MAYOR PRO TEM

Larry A. White



COUNCIL MEMBERS
Amanda Butler
William M. Goldfinch IV
Julie Ann Hardwick
Beth Helms
Justin D. Jordan

## PLANNING & DEVELOPMENT

#### PLANNING COMMISSION MEETING AGENDA

Thursday, May 2, 2024 | 5:30 p.m.

#### Planning & Building Dept. Conference Room – 196 Laurel Street

- I. CALL TO ORDER 5:30 p.m.
- II. MINUTES
  - A. Approval of the April 11, 2024 Planning Commission Meeting Minutes
- III. PUBLIC INPUT

## 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).
- **B.** Wild Wing, Phase 4 applicant(s) requesting preliminary plan and street name approval (PIN 383-00-00-0380).
- **C. Buchanan Lane** applicant(s) requesting approval of a design modification regarding roadway design standards (PIN 324-16-01-0005).
- V. BOARD INPUT
- VI. STAFF INPUT
- VII. UPCOMING MEETINGS

<u>MEETING</u>	<u>DATE</u>	TIME	<u>LOCATION</u>	ADDRESS
City Council	May 6, 2024	4:00 p.m.	City Hall	229 Main St.
Community Appearance Board (CAB)	May 8, 2024	4:00 p.m.	Planning & Building Dept. Conference Room	196 Laurel St.
City Council	May 20, 2024	4:00 p.m.	City Hall	229 Main St.
Community Appearance Board (CAB)	May 22, 2024	4:00 p.m.	Planning & Building Dept. Conference Room	196 Laurel St.
Board of Zoning Appeals (BZA)	May 23, 2024	5:30 p.m.	Planning & Building Dept. Conference Room	196 Laurel St.
Planning Commission (PC)	June 6, 2024	5:30 p.m.	Planning & Building Dept. Conference Room	196 Laurel St.

#### VIII. ADJOURNMENT

# CITY OF CONWAY PLANNING COMMISSION MEETING THURSDAY, APRIL 11, 2024

#### Planning & Building Dept. Conference Room – 196 Laurel Street

Present: Brian O'Neil, Ellen Watkins, George Ulrich, David Sligh, Thomas J. Anderson III

Danny Hardee, Jessica Wise, Kendall Brown

Absent:

Jessica Hucks, Planning Director; Brent Gerald, Planner; Katie Dennis, Planning

Staff: Concierge; Marcus Cohen, IT; Anne Bessant, Planning Assistant, Paul Lawson, Attorney

Jamie Steele, Roger Roy, Patrick Zukowski, Brady Gantt, Anna Lewis, & others

Others:

#### I. CALL TO ORDER

Chairman O'Neil called the meeting to order at approximately 5:30 pm.

#### II. APPROVAL OF MINUTES

Sligh made a motion, seconded by Ulrich to approve the March 7, 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.** *Previously Deferred...* **2208 Sixth Ave** – requesting a design modification to allow a structure to be constructed on an existing lot of record that lacks the required frontage on to a public maintained (and improved) street.

Hucks stated that the above item was initially considered at the November (2023) Planning Commission (PC) meeting but was deferred to a workshop held in December (2023) in which Planning Commission denied the applicant's request for a design modification that would have allowed the applicant to construct a single-family structure on an existing lot of record that lacks the required frontage onto a publicly maintained street. At the February (2024) Planning Commission meeting, PC moved to reconsider the design modification.

Hucks recapped the request for Planning Commission, stating that the subdivision that resulted in the creation of the lots on Sixth Ave was created in 1941. At that time, the road was named "Myrtle Ave" and it was not labeled as being public or private. However, the right-of-way width is 40-ft. The lot in question predates municipal design standards (i.e. dimensional standards, access management standards, etc.), making the lot legal nonconforming, in that it does not meet the minimum lot width requirements for the R-1 zoning district nor does the lot meet the requirement that all lots shall front a public street that has been dedicated for

maintenance by the city, county, or state, as required per the city's residential design standards and the city's land development regulations; specifically, *Section 10.5.2 (A)* of the UDO. Other Articles / Sections of the UDO also convey the same message that lots must front a public street, including *Art. 6, Section 6.2.1 (Dimensional Requirements)*; *Art. 7, Section 7.1.12* regarding prohibiting private streets, half streets, reserve strips, etc.; and *Art. 12 – Nonconformities*.

Staff has performed an exorbitant amount of research on this issue which has resulted in the same conclusion. All evidence suggests to staff that while  $6^{th}$  Ave is an SCDOT "right-of-way", any maintenance of  $6^{th}$  Ave end just short of where the lot in question begins. Even if the applicant were willing to improve the road to city standards, they would not have the right to dedicate the road to the city. The applicant has stated they would be willing to improve the road to meet the minimum standards for emergency vehicle, including the installation of a dust-free surface that would support the weight of fire apparatus and sanitation trucks. Regardless, the lot would still be considered an "island", not directly connected to the public street system, and as such, staff is unable to approve the permit to construct the home.

