*MAYOR* Barbara Jo Blain-Bellamy

MAYOR PRO TEM
Justin D. Jordan



COUNCIL MEMBERS
K. Autry Benton, Jr.
Amanda Butler
William M. Goldfinch IV
Beth Helms
Larry A. White

#### PLANNING & DEVELOPMENT DEPARTMENT

#### PLANNING COMMISSION WORKSHOP AGENDA

Wednesday, December 20, 2023 | 3:00 p.m.
Planning & Building Dept. Conference Room – 196 Laurel Street

#### I. CALL TO ORDER

#### II. DESIGN MODIFICATION

**A.** 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 onto a publicly maintained (and improved) street.

#### III. DISCUSSION

**A.** Request to annex and/or rezone approximately 486 +/- acres of property, located at or near the corner of HWY 378 & Juniper Bay Rd, HWY 378 & Airport Rd, Dayton Drive, and on Dunn Shortcut Rd (PIN's 336-00-00-0043, -0044, -0045, 336-13-04-0006, 336-14-04-0011, 336-15-03-0003, 337-00-00-0009, -0011, -0012, 337-08-01-0004, 370-00-00-0011, and 370-04-01-0004), and rezone from the Horry County Commercial Forest Agriculture (CFA), Horry County Highway Commercial (HC), Horry County Residential, no mobile homes allowed (SF40), the City of Conway Heavy Industrial (HI), City of Conway Low/Medium-Density Residential (R-1), and City of Conway High-Density Residential (R-3) districts to the City of Conway Planned Development (PD) district.

#### IV. ADJOURNMENT

**DATE:** November 27, 2023

ITEM: V.A.

#### **ISSUE:**

**PIN: 368-07-01-0101** (**Lot 90, Rollingson Subdivision**) – The applicant, Jamie Steele, Diamond Shores. is requesting a design modification to allow for the issuance of a building permit on an existing lot of record that lacks frontage onto a publicly maintained street.

#### **BACKGROUND:**

Nov/ 1941 Lot 90 was created via a subdivision map recorded at Horry County Clerk of Court in plat book 2 page 118

Undetermined a paved street was constructed within the adjacent 40-ft wide right-of-way... such street extended from Pittman Street, yet terminating before reaching the subject property. Maintenance of the street is South Carolina Department of Transportation (SCDOT).

July 2023 a permit application was submitted to construct a single-family residence on the lot

#### **ANALYSIS:**

The prospect of a residents being constructed along an un-improved section of roadway raises two primary concerns:

- (a.) Will the <u>physical condition</u> of the land, by which the lot is accessed, delay or even prevent emergency apparatus and/or city service vehicles from performing their duties?
- (b.) If improved to any lesser standard, then that of a public street, who will assume responsibility for the perpetual maintenance of the drive?

Physical Condition: The creation of this lot pre-dates municipal design standards, such as: lot dimensions, access managements standards or subdivision regulations, thus as it sits, is a legal non-conforming lot. However the proposed development on this site does trigger roadway improvements as stated in both: Section 10.5.2 A: "Any existing street segment that has not been accepted for maintenance by either the City of Conway, Horry County or the South Carolina Department of Transportation, and that is to serve as the required frontage for one or more lots created pursuant to these regulations, shall be improved and dedicated to the public, as provided for above, in such a way that the street segment meets the standards of these regulations for the particular classification of street, including right-of-way width. Such street segment shall be directly connected to the existing public street system by way of at least one public street accepted for maintenance by either the City of Conway, Horry County or the South Carolina Department of Transportation. No development shall be permitted on any street that is an "island" not connected directly to the public street system"

Section 12.4.1 D: "Where an existing nonconforming structure or site is nonconforming in regard to street access, the site shall be brought into conformity with the provisions of this UDO for street access or shall be brought as close to conformity as the physical circumstances made possibly allow".

Beyond the paved section of 6<sup>th</sup> Avenue, the remainder of the roadway appears to be untreated soil... Uncompacted soil, when dry, may support the weight of an average passenger vehicle; such as;

- a compact car (average weight of 2,500-lbs),
- a mid-sized vehicle (average weight of 3,000-lbs),
- an SUV or pick-up truck (average weight of 4,000-lbs) or
- a full-size truck (which can weigh anywhere between 4,000 to 5,700-lbs).



However uncompacted soil will not support the weight of emergency apparatus or city service vehicles such as;

- Fire Engines (equipped with gear to put the fire out, including water tanks, pumps, and hoses), which typically weigh between: 35,000 to 40,000-lbs,
- Fire Trucks (full of rescue and ventilation equipment to safely and efficiently rescue victims), which typically weigh between: 36,000 to 60,000-lbs, or non-emergency city service vehicles such as
- Sanitation trucks which can weigh between: 20,000 to 30,000-lbs.

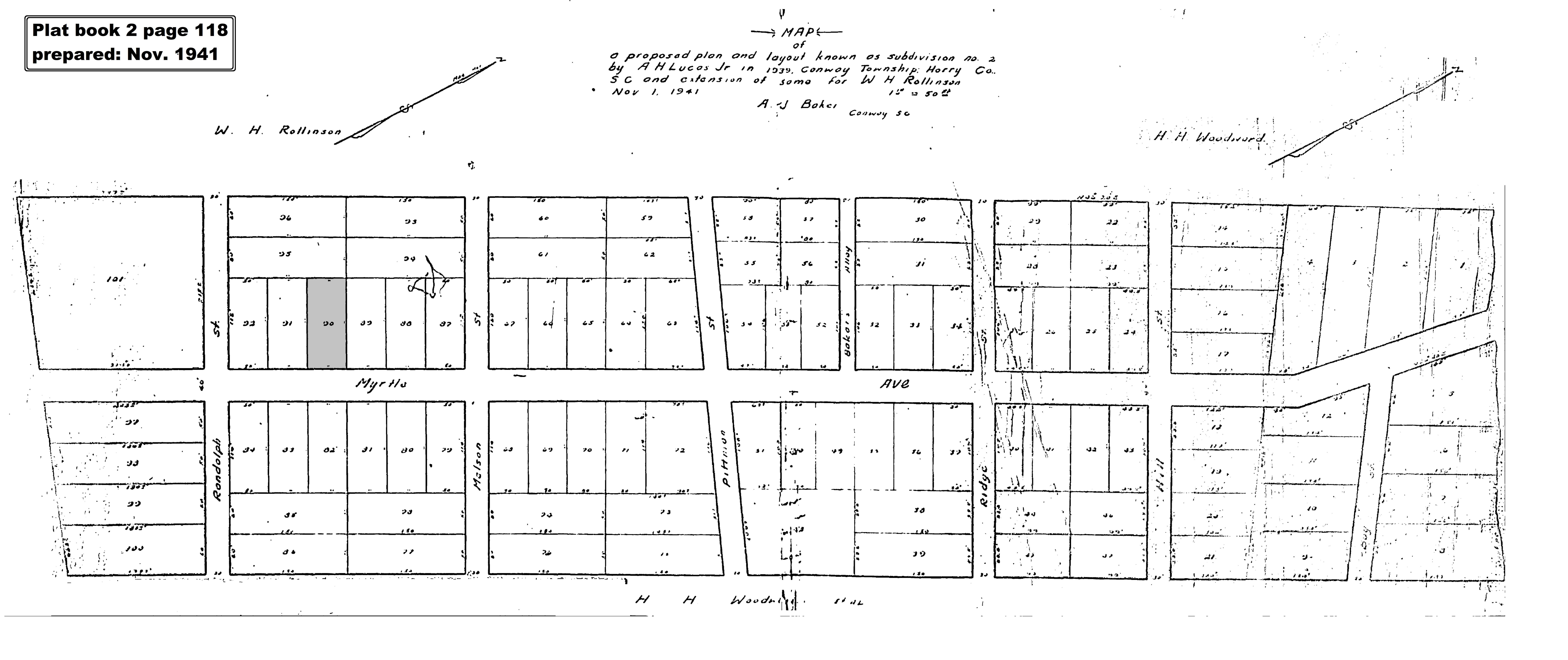
As a comparison: suitable sub-grade materials (select soil base materials to be laid beneath any all-weather surface material) is required to be compacted to 95% modified proctor to sufficiently support a 40,000-lbs loaded tandem axle dump truck temporarily (as exposure to inclement whether will rapidly deteriorate the base road materials), and another 8 to 11-inches of all-whether surface material (such as coquina or GABC), compacted to 100% modified proctor, would need to be laid atop the sub-grade to support such weight long-term. Sufficient drainage facilities and a minimum 2-inches of "Type 1" asphalt would be required to meet the standards of a "Local Access Street".

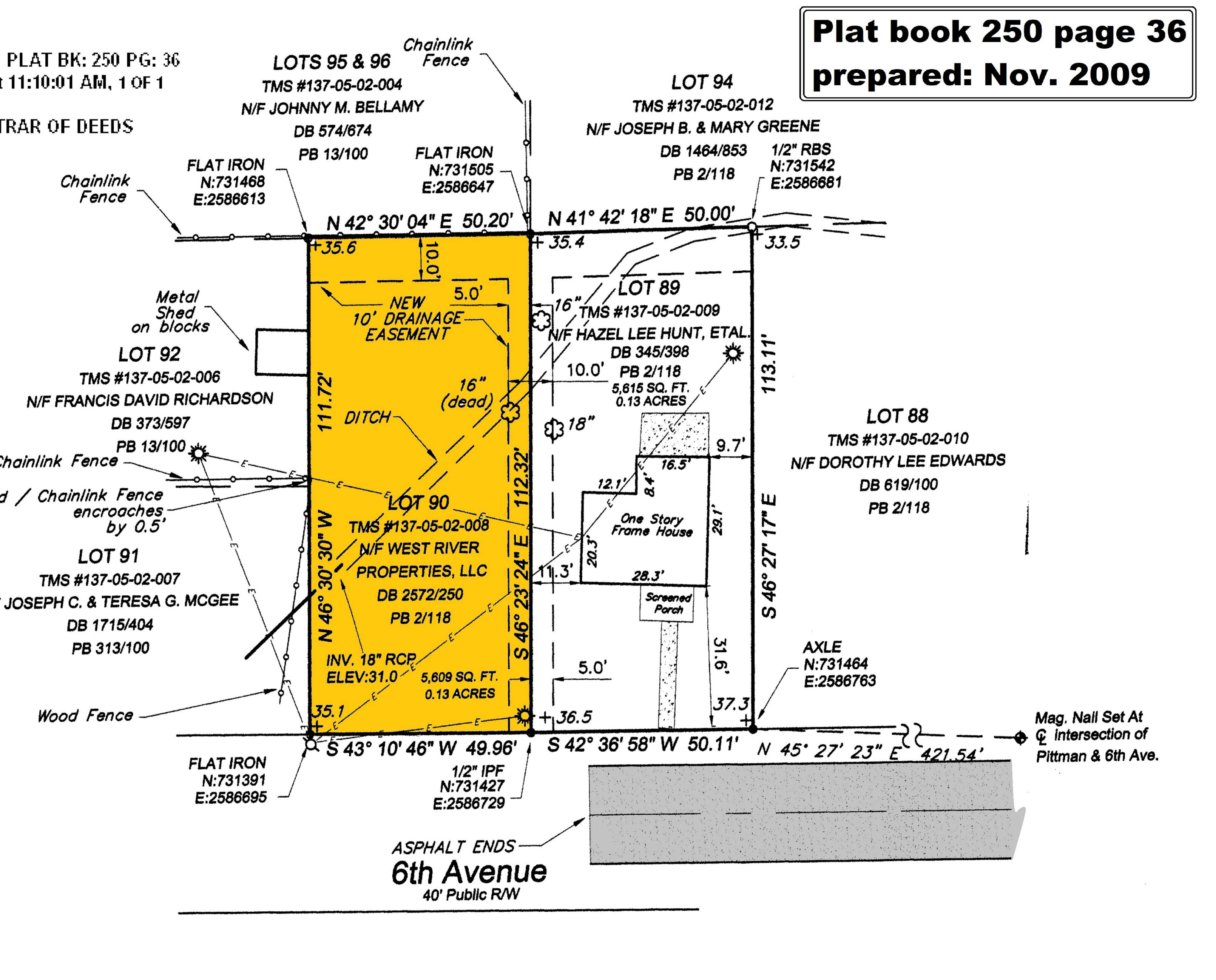
<u>Maintenance</u>: staff also has concerns regarding, who will be take on responsibility to perpetually maintain the drive/access? as the state likely will not construct nor may not extend their maintenance system to cover this section of roadway, even if such roadway is constructed – and - the owner of the subject lot does not appear to own the underlying property to which the road right-of-way was dedicated.

#### **RECOMMENDATION:**

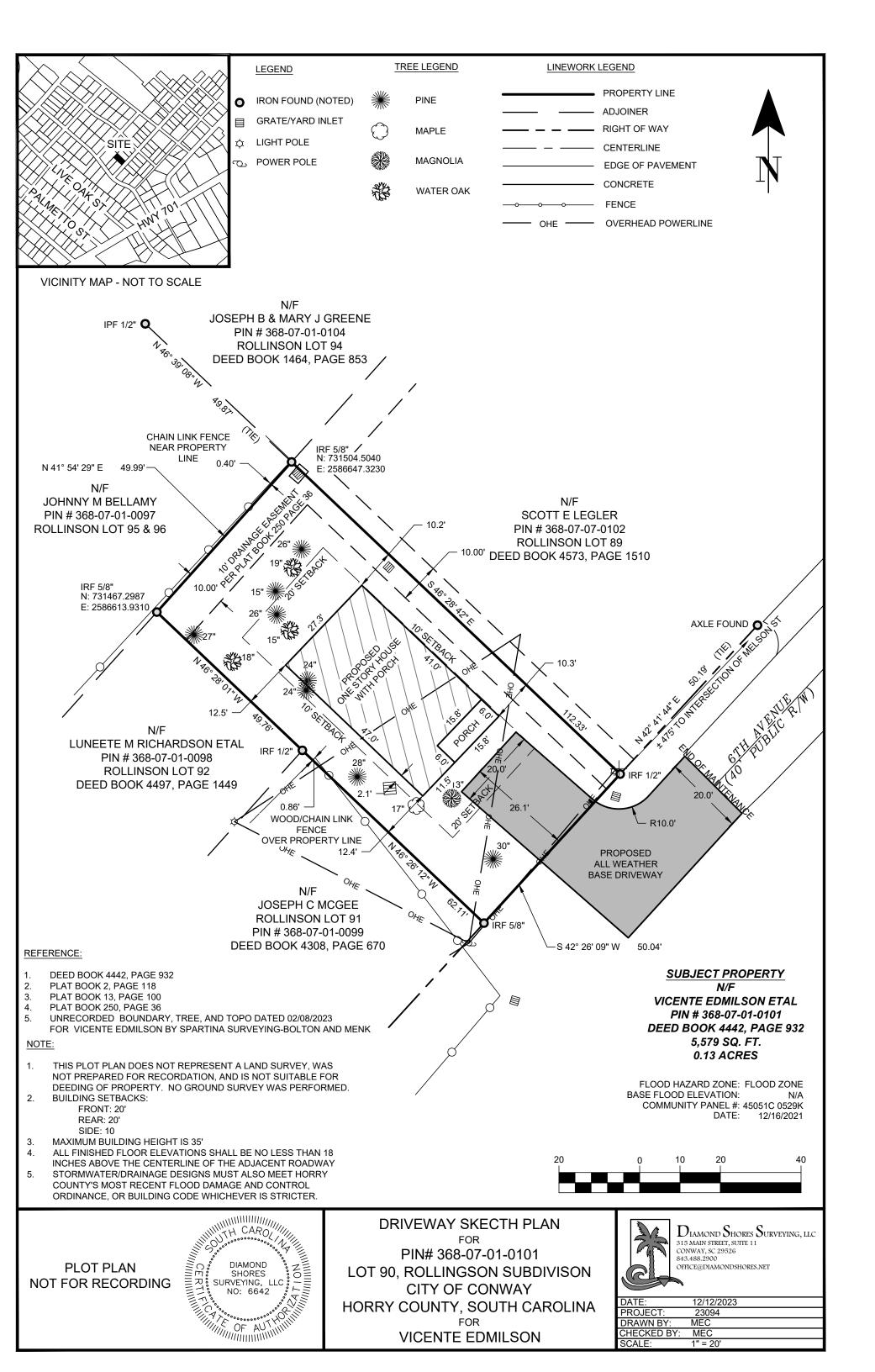
Staff recommends a thorough review of the applicant's request.

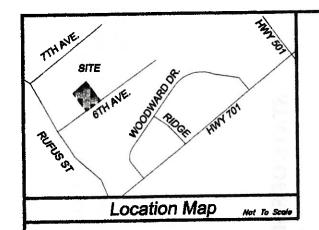






# NEW INFORMATION SUBMITTED BY APPLICANT





Instrument#: 2010000103009, PLAT BK: 250 PG: 36 DOCTYPE: 061, 10/11/2010 at 11:10:01 AM, 1 OF 1 **BALLERY V. SKIPPER** 

LOTS 95 & 96 Fence TMS #137-05-02-004 N/F JOHNNY M. BELLAMY DB 574/674

Chainlink

**LOT 94** TMS #137-05-02-012

## NOTES:

- 1. Other utilities may exist, but their locations are not known.
- 2. Survey subject to full title search.
- 3. This property may be subject to right of ways, easements, or restrictions either recorded or implied.
- 4. Attorney to verify compliance zoning, restrictive covenants or Homeowners Association requirements of record.
- 5. This property appears to be located in Flood Zone "X" as scaled from FIRM 45051C0504 H revised August 23, 1999.
- 6. All elevations are based on NGVD 29 Datum.
- 7. All distances are horizontal ground distances.

#### Certificate of Ownership and Dedication

The undersigned hereby acknowledge that I am (we are) the owner(s) of the property shown and described hereon and that I (we) hereby adopt this (plan of development/ plat) with my (our) free consent and that I (we) hereby dedicate all items as specifically shown or indicated on sold plat.

Date TMS #137-05-02-008 Date TMS #137-05-02-009 90 60' 30 1 INCH = 30 FEET

HORRY COUNTY, SC REGISTRAR OF DEEDS N/F JOSEPH B. & MARY GREENE PB 13/100 FLAT IRON DB 1464/853 **FLAT IRON** N:731542 N:731505 Chainlink N:731468 E:2586647 Fence E:2586613 N 41° 42' 18" E 50.00' N 42° 30' 04" E 50.20' 35.6 LOT 89 5.0' Metal 16"TMS #137-95-02-009 NEW on blocks 10' DRAINAGE-NÉ HAZEL LÉE HUNT, ETAL EASEMENT **LOT 92** DB 345/398 10.Ø PB 2/118 TMS #137-05-02-006 5.615 SQ. FT. N/F FRANCIS DAVID RICHARDSON APPROVED FOR RECORDING 0.13 ACRES (dead) = DITCH **LOT 88** DB 373/597 TMS #137-05-02-010 PB 13/100 Chainlink Fence N/F DOROTHY LEE EDWARDS NAME DB 619/100 Wood / Chainlink Fence LOT 90 PB 2/118 encroaches : One Story TMS #137-05-02-008 by 0.5' CITY OF CONWAY WEST RIVER LOT 91 PROPERTIES, LLC TMS #137-05-02-007 DB 2572/250 N/F JOSEPH C. & TERESA G. MCGEE/ Screene Porch PB 2/118 DB 1715/404 PB 313/100 INV. 18" RCP/ N:731464 5.0' ELEV:31.0/ 5,609 SQ. FT. E:2586763 0.13 ACRES Wood Fence Mag. Nall Set At G intersection of 5 43° 10' 46" W 49.96' S 42° 36' 58" W 50.11' N 45' 27' 23" E Pittman & 6th Ave. FLAT IRON N:731391 N:731427 E:2586729 ASPHALT ENDS. 6th Avenue 40' Public R/W Instrument#: 2010000103009, PLAT BK:

250 PG: 36 DOCTYPE: 061 10/11/2010 at 11:10:01 AM, 1 OF 1 BALLERY V. SKIPPER. HORRY COUNTY, SC REGISTRAR OF DEEDS

# iron Old As Noted Iron New 1/2" Rebar Power pole of Light Pole 🛱 Oak Tree 🕄 Ground Elevation + 35.0

Legend

DATE

TITLE

#### CERTIFICATE OF ACCURACY

i hereby state that to the best of my professional knowledge, information, and belief, the survey shown herein was made in accordance with the requirements of the Standards of Practice Manual for 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 shown.

