-	-	P	P	
Small Equipment Repair/Rental		-	-	-	P	-	-	-	-	P	P	P	-	-	P	-	-	-	-	-	P	P	
Veterinary Clinic		-	-	-	P	-	-	-	-	P	P	P	-	-	P	-	-	-	-	-	P	P	-
D. COMMERCIAL/ENTERTAINMENT		AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Alcoholic Beverage Sales Store		-	-	-	P	-	-	-	-	-	P	P	-	-	-	-	-	-	-	-	P	-	
Amusements, Indoor		-	-	-	P	-	-	-	-	-	P	P	-	-	P	-	-	-	-	-	P	P	
Amusements, Outdoor		-	-	-	PR	-	-	-	-	-	-	CU	-	-	CU	-	-	-	-	-	-	-	5.5.1
Bar/Tavern/Brew Pub		-	-	-	CU	-	-	-	-	-	CU	PR	-	-	-	-	-	-	-	-	PR	-	5.5.2
Billiard/Pool Hall		-	-	-	CU	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	-	-	
Brewery		-	-	-	P	-	-	-	-	-	P	P	-	-	-	-	-	-	-	-	-	P	
Distillery		-	-	-	-	-	-	-	-	-	-	P	-	-	P	-	-	-	-	-	-	-	
Food Truck		-	-	-	-	-	-	-	-	-	PR	PR	PR	-	PR	PR	-	-	-	-	PR	PR	5.5.3
General Commercial		-	-	-	PR	-	-	-	-	PR-	PR	PR	-	-	-	-	-	-	-	-	PR	PR	5.5.4
Night Club		-	-	-	-	-	-	-	-	-	-	PR	-	-	-	-	-	-	-	-	-	-	
Outside Sales		-	-	-	PR	-	-	-	-	PR	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	5.5.5
Outside Sales, Sidewalk Sales		-	-	-	PR	-	-	-	-	PR	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	5.5.6
Pawnshops		-	-	-	PR	-	-	-	-	-	PR	PR	-	-	-	-	-	-	-	-	-	-	5.5.7
Racetrack		-	-	-	-	-	-	-	-	-	-	-	-	-	-	CU	-	-	-	-	-	-	5.5.8
Restaurant		-	-	-	PR	-	-	-	-	CU	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	5.5.9
Riding Stables		P	P	P	P	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	-	
Sexually Oriented Business/Adult Entertainment		-	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	-	-	-	-	-	-	5.5.10
Shooting Range, Indoor		-	-	-	PR	-	-	-	-	-	PR	PR	-	-	PR	PR	-	-	-	-	-	-	5.5.11
Shooting Range, Outdoor		SE	-	-	-	-	-	-	-	-	-	-	-	-	SE	SE	-	-	-	-	-	-	5.5.12
Theater, Indoor Movie or Live Performance		-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	-	-	P	P	
Theater, Outdoor (Amphitheater)		PR	-	-	PR	-	-	-	-	-	-	PR	PR	PR	-	-	-	-	-	-	PR	PR	5.5.13

P – Permitted by Right

PR – Permitted with Review

CU – Conditional Use Required

SE – Special Exception Required

Lancaster County Unified Development Ordinance – Use Table

USE TYPES		RURAL				TRANSITIONAL				SPECIAL				NEIGHBORHOOD								
E. CIVIC	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Cemetery	PR	PR	PR	PR	-	PR	PR	-	PR	PR	PR	PR	-	-	-	-	-	PR	-	-	PR	5.6.1
Conference/Convention Center	-	-	-	-	-	-	-	-	-	P	P	P	-	-	-	-	-	-	-	P	P	
Cultural or Community Facility	-	-	-	P	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-	P	P	
Event Venue/Banquet Hall	P	P	PR	PR	-	PR	PR	PR	PR	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	5.6.2
Places of Assembly	PR	PR	PR	PR	CU	CU	CU	PR	PR	PR	PR	PR	-	PR	-	-	-	CU	-	CU	CU	5.6.3
Private Recreation Facilities	-	-	-	PR	-	-	-	-	PR	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	5.6.4
Public Recreation Facilities	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	-	-	-	PR	PR	PR	PR	PR	5.6.5
Public Safety Station	P	P	P	P	-	-	-	P	P	P	P	P	-	P	P	-	-	-	-	P	P	
Sports Arena/Stadium (4,000 or more seats)	-	-	-	-	-	-	-	-	-	-	CU	CU	-	CU	-	-	-	-	-	-	CU	5.6.6
F. EDUCATIONAL/INSTITUTIONAL	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Child/Adult Day Care Home (5 or fewer persons)	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	-	-	-	-	PR	PR	-	PR	PR	5.7.1
Child/Adult Day Care Home (6 or more persons)	-	-	-	-	-	-	-	-	PR	PR	PR	PR	-	-	-	-	-	-	-	PR	PR	5.7.2
College/University	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-	-	P	P	
Community Support Facility	-	-	-	PR	-	-	-	-	-	PR	PR	PR	-	-	-	-	-	-	-	-	-	5.7.3
Correctional Institution	-	-	-	-	-	-	-	-	-	-	-	CU	-	SE	SE	-	-	-	-	-	-	5.7.4
Day Treatment Center	-	-	-	-	-	-	-	-	-	PR	PR	PR	-	PR	-	-	-	-	-	-	-	5.7.5
Hospital	-	-	-	-	-	-	-	-	-	-	P	P	-	P	-	-	-	-	-	-	-	
Operations, Maint., and Fleet Service Facility	-	-	-	SE	-	-	-	-	-	PR	PR	PR	-	PR	PR	-	-	-	-	-	PR	5.7.6
Schools – Elementary and Secondary	PR	PR	PR	PR	-	PR	CU	CU	CU	CU	CU	PR	-	-	-	-	CU	CU	CU	CU	CU	5.7.7
Schools – Vocational/Technical	-	-	-	P	-	-	-	-	P	P	P	P	-	P	P	-	-	-	-	P	P	
Studio – Art, dance, martial arts, music	P	-	-	P	-	-	-	P	P	P	P	P	-	P	-	-	-	-	-	P	P	
G. AUTOMOTIVE	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Drive-Thru/Drive-In Facility	-	-	-	PR	-	-	-	-	CU	PR	PR	-	-	PR	PR	-	-	-	-	PR	PR	5.8.1
Electric Vehicle Charging Stations	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	5.8.2
Heavy Equipment/Manufactured Home Rental/Sales/Repair	-	-	-	-	-	-	-	-	-	-	SE	-	-	PR	PR	-	-	-	-	-	-	5.8.3
Parking Lot/Structure – Principal Use	-	-	-	-	-	-	-	-	-	PR	PR	PR	-	PR	PR	-	-	-	-	PR	PR	5.8.4
Vehicle Rental/Leasing/Sales	-	-	-	PR	-	-	-	-	-	PR	PR	-	-	-	-	-	-	-	-	CU	CU	5.8.5
Vehicle Services – Minor Maintenance/Repair	-	-	-	P	-	-	-	-	CU	CU	PR	-	-	PR	PR	-	-	-	-	CU	CU	5.8.6
Vehicle Services – Major Repair/Body Work	-	-	-	PR	-	-	-	-	CU	CU	PR	-	-	PR	PR	-	-	-	-	-	-	5.8.7

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Lancaster County Unified Development Ordinance – Use Table

USE TYPES	RURAL						TRANSITIONAL						SPECIAL						NEIGHBORHOOD					
	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LJ	HI	M	UR	HDR	RMX	MX	IMX	REF		
H. INDUSTRY/WHOLESALE/STORAGE																								
Artist Studio/Light Manufacturing Workshops	-	-	-	P	-	-	-	-	-	P	P	-	-	P	P	-	-	-	-	P	P			
Industry, Light	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	-	-	-	-	-	-			
Industry, Heavy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	-	-	-	-	-	-			
Industry, Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PR	-	-	-	-	-	-	5.9.1		
Junkyard	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	-	-	-	-	-	-	5.9.2		
Landfill – Class Two	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	SE	-	-	-	-	-	-	5.9.3		
Landfill – Class Three	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	-	-	-	-	-	-	5.9.4		
Mining - Major In-Depth Resource Extraction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	P	-	-	-	-	-	5.9.5/6		
Mining - Minor Surface Resource Extraction	PR	PR	PR	PR	-	-	-	-	-	PR	PR	PR	-	PR	PR	P	-	-	PR	PR	PR	5.9.6/7		
Private Recycling Collection Stations	-	-	-	-	-	-	-	-	-	-	-	PR	-	PR	PR	-	-	-	-	-	-	5.9.8		
Public Recycling and Waste Collection Facilities	-	-	-	PR	-	-	-	-	-	-	-	PR	-	PR	PR	-	-	-	-	-	-	5.9.9		
Research and Development Facilities	-	-	-	-	-	-	-	-	-	P	P	-	-	P	P	-	-	-	-	-	P			
Storage – Outdoor Storage Yard	-	-	-	-	-	-	-	-	-	PR	PR	-	-	PR	PR	-	-	-	-	-	-	5.9.10		
Storage – Self Service (Mini)	-	-	-	-	-	-	-	-	-	PR	PR	-	-	PR	PR	-	-	-	-	-	-	5.9.11		
Storage – Warehouse Indoor	-	-	-	-	-	-	-	-	-	CU	PR	-	-	PR	PR	-	-	-	-	-	PR	5.9.12		
Storage – Warehouse Indoor, Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-	PR	PR	-	-	-	-	-	-	5.9.13		
Wholesaling and Distribution	-	-	-	-	-	-	-	-	-	-	PR	-	-	P	P	-	-	-	-	-	P	5.9.14		
Wholesaling and Distribution, Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-	PR	PR	-	-	-	-	-	-	5.9.15		

I- AGRICULTURE	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Agriculture and Crop Production/Harvesting	P	P	P	P	-	-	-	-	-	-	-	P	P	P	P	-	-	-	-	-	-	-
Agricultural Support Services/Nurseries	P	P	P	P	-	-	-	-	P	P	P	-	-	P	P	-	-	-	-	-	P	-
Agritourism	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Animal Production/General Farms	PR	PR	PR	PR	-	PR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.10.1
Animal Production Facilities, Non-Swine	PR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.10.2
Animal Production Facilities, Swine	SE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.10.3
Apiculture (Bee Keeping)	P	P	P	P	-	P	-	-	P	-	-	P	P	-	-	-	-	-	-	-	P	-
Backyard Pens/Coops	P	P	P	P	-	P	PR	PR	-	-	-	PR	-	-	-	-	-	-	-	-	PR	5.10.4

P – Permitted by Right

PR – Permitted with Review

CU – Conditional Use Required

SE – Special Exception Required

Lancaster County Unified Development Ordinance – Use Table

USE TYPES	RURAL					TRANSITIONAL					SPECIAL					NEIGHBORHOOD						
	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
I. AGRICULTURE (CONTINUED)																						
Commercial Stables	P	P	P	P	-	-	-	-	P	P	P	-	-	-	-	-	-	-	-	-	-	-
Ecotourism	P	P	P	P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Farmer's Markets and Roadside Stands	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR
Forestry	P	P	P	P	-	P	-	-	-	P	P	P	P	P	P	P	-	-	-	-	-	-
Gardens (Community and Private)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	-	P	P	P	P	P
Wineries	PR	PR	PR	PR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

J. INFRASTRUCTURE	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Airstrip/Airport	-	-	-	-	-	-	-	-	-	-	-	PR	-	-	PR	-	-	-	-	-	-	5.11.1
Geothermal Energy Systems	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	5.11.2
Solar Energy Systems	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	5.11.3
Solar Farms	CU	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.11.4
Utilities – Class 1	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Utilities – Class 2	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Utilities – Class 3	P	P	P	P	P	P	P	P	P	P	P	PR	-	P	P	-	-	-	-	-	-	5.11.6
Wireless Communication Facility (Concealed)	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	-	PR	PR	PR	PR	PR	PR	PR	PR	5.11.5
Wireless Communication Facility (Up to 60.00')	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	-	PR	PR	PR	PR	PR	PR	PR	PR	5.11.5
Wireless Communication Facility (60.01' to 199.99')	SE	SE	SE	SE	SE	SE	SE	SE	PR	PR	PR	PR	-	PR	PR	PR	SE	SE	SE	SE	SE	5.11.5
Wireless Communication Facility (200' and Over)	-	-	-	-	-	-	-	-	-	-	-	-	-	SE	SE	SE	-	-	-	-	-	5.11.5

K. OTHER	AR	RR	RN	RUB	MH	LDR	MDR	PB	NB	GB	RB	INS	OSP	LI	HI	M	UR	HDR	RMX	MX	IMX	REF
Temporary Uses	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	PR	5.12

P – Permitted by Right

PR – Permitted with Review

CU – Conditional Use Required

SE – Special Exception Required

(Ord. No. 2017-1468, 9.25.17; Ord. No. 2018-1492, 2.12.18; Ord. No. 2018-1494, 3.12.18; Ord. No. 2018-1519, 7.16.18; Ord. No. 2019-1607, 10.14.19; Ord No. 2019-1620, 12.9.19; Ord No. 2019-1634, 1.27.20; Ord No. 2020-1645, 2.24.20; Ord. No. 2020-1698, 12.14.20)

Lancaster County School District Membership Forecast

1. Historic Day-135 ADM supplied by SC DOE (no Pre-K). 2022-23 Day-10 Enrollment (including Pre-K) supplied by LCSD 9/8/2022.
2. Program capacities are from the Program Capacity Study, H. Dale Holden & Associates, February 2010. Portable classrooms are not included.
3. Forecast includes impacts from residential growth as described in Lancaster County development inventory through October 2022.
4. Forecast generated by Nurnerix Cohort-Feeder model. Projected RLB annual gain = 2.5%, 2021 to 2027. K-12 average annual gain = 3.1%, 2023-24 to 2032-33.

Grades	2022-23	Capacities				Historic Day-135 ADM (No Pre-K)										Forecasted Day-135 ADM			
		Pre-K	2022-23	2024-25	2023-24	Day-010	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33		

Andrew Jackson	K-5	446	446	446	446	24	380	341	338	348	541	555	540	535	531	554	562	578	591	605
	K-5	565	565	565	565	39	427	436	432	447	477	489	489	488	472	445	445	428	424	430
	6-8	628	628	628	628		477	498	498	487	463	473	449	468	455	445	445	428	424	430
	9-12	974	974	974	974		631	610	633	614	614	632	644	650	653	660	660	655	634	617
Andrew Jackson HS	SubTotal	2613	2613	2613	2613	63	1914	1945	2003	1931	1892	1994	1983	1976	1970	1969	1961	1963	1974	1985
	Buford ES	929	929	929	929	40	710	704	720	696	687	773	759	761	754	749	738	735	749	789
	Buford MS	694	694	694	694		413	431	439	437	415	374	366	345	357	380	386	352	339	344
	Buford HS	1046	1046	1046	1046		600	572	571	529	544	562	575	567	543	534	504	498	514	531
Indian Land	SubTotal	2669	2669	2669	2669	40	1722	1707	1730	1662	1646	1709	1700	1672	1654	1637	1622	1619	1644	1683
	Hartsburg ES	1269	1269	1269	1269	886	975	989	989	944	1076	1142	1172	1228	1285	1327	1352	1395	1429	1465
	Indian Land ES	1052	1052	1052	1052		1103	1036	1097	1031	1045	1030	1102	1157	1205	1242	1305	1372	1406	1477
	Van Wyck ES	1170	1170	1170	1170	15		639	708	711	724	784	861	899	935	952	981	998	1055	1108
Hartsburg ES	K-4	970	970	970	970	9		886	975	989	944	1076	1142	1172	1228	1285	1327	1352	1395	1429
	K-4	1052	1052	1052	1052		1103	1036	1097	1031	1045	1030	1102	1157	1205	1242	1305	1372	1406	1477
	K-4	1170	1170	1170	1170	15		639	708	711	724	784	861	899	935	952	981	998	1055	1108
	Indian Land ES	1174	1174	1174	1174						973	1072	1131	1261	1370	1450	1504	1596	1678	1749
Indian Land MS	5-6	1127	1127	1127	1127		994	1042	1195	1308	988	1065	1140	1202	1341	1457	1543	1600	1697	1784
	Indian Land HS	2000	2000	2000	2000		1049	1166	1310	1345	1484	1680	1870	2048	2215	2331	2484	2722	3162	3549
	SubTotal	7493	7493	7493	7493	24	4415	4769	5285	5385	6140	6630	7169	7677	8156	8601	9059	9539	9977	10428
Lancaster	Brooklyn Springs ES	618	618	618	618	20	472	443	431	385	380	400	400	399	397	399	399	401	409	430
	Clinton ES	527	527	527	527	33	418	433	401	438	409	407	401	400	409	410	427	451	474	485
	Erwin ES	564	564	564	564	32	418	398	392	401	406	411	434	446	460	475	491	505	529	542
	McDonald Green ES	528	528	528	528	20	459	420	398	347	341	338	330	329	324	310	319	325	334	350
North ES	K-5	762	762	762	762	20	701	678	660	587	542	587	593	584	577	591	617	630	648	680
	North MS	994	994	994	994		547	562	556	570	557	524	541	551	609	613	605	591	607	647
	South MS	921	921	921	921		557	592	643	629	606	538	527	524	524	543	562	560	553	571
	Lancaster HS	2569	2569	2569	2569		1286	1205	1299	1332	1344	1472	1498	1615	1599	1532	1576	1637	1655	1673
Special/Alternative	SubTotal	7483	7483	7483	7483	125	4858	4731	4839	4689	4585	4677	4724	4847	4899	4876	4944	5014	5134	5411
	Discovery School	n/a	n/a	n/a	n/a															
	SubTotal	n/a	n/a	n/a	n/a															
System Total (excluding Spec/Alt)	K-5	618	618	618	618	20	472	443	431	385	380	400	400	399	397	399	399	401	409	430
	Brooklyn Springs ES	527	527	527	527	33	418	433	401	438	409	407	401	400	409	410	427	451	474	485
	Erwin ES	564	564	564	564	32	418	398	392	401	406	411	434	446	460	475	491	505	529	542
	McDonald Green ES	528	528	528	528	20	459	420	398	347	341	338	330	329	324	310	319	325	334	350
System Total (including Spec/Alt)	K-5	618	618	618	618	20	472	443	431	385	380	400	400	399	397	399	399	401	409	430
	Brooklyn Springs ES	527	527	527	527	33	418	433	401	438	409	407	401	400	409	410	427	451	474	485
	Erwin ES	564	564	564	564	32	418	398	392	401	406	411	434	446	460	475	491	505	529	542
	McDonald Green ES	528	528	528	528	20	459	420	398	347	341	338	330	329	324	310	319	325	334	350
Forecast generated by Nurnerix LLC																				

2022-23 LCSD Membership Forecast by Area, 100%

Agenda Item Summary

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

Contact Person / Sponsor: A. Hardin

Department: Planning

Date Requested to be on Agenda: 7/16/2024

Issue for Consideration:

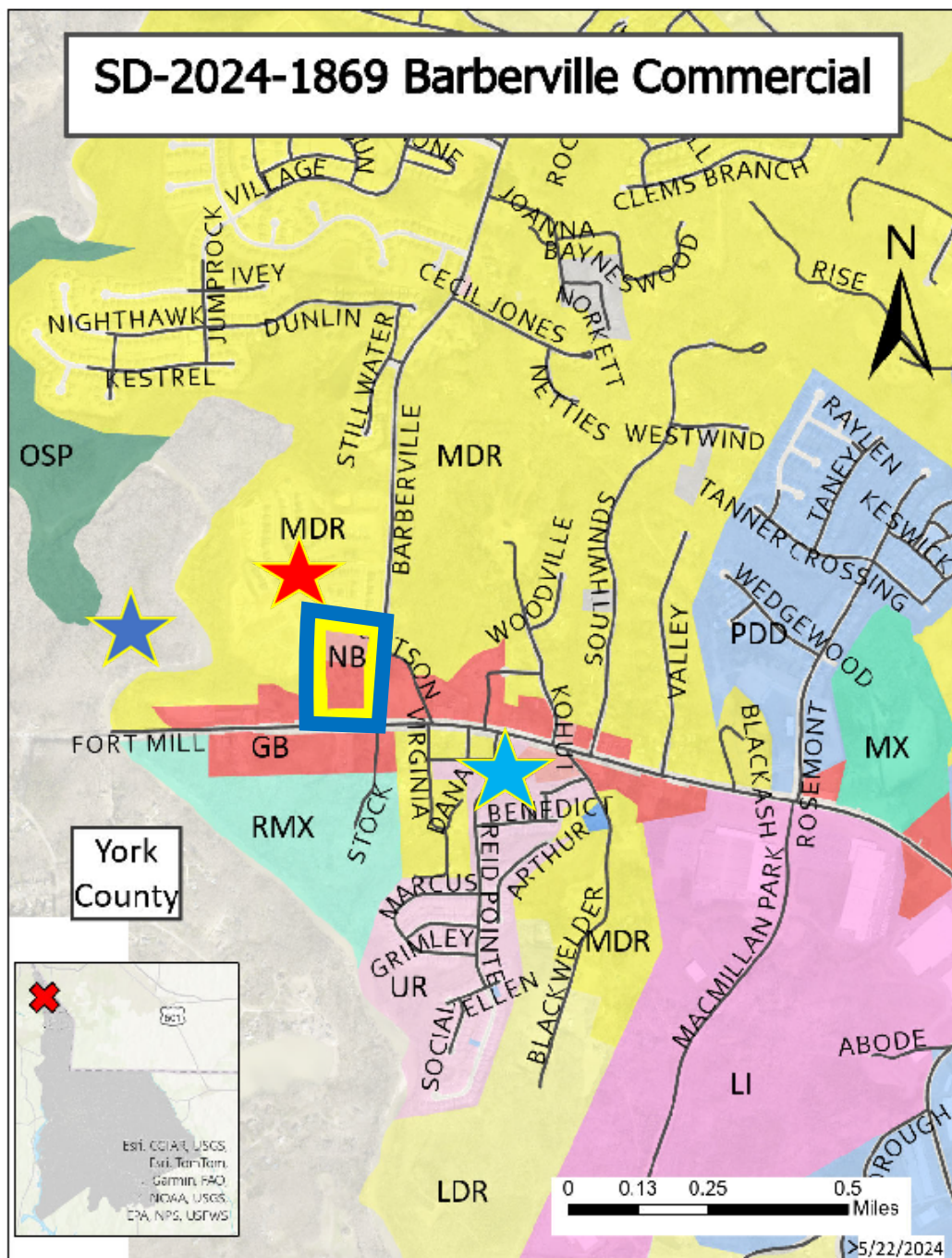
Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Location Map	7/5/2024	Exhibit
Staff Report	7/9/2024	Planning Staff Report
Revised Plat with LCWSD plan 6/17/2024	7/9/2024	Exhibit
Application	7/5/2024	Exhibit
Deed 1529-36	7/5/2024	Exhibit
Deed 1715-201	7/5/2024	Exhibit
Redlined TIA Review	7/9/2024	Exhibit

SD-2024-1869 Barberville Commercial



Proposal:
Preliminary Plat (Commercial)

Lancaster
County
South Carolina



Reid Point Development



Barber Rock Development



York County



Subject Property

PROPOSAL: Major Subdivision Preliminary Plat for 8 commercial parcels on 12.09 acres. **(Re-application of project from June 18, 2024 PC meeting, which ended with denial. New staff comments have been received and are incorporated into this report, underlined to provide clarity.)**

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

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

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

COUNTY COUNCIL DISTRICT: District 4, Jose Luis

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

OVERVIEW & BACKGROUND:

Site Information & Existing Condition

The TM Number 0006-00-057.00 has the existing nonconforming residential structures 9829 and 3931 Barberville Road on the parcel. Demolition permits would need to be filed prior to construction on the site. TM Number 0006-00-058.00 is vacant. Applicant had originally intended to use the minor subdivision process to develop the sites in two parts, but upon review it was determined by staff that the joint project introduced elements that required the Preliminary Plat process with review by Planning Commission. In particular, the site plans required a shared driveway due to SCDOT comments and plans included sharing drainage across property lines. This will be explained further in the staff report.

Current development interests are primarily focused on the tract that is zoned NB and farthest from Fort Mill Hwy/160, but due to technical issues, both tracts are before the Planning Commission at the same time. This will also be explained in the staff report.

Summary of Surrounding Zoning and Uses

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

PHOTOS OF PROJECT AREA:



Aerial view of parcels involved in request (outlined in yellow)



View of Parcel off Barberville Road



View of Parcel off Fort Mill Highway and Barberville Road Intersection

Zoning

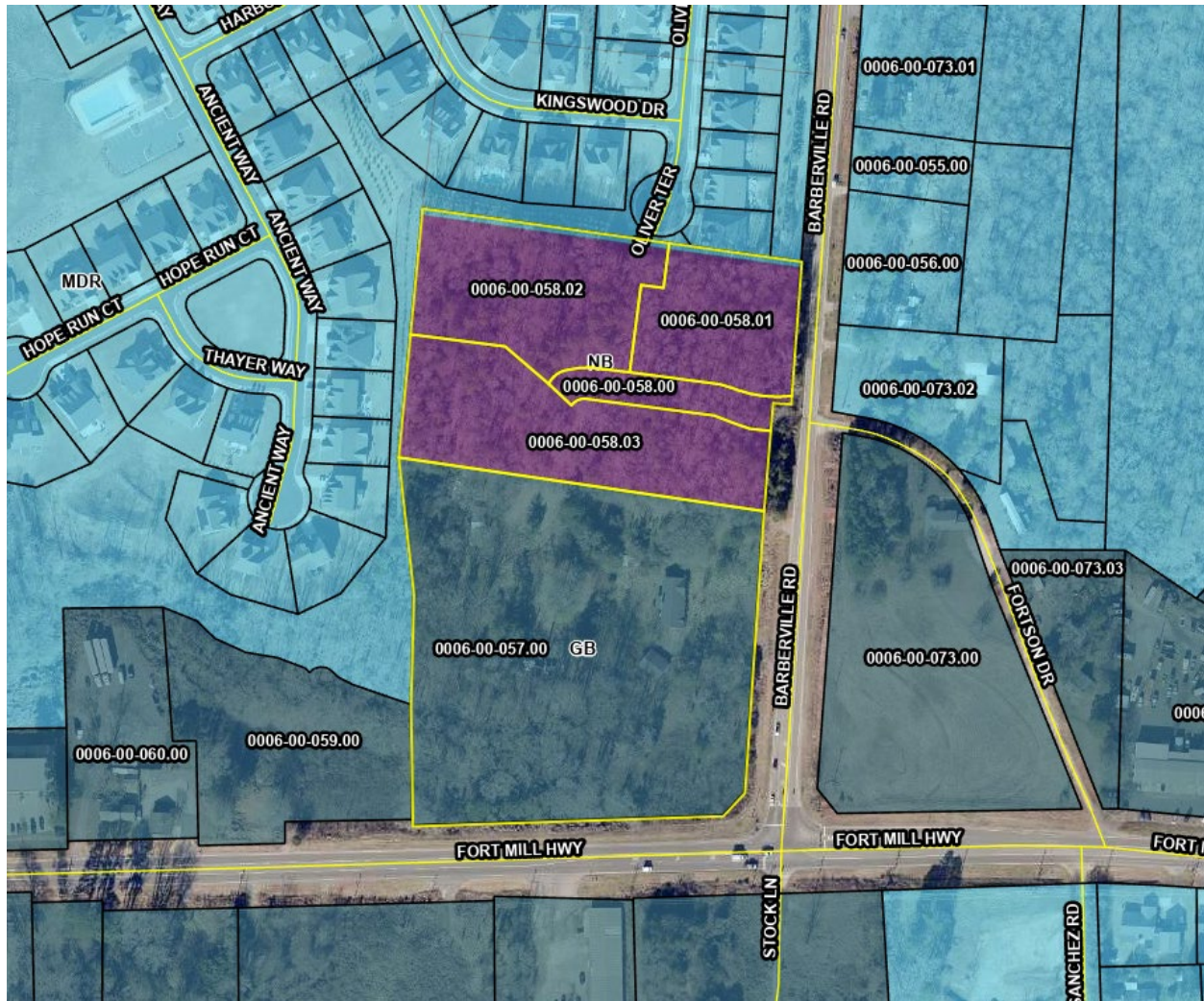
The proposed development is zoned GB (0006-00-058.00) and NB (0006-00-057.00)

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

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

Going forward from this point in the report, the property identified as 0006-00-058.00 will be referred to as the NB tract, and the property identified as 0006-00-057.00 will be referred to as the GB tract.

ZONING MAP OF SUBJECT PROPERTY:



DEVELOPMENT SUMMARY:

Development Summary	
Site Acreage	12.09 acres together (NB tract, 5.38 acres; GB tract, 6.71 acres)
Proposed Lots	8 plus a jointly maintained common area
Project Overview	This is a commercial development. Clients include a day care and private school.
Open Space	Located behind the cell tower between parcels 4 and 5.
Access Driveway	Will be privately and jointly maintained.

Traffic Impact Analysis (TIA)

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

The TIA was denied by the County's third-party traffic engineer Infrastructure Consulting & Engineering (ICE). The ICE technical report, TIA checklist, and Redlined TIA have been attached to this staff report. The applicants have provided additional information to staff in order to allow the TIA to move forward in the review.

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

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

- SCDOT has confirmed that a full left turn lane is required as a part of this development and it shall be constructed in accordance with the plans approved as a part of the encroachment permit.
- The proposed development should not add significant amounts of traffic to the area. No additional improvements to the area roadways are recommended as part of this development.

UPDATES SINCE LAST REVIEW**Impact of SCDOT review on design and subdivision process**

At the inception of this project, the two property owners were intending to subdivide separately as minor subdivisions. Each property planned to provide one access to adjacent connector/arterials. Tract NB would receive access from Barberville Rd and Tract GB would receive access to Fort Mill Hwy/160.

SCDOT reviewed the original proposals and determined that the original proposed access points were not compliant with DOT separation requirements for driveways near intersections. The GB tract was denied an access point to Fort Mill Hwy/160 outright and the applicants were encouraged to work together to create a shared road that would provide access through the NB tract at Barberville Rd.

Working together to create the access road solved the access issue but pushed the project into major subdivision review status. This extended the development calendar and put stress on the project's viability. Staff met with the applicants via the TRC process, provided input on how to relieve some of the stress, and went forward to review the major subdivision.

Since the initial review, a minor subdivision for two lots and the entry access off Barberville Rd have been approved under the minor amendment process. The remaining lots, including the stormwater site and remainder of the access road, are presented under the major subdivision process.