The city's attorney at the time this issue first came about, along with city staff, reached out to the Municipal Association for guidance, but they were not aware of any case law in South Carolina that had previously established precedent for a situation like the one being considered. Additionally, the city attorney at the time was of the opinion that this issue was best resolved through the court system (or other legal avenues that would result in compliance with city standards), and staff agrees.

Hucks added that as rare as this issue may seem, there are several other existing lots of record on other streets in the city limits – in close proximity to the subject property – that were platted decades ago and the platted right-of-way was never dedicated to the city, county, or state for maintenance, and in those cases, staff has consistently denied any permits for construction due to the fact that the lots did not comply with the requirement to front a public street.

Roger Roy, Attorney for the property owner, was present and further explained the request.

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

Sligh made a motion to deny the request as it relates to the requirement to not have the lot adjacent to a public street as set forth in Article 10, with the rationale that removing that requirement for this particular property does not appear to further the public interest or welfare, in light of the specific standards for road improvement that the UDO requires, as well as safety reasons beyond that. The motion was seconded by O'Neil and the motion carried unanimously.

**B.** Country Manor – requesting a design modification regarding access management standards for a new, additional phase of the Country Manor subdivision (PIN 326-00-00-0021).

Hucks gave an overview of the applicant's request. Final plats for phases one (1) through seven (7) of this development were approved between January of 2001 to August of 2006. Construction plans for phase 8 were approved in March of 2008; however vested rights expired in March of 2010. Staff received a design modification for the completion of phase 8 in February of this year.

**Phases 1 through 7** have created a total of 156-residential lots/units, all accessed via one enlarged entrance, off Four Mile Road. Current Access Management Requirements state that: "For single-family developments

consisting of thirty or more lots, the City shall require a minimum of two points of ingress and egress, in compliance with applicable fire code(s)" Sec. 7.2.1 E.

Phase 5 created a portion of Hamilton Way, terminating with a temporary dead-end.

**Phase 6** constructed a separate portion of Hamilton Way and created Murphy Way but terminated both streets with temporary dead-ends.

**Phase 7** extended both Hamilton Way and Murphy Way but did not include the connection/completion of Hamilton Way nor the installation of the intersection for Murphy Way.

**Phase 8** a design modification was approved, on March 7<sup>th</sup>, 2024, to allow for the development of the 11-lots located within Phase 8.

The additional 38-lots proposed herein will increase the number of residential units accessing from the singular entrance to: 205.

If Planning Commission recommends approval of the applicant's requests, staff recommends that it be contingent upon final review and approval of the Technical Review Committee (TRC).

Jamie Steele, the applicant, was present and further explained the request.

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

Sligh made a motion to deny the request for the design modification. Ulrich seconded the motion and the motion carried unanimously.

**C.** Chapman Village – requesting to pay the fee-in-lieu of providing open space for the development, in accordance with *Section 10.3.9*, *B.4* of the City's Unified Development Ordinance (UDO) (PIN 338-00-00-0003).

Hucks gave an overview of the applicant's request. The proposed development received preliminary approval at the March 7, 2024 Planning Commission meeting, contingent on also receiving TRC approval. The development will consist of 45 single-family lots.

Per Section 10.3.9, B.4 of the Unified Development Ordinance (UDO), if less than one (1) acre of open space is required for any major subdivision, the developer shall submit a fee in lieu of providing the open space as described in Section 10.3.9, D, of the UDO. Per Section 10.3.9, E.2, "where payment of the fee-in-lieu of dedication of open space is proposed as permitted by this ordinance, the sub-divider or applicant shall provide to the City, at the sub-divider or applicant's expense, a satisfactory, current written appraisal of the market value of the land to be annexed, zoned, platted, or developed, as if the subdivision, residential development, rezoning, or Planned Development District has been completed according to the plans submitted".

Under the above requirement, the applicant is required to provide an appraisal that meets the intent stated in *Section 10.3.9, E.2.* The fee-in-lieu amount is determined by calculating the value determined (per the appraisal provided) divided by the total area in the subdivision or development and multiplying by the amount of open space that would otherwise be required. In this case, the applicant has provided an appraisal from a SC licensed real estate appraiser based on the assumption that all entitlements and permitting will be completed by May 2024 with a value of \$1,350,000. The fee-in-lieu amount is calculated below:

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Total appraised value: \$1,350,000 Total acreage of development: 11.83 acres

Open Space Required (based on # of lots): 0.94 acres (45 lots x 2.6 x 0.008)

Total fee-in-lieu amount: \$107,269.65

The fee in lieu for consideration for Chapman Village is therefore \$107,269.65. This fee would be required to be paid prior to the recording of any lots, in accordance with *Section 10.3.9*, *E.7*, as well as all other conditions of development be satisfied. Planning Commission's recommendation for the fee-in-lieu amount will be forwarded to Council for consideration at their April 15<sup>th</sup> meeting.

Staff recommends approval of the fee-in-lieu of open space amount, consistent with the requirements specified in the UDO.

Brady Gantt, the applicant, was present and further explained the request.

Sligh made a motion to recommend approval of the requested fee-in-lieu to City Council as presented. Anderson seconded the motion and the motion carried unanimously.