# Southern Land Surveyors, LLC 3180 TRULUCK JOHNSON ROAD

**AYNOR SC 29511** PHONE 843-503-5204 843-241-3800 FAX, 843-358-2414 Bryan Pittman, PLS, RF

DRAWN BY: FW	J08#S09-138	REVISIONS:
APRROVED BY: RBP	DATE OF SURVEY:	
SURVEYED BY: RBP & ETJ		

# A 10' Drainage Easement Survey alona

TMS #137-05-02-008 & TMS #137-05-02-009

City of Conway, Horry County, S.C. for City of Conway





November 23, 2009

DATE

Instrument#: 2011000005377, DEED BK: 3500 PG: 1364 DOCTYPE: 062 01/19/2011 at
10:34:11 AM, 1 OF 3, EXEMPT, BALLERY V. SKIPPER, HORRY COUNTY, SC REGISTRAR OF
DEEDS

STATE OF SOUTH CAROLINA	)	
	)	STORM DRAINAGE EASEMENT
<b>COUNTY OF HORRY</b>	)	Tax Map No. <u>137-05-02-008</u>

#### KNOW ALL MEN BY THESE PRESENTS

1. That Steve Powell, West River Properties, Grantor, in consideration of the sum of One Dollar (\$1.00) and no other consideration, the receipt of which is acknowledged, does hereby grant, bargain, sell, and convey unto the CITY OF CONWAY, a Municipal Corporation, Grantee, its successors and assigns forever, an easement along and over that certain lot located in the City of Conway, County of Horry, State of South Carolina, and more particularly described as follows:

ALL that certain piece, parcel and strip of land shown and depicted as a "10 Foot Drainage Easement" as per plat, to the City of Conway on a plat entitled, "Map of Proposed Drainage Easement, Easement Plat," prepared by Southern Land Surveyors of Aynor, South Carolina dated November 23<sup>rd</sup>, 2009 and recorded in the office for the Clerk of Court for Horry County in Plat Book 250, Page 36. The premises herein are recorded in the Office of the Clerk of Court for Horry County in Deed Book 2572, Page 250 and Plat Book 2, Page 118.

Together with reasonable access granted to Grantee across property of Grantor for maintenance of the drainage ditch within said easement.

#### Grantee's Address: Post Office Box 1075, Conway, South Carolina 29528-1075

- 2. Grantor hereby warrants that Grantor is legally qualified and capable of granting an easement with respect to the lands described herein.
- 3. This easement conveys to Grantee, its successors and assigns, the following: the right and privilege of entering the aforesaid strip of land, and to construct, maintain and operate within the limits of same, pipelines, manholes, and any other adjuncts deemed by the Grantee to be necessary for the purpose of conveying stormwater and to make such relocations, changes, renewals, substitutions, replacements and additions of or to the same from time to time as said Grantee may deem desirable; the right at all times to cut away and keep clear of said pipelines any and all vegetation that might, in the opinion of the Grantee, endanger or injure the pipelines or their appurtenances, or interfere with their proper operation or maintenance; the right of ingress to and egress from said strip of land across the land referred to above for the purpose of exercising the rights herein granted; provided that the failure of the Grantee to exercise any of the rights herein granted shall not be construed as a waiver of abandonment of the right thereafter at any time and from time to time to exercise any or all of same. No building or structure shall be erected over said stormwater easement nor so close thereto as to impose any load thereon to said pipeline.

Instrument#: 2011000005377, DEED BK: 3500 PG: 1365 DOCTYPE: 062 01/19/2011 at
10:34:11 AM, 2 OF 3, EXEMPT, BALLERY V. SKIPPER, HORRY COUNTY, SC REGISTRAR OF
DEEDS

- 4. It is agreed that the Grantor shall maintain and use this strip of land, provided that the use of said strip of land by the Grantor shall not, in the opinion of the Grantee, interfere or conflict with the use of said strip of land by the Grantee for the purposes herein mentioned, and that no use shall be made of the said strip of land that would, in the opinion of the Grantee, injure, endanger or render inaccessible the stormwater system or its appurtenances.
- 5. It is further agreed that in the event a building or other structure should be erected contiguous to said stormwater pipeline, no claim for damages shall be made by the Grantor, the Grantor's heirs, personal representatives, successors and assigns, on account of any damage that might occur to such structure, building or contents thereof due to the operation or maintenance, or negligence of operation or maintenance, of said pipeline or its appurtenances, or any accident or mishap that might occur therein or thereto.
- 6. TO HAVE AND TO HOLD all and singular the right to the City of Conway, South Carolina, its successors and assigns, and Grantor hereby binds the Grantor and the Grantor's heirs, personal representatives, successors and assigns, to warrant and forever defend all and singular said premises unto the Grantee herein, its successors and assigns, against itself and every person whomsoever lawfully claiming or to claim the same, or any part thereof.

WITNESS my hand and seal this the Ht day of August , 2010.

WITNESSES:

GRANTOR

Steve Former Owner, West Runa Progertie

STATE OF South Carolina

COUNTY OF Horry

The foregoing instrument was acknowledged before me this Ht day of August

2010 , by Steve Powell

Notary Public for South Carolina

My commission expires: 2-3-2016

Instrument#: 2011000005377, DEED BK: 3500 PG: 1366 DOCTYPE: 062 01/19/2011 at
10:34:11 AM, 3 OF 3, EXEMPT, BALLERY V. SKIPPER, HORRY COUNTY, SC REGISTRAR OF
DEEDS

STATE OF SOUTH CAROLINA) COUNTY OF HORRY ) 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 located at
by West River Properties, Steve Powell to City of Conway on Aug. 4,2010
to <u>City of Conway</u> on <u>Aug. 4,2010</u> .
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 a distribution to a trust beneficiary.  (c) X exempt from the deed recording fee because (See Information section of affidavit);
transfer to municipality for maminal value # 2
(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  (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:
(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 result here:
7. The deed recording fee due is based on the amount listed on Line 6(c) above and the deed recording fee due is:
8. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as:
Jerry Barnhill, Public Works Director For City of Connay
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.
Dan Barbiel
Responsible Person Connected with the Transaction
day of Aug year of 2010 Lerry Barnhill
Print or type the above name here
My Commission Expires: 2/3/2016

Filed March 4,1983 I.S. Shalar C.C.C. P.

97 W. A. JAMES SUBOMISION Nº. 701 U.S. ~:MAP =~ REVISED LOCATION OF LOTS 83,84,85,86,91,92,95,96,97, 98,99, 100 AND 101, AND RELOCATION OF RUFUS STREET, ON THAT PORTION OF THE W. H. ROLLINSON SUBDIVISION . IN THE TOWN OF CONWAY, HORRY COUNTY, S.C. NOW OWNED BY BURROUGHS & COLLINS CO. JANUARY 16, 1951 SCALE: 1": 100' J. C. CAUSEY CONWAY, S.C.

16

From: David Schwerd
To: Jessica Hucks
Cc: Jamie Steele

Subject: [Junk released by Policy action] Re: [Junk released by Policy action] Re: [Junk released by Policy action] Design

Modification

**Date:** Tuesday, December 12, 2023 1:20:36 PM

Attachments: <u>image.pnq</u>

PB 250-36.pdf PB 13-100.pdf PB 2-118.pdf

DB-Drainage Easement.pdf

23094 DRIVEWAY EXHIBIT-PLOT PLAN (11X17).pdf

Assuming, the owner went through the quiet title process so that he had the ability to convey the ROW in front of his lot, whom would he convey it to?

Who is getting the title to the remaining area of red outlined below over to Rufus? Our owner is only responsible for the section of roadway in front of his lot (yellow).

Would the city assume maintenance of the new 70ft of roadway? SCDOT will not assume maintenance or accept the dedication of the additional road, so it would have to be assumed by the City to meet the letter of the law with being a public road.

As of right now we can all agree that based on the plat which showed the roadway (Sixth), that the owner has every legal right to have access back and forth across the unimproved portion of Sixth to access his property). Also we can agree that at this stage my owner doesn't have the right to dedicate the ownership of the property to any other entity.

See the attached plot plan showing the house and driveway and let me know what you think.



On Mon, Dec 11, 2023 at 8:12 AM Jessica Hucks < <u>ihucks@cityofconway.com</u>> wrote:

Okay. Can you give me a quick explanation as to why a quiet title would not be the more appropriate route to take in this instance? The City attorney is looking into this for us also, but I believe you had stated you didn't think that was an option?

Sincerely,

Jessica Hucks, AICP

City of Conway Planning & Development

From: David Schwerd < david@diamondshores.net >

**Sent:** Friday, December 8, 2023 10:09 AM **To:** Jessica Hucks < <u>ihucks@cityofconway.com</u>>

Subject: [Junk released by Policy action] Re: [Junk released by Policy action] Design

Modification

DATE: November 27, 2023

**ITEM(S): IV.A.2. & IV.B.1** 

#### **ISSUE:**

*Previously Deferred* ... Request to annex and/or rezone approximately 486 +/- acres of property, located at or near the corner of HWY 378 & Juniper Bay Rd, Dayton Drive, and on Dunn Shortcut Rd (PIN's 336-00-00-0043, -0044, -0045, 336-13-04-0006, 336-14-04-0011, 336-15-03-0003, 337-00-00-0009, -0011, -0012, 337-08-01-0004, 370-00-00-0011, and 370-04-01-0004), and rezone from the Horry County Commercial Forest Agriculture (CFA), Horry County Highway Commercial (HC), Horry County Residential, no mobile homes allowed (SF40), the City of Conway Heavy Industrial (HI), City of Conway Low/Medium-Density Residential (R-1), and City of Conway High-Density Residential (R-3) districts to the City of Conway Planned Development (PD) district;

#### - and -

*Previously Deferred* ...Proposed Development Agreement by Lennar Carolinas, LLC and Thomas & Hutton, for proposed development of property located on Hwy 378, Juniper Bay Rd, and Dunn Shortcut Rd, to be known as the Tributary Planned Development, and consisting of approx. 486 +/- acres (PIN's 336-00-00-0043, -0044, -0045, 336-13-04-0006, 336-14-04-0011, 336-15-03-0003, 370-00-00-0011, 370-04-01-0004, 337-00-00-0009, -0011, -0012, and 337-08-01-0004).

#### **BACKGROUND:**

The applicant is seeking to annex and/or rezone the aforementioned properties for the purposes of developing as a Planned Development (PD). Also proposed is a Development Agreement for the subject property.

Per the applicant's submittal, the planned development envisions a mixed-use community consisting of differing types and styles of single-family homes and a variety of commercial uses to meet the needs of the existing and future residents of Conway. The development will be accessed from Hwy 378, Juniper Bay Rd, Dunn Shortcut Rd, Stalvey Rd, and Dayton Dr.

The proposed PD will also be bound by a Development Agreement; the details of which are included in this packet (*draft document*), and is on this agenda for consideration.

## **Proposed Density:**

Per the most recent master plan submitted, the proposed density was 1,459 units. However, there are a couple of tracts within the master plan that are "flex tracts", which could contain multifamily uses instead of commercial, bringing the maximum density to 1,767 units. Refer to the table provided in the narrative for density proposed for each tract within the PD. With the exception of these flex tracts, the residential will consist of single-family detached, single-family semi-attached, and townhouses.

#### Wetlands / Flood Zones

There are no flood zones within the project area. There are approximately 59 acres of wetlands identified on the Open Space Master Plan.

#### **Current Zoning of Property**

Current Zoning of properties currently in the county's jurisdiction include: Commercial Forest Agriculture (CFA), Highway Commercial (HC), and Residential, no mobile homes allowed (SF40).

Per Horry County's Zoning Ordinance, Section 201 – Districts Intent Statements:

the **CFA district** is intended to be reserved and utilized for agriculture, forestry, residential, commercial, social, cultural, recreational, and religious uses.

the **HC district** is intended to establish and appropriate land reserved for general business purposes and with particular consideration for the automobile-oriented commercial development existing or proposed along the county's roadways. The regulations which apply within this district are designed to encourage the formation and continuance of a compatible and economically healthy environment for business, financial, service, amusement, entertainment, and professional uses which benefit from being located in close proximity to each other; and to discourage any encroachment by industrial or other uses capable of adversely affecting the basic commercial character of the district.

The **SF40 district** is intended to be utilized in areas when, due to its remoteness, the impermeability of soil, soil characteristics or the absence of the necessary urban services, development or higher density is undesirable or infeasible. A primary objective of the one-acre residential district is to prevent undesirable urban sprawl and to exclude land uses which demand a level of urban services which are impossible to provide.

#### Requesting Zoning of Property Upon Annexation into the City of Conway

The requested zoning designation upon annexation is (City of Conway) Planned Development (PD) District. Per Section 3.3.2 – Planned Development (PD) District, of the UDO, the intent of the PD District is to provide for large-scale, quality development projects (3 acres or larger) with mixed land uses which create a superior environment through unified development and provide for the application of design ingenuity while protecting surrounding developments.

#### Water / Sewer Availability

This project is within the City's utility service area.

#### **COMPREHENSIVE PLAN:**

The City's Future Land Use Map identifies these properties as the following:

PIN's 336-00-00-0043, -0044, -0045, and 370-00-00-0011: identified as *Industrial* on the future land use map. The future land use map does not distinguish between Light and Heavy Industrial.

Per Section 3.2.13 of the UDO, the intent of the **Light Industrial** (**LI**) district is to provide for light industrial uses, such as manufacturing, processing, repairing of goods, wholesaling, storage, packaging, distribution, and retailing while ensuring adjacent and nearby properties are not adversely impacted.

Per Section 3.2.14 of the UDO, the intent of the **Heavy Industrial** (**HI**) district is to accommodate areas for heavy manufacturing, distribution, and processing.

PIN's 336-13-04-0006, 336-15-03-0003, 336-14-04-0011, and 370-04-01-0004: identified as *Highway Commercial (HC)* on the future land use map.

Per Section 3.2.10 of the UDO, the intent of the **Highway Commercial** (**HC**) district is to provide compatible locations to serve the automobile oriented commercial activities in harmony with major highway developments, reduce traffic congestions and to enhance the aesthetic atmosphere of the City.

PIN's 337-00-00-0009, -0012, and 337-08-01-0004: identified as *Low-Density Residential* on the future land use map.

Per Section 3.2.17 of the UDO, the intent of the **low-density residential** district is to provide for the preservation and expansion of areas for low density, detached single-family residential development in the City of Conway. The district shall present a relatively spacious character, promote quiet, livable neighborhoods, and prohibit uses that are incompatible with the residential nature of the surrounding area.

PIN 337-00-00-0011 is identified as *High-Density Residential* on the future land use map.

Per Section 3.2.5 of the UDO, the intent of the **high-density residential** district is to provide areas for high-density residential development in the City of Conway and to prohibit uses that would substantially interfere with the development or continuation of residential structures in the District.

# **Permitted Uses & Dimensional Standards** (refer to Master Plan and PD narrative for specifics)

Property	Current & Proposed	Proposed Uses & density	Proposed Dimensional Standards
(Tract)	Zoning	SF detached: 591 lots/units	
	Current: County CFA;		Residential:
R-1	HC; SF40	SF semi-detached (duplex): 102 lots/units	SF detached:
	Proposed: Planned	Townhomes: 75 lots/units	20' Width / 2,000 SF
	Development (PD)	Total for R-1 tract: 768 lots/units	25' W / 2,500 SF
		SF detached: 160 lots/units	30' W / 3,000 SF
R-2	Current: County CFA	SF semi-detached (duplex): 62 lots/units	35' W / 3,500 SF
	Proposed: PD	Townhomes: 62 lots/units	40' W / 4,000 SF
		Total for R-2 tract: 284 lots/units	50' W / 5,000 SF
	Current: City R-3	SF detached: 40 lots	SF semi-attached:
R-3	(high-density residential)	Townhomes: 26 lots/units	37' W / 3,700 SF
	Proposed: PD	Total for R-3 tract: 66 lots/units	·
	Current: City R-1	OF 1 . 1 . 1 . 1. 1.	Townhomes:
D 4	(low/medium-density	SF detached: 45 lots	18' W / 1,800 SF
R-4	residential)	Townhomes: 103 lots/units	Multifamily:
	Proposed: PD	Total for R-4 tract: 148 lots/units	50' W / 5 acres
		SF detached: 181 lots	<b>Lot depth</b> , all dwelling
R-5	Current: County CFA	SF semi-attached (duplex): 12 lots/units	types: 100'
	Proposed: PD	Total for R-5 tract: 193 lots/units	
	Current: County HC;	All uses allowed in <b>HC</b> ;	*Setbacks, all dwelling
F-1	CFA / City HI	All specific uses listed under <b>Community</b>	types, excluding Multifamily:
1-1	Proposed: PD	Residential Care Facility (CRCF), excluding	Front yard: 15'
	110poscu. 1D	Group Homes;	Side yard: 5'
		All specific uses listed under <b>Assembly</b> in Use	Rear Yard: 20'
F-2	Current: County HC	Tables of the UDO;	Corner Front Yard: 10'
F-2	Proposed: PD	Multifamily or Townhomes: 300 units max on F-1	Multifamily (MF) setbacks:
		and 8 units max on F-2	15' (Front, Rear, Sides, &
			Corner Front)
	G	All uses allowed in <b>HC</b> ;	,
G 1	Current: County HC;	All specific uses listed under CRCF excluding	Max Bldg. Height, all
C-1	CFA	Group Homes;	dwelling types, excluding
	Proposed: PD	All specific uses listed under <b>Assembly</b> in the Use	Multifamily: 40'
		Tables of the UDO	Multifamily, Max Bldg.
C-2	Current: County CFA	All uses allowed in <b>HC</b> ; All uses allowed in <b>LI</b>	Height: 65'
	Proposed: PD		Commercial:
		Total # of SF detached lots/units: 1,017	80' W / 8,000 SF
		Total # of SF semi-attached (duplex) lots/units: 176	Lot Depth: 100'
		Total # of Townhome lots/units: 266	Max Bldg. Height: 65'
		Total, all R tracts: 1,459	
		Total # of Multifamily /Townhome lots/units: 308	Setbacks: F – 30'   S – 15'
		Total, all tracts (if multifamily is utilized on the flex	<b>R</b> – 20'   <b>Corner F</b> – 20'
		tracts): 1,767 lots/units	

<sup>\*</sup>Townhome setbacks shall be subject to a 15' perimeter setback on all sides if developed in common.

#### **Proposed Modifications from Design Standards (Section 5 of PD Narrative) (REVISED):**

- 1. Landscape buffers to not be required between commercial uses.
- 2. Where multipurpose trails are proposed in landscape buffers, buffer widths to be reduced to a Type A (5' width) buffer.
- 3. **Minimum block lengths to be 270'** (v. the standard of 400')
- 4. Landscape buffers on the F-2 tract to meet the Type A (5') buffer requirements on side and rear property lines.
- 5. To allow "outdoor storage" to be a principal use in the Flex and Commercial tracts.
- 6. To exempt sidewalk and pathway requirements on the perimeter of the PD (*i.e.* portions of tracts that abut Hwy 378, Juniper Bay Rd, Dunn Shortcut Rd, Airport Rd, and Dayton Dr.).
- 7. **Streets to be designed and constructed per the Street Cross Section exhibits** provided in the narrative (attached).
- 8. Existing trees, 3" in caliper and above, shall count towards the plant quantities that are required per the landscape buffers.
- 9. Allow residential signage in rights of way of the 2 main roads providing ingress/egress to Hwy 378. Signage will be placed in a raised median of sufficient width to minimize visual obstruction and be located outside of any sight triangles.
- 10. Up to **50% of garages facing the street** on single-family detached and duplex semi-attached units shall be **eligible to protrude more than 10' past the front façade**. In such instances, garage faces shall have decorative design treatments to minimize their appearance.

## **Interconnectivity requirements**

One deviation that was not mentioned above is the interconnectivity requirements between developments. Tract R-4 abuts the existing Macala Acres subdivision. The UDO would typically require that a stub-out be provided to connect to future development. In this case, when Macala Acres was platted, there was property platted as future access on the Final Plat for Phase 3 of Macala Acres. This can be found between lots 87 and 88 on the plat, recorded in Plat Book 222 at Page 187 (copy of plat attached). The applicant has shown a stub out to be provided on Tract R-4. This does not achieve the required connection, and the residents of Macala Acres do not wish to have the connection made. At the time of the plat approval for this phase of Macala Acres, it is unclear whether the requirement to install the stub-out would have been required, or reserving access only. The current requirements dictate that a stub-out be provided for future connection, or that the connection be made if a stub-out on the adjoining property or access has been set aside, if recommended by the Technical Review Committee.