Impact of stormwater review on subdivision process

Also at the inception of this project was an interest in shared stormwater controls and fill dirt. The NB tract needed fill dirt for the site and to accommodate stormwater requirements; the GB tract had a low point and dirt to donate. Stormwater regulations require that dirt may not be moved from one site to

another without additional permitting unless the dirt is moved within the boundaries of a unified project. With both tracts being owned by different owners and zoned differently, the simple solution (drag dirt from one place to another) was hindered by regulatory requirements.

Alternatives included proposing amendments to the UDO or developing the site under major subdivision guidance. It was determined that completing the major subdivision review process would address the site-specific issues in a timelier manner and with fewer delays to the development plans.

The following comments have been addressed since the last review:

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

- The Planning Commission may take into consideration the unique restrictions from the DOT that created the need for a shared private road and approve the plat.

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

- The connectivity index is 1.5.

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

- Applicant is addressing this, and an amended site plan is expected prior to Planning Commission review. Staff outlined the areas where buffers are required along Barber Rock open space.

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

- Applicant is addressing this, and an amended site plan is expected prior to Planning Commission review. The buffers for the NB tract are shown on the plan.

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

a. Sidewalks and Connectivity: i. At a minimum, sidewalks shall comply with the construction requirements set forth in Appendix C of the UDO; ii. iii. iv. v. Sidewalks shall be located to allow pedestrians to safely move from their vehicles to the building; Sidewalks shall connect to existing pedestrian circulation of adjacent parcels where not restricted by topography or other existing site features; When adjacent to a residential use district, sidewalks shall be provided to allow pedestrian access to and from a commercial retail development; Sidewalks shall be required on both sides of public or private streets within a commercial retail development. (UDO 4.3.2.F.5)

- Applicant is addressing this, and an amended site plan is expected prior to Planning Commission review. The applicant was advised to provide a pedestrian connection to Barber Rock subdivision.

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

-
- Sufficient interconnectivity is provided by Melanie Lane.

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

- Applicant is addressing this, and an amended site plan is expected prior to Planning Commission review. Staff advised the applicant to provide a street lighting plan.

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

- Applicant is addressing this, and an amended site plan is expected prior to Planning Commission review. Adequate space exists for this to be accommodated.

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

- Applicant is addressing this, and an amended site plan is expected prior to Planning Commission review. LCWSD have provided a letter that indicates water and sewer are available to the site; the next step is determining hydrant placement so that all proposed lots have appropriate access to a hydrant. There are two buildings currently proposed for the development; the rest of the lots will be sold to individual developers who will be responsible for siting the buildings to meet the 500 ft separation requirements.

STAFF RECOMMENDATION:

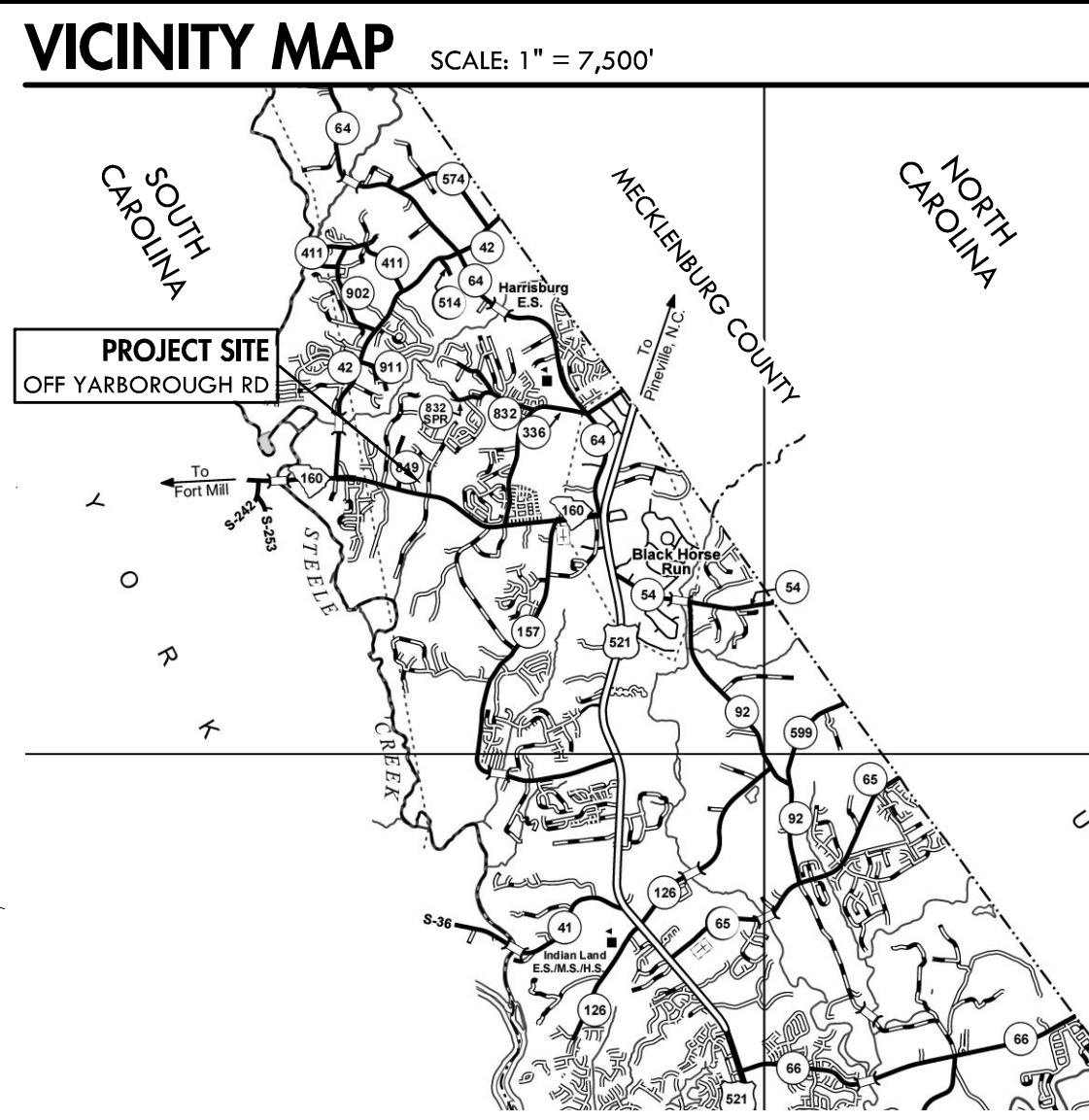
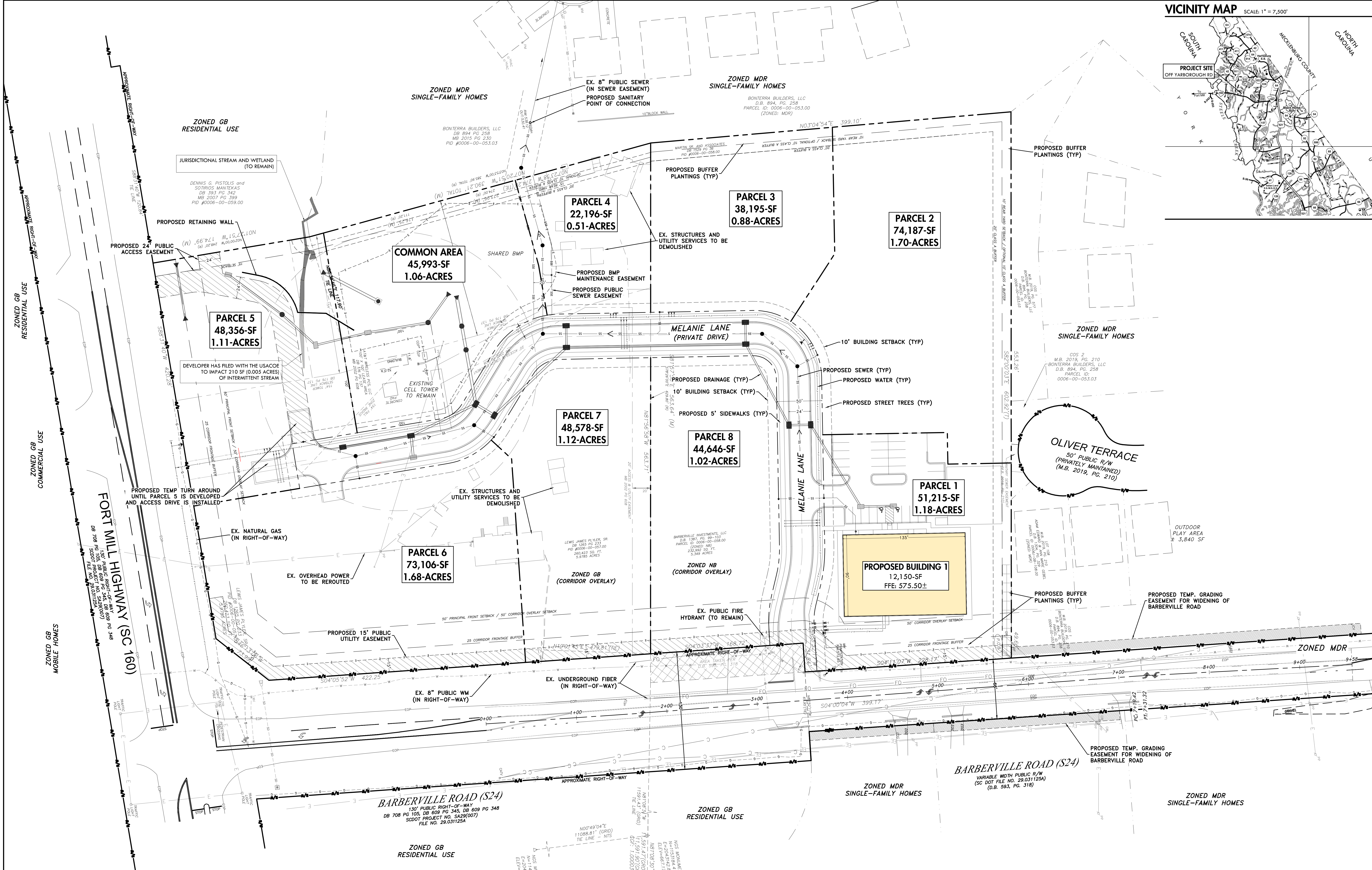
At the time of publication, staff does not have the amended plat. If the plat is received in time for staff to re-review it before the Planning Commission, and if the comments are addressed as discussed, staff would recommend **conditional approval** of this Major Subdivision Preliminary Plat request subject to the remaining items from TRC being addressed within 60 days of the review.

ATTACHMENTS:

1. Location Map
2. Preliminary Plat: 6/17/2024 revision with LCWSD plan
3. Application
4. Deeds
5. ICE Redlined TIA Review

STAFF CONTACT:

Allison Hardin, Development Services Director
ahardin@lanastercountysc.gov



MAJOR SUBDIVISION DATA

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

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

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

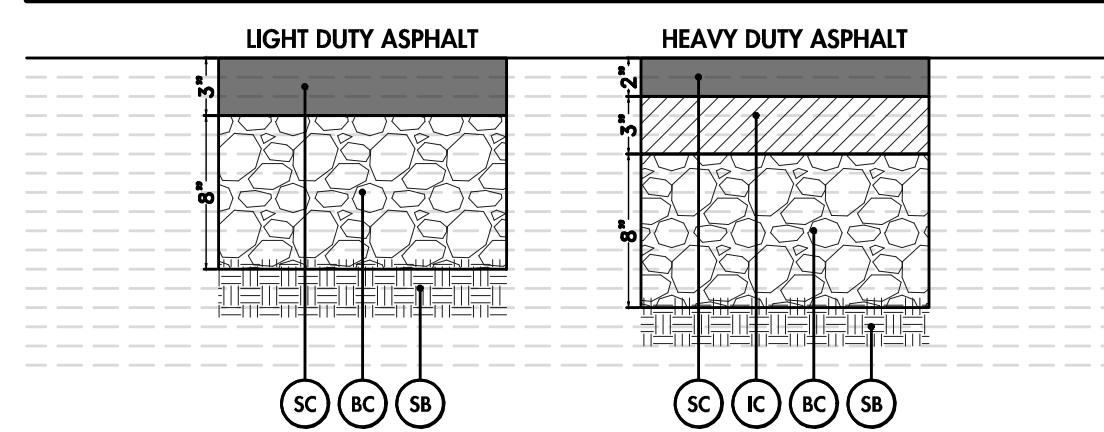
OPEN SPACE IS NOT REQUIRED FOR GB AND NB ZONING DISTRICTS

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

PARKING REQUIREMENTS

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

PAVEMENT SECTIONS

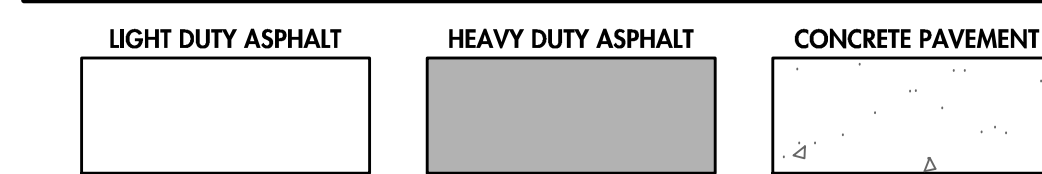


NOTES:
1. CONFIRM WITH GEOTECHNICAL ENGINEER FOR PAVEMENT SECTIONS AND SUBGRADE. NOTIFY ENGINEER IN CASE OF CONFLICT.
2. PROVIDE CONSTRUCTION JOINTS PER ACT AND/OR GEOTECHNICAL ENGINEER RECOMMENDATIONS (CONCRETE PAVEMENT ONLY).
3. CALK JOINTS AT APRONS

SITE KEYS

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

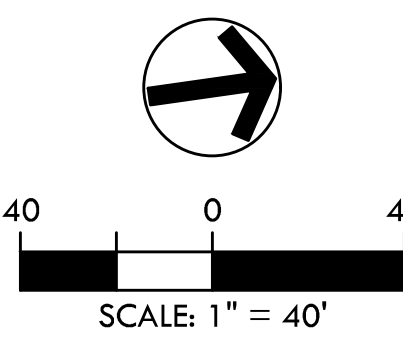
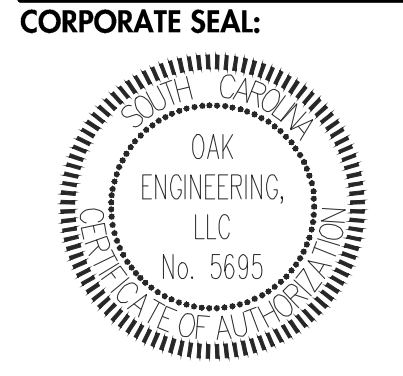
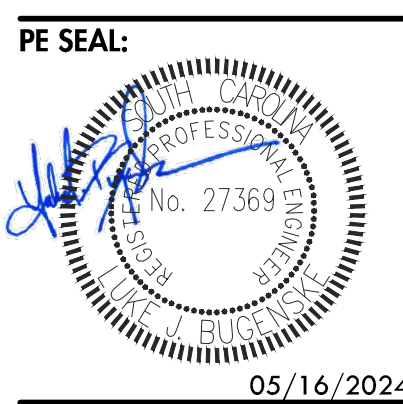
PAVEMENT HATCH LEGEND



BARBERVILLE COMMERCIAL

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

PRELIMINARY PLAT



REVISIONS:

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

C7.0
SHEET 1 OF 1



Planning Department

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

Phone: 803.285.6005, planning@lancastercountysc.net

www.mylancastersc.org

MAJOR SUBDIVISION PRELIMINARY PLAT

WHEN TO USE THIS PROCESS:

Use the attached checklist for subdivisions that

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

APPLICATION AND APPROVAL PROCESS

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

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

SUBMIT THE FOLLOWING ITEMS FOR PLAN REVIEW:

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

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

PROJECT INFORMATION

Project Address/Location: 9831 Barberville Road and Adjacent Property (No Assigned Address)

Tax Map ID/Parcel No.: 0006-00-057.00 and 0006-00-058.00

Project Description: Commercial Business Park with Private Road and 8 developable lots

Applicant Name: Moody Group (Jan Ringeling)

Address: 10700 Sikes Place, SUite 280 Charlotte NC 28277

Phone: 704.490.3872 Email: jan@moodyre.com

Property Owner Name: (1) Barberville Developers LLC / (2) Martin Senior and Associates

Address: 3007 Cedric Court | Fort Mill, SC 29715 226 Baldwin Avenue | Charlotte, NC 28204

Phone: 704.490.3872 Email: Jan@moodyre.com

Other Project Contacts

Name: OAK Engineering, PLLC (Greg Welsh, PE)

Address: 4929 Monroe Road | Charlotte NC 28205

Phone: 704.989.4046 Email: greg@oak.engineering

Name:

Address:

Phone: Email:

Applicant Signature: Jan Ringeling 5/20/2024
Moody Group

(1) Owner Signature: Pradeep Patel 5/20/2024
Barberville Developers, LLC

(2) Owner Signature: Reginald Martin 5/20/2024
Martin Senior and Associates

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

PRELIMINARY PLAT CHECKLIST

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

GENERAL PROJECT INFORMATION:

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

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

EXISTING CONDITIONS:

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

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

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

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

ENVIRONMENTAL CONSIDERATIONS:

ENVIRONMENTALLY SENSITIVE LANDS

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

TREE RETENTION

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

LANDSCAPING

- Show landscaping for required site landscaping areas.

OPEN SPACE

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

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

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

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

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

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

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

LOT DESIGN

Identify a lot configuration that complies with the following standards.

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

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

USE-SPECIFIC STANDARDS

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

OVERLAY DISTRICTS

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

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

Signature C Mung

Return to: **Auditor, Lancaster County, SC**
Law Offices of Katharine S. Walker, PC
319 S. Sharon Amity Rd., Ste. 230 **LANCASTER COUNTY ASSESSOR**
Charlotte, NC 28211 **Tax Map:**
(704) 548-7900 **0006 00 058 00**

LANCASTER COUNTY, SC	
2022004397	DEED
RECORDING FEES	\$15.00
STATE TAX	\$4192.50
COUNTY TAX	\$1773.75
PRESENTED & RECORDED	
03-15-2022	04:31:52 PM
BRITTANY GRANT	
REGISTER OF DEEDS	
LANCASTER, COUNTY SC	
By: PAM FAULKENBERRY	
BK:DEED 1529 PG:36-42	

Space above this line for recording information

STATE OF SOUTH CAROLINA)
)
COUNTY OF LANCASTER) **TITLE TO REAL ESTATE**

KNOW ALL MEN BY THESE PRESENTS that **BARBERVILLE INVESTMENTS LLC**, a South Carolina limited liability company, herein referred to as Grantor, for and in consideration of the sum of **ONE MILLION SIX HUNDRED TWELVE THOUSAND FIVE HUNDRED AND 00/100 DOLLARS (\$1,612,500.00)** to it paid by **MARTIN SR. AND ASSOCIATES, LLC**, a North Carolina limited liability company duly authorized to do business in South Carolina, herein referred to as Grantee, in the State aforesaid, the receipt of which is hereby acknowledged, has granted, bargained, sold and released, and by these presents does grant, bargain, sell and release unto said Grantee, their heirs, successors, and assigns forever:

All that certain piece, parcel or tract of land lying, being and situated in Indian Land Township, Lancaster County, South Carolina and being more particularly described as follows: Beginning at a stake on Barber Road at a point 529 feet from the middle of S. 89 Highway and 160 (where Barber enters said S.C. Highway 160) and running thence N 8 - 41 E 400 feet along Barber Road to a stake; thence N 77 - 30 W 600 feet to a stake; thence S 8 - 41 W 400 feet to a stake; thence S 77 - 30 W 600 feet to a stake on Barber Road, the point of beginning. Said tract herein conveyed contains 5.5 acres, more or less and being more specifically shown on a plat prepared to L.E. Carothers, Surveyor, and recorded in the Office of the Clerk of Court for Lancaster County, South Carolina in Plat Book 6, at Page 32.

LESS AND EXCEPT that 0.125 acre portion of the property deeded to the South Carolina Department of Transportation in Deed Book 593, Page 318 of the Lancaster County Registry.

DERIVATION: **BARBERVILLE INVESTMENTS LLC**, a South Carolina limited liability company acquired the above-described property under Deed from **ANNE B. GASPER** dated 11-25-2020, recorded 11-30-2020 in Record Book 1387 at Page 99.

This conveyance is made subject to Easements, Restrictions, Covenants, and Conditions of record, including matters shown on recorded plats.

Grantee's Address: c/o M3 Real Estate Group
226 Baldwin Avenue
Charlotte NC 28204

Tax/Map No. 0006-00-058.00

TOGETHER with all and singular, the rights, members, hereditaments and appurtenances to the said premises belonging or in anywise incident of appertaining.

TO HAVE AND TO HOLD all and singular the premises before mentioned unto the said Grantee, its heirs and assigns forever.

AND THE GRANTOR does hereby bind Grantor's successors, executors and the administrators, to warrant and forever defend all and singular the said premises unto the said Grantee, its heirs and assigns, against Grantor and Grantor's successors and against every person whomsoever lawfully claiming or to claim the same or any part thereof.

[Remainder of Page Intentionally Left Blank – Signature Page Follows]

WITNESS our Hand and Seal this 15th day of March 2022.

Signed, Sealed and Delivered in the Presence of:

#1 Kimberly Dixon
Witness (may be notary)

#2 Kathleen
Witness

#1 Kimberly Dixon
Witness (may be notary)

#2 Kathleen
Witness

#1 Kimberly Dixon
Witness (may be notary)

#2 Kathleen
Witness

#1 Kimberly Dixon
Witness (may be notary)

#2 Kathleen
Witness

P. Pradeep (SEAL)

Pradeep Reddy Patel,
Member/Manager of Barberville
Investments LLC

Swamyathan Kuppaswamy (SEAL)

Swamyathan Kuppaswamy,
Member/Manager of Barberville
Investments LLC

Venkateswara Rao Suryadevara (SEAL)

Venkateswara Rao Suryadevara,
Member/Manager of Barberville
Investments LLC

Vishnu Keesara (SEAL)

Vishnu Keesara,
Member/Manager of Barberville
Investment LLC

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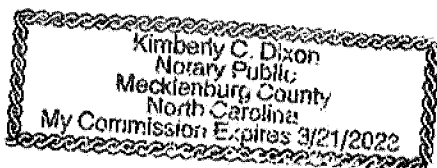
STATE OF NORTH CAROLINA)

)

COUNTY OF MECKLENBURG)

On this the 15th day of March, 2022, before me, the undersigned Notary Public, personally appeared Venkateswara Rao Suryadevara, Member/Manager of Barberville Investments LLC, who acknowledged that he executed the foregoing Title To Real Estate for the uses and purposes stated therein.

(SEAL)



Kimberly C. Dixon
Notary Public for North Carolina
My Commission Expires: 3/21/23

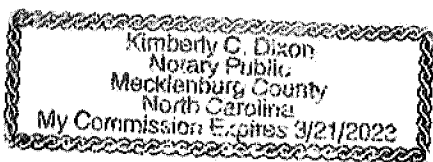
STATE OF NORTH CAROLINA)

)

COUNTY OF MECKLENBURG)

On this the 15th day of March, 2022, before me, the undersigned Notary Public, personally appeared Vishnu Keesara, Member/Manager of Barberville Investment LLC, who acknowledged that he executed the foregoing Title To Real Estate for the uses and purposes stated therein.

(SEAL)



Kimberly C. Dixon
Notary Public for North Carolina
My Commission Expires: 3/21/23

STATE OF SOUTH CAROLINA)
COUNTY OF LANCASTER)

AFFIDAVIT

PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

1. I have read the information on this affidavit and I understand such information.
2. The property being transferred is 9901 Barberville Rd, Indian Land, SC 29707 in Lancaster County, South Carolina, Tax Map Number is 0006-00-058.00 and was transferred by Barberville Investments LLC, to Martin Sr. and Associates, LLC, a North Carolina limited liability company duly authorized to do business in South Carolina, on March 15, 2022.
3. The deed is subject to the deed recording fee as a transfer for consideration paid or to be paid in money or money's worth.
4. The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of \$1,612,500.00.
5. Check Yes___or No X to the following: A lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. If "Yes," the amount of the outstanding balance of this lien or encumbrance is: _____.
6. The deed recording fee is computed as follows:

(a) Place the amount listed in item 4 above here:	<u>\$ 1,612,500.00</u>
(b) Place the amount listed in item 5 above here: (If no amount is listed, place zero here.)	<u>-0-</u>
(c) Subtract Line 6(b) from Line 6(a) and place result here:	<u>\$ 1,612,500.00</u>
7. The deed recording fee due is based on the amount listed on Line 6(c) above and the deed recording fee due is: \$ 5,966.25.
8. As required by Code Section 12-24-70, we state that we are the responsible people who were connected with the transaction as: Authorized Member Managers of Barberville Investments LLC.
9. I understand that a person required to furnish this affidavit who willfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.

[Remainder of Page Intentionally Left Blank – Signatures and Notary follow]

P. Pradeep

Pradeep Reddy Patel, Member/Manager of
Barberville Investments LLC
Responsible Person Connected with the Transaction

Swamy

Swamy Nathan Kuppuswamy, Member/Manager
of Barberville Investments LLC
Responsible Person Connected with the Transaction

Venkateswara Rao

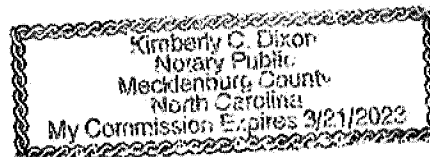
Venkateswara Rao Suryadevara, Member/Manager
of Barberville Investments LLC
Responsible Person Connected with the Transaction

Vishnu Keesara

Vishnu Keesara, Member/Manager of
Barberville Investment LLC
Responsible Person Connected with the Transaction

SWORN to before me this 15
day of March, 2022.

Kimberly C. Dixon
Notary Public for North Carolina
My Commission Expires: 3/21/23



Stephanie C. Knight

Auditor, Lancaster County, SC

Katharine S. Walker
K.S. Walker Law Group
319 S. Sharon Amity Rd Ste 230
Charlotte, NC 28211

LANCASTER COUNTY ASSESSOR

Tax Map:

0006 00 057 00

LANCASTER COUNTY, SC	
2023012500	DEED
RECORDING FEES	\$15.00
EXEMPT	
PRESENTED & RECORDED	
10-03-2023	12:18:47 PM
BRITTANY GRANT	
REGISTER OF DEEDS	
LANCASTER, COUNTY SC	
By: STEPHANIE KNIGHT	
BK:DEED 1715	PG:201-205

-----[space above line reserved for recording]-----

STATE OF SOUTH CAROLINA

QUITCLAIM DEED

COUNTY OF LANCASTER

KNOW ALL MEN BY THESE PRESENTS, that **LEWIS JAMES PLYLER, JR.** ("Grantor"), for Zero consideration, does hereby remise, release and forever quitclaim unto **BARBERVILLE DEVELOPERS, LLC**, a South Carolina limited liability company ("Grantee"), all of Grantor's right, title and interest, if any, in and to the following described property ("Premises"):

See Exhibit A attached hereto for legal description

DEREVATION: Being a portion or all the real property conveyed to Lewis J. Plyler, Jr. by Deed of Distribution from the Estate of Lewis James Plyler, Sr., which estate was administered in the Probate Court for Lancaster County, SC in File #2018ES2900516, dated August 28, 2019, and recorded on August 30, 2019 in Deed Book 1265 at Page 233 in the Lancaster County Clerk of Court. Being a portion of all the real property conveyed to Lewis J. Plyler, Jr. by Deed of Distribution from the Estate of Madreth Carnes Plyler, which estate was administered in the Probate Court for Lancaster County, SC in File #2013ES2900070, dated January 5, 2013 and recorded on May 13, 2014 in Deed Book 796 at Page 59 in the Lancaster County Clerk of Court.

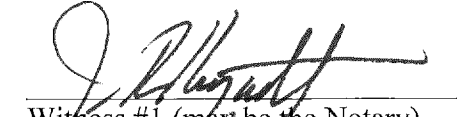
Tax Parcel No: 0006-00-057.00

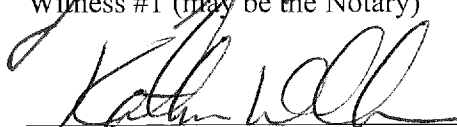
Address of Grantee: 317 Ruth Vista Road
Lexington, SC 29073

TO HAVE AND TO HOLD, all and singular the said premises abovementioned, unto the said **BARBERVILLE DEVELOPERS, LLC**, a South Carolina limited liability company, their heirs and assigns, forever.

IN WITNESS WHEREOF, **LEWIS JAMES PLYLER, JR.** has hereunto set his hand and seal on this the 2 day of October, 2023.

Signed, sealed and delivered
in the presence of:


Witness #1 (may be the Notary)


Witness #2

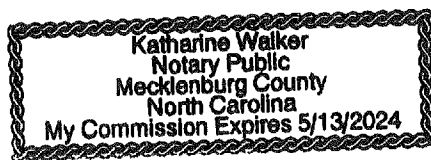
 (SEAL)
LEWIS JAMES PLYLER, JR.

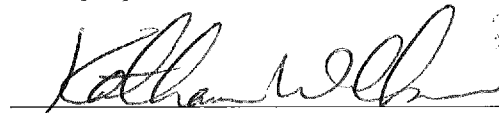
STATE OF NORTH CAROLINA)
)
COUNTY OF MECKLENBURG)

ACKNOWLEDGMENT

On this the 2 day of October, 2023, before me, the undersigned Notary Public, personally appeared **LEWIS JAMES PLYLER, JR.**, he executed the foregoing Quitclaim Deed for the uses and purposes stated therein.

(SEAL)




Notary Public for Mecklenburg County NC

My Commission Expires: 5/13/2024

EXHIBIT A

Being all of that certain tract or parcel of land located in the Town of Fort Mill, Indian Land Township, Lancaster County, South Carolina, and being more particularly described as follows:

BEGINNING at a new 1/2" iron rod set on the western margin of Barberville Road, (S-42), (a 130-foot public right-of-way), said iron being located at the southeastern corner of the Martin Sr. and Associates property as described in Deed Book 1529, Page 36 of the Lancaster County Public Registry;

thence with the margin of Barberville Road, South 04°05'52" West, 422.25 feet to a new 1/2" iron rod set at the intersection of the right-of-way of Barberville Road and the northern margin of Fort Mill Highway (SC 160),

(a 130-foot public right-of-way);

thence with the margin of Fort Mill Highway, the following two (2) bearings and distances:

- 1) South 46°13'06" West, 73.99 feet to a new 1/2" iron rod set;
- 2) South 88°31'40" West, 420.28 feet to a new 1/2" iron rod set at the southeast corner of the Dennis G. Pistolis property as described in Deed Book 393, Page 342 and being depicted on Map Book 2007, page 399 of said registry;

thence with the line of Dennis G. Pistolis, North 01°27'51" West, 174.99 feet to a new 1/2" iron rod set at the southeast corner of the Bonterra Builders, LLC property as described in Deed Book 894, Page 258 and being depicted on Map Book 2015, page 230 of said registry;

thence with the line of Bonterra Builders, LLC, North 07°20'51" West, passing an existing 1" iron pipe at 116.25 feet, a total distance of 390.21 feet to an existing iron rod found at the southwest corner of the property of Martin Sr. and Associates property as described in Deed Book 1529, Page 36 of said registry;

thence with the line of Martin Sr. and Associates, South 81°57'56" East, 563.64 feet to the **POINT AND PLACE OF BEGINNING**, having an area of 260,423 square feet or 5.9785 acres, as shown on a survey by R. B. Pharr & Associates, P. A., dated May 17, 2022, Job No. 94151.