#### V. PUBLIC HEARING(S)

#### A. TEXT AMENDMENTS

**1.** Amendment(s) to *Article 6 – Design Standards*, of the City of Conway Unified Development Ordinance (UDO), regarding design standards for residential dwellings and dimensional standards for single-family attached (townhomes) dwellings.

Hucks provided an overview of the amendment to Planning Commission. In 2022 Council approved an amendment to *Article 6-Design Standards*. This ordinance implemented residential design standards that are applicable to all residential dwelling types for major residential subdivisions, which came about as a result of growing concerns with small lot subdivision and the quality of housing being constructed within the City. Before the amendment, there were already standards in place for townhome or multifamily developments; however, the 2022 amendment included requirements for single-family detached and duplex dwellings in major developments as well. Staff has found that the current wording of the ordinance has not yielded the quality of product that was intended with the adoption of this ordinance.

#### **Amendment #1: Dimensional Standards for Fee-Simple Single-Family attached (townhomes)**

#### **Fee-Simple Townhome Lot Depth Requirements**

It has also recently been brought to staff's attention that the requirement of lots zoned Medium-Density Residential (R-2) with minimum lot depths of 120' required leans to a larger lot size being required than necessary for single-family attached dwellings, making it more feasible (financially) for a developer to construct townhome projects as "in-common" verses "fee-simple". This then causes realtors to use comparison pricing for condos (Horizontal Property Regimes HPR) rather than comparison pricing for single-family *attached* homes, and therefore the cost of the townhomes is drastically lower, resulting in a lesser quality product rather than a higher quality product when compared to developments with single-family *detached* dwellings, which tend to have higher price points.

Staff proposes reducing the lot depth to 100' from 120' for fee-simple townhome development in order to provide more opportunities for fee-simple townhome development in the city and more opportunities for home ownership outside of single-family *detached* style homes.

## Amendment #2 – Design Standards for single-family detached, duplex, or semi-attached dwellings Design standards for residential dwellings

Since the adoption of the design standards for single-family detached dwellings, several builders have gotten creative in how they implement these requirements, with some implementing brick on the front in addition to vinyl siding, but then installing a band of fiber cement board across the bottom of each side of the house. While technically, this does satisfy the language in the ordinance, staff does not believe it satisfies the *intent* of the ordinance. Examples of this have been included in your packet of information.

Staff is requesting to amend *Section 6.2.3-Residential Design Standards* to provide clarification in the wording used to describe the requirements for façade materials for "Single Family (detached), Duplex and Duplex (Semi-Attached)" dwellings in major subdivisions to state specifically that if vinyl siding is one of the materials that will be utilized, that a second material is also required, that the same material used on the front must also be used on the sides, and possibly require a certain amount of the material to be utilized on the sides as well –subject to the approval of the Planning Dept. (*i.e.* plan reviewer, Zoning Administrator, or Planning Director).

A few different options (Option A, B, and C) have been included for consideration.

**Option A** adds a section for "Intent" and a section for "Interpretation." In addition to providing clearer standards for how much of a second material would be required on structures by adding "Such materials shall be diverse in appearance and on scale with the height of the structure," option A would also require that a minimum of 2 different materials be used on the front and side facades rather than only if vinyl siding was proposed to be one of the façade materials and would also require that rear facades that are visible from public rights-of-way have the same requirement(s) as the front and side facades. Additionally, shutters could be used to help avoid monotonous repetition of planes on front and side facades.

**Option B** also includes an "Intent" and "Interpretation" section but also provides additional details on the intent of the ordinance. This option also includes a section for additional architectural details and features that would be required on front and side facades. However, this option leaves the ability for vinyl siding to be utilized as one of the façade material choices with a second material also being required; whereas Option A requires two façade materials regardless of whether or not vinyl is one of the materials to be used.

**Option C** incorporates the standards of Option B, but Option C would also require "minor" residential developments to adhere to the residential design standards. Additionally, Option C would require garages that are front-loading or that face a public street to have decorative features, such as windows or other ornamental feature. Finally, Option C includes requirements for major residential developments to have block diversity, which would prohibit building elevations or mirrored building elevations from being located on either side or across the street from itself. A block diversity plan would be required to be submitted with the preliminary plans for a major development, or with final plat submittal, but in no instance would a building permit be issued without there being an approved block diversity plan on file.

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Staff recommends that Planning Commission give a thorough review of the proposed amendments to Article 6 of the UDO and make an informed recommendation to City Council.

The board and staff discussed the request at length.

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

O'Neil made a motion to recommend approval of the request to City Council, promoting Option C with the condition to remove the required "minor" residential developments to adhere to the residential design standards, seconded by Ulrich. The motion carried unanimously.

**2.** Amendment(s) to *Article 11 – Signage*, of the City of Conway Unified Development Ordinance (UDO), regarding signs placed on public property and/or within public rights-of-way.

Hucks gave an overview of the applicant's request. City staff was asked to look into imposing a fine on signs that are illegally placed in rights-of-ways. A couple of years ago, the City amended the Unified Development Ordinance (UDO) (Ord. ZA2021-08-16 (C)) to remove/repeal the section pertaining to temporary signage; largely due to the 2015 US Supreme Court decision of Reed v. the Town of Gilbert, which had to do with temporary signs and the requirement of government agencies to be content neutral in their enforcement of temporary sign requirements.