Planning Commission will need to decide if the connection should be installed, on both sides (R-4 tract and Macala Acres access), whether the stub-out should be provided only on the R-4 tract, or whether the connection can be omitted entirely.

#### Landscape buffers

There is a table provided in the **PD Narrative** documentation that provides buffer widths and the required plantings. The **PD perimeter buffer is stated as being 25' in width**; however, there has been at least one property owner that has **requested that the perimeter buffer be increased to 50' in width** in areas that but existing residential.

#### **Traffic Impact Analysis (TIA) recommendations:**

The traffic impact analysis (TIA) provided by the applicant was completed by Stantec Consulting Services, Inc. The recommendations provided in the TIA were in accordance with SCDOT and City of Conway guidelines. The report assumed that the project would be completed in 2 primary phases, Phase 1 and Phase 2, and the recommendations for each phase of the project were provided in the report.

The entire report can be provided, if requested; however, the executive summary and the summary of findings and recommendations have been included in your packet.

#### Intersections were analyzed in the TIA:

- 1. US 378 & Juniper Bay Rd;
- 2. US 378 & Airport Rd/Project Driveway (DW) #1;
- 3. US 378 & Dirty Branch Rd/Project DW #2;
- 4. US 378 & Commercial DW;
- 5. US 378 & Jerry Barnhill Blvd;
- 6. US 378 & Dayton Drive;
- 7. Juniper Bay Rd & Project DW #3;
- 8. Dunn Shortcut Rd & Juniper Bay Rd;
- 9. Dunn Shortcut Rd & Leatherman Rd; and
- 10. Dunn Shortcut Rd & Project DW #4.

#### **Recommended exclusive right-turn lanes**

Per SCDOT's Roadway Design Manual considerations and the criteria provided in SCDOT's Access and Roadside Management Standards (ARMS, 2008), the following right/left turn lanes are recommended at the following locations:

#### **Right-turn lanes recommended:**

- US 378 & project DW #1 (ph. 1)
- US 378 & Juniper Bay Rd (ph. 1)
- UUS 378 & project DW #2 (ph. 2)
- US 378 & Dayton Drive (ph. 2)

#### **Left-turn lanes recommended:**

- US 378 & project DW #1 (ph. 1)
- US 378 & Juniper Bay Rd (ph. 1)
- US 378 & project DW #2 (ph. 2)

- US 378 & project DW #4 (ph. 2)
- US 378 & Dayton Dr. (ph. 2)

### Further analysis and recommended improvements in **Phase 1**:

- US 378 & Juniper Bay Rd: warrants the installation of an exclusive eastbound left-turn lane and an exclusive right-turn lane with or without the proposed development. The TIA recommends installation of this improvement in order to mitigate the increased delay.
- US 378 & Airport Rd: signalization of this intersection is recommended when warranted, as well
  as the installation of exclusive left-turn lanes at all intersection approaches and a westbound rightturn lane along US 378.
- US 378 & Dirty Branch Rd/GFL Environmental Driveway: increased delays to this intersection to be mitigated in Phase 2.

## Further analysis and recommended improvements in **Phase 2**:

- US 378 & Juniper Bay Rd: Phase 1 turn-lane improvements are projected to provide improved \*LOS over the no build conditions.
- US 378 & Airport Rd/project DW #1: No improvements beyond the Phase 1 improvements are recommended.
- US 378 & Dirty Branch Rd: signalization of this intersection is recommended when warranted, as well as the installation of exclusive left-turn lanes at all intersection approaches and a westbound right-turn lane on 378. With the anticipation that this intersection is projected to experience an undesirable LOS F even with signalization, the study also recommends that widening of US 378 be extended from where it ends east of Dayton Drive to the west of this intersection, narrowing back to 2-lanes west of Dirty Branch Rd.
- US 378 & Dayton Drive: No additional improvements recommended beyond the exclusive westbound right-turn lane and the exclusive eastbound left-turn lanes along US 378, per SCDOT's turn lane warrant analysis.

\*LOS: Level of Service – a qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, density, congestion, etc. Level of service range from LOS A (free flow of traffic) to LOS F (forced or breakdown flow, *i.e.* a traffic jam).

*Table E.1* of the TIA (included in packet) provides a table indicating the recommended improvements that are specified above.

#### DEVELOPMENT AGREEMENTS.

Per *Title 6, Chapter 31*, § 6-31-10 of the SC Code (SC Local Government Development Agreement Act, 1993), authorizes binding agreements between local governments and developers for long-term development of large tracts of land. A development agreement gives a developer a vested right for the

term of the agreement to proceed according to land use regulations in existence on the execution date of the agreement. Principal among the General Assembly's statement of findings for the Act was the desire to provide some measure of certainty as to applicable land development law for developers who made financial commitments for planned developments. The Act also expresses the intent to encourage a stronger commitment to comprehensive and capital facilities planning, ensure the provision of adequate public facilities, encourage the use of resources and reduce the economic cost of development (*Comprehensive Planning Guide*, 2018).

The length of the development agreement varies, and depends on the size of the property to be included in the agreement. The minimum size for a property to be included in any development agreement is 25 acres of highland – which is determined by local ordinance (*i.e.* land above the 100-year flood plain).

The Tributary development agreement is proposed to be for a period of 10 years, and the subject property contains 250 acres +/- of highland.

**PUBLIC HEARINGS REQUIRED.** Prior to adoption of a development agreement, the governing body must hold at least two (2) public hearings, which if authorized by the governing body, can be conducted by Planning Commission (per SC Code § 6-31-50(A)). Notice of the intent to consider a development agreement must be published in a newspaper of general circulation, which should include the property location, proposed uses, and a place where a copy of the agreement can be obtained. The date, time and place of the second hearing must be announced at the first hearing (SC Code § 6-31-50(B)).

Some items that will be considered by Council, to be contained within the development agreement include:

- The required offsite improvements (*i.e.* traffic improvements)
- Access through the city shop complex (*i.e.* land swap)
- City Park acreage
- Installation of trail system / connection
- Possible enhancement fees

Additional information regarding development agreements can be provided if needed. A draft of the proposed development agreement has been included in your packet.

#### **NEW AND/OR REVISED INFORMATION:**

#### **Airport Environs Overlay Zone (Horry County Overlay)**

The property is within the County's Airport Environs Overlay Zone. This overlay, per the County's Zoning Ordinance, exists to ensure current operations and future expansions of the County's publicly-owned and operated aviation facilities are not hindered by encroachment of structures or objects into required aircraft approach paths or airspace.

Pages from the County's zoning ordinance relating to the overlay zone has been included in your packet.

Additionally, *SC Code of Laws*, *Title 55*, *Ch. 13 – Protection of Airports and Airport Property*, states the following:

• Land use decisions by county and municipal governments and local agencies shall take into account the presence of airport land use zones and airport safety zones and consult with the division, when possible, prior to making land use decisions within airport land use zones and airport safety zones. If the division provides comments, within 30 days, the governmental body must respond substantively in writing to each comment, separately stated before the issuance of the permit or approval. If the division believes the proposed project may have a substantial impact on aviation safety, create an imminent or foreseeable hazard to aviation safety, or result in a nuisance or an incompatible land use, the division may seek relief, including enjoining the activity or abatement of the condition giving rise to the division's comments.

While the City does not currently have an airport overlay adopted for this area, because there is state law addressing the issue, state law will take precedence. Below is a link that will provide additional details about compatible land uses near airports; in this case, the Conway Airport on Hwy 378, which is under the purview of the Horry County Division of Airports.

#### South Carolina Compatible Land Use Evaluation (CLUE) Tool:

https://scaeronautics.sc.gov/CLUE/TrialArea

New Information (as of Nov.

Staff held a meeting with the applicants after to the scheduled PC meeting on Nov. 2<sup>nd</sup> (which was canceled due to lack of a quorum), in which the applicants are requesting revisions to their previously submitted PD that include deviations from the City's Design Standards. A revised PD narrative was submitted on November 16<sup>th</sup>.

#### **STAFF RECOMMENDATION:**

Staff recommends that after holding the required public hearing on the requests, that Planning Commission thoroughly review the applicants requests and make an informed recommendation to City Council.

#### **Packet Inserts:**

The applicants have also provided the following:

- Traffic Impact Analysis (TIA);
- **Revised** PD Narrative w/ exhibits:
- Master Plan;
- Development Agreement (draft)

# **Tributary PD**

PD NARRATIVE COMMENTS			
PD Narrative Section	Issue	Additional Info / staff Comments	
Section 1: Purpose and Intent Statement	(pg. 4) Reference to nearby regional roadways: includes Highway 701 S, but not Highway 378. Is this intentional?		
Section 2: Development Summary	(pg. 4) 1 <sup>st</sup> paragraph: Remove reference to Sec. 6.4.2 of the UDO.	Just specify "in accordance with the City of Conway UDO"	
	(pg. 4) 3 <sup>rd</sup> paragraph: "transfer of units between districts"	should this be tracts or phases instead?	
	(pg. 4) 3 <sup>rd</sup> paragraph: transfer of units between tracts	The flex tracts proposing multifamily should not be included in the transfer of densities between like tracts. This should be restricted between the "R" tracts.	
	(pg. 4) 3 <sup>rd</sup> paragraph: "use districts shall be capped at 125% pf the density shown in the development summary table"	Staff would prefer that the wording be revised to state something similar to "density may be shifted between tracts with like uses, provided that the <b>overall</b> density across the entire PD/across all tracts is not increased"	
	(pg. 5) Use District column: Flex District F-1 and Flex District F-2.	Type column: only multifamily or townhome is listed. Shouldn't this include commercial as well?	
Development Summary Table	(pg. 5) Use District column: Commercial C-1 and Commercial C-2	Type column: shouldn't Light Industrial (LI) be added also?	
Section 3: Permitted Uses and Dimensional Requirements			
Dimensional Standards		Staff comment: Lot widths are very dense for this area (20' to 52' lot width, which vary throughout the project area)	
Section 4: Additional Requirements	(pg. 8) 7.A.: remove reference to Section 10.3.9	remove "Section 10.3.9" from sentence.	

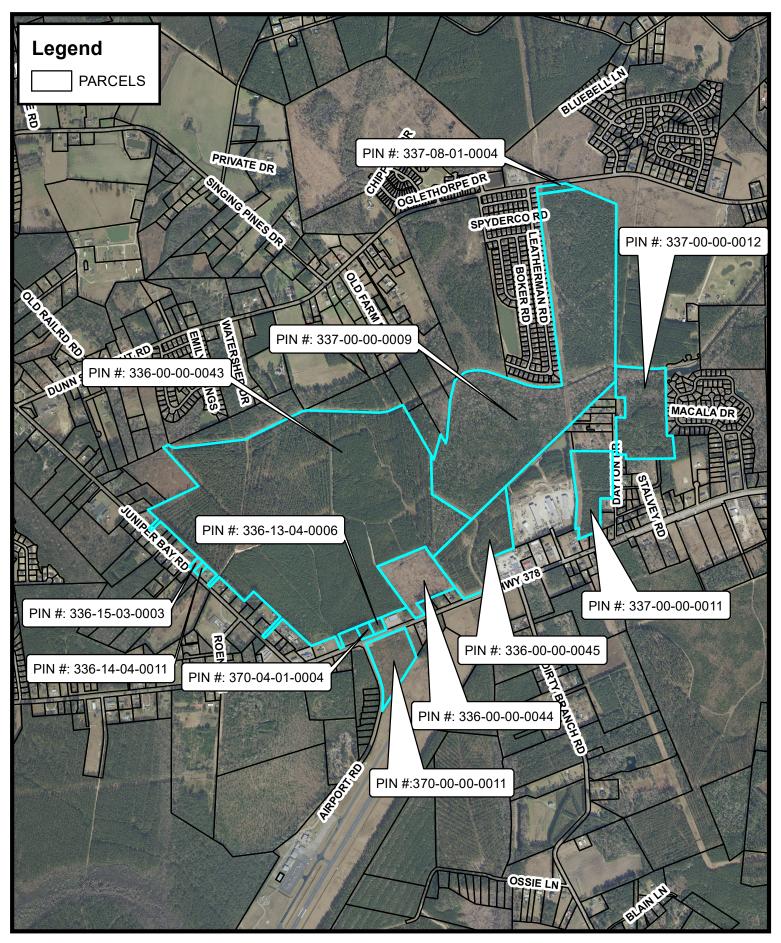
throughout the PD	(pg. 9)		Will the buffer be
District	8. Landscape Buffers and	PD External Perimeter Buffer	increased to 50' where
District	Quantities		adjacent to existing,
	Quantities		adjacent residential
			properties, as previously
			discussed?
			aiscussea?
			Remove reference to
		Footnotes 1 and 2	specific section of UDO
			(6.5.2)
Section 5: Design	1. Landscape buffers between		
Standards and	commercial uses shall not be	Which tracts will these be applical	hle to?
Modifications	required.	Willest tracts will these be applical	ole to:
(p. 10)			
(β. 10)	2. Where multi-purpose trails are parallel to and within		
	·	These locations should be illustrat	ed on an exhibit (i.e.
	required landscape buffers, the	street framework plan)	
	width shall be reduced to a Type		
	A buffer.		
	3. Minimum block length shall	No comments	
	be 270 linear feet		
	4. Use District F-2 landscape	This is acceptable if the F-2 tract is developed commercially.	
	buffers shall meet the Type A	If developed as multifamily or townhomes, a more stringent	
	buffer requirements of the	buffer will apply, and needs to be specified in the PD	
	Conway UDO on the side and	document.	
	rear property lines.		
	5. Sidewalks and pathways shall	This will have to be decided by Pla	nning Commission. Staff
	not be required on the	supports the Complete Streets ord	dinance.
	perimeter of the Tributary PD.		
	6. Streets within the Tributary		
	PD shall be designed and		
	constructed per the attached		
	street cross section exhibits.		
	7. Up to 50% of garages facing		
	the street on single-family		
	detached and duplex semi-		
	attached units shall be eligible	This will have to be decided by Pla	=
	to protrude more than 10' past	supports the City's Residential Des	
	the front façade. In such	with the proposed lots widths, and	• •
	instances, garage faces shall	exemptions to the City's UDO, sta	ff cannot support.
	have decorative design		
	treatments to minimize their		
	appearance.		

Section 6: Other			
Structures and/or	NO COMMENTS		
Uses			
Section 7:			
Stormwater		NO COMMENTS	
Section 8: Flood			
Damage			
Prevention		NO COMMENTS	
Ordinance			
	2nd	T	
Section 9:	2 <sup>nd</sup> paragraph: language		
Maintenance and	regarding conveyance of	Being conveyed prior to completion of a "phase" is does not	
Control	property to the City and the	meet the intent of when open space areas, which in this	
(p. 11)	timing of such conveyance,	case includes areas being conveyed to the City will include,	
	installation of improvements,	should be installed and usable by residents within a	
	dedication, etc., shall be	development.	
	negotiated between the	development.	
	developer and City Council.		
	TRAFFIC IMPROVEM	ENTS (ON SITE & OFF-SITE)	
ONSITE (w/ in	Local Road (see exhibit and the	50' right-of-way (ROW); however, each lane is only	
project area)	Street Framework Plan)	proposed to be 11' in width, making the pavement width a	
		total of 22', with 2' curb/gutter, 6' shoulder/planting strip,	
		an 8' multi-use path on one side of roadway, and 5'	
		concrete sidewalk on other side of road. The minimum	
		pavement width should be 24'.	
	Minor Collector Road (see	60' ROW with 24' pavement width (12' each side), 2'	
	exhibit and the Street	curb/gutter, 6' shoulder/planting strip on each side of road,	
	Framework Plan)	an 8' multi-use path on one side of roadway and 5' concrete	
	Flamework Flam	sidewalk on other side of road.	
	Callanta a Band		
	Collector Road	70' ROW with 28' wide pavement width, 2' curb/gutter, 8'	
		shoulder/planting strip on both sides, an 8' multi-use path	
		on one side and 5' sidewalk on the other side of the road.	
	Entrance Road (collector)	90' ROW with median (24' pavement width on one side of	
		median and 14' pavement width on other side of median),	
		2' curb/gutter, 8' shoulder/planting area on each side of	
		road, 8' multi-use path on one side of roadway and 5'	
		concrete sidewalk on other side of road.	
	Dayton Drive (variable width)	Dayton appears to be an approx. 50' ROW at the point in	
		which tracts R-3 and R-4 will be accessed; however, the	
		entrance to Dayton from Hwy 378 is smaller – approx. 30' in	
		width, and in order for the project to be compliant with	
		roadway standards of the UDO, the entire roadway (Dayton	
		Dr) must come into compliance. The applicant may have to	
		acquire additional ROW.	
		acquire auditional NOVV.	

	Canal Trail	Installation will follow the City's P adopted in 2022 for "Swamp, Leve There is a contradiction in that the calls for such trails to be a min. of levee or canal trails), and the widt multiuse trail in this project is 8' in	ee or Canal Trails." e Pathways & Trails plan 10' in width (for swamp, th proposed for the
OFFSITE improvements (refer to TIA recommendations)	PHASE 1 improvements (2028)	Right Turn lanes at:  US 378 & Driveway #2; US 378 & Juniper Bay Rd	NOTE: right turn lanes at 378 & Juniper Bay Rd warranted with or without this development
		<ul> <li>Left Turn lanes at:</li> <li>US 378 &amp; Driveway #1;</li> <li>US 378 &amp; Juniper Bay</li> <li>Rd</li> </ul>	NOTE: left turn lanes at 378 & Juniper Bay Rd warranted with or without this development
	Other Phase 1 improvements recommended/mentioned in TIA	Intersection of US 378 & Juniper Bay Rd	Installation of exclusive eastbound left-turn lane and exclusive right-turn lane in order to mitigate increased delays expected to be experienced.
		Intersection of US 378 & Airport Rd/Driveway #1:	Signalization recommended when warranted; Provide exclusive left-turn lanes at all intersection approaches as well as a westbound right-turn lane along US 378.
	Phase 2 improvements (2033)	Right Turn lanes at:  US 378 & Driveway #2; US 378 & Dayton Drive	
		Left Turn lanes at:  US 378 & Driveway #2;  US 378 & Driveway #4;  US 378 & Dayton Drive  US 378 & Dirty Branch	Install signal when
		Rd/Driveway #2	warranted; Exclusive left-turn lanes on all approaches;

		I	Evaluaive weethound
			Exclusive westbound
			right-turn lane along US
			378
		US 378 & Dayton Drive	Install exclusive
			eastbound left-turn lane
			along US 378;
			Install exclusive
			westbound right-turn
			lane along US 378
		Dunn Shortcut Rd	Install an exclusive
			westbound left-turn lane
			along Dunn Shortcut Rd
		US 378 / Dayton Dr / Driveway	Widen US 378, from 2
		#2	lanes to 5 lanes from
		π <b>4</b>	west of project driveway
			#2 to Dayton Drive
			#2 to Dayton Drive
	OTHER CONSIDERATION	NS / AREAS FOR DISCUSSION	
City's Public	The developer is proposing to	Any considerations of a land	Staff is unable to
Works Complex	install a roadway connection	swap with the City to allow the	approve a local roadway
	between Tract R-3 and R-2 that	roadway to be installed will	that cuts through city
	goes thru the City of Conway's	need to be clarified which could	property to be installed
	property (Public Works	change the layout of the project.	as shown. This could be
	Complex)		a discussion item
			between the developer
			and City Council.
Connectivity to	Interconnectivity requirements	Residents of Macala Acres do	NOTE:
Macala Acres	would require that Tract R-4	not want the connection made.	All roads within Macala
subdivision	provide a stub-out (improved)	While the property (lot) in	Acres are public; owned
	that connects to existing stub-	Macala Acres specifies that it is	and maintained by the
	outs or adjacent property where	reserved for future access, the	City of Conway, not by
	connectivity is planned, as is the	area had never been	the HOA.
	case where shown on the site		
	plan	constructed as a road, not cut	
Airport Environs	Per the county's zoning	out as fee simple.  (1) Zone A: Runway protection	FAA Form 7460;
Overlay Zone	ordinance, the overlay exists to	zone;	1 AA 1 01111 / 400,
Overlay Zuile	ensure current operations and	(2) Zone B1: Inner approach	SC Code of Laws, Title
	future expansions of the		55, Ch. 13 – Protection
	•	zone;	of Airports and Airport
	county's publicly-owned and	(3) Zone C: Transitional zone;	Property
	operated aviation facilities are	(4) Zone B2: Outer approach	
	not hindered by encroachment	zone;	
	of structures or objects into	(5) Zone D: Horizontal zone;	
		(6) Zone E: Conical zone;	