STATE OF SOUTH CAROLINA }
COUNTY OF LANCASTER }

AFFIDAVIT FOR TAXABLE OR EXEMPT TRANSFERS

PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

1. I have read the information on this affidavit and I understand such information.
2. The property was transferred by Lewis James Plyler, Jr.
to Barberville Developers, LLC on October 2, 2023.

3. Check one of the following: The deed is

- (A) ☐ subject to the deed recording fee as a transfer for consideration paid or to be paid in money or money's worth.
- (B) ☐ subject to the deed recording fee as a transfer between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, or is a transfer to a trust or as distribution to a trust beneficiary.
- (C) ☒ exempt from the deed recording fee because (See Information section of affidavit): #12 (Explanation required)
(If exempt, please skip items 4-7, and go to item 8 of this affidavit.)

If exempt under exemption #14 as described in the Information section of this affidavit, did the agent and principal relationship exist at the time of the original sale and was the purpose of this relationship to purchase the realty?

Check Yes ☐ or No ☐

4. Check one of the following if either item 3(a) or item 3(b) above has been checked. (See Information section of this affidavit):

- (A) ☒ The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of -\$0.00-.
- (B) ☐ The fee is computed on the fair market value of the realty which is _____.
- (C) ☐ The fee is computed on the fair market value of the realty as established for property tax purposes which is _____.

5. Check YES ☐ or NO ☒ to the following: A lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. If "YES," the amount of the outstanding balance of this lien or encumbrance is _____.

6. The deed recording fee is computed as follows:

- (A) Place the amount listed in item 4 above here: \$0.00
- (B) Place the amount listed in item 5 above here: _____
(If no amount is listed, place zero here.)
- (C) Subtract Line 6(b) from Line 6(a) and place the result here: \$0.00

7. The deed recording fee is based on the amount listed on Line 6(c) above and the deed recording fee due is:
\$0.00

8. As required by Code Section '12-24-70, I state that I am a responsible person who was connected with the transaction as:

Grantor

9. I understand that a person required to furnish this affidavit who wilfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.

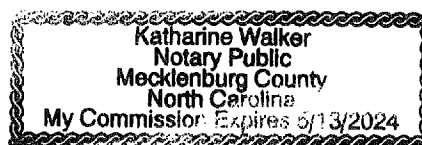
Lewis James Plyler Jr.
Responsible Person Connected with the Transaction

Lewis James Plyler Jr.
Print or Type Name Here

Sworn this 2 day of October 2023

Katharine Walker
Notary Public for MECKLENBURG NC

My Commission Expires: May 13, 2024



INFORMATION

Except as provided in this paragraph, the term “value” means “the consideration paid or to be paid in money or money’s worth for the realty.” Consideration paid or to be paid in money’s worth includes, but is not limited to, other realty, personal property, stocks, bonds, partnership, interest and other intangible property, the forgiveness or cancellation of a debt, the assumption of a debt, and the surrendering of any right. The fair market value of the consideration must be used in calculating the consideration paid in money’s worth. Taxpayers may elect to use the fair market value of the realty being transferred in determining fair market value of the consideration. In the case of realty transferred between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, and in the case of realty transferred to a trust or as a distribution to a trust beneficiary, “value” means the realty’s fair market value. A deduction from value is allowed for the amount of any lien or encumbrance existing on the land, tenement, or realty before the transfer and remaining on the land, tenement, or realty after the transfer. Taxpayers may elect to use the fair market value for property tax purposes in determining fair market value under the provisions of the law.

Exempted from the fee are deeds:

- (1) transferring realty in which the value of the realty, as defined in Code Section 12-24-30, is equal to or less than one hundred dollars;
- (2) transferring realty to the federal government or to a state, its agencies and departments, and its political subdivisions, including school districts;
- (3) that are otherwise exempted under the laws and Constitution of this State or of the United States;
- (4) transferring realty in which no gain or loss is recognized by reason of Section 1041 of the Internal Revenue Code as defined in Section 12-6-40(A);
- (5) transferring realty in order to partition realty as long as no consideration is paid for the transfer other than the interests in the realty that are being exchanged in order to partition the realty;
- (6) transferring an individual grave space at a cemetery owned by a cemetery company licensed under Chapter 55 of Title 39;
- (7) that constitute a contract for the sale of timber to be cut;
- (8) transferring realty to a corporation, a partnership, or a trust in order to become, or as, a stockholder, partner, or trust beneficiary of the entity provided no consideration is paid for the transfer other than stock in the corporation, interest in the partnership, beneficiary interest in the trust, or the increase in value in such stock or interest held by the grantor. However, the transfer of realty from a corporation, a partnership, or a trust to a stockholder, partner, or trust beneficiary of the entity is subject to the fee even if the realty is transferred to another corporation, a partnership, or trust;
- (9) transferring realty from a family partnership to a partner or from a family trust to a beneficiary, provided no consideration is paid for the transfer other than a reduction in the grantee’s interest in the partnership or trust. A “family partnership” is a partnership whose partners are all members of the same family. A “family trust” is a trust, in which the beneficiaries are all members of the same family. The beneficiaries of a family trust may also include charitable entities. “Family” means the grantor and the grantor’s spouse, parents, grandparents, sisters, brothers, children, stepchildren, grandchildren, and the spouses and lineal descendants of any of the above. A “charitable entity” means an entity which may receive deductible contributions under section 170 of the Internal revenue Code as defined in Section 12-6-40(A);
- (10) transferring realty in a statutory merger or consolidation from a constituent corporation to the continuing or new corporation;
- (11) transferring realty in a merger or consolidation from a constituent partnership to the continuing or new partnership; and
- (12) that constitute a corrective deed or a quitclaim deed used to confirm title already vested in the grantee, provided that no consideration of any kind is paid or is to be paid under the corrective or quitclaim deed;
- (13) transferring realty subject to a mortgage to the mortgagee whether by a deed in lieu of foreclosure executed by the mortgagor or deed executed pursuant to foreclosure proceedings;
- (14) transferring realty from an agent to the agent’s principal in which the realty was purchased with funds of the principal, provided that a notarized document is also filed with the deed that establishes the fact that the agent and principal relationship existed at the time of the original purchase as well as for the purpose of purchasing the realty;
- (15) transferring title to facilities for transmitting electricity that is transferred, sold, or exchanged by electrical utilities, municipalities, electric cooperatives, or political subdivisions to a limited liability company which is subject to regulation under the Federal Power Act (16 U.S.C. Section 791(a)) and which is formed to operate or to take functional control of electric transmission assets as defined in the Federal Power Act.

TRAFFIC IMPACT STUDY

for the

Barberville Road Development

Located in

Lancaster County, South Carolina

Prepared for

Moody Holdings & Development

Prepared by

Ramey Kemp Associates, Inc.

Moving forward.



June 2023
RKA Project #23126

TRAFFIC IMPACT STUDY

for the

Barberville Road Development

Located in

Lancaster County, South Carolina

Prepared for

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

Prepared by

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

Moving forward.



June 2023
RKA Project #23126

draft - not signed yet

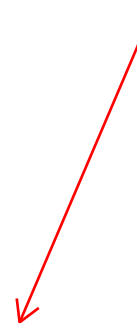


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- B) Traffic Count Data
- C) Traffic Volume Development Worksheets and ITE Trip Generation Worksheets
- D) Turn-Lane Analysis Worksheets
- E) Capacity Analysis

EXECUTIVE SUMMARY

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

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

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

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

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

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

1. INTRODUCTION

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

1.1. Project Background

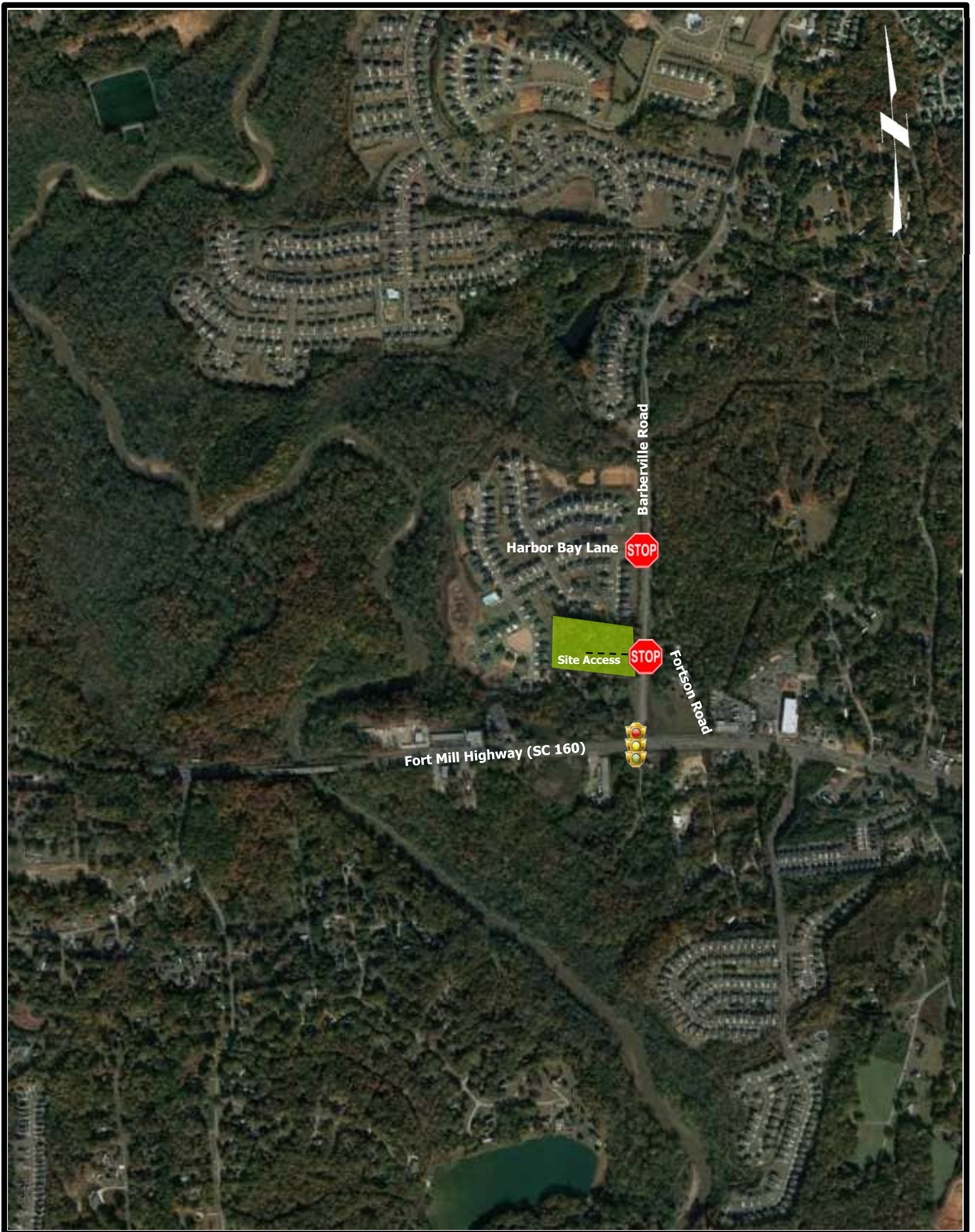
The development is located west of Barberville Road (S-29-42) and north of SC 160 in Lancaster County, South Carolina. The development is proposed to consist of a roughly 120 student school/ daycare center, 18,000 SF of retail space and 8,000 SF of office space. The site will have one access on Barberville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

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

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

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

Assuming Build + 1 year ? to
meet Lancaster UDO



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Engineering Inc.
10000 North Central
Ave., Suite 200
Dallas, TX 75243
(214) 343-7000
www.dewberry.com

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BARBERVILLE ROAD
DAYCARE

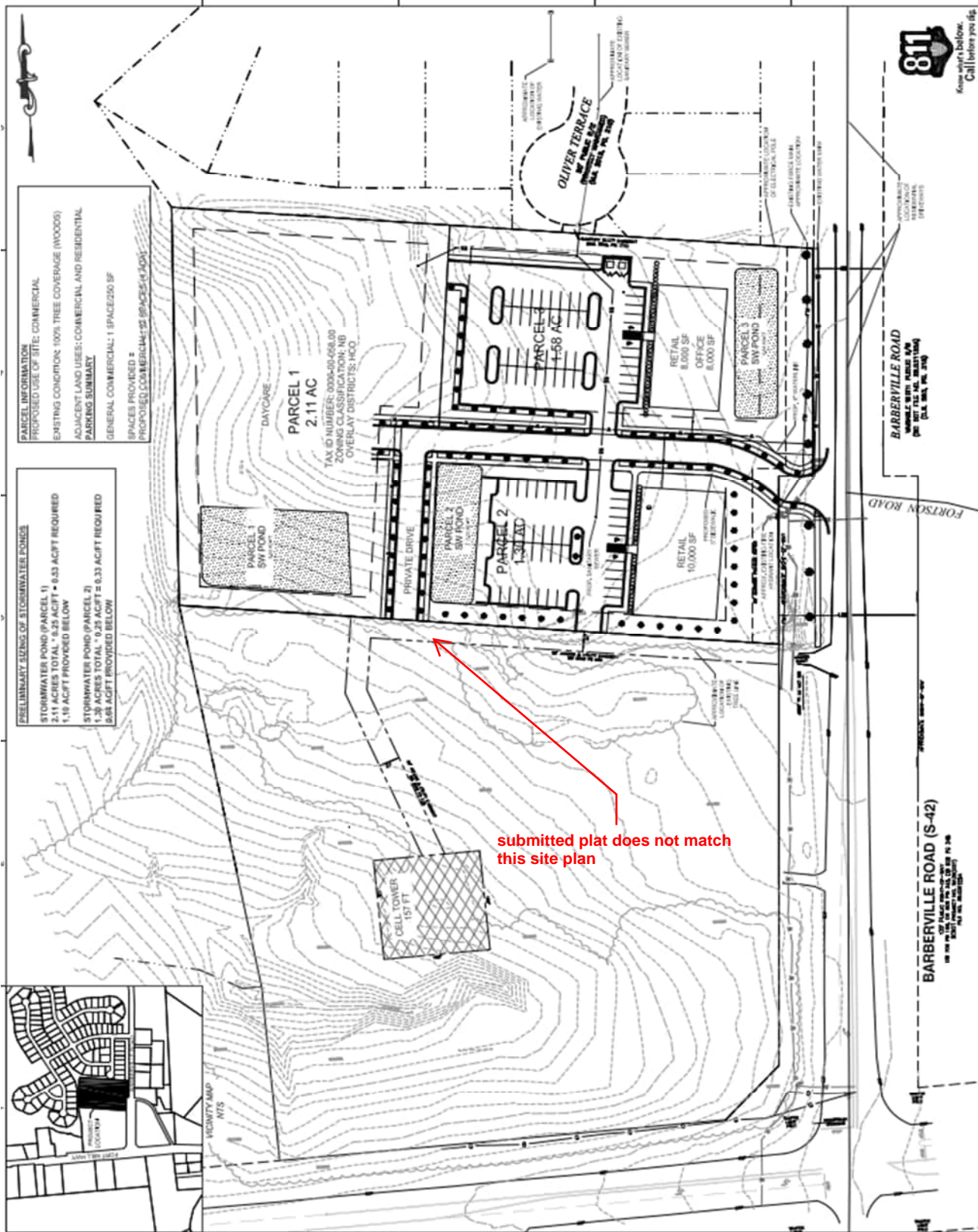
PRELIMINARY NOT
FOR CONSTRUCTION

SCALE: 1" = 40'

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

CONCEPTUAL
SITE PLAN

CSP-01



Moving forward.



Barberville Road TIS - Traffic Impact Study

Figure 2 - Conceptual Site Plan

Page 3

1.2. Existing Roadway Conditions

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

Table 1 – Street Inventory

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

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

1.3. Existing Traffic Count

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

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

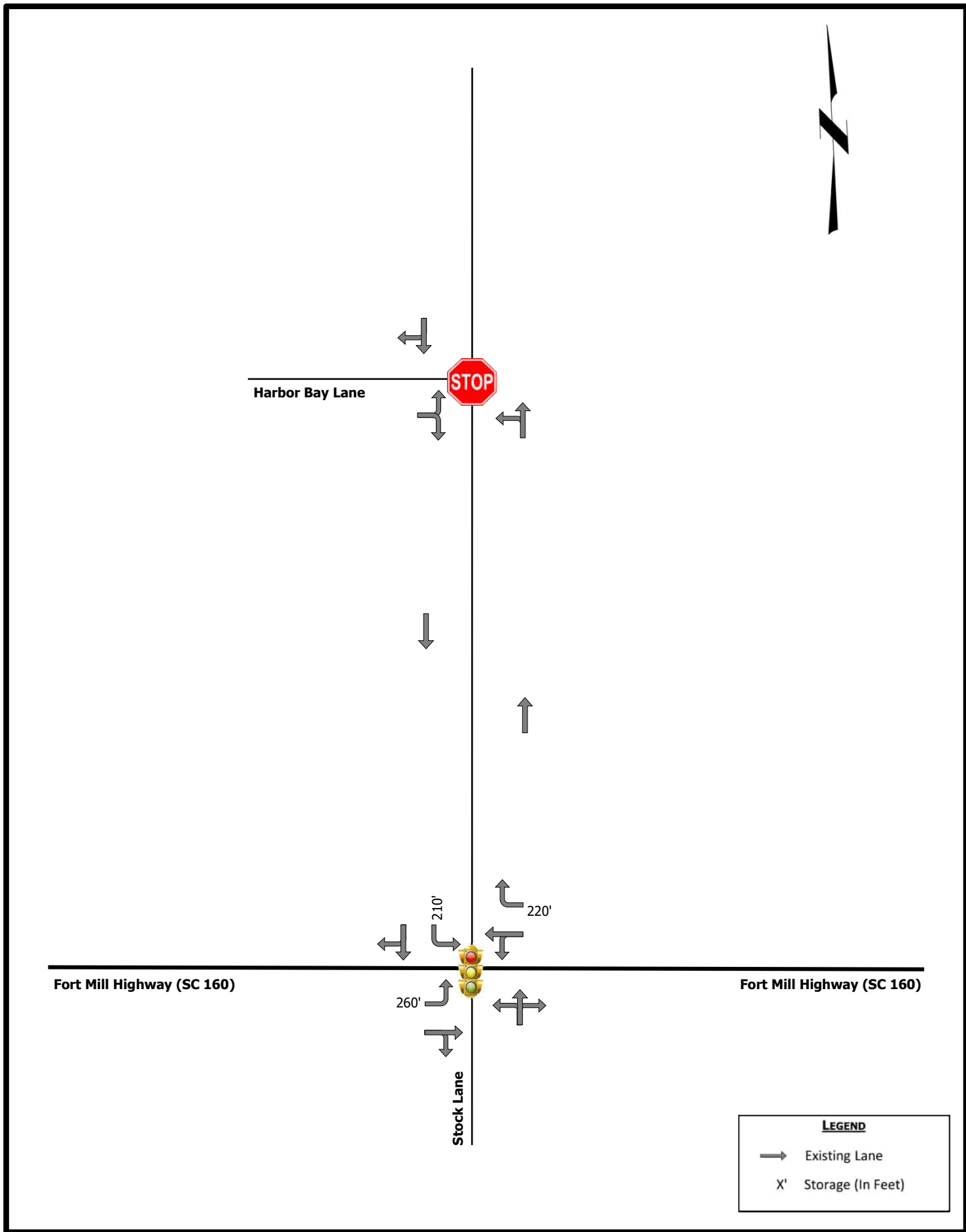
why are counts a year old?

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

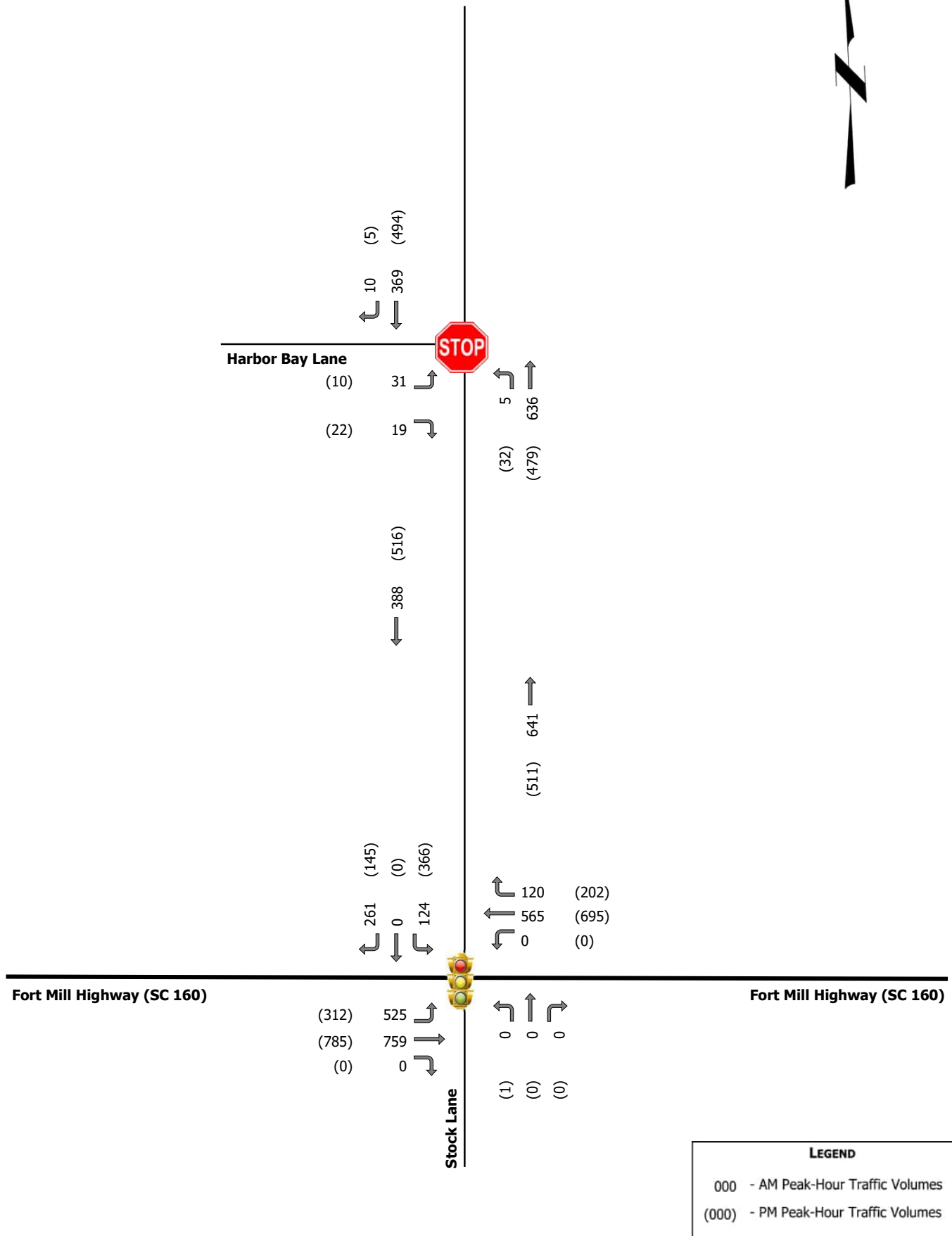
1.4. Driveway Location

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

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



Moving forward.



2. PROJECT TRAFFIC

2.1. Proposed Land Uses

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

2.2. Trip Generation Estimates

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

Table 2 – Trip Generation Estimates

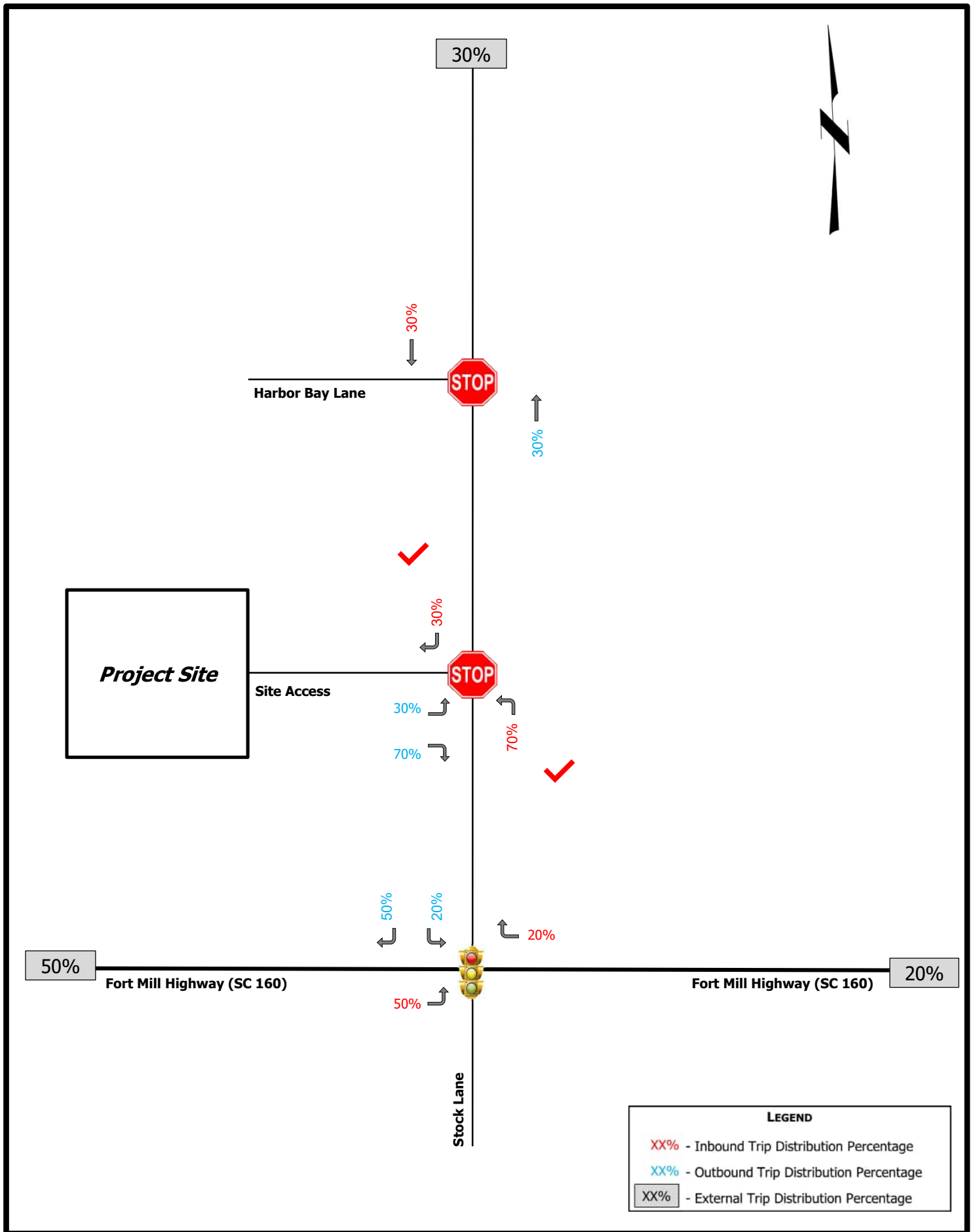
Land Use	ITE LUC	Size	Unit	Daily Traffic	AM Peak			PM Peak		
					Enter	Exit	Total	Enter	Exit	Total
Day Care Center	565	120	Student	474	46	42	88	40	46	86
Strip Retail Plaza	822	18	KSF	989	25	17	42	59	59	118
Small Office Building	712	8	KSF	115	11	2	13	6	11	17
Net New External Trips					82	61	143	105	116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

2.3. Trip Distribution & Assignment

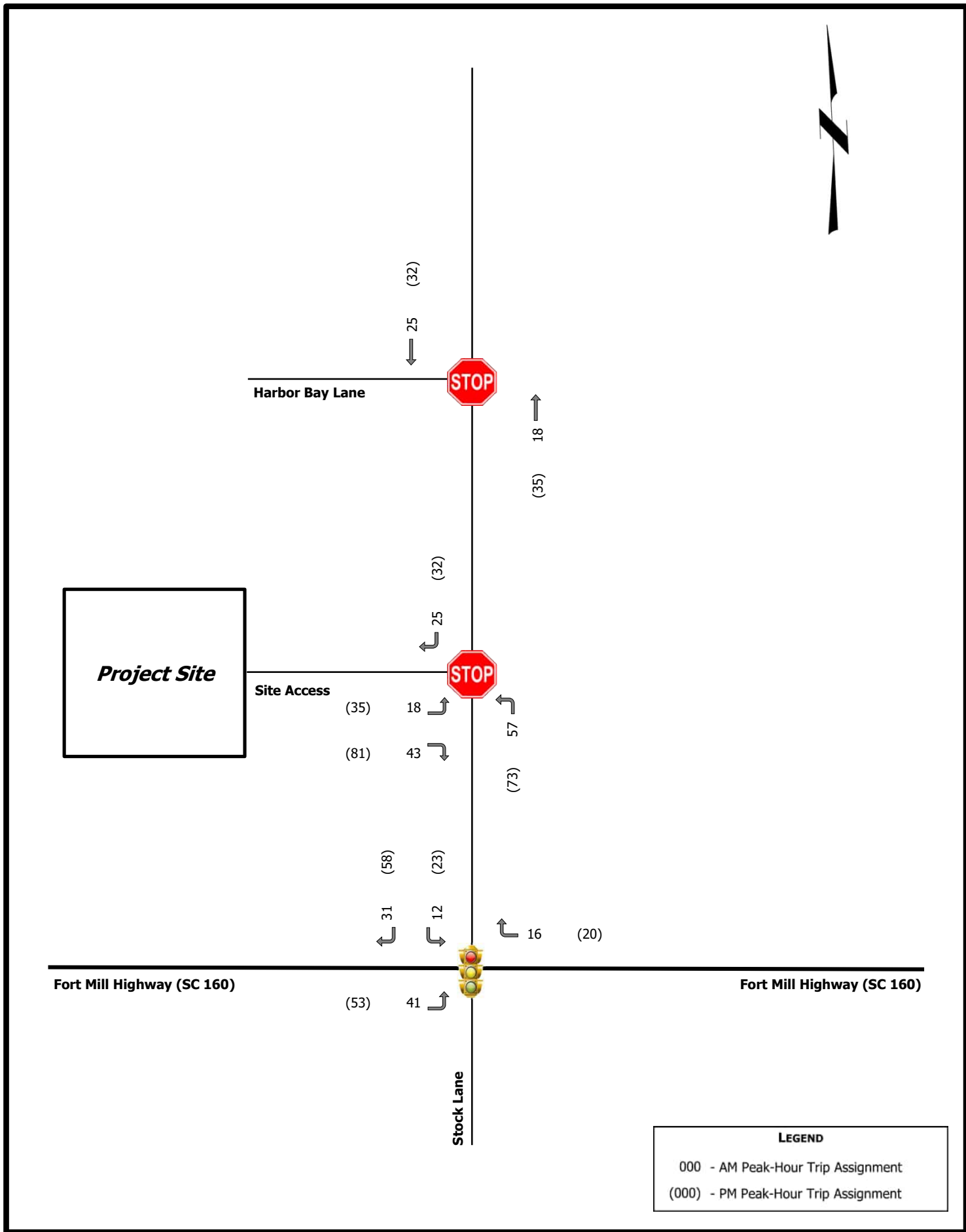
New external traffic expected to be generated was distributed and assigned to the roadway network based on the existing patterns and surrounding land uses. The general distribution of new external project trips was assumed to be:

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

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



Moving forward.