Section 11.1.3 – Removal of Signs Erected on Public Property or Rights-of-Way, of the UDO, states "it shall be unlawful to erect, use or maintain a sign or sign structure on public property or public right-of-way without the approval of the City of Conway. The City of Conway shall be authorized to remove such signs."

In lieu of having a separate "Temporary Sign" ordinance to address certain temporary signs, some types of signage that is erected on a recurrent basis, such as political signs, remains as its own section of the sign ordinance, with requirements for the number, size, height and location(s) of such signs. Additionally, *Section* 11.4.9 (C), *Location*, states that such signs shall not be located in any public rights-of-way nor any sight distance triangles.

There has been an uptick in signs being placed in rights-of-way throughout the city, and with the election season underway, the number of temporary signs that end up being placed in rights-of-way will continue to increase. Currently, there is a limited amount of staffing to pull signs from rights-of-ways, and many times, having to designate staff time to pull signs from rights-of-way requires taking staff and resources away from other job duties with set deadlines, such as plan / permit reviews, preparing for meetings or preparation of several other items in accordance with City Ordinance and/or State law, as there is no dedicated position for enforcement of signage. However, practice has been to bring all of the signs back to our department, separate them, contact the sign's owner (if known), coordinate the signs being picked up by owners, taking the signs to the City shop for disposal and/or issuing citations for sign violations and attending court dates; a very time-consuming task. Due to the limited space that we have available for storage of temporary signs – sometimes as many as 1,000 or more at one time, this too has become a nuisance, and is not a good use of the limited resources that staff has available.

The City created a new position last year, which was recently filled, for a Zoning & Landscaping Inspector, whose primary job duties include investigating complaints or violations, and to assist with remedying these

#### PC 4/11/2024

complaints and violations, but this is only one of the duties of the inspector, and it will not solve the number of ongoing issues revolving around the illegal placement of signs in rights-of-way.

Currently, any citations that are issued – if taken to court, may result in person(s) being found guilty of a misdemeanor offense. Staff proposes to amend the ordinance to instead make these types of sign violations (signs illegally placed in rights-of-way) a civil infraction, with a fine of \$50 per sign, rather than a misdemeanor offense. Additionally, the amendment would permit staff to immediately dispose of the signs that are removed from rights-of-way rather than store them.

While there are concerns with the proposed amendments, should they be adopted, such as who the citation would be issued to, conflicts with *Article 15* of the UDO (Enforcement) – which requires that written notice be given to the property owner or property tenant, issues with signs knowingly or unknowingly being placed in rights-of-way by people other than the sign owner (and without their permission), imposing a fee on illegally placed signage is a reasonable use of enforcement of the UDO, and these same concerns would certainly exist with or without the ordinance being amended.

The board and staff discussed the request at length.

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

Ulrich made a motion to recommend approval of the request. Anderson seconded the motion and the motion carried unanimously.

**3.** *DEFERRED*...Amendment(s) to *Article 10 – Subdivision and Land Development*, of the City of Conway Unified Development Ordinance, regarding revisions to various standards contained within Article 10.

#### VI. BOARD INPUT

None

#### VII. STAFF INPUT

None

#### VIII. 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	day of	, 2024.
	Brian O'Neil Chairma	n

**DATE: May 2, 2024** 

ITEM: IV.A.

## **ISSUE:**

**Hemingway Chapel Landing** – the applicant is proposing to develop a conservation subdivision, consisting of: 77 single family lots as well as requesting design modifications for roadway design standards and street name approval.

The project is located at the intersection of Hemingway Chapel Road and Rasberry Lane, across from the New Castle subdivision, on PIN: 369-00-00-0021

#### **BACKGROUND:**

Nov. 2023 First submittal of Master Plan, Site Analysis Map and Yield Plan

March 2024 First submittal of construction plan sets and revised Master Plans

April 2024 Request for Design Modification was submitted.

#### **ANALYSIS:**

The 46.43-acre property is currently zoned: R-1 (Low/Medium Density Residential), however the applicant is proposing to develop the parcel as a Conservation Subdivision. The tract contains: 15.88-acres of wetlands on-site with a sizable portion of such wetlands being located within a: AE flood zone.

The Conservation Subdivision design standards will require that lots be a minimum of: 6,000 sq. ft. in size, while providing a minimum width of: 60-ft and a minimum depth of: 100-ft. This plan proposes a total of 77-lots, with 63 of such lots (81%) either abutting or directly across the street from conservation area, which exceeds the minimum 75% required in the conservation subdivision standards.

The project proposes to provide: 24-acres of conservation area, which include 4.60-acres of perimeter buffers (100-ft in width along roadways and 50-ft in width along project boundaries), 15.88-acres of wetlands, and 3.51-acres of buffers around all wetlands on-site.

