

CITY OF CONWAY
PLANNING COMMISSION MEETING
THURSDAY, MAY 2, 2024
Planning & Building Dept. Conference Room – 196 Laurel Street

Present: Jessica Wise, Kendall Brown, Ellen Watkins, George Ulrich, Thomas J. Anderson III, Greg Bryson

Absent: Danny Hardee, Brian O’Neil, David Sligh

Staff: Jessica Hucks, Planning Director; Jeff Leveille, IT; Anne Bessant, Planning Assistant

Others: Todd Grinolds, Kyle Nobles, Philip Hornbeck

I. CALL TO ORDER

Vice-Chairperson Wise called the meeting to order at approximately 5:30 pm.

II. APPROVAL OF MINUTES

Ulrich made a motion, seconded by Watkins to approve the April 11, 2024 minutes as written. The vote in favor was unanimous. The motion carried.

III. PUBLIC INPUT

There was no public input. Ulrich made a motion, seconded by Watkins, to close public input. Motion carried unanimously.

IV. SUBDIVISIONS

A. Hemingway Chapel Landing – applicant(s) requesting preliminary plan approval, street name approval, and approval of design modifications regarding roadway design standards, cul-de-sac and block lengths (PIN 369-00-00-0021).

Hucks stated that the applicant is seeking preliminary plan approval of a conservation subdivision located on Heminway Chapel Rd. Additionally, the applicant is requesting approval of design modifications regarding roadway design standards as well as street name approval.

The property is approx. 46 acres, zoned R-1 (low/medium-density residential), and the property contains 15.88 acres of wetlands, with a sizable portion of the wetlands also being located in a flood zone.

This property is being developed as a conservation subdivision, which is a type of subdivision design that preserves open space while allowing the developer to maintain a prorated density of residential units for the overall site area. Natural density is achieved by allowing smaller lots in neighborhoods that include or are adjacent to environmentally sensitive and ecologically important areas so that those areas can be set aside as conservation areas in perpetuity. Density is capped using a yield plan method, which uses the allowable or by-right density under a standard subdivision design and multiplies it times 1.6; granted, however, that unless every development incentive that is provided in the conservation subdivision ordinance is utilized, it is unlikely that the maximum density could be achieved.

A conservation subdivision is permitted by-right in several residential zoning districts, including the R-1 district. Although the R-1 district typically requires a minimum lot size of 7,500 sq. ft., when developed as a conservation subdivision, the minimum lot size for a single-family lot is reduced to 6,000 sq. ft.

In addition, conservation subdivisions have additional dimensional standards aside from lot dimensions, including the requirement to provide a minimum amount of open space equivalent to 30% of the net buildable area and 100' undisturbed vegetative buffer is required along all exterior streets and a 50' undisturbed vegetative buffer is required along all other property boundaries.

This particular conservation subdivision consists of 77 single-family lots on a total buildable area of 12.09 acres. The upland open space required of the buildable area is 3.63 acres. The total amount of open space being provided, when the conservation areas are included, is 29.95 acres.

There are 3 points of access being provided, which is split due to the topography of the site, with lots 1-53 served by 2 access points, and lots 54-77 served by a single access point.

The preliminary plans are still being reviewed by the city's technical review committee (TRC); however, unless there are any major comments that require the layout to change significantly, staff does not anticipate any changes that would prohibit Planning Commission review and approval of the preliminary plans, on the condition that such approvals be contingent upon satisfaction of applicable requirements of TRC.

Aside from the request for preliminary plan approval, the applicant is seeking 3 design modifications related to road design standards.

The first is regarding the maximum length of a cul-de-sac, which is limited to a maximum 800 LF per the UDO. The applicant is requesting a cul-de-sac length of 867 feet for Clove Court, as identified on the preliminary plans.

The second request is regarding the maximum block length, which is limited to 1,200' per the UDO. The proposed block length of Parkside Court, as shown on the plans, is 1,236 feet.

The last design modification being requested is regarding the requirement that additional right-of-way be dedicated when the development "fronts" on any existing street segment maintained by the county, state or city that does not meet the minimum standards for the classification of the street.

Raspberry Lane is an existing, unimproved roadway that is 40-ft in width. Raspberry Lane provides access to 4 adjacent properties; none of which include any proposed lots within this subdivision. Per Horry County Engineering, the county discontinued maintenance of Raspberry Lane in 2022.

Per the standards of the UDO, this project *could* be required to split out a 5-ft wide strip to dedicate to the county for future widening. However, since the county no longer maintains the road, and since none of the lots within this development will access Raspberry Lane, it would not be beneficial to the county or city to have an additional 5-ft dedicated for future widening of a roadway that is no longer maintained by the county and is essentially a private road.

The street names proposed in this development are Clove, Parkside, and Starlight, and they have been reserved by Horry County for this development.

Todd Grinolds, Diamond Shores, applicant, was present and further explained the request.

The board, staff, and applicant discussed the request at length.

Wise made a motion to approve the design modification request as presented, including preliminary plan approval and street name approval. The motion was seconded by Anderson and the motion carried unanimously.

B. Wild Wing, Phase 4 – applicant(s) requesting preliminary plan and street name approval (PIN 383-00-00-0380).

Hucks stated that the applicant is requesting preliminary plan approval for Phase 4 of Wild Wing Plantation, which is part of the Wild Wing Planned Development – *originally* approved back in 1996 and then later annexed into the city limits in 1999. The first development that was approved by the city was in 2006 for Phase 1 of Wild Wing Plantation. Phases 2 and 3 were approved in 2007, phases 5A and 5B were approved last year, and phase 4 was originally submitted for review in December last year.

Phase 4 will consist of 36 single-family lots. With the “new” creation of 36 lots, a single point of access would not be sufficient; however, this layout was approved as part of a 2009 amendment to the Master Plan and extends Turnstone Drive that will ultimately create a separate development entrance off of East Cox Ferry Rd with Phase 6. According to our records, the Fire Dept. has approved the proposed layout.

The applicant is also requesting approval of one street name: Bright Jay Court, which has been reserved by Horry County for this development.

Philip Hornbeck, applicant, was present to answer any questions.

Wise made a motion to approve the request as presented. Ulrich seconded the motion and the motion carried unanimously.

C. Requesting Deferral...Buchanan Lane – applicant(s) requesting approval of a design modification regarding roadway design standards (PIN 324-16-01-0005).

Ulrich made a motion to defer. Watkins seconded the motion and the motion carried unanimously.

V. BOARD INPUT

Wise welcomed Greg Bryson to Planning Commission.

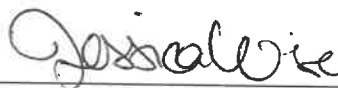
VI. STAFF INPUT

Hucks gave the board an overview of potential items coming to Planning Commission.

VII. ADJOURNMENT

A motion was made to adjourn the meeting. The vote in favor was unanimous. The motion carried. The meeting adjourned at approximately 6:38 pm.

Approved and signed this 6 day of JUNE, 2024.



Brian O'Neil, Chairman

Jessica Wise, VICE CHAIRMAN