3. TRAFFIC VOLUME DEVELOPMENT

3.1. Future No-Build Traffic Volumes

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

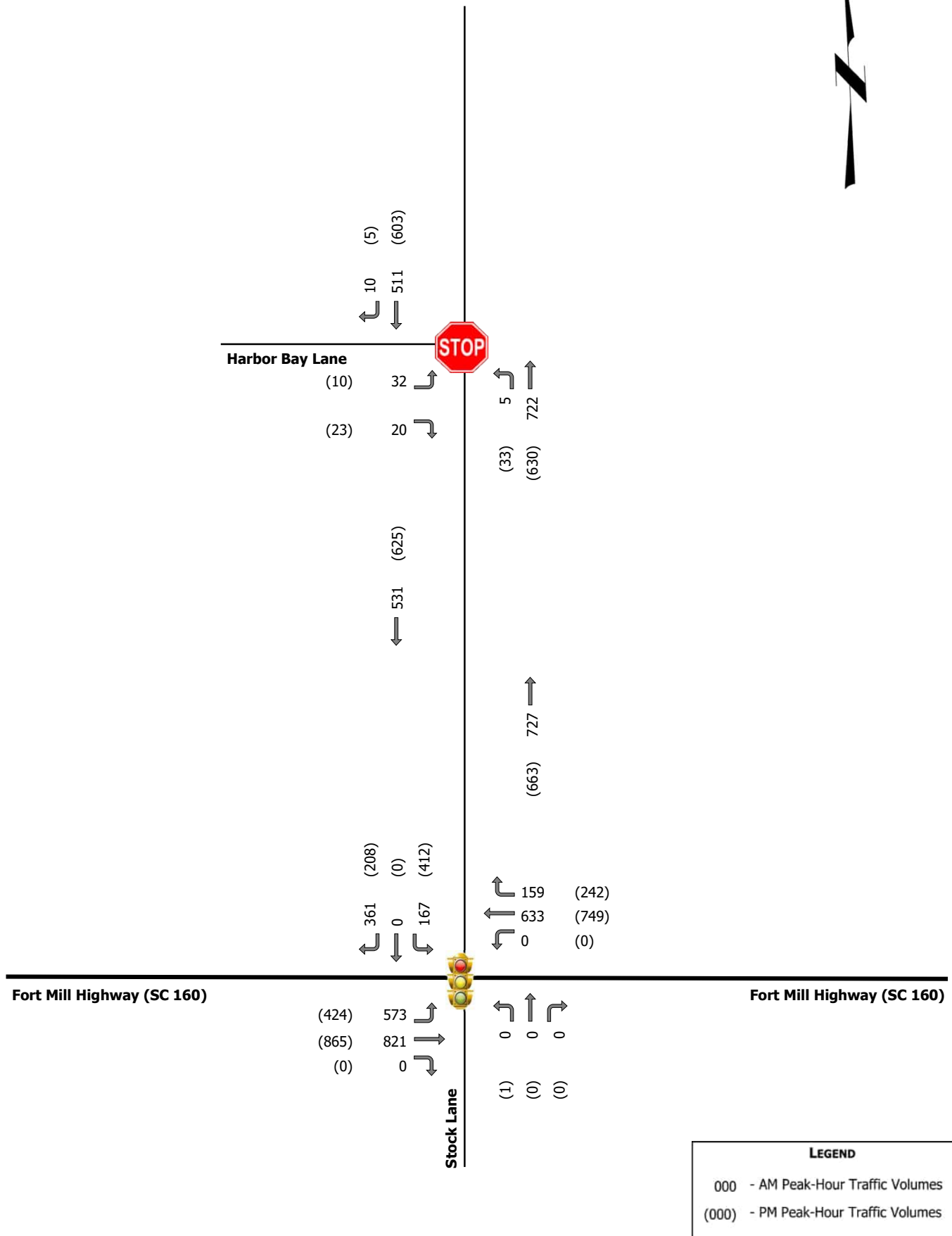
To develop an annual background growth rate for use in the analysis, count data was reviewed from the years 2017 to 2020 at SCDOT Count Station 29-0163 and 29-195. Reviewing the historic growth and observing the growth pattern in the surrounding area, a 1.0% annual growth was adopted for this study.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

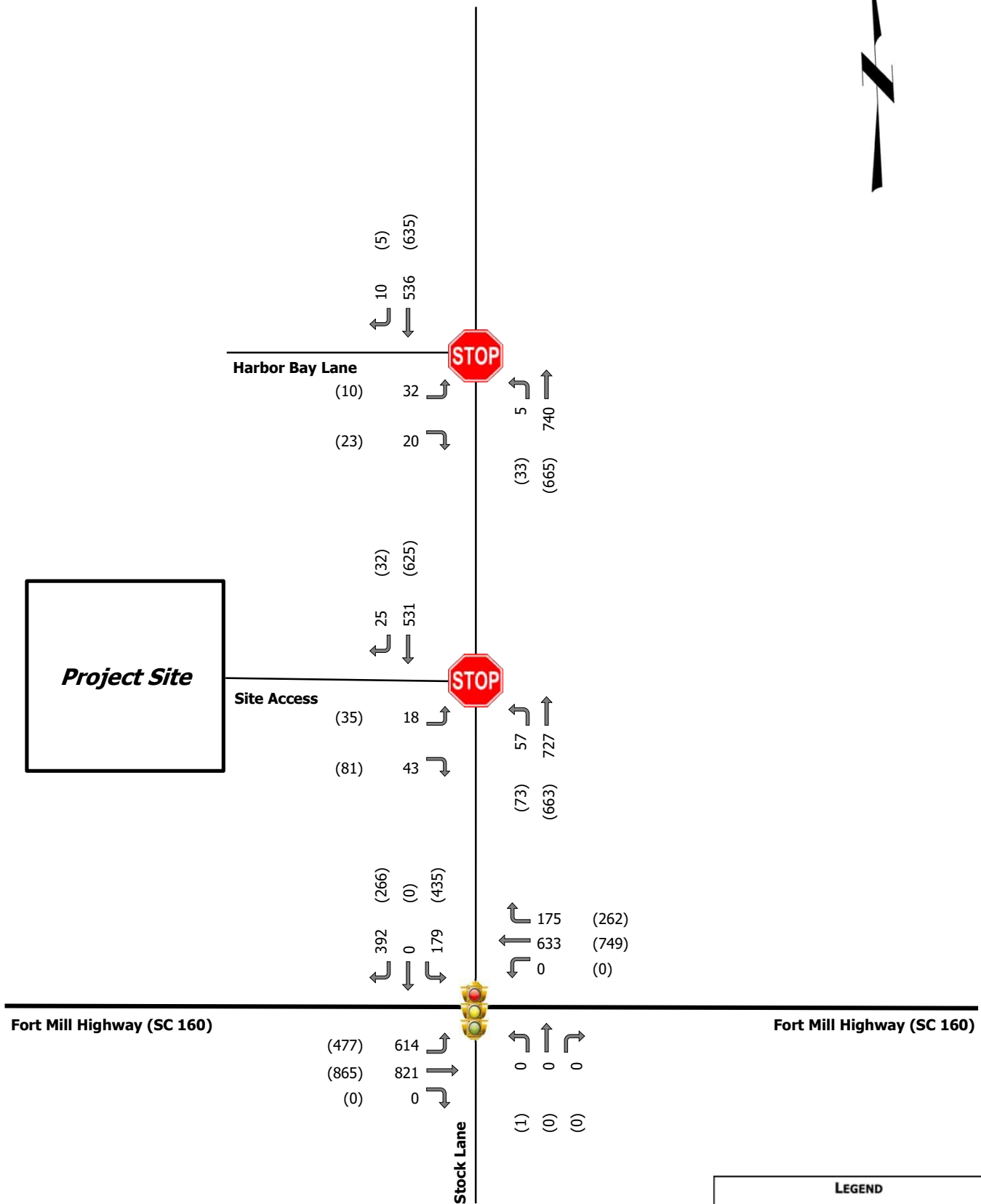
Several vested developments were considered for the study area. Site traffic from the Lodges at Indian Land, Harrisburg Road Residential (Sugar Creek), Redwood Apartments, Pettus Pond, Patterson Preserve and Patterson Lane Apartments were included in the vested trips. The vested projects include a total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

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

3.2. Build Out Traffic Volumes

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





4. TRAFFIC IMPACT ANALYSIS

4.1. Turn-Lane Analysis

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

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

Turn-lane analyses are provided in Appendix D.

4.2. Intersection LOS Analysis

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

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

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

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

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

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

Table 4 - Unsignalized and Signalized Intersection Analysis Results

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

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

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

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

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

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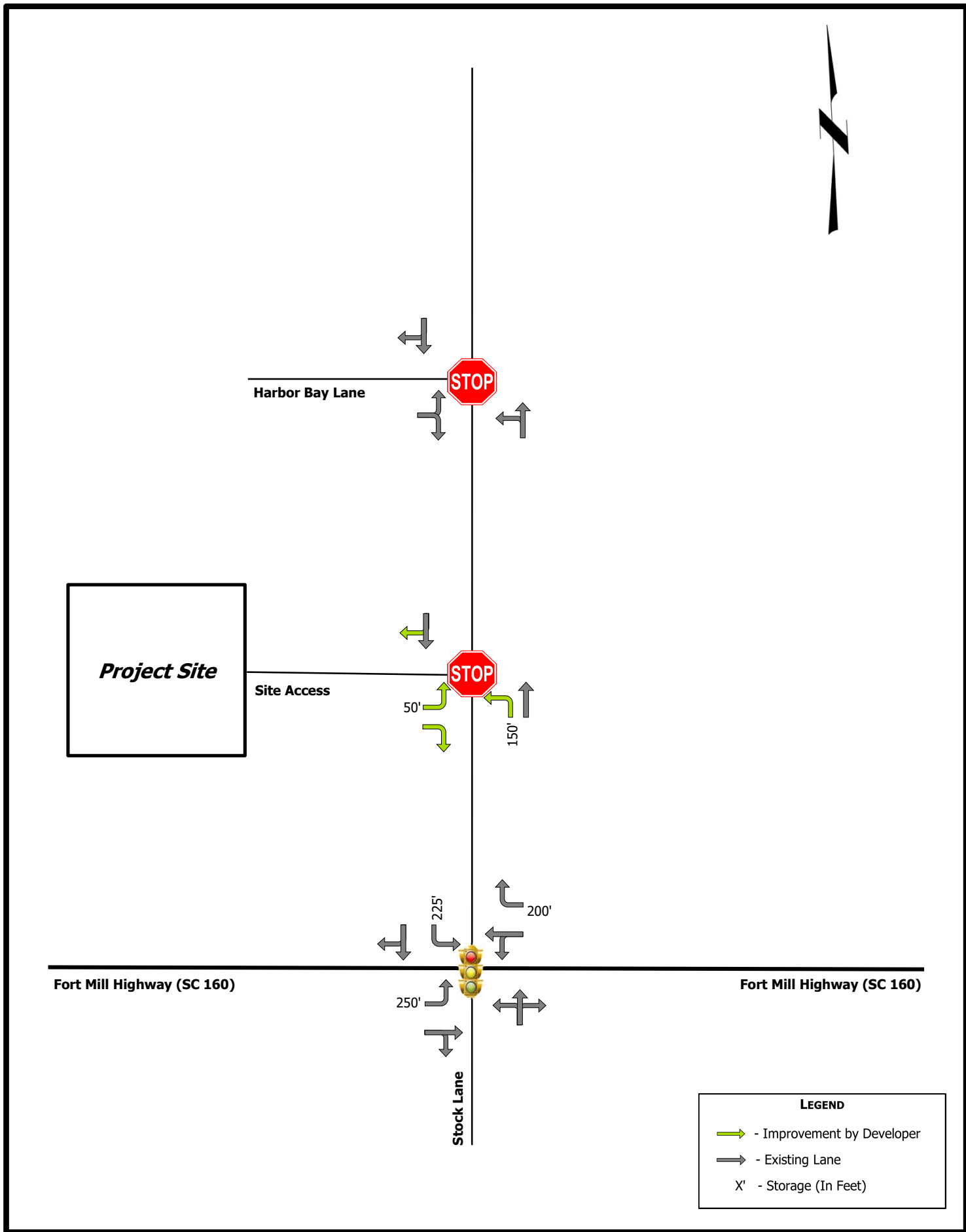
TIS's for the background developments (2,000+ residential units) did not recommend widening SC 160 as part of the background conditions. The proposed development should not add significant amounts of traffic to the area. No additional improvements to the area roadways are recommended as part of this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

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

Table 5 - Unsignalized and Signalized Intersection Analysis Results

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

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



Moving forward.

5. SUMMARY OF FINDINGS AND RECOMMENDATIONS

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

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

APPENDIX A

Traffic Scoping

Tahera Anjuman

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

Good afternoon, Tahera.

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

Please include these study intersections:

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

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

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

Thank you,
Allison

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

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

Good Morning Allison,

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

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

Thanks,

Tahera Anjuman

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

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

Good Morning Anjuman,

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

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

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

Chanda

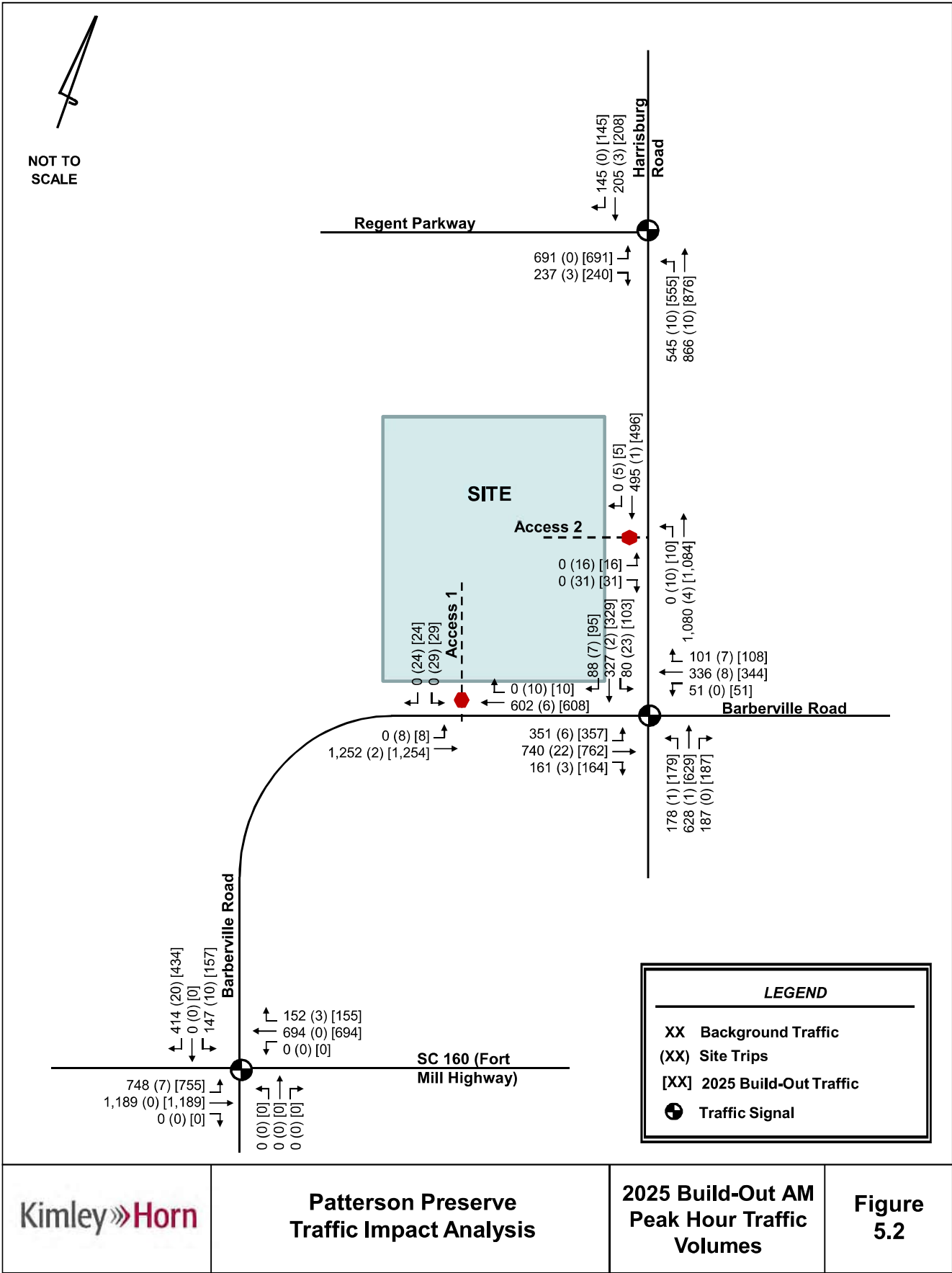


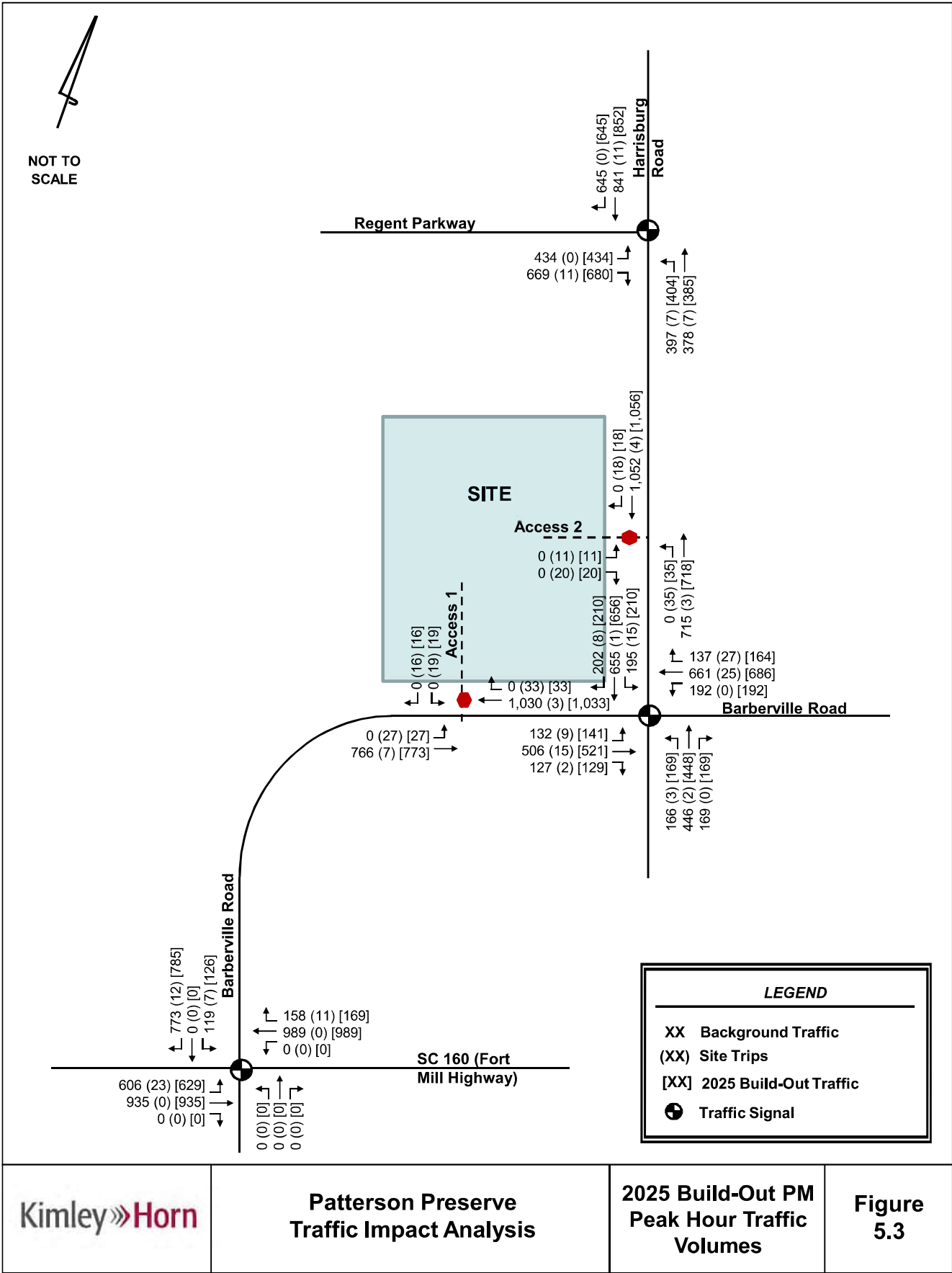
Chanda Kirkland, Development Service
Coordinator
Building
Lancaster County Government
PO Box 1809
101 N Main St
Lancaster, SC 29720
P: (803) 416-9390 F: (877) 636-3035
CKirkland@lancastersc.net

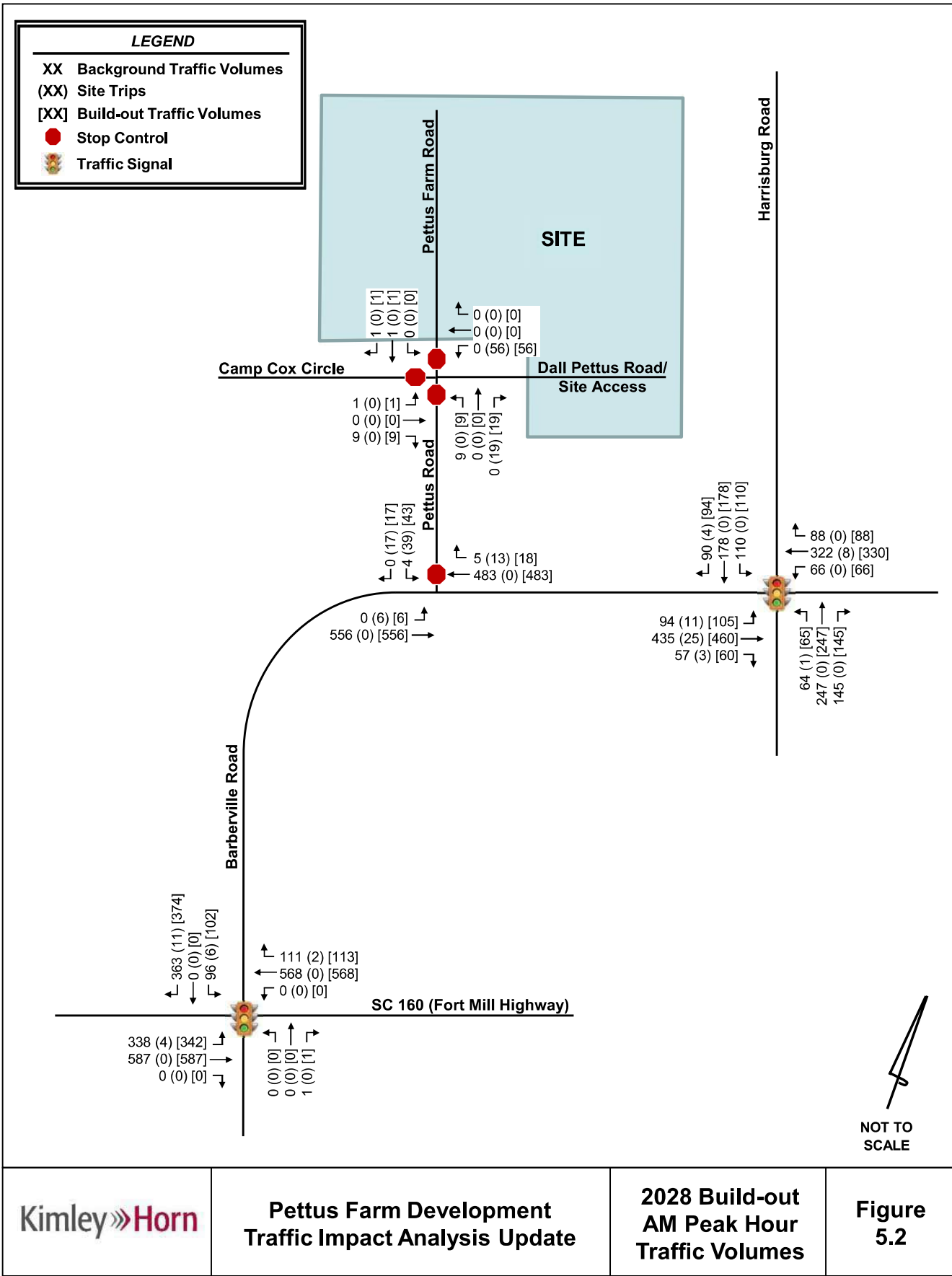
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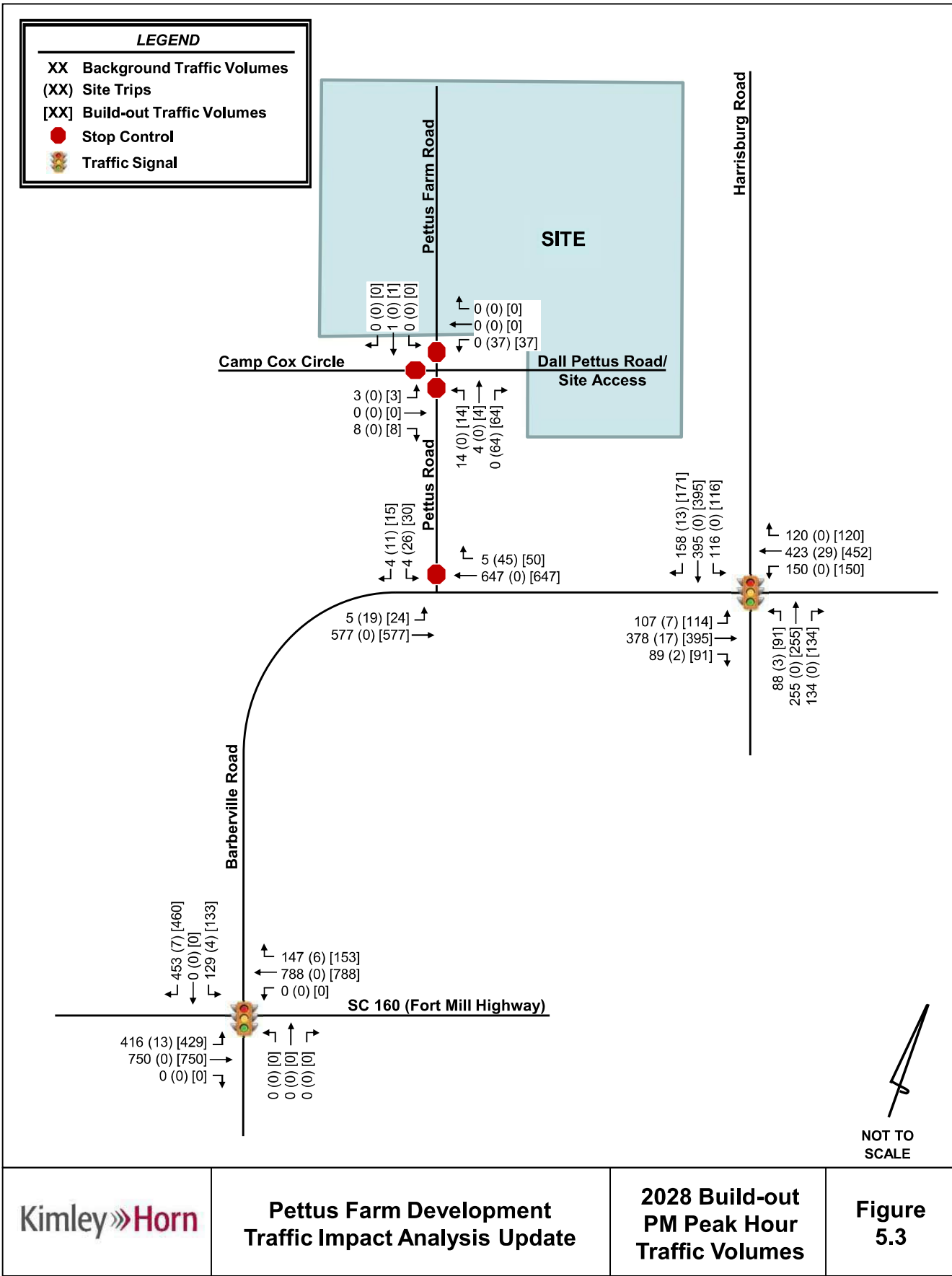
NOTICE: All email correspondence to and from this address may be subject to public disclosure under the SC Freedom of Information Act.