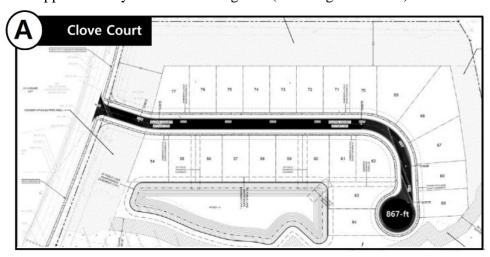
The site contains: 12.09-acres of net buildable area and the applicant proposes to dedicate: 3.16-acres of upland recreational open space and 2.79-acres of pond area (totaling: 5.95-acres) to satisfy the 30% of net buildable area (3.63-acres) required to be provided as open space in conservation subdivision standards. This is in addition to the 24-acres conservation area being preserved, leaving the total amount of Open Space provided: 29.95-acres.

The project proposes 3 external points of ingress-egress, all off Hemingway Chapel Road. However, because of topographical constraints on-site, access for the lots will be divided between two non-contiguous roadways systems: Lots 1 thru 53 (53-lots) served by two access points; Parkside Court & Starlight Drive and Lots 54 thru 77 (24-lots) served by a single dead-end cul-de-sac: Clove Court. No access is being proposed off of the adjacent county-maintained soil road: Rasberry Lane.

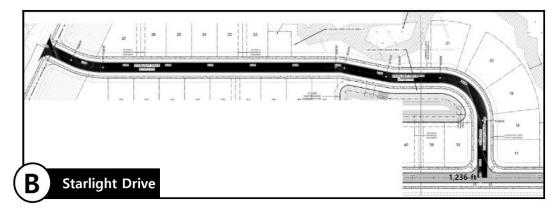
#### **Design Modifications requested:**

In addition to Planning Commission approval, the applicant is also seeking the following design modifications.

(1.) **Cul-de-sac Length** – the maximum length of a dead-end cul-de-sac, as cited in Sec. 7.1.11 of the U.D.O., is: 800-feet... Clove Court, as depicted on the preliminary plans, measures approximately: 867-feet in length. (see Image A. below)



(2.) **Block Length** – the maximum length of a block, as cited in Sec. of the U.D.O, is: 1,200-feet... Starlight Drive, as depicted on the preliminary plans, measures approximately: 1,236-feet before intersecting with Parkside Court. (see image B. below)



(3.) Widening of Substandard Roadway – adjacent to the project boundary is: Rasberry Lane, a county maintained dirt road, although not being used for access, this road is substandard in width and Sec. 10.5.2 (B) states: "Where a development fronts on any existing street segment maintained by either the City, Horry County or the South Carolina Department of Transportation and the street does not meet the minimum standards of these regulations for the classification of such street, the applicant shall dedicate additional right-of-way to meet the minimum street width"... The existing roadway is 40-foot in width, the minimum right-of-way width for an access street is: 50-feet (Art. 4 Sec. 2-6 Table 4-D of the Horry County Land Development Regulations), the project development site would need to split a 5-foot-wide fee-simple strip to

be dedicated to Horry County to meet such standard. (see image C. below)



## **Street Names proposed:**


The applicant is requesting approval of the following street names.