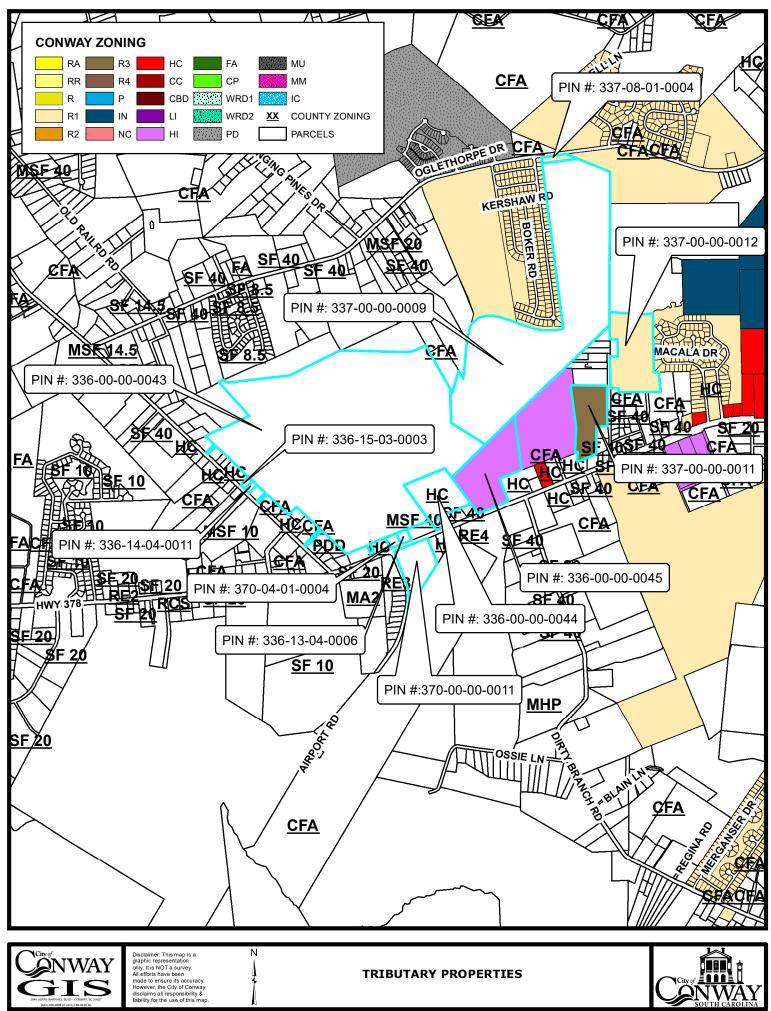
required aircraft approach paths	(7) Future Land Use Protection	
or airspace.	Zone	
	C. Use and Height Restrictions:	
	No permanent or temporary use	
	may be made of areas, land or	
	water within any zone	
	established by the ordinance in	
	such a manner as to (items 1-4	
	of ordinance – included in your	
	packet)	
	D. Review Authority	Horry Co. Dept of
		Airports will coordinate
		with the FAA to ensure
		compliance with the
		Federal Aviation
		Regulations (FAR) Part
		77.

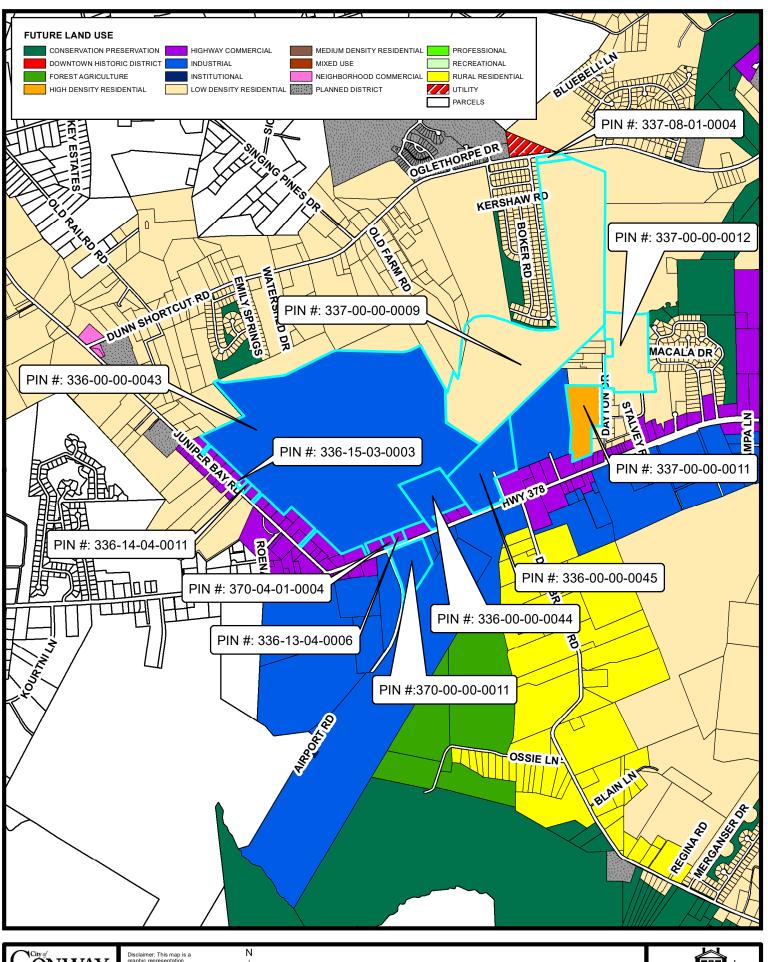




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TRIBUTARY PROPERTIES

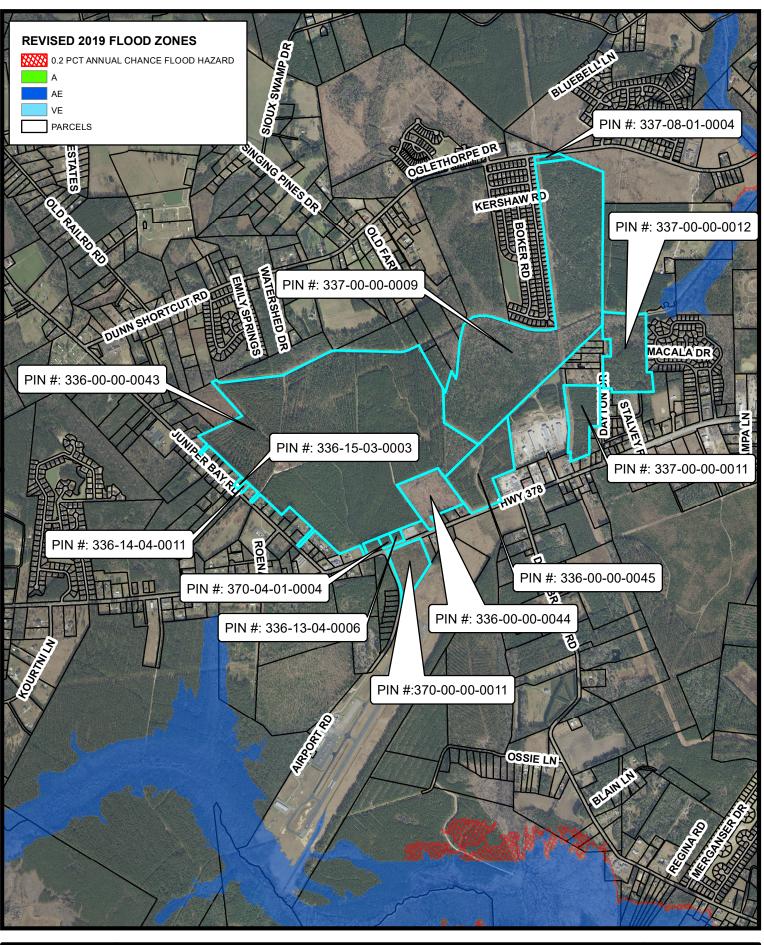






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TRIBUTARY PROPERTIES





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TRIBUTARY PROPERTIES



From: Olmstead, Judi
To: Jessica Hucks

Cc: <u>Brent Gerald</u>; <u>Anne Bessant</u>; <u>Katie Dennis</u>; <u>Haldi, Randy</u>; <u>Betcher, Ryan</u>

Subject: RE: Annexation / rezoning / development of Property in relation to the Conway Airport (Title 55, Ch. 13 of SC

Code of Laws)

Date: Thursday, December 14, 2023 9:07:37 AM

**CAUTION-External Email:** This email originated from outside of the City of Conway. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Thank you, Jessica.

I am not familiar with this annexation — I know we had discussions about the intersection at Airport Road and other available property in a wetland area. I am copying our county attorney assigned to the airport for his review and assistance.

Thanks again, Judi



Judi Olmstead, A.A.E

Director of Airports

1100 Jetport Rd, Myrtle Beach, SC 29577

Main 843.448.1580 • FAX • Direct 843.839.7359 • Cell 843.655.6632

<u>www.FlyMyrtleBeach.com</u>

**From:** Jessica Hucks <jhucks@cityofconway.com> **Sent:** Wednesday, December 13, 2023 5:30 PM **To:** Olmstead, Judi <olmsteaj@horrycountysc.gov>

**Cc:** Brent Gerald <br/>
designated designat

**Subject:** Annexation / rezoning / development of Property in relation to the Conway Airport (Title

55, Ch. 13 of SC Code of Laws)

Importance: High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening Ms. Olmstead,

In accordance with *SC Code of Laws, Title 55, Ch. 13 – Protection of Airports and Airport Property*, I am advising the Airport of a rezoning request that is currently in process. It has not

yet received a recommendation from Planning Commission (PC); however, PC will consider the request at their January 4, 2024 meeting.

I believe the applicants are working with the County Attorney and the Airport on the relocation of a roadway as well, as part of the proposed development.

The request includes several parcels with frontage on Hwy 378, Airport Rd, Juniper Bay Rd, Dayton Drive, and Dunn Shortcut Rd. The applicant's propose to annex and/or rezone the parcels into the City limits as a Planned Development (PD) district, and proposed to include various dwelling types – including single family detached, single family attached, and multifamily, as well as commercial uses. The PD narrative is attached, along with a site plan. Additional information is available, if needed.

If you have any questions, or if there is anything else needed by the City for review of this request, please advise. If there is someone else that I need to send this email to for further review, please let me know.

Thank you!

Sincerely,

Jessica Hucks, AICP
Planning & Development Director
City of Conway Planning & Development
196 Laurel Street: PO Drawer 1075, Conway, SC 29528

Ph: (843) 488-9888 | D: (843) 488-7617

www.cityofconway.com



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# SECTION 823 - AIRPORT ENVIRONS OVERLAY ZONE

#### A. PURPOSE.

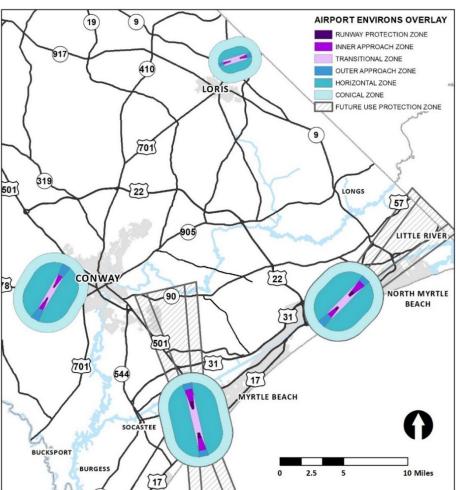
This overlay zone exists to ensure current operations and future expansions of Horry County's publicly-owned and operated aviation facilities are not hindered by encroachment of structures or objects into required aircraft approach paths or airspace. Protection of such spaces is necessary to ensure compliance with Federal Aviation Administration (FAA) guidelines relative to general aviation airports, to ensure the safety and efficiency of air navigation, to prevent conflict with land development that may result in loss of life and property, to encourage development that is compatible with airports, and to preserve and protect the public investment in Horry County's aviation facilities.

#### B. APPLICABILITY.

The Airport Environs Overlay Zone shall govern all properties in unincorporated Horry County that fall within the (1) Runway Protection Zone, (2) Inner Approach Zone, (3) Transitional Zone, (4) Outer Approach Zone, (5) Horizontal Zone, (6) Conical Zone, and (6) Future Use Protection Zone, as identified by the South Carolina Aeronautics Commission's Airport Compatible Land Use Evaluation Tool for Myrtle Beach International Airport (MYR), Grand Strand Airport (CRE), Conway-Horry County Airport (HYW), and Loris-Twin Cities Airport (5J9), and as shown in the Airport Environs Overlay Map.

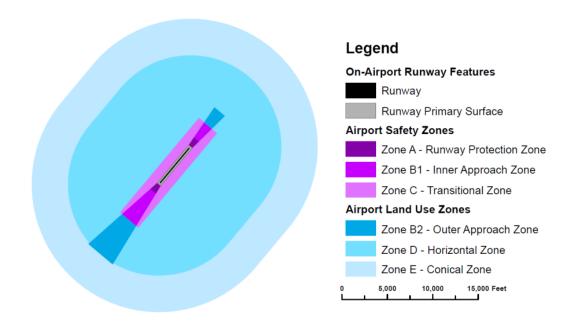


# **Airport Environs Overlay Map**



**Airport Environs Typical** 





## C. USE AND HEIGHT RESTRICTIONS.

No permanent or temporary use may be made of areas, land or water within any zone established by this ordinance in such a manner as to:

- 1. Create electrical interference with navigational signals or radio communications between the airport, aircraft, and/or any Air Traffic Control Facility, whether such facility is operated by the FAA (or its successor) or operated by a non-FAA entity; or
- 2. Make it difficult for pilots to distinguish between airport lights and others, resulting in glare in the eyes of pilots using the airport, create bird strike hazards, or otherwise in any way creating a hazard or endangering the landing, takeoff, or maneuvering of aircraft intending to use the airport.
- 3. Conflict with land use recommendations made by the South Carolina Aeronautics Commission through the Airport Compatible Land Use Evaluation Tool. Any of the following shall require a review by the SC Aeronautics Commission and Horry County Department of Airports, and may require a review by the FAA:



AIRPORT ZONE	BUILDING HEIGHT	ZONING CHANGES	RESIDENTIAL	Commercial
Runway Protection Zone	> 10 ft	All	All	All
Inner Approach and Transitional Zone	> 30 ft	All 2 or more acres	2 or more units, including multi- family or single family with less than 2 acre lots	All new occupied structures
Outer Approach Zone	> 120 ft	All 5 or more acres	3 or more units, including multi- family or single family with less than 1.5 acre lots	All new occupied structures 5,000 sq ft or greater and non-retail fuel storage and distribution facilities
Horizontal and Conical Zones	> 120 ft	Not Applicable	Not Applicable	Regional shopping centers, large schools, hospitals, indoor and outdoor event centers, and industrial uses that would produce large and/or dense plumes
Future Use Protection Zone	≥ 200 ft	Not Applicable	Not Applicable	Not Applicable

4. A Determination of No Hazard to Air Navigation from the FAA shall be required for any new permanent or temporary structure over 200 feet tall within the overlay zone.

# D. REVIEW AUTHORITY.

The Horry County Planning and Zoning Department will be the development review authority in the unincorporated areas in the vicinity of the airport facilities. The Horry County Planning and Zoning Department will act as liaison to the Horry County Department of Airports to solicit comments and recommendations regarding proposed development or redevelopment within the airport environs overlay. The Horry County Department of Airports will coordinate with the FAA to ensure compliance with the Federal Aviation Regulations (FAR) Part 77.

# **Tributary PD**

# Traffic Impact Analysis (TIA)

Executive Summary, Summary of Recommendations, and relevant TIA maps



# **TRIBUTARY**

2023	Project No:	DRAFT
August	171002923	DIVII I

PREPARED FOR:

**THOMAS & HUTTON** 

50 PARK OF COMMERCE WAY // SAVANNAH, GA, 31405

# TRAFFIC IMPACT ANALYSIS

ALONG US 378 IN CONWAY, SOUTH CAROLINA



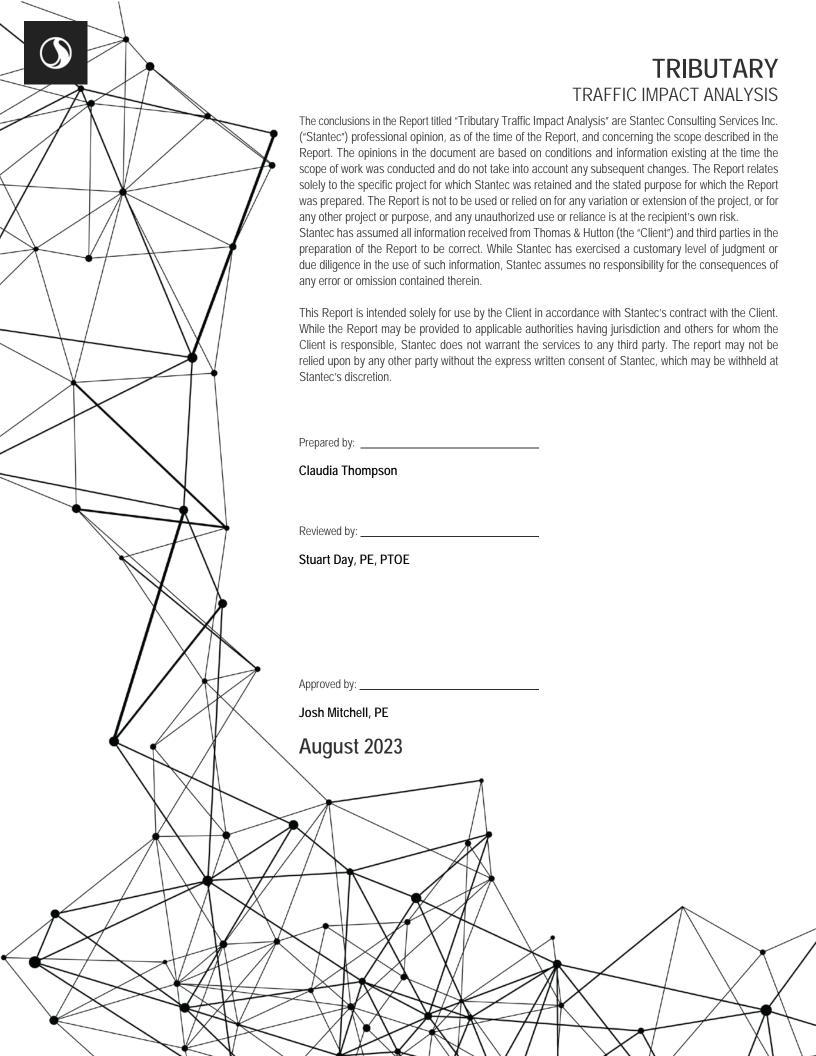


Exhibit 1.1 – Tributary Location Map

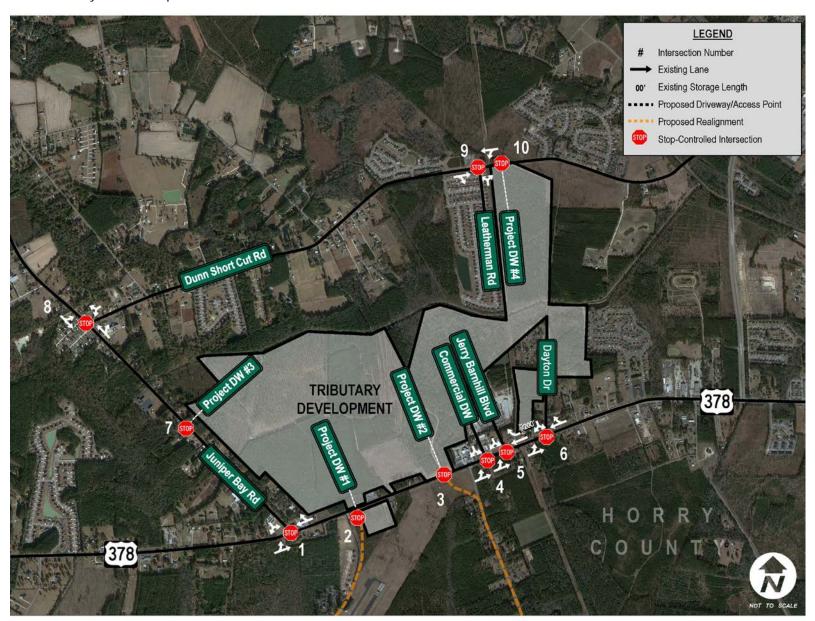
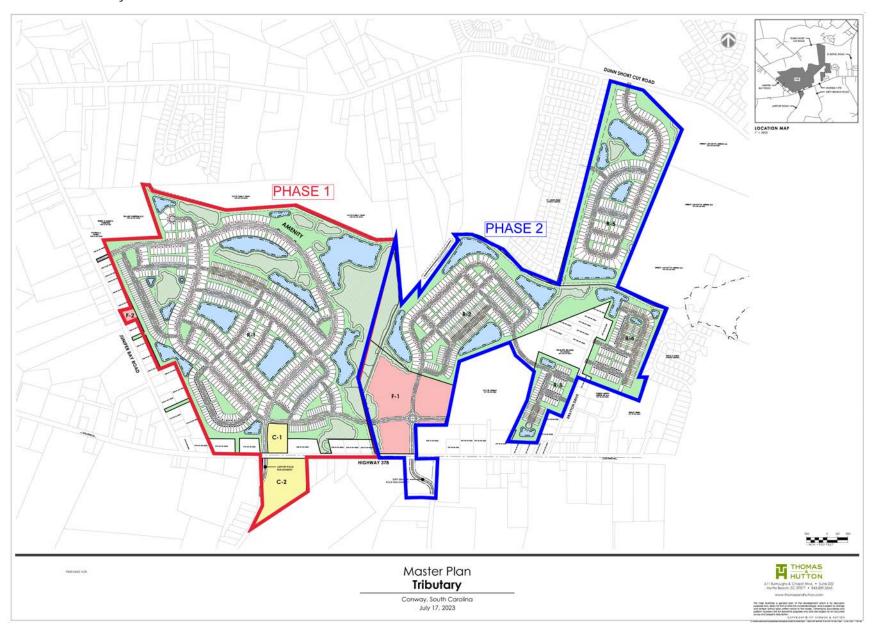


Exhibit 1.2 – Tributary Site Plan



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# **EXECUTIVE SUMMARY**

A traffic impact analysis was conducted for the Tributary development in accordance with SCDOT and the City of Conway guidelines. The proposed Tributary development is located along US 378 and for the purposes of this analysis was assumed to be completed in two general phases – Phase 1: 2028 and Phase 2: 2033.