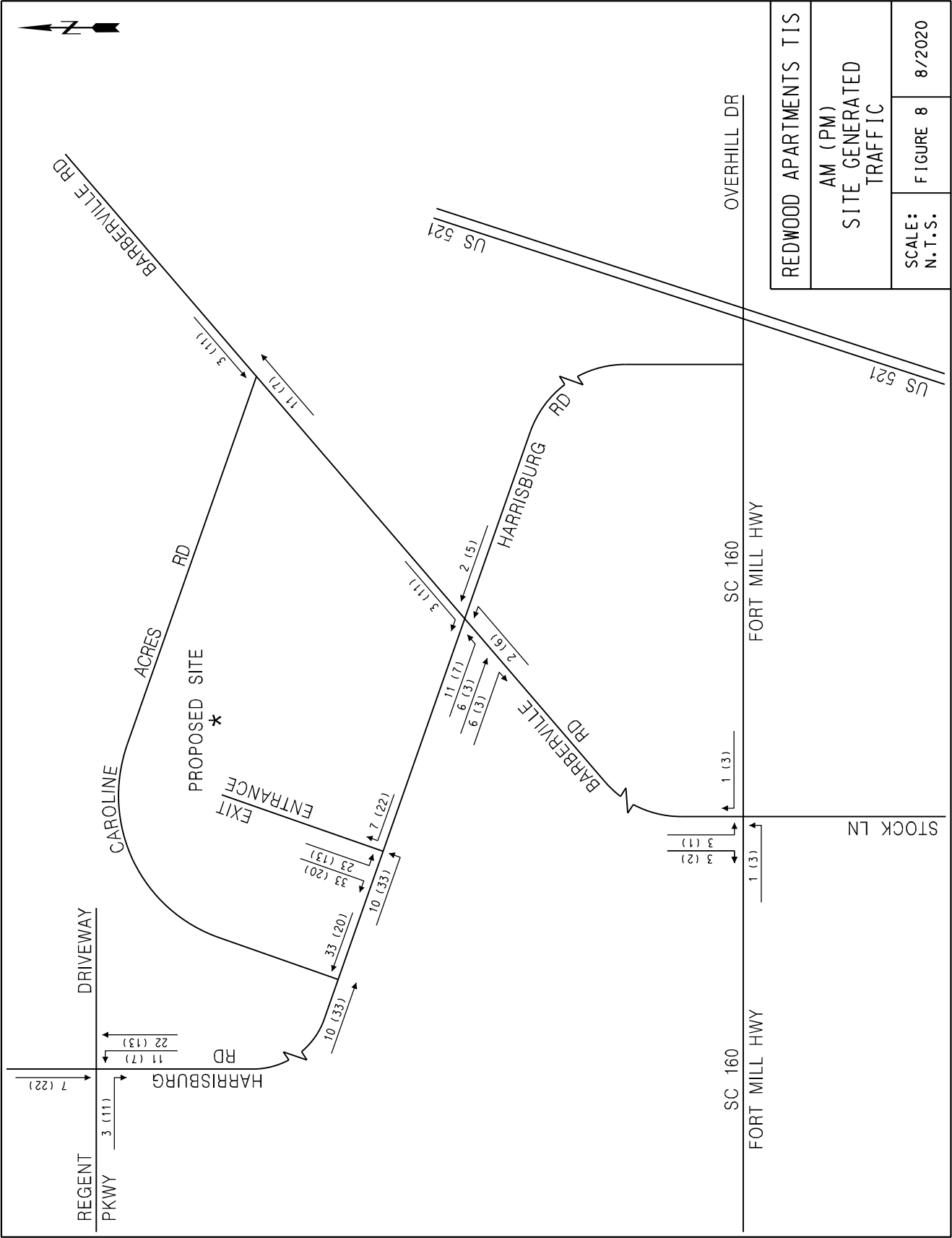
From: Stephen Blackwelder <sblackwelder@lancastersc.net>
Sent: Thursday, May 18, 2023 1:55 PM
To: Chanda Kirkland <CKirkland@lancastersc.net>
Subject: FW: Traffic Scoping for SC 160 and Barberville Road TIS Development



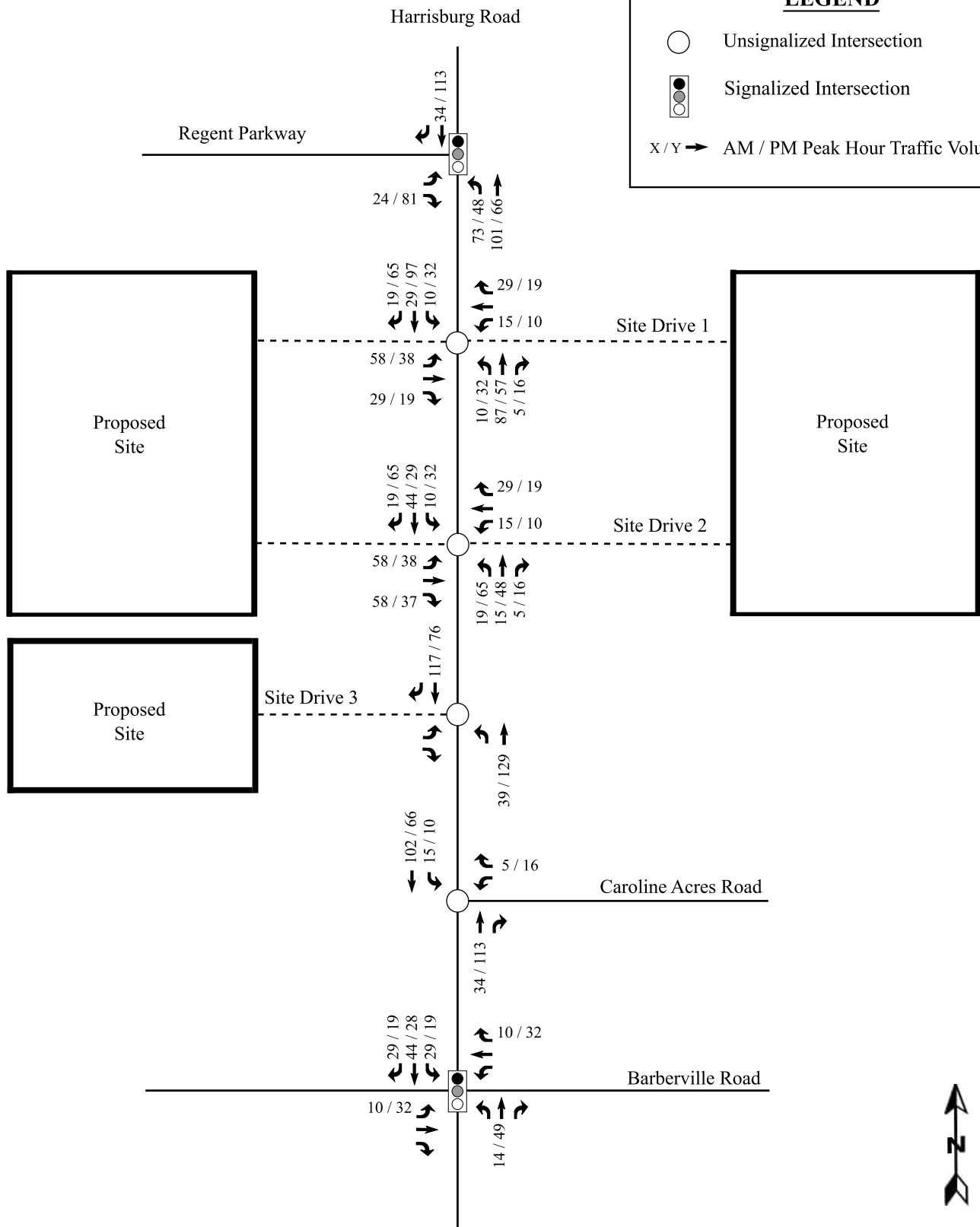








G:\2020\2000060_001\Indian_Land_TIS\CAUD\2020\Indian_Land_Volumes_Site.dgn
 Wednesday, August 19, 2020 AT 01:34 PM

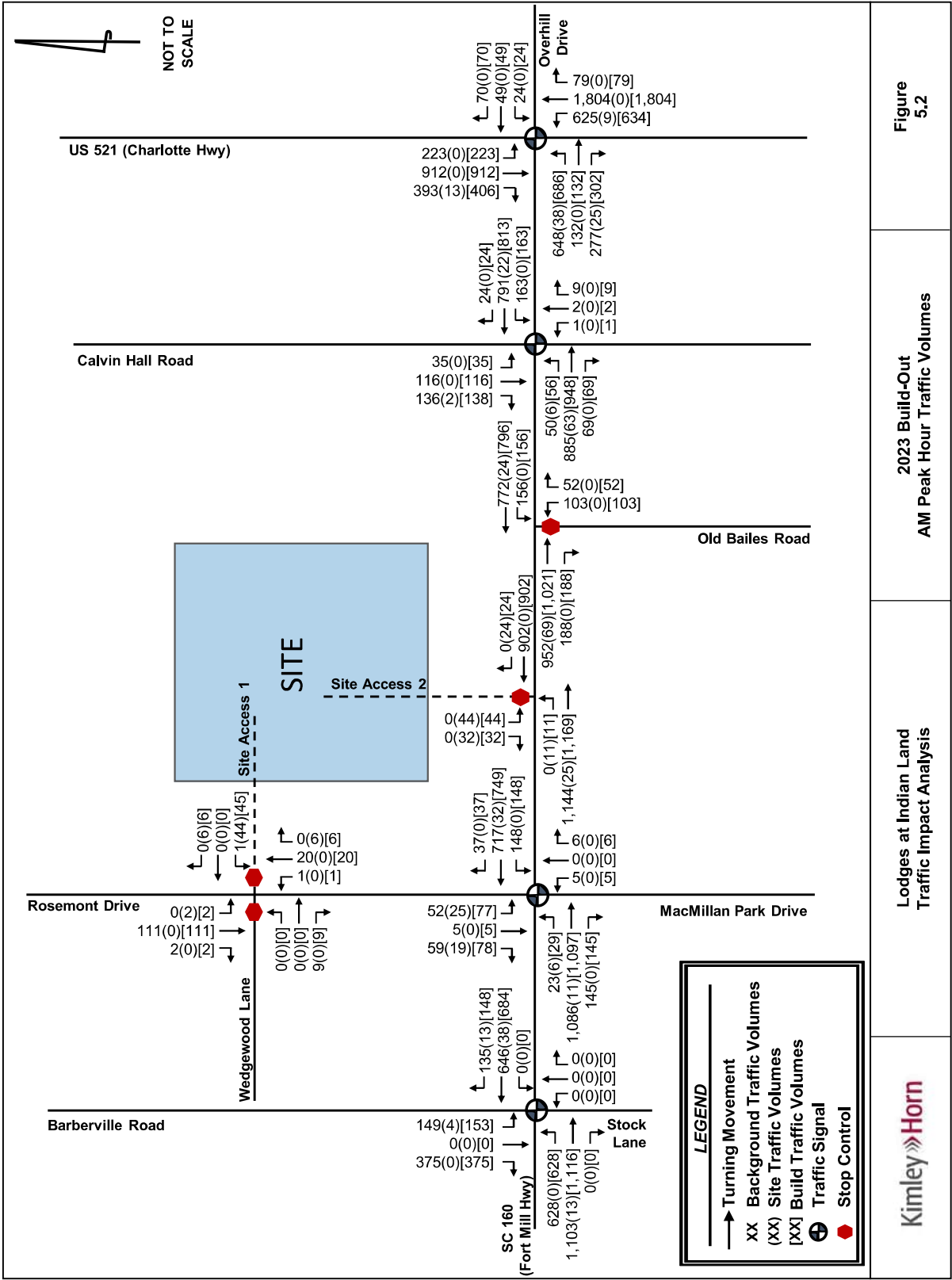


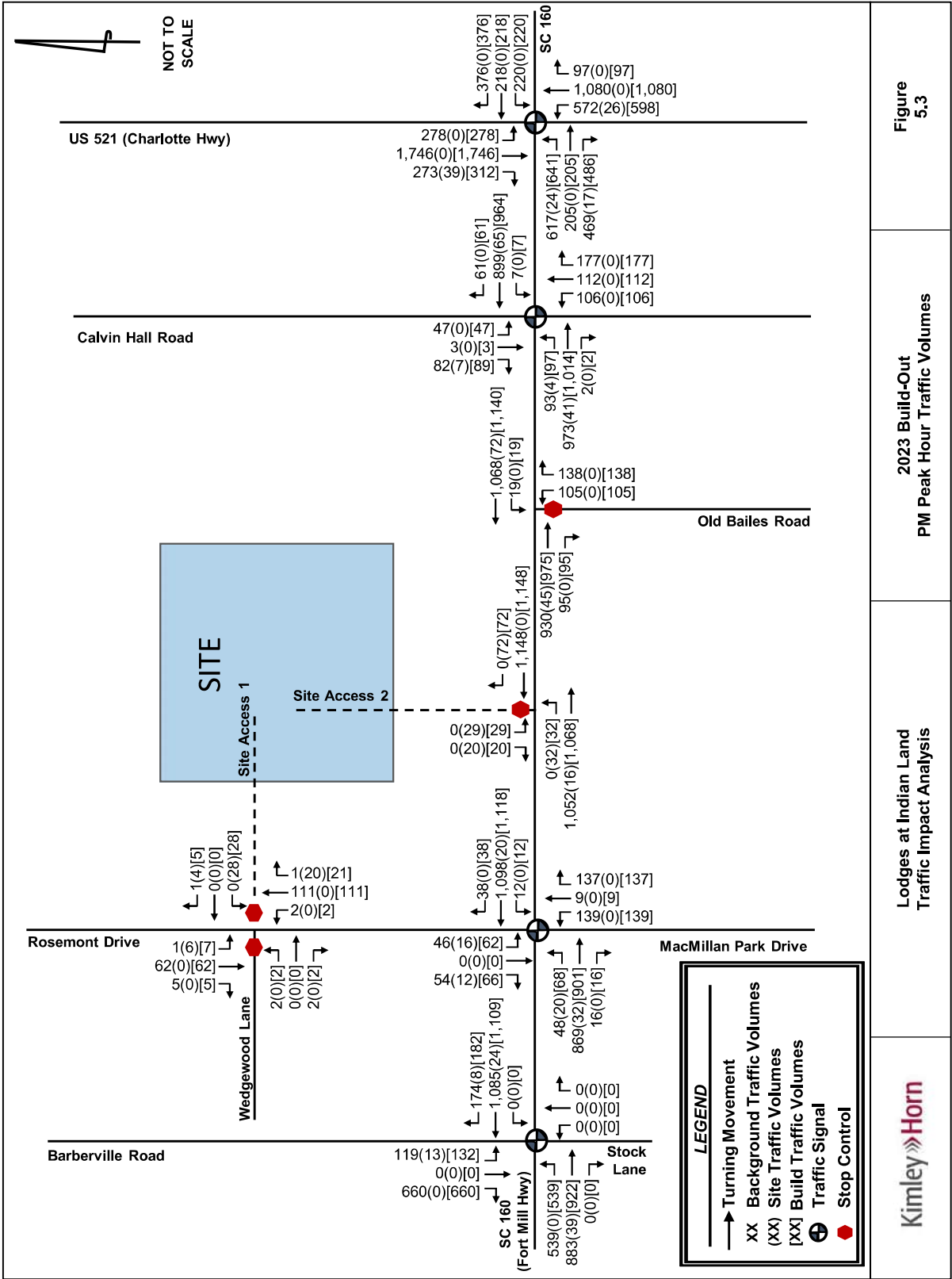
Harrisburg Road Residential Lancaster County, SC

Single-Family Homes
Trip Assignment

Scale: Not to Scale

Figure 7





LEGEND

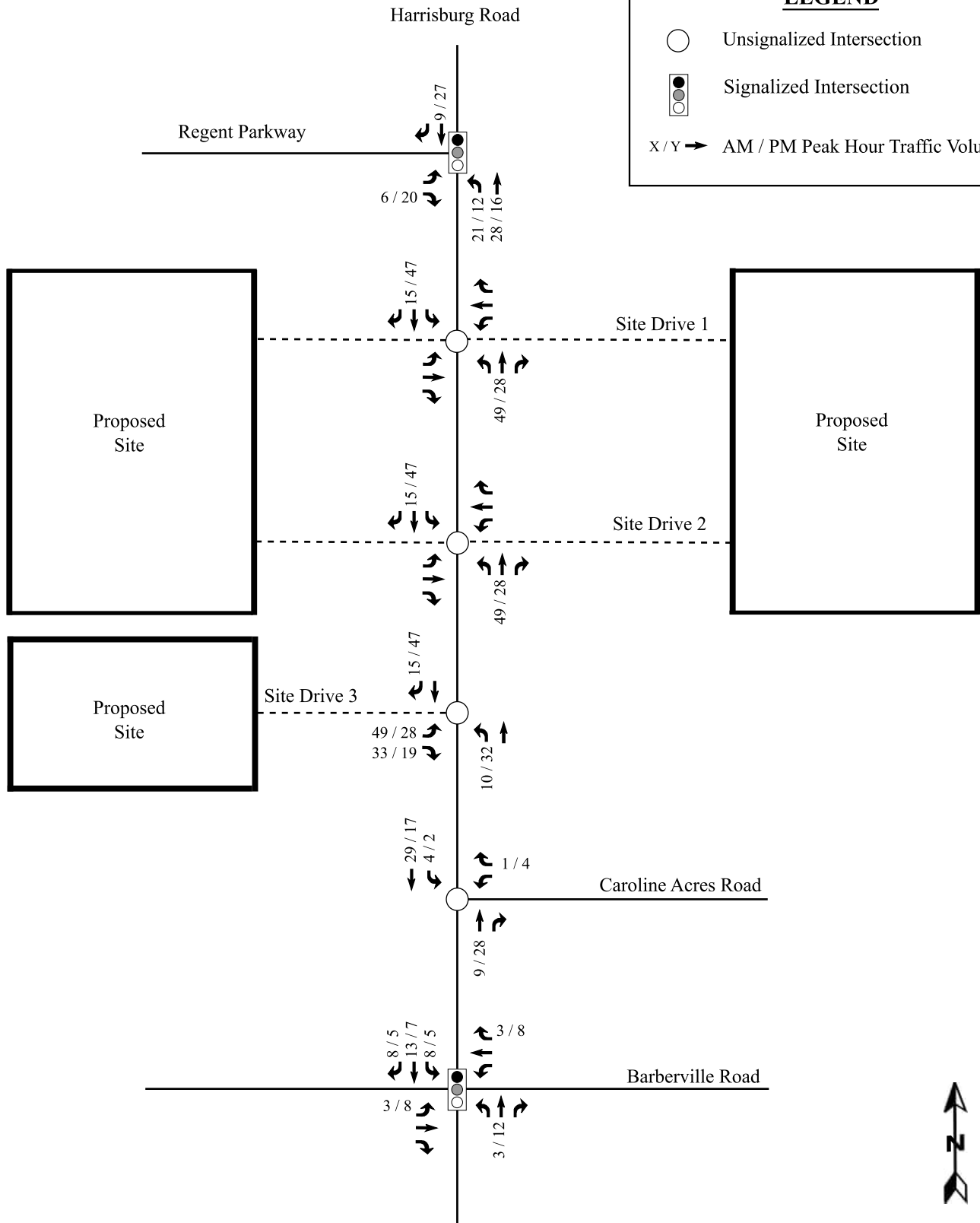


Unsignalized Intersection



Signalized Intersection

X / Y → AM / PM Peak Hour Traffic Volumes

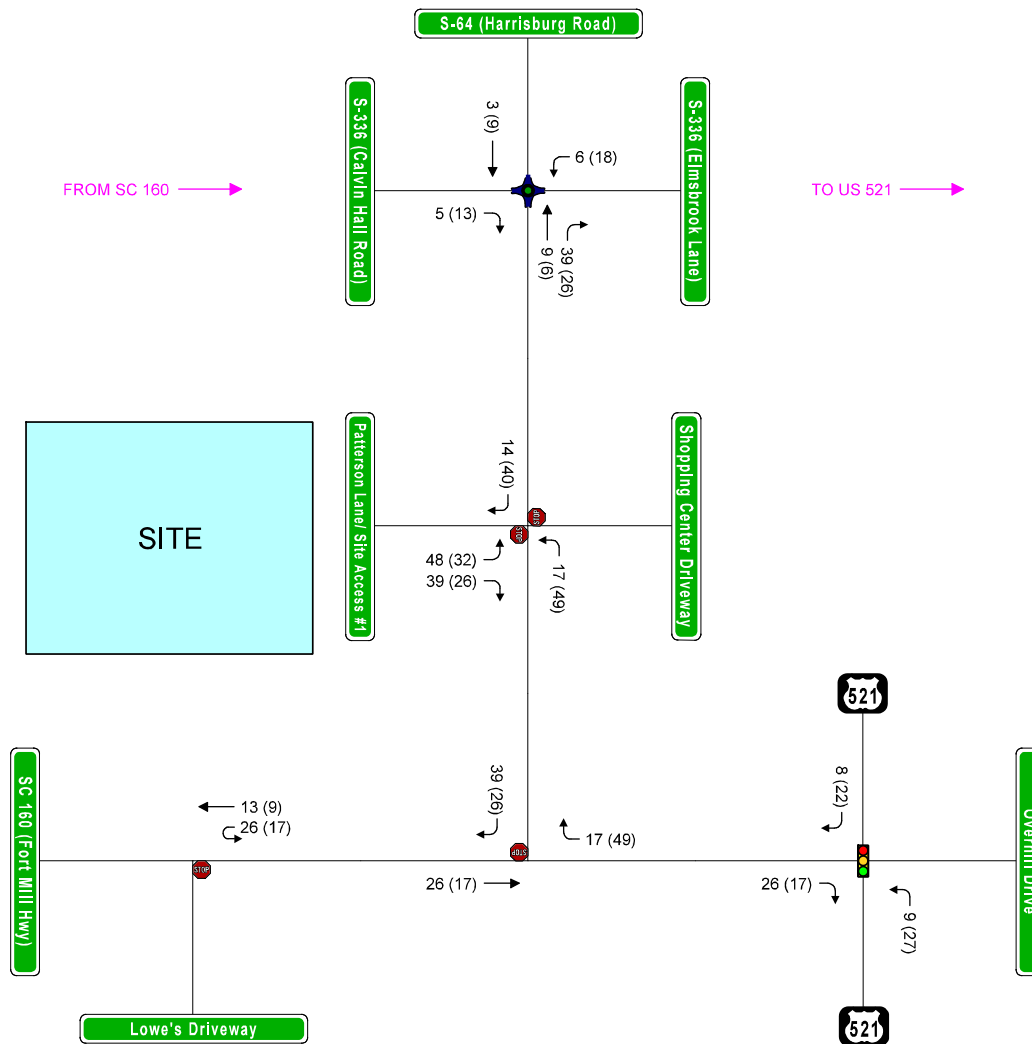


Harrisburg Road Residential
Lancaster County, SC

Townhomes
Trip Assignment

Scale: Not to Scale

Figure 8



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

APPENDIX B

Traffic Count Data



(303) 216-2439
www.alltrafficdata.net

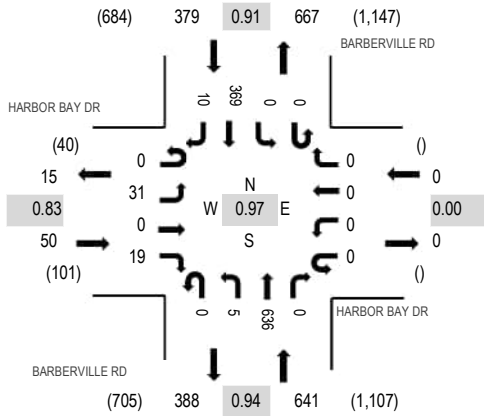
Location: 1 BARBERVILLE RD & HARBOR BAY DR AM

Date: Wednesday, May 3, 2023

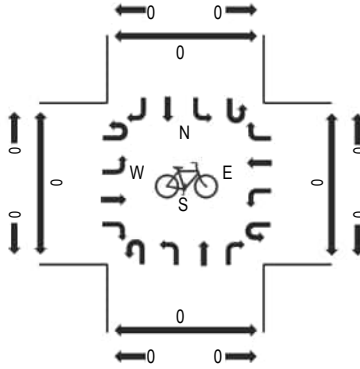
Peak Hour: 07:30 AM - 08:30 AM

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

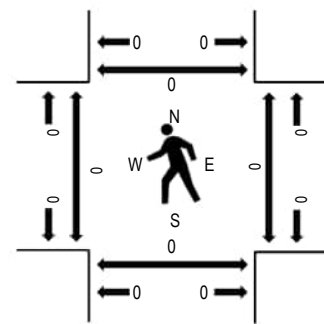
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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



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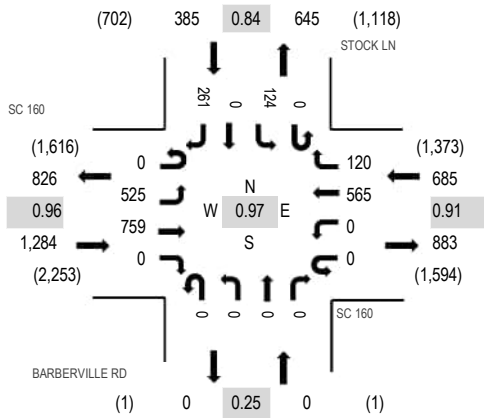
Location: 2 BARBERVILLE RD & SC 160 AM

Date: Wednesday, May 3, 2023

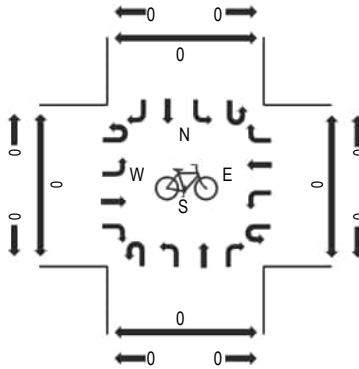
Peak Hour: 07:30 AM - 08:30 AM

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

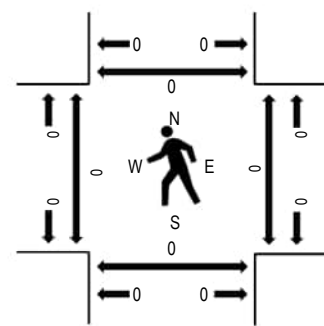
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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



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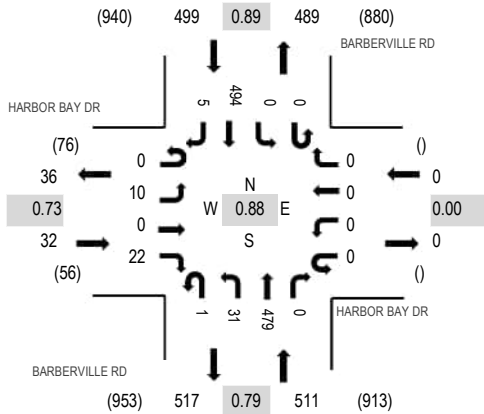
Location: 1 BARBERVILLE RD & HARBOR BAY DR PM

Date: Wednesday, May 3, 2023

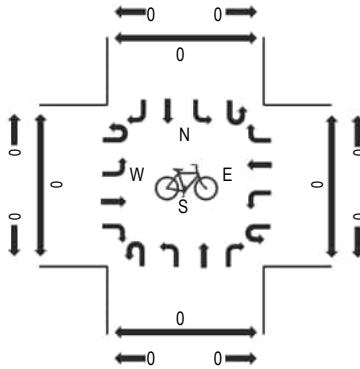
Peak Hour: 05:00 PM - 06:00 PM

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

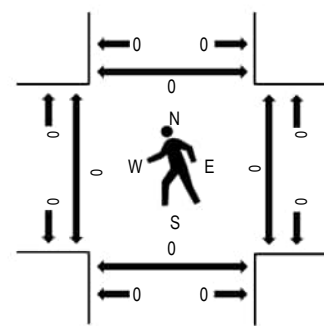
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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



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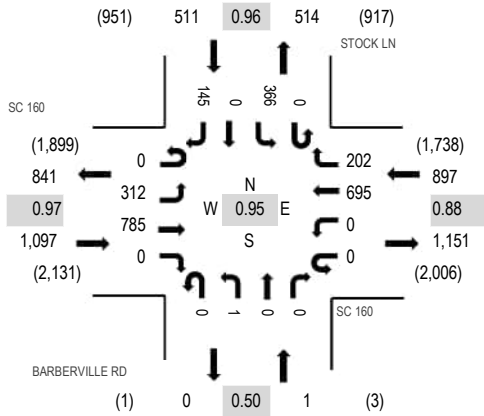
Location: 2 BARBERVILLE RD & SC 160 PM

Date: Wednesday, May 3, 2023

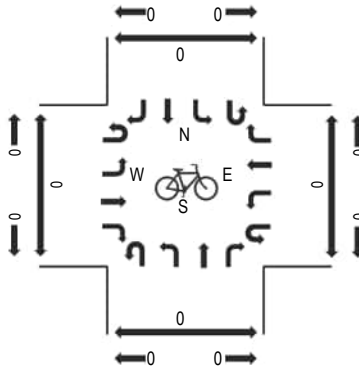
Peak Hour: 05:00 PM - 06:00 PM

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

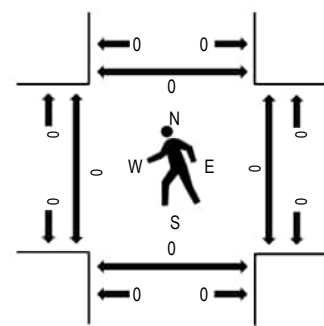
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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

APPENDIX C

Traffic Volume Development Worksheets and ITE Trip Generation Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Fort Mill Highway & Barberville Road

TRAFFIC CONTROL: Signalized

DATE COUNTED: Wednesday, May 3, 2023

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

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

Moving forward.

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Barberville Road & Harbor Bay Drive

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Wednesday, May 3, 2023

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

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

Moving forward.

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Barberville Road & Fortson Road/ Site Access

TRAFFIC CONTROL: Unsignalized

DATE COUNTED:

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

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

Moving forward.