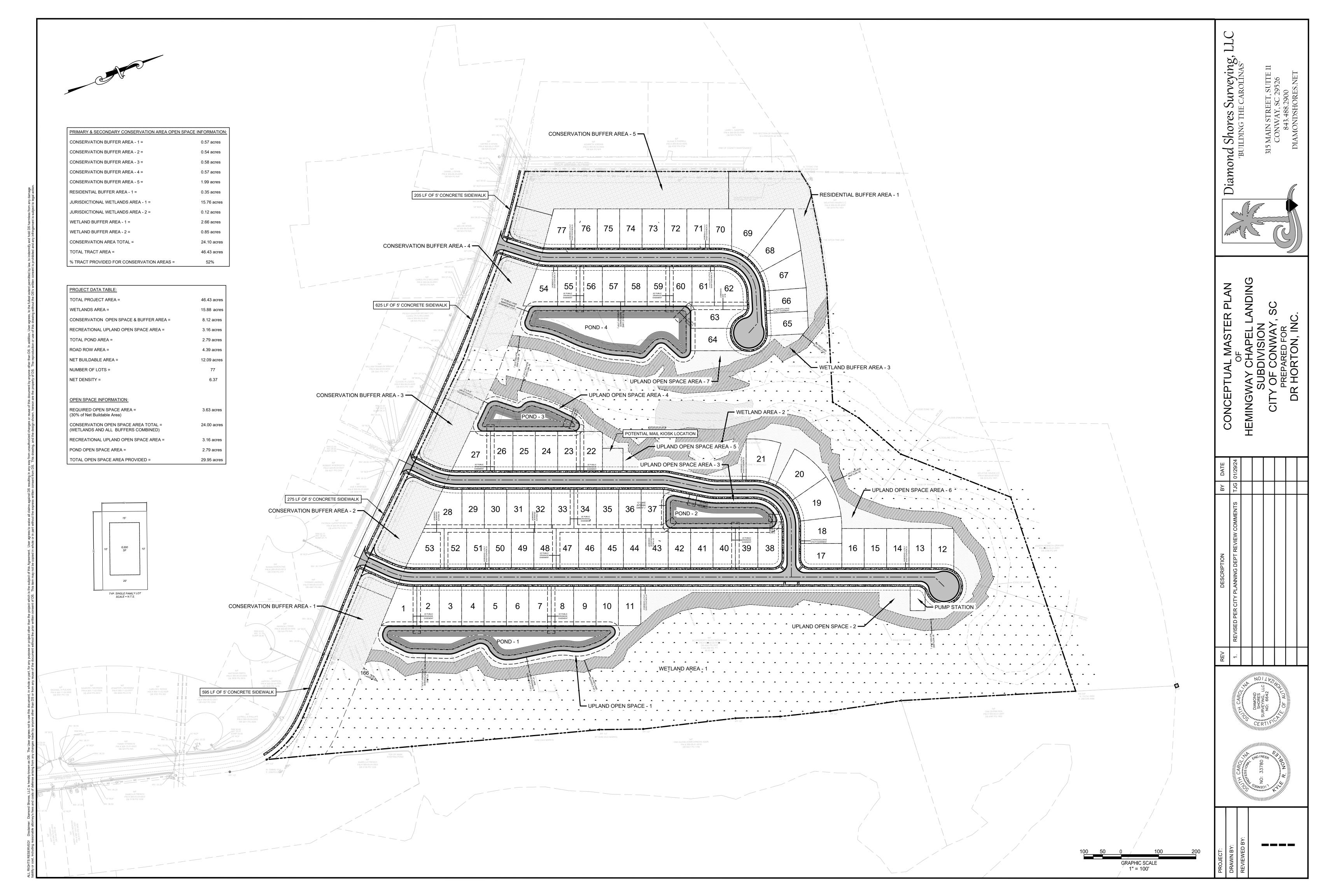
- Clove
- Parkside
- Starlight

(suffixes have intentionally been omitted, to provide opportunity for any necessary changes) Horry County has reserved these names for this development:

## **RECOMMENDATION:**

If Planning Commission recommends approval of the applicant's requests, staff recommends that it be contingent upon satisfaction of applicable requirements of the Technical Review Committee (TRC).







#### Amanda Elliott <aelliott@diamondshores.net>

## Fwd: Disposition of Rasberry Ln off Hemingway Chapel Rd.

**Kyle Nobles** <kyle@diamondshores.net>
To: Amanda Elliott <aelliott@diamondshores.net>

Tue, Apr 9, 2024 at 2:11 PM

----- Forwarded message -----

From: Plummer, Randy <Plummer.Randy@horrycountysc.gov>

Date: Tue, Apr 9, 2024 at 2:11 PM

Subject: Disposition of Rasberry Ln off Hemingway Chapel Rd. To: kyle@diamondshores.net <kyle@diamondshores.net> CC: Plummer, Randy <Plummer.Randy@horrycountysc.gov>

Kyle,

Per our recent conversation, you inquired if Rasberry Ln off Hemingway Chapel Rd. is currently maintained by the County. The County adopted Ordinance No. 36-16 on September 6<sup>th</sup>, 2016 creating Article III. Expenditure of Public Funds for Maintenance, Section 16-36. In accordance with that ordinance, the County stopped maintenance on Rasberry Ln off Hemingway Chapel Rd on April 27<sup>th</sup>, 2022. Let me know if you have any further questions.

Respectfully,

Randy Plummer, PE | Director

#### **Horry County Government**

Department of Public Works

4401 Privetts Road, Conway, South Carolina 29526

Tel 843.915.5410 | Fax 843.365.0671 | plummer.randy@horrycountysc.gov

www.horrycountysc.gov

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## PLANNING & DEVELOPMENT

DESIGN MODIFICATION REQUEST		
Address/ PIN: Hemingway Chapel Road, Conway SC PIN 369-00-00-0021		
Project:		
Hemingway Chapel Landing		
Contact Name: Amanda Elliott		
Email Address/Telephone Number:		
Diamond Shores, LLC Amanda Elliott (aelliott@diamondshores.net) (843) 488-2900 Ext. 501)		
Describe the Proposal in Detail:		
1. City of Conway UDO Section 7.1.11 A Cul-de-Sacs: The maximum length of a Cul-de-sac shall be 800 feet, unless necessitated by topography or propery accessibility and approved by the Planning Commission.		
2. City of Conway UDO Section 7.1.10 Blocks: Blocks shall be not be less than four hundred (400) nore more than twelve hundred (1,200) feet in length.		
3. City of Conway UDO Section 10.5.2 B Street Improvements: The applicant shall dedicate additional right-of-way. Per Horry County this road will become a private road.		

## \*\*FEE OF \$100 IS DUE WITH APPLICATION

<b>Staff Use Only:</b>	
Date Received:	Planning Commission Meeting:
City Council Meeting:	BS&A Case #:
Fee:	(check/credit card/cash)
•	

**DATE:** May 2, 2022

ITEM: IV.B.

## **ISSUE:**

**Wild Wing Plantation, Phase 4** – The applicant, Phillip Hornbeck, Development Resource Group (DRG), request preliminary approval for: phase 4 of Wild Wing Plantation, located off Wood Stork Drive, in the Wild Wing community, as well as street name approval (portion of PIN: 383-00-00-0380).