Phase 1 consists of the western portion of the site, consisting of up to 592 single family detached housing units, 184 single family detached housing units, a 5,000 square foot convenience store, 20,000 square feet of strip retail plaza, and an 80,000 square foot mini-warehouse. Phase 2 consists of the eastern portion of the site consisting of up to 429 single-family detached housing units, 262 single-family attached housing units, 300 multi-family housing units, a 10,000 square foot general office building, 15,000 square feet of strip retail plaza, and a 45,000 square foot shopping center.

Access to the development is proposed to be provided via four full access driveways, all of which meet the SCDOT spacing requirements. Access will also be provided via Dayton Drive.

- Project DW #1 is proposed to be located along US 378 opposite realigned Airport Road;
- Project DW #2 is proposed to be located along US 378 opposite realigned Dirty Branch Road;
- Project DW #3 is proposed to be located along Juniper Bay Road; and
- Project DW #4 is proposed to be located along Dunn Short Cut Road.

The extent of the roadway network analyzed consisted of the ten (10) intersections of:

- US 378 & Juniper Bay Road;
- US 378 & Airport Road/Project DW #1;
- US 378 & Dirty Branch Rd/Project DW #2;
- 4. US 378 & Commercial DW;
- 5. US 378 & Jerry Barnhill Boulevard;
- 6. US 378 & Dayton Drive;
- 7. Juniper Bay Road & Project DW #3;
- 8. Dunn Short Cut Road & Juniper Bay Road;
- 9. Dunn Short Cut Road & Leatherman Road; and
- Dunn Short Cut Road & Project DW #4.

Based on SCDOT's *Roadway Design Manual* considerations and per the criteria documented in *Section 5D-4* of SCDOT's *Access and Roadside Management Standards (ARMS,* 2008), exclusive right-turn lanes are recommended at the following intersections:

## Phase 1

- US 378 & Project Driveway #1 (to consist of a total of 350 feet, with 150 feet of storage and a 200-foot taper); and
- US 378 & Juniper Bay Road (to consist of a total of 450 feet, with 250 feet of storage and a 200-foot taper). Note that the intersection of US 378 & Juniper Bay Road warrants this turn lane with or without the proposed Tributary development.

## Phase 2

- US 378 & Project Driveway #2 (to consist of a total of 450 feet, with 250 feet of storage and a 200-foot taper); and
- US 378 & Dayton Drive (to consist of a total of 300 feet, with 100 feet of storage and a 200-foot taper).

Based on SCDOT's *Roadway Design Manual* considerations and per the criteria documented in *Section 5D-4* of SCDOT's *Access and Roadside Management Standards (ARMS,* 2008), exclusive left-turn lanes are recommended at the following intersections:

#### Phase 1

- US 378 & Project Driveway #1 (to consist of a total of 350 feet, with 150 feet of storage and a 200-foot taper); and
- US 378 & Juniper Bay Road (to consist of a total of 350 feet, with 150 feet of storage and a 200-foot taper). Note that the intersection of US 378 & Juniper Bay Road warrants this turn lane with or without the proposed Tributary development.

#### Phase 2

- US 378 & Project Driveway #2 (to consist of a total of 350 feet, with 150 feet of storage and a 200-foot taper);
- US 378 & Project Driveway #4 (to consist of a total of 330 feet, with 150 feet of storage and a 180-foot taper); and
- US 378 & Dayton Drive (to consist of a total of 350 feet, with 150 feet of storage and a 200-foot taper).

The results of the analysis for Phase 1 indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with the proposed Tributary Phase 1 development, with six exceptions:

- The intersection of US 378 & Juniper Bay Road currently experiences undesirable delay and is projected to continue to experience undesirable delay with or without the proposed Tributary development. However, the anticipated traffic from the proposed development is anticipated to significantly increase delay at the intersection. Based on SCDOT's Roadway Design Manual considerations, this intersection warrants the installation of an exclusive eastbound left-turn lane and an exclusive westbound right-turn lane with or without the proposed Tributary development. Therefore, it is recommended to install an exclusive eastbound left-turn lane and an exclusive westbound right-turn lane in order to mitigate the increased delay.
- The intersection of US 378 & Airport Road/Project Driveway #1 is projected to experience undesirable delay with the proposed Tributary development. A signal warrant analysis was performed with projected 2028 Build traffic volumes which indicates that the 8-hour, 4-hour, and peak hour warrants are likely to be met. Therefore, it is recommended to signalize this intersection when warranted and to provide exclusive left-turn lanes at all intersection approaches as well as a westbound right-turn lane along US 378.
- The intersection of US 378 & Dirty Branch Road/GFL Environmental Driveway is projected to experience undesirable delay in both peak hours of the 2028 No Build and Build Conditions. However, this projected delay is likely due in part to the conservative nature of the HCM 6th Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. This increased delay will be mitigated in Tributary Phase 2; therefore, no improvements are recommended in Phase 1.

- The intersection of US 378 & Commercial Driveway is projected to experience undesirable delay in the PM peak hour of the 2028 No Build and Build Conditions. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day; therefore, no improvements are recommended to mitigate this delay.
- The intersection of US 378 & Jerry Barnhill Boulevard currently experiences undesirable delay and is projected to continue to experience undesirable delay with or without the proposed Tributary development. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day; therefore, no improvements are recommended to mitigate this delay.
- The intersection of US 378 & Dayton Drive is projected to experience undesirable delay in the AM peak hour with or without the proposed development. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. Therefore, no additional improvements to mitigate this delay are recommended in Phase 1.

The results of the analysis for Phase 2 indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with the proposed Tributary development, with six exceptions:

- The intersection of US 378 & Juniper Bay Road currently experiences undesirable delay and is projected to continue to experience undesirable delay with or without the proposed Tributary development. As mentioned previously, it is recommended to install an exclusive eastbound left-turn lane and an exclusive westbound right-turn lane in order to mitigate the increased delay in Phase 1 which is projected to improve the LOS. While the LOS is projected to be undesirable with the ultimate buildout in Phase 2, the Phase 1 turn lane improvements are projected to provide improved LOS over the No Build Conditions.
- The intersection of US 378 & Airport Road/Project Driveway #1 is projected to experience undesirable delay in the AM peak hour with the proposed Tributary development at full-buildout, with the recommended signalization from Phase 1. While the LOS is projected to be LOS E in the AM peak hour of 2033 at full buildout, the delay is projected to be slightly above the LOS E threshold of 55.0 s/veh. Therefore, no further improvements (beyond the Phase 1 improvements) are recommended.
- The intersection of US 378 & Dirty Branch Road/Project Driveway #2 is projected to experience undesirable delay in both peak hours of the 2033 No Build and Build Conditions. A signal warrant analysis was performed with projected 2033 Build traffic volumes which indicates that the 8-hour, 4-hour, and peak hour warrants are likely to be met. Therefore, it is recommended to signalize this intersection when warranted and to provide exclusive left-turn lanes at all intersection approaches as well as a westbound rightturn lane on US 378. This intersection is projected to experience an undesirable LOS F even with signalization; therefore, it is recommended to extend the widening of US 378 from where it ends east of Dayton Drive to the west of this intersection, narrowing back to two lanes west of Dirty Branch Road.

- The intersection of US 378 & Commercial Driveway is projected to experience undesirable delay in the PM peak hour of the 2033 No Build and Build Conditions. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. The proposed US 378 widening from Dayton Drive to west of Dirty Branch Road will improve the LOS, however no additional improvements are recommended to mitigate this delay.
- The intersection of US 378 & Jerry Barnhill Boulevard currently experiences undesirable delay and is projected to continue to experience undesirable delay with or without the proposed Tributary development. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. The proposed US 378 widening from Dayton Drive to west of Dirty Branch Road will improve the LOS, however no additional improvements are recommended to mitigate this delay.
- The intersection of US 378 & Dayton Drive is projected to experience undesirable delay in the AM peak hour of the 2033 No Build Conditions and is projected to experience undesirable delay in both peak hours of the 2033 Build Conditions. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. The proposed US 378 widening is anticipated to improve the LOS in the AM peak hour. Therefore, no additional improvements to mitigate this delay are recommended, beyond the exclusive westbound right-turn lane and the exclusive eastbound left-turn lanes recommended along US 378 per the SCDOT turn lane warrant analysis referenced in Section 6.1.

The recommended mitigation, including both turn lanes warranted based on SCDOT's turn lane criteria as well as additional improvements to mitigate projected delay, is listed in **Table E.1** on the following page.

Table E.1 - Proposed Improvements

Intersection		Proposed Improvement					
	intersection	Phase 1 - 2028	Phase 2 - 2033				
1	US 378 & Juniper Bay Road	<ul> <li>Install an exclusive EB left-turn lane along US 378.</li> <li>Install an exclusive WB right-turn lane along US 378.</li> </ul>	-				
2	US 378 & Airport Road/Project DW #1	<ul> <li>Install a Signal when warranted.</li> <li>Install exclusive left-turn lanes on all approaches.</li> <li>Install an exclusive WB right-turn lane along US 378.</li> </ul>	-				
3	US 378 & Dirty Branch Road/ Project DW #2	-	<ul> <li>Install a Signal when warranted.</li> <li>Install exclusive left-turn lanes on all approaches.</li> <li>Install an exclusive WB right-turn lane along US 378.</li> </ul>				
4	US 378 & Commercial DW	-	<u>-</u>				
5	US 378 & Jerry Barnhill Boulevard	-	-				
6	US 378 & Dayton Drive	-	<ul> <li>Install an exclusive EB left-turn lane along US 378.</li> <li>Install an exclusive WB right-turn lane along US 378.</li> </ul>				
7	Juniper Bay Road & Project DW #3	-	-				
8	Dunn Short Cut Road & Juniper Bay Road	-	-				
9	Dunn Short Cut Road & Leatherman Road	-	-				
10	Dunn Short Cut Road & Project DW #4	-	Install an exclusive WB left-turn lane along Dunn Short Cut Road.				
	Widen US 378 (from two-lanes to five- lanes) from west of Project Driveway #2 to Dayton Drive.						

# 7.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact analysis was conducted for the Tributary development in accordance with SCDOT and the City of Conway guidelines. The proposed Tributary development is located along US 378 and for the purposes of this analysis was assumed to be completed in two general phases – Phase 1: 2028 and Phase 2: 2033.

Phase 1 consists of the western portion of the site, consisting of up to 592 single family detached housing units, 184 single family detached housing units, a 5,000 square foot convenience store, 20,000 square feet of strip retail plaza, and an 80,000 square foot mini-warehouse. Phase 2 consists of the eastern portion of the site consisting of up to 429 single-family detached housing units, 262 single-family attached housing units, 300 multi-family housing units, a 10,000 square foot general office building, 15,000 square feet of strip retail plaza, and a 45,000 square foot shopping center.

Access to the development is proposed to be provided via four full access driveways, all of which meet the SCDOT spacing requirements. Access will also be provided via Dayton Drive.

- Project DW #1 is proposed to be located along US 378 opposite realigned Airport Road;
- Project DW #2 is proposed to be located along US 378 opposite realigned Dirty Branch Road;
- Project DW #3 is proposed to be located along Juniper Bay Road; and
- Project DW #4 is proposed to be located along Dunn Short Cut Road.

The extent of the roadway network analyzed consisted of the ten (10) intersections of:

- 11. US 378 & Juniper Bay Road;
- 12. US 378 & Airport Road/Project DW #1;
- 13. US 378 & Dirty Branch Rd/Project DW #2;
- 14. US 378 & Commercial DW;
- 15. US 378 & Jerry Barnhill Boulevard;
- 16. US 378 & Dayton Drive;
- 17. Juniper Bay Road & Project DW #3;
- 18. Dunn Short Cut Road & Juniper Bay Road;
- 19. Dunn Short Cut Road & Leatherman Road; and
- 20. Dunn Short Cut Road & Project DW #4.

Based on SCDOT's *Roadway Design Manual* considerations and per the criteria documented in *Section 5D-4* of SCDOT's *Access and Roadside Management Standards (ARMS,* 2008), exclusive right-turn lanes are recommended at the following intersections:

## Phase 1

- US 378 & Project Driveway #1 (to consist of a total of 350 feet, with 150 feet of storage and a 200-foot taper); and
- US 378 & Juniper Bay Road (to consist of a total of 450 feet, with 250 feet of storage and a 200-foot taper). Note that the intersection of US 378 & Juniper Bay Road warrants this turn lane with or without the proposed Tributary development.

## Phase 2

- US 378 & Project Driveway #2 (to consist of a total of 450 feet, with 250 feet of storage and a 200-foot taper); and
- US 378 & Dayton Drive (to consist of a total of 300 feet, with 100 feet of storage and a 200-foot taper).

Based on SCDOT's *Roadway Design Manual* considerations and per the criteria documented in *Section 5D-4* of SCDOT's *Access and Roadside Management Standards (ARMS,* 2008), exclusive left-turn lanes are recommended at the following intersections:

#### Phase 1

- US 378 & Project Driveway #1 (to consist of a total of 350 feet, with 150 feet of storage and a 200-foot taper); and
- US 378 & Juniper Bay Road (to consist of a total of 350 feet, with 150 feet of storage and a 200-foot taper). Note that the intersection of US 378 & Juniper Bay Road warrants this turn lane with or without the proposed Tributary development.

#### Phase 2

- US 378 & Project Driveway #2 (to consist of a total of 350 feet, with 150 feet of storage and a 200-foot taper);
- US 378 & Project Driveway #4 (to consist of a total of 330 feet, with 150 feet of storage and a 180-foot taper); and
- US 378 & Dayton Drive (to consist of a total of 350 feet, with 150 feet of storage and a 200-foot taper).

The results of the analysis for Phase 1 indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with the proposed Tributary Phase 1 development, with six exceptions:

- The intersection of US 378 & Juniper Bay Road currently experiences undesirable delay and is projected to continue to experience undesirable delay with or without the proposed Tributary development. However, the anticipated traffic from the proposed development is anticipated to significantly increase delay at the intersection. Based on SCDOT's Roadway Design Manual considerations, this intersection warrants the installation of an exclusive eastbound left-turn lane and an exclusive westbound right-turn lane with or without the proposed Tributary development. Therefore, it is recommended to install an exclusive eastbound left-turn lane and an exclusive westbound right-turn lane in order to mitigate the increased delay.
- The intersection of US 378 & Airport Road/Project Driveway #1 is projected to experience undesirable delay with the proposed Tributary development. A signal warrant analysis was performed with projected 2028 Build traffic volumes which indicates that the 8-hour, 4-hour, and peak hour warrants are likely to be met. Therefore, it is recommended to signalize this intersection when warranted and to provide exclusive left-turn lanes at all intersection approaches as well as a westbound right-turn lane along US 378.
- The intersection of US 378 & Dirty Branch Road/GFL Environmental Driveway is projected to experience undesirable delay in both peak hours of the 2028 No Build and Build Conditions. However, this projected delay is likely due in part to the conservative nature of the HCM 6th Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. This increased delay will be mitigated in Tributary Phase 2; therefore, no improvements are recommended in Phase 1.

- The intersection of US 378 & Commercial Driveway is projected to experience undesirable delay in the PM peak hour of the 2028 No Build and Build Conditions. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day; therefore, no improvements are recommended to mitigate this delay.
- The intersection of US 378 & Jerry Barnhill Boulevard currently experiences undesirable delay and is projected to continue to experience undesirable delay with or without the proposed Tributary development. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day; therefore, no improvements are recommended to mitigate this delay.
- The intersection of US 378 & Dayton Drive is projected to experience undesirable delay in the AM peak hour with or without the proposed development. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. Therefore, no additional improvements to mitigate this delay are recommended in Phase 1.

The results of the analysis for Phase 2 indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with the proposed Tributary development, with six exceptions:

- The intersection of US 378 & Juniper Bay Road currently experiences undesirable delay and is projected to continue to experience undesirable delay with or without the proposed Tributary development. As mentioned previously, it is recommended to install an exclusive eastbound left-turn lane and an exclusive westbound right-turn lane in order to mitigate the increased delay in Phase 1 which is projected to improve the LOS. While the LOS is projected to be undesirable with the ultimate buildout in Phase 2, the Phase 1 turn lane improvements are projected to provide improved LOS over the No Build Conditions.
- The intersection of US 378 & Airport Road/Project Driveway #1 is projected to experience undesirable delay in the AM peak hour with the proposed Tributary development at full-buildout, with the recommended signalization from Phase 1. While the LOS is projected to be LOS E in the AM peak hour of 2033 at full buildout, the delay is projected to be slightly above the LOS E threshold of 55.0 s/veh. Therefore, no further improvements (beyond the Phase 1 improvements) are recommended.
- The intersection of US 378 & Dirty Branch Road/Project Driveway #2 is projected to experience undesirable delay in both peak hours of the 2033 No Build and Build Conditions. A signal warrant analysis was performed with projected 2033 Build traffic volumes which indicates that the 8-hour, 4-hour, and peak hour warrants are likely to be met. Therefore, it is recommended to signalize this intersection when warranted and to provide exclusive left-turn lanes at all intersection approaches as well as a westbound right-turn lane on US 378. This intersection is projected to experience an undesirable LOS F even with signalization; therefore, it is recommended to extend the widening of US 378 from where it ends east of Dayton Drive to the west of this intersection, narrowing back to two lanes west of Dirty Branch Road.

- The intersection of US 378 & Commercial Driveway is projected to experience undesirable delay in the PM peak hour of the 2033 No Build and Build Conditions. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. The proposed US 378 widening from Dayton Drive to west of Dirty Branch Road will improve the LOS, however no additional improvements are recommended to mitigate this delay.
- The intersection of US 378 & Jerry Barnhill Boulevard currently experiences undesirable delay and is projected to continue to experience undesirable delay with or without the proposed Tributary development. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. The proposed US 378 widening from Dayton Drive to west of Dirty Branch Road will improve the LOS, however no additional improvements are recommended to mitigate this delay.
- The intersection of US 378 & Dayton Drive is projected to experience undesirable delay in the AM peak hour of the 2033 No Build Conditions and is projected to experience undesirable delay in both peak hours of the 2033 Build Conditions. However, this projected delay is likely due in part to the conservative nature of the HCM 6<sup>th</sup> Edition unsignalized methodology and is not an uncommon condition for two-way stop control during the peak hours of the day. The proposed US 378 widening is anticipated to improve the LOS in the AM peak hour. Therefore, no additional improvements to mitigate this delay are recommended, beyond the exclusive westbound right-turn lane and the exclusive eastbound left-turn lanes recommended along US 378 per the SCDOT turn lane warrant analysis referenced in **Section** 6.1.