Day Care Center (565)

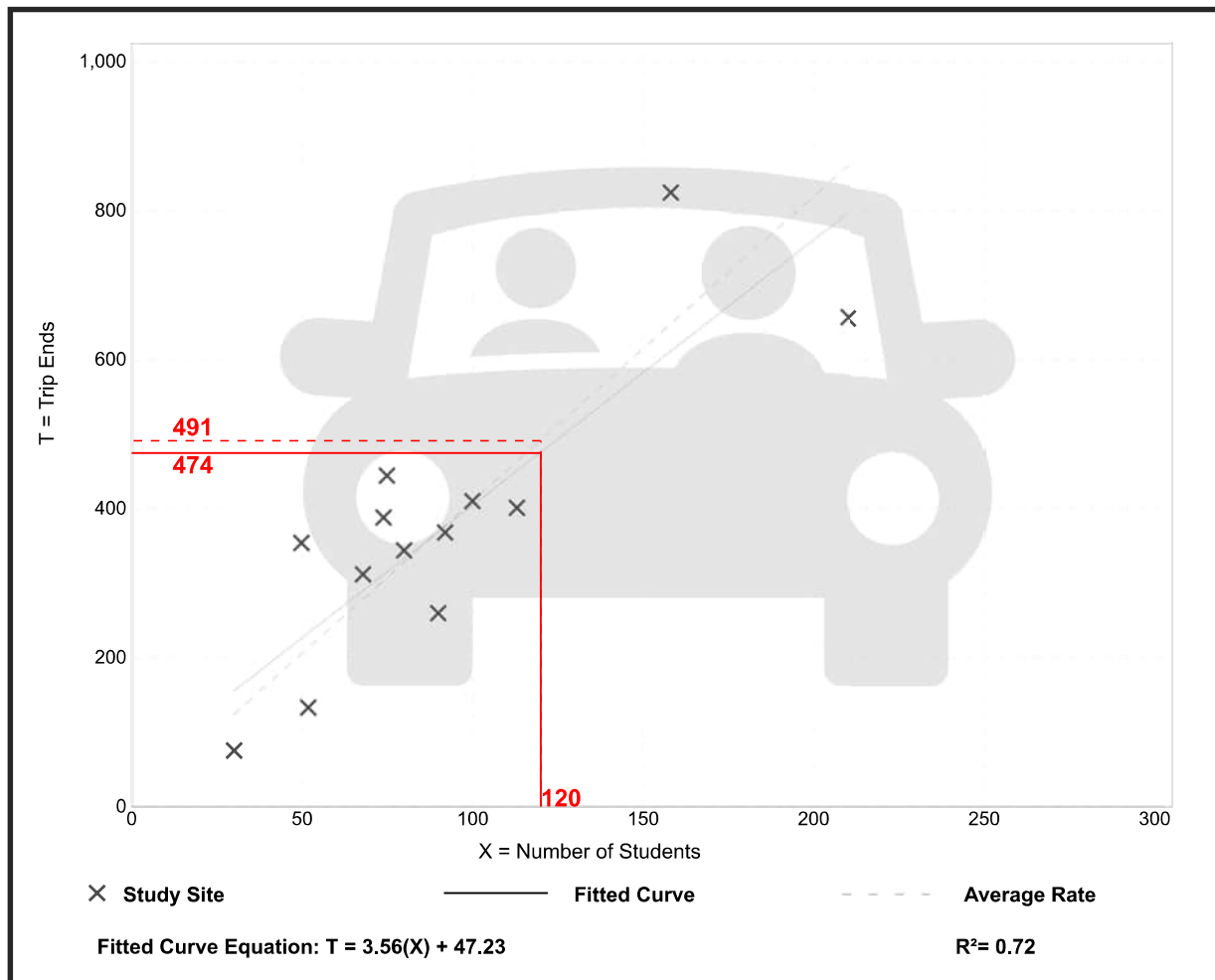
Vehicle Trip Ends vs: **Students**
On a: **Weekday**

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

Vehicle Trip Generation per Student

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

Data Plot and Equation



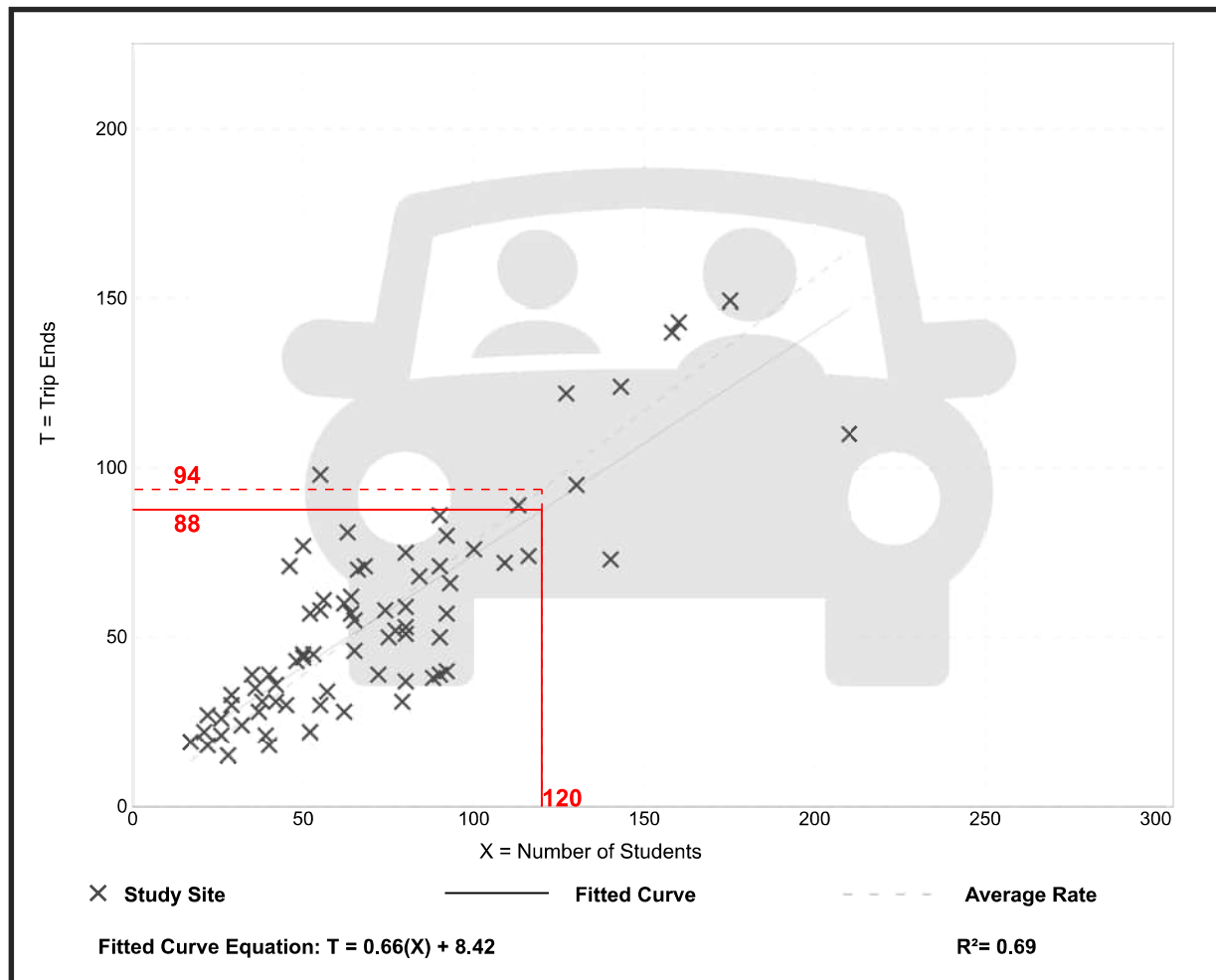
Day Care Center (565)

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

Vehicle Trip Generation per Student

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

Data Plot and Equation



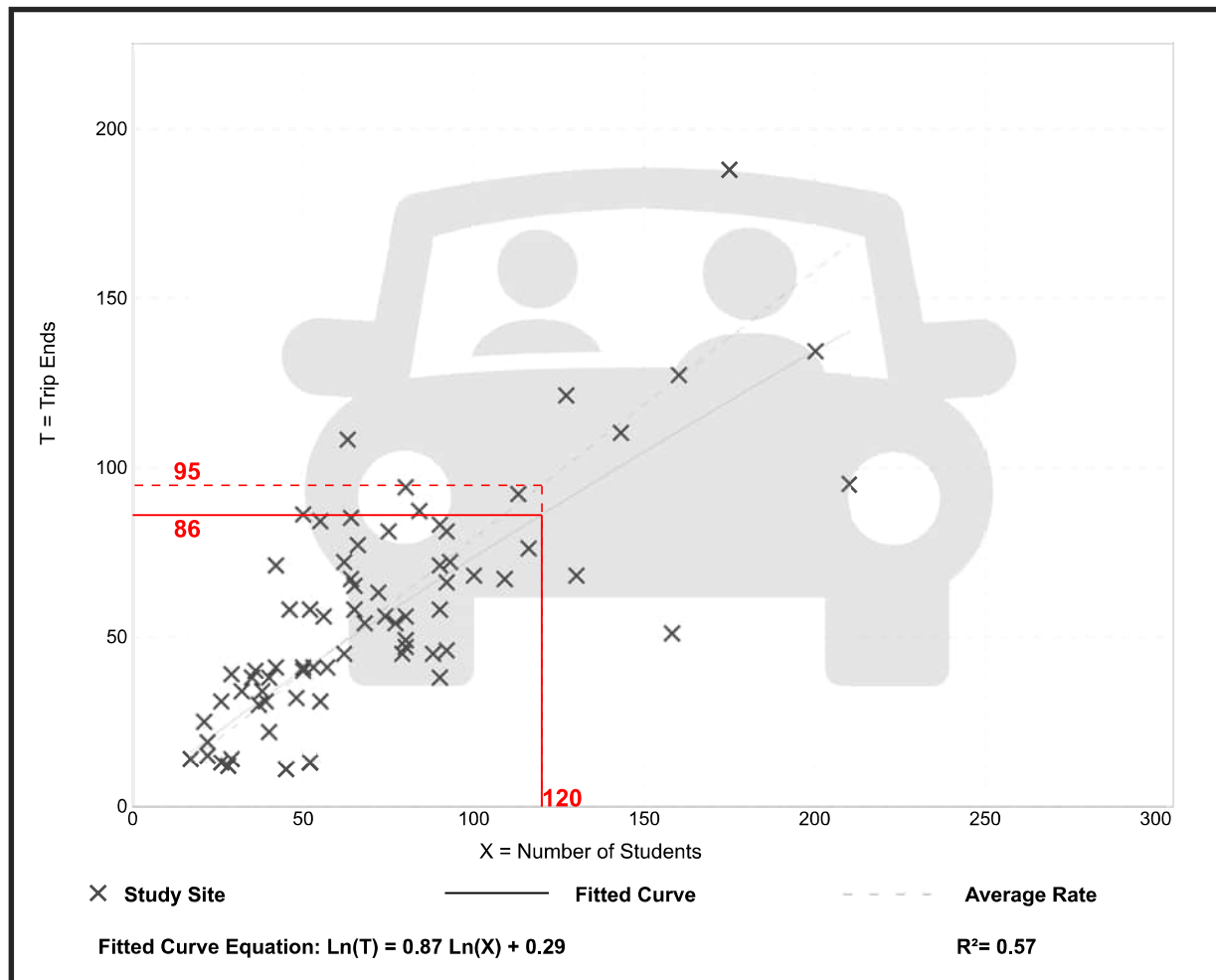
Day Care Center (565)

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

Vehicle Trip Generation per Student

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

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

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

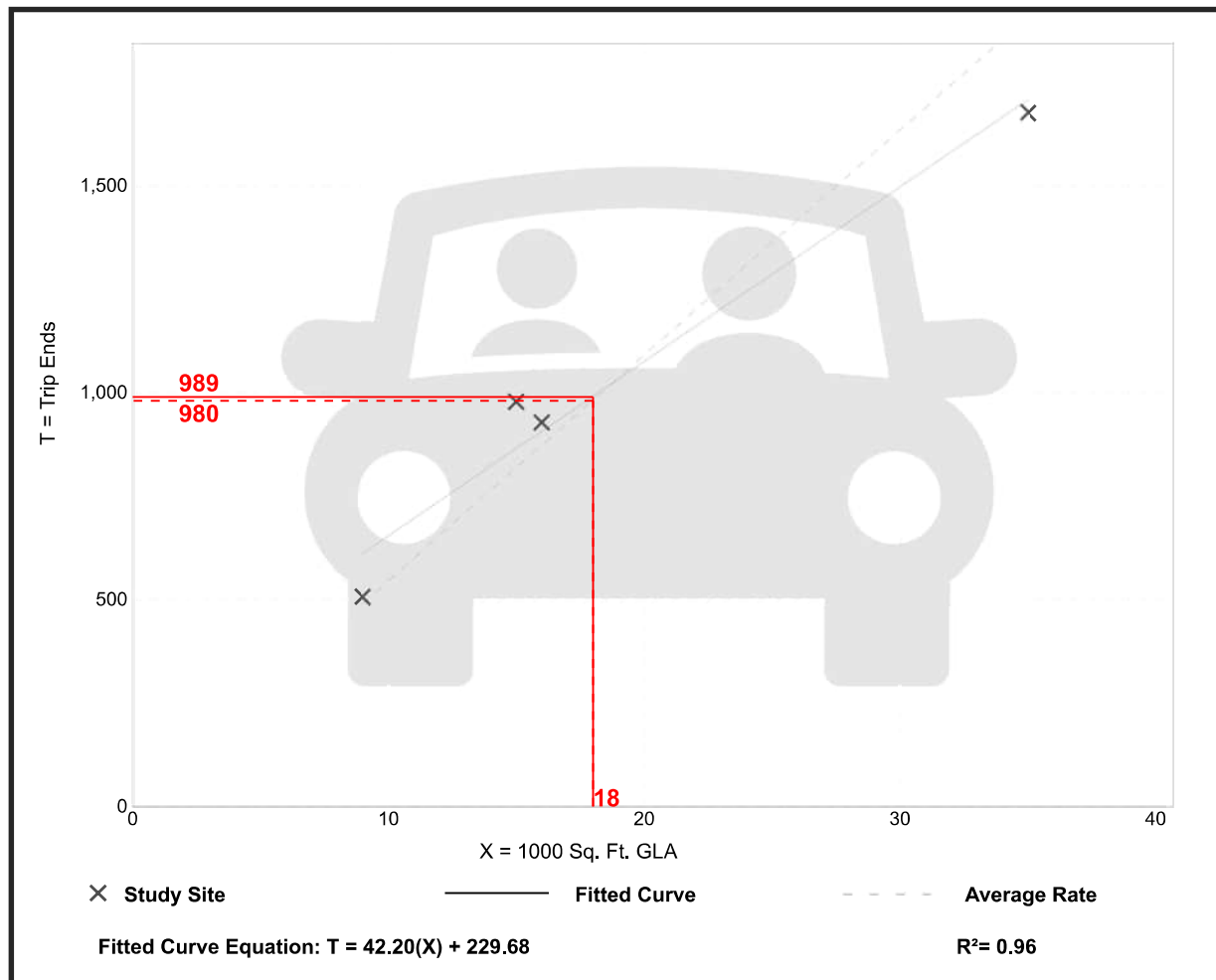
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

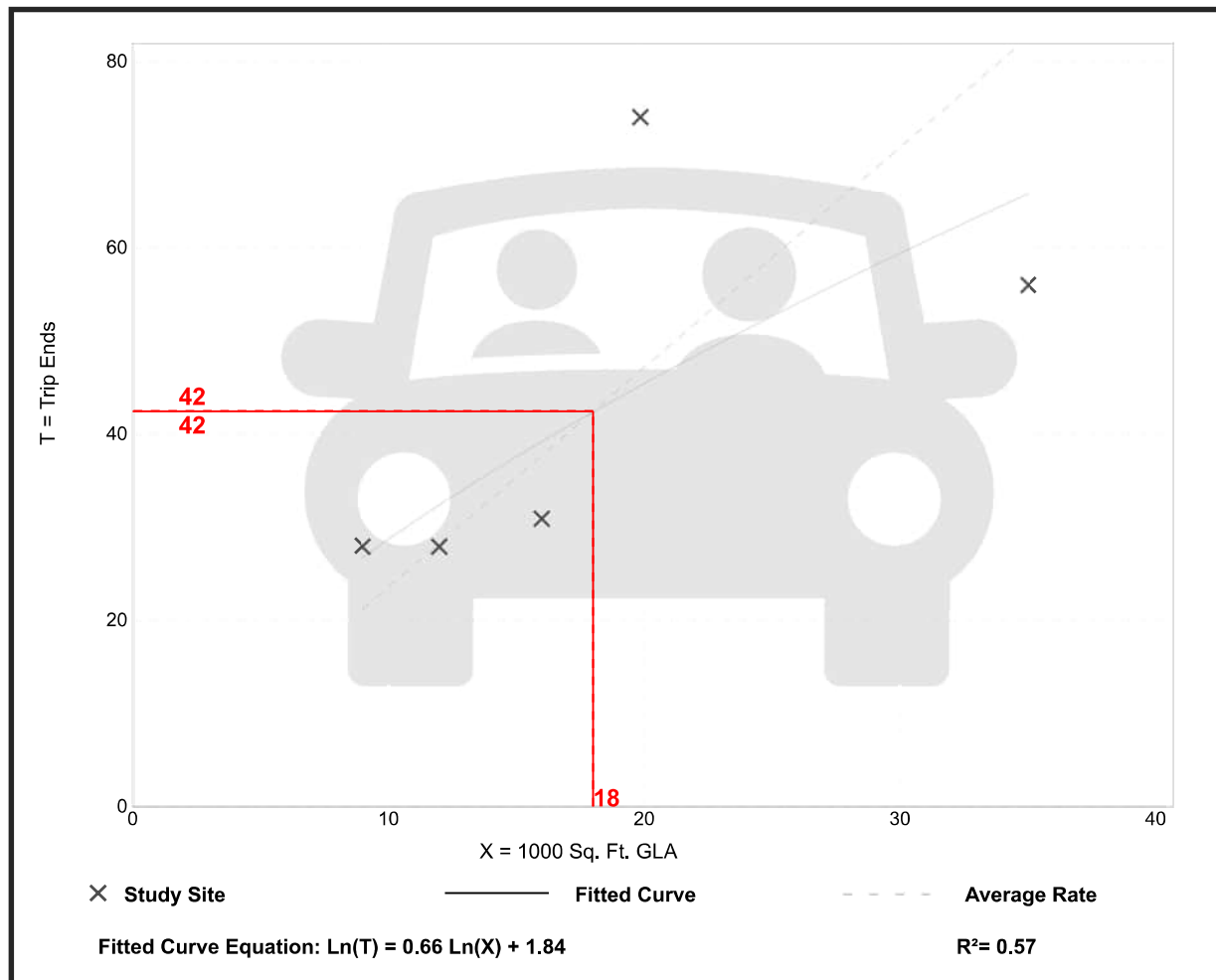
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



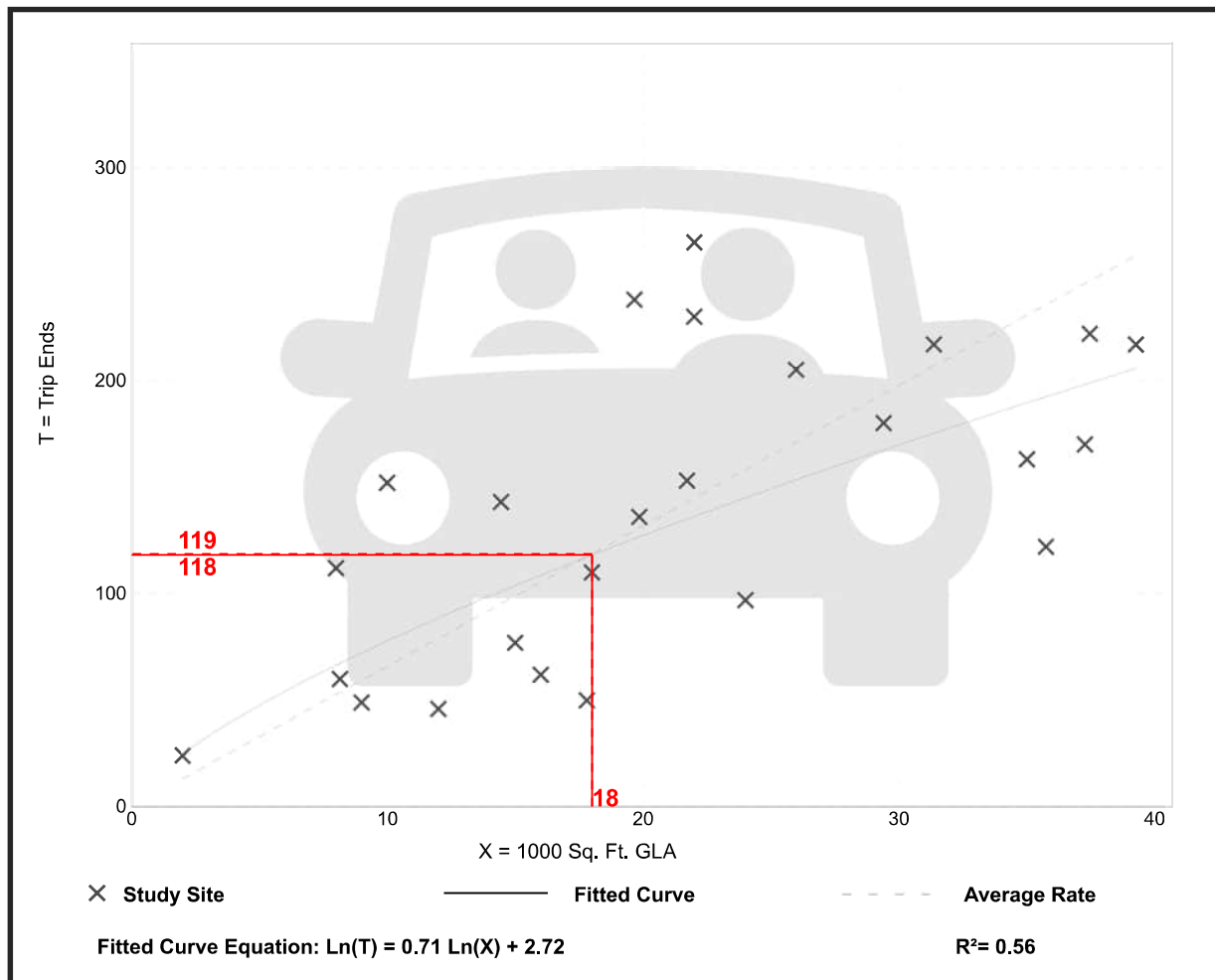
Strip Retail Plaza (<40k) (822)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Small Office Building (712)

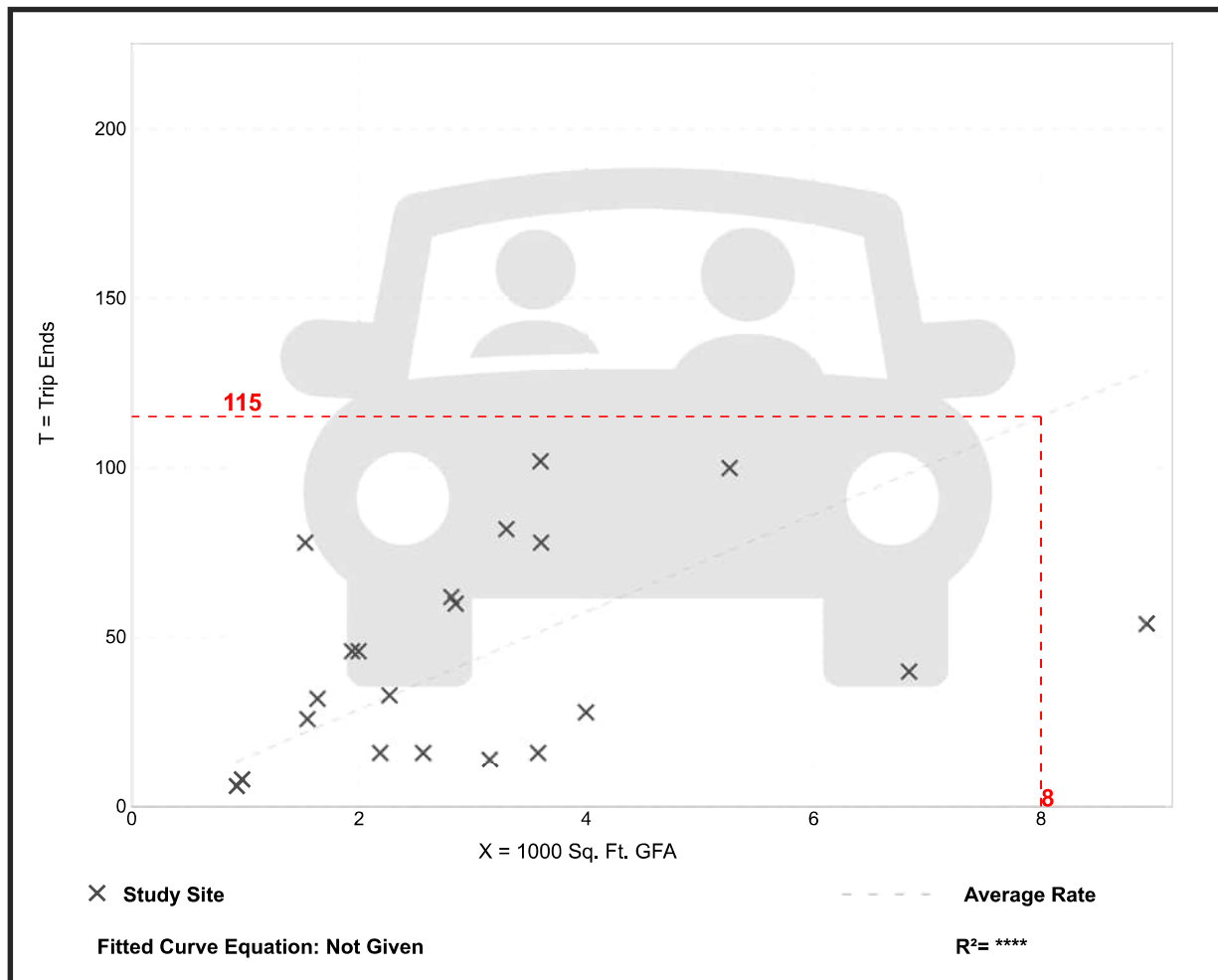
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



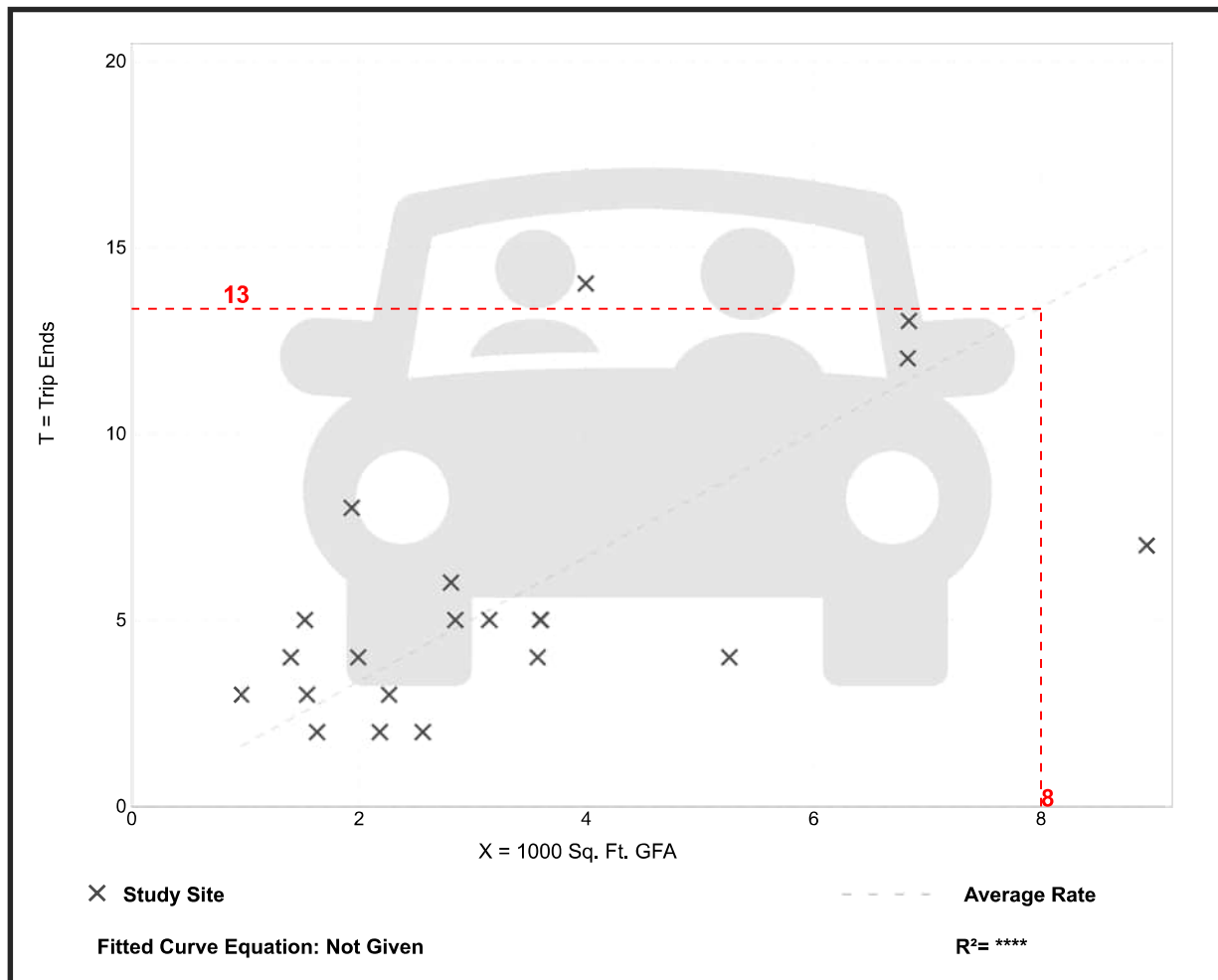
Small Office Building (712)