## **BACKGROUND:**

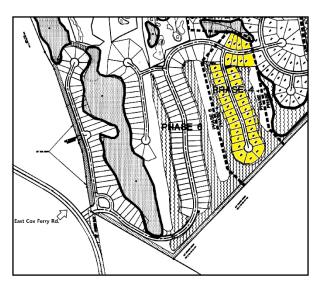
April 1996	Ord. No: 1196-01-014 was approved by Horry County, rezoning 1,156-acres PUD
	(Planned Unit Development)
March 1999	a group petition to annex the tracts that comprise Wild Wing PUD, was approved
	by City Council. Such ordinance adopted the plans as previously approved by the
	county.
September 2006	Phase 1 of: Wild Wing Plantation (containing: 337-single-family lots) was
	approved.
May 2007	Phase 2 of: Wild Wing Plantation (containing: 104-single-family lots) was
	approved.
October 2007	Phase 3 of: Wild Wing Plantation (containing: 102-single-family lots) was
	approved.
September 2023	Phase 5-B of: Wild Wing Plantation (containing: 45-single-family lots) was
	approved. Bridging the gap between the portion of Wood Stork Drive terminated
	in Phase 1 with the portion terminated in Phase 3
December 2023	Phase 5-A of: Wild Wing Plantation (containing: 65-single-family lots) was
	approved.
December 2023	Preliminary Plans for Phase 4 were first submitted for review.

Revised plans are still being reviewed by the Technical Review Committee (TRC).

#### **ANALYSIS:**

This phase of Wild Wing Plantation is proposing to create: 36-single-family residential lots (highlighted in image) and access such lots via the extension of: Turnstone Drive and the construction of a new dead-end cul-de-sac: Bright Jay Court.

While the creation of 36-lots, accessing via a singular ingress/egress is not permissible by today's standards, this layout was approved in the 2009 amendment to the Wild Wing Master Plan and extends the existing Turnstone Drive, 440-ft, which is proposed to ultimately create a separate development entrance off: East Cox Ferry Road in: Phase 6 (also shown in image).



#### **Street name:**


The applicant is requesting approval of the following street name:

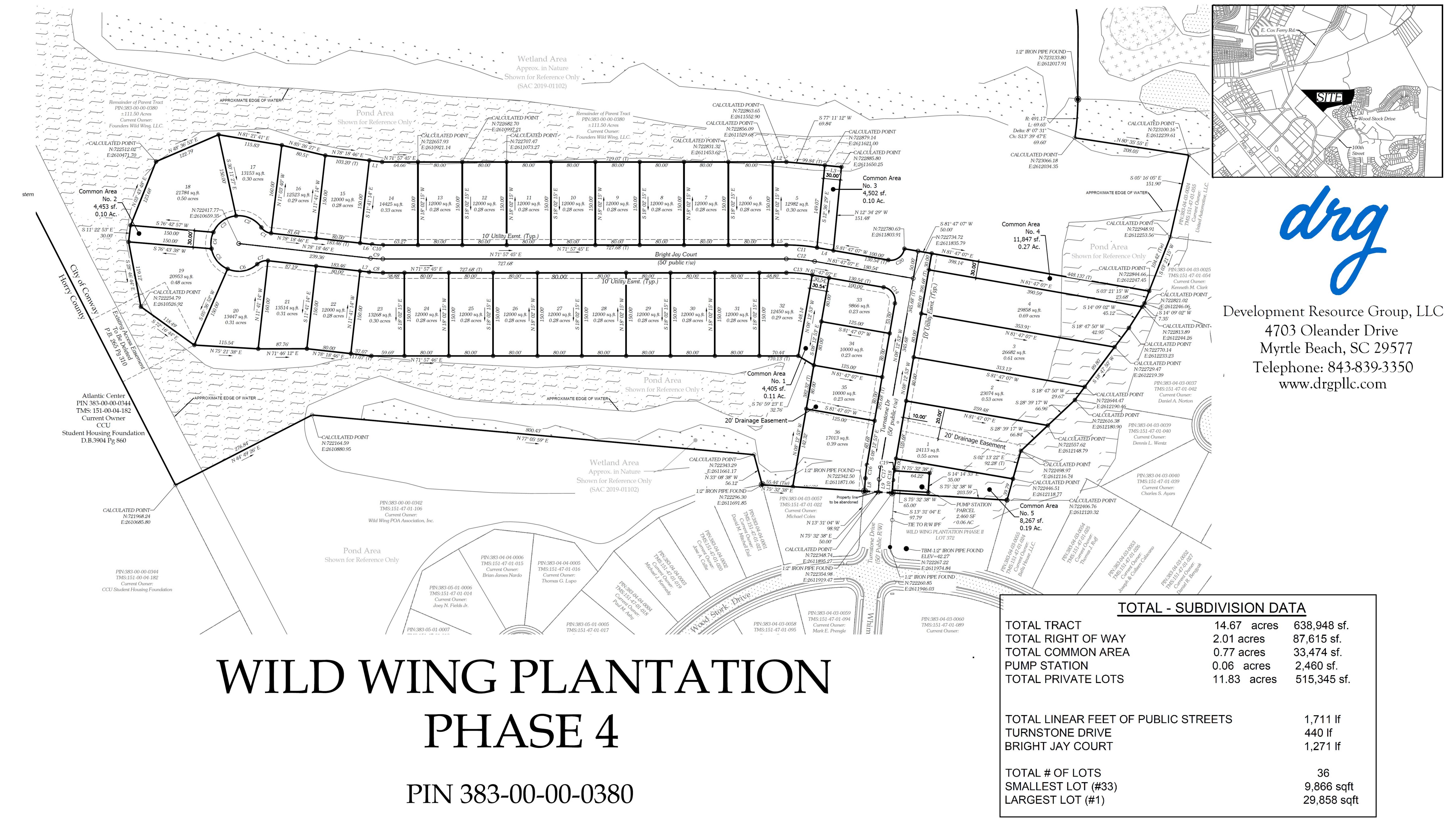
• Bright Jay Court

Horry County has reserved this name for this development.

### **RECOMMENDATION:**

Staff recommends a thorough review of the applicant's request. If Planning Commission recommends approval of the applicant's requests, staff recommends that it be contingent upon final review and approval of the Technical Review Committee (TRC).





## **ISSUE:**

**Buchanan Lane** – the applicant, Sellers Construction, is requesting a design modification from the roadway design standards for future development of a property located on Buchanan Lane, which would service PIN 324-16-01-0005.

#### **BACKGROUND:**

- 1958 PB 25-141 subdividing a 60.50-acre parcel into Tract A (30.25 acres) and Tract B (30.25 acres) showing a 50' res. street.
- 2014 PB 263-129 creating parcels B-1, B-2, and B-3, which also names Buchanan Lane as a 50-ft *public* right-of-way (R/W).
- 2017 PB 274-152 combining 2 parcels on Graham Rd showing Buchanan Lane as a 50' *public* R/W.
- 2018 PB 283-73 subdividing a parcel (B-1) into 3 tracts (corner of Long Rd and Graham Rd) showing Buchanan Ln as a *private* R/W.
- 2019 PB 284-294 subdividing PIN 324-16-01-005 into Tracts A (4.04 acres) and B (0.77 acres), totaling 4.81 acres, and showing Buchanan Ln as a 50' *Public* R/W.
- June 2023 PIN 324-16-01-0005, containing approx. 4.04 acres, was annexed into the city limits (Ord. #ZA2023-05-15 (E)).
- April 2024 Design modification applied for from the road design standards for Buchanan Ln to be improved to the same standards as Graham Rd.

The 4.04-acre tract was annexed into the city limits in 2023 as Low-Density Residential (R). The property owner proposes to develop a single-family dwelling on the property at some point in the near future; however, no permits for the structure have been applied for at this time. Buchanan Lane is a 50' unimproved right-of-way. Per Section 10.5.2 – Street Improvements, of the Unified Development Ordinance (UDO), "all proposed streets shall be graded to the full width of the right-of-way and improved with a pavement width and standard curb and gutter and storm drainage section as required for the particular classification of street. All grading, pavement and curb and gutter shall be designed and installed in accordance with City of Conway standards and the approved construction plan".

Section 10.9.3 – Basic Design Requirements, provides several standards for construction of streets to be dedicated to the City upon completion, including right of way standards, drainage system/stormwater requirements, sub-grade/surface material requirements, underdrain requirements, standards for shoulders/ditches, etc.

The applicant is seeking a design modification to allow Buchanan Lane to be improved to the same standards as Graham Rd; provided that the 24' pavement width requirement is still met. Granting the modification would exempt the applicant from the requirement to install curb/gutter, sidewalks, and street trees along either side of Buchanan Lane.

**Buchanan Lane** (Google Earth street view):



Graham Rd (Google Earth Street view):



The design modification, if granted, will not exempt the applicant from having to comply with other construction standards, including base/binder course/subgrade requirements, surface course requirements, minimum paving tolerances, installation of street signage (if applicable), applicable drainage/stormwater improvements, etc. Public Works may also require that a geotechnical report and pavement design be provided if the native soil's conditions are considered unsatisfactory or of questionable suitability.

Additionally, Buchanan Lane will be required to be dedicated to the City for perpetual maintenance once the improvements have been completed AND before any permits for any construction on the property can be issued.

The requirements of Section 10.5.2 (A) – Street Improvements, regarding the requirement for all lots to be directly connected to the public street system and not an "island", are and will continue to be applicable to this property.

#### **STAFF RECOMMENDATION:**

Staff recommends a thorough review of the applicant's request.



## PLANNING & DEVELOPMENT

DESIGN MODIFICATION REQUEST
Address/ PIN:
32416010005
Project:
Buchanan Lane Improvements
Contact Name:
Jay Sellers
Email Address/Telephone Number:
sellersgeneralconstruction@yathoo.com 843-340-5839
Describe the Proposal in Detail:
Bring Buchanan Lane to be equal to the design of Graham Rd. Asphalt, Open Ditches, and No curb.
**FEE OF \$100 IS DUE WITH APPLICATION
Staff Use Only:
Date Received: Planning Commission Meeting:
City Council Meeting: BS&A Case #:
Fee: (check/credit card/cash)