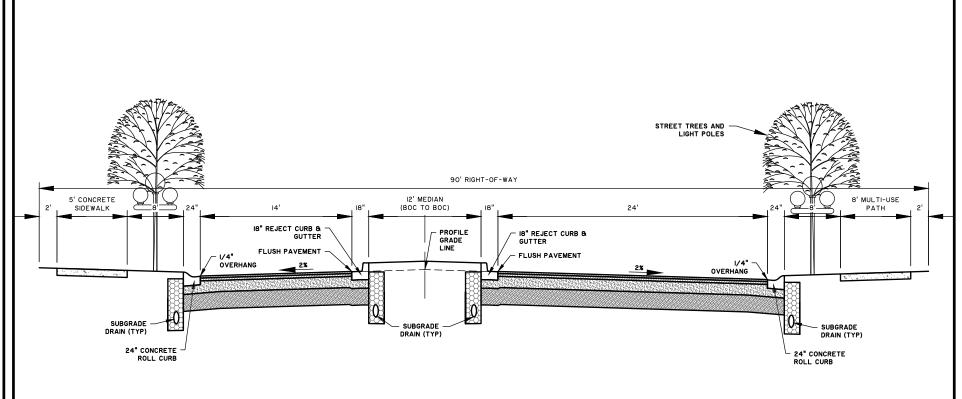
The recommended mitigation, including both turn lanes warranted based on SCDOT's turn lane criteria as well as additional improvements to mitigate projected delay, is listed in **Table 7.1** on the following page.

Table 7.1 - Proposed Intersection Improvements

Intersection		Proposed Improvement					
	intersection	Phase 1 - 2028	Phase 2 - 2033				
1	US 378 & Juniper Bay Road	<ul> <li>Install an exclusive EB left-turn lane along US 378.</li> <li>Install an exclusive WB right-turn lane along US 378.</li> </ul>	-				
2	US 378 & Airport Road/Project DW #1	<ul> <li>Install a Signal when warranted.</li> <li>Install exclusive left-turn lanes on all approaches.</li> <li>Install an exclusive WB right-turn lane along US 378.</li> </ul>	-				
3	US 378 & Dirty Branch Road/ Project DW #2	-	<ul> <li>Install a Signal when warranted.</li> <li>Install exclusive left-turn lanes on all approaches.</li> <li>Install an exclusive WB right-turn lane along US 378.</li> </ul>				
4	US 378 & Commercial DW	-	-				
5	US 378 & Jerry Barnhill Boulevard	-	-				
6	US 378 & Dayton Drive	-	<ul> <li>Install an exclusive EB left-turn lane along US 378.</li> <li>Install an exclusive WB right-turn lane along US 378.</li> </ul>				
7	Juniper Bay Road & Project DW #3	-	-				
8	Dunn Short Cut Road & Juniper Bay Road	-	-				
9	Dunn Short Cut Road & Leatherman Road	-	-				
10	Dunn Short Cut Road & Project DW #4	-	Install an exclusive WB left-turn lane along Dunn Short Cut Road.				
	Widen US 378 (from two-lanes to five- lanes) from west of Project Driveway #2 to Dayton Drive.						

# Tributary PD

# Street Sections exhibits



# COLLECTOR ROAD WITH MEDIAN (ENTRANCE) TYPICAL SECTION

NOT TO SCALE

# **TRIBUTARY**

C1.

COLLECTOR ROAD WITH MEDIAN (ENTRANCE) EXHIBIT

CLIENT:

LENNAR CAROLINAS, LLC.

LOCATION: CITY OF CONWAY, SOUTH CAROLINA

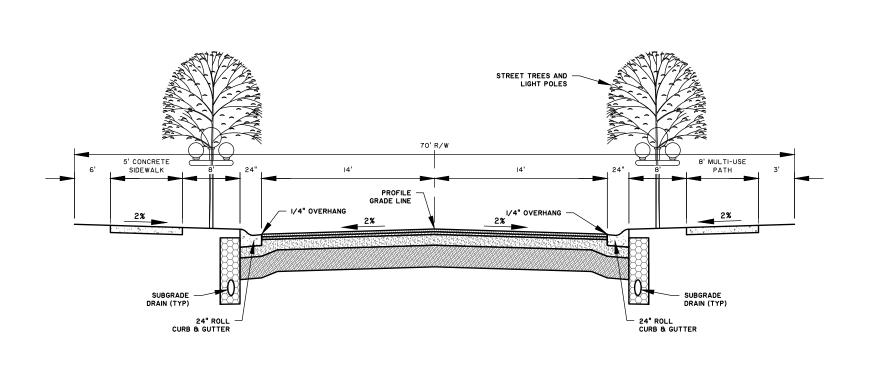
DATE: 07.17.23 JOB NUMBER: J-31099 DRAWN BY: WPH

REVIEWED BY: SCALE: N/A

SHEET: 1 OF 6



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# **COLLECTOR ROAD TYPICAL SECTION**

NOT TO SCALE

# **TRIBUTARY**

C1.2

**COLLECTOR ROAD EXHIBIT** 

CLIENT:

LENNAR CAROLINAS, LLC.

LOCATION: CITY OF CONWAY, SOUTH CAROLINA DATE: 07.17.23 DRAWN BY: WPH

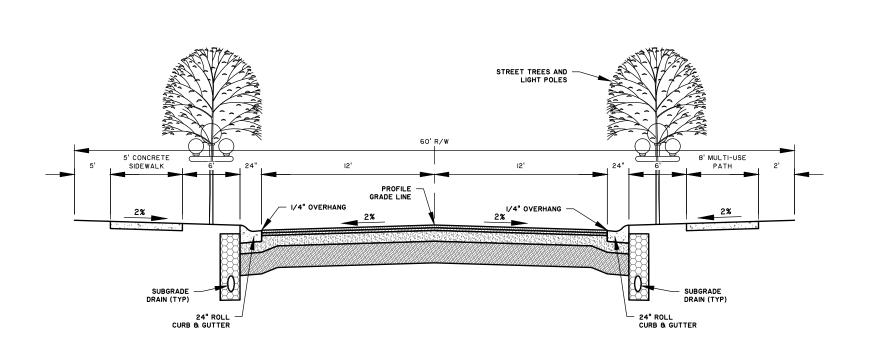
JOB NUMBER: J-31099

DRAWN BY: WPH REVIEWED BY:

SHEET: 2 OF 6 SCALE: N/A



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# MINOR COLLECTOR ROAD TYPICAL SECTION

NOT TO SCALE

# **TRIBUTARY**

C1.3

MINOR COLLECTOR ROAD EXHIBIT

CLIENT:

LENNAR CAROLINAS, LLC.

LOCATION: CITY OF CONWAY, SOUTH CAROLINA DATE: 07.17.23 DRAWN BY: WPH

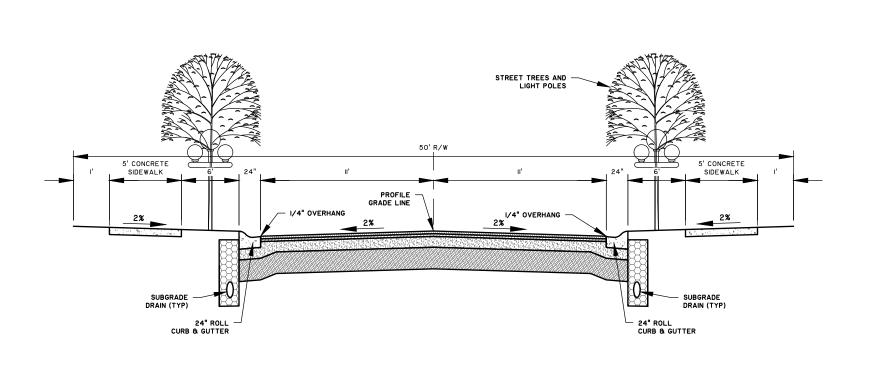
JOB NUMBER: J-31099

DRAWN BY: WPH REVIEWED BY:

WPH SHEET: 3 OF 6 SCALE: N/A



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# LOCAL STREET TYPICAL SECTION

NOT TO SCALE

# **TRIBUTARY**

C1.4

LOCAL STREET EXHIBIT

CLIENT:

LENNAR CAROLINAS, LLC.

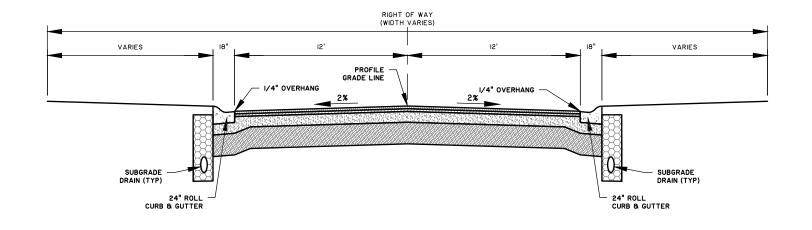
LOCATION: CITY OF CONWAY, SOUTH CAROLINA

DATE: 07.17.23 JOB NUMBER: J-31099 DRAWN BY: WPH REVIEWED BY:

SHEET: 4 OF 6 SCALE: N/A



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# DAYTON DRIVE TYPICAL SECTION

NOT TO SCALE

# **TRIBUTARY**

DAYTON DRIVE EXHIBIT

CLIENT:

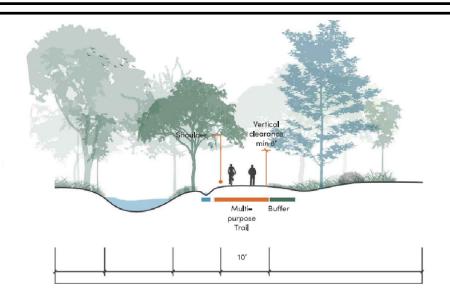
LENNAR CAROLINAS, LLC

LOCATION: CITY OF CONWAY, SOUTH CAROLINA

DATE: 07.26.23 JOB NUMBER: J-31099 DRAWN BY: WPH REVIEWED BY:

SHEET: 5 OF 6 SCALE: 1" = 1' THOMAS HUTTON

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#### Table 11: Design Guidelines table

Users	Pedestrians and bicycle users			
Contexts Floodplains				
Typical Tread Widths 10'				
Materia <b>l</b> s	Natural soil surface, wood mulch, sand			
Buffers and Clearance	Min 8' vertical clearance, railing or fence 54" tall when adjacent to a drop-off of 1' or greater / Resting places every 200' for slopes less than 8.33%, every 30' for slopes 8.33% to 10%, and every 10' for slopes greater than 10%			

# SWAMP, LEVEE OR CANAL TRAILS

NOT TO SCALE

# **TRIBUTARY**

SWAMP, LEVEE OR CANAL TRAIL SECTION

CLIENT:

LENNAR CAROLINAS, LLC

LOCATION: CITY OF CONWAY, SOUTH CAROLINA

DATE: AUGUST 2023 DRAWN BY: NTP SHEET: 6 OF 6
JOB NUMBER: J-31099 REVIEWED BY: WAW SCALE: 1" = 1"



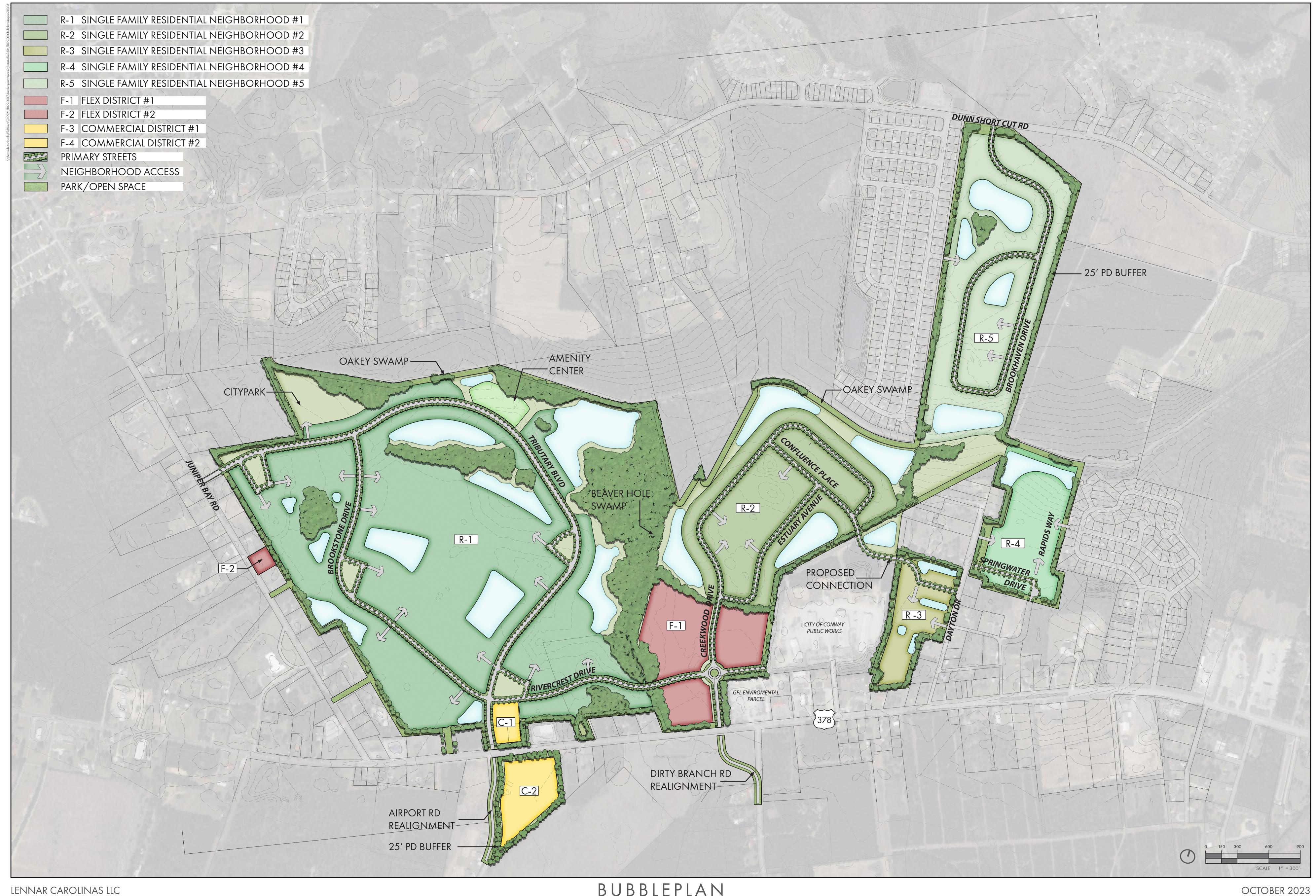
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www.thomasandhutton.com

#### NOTE:

TRAIL SECTION PER "CITY OF CONWAY PATHWAYS AND TRAILS PLAN" DATED SEPTEMBER 2022.

# Tributary PD Conceptual Plan / Bubble Plan



is subject to change and revision without prior written notice to the holder.

Dimensions, boundaries, and position locations are for illustrative purposes only and are subject to an accurate survey and property description.



This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.

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Z:\31099\31099.0000\ENGINEERING\DRAWING\$\EXHIBIT\$\31099.0000 - TRIBUTARY CAPACITY STUDY.DWG - Oct 13, 2023 - 11:15 AM

Conway, South Carolina October 13, 2023

# Tributary PD

Narrative

TRIBUTARY

PLANNED DEVELOPMENT DISTRICT

LENNAR CAROLINAS, LLC
HIGHWAY 378 LANDING HOLDINGS, LLC

NOVEMBER 15, 2023



# **REVISIONS**

- 1. Planning & Zoning revisions dated 2023.10.27 received from Jessica Hucks and Brent Gerald.
- 2. Added ARB items to Section 5

# **TABLE OF CONTENTS**

# **SECTION 1**

- NARRATIVE
- BUBBLE PLAN
- CAPACITY STUDY
- OPEN SPACE PLAN
- CONCEPTUAL WATER PLAN
- CONCEPTUAL SEWER PLAN
- CONCEPTUAL DRAINAGE PLAN
- STREET FRAMEWORK PLAN
- STREET SECTIONS
- TOPO EXHIBIT

## **SECTION 1: PURPOSE AND INTENT STATEMENT**

Tributary Planned Development is located in the City of Conway near the intersection of SC Highway 378 and Juniper Bay Road. The project is identified as 486.5 acres consisting of PINs 336-00-00-0043, 336-00-00-0044, 336-00-00-0045, 336-13-04-0006, 336-14-04-0011, 336-15-03-0003, 337-00-00-0009, 337-00-00-0011, 337-00-00-0012, 337-08-01-0004, 370-00-00-0011 and 370-04-01-0004. The Planned Development envisions a mixed-use community consisting of differing types and styles of single-family homes and a variety of commercial uses to meet the needs of the existing and future residents of Conway. The development will be accessed from S.C. Hwy. 378, Juniper Bay Road, Dunn Short Cut Road, Dayton Drive, and Stalvey Road. The community is near regional highways including US 501, S.C. Hwy. 701, and S.C. Hwy. 905. Open space is varied and provided throughout the development in the form of passive and active features, with a pronounced linear parkway on the north side parallel to and encompassing Oakey Swamp. Spatial and landscape buffer treatments around the perimeter and environmentally sensitive areas enhance and protect existing land uses, residents and the general public.

## **SECTION 2: DEVELOPMENT SUMMARY**

Tributary PD shall be developed in five (5) residential phases, two (2) "flex" phases that allow residential and commercial uses, and two (2) commercial phases, together with amenity areas, stormwater ponds, park and open space areas, multi-purpose paths, roads and utilities. The Bubble Plan shall be binding on the Subject Parcels and any material amendment shall be in accordance with Article 6.4.2 of the Conway UDO.

A summary of each phase of development is set forth in the Tables included herein. Lot layouts and unit counts as shown on the Capacity Study are estimations for illustrative purposes and are meant to serve as a maximum capacity for the subject parcels to which they are assigned.

Uses listed and approved herein shall be used as designated to their correlating use district as shown on the conceptual PD Bubble Plan throughout the community. Any material increase in the overall unit count or gross density in Tributary shall be considered a Major Amendment to the PD, subject to approval by the Conway City Council. Transfer of units between districts shall be considered a Minor Amendment to the Tributary PD as long as total maximum is not exceeded and use districts shall be capped at 125% of the density as shown in the Development Summary Table.

# **DEVELOPMENT SUMMARY TABLE**

Use District	Туре	# of units	Acreage	Upland	Wetland	Gross Density	Net Density	% of Project
	Single-Family Detached	591		215.6	29.2	3.1	3.6	50%
Desire all IDI	Duplex Semi-Attached	102	244.9					
Residential R-1	Townhome	75						
	Residential R-1 Total	768						
	Single-Family Detached	160		73.2	7.6	3.5	3.9	
Desidential D.O.	Duplex Semi-Attached	62	80.8					17%
Residential R-2	Townhome	62						
	Residential R-2 Total	284						
	Single-Family Detached	40	14.7	14.7	0.0	4.5	4.5	3%
D : 1 1: 1 D 0	Duplex Semi-Attached	0						
Residential R-3	Townhome	26						
	Residential R-3 Total	66						
	Single-Family Detached	45	32.0	30.7	1.3	4.6	4.8	
D 1 15 /	Duplex Semi-Attached	0						7%
Residential R-4	Townhome	103						
	Residential R-4 Total	148						
	Single-Family Detached	181		66.0	1.3	2.9	2.9	
Desire dial D. F	Duplex Semi-Attached	12	67.3					14%
Residential R-5	Townhome	0						
	Residential R-5 Total	193						
Flex District F-1	Multi-family or Townhome	300	32.1	27.7	4.5	9.3	10.8	7%
Flex District F-2	Multi-family or Townhome	8	0.9	0.9	0.0	8.7	8.7	0%
Commercial C-1	Highway Commercial	N/A	2.7	2.7	0.0	N/A	N/A	1%
Commercial C-2	Highway Commercial	N/A	10.9	10.9	0.0	N/A	N/A	2%

#### **SECTION 3: PERMITTED USES AND DIMENSIONAL REQUIREMENTS**

Permitted Uses – Use districts shall be in accordance with the "Tributary Bubble Plan"

#### 1. Permitted Residential Uses

- A. Single-Family Detached
- B. Duplex Semi-Attached
- C. Townhomes (in-common & fee-simple)

#### 2. Permitted Flex District Uses

- A. All uses allowed in Highway Commercial (HC)
- B. Townhomes (in-common & fee-simple)
- C. Multi-Family
- D. All those specific uses listed under Community Residential Care Facility (CRCF) excluding Group Home
- E. All those specific uses listed under Assembly per the City of Conway UDO

#### 3. Commercial District C-1 Uses

- A. All uses allowed in Highway Commercial (HC)
- B. All those specific uses listed under Community Residential Care Facility (CRCF) excluding Group Home
- C. All those specific uses listed under Assembly per the City of Conway UDO

#### 4. Commercial District C-2 Uses

- A. All uses allowed in Highway Commercial (HC) per the City of Conway UDO
- B. All uses allowed in Light Industrial (LI) per the City of Conway UDO

#### **DIMENSIONAL STANDARDS TABLE**

	Lot Area	Min. Lot Width	Min. Lot Depth	Setbacks				
Use				Front	Side	Rear	Side Corner	Height
Residential Districts								
20' SF Detached	2,000 sf	20'	100'	15'	5'	20'	10'	40'
25' SF Detached	2,500 sf	25'	100'	15'	5'	20'	10'	40'
30' SF Detached	3,000 sf	30'	100'	15'	5'	20'	10'	40'
35' SF Detached	3,500 sf	35'	100'	15'	5'	20'	10'	40'
37' SF Detached	3,500 sf	35'	100'	15'	5'	20'	10'	40'
42' SF Detached	4,000 sf	40'	100'	15'	5'	20'	10'	40'
52' SF Detached	5,000 sf	50'	100'	15'	5'	20'	10'	40'
Duplex Semi-Attached	3,700 sf	37'	100'	15'	0'/5'	20'	10'	40'
Townhome	1,800 sf	18'	100'	15'	0'/5'	20'	10'	40'
Flex Districts								
Commercial Uses	8,000 sf	80'	100'	30'	15'	20'	20'	65'
Townhome	1,800 sf	18'	100'	15'	0'/5'	20'	10'	40'
Multi-family	5 acres	50'	100'	15'	15'	15'	15'	65'
Commercial Districts								
Commercial Uses	8,000 sf	80'	100'	30'	15'	20'	20'	65'
Light Industrial Uses	15,000 sf	75'	200'	30'	20'	20'	25'	50'

- 1. SF = Single-Family
- 2. In-common townhome structures and multi-family buildings shall be subject to a 15' perimeter setback on all sides.
- 3. Duplexes and Townhomes shall have a 0' side setback where common walls are utilized.
- 4. Minimum separation between townhome structures shall be 20'.
- 5. Minimum separation between multi-family structures shall be 20'.
- 6. Commercial uses in the Flex and Commercial Districts may have 0' side-to-side minimums, when lot lines are internal to differing tenants within the same building.
- 7. Commercial uses in Flex District 1 may have 10' front setbacks on lots not fronting Hwy 378.

#### SECTION 4: ADDITIONAL REQUIREMENTS THROUGHOUT THE PD DISTRICT

#### 1. Complete Streets

- A. Streets within the Tributary Planned Development shall be designed and constructed per the attached and referenced cross sections below:
  - I. Collector Road with Median Exhibit C1.1
  - II. Collector Road Exhibit C1.2
  - III. Minor Collector Road Exhibit C1.3
  - IV. Local Street Exhibit C1.4

#### 2. Offsite Road and Traffic Improvements

A. Offsite road and traffic improvements associated with Tributary PD shall be installed per the SCDOT approved Traffic Impact Analysis dated October, 2023.

#### 3. Blocks

A. Blocks shall not exceed a length of 2,000 linear feet.

#### 4. Cul-de-sacs

- A. Cul-de-sacs shall not exceed a length of 1,200 linear feet.
- B. The use of cul-de-sacs shall be at the discretion of the developer and approved by the Planning Director when there are no other reasonable alternatives.
- C. Cul-de-sacs shall not originate from a dead-end street.

#### 5. Connection to Adjoining Property

A. Streets classified as a Local Street, or any street carrying less than 2,000 ADT's, shall not be required to connect (stub-out) to vacant, undeveloped properties adjacent to the Tributary PD unless otherwise shown on the Master Plan approved with this Ordinance.

#### 6. Project Ingress/Egress

A. There are multiple points of external ingress/egress into Tributary PD from the surrounding street network. The main entrance from SC Hwy 378 shall feature signage, landscaping, a center median and a minimum three (3) lanes (one inbound and two outbound). In all instances the developer shall be responsible for constructing ingress/egress to the project in accordance with SCDOT approved TIA.

#### 7. Open Space

- A. Open space is being provided within the Tributary Planned Development by way of a City Park, City Canal Trail, and neighborhood scale open space owned and maintained by the POA. Neighborhood scale open space (pocket parks, mini-parks, etc.) shall be exempt from the Suitability Requirements as defined in the City of Conway Unified Development Ordinance Section 10.3.9.
- B. Required open space is a derivative of the total number of lots (1,767) multiplied by Average Household size per the latest US Census (2.6) multiplied by .008 per the Conway UDO. Total required open space is as follows;

 $1,767 \times 2.6 \times .008 = 36.7$  acres total open space

Use District	Required Open Space	Provided Open Space	Upland Open Space	Wetland	Wetland Buffer	Ponds
Residential R-1	16.0 ac	78.6 ac	22.6 ac	24.8 ac	11.8 ac	19.3 ac
Residential R-2	5.9 ac	30.4 ac	14.9 ac	6.4 ac	1.3 ac	7.8 ac
Residential R-3	1.3 ac	5.1 ac	4.6 ac	0.0 ac	0.0 ac	0.5 ac
Residential R-4	3.1 ac	13.4 ac	9.6 ac	1.1 ac	1.3 ac	1.4 ac
Residential R-5	4.0 ac	24.5 ac	18.5 ac	1.1 ac	1.0 ac	3.9 ac
Flex District F-1	6.2 ac	6.2 ac	0.0 ac	3.8 ac	2.4 ac	0.0 ac
Flex District F-2	0.2 ac	0.0 ac	0.0 ac	0.0 ac	0.0 ac	0.0 ac
City Park & Canal Trail	N/A	22.0 ac				

#### 8. Landscape Buffers and Quantities

Plant quantities per 100 lf of buffer

Plant quantities per 100 it of buffe							
Landscape Areas	Landscaping Type	Minimum Width	Canopy	Understory	Tall Shrub		
PD External Perimeter	Type C	25'	3	5	25		
Residential							
PD External Perimeter	Type C	25'	3	5	25		
R-1 to C-1	Туре В	15'	2	3	20		
R-1 to F-1	Туре В	15'	2	3	20		
R-1 to F-2	Туре В	15'	2	3	20		
R-2 to F-1	Туре В	15'	2	3	20		
Flex/Commercial							
PD External Perimeter	Type C	25'	3	5	25		
F -1 to Hwy 378	GCO	10'	2	2	18		
C-1 to Hwy 378	GCO	10'	2	2	18		
C-2 to Hwy 378	GCO	10'	2	2	18		
F-1 to R-1	Type B	15'	2	3	20		
F-1 to R-2	Type B	15'	2	3	20		
F-2 to R-1	Type A	5'	N/A	2	18		
C-1 to R-1	Type B	15'	2	3	20		
Local streets	Street	8'	2	2	15		
Parking Lots	Parking Lot	5'	1 per 12 spaces	N/A	25		
Landscape Islands	9' x 19' Island	N/A	1	N/A	5		

<sup>1.</sup> GCO = Gateway Corridor Overlay, Article 6.5.2 of the Conway UDO

<sup>2.</sup> Buffer width and plant quantities as shown for GCO are minimums required by the Overlay and subject to increase based on the actual size of adjacent parking lots per 6.5.2.J of the Conway UDO.

#### 9. Tree Preservation

- A. A tree survey shall be provided for each Phase within the Tributary PD prior to approval of construction plans and a land disturbance permit for the associated phase. Tree surveys shall be in accordance with the City's Tree Preservation Ordinance in effect at the time of plan submittal.
- B. Any protected trees proposed for removal shall be approved for such by the City Arborist and permitted accordingly by the City prior to removal, in accordance with the Conway Tree Preservation Ordinance.

#### 10. Signage

A. Signage within Commercial Districts C-1 and C-2, and Flex District F-1 shall be subject to the Gateway Corridor Overlay and Sign Ordinance of the Conway UDO in effect at the time of plan submittal.

#### 11. Parking

A. All uses specified herein shall comply with the minimum off-street parking requirements in accordance with the Conway UDO. On-street parking shall be prohibited within the Tributary PD.

#### 12. Utilities

A. All new utility lines within Tributary PD shall be placed underground. Utility encroachment into the required buffers shall be as perpendicular as possible for tie-in to existing lines and services and shall not run parallel within the required buffer.

#### **SECTION 5: DESIGN STANDARDS AND MODIFICATIONS:**

The City of Conway's design standards shall be applicable to all of Tributary PD. Modifications to the Conway UDO are as follows:

- 1. Landscape buffers between Commercial uses shall not be required.
- 2. Where multi-purpose trails are parallel to and within required landscape buffers, the width shall be reduced to a Type A buffer.
- 3. Minimum block length shall be 270 linear feet.
- **4.** Use District F-2 landscape buffers shall meet the Type A buffer requirements of the Conway UDO on the side and rear property lines.
- 5. Sidewalks and pathways shall not be required on the perimeter of the Tributary PD.
- **6.** Streets within Tributary PD shall be designed and constructed per the attached Street Cross Section Exhibits.
- 7. Up to 50% of garages facing the street on single-family detached and duplex semi-attached units shall be eligible to protrude more than 10' past the front façade. In such instances garage faces shall have decorative design treatments to minimize their appearance.

#### SECTION 6: OTHER STRUCTURES AND/OR USES:

Unless otherwise specified in this document, all uses and/or structures shall comply with the standards within the Conway UDO, as well as all other City Ordinances.

#### **SECTION 7: STORMWATER**

All stormwater for the entire project area shall be designed to meet or exceed the City of Conway Stormwater Ordinance in effect at the time of plan submittal.

#### **SECTION 8: FLOOD DAMAGE PREVENTION ORDINANCE**

Tributary PD shall be and remain in compliance with the Conway Flood Damage Prevention Ordinance in effect at the time of plan submittal.

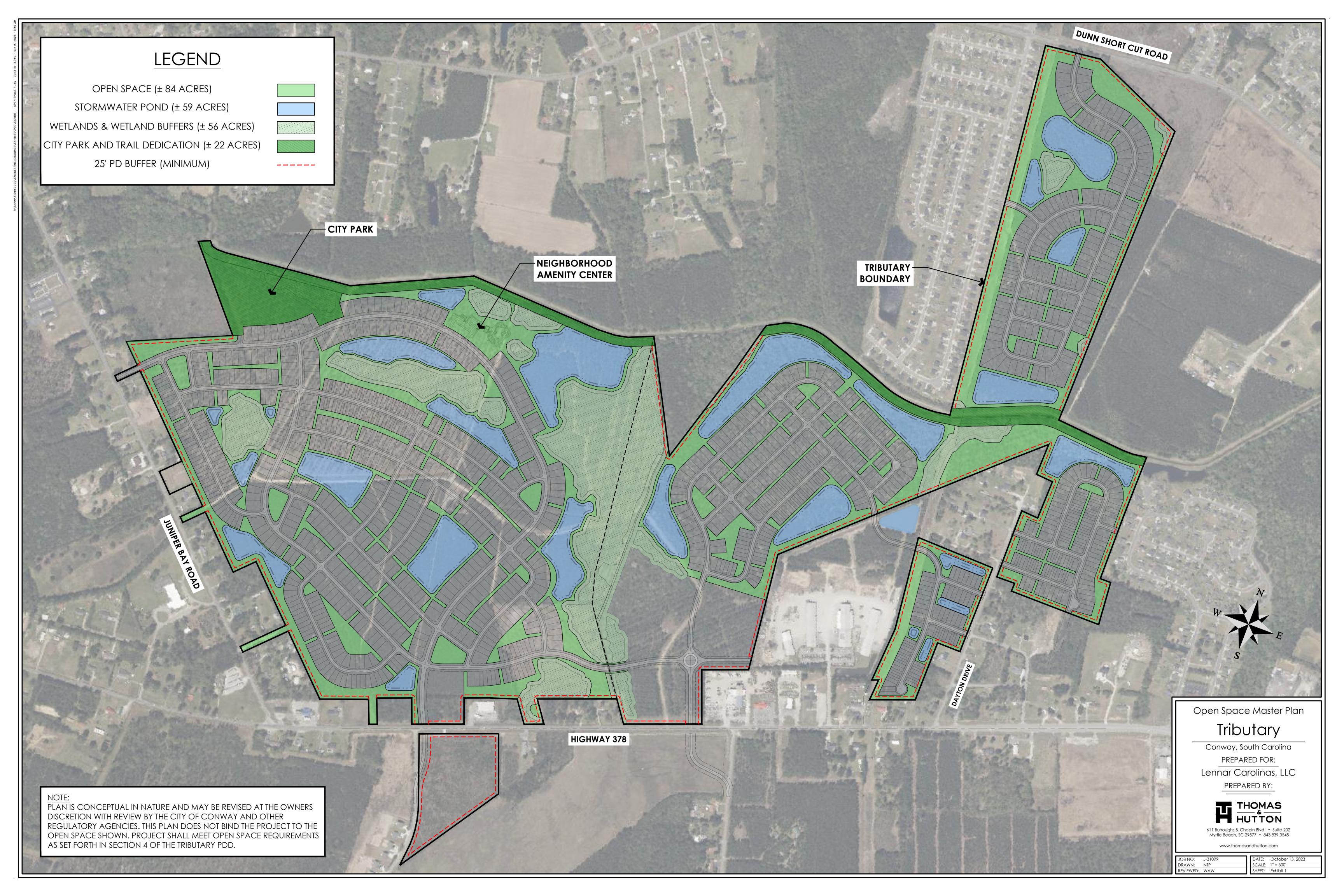
#### SECTION 9: MAINTENANCE AND CONTROL

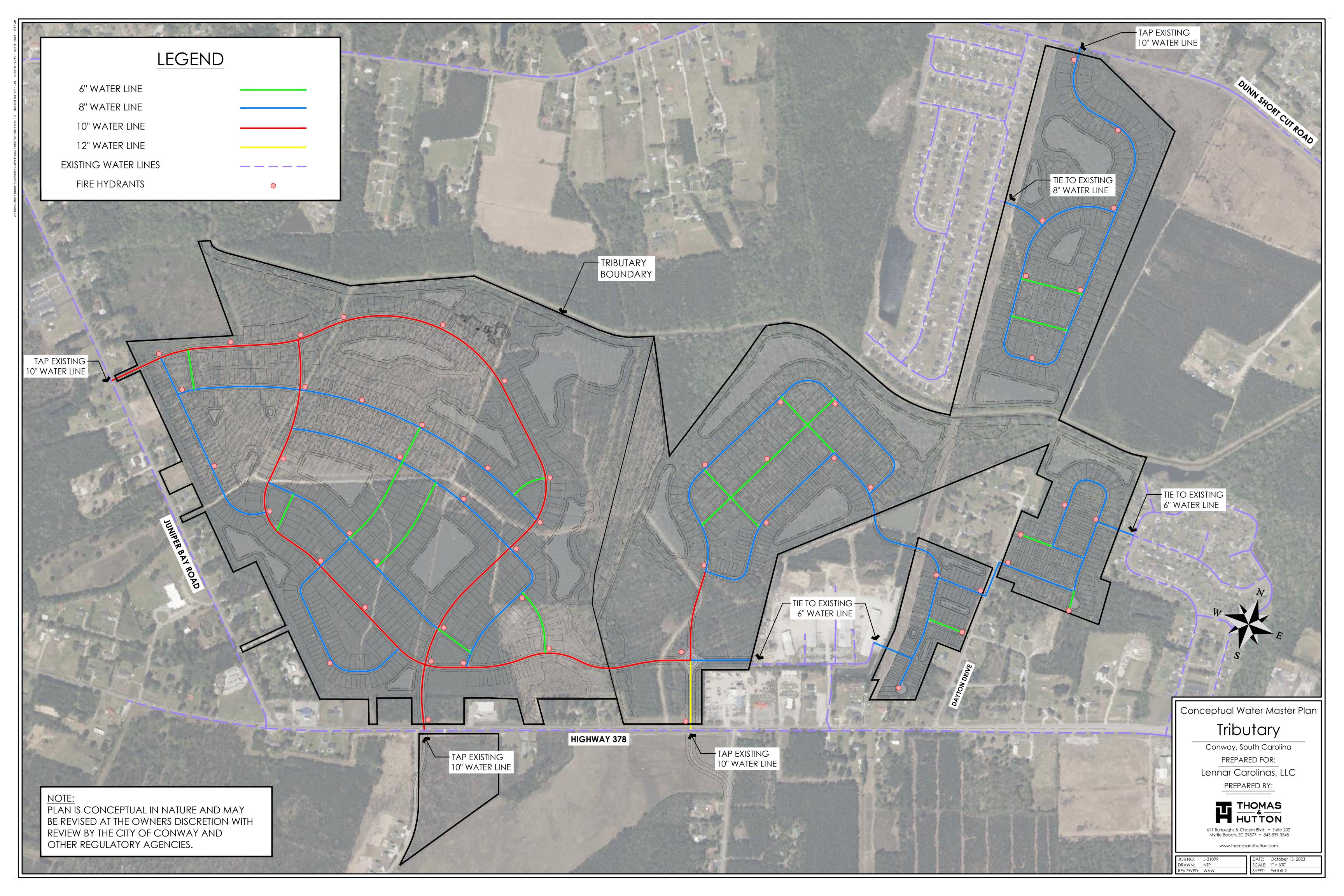
Tributary PD shall be the subject of master covenants, conditions and restrictions (CCR's), which will apply to the community as a whole, as well as additional CCR's which may be applicable only to certain portions of the community.

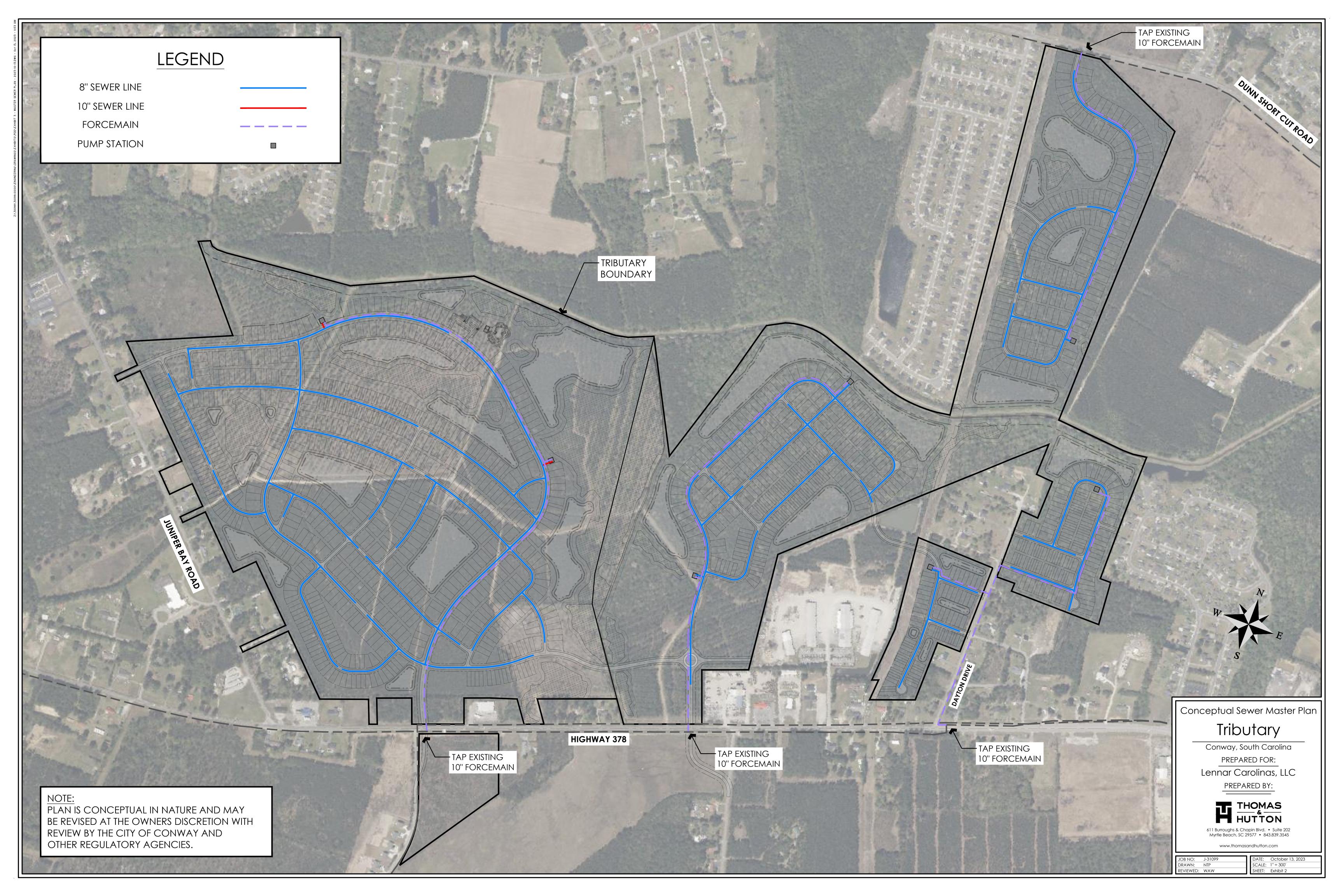
Areas intended for dedication or fee-simple transfer to the City, including open space, parks, flood plain areas, jurisdictional and non-jurisdictional wetlands, and upland, and the appurtenances thereon, to be conveyed by Developer, its successors and assigns, shall be conveyed in conjunction with the development of the individual Phases, on or before the date on which the development within a particular Phase has been completed and received final inspection approval. Such conveyance shall be subject to reservations of ingress, egress, access and the installation, extension, tie-in, repair, maintenance, and replacement of utilities serving the Tributary PD.

