



**CHESTER COUNTY TRANSPORTATION COMMITTEE**  
**R. Carlisle Roddey Chester County Government Complex**  
**1476 J.A. Cochran Bypass Chester, SC 29706**  
**Monday, May 1<sup>st</sup>, 2023 at 5:30 PM**

**CTC AGENDA**

- 1. Call to Order**
- 2. Approval of Minutes**
  - a. January 26<sup>th</sup>, 2023 minutes.
  - b. January 17<sup>th</sup>, 2023 minutes.
- 3. Old Business**
  - a. Update on existing CTC projects. - Bill Coleman.
- 4. New Business**
  - a. Discussion regarding the State CTC meeting update. Bill Coleman.
  - b. Approval of Bid RFB 22-54 Chester County On-Call Maintenance Projects Faulkner Development and Engineering, LLC in the amount of \$ 129,900 dollars. - Bill Coleman.
  - c. Approval of Road and Sign Reimbursement for \$ 25,325.01 for road/sign materials to the Road Department. - Robert Hall.
  - d. Recommendation to change the CTC accounting process. - Administrator Hester.
  - e. Discussion regarding Commerce Drive. - Administrator Hester.
- 5. Adjourn**



**SPECIAL CALLED**  
**CHESTER COUNTY TRANSPORTATION COMMITTEE**  
Thursday, January 26th, 2023 **at 4:00 PM**  
**R. Carlisle Roddey Chester County Government Complex**  
1476 J A Cochran Bypass, Council Chambers

**Present:** Chairman Branham, Vice Chairman Wilson, Councilman Vaughn, Councilman Guy, Councilwoman Mosley, Councilman Agee, Councilman Killian, County Attorney Winters and Clerk to Council Lee.

1. **Call to Order.** - Vice Chairman Branham called the meeting to order.
2. **New Business**
  - a. **Approval of \$4400.00 dollars to mark, line and add stop signs on Ligon Road and Britt Lane for safety purposes.** Bill Coleman, ICE engineer stated there had been several accidents on both roads and would like to add \$500 dollars to the cost to install rumble strips on Britt Lane so they would have to slow down and stop at the stop sign.  
Councilman Agee motioned to approve and add \$500 to install rumble strips to bring it to \$4900 dollars, second by Councilman Vaughn. Vote 7-0 to approve.
3. **Adjourn-** Vice