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

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



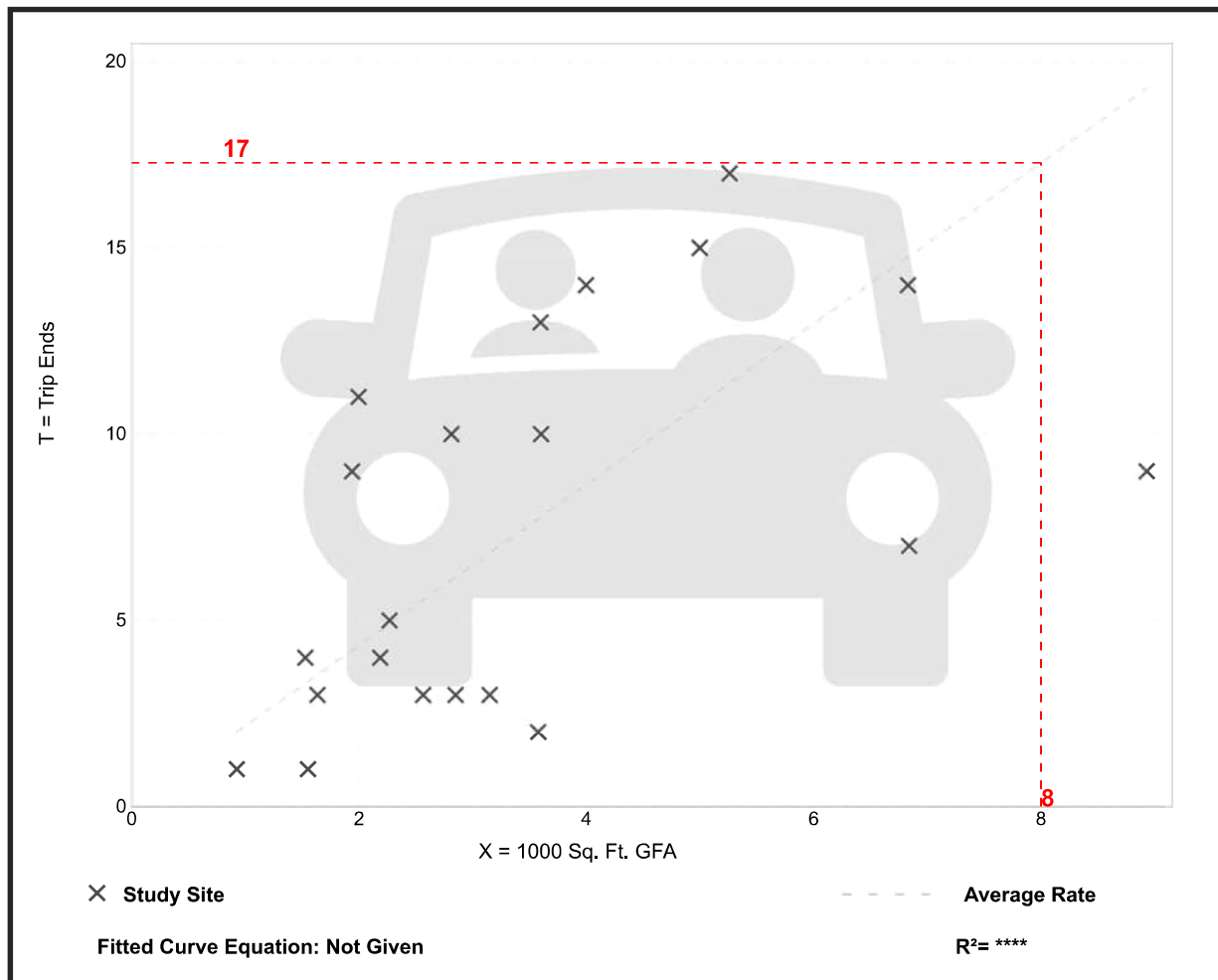
Small Office Building (712)

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

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



APPENDIX D

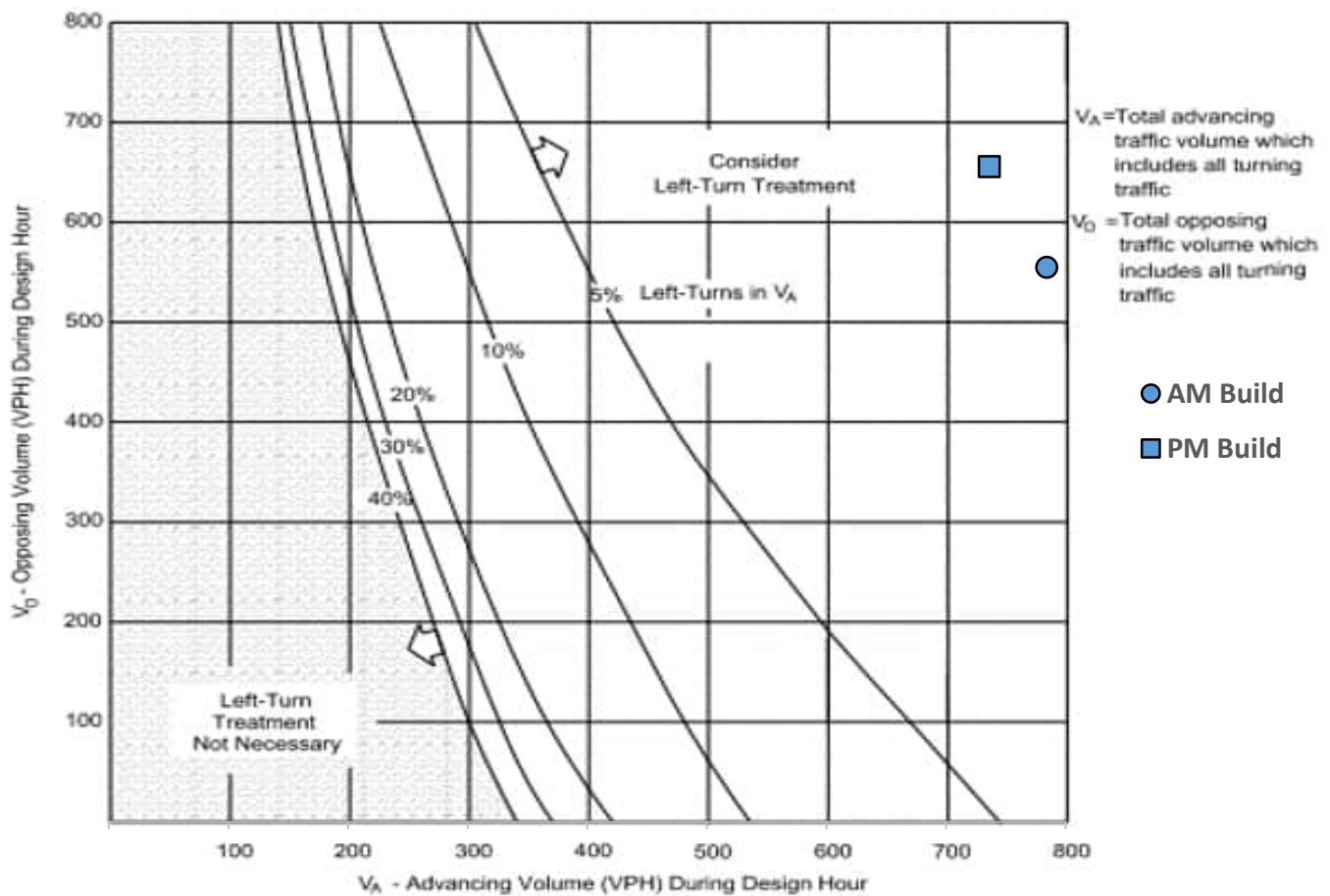
Turn Lane Analysis Worksheets

Barberville Road TIS
LEFT-TURN LANE WARRANT REVIEW

9.5-8

INTERSECTIONS

March 2017



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

INTERSECTION: Barberville Road & Site Access

MOVEMENT: Northbound left turn

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

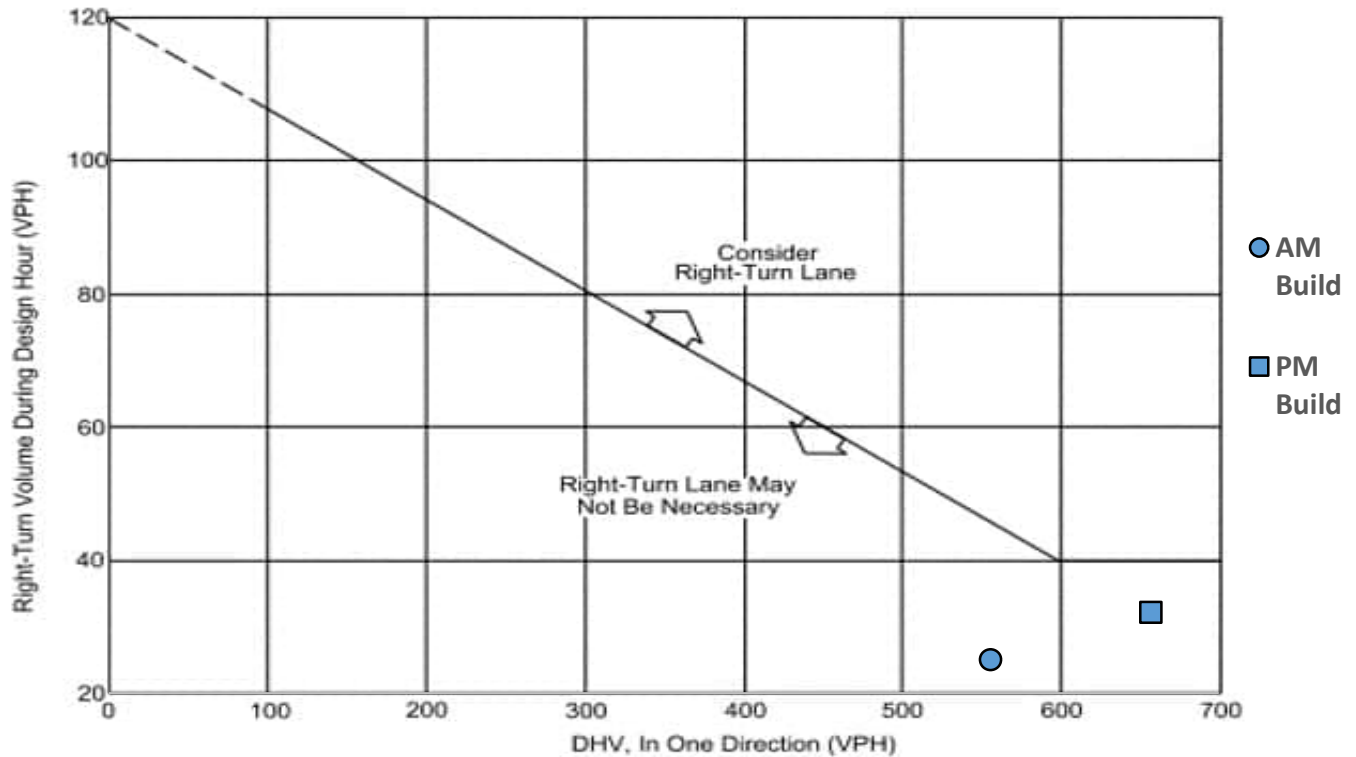
Moving forward.

Barberville Road TIS
RIGHT-TURN LANE WARRANT REVIEW

9.5-2

INTERSECTIONS

March 2017



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

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

Figure 9.5-A

INTERSECTION: Barberville Road & Site Access

MOVEMENT: Southbound right turn

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

Moving forward.




















APPENDIX E




Capacity Analysis

2023 Existing Conditions

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

Barberville Road TIS
2023 Existing AM




















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




Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	19	5	636	369	10
Future Vol, veh/h	31	19	5	636	369	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	21	5	691	401	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1108	407	412	0	-	0
Stage 1	407	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	232	644	1147	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	230	644	1147	-	-	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	667	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	19.4	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1147	-	304	-	-	
HCM Lane V/C Ratio	0.005	-	0.179	-	-	
HCM Control Delay (s)	8.2	0	19.4	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.6	-	-	

HCM 6th Signalized Intersection Summary

100: Fort Mill Highway & Barberville Road

Barberville Road TIS
2023 Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	785	0	0	695	202	1	0	0	366	0	145
Future Volume (veh/h)	312	785	0	0	695	202	1	0	0	366	0	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2027	2027	2027	1776	1776	1776	1949	1949	1949	1847	1847	1847
Adj Flow Rate, veh/h	339	853	0	0	755	220	1	0	0	398	0	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	1335	0	0	843	950	4	0	0	275	0	245
Arrive On Green	0.13	0.66	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.16	0.00	0.16
Sat Flow, veh/h	1931	2027	0	0	1776	1505	1856	0	0	1759	0	1565
Grp Volume(v), veh/h	339	853	0	0	755	220	1	0	0	398	0	158
Grp Sat Flow(s),veh/h/ln	1931	2027	0	0	1776	1505	1856	0	0	1759	0	1565
Q Serve(g_s), s	9.7	23.3	0.0	0.0	36.5	5.9	0.1	0.0	0.0	14.7	0.0	8.9
Cycle Q Clear(g_c), s	9.7	23.3	0.0	0.0	36.5	5.9	0.1	0.0	0.0	14.7	0.0	8.9
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	381	1335	0	0	843	950	4	0	0	275	0	245
V/C Ratio(X)	0.89	0.64	0.00	0.00	0.90	0.23	0.25	0.00	0.00	1.45	0.00	0.65
Avail Cap(c_a), veh/h	436	1474	0	0	914	1009	389	0	0	275	0	245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	9.5	0.0	0.0	22.6	7.5	46.9	0.0	0.0	39.7	0.0	37.3
Incr Delay (d2), s/veh	18.1	0.7	0.0	0.0	10.6	0.1	28.7	0.0	0.0	221.0	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	8.2	0.0	0.0	15.9	2.6	0.1	0.0	0.0	23.0	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	10.2	0.0	0.0	33.2	7.6	75.5	0.0	0.0	260.7	0.0	43.0
LnGrp LOS	D	B	A	A	C	A	E	A	A	F	A	D
Approach Vol, veh/h	1192			975			1			556		
Approach Delay, s/veh	19.2			27.4			75.5			198.9		
Approach LOS	B			C			E			F		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	68.6			5.5		17.3	51.3	20.0				
Change Period (Y+Rc), s	* 6.6			* 5.3		5.1	* 6.6	5.3				
Max Green Setting (Gmax), s	* 68			* 20		14.9	* 48	14.7				
Max Q Clear Time (g_c+I1), s	25.3			2.1		11.7	38.5	16.7				
Green Ext Time (p_c), s	21.2			0.0		0.5	6.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			58.8									
HCM 6th LOS			E									
Notes												





















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




2026 No-Build Conditions

HCM 6th Signalized Intersection Summary

100: Fort Mill Highway & Barberville Road

Barberville Road TIS
2026 No- Build AM




















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




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

HCM 6th Signalized Intersection Summary

100: Fort Mill Highway & Barberville Road

Barberville Road TIS
2026 No- Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	865	0	0	749	242	1	0	0	412	0	208
Future Volume (veh/h)	424	865	0	0	749	242	1	0	0	412	0	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	2027	2027	2027	1776	1776	1776	1949	1949	1949	1847	1847	1847
Adj Flow Rate, veh/h	461	940	0	0	814	263	1	0	0	448	0	226
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	493	1247	0	0	619	885	4	0	0	421	0	374
Arrive On Green	0.22	0.62	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.24	0.00	0.24
Sat Flow, veh/h	1931	2027	0	0	1776	1505	1856	0	0	1759	0	1565
Grp Volume(v), veh/h	461	940	0	0	814	263	1	0	0	448	0	226
Grp Sat Flow(s),veh/h/ln	1931	2027	0	0	1776	1505	1856	0	0	1759	0	1565
Q Serve(g_s), s	24.3	39.9	0.0	0.0	41.8	10.5	0.1	0.0	0.0	28.7	0.0	15.4
Cycle Q Clear(g_c), s	24.3	39.9	0.0	0.0	41.8	10.5	0.1	0.0	0.0	28.7	0.0	15.4
Prop In Lane	1.00		0.00	0.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	493	1247	0	0	619	885	4	0	0	421	0	374
V/C Ratio(X)	0.93	0.75	0.00	0.00	1.32	0.30	0.25	0.00	0.00	1.06	0.00	0.60
Avail Cap(c_a), veh/h	525	1247	0	0	619	885	135	0	0	421	0	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.5	16.6	0.0	0.0	39.1	12.4	59.8	0.0	0.0	45.7	0.0	40.6
Incr Delay (d2), s/veh	23.5	4.2	0.0	0.0	153.1	0.9	28.9	0.0	0.0	62.2	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	17.7	0.0	0.0	43.5	6.0	0.1	0.0	0.0	19.4	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.0	20.8	0.0	0.0	192.1	13.2	88.7	0.0	0.0	107.9	0.0	43.3
LnGrp LOS	E	C	A	A	F	B	F	A	A	F	A	D
Approach Vol, veh/h	1401			1077			1			674		
Approach Delay, s/veh	34.0			148.5			88.7			86.2		
Approach LOS	C			F			F			F		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	80.4			34.0		32.0	48.4	5.6				
Change Period (Y+Rc), s	* 6.6			* 5.3		5.1	* 6.6	5.3				
Max Green Setting (Gmax), s	* 65			* 29		28.9	* 31	8.7				
Max Q Clear Time (g_c+l1), s	41.9			30.7		26.3	43.8	2.1				
Green Ext Time (p_c), s	16.2			0.0		0.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			84.3									
HCM 6th LOS			F									
Notes												

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

2026 Build Conditions








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

Barberville Road TIS
2026 Build AM

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

should use PHF from counts
not default which SCDOT is
90

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




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







Intersection Summary

HCM 6th Ctrl Delay	57.3
HCM 6th LOS	E

Notes




















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

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

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




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







Barberville Road TIS
2026 Build PM

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

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

Bad delay for WB




















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

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

HCM 6th Signalized Intersection Summary

100: Fort Mill Highway & Barberville Road




















Barberville Road TIS
2026 Build Improved AM

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

HCM 6th Signalized Intersection Summary

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Barberville Road TIS
2026 Build Improved PM

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

Agenda Item Summary

Ordinance # / Resolution #: NRN-2024-1210 Griffin Cove

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 7/16/2024

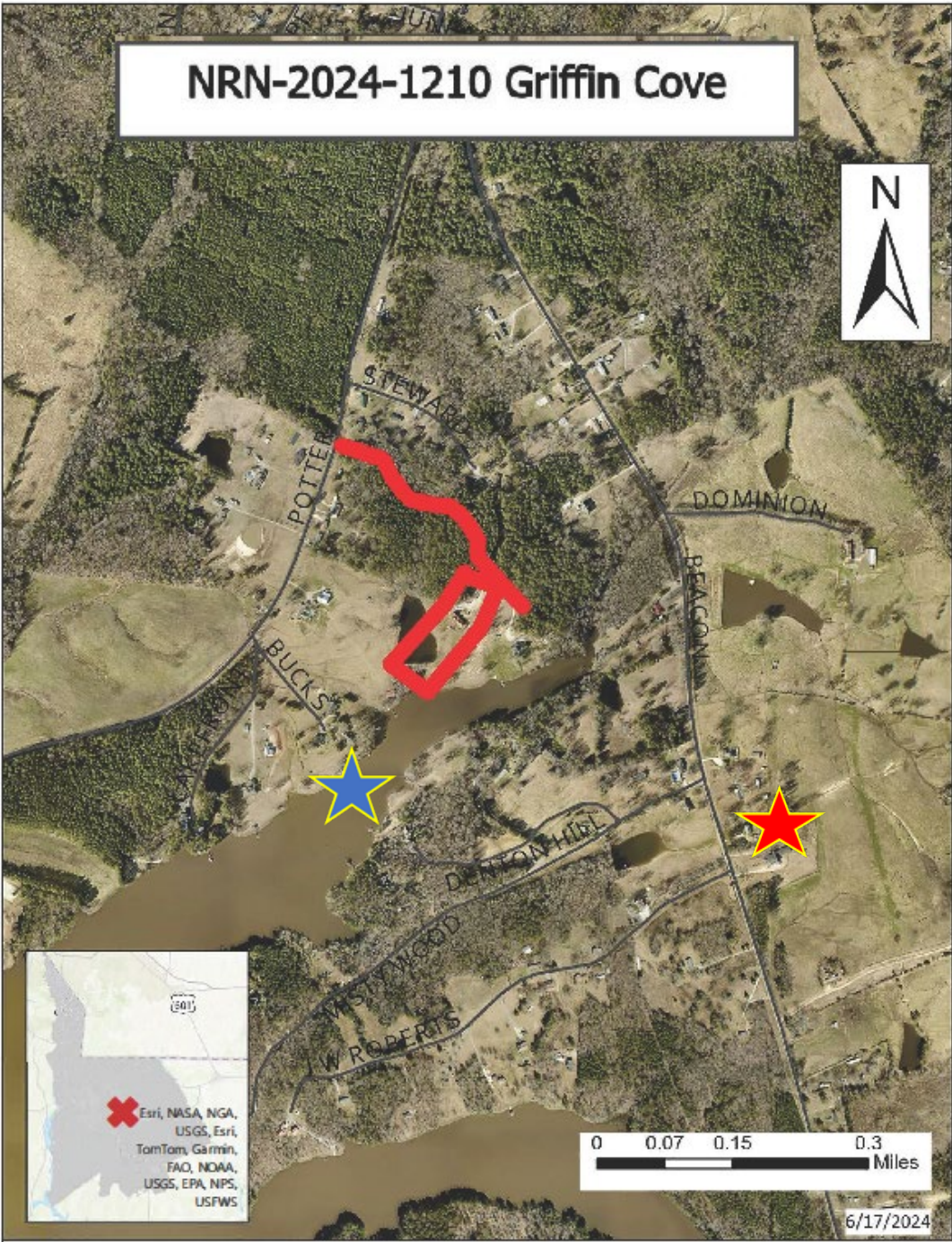
Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Location Map	7/5/2024	Exhibit
Staff Report	7/5/2024	Exhibit
Application	7/5/2024	Exhibit
Deed	7/5/2024	Exhibit
Plat	7/5/2024	Exhibit



Proposal:
Naming Private Drive

Subject Location



Pilgrim Baptist Church

Bear Creek Reservoir

PROPOSAL: Request to name private driveway Griffin Cove

PROPERTY LOCATION: Off South Potter Road between 1385 and 1363
(TM#s 0089-00-006.00 & 0089A-0A-013.00)

APPLICANT: Griggs Griffin

COUNCIL DISTRICT: District 5, Steve Harper

STATUTORY NOTICES: Posted sign not required
Meeting notice published 6/29/2024 in The Lancaster News
Meeting Notices mailed 6/21/2024
Location change notice mailed 6/27/2024
Posted agenda in lobby 7/9/2024

OVERVIEW:

Project Summary & Proposal

Griggs Griffin owns property on a private driveway off South Potter Road (TM# 0089-00-098.07, created by minor subdivision plat book 2024 page 99 and deed book 1754 page 98). In order to secure a building permit for the lot, the shared private driveway that accesses the lot must be named, per UDO 6.11.4.G

The applicants secured approval of their request from other landowners whose property adjoins and may access this driveway (See attached petition).

Staff has reviewed the requested name against County records and has noted the first choice, **Griffin Cove**, is sufficiently different from existing names to avoid confusion. Mailed notices were sent to adjacent properties to observe due diligence, although these were not required by statute. No calls or written comments have been received in opposition to the name.



ANALYSIS & FINDINGS:

6.11.4 PROCEDURE FOR NAMING A NEW ROAD

- A. Any person, firm, corporation, developer or right-of-way owner shall submit an application obtained from the Planning Department when requesting to name a new road. Such request shall include any descriptive/location information required by the Planning Department; designate a spokesperson by name, address, and telephone number; provide first and second road name choices; and be accompanied by a petition, signed by 75 percent of the property owners with parcels having frontage on the affected road. ✓
- B. If the request is consistent with standards included the section entitled "Road Name Standards," above, the Planning Department shall approve said request giving written notice of that action within 60 days of the date of such request. **Per state code, Planning Commission must approve road names. Other than review standards, Sec. B, C, D are void.**
- C. If the request is denied by the Planning Department, written notice including reasons for that action shall be provided within 60 days of the date of such request.
- D. Decisions of the Planning Department, whether affirmative or negative, shall be final subject to written appeal to Lancaster County Planning Commission filed with the clerk to the commission within 15 calendar days of the notice date of the Planning Department's decision. Such appeal shall set out the specific grounds upon which the Planning Department's decision is questioned. The fifteen-day appeal period shall commence on the date of the Planning Department's written notice of decision, which shall be sent to the person signing the affected road name request.
- E. A person laying out a street is guilty of a misdemeanor if he shows an unapproved street name on a plat, street marker or deed. If convicted, the court decides the punishment.
- F. Naming a previously unnamed road or driveway does not change the maintenance responsibility; if it was privately maintained prior to its naming, it will remain privately maintained.
- G. Any road or driveway, whether publicly or privately maintained, that serves as the sole access for three (3) or more permanent residential or business structures must be named. (Ord. No. 2017-1485, 1.8.18)

STAFF RECOMMENDATION:

Staff recommends Approval of the request.

ATTACHMENTS:

1. Location Map
2. Road Name Change Application
3. Deed
4. Plat

STAFF CONTACT:

Jennifer Bryan, Planning Technician
jbryan@lancastersc.net

Sandra Burton, 911 Addressing
sburton@lanc911.com | 803-416-9325



PLANNING COMMISSION
PO BOX 1809
Lancaster, SC 29721
Phone: (803) 285-6005
Fax: (803) 285-6007

NRN GRIFFIN COVE 7/24

Received
6/10/20
JLB

****NEW ROAD NAME/CHANGE APPLICATION****

Please note: A fee of \$250.00 must be submitted with this application before it will be processed. Incomplete applications will be returned. The \$250.00 fee includes the cost of one road sign. New roads requiring more than one sign will require the \$250.00 fee plus \$50.00 for each additional sign.

Please provide the following **applicant** information as completely and accurately as possible.

Date of Application: 6/10 2021 Hilton Way Rd. Lancaster
Name: Griggs Griffin Address: 0089-00-098.01 SC 29716
City, State, Zip Code: Lancaster, SC, 29720
Telephone (H): _____ Telephone (W) or (Cell): 803-320-7435
brooke.self90@gmail.com

Please provide the following **new road name** information as completely and accurately as possible.

Location of new road: namely existing Dnt Rd.
1379 S patter is currently on this Rd.

Road name as it exists now (if applicable): n/a

Proposed new road name (1st choice): Griffin Cove Dr.

Proposed new road name (2nd choice): _____

Will this be a private road? Yes ☒ NO ☐

If applicable, do you plan on deeding this new road to the county in the future?
Yes ☐ NO ☒

Please attach the following items to this application:

*A map to approximate scale depicting the location of the new road.

*A petition signed by at least 75% of the property owners with parcels having **frontage** on the affected road.

Signature of Applicant: [Signature]



PETITION FOR ROAD NAME CHANGE

Date: 6/10

I, Griggs Griffin, hereby request to rename the following road, n/a.
The subject road is located off South Potter Rd, near Steward Rd,

The proposed new road name is Griffin Cove Dr.. Please find below the required percentage (75%) of signatures representing the landowners having frontage on the road to be named.

Sincerely,

Signature of Property Owner

Tax Map Number or Existing Address

Phone Number

- | | | | |
|-----|--|--------------------------|---------------------|
| 1) | | <u>0089-00-098.01</u> | <u>803-320-7435</u> |
| 2) | | <u>0089-00-098.06</u> | <u>803-320-0708</u> |
| 3) | | <u>1451 S Potter Rd.</u> | <u>803-320-1600</u> |
| 4) | | | |
| 5) | | | |
| 6) | | | |
| 7) | | | |
| 8) | | | |
| 9) | | | |
| 10) | | | |
| 11) | | | |
| 12) | | | |

All signatures will be verified

LANCASTER COUNTY GIS

Tax Map:

0089 00 098 07

RECORDED THIS 14th DAY
OF MAY, 2024
IN BOOK 00 PAGE 00

Augusta C. Mung

Auditor, Lancaster County, SC

LANCASTER COUNTY, SC	
2024005047	DEED
RECORDING FEES	\$15.00
EXEMPT	
PRESENTED & RECORDED	
05-02-2024	11:43:33 AM
BRITTANY GRANT	
REGISTER OF DEEDS	
LANCASTER, COUNTY SC	
By: DAVID HUGHES	
BK:DEED 1784	PG:58-60

PREPARED BY TRIMNAL & MYERS, LLC

STATE OF SOUTH CAROLINA)

COUNTY OF LANCASTER)

TITLE TO REAL ESTATE

TITLE NOT EXAMINED

KNOW ALL MEN BY THESE PRESENTS, THAT **Michael K. Sistare and Kathy G. Sistare**, (hereinafter called "Grantor") in the State aforesaid, for and in consideration of the sum of **Five and 00/100 (\$ 5.00) Dollars, Love and Affection**, paid by **Griggs Griffin**, (hereinafter called "Grantee/s") in the State aforesaid (the receipt whereof is hereby acknowledged), have granted, bargained, sold and released, and by these Presents (do(es) grant, bargain, sell and release, unto the said:

Griggs Griffin, his Heirs and/or Assigns Forever:

All that certain piece, parcel or lot of land lying located off of S. Potter Road in Lancaster County, South Carolina containing 2.678 acres more or less and being designated and shown on plat entitled "Minor Subdivision Survey at the Request of Michael K. Sistare" recorded in Plat Book 2024, Page 99, in the Office of the Register of Deeds for Lancaster County, South Carolina, which plat is by reference incorporated herein as part of this description.

Subject to and together with a New 30' Easement for Egress, Ingress, and all Utilities as shown on "Minor Subdivision Survey at the Request of Michael K. Sistare" recorded in Plat Book 2024, Page 99.

Also subject to and together with a 25' R/W for Ingress and Egress as shown on "Plat of Property of Tracey S. & Jamie S. Griffin" recorded in Plat Book 2007, Page 94.

Being a portion of the same property conveyed to Michael K. Sistare and Kathy G. Sistare by Deed recorded February 01, 2022 in Deed Book 1514 at Page 80 in the Office of the Register of Deeds for Lancaster County, South Carolina.

TMS# p/o 0089-00-098.01

Grantee's Address: 2021 Hilton Way Rd Lancaster SC 29720

This conveyance is made subject to all existing easements, restrictions, rights of way and/or encroachments.

TOGETHER will all and singular the Rights, Members, Hereditaments and Appurtenances to the said Premises belonging, or in anywise incident or appertaining.

TO HAVE AND TO HOLD, all and singular the said premises before mentioned unto the said **GRANTEE/S**, his Heirs and/or Assigns forever.

AND the said **GRANTOR** does hereby bind himself and his heirs and/or assigns to warrant and forever defend all and singular the said premises unto the said **GRANTEE**, his Heirs and/or Assigns, against himself and his Heirs and/or Assigns and against every person whomsoever lawfully claiming or to claim the same, or any part thereof.

WITNESS our Hand(s) and Seal(s) this 12 day of April, in the year of our Lord 2024.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

[Signature]
Witness #1

[Signature]
Michael K. Sistare

[Signature]
Witness #2

[Signature]
Kathy G. Sistare

STATE OF SOUTH CAROLINA)
) ACKNOWLEDGEMENT
COUNTY OF LANCASTER)

I, Christen Simmons, Notary Public for the State of South Carolina,

do hereby certify that **GRANTOR/S** personally appeared before me this day and acknowledged the due execution of the foregoing deed.

Sworn before me this 12 day
of April, 2024.

[Signature]
Notary Public for the State of SC


My Commission Expires: 3/30/31


STATE OF SOUTH CAROLINA)
COUNTY OF Lancaster)

AFFIDAVIT FOR EXEMPT TRANSFERS

PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

1. I have read the information on the back of this affidavit and I understand such information.
2. The property being transferred is located at S. Potter Road bearing Lancaster County Tax Map Number p/o 0089-00-098.01 was transferred from **Michael K. Sistare and Kathy G. Sistare** to **Griggs Griffin**, on April 12, 2024.
3. The deed is exempt from the deed recording fee because (See information section of affidavit): transferring realty in which the value of the realty, as defined in Code Section 12-24-30, is equal to or less than one hundred dollars; as defined in Code Section 12-24-30, - see exemption #1 (Code Section 12-24-40(1))
4. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as: Grantor.
5. I understand that a person required to furnish this affidavit who willfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.