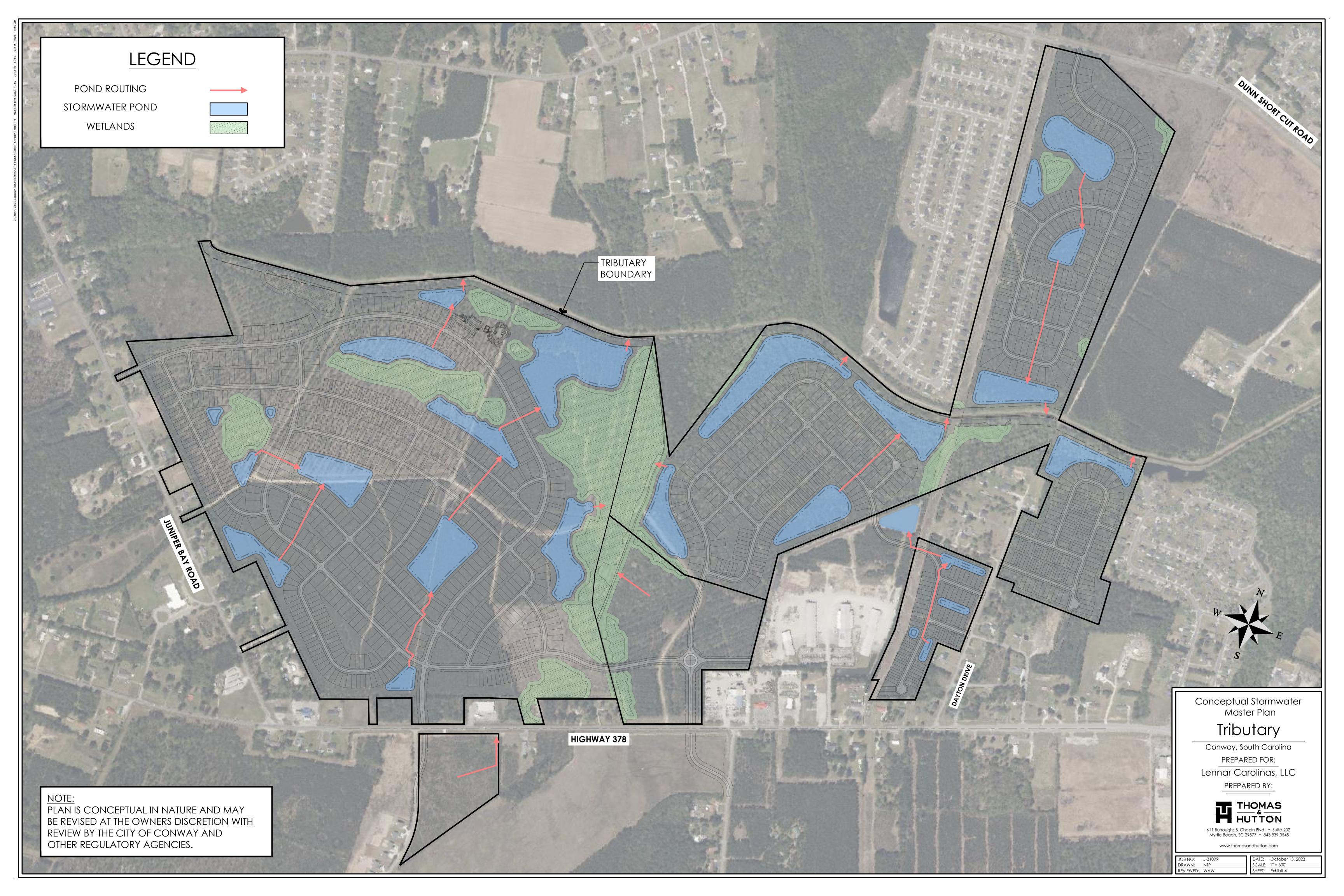
## Tributary PD

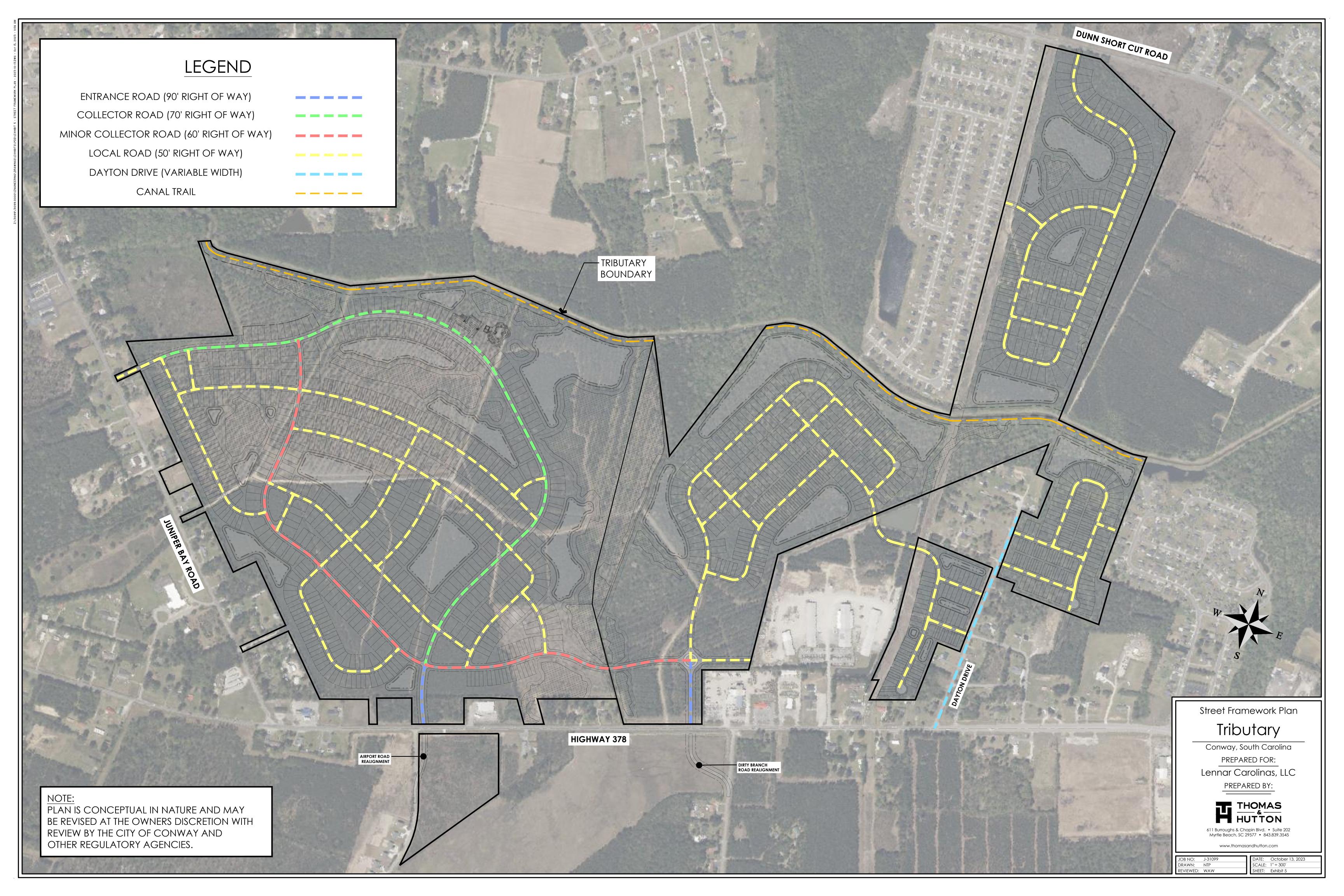
Other exhibits

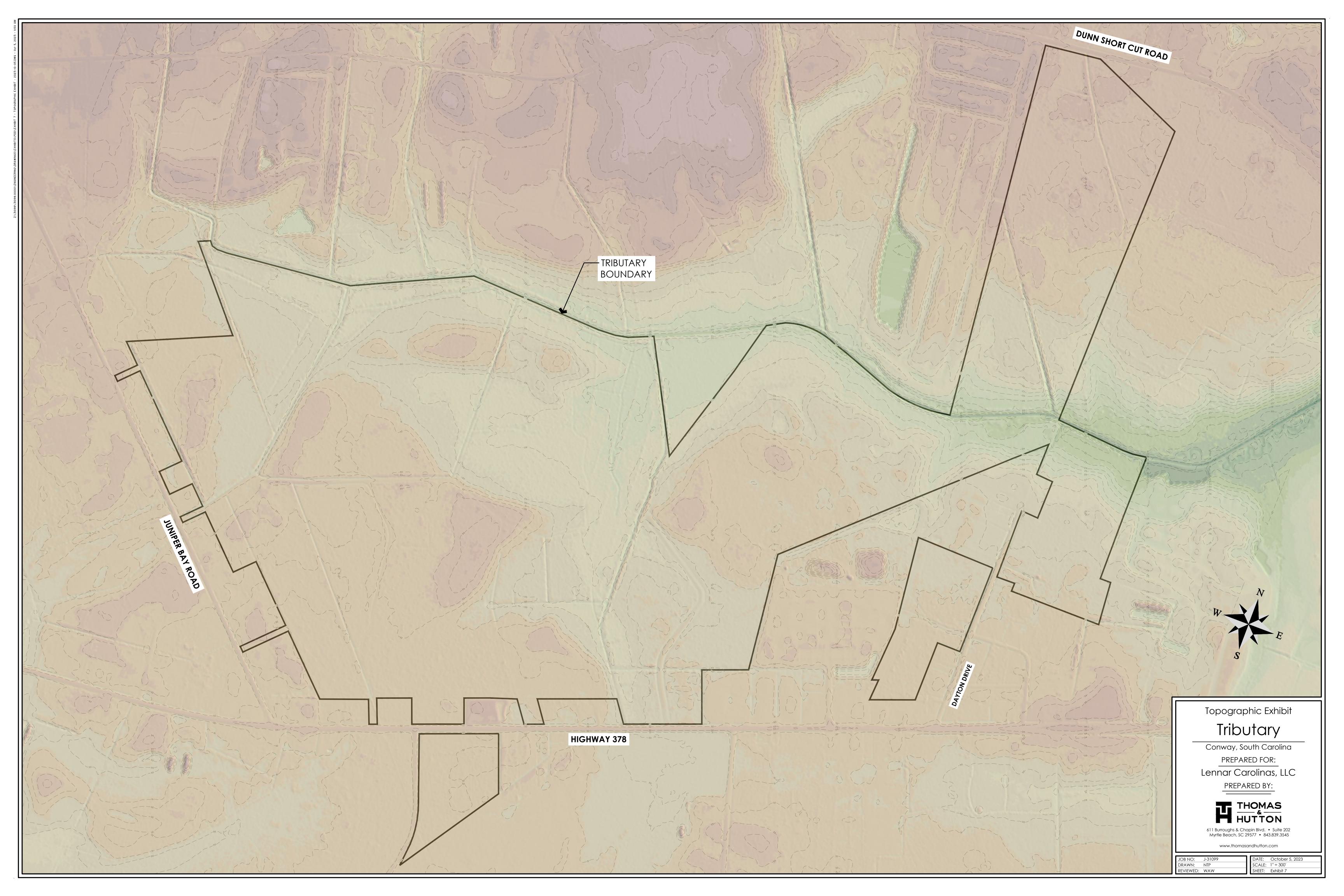












## Tributary PD

# Macala Acres subdivision – final plat

zgend
Concrete Monument Set
oncrete Monument Found
Edge of Pavement
Iron Pipe, Set
Iron Rod, Set
Iron Rod, Found
Nail and Cap
Pk Nail
Point
Spike Set
Spike Found
Catch Basin
Axle Found
Stake 3XO Found
Curb and Gutter 7. Density is 2.21 lots per acre.8. Minimum lot size is 7500 sq. ft. NO SCALE The 100-Year Flood Boundary was obtained directly from FEMA Flood Map 45051CO H, (effective date August 23, 57,359 sq.ft. Green Pond Circle 1147 LF 306 LF 14,212 sq.ft. 1999). This property is located in Flood Zone X-Out. Flood Macala Drive 9. Owner and developer of record is Marshall Godwin, Zone locations are scaled from current FEMA Maps. Scales Merrybell Lane 2II LF 14,938 sq.ft. P. O. Box 346, Conway, S. C. 29528. vary from 1"=500" to 1"=2000" and are noted as being 15,578 sq.ft Cranesbill Court 248 LF approximate on said maps. Terry M. Watson, PLS does not Spike S Spike F C.B. Axle F ST. 3XO certify to or assume responsibility of the accuracy of the Pond "A" Area 1.54 acres flood zone lines. Flood lines are subject to verification by the County FEMA Officer. Pond "B" Area 0.37 acre Common/Open Space "A" Common/Open Space "B" 2. This plat was prepared without the benefit of a title 1.35 acres report. Property is subject to all restrictions noted in 11.19 acres recorded deeds and/or established by recorded plans. 3. There has been no determination of hazardous waste on Instrument=: 2007000032827, PLAT BK: 222 P6: 187 this property. 4. Wetlands delineated by Coastal Environmental Consulting DOCTYPE: 061, 03 05 2007 at 12:46:01 PM, 1 OF 1 5. Wetland points not monumented. BALLERY V. SKIPPER 6. Wetlands surveyed with Trimble Pathfinder Pro XR GPS Mapping Note: This plat meets the requirements of the City of Conway Planning Commission as of this date. If plat is not recorded within 90 days, there may be additional information required by the City of Conway Planning Commission, at additional cost. HORRY COUNTY, SC REGISTRAR OF DEEDS grade GPS equipment. Kim L. Hucks TMS No. 122-00-05-035 Waste Management of SC, Inc. TMS No. 122-00-05-160 DB 2116/496, PB 160/168 DB 2740/291 Larry W. Paul TMS No. 122-00-05-109 DB 1302/115, PB 104/40 -1-1/4"IPF Common/Open Area "B" 11.56 acres Total area Upland "B" 91,555 sq.ft. 2.10 acres 5/8"IRF Upland "A" 102,184 sq.ft. 2.35 acres Eric Dwayne Hemingway Wetland "A" 240,983 sq.ft. 5.53 acres ₿ Debra D. 25' Wetland Buffer Line Hemingway TMS No. Drainage **\$** Access 122-00-05-122 DB 1470/701 MAC TIMBER INVESTMENTS TMS NO. 122-00-02-034 DB 2134/1261 PB 115/62 Detention Pond "B" 0.37 acre Green Pond Circle (50' Public R/W) 5/8"IRF Upland "C" 52,911 sq.ft. 1.21 acres 5/8"IRF NO4°30'00"E 100.00" Macala Acres, Phase I TMS No. 122-19-01-Sewer Easement <u>Se</u> Merrybell L (501 Public R/M) Macala Acres, Phase I TMS No. 122-19-01-PB 217/226 5/8"IRF 201 City of Conway Drainage & Access Easement 7,498 saft 96 9,750 sq.ft. 53 5/8"IRF 5/8"IRF Margaret B. Stalvey (L.E.) Detention Lake 9,750 sq.ft. # Brenda Joyce Śtalvey TMS No. 122-00-05-042 Lake Rim 20 DB 1376/190, PB 108/166 WE 17 9,750 saft 4.2 ac-ft 20' City of Conway — Drainage \$ Access Easement 9,750 sq.ft. Pond Area "A" 1.54 acres 9,914 sq.ft; 15. 92 16. 11,027 sq.ft. -30' City of Conway Drainage \$ Access Easement Bobby Roy Stalvey 20,147 sq.ft. TMS No. 122-00-05-114 DB 2415/173 45.00 14,460 sq.ft. 1/2"IPF `30' City of Conway Drainage \$ Access Easement Pump Station 1,153 sq.ft. Scott L. Lemons TMS No. 122-00-05-036 DB 3112/1129, PB 162/239

~Plat~

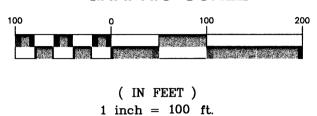
of 40 lots containing 25.83 acres of land in Conway, Horry County, S. C. owned by Marshall Godwin. Being known as

### Macala Acres Phase III

Re: Plat by Arthur Thompkins, R.L.S. dated May 22, 1969 for Canal wood Corp. Recorded in Plat Book 51 at Page 04, Horry County Records.

"I Terry M. Watson, hereby state that to the best of my knowledge, information, and belief, the survey shown here in 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."

**GRAPHIC SCALE** 



Certificate of Final Approval the City of Conway. Plat must be recorded within thirty (30) days fo this date.

Certification of the Required Improvements I hereby certify (that all public improvements required by the City of Conway Land Development Ordinance have been installed in an acceptable manner and in accordance with the specifications as shown in the approved Construction Plans.) or (the Financial Guarantee required by the City of Conway Land Development Ordinance has been provided to the City of Conway to guarantee the installation of all public improvements required by the Land Development Ordinance as shown on the approved Construction Plans.

Certification APproval of Water and/or Sewer

and/or sewer collection system shown has met the requirements of the South Carolina Department of Health and Environmental Control, and the City

restate fresh

Certificate of Ownership and Dedication I (we) hereby certify that I am (we are) the owner(s) of the property shown and described here an and that I (we) hereby adopt this plan of subdivision with my (aur) free caneant, establish the minimum building restriction lines, and dedicate all streets, alleys, walks, parks, and other open space to public or private use all items specifically shown or indicated on sold plat.



TERRY M. WATSON, R.L.S.

913 3rd Ave. • Conway, S. C. 29526 • 248-4439 • FAX 248-9284



Certificate of Survey and Accuracy I Terry M. Watson, R.L.S., hereby state that to the best of my knowledge, information, and belief, the survey shown hereon was made in occardance with the requirements of the Minimum Standards Manual for the Practice of Land Surveying in South Carolina, and meets the requirements for a class B survey as specified therein; that the ratio of precision as calculated meets or exceeds a maximum allowable error of 17500; and that the maximents as shown hereon have been placed in accordance with the law and the standards of practice. Mitness my original signature, registration and seal this 12th day of February, A.D., 2007. Terry M. Watson, R.L.S. No. 7168 Pebruary 12, 2007

If the surveyor's signature is not red colored, the plat is a copy that should be assumed to contain unauthorized alterations. The certification contained on this document shall not apply to any copies.

© 2006 Terry M. Watson, R.L.S. Land Surveying, Inc. Terry M. Watson, Agent.

TMS NO. 122-00-05-043

No warranty is made to others utilizing this plat for the purpose of further conveyances, deed descriptions, title certifications, etc.