Grantor

SWORN to before me this 12
day of April 2024

Notary Public for SC
My Commission Expires: 3/30/31

This Plat Represents a Minor Subdivision Survey at the Request of Michael K. Sistare
Being a 2.678 Acre Portion of Michael K. & Kathy G. Sistares' Property
Having Such Shape, Form, Marks, & Boundaries as Shown
Located Off of S. Potter Road & in Between 1379 & 1383 S. Potter Rd.
Lancaster County, South Carolina
March 1, 2024

3/1/24

Reference Tax Map 0089-00-098.01
Deed Book 1514 Page 80

2024002398
PLAT ANY SIZE
RECORDING FEES \$25.00
PRESENTED & RECORDED:
03-04-2024 10:42:41 AM
BRITTANY GRANT
REGISTERED DEED
LANCASTER COUNTY, SC
BY: DAVID HUGHES
BK: PLAT 2024
PG: 99

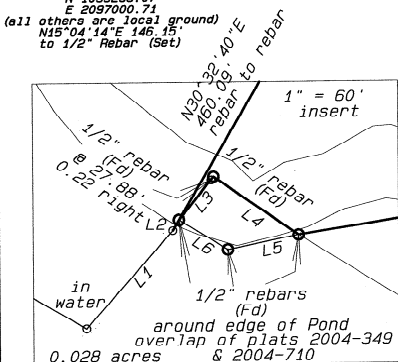
Parcel Layout & Location Map
1 inch is approx. = to 400'

APPROVED FOR RECORDING
Date Approved: 3/14/2024
Must be recorded by: 3/14/2024

Calls along New 30' Esmt. from Hwy R/W to Cul-de-Sac

LINE	BEARING	DISTANCE
L7	S69°07'26"E	245.65'
L8	S36°33'40"E	84.39'
L9	S47°30'06"E	53.96'
L10	S74°46'13"E	63.87'
L11	N85°47'21"E	101.98'
L12	S71°26'41"E	85.06'
L13	S39°49'41"E	90.19'
L14	S16°32'39"E	63.47'
L15	S05°37'53"W	104.92'
L16	S12°31'56"E	82.28'
L17	S43°29'31"E	41.04'
L18	S55°54'06"E	60.33'
L19	S66°14'27"E	64.07'
L20	S11°47'53"E	20.71'
L21	S30°02'30"E	39.48'
L22	S32°34'44"E	50.26'
L23	S16°41'37"E	16.68'
L24	S05°42'17"E	26.65'
L25	S05°42'17"E	23.54'
L26	S12°30'13"E	17.64'
L27	S50°11'44"E	17.53'
L28	S50°11'44"E	67.67'

LINE	BEARING	DISTANCE
L1	N41°36'29"E	71.00'
L2	N30°32'40"E	6.99'
L3	N38°51'43"E	30.09'
L4	S55°18'53"E	56.12'
L5	S78°38'38"W	39.26'
L6	N50°32'29"W	31.11'



FEMA Flood Map 45057C0260 effective date 05/16/2017 appears to be in need of a revision.

Note 1:
FEMA Flood Map 45057C0260 effective date 05/16/2017 was examined.
A portion of the 2.678 Acre Parcel Surveyed does appear to be in a Flood Prone Area - in "Zone A".
Land outside a designated flood zone may still flood. In Building or placing property in or near low lying ground, branches, ditches, natural or man made swells;
Use Caution & Common Sense.
The scope of this survey does not include a flood study in any shape or form.
But, The Lay of the Land (ie Hillsides), does not appear to have a chance at flooding; on a great deal of this tract.

Hilliard, Jeff Land Surveyor LLC
4370 Stoneboro Rd
Heath Springs, S.C. 29058
803-273-3748

I hereby state that to the best of my knowledge, information, and belief, the survey Shown was made in accordance with the Minimum Standards Manual for the Practice of Land Surveying in South Carolina, and meets or exceeds the requirements for a Class B survey as specified therein; also there are no visible encroachments or projections other than those shown.

This plat is subject to any Easements, Agreements, Right of Ways or Restrictions of record prior to the date of this plat, which were not visible & apparent at the time of the field survey.

Also, owner/buyer must verify highway, road, powerline, & utility, r/w-easement widths, location, & restrictions before working or building near a highway, road, powerline or underground utility.

Jeffrey N. Hilliard S.C. PLS # 21230
N.C. # L-4853

Agenda Item Summary

Ordinance # / Resolution #: NRN-2024-1251 Hailes Valley Way

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 7/16/2024

Issue for Consideration:

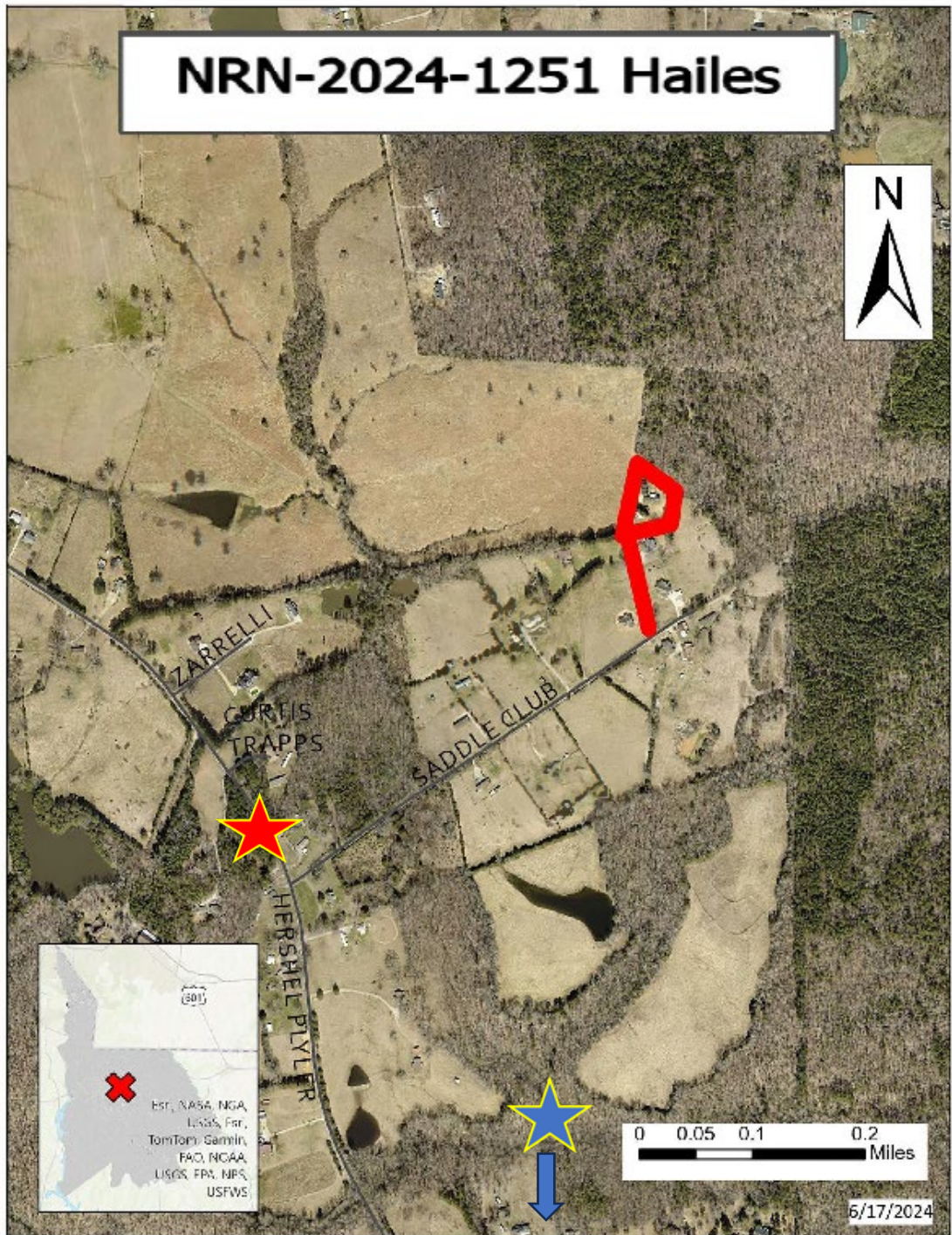
Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Location Map	7/5/2024	Exhibit
Staff Report	7/5/2024	Exhibit
Application	7/5/2024	Exhibit
Deed	7/5/2024	Exhibit
Plat 2014-230	7/5/2024	Exhibit

NRN-2024-1251 Hailes



Proposal:
Naming Private Drive

Subject Location



Hershel Plyler Road



To Pageland Highway

PROPOSAL: Request to name private driveway Hailes Valley Way

PROPERTY LOCATION: Off Saddle Club Road between 1761 & 1777 Saddle Club Road
(TM#s 0059-00-048.12 and 0059-00-48.08)

APPLICANT: Matthew Shannon

COUNCIL DISTRICT: District 3, Billy Mosteller

STATUTORY NOTICES: Posted sign not required
Meeting notice published 6/29/2024 in The Lancaster News
Meeting Notices mailed 6/21/2024
Location change notice mailed 6/27/2024
Posted agenda in lobby 7/09/2024

OVERVIEW:

Project Summary & Proposal

Matthew Shannon owns a parcel located off Saddle Club Road (TM #0059-00-048.04). In order to secure a building permit for the lot, the shared private driveway that accesses the lot must be named, per UDO 6.11.4.G

The applicants secured approval of their request from other landowners whose property adjoins and may access this driveway (See attached petition).

Staff has reviewed the requested name against County records and has noted the first choice, **Hailes Valley Way**, is sufficiently different from existing names to avoid confusion. Mailed notices were sent to adjacent properties to observe due diligence, although these were not required by statute. No calls or written comments have been received in opposition to the name.



ANALYSIS & FINDINGS:

6.11.4 PROCEDURE FOR NAMING A NEW ROAD

- A. Any person, firm, corporation, developer or right-of-way owner shall submit an application obtained from the Planning Department when requesting to name a new road. Such request shall include any descriptive/location information required by the Planning Department; designate a spokesperson by name, address, and telephone number; provide first and second road name choices; and be accompanied by a petition, signed by 75 percent of the property owners with parcels having frontage on the affected road. ✓
- B. If the request is consistent with standards included the section entitled "Road Name Standards," above, the Planning Department shall approve said request giving written notice of that action within 60 days of the date of such request. **Per state code, Planning Commission must approve road names. Other than review standards, Sec. B, C, D are void.**
- C. If the request is denied by the Planning Department, written notice including reasons for that action shall be provided within 60 days of the date of such request.
- D. Decisions of the Planning Department, whether affirmative or negative, shall be final subject to written appeal to Lancaster County Planning Commission filed with the clerk to the commission within 15 calendar days of the notice date of the Planning Department's decision. Such appeal shall set out the specific grounds upon which the Planning Department's decision is questioned. The fifteen-day appeal period shall commence on the date of the Planning Department's written notice of decision, which shall be sent to the person signing the affected road name request.
- E. A person laying out a street is guilty of a misdemeanor if he shows an unapproved street name on a plat, street marker or deed. If convicted, the court decides the punishment.
- F. Naming a previously unnamed road or driveway does not change the maintenance responsibility; if it was privately maintained prior to its naming, it will remain privately maintained.
- G. Any road or driveway, whether publicly or privately maintained, that serves as the sole access for three (3) or more permanent residential or business structures must be named. (Ord. No. 2017-1485, 1.8.18)

STAFF RECOMMENDATION:

Staff recommends Approval of the request.

ATTACHMENTS:

1. Location Map
2. Road Name Change Application
3. Deed
4. Plat

STAFF CONTACT:

Jennifer Bryan, Planning Technician
jbryan@lancastersc.net | 803-416-9433

Sandra Burton, 911 Addressing
sburton@lanc911.com | 803-416-9325

LANCASTER COUNTY PLANNING COMMISSION
PO BOX 1809
Lancaster, SC 29721
Phone: (803) 285-6005
Fax: (803) 285-6007

****NEW ROAD NAME/CHANGE APPLICATION****

Please note: A fee of \$250.00 must be submitted with this application before it will be processed. Incomplete applications will be returned. The \$250.00 fee includes the cost of one road sign. New roads requiring more than one sign will require the \$250.00 fee plus \$50.00 for each additional sign.

Please provide the following **applicant** information as completely and accurately as possible.

Date of Application: 6/14/2024

email: matthew.shannon@3dsystems.com

Name: Matthew Shannon Address: 1152 Cedar Pines Lake Rd.

City, State, Zip Code: Lancaster SC 29720

Telephone (H): _____ Telephone (W) or (Cell): 803-554-3643

Please provide the following **new road name** information as completely and accurately as possible.

Location of new road: OFF of ~~8th St~~ Saddle Club Road.

Road name as it exists now (if applicable): _____

Proposed new road name (1st choice): Hailes Valley Way

Proposed new road name (2nd choice): _____

Will this be a private road? Yes ☒ NO ☐

If applicable, do you plan on deeding this new road to the county in the future?

Yes ☐ NO ☒

Please attach the following items to this application:

*A map to approximate scale depicting the location of the new road.

*A petition signed by at least 75% of the property owners with parcels having **frontage** on the affected road.

Signature of Applicant: Matthew Shannon

PETITION FOR ROAD NAME CHANGE


Date: 6/14/2024

I, Matthew Shannon, hereby request to rename the following road, Hailes Valley Way.
The subject road is located off of Saddle Club Road.

The proposed new road name is Hailes Valley Way. Please find below the required percentage (75%) of signatures representing the landowners having frontage on the road to be named.

Sincerely,



	Signature of Property Owner	Tax Map Number or Existing Address	Phone Number
1)	<u>Donna Shannon</u>	<u>0059-00-048.04</u>	<u>803-285-3300 Home</u>
2)		<u>0059-00-048.08</u>	<u>803-577-1977 Cell</u>
3)	<u>Carolyn Haile</u>	<u>0059-00-048.01</u>	<u>803-285-3300 Home</u>
4)	<u>Melesia Haile</u>	<u>0059-00-048.03</u>	<u>803-320-7349 Cell</u>
5)	_____	_____	_____
6)	_____	_____	_____
7)	_____	_____	_____
8)	_____	_____	_____
9)	_____	_____	_____
10)	_____	_____	_____
11)	_____	_____	_____
12)	_____	_____	_____
13)	_____	_____	_____
14)	_____	_____	_____
15)	_____	_____	_____

All signatures will be verified





LANCASTER COUNTY ASSESSOR
Tax Map:
0059 00 048 04
RECORDED THIS 21st DAY
OF JUNE, 2024
IN BOOK 00 PAGE 00

Auditor, Lancaster County, SC

STATE OF SOUTH CAROLINA)
)
COUNTY OF LANCASTER)

TITLE TO REAL ESTATE

KNOW ALL MEN BY THESE PRESENTS, that, **Donna Shannon**, ("Grantor"), in the State aforesaid, for and in consideration of the sum of Five and no/100ths (\$5.00) Dollars, Love and Affection, to the Grantor in hand paid at and before the sealing and delivery of these Presents, by the Grantee hereinafter named (the receipt whereof is hereby acknowledged), has granted, bargained, sold and released, and by these Presents does grant, bargain, sell and release the following described property, subject to the easements, restrictions, reservations and conditions set forth below, unto **Matthew D. Shannon**, ("Grantee"), and Grantee's heirs, successors and assigns:

All that certain piece, parcel or lot of land, together with any and all improvements located thereon, lying, being and situate in Camp Creek Community, Lancaster County, South Carolina, approximately 5 1/2 miles east of Lancaster, containing 1.00 acre, more or less, being more particularly shown, described and designated as Lot 2 on Plat of Survey entitled 'Plat of Survey for Lennie Terry' prepared by Phillip G. Smith, RLS, dated April 24, 2014 and recorded in the Office of the Register of Deeds for Lancaster County as Plat No. 2014-230, reference to said plat is craved for a more minute description.

Being the identical property conveyed to Donna Shannon by Deed of Lennie Lee Terry and Mary Lee M. Terry dated May 30, 2014 and recorded June 3, 2014 in Deed Book 799 Page 206, in the Office of the Register of Deeds for Lancaster County, South Carolina.

The within described property is conveyed subject to existing easements and rights of way, whether of record or not, and to restrictions, if any, appearing in the chain of title which said restrictions, if any, are not intended to be reimposed hereby.

Tap Map Number: 0059-00-048.04
Grantee's Address:
1152 Cedar Pines Lake Road
Lancaster, SC 29720

LANCASTER COUNTY, SC	
2024007338	DEED
RECORDING FEES	\$15.00
STATE TAX	\$0.00
COUNTY TAX	\$0.00
PRESENTED & RECORDED	
06-20-2024	02:31:34 PM
BRITTANY GRANT	
REGISTER OF DEEDS	
LANCASTER, COUNTY SC	
By: TERRY PARKMAN	
BK:DEED 1803 PG:139-141	

STATE OF SOUTH CAROLINA)
COUNTY OF LANCASTER)

AFFIDAVIT


PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

1. This Affidavit is attached to a Deed dated the same date hereof for 1.00 acre, more or less, Lot 2, Plat No. 2014-230, Lancaster, SC, bearing Lancaster County Tax Map Number 0059-00-048.04 being transferred by Donna Shannon to Matthew D. Shannon, on May 1, 2024.


2. The deed is exempt from the deed recording fee because (See information section of affidavit):
Transferring realty in which the value of the realty is equal to or less than one hundred dollars-
Exemption #1 (Code Section 12-24-40(1)).

3. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as: Grantee

4. I understand that a person required to furnish this affidavit who wilfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.


Matthew D. Shannon

SWORN to before me this 8th day of May, 2024.


Notary Public for South Carolina
Printed Name of Notary Public: T. Alston DeVenny
My Commission Expires: 07/13/2028

2014005308

PLAT SMALL
RECORDING FEES

\$5.00

PRESENTED & RECORDED:
04-25-2014 11:28 AMJOHN LANE
REGISTER OF DEEDS
LANCASTER COUNTY, SC
By: CANDICE PHILLIPS DEPUTY

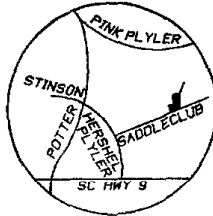
BK: PLAT 2014

PG: 230-230

DAVID R. PARKER
P# 13244
TM 60 / 149N&C IN
POSTMELISSA ANN SCOTT
1765 SADDLE CLUB RD.
P# 2001-274
TM 59 / 48.03

To the best of my knowledge, the survey shown hereon was made in accordance with the Minimum Standards Manual for the Practice of Land Surveying in South Carolina, and meets the requirements for a Class A survey as specified therein.

OTHER LANDS
LENNIE TERRY
PB 18 PG 211
TM 59 / 48



OTHER LANDS
LENNIE TERRY
PB 18 PG 211
TM 59 / 48

LOT 1
1.00 AC.

LOT 2
1.00 AC.
TO BE CONVEYED TO
DONNA SHANNON

BABBY G. HAILE
CAROLYN C. HAILE
1769 SADDLE CLUB RD.
TM 59 / 48.01
V-5 / 417

APPROVED FOR RECORDING	Date
<i>K. G. Smith</i>	4/25/14
Planning Official	
This plat must be recorded by the following date: 6/25/14	

STATE OF SOUTH CAROLINA
COUNTY OF LANCASTER
PLAT OF SURVEY FOR

LENNIE TERRY

LOCATED ABOUT 5 1/2 MILES EAST OF LANCASTER, ON THE NORTH SIDE OF SADDLE CLUB RD.



<i>Phillip G. Smith</i>		PHILLIP G. SMITH		3248 THE KNOLL LN. LANCASTER, SC 29720	
PROFESSIONAL LAND SURVEYOR		SC REG. No. 18669		FAX: 803 283-1256	
PHONE: 803 285-0010	SCALE	TAX MAP	FILE	DATE	
1" = 80'	P/O 59 / 48	TERLED14	24 APRIL 2014		

Agenda Item Summary

Ordinance # / Resolution #: NRN-2024-1356 July Group Submittall: Civil Plans

Contact Person / Sponsor: J. Bryan

Department: Planning

Date Requested to be on Agenda: 7/16/2024

Issue for Consideration:

Points to Consider:

Recommendation:

ATTACHMENTS:

Description	Upload Date	Type
Staff Report	7/5/2024	Exhibit
Application	7/5/2024	Exhibit
UDO Section	7/5/2024	Exhibit

PROPOSAL: Approve road/street names in Lancaster County submitted via Civil Construction Plans and Preliminary Plats

APPLICABLE LAWS: Chapter 6 of Lancaster County Unified Development Ordinance (UDO); SC Code of Laws 6-29-1200

APPLICANTS/DEVELOPMENTS: Harris Mills
Wilson Creek
Roselyn
Edgewater
Area 704 LLC

STATUTORY NOTICES: Posted signs not required
Meeting notice published 6/29/2024 in The Lancaster News
Posted Agenda in lobby 7/9/2024

PROJECT SUMMARY & PROPOSAL:

Proposal to approve street names in Lancaster County submitted via Civil Construction Plans and Preliminary Plats.

BACKGROUND:

The South Carolina Code of Laws, Section 6-29-1200 (A), states the following:

(A) A local planning commission created under the provisions of this chapter [the South Carolina Local Government Comprehensive Planning Enabling Act of 1994] shall, by proper certificate, approve and authorize the name of a street or road laid out within the territory over which the commission has jurisdiction. It is unlawful for a person in laying out a new street or road to name the street or road on a plat, by a marking or in a deed or instrument without first getting the approval of the planning commission.

In April 2023 Allison Hardin recommended bringing County practice into conformity with this state regulation. Staff will bring new street names to the Commission for review and approval on a monthly basis or as needed for the orderly progression of workflow regarding Civil Plan and Preliminary Plat approvals, and an amendment has been drafted for inclusion in the UDO rewrite.

UDO Chapter 6 defines the bases for approval as 1) that necessary public notice has been provided, 2) that correct application process has been observed, and 3) that the proposed name is not objectionable and does not conflict with existing street names.

STAFF RECOMMENDATION:

Staff recommends **approval** of the street names listed in the attached document, having been reviewed by 911 Addressing for conformity to County standards for street names.

ATTACHMENTS:

1. Application (Lancaster County) & List of Street/Road names submitted to 911 Addressing
2. Applicable code sections UDO Chapter 6

STAFF CONTACTS:

Jennifer Bryan, Clerk jbryan@lancastercountysc.gov (803-416-9433)

Sandra Burton, 911 Addressing sburton@lanc911.com (803-416-9325)



PLANNING DEPARTMENT
PO BOX 1809
Lancaster, SC 29721
Phone: (803) 285-6005

******NEW ROAD NAME/CHANGE APPLICATION******

Please note: A fee of \$250.00 must be submitted with this application before it will be processed. Incomplete applications will be returned. The \$250.00 fee includes the cost of one road sign. New roads requiring more than one sign will require the \$250.00 fee plus \$50.00 for each additional sign.

Please provide the following **applicant** information as completely and accurately as possible.

Date of Application: 625/2024 (for 7/16/2024 Agenda)

Name: LC Planning Department Address: 101 N. Main Street

City, State, Zip Code: Lancaster SC 29720

Telephone (H): 803-285-6005 Telephone (W) or (Cell): _____

Please provide the following **new road name** information as completely and accurately as possible.

Location of new road: see attached list of roads submitted to E911 Addressing
via Preliminary Plats and Civil Plans

Road name as it exists now (if applicable): see attached list

Proposed new road name (1st choice): _____

Proposed new road name (2nd choice): _____

Will this be a private road? Yes X NO _____

If applicable, do you plan on deeding this new road to the county in the future?
Yes _____ NO X

Please attach the following items to this application:

*A map to approximate scale depicting the location of the new road.

*A petition signed by at least 75% of the property owners with parcels having **frontage** on the affected road.

Signature of Applicant: April William

Road Name	Subdivision
Daventry Av	Harris Mills
Mansfield St	Harris Mills
Brixham Av	Harris Mills
Oakmoor Av	Harris Mills
Cuckfield Way	Harris Mills
Oldham St	Harris Mills
Dartmouth Ct	Harris Mills
Ashford Ct	Harris Mills
Exeter Ct	Harris Mills
Salisbury Rd	Harris Mills
Edenbridge Rd	Harris Mills
Greenwich Av	Harris Mills
Eugene Oak Way	Wilson Creek
James Creek St	Wilson Creek
Savannah Way	Wilson Creek
Spankys Way	Wilson Creek
Harris Branch Cir	Wilson Creek
Old Crow St	Roselyn
Iron Fox Dr	Roselyn
Silent Meadows Ln	Edgewater
Canopy Bluff Ln	Edgewater
Bobby Neil Ln	Area 704 LLC-off Pettus Rd

6/24/2024

6.11.2 CONDITIONS OF ACCEPTANCE

No new road shall be platted by the County until such road has been named as herein provided.

- A. A master list of the names, including suffixes of all roads and streets, within Lancaster County shall be maintained by the E-911 Coordinator and kept on file in the Planning Department.
- B. Road names on all plats must be first approved by the Planning Department/E-911 coordinator before the plat may be recorded in the Register of Deeds office.

6.11.3 ROAD NAME STANDARDS

- A. The following shall specify the designation of road names. The road related definitions listed below shall apply to the development of street names, house or building numbers, and other addressing purposes. (Ord. No. 2019-1601, 9.23.19)
 - 1. Any road in excess of 1,000 feet in length shall be designated as:
 - a. Avenue (Ave): Avenues are often broad streets or roads; usually running perpendicular to streets. They serve as connectors between neighborhoods and area centers. As such, they are used both in residential and commercial areas. Avenues may also circulate around squares or neighborhood parks.
 - b. Boulevard (Blvd): A broad, often landscaped, thoroughfare; usually a main artery. A median is usually in the middle. They provide multi-lane access to commercial and mixed-use developments and carry regional traffic throughout the County.
 - c. Circle (Cir): A curving side street; usually a small residential street whose shape is circular.
 - d. Drive (Dr): A long, winding road that has its route shaped by its environment, like a nearby lake or mountain.
 - e. Highway (Hwy): A public way; a main direct road that joins cities or towns together.
 - f. Road (Rd): A thoroughfare that runs in any direction.
 - g. Street (St): A thoroughfare, especially in a city, town, or village, which is wider than an alley or lane and usually includes sidewalks. Usually runs perpendicular to avenues.
 - 2. Any road less than 1,000 feet in length or any road that is cul-de-sac or any road that begins and ends on the same road shall be designated as:
 - a. Alley (Aly): A narrow street; a thoroughfare through the middle of a block giving access to the rear of lots or buildings which are intended to provide indirect, limited access, but not accommodate through traffic. Utilities, either above ground or underground, and services such as garages, service doors, dumpsters, etc. may be located in alleyways to provide service connections to rear elevations.
 - b. Court (Ct): A wide alley with only one opening onto a street; a road or street that ends in a circle or loop usually referred to as a cul-de-sac.
 - c. Lane (Ln): Lanes are small traveled ways intended to provide direct access to the front of a limited number of single-family structures. Lanes are limited in the number of lots served. Generally, they are very short; often less than 400 feet. Items including, but not limited to, traffic carrying

capacity, topography, and connectivity, shall be a consideration when permitting a lane in lieu of a street.

- d. Place (Pl): A small street or court; usually a small residential street or a narrow street in a commercial district.
 - e. Terrace (Ter): A type of shorter, narrower road that follows the top of a slope.
 - f. Trail (Trl): A winding thoroughfare.
 - g. Way (Wy): A small side street off of a road.
- B.** Any previously unnamed road or new road with center line offsets at intersections of less than 100 feet shall be given the same name, except in a subdivision. The roads will be allowed 2 separate road names under the discretion of the approval of the Lancaster County Addressing Coordinator. Excluding roads within an approved subdivision or PDD.
 - C.** Any continuous road shall have the same name over its entire length even though its direction may change.
 - D.** No road name hereafter established, regardless of suffixes or directionals, shall duplicate either phonetically or by spelling, another road name in the unincorporated area of Lancaster County or a neighboring county. This is to ensure emergency personnel are directed to the proper location in the correct jurisdiction.
 - E.** No road name hereafter established shall exceed 15 characters, including spaces and suffix abbreviations. If the subdivision provides their own signage, the character limit does not apply.
 - F.** No special characters, such as hyphens, apostrophes, periods, or decimals, shall be used.
 - G.** Areas of surrounding counties, which share Postal Service zip codes or multi-jurisdictional emergency services agreements with areas of Lancaster County, shall be considered when determining duplicates.
 - H.** The E-911 addressing department will not allow use of words which in its opinion are overused, either in the immediate area or county-wide, as such overuse is likely to cause confusion.
 - I.** Directional names (N, S, E, W or combination thereof) shall not be allowed.
 - J.** Proposed road names, which are intentionally misspelled, obscene, derogatory or other offensive words shall not be permitted.

6.11.4 PROCEDURE FOR NAMING A NEW ROAD

- A.** Any person, firm, corporation, developer or right-of-way owner shall submit an application obtained from the Planning Department when requesting to name a new road. Such request shall include any descriptive/locational information required by the Planning Department; designate a spokesperson by name, address, and telephone number; provide first and second road name choices; and be accompanied by a petition, signed by 75 percent of the property owners with parcels having frontage on the affected road.
- B.** If the request is consistent with standards included the section entitled "Road Name Standards," above, the Planning Department shall approve said request giving written notice of that action within 60 days of the date of such request.
- C.** If the request is denied by the Planning Department, written notice including reasons for that action shall be provided within 60 days of the date of such request.
- D.** Decisions of the Planning Department, whether affirmative or negative, shall be final subject to written appeal to Lancaster County Planning Commission filed with the clerk to the commission within 15 calendar days of the notice date of the Planning Department's decision. Such appeal shall set out the specific grounds upon which the Planning Department's decision is questioned. The fifteen-day appeal period shall commence on the date of the Planning Department's written notice of decision, which shall be sent to the person signing the affected road name request.
- E.** A person laying out a street is guilty of a misdemeanor if he shows an unapproved street name on a plat, street marker or deed. If convicted, the court decides the punishment.
- F.** Naming a previously unnamed road or driveway does not change the maintenance responsibility; if it was privately maintained prior to its naming, it will remain privately maintained.
- G.** Any road or driveway, whether publicly or privately maintained that serves as the sole access for three (3) or more permanent residential or business structures must be named. (Ord. No. 2017-1485, 1.8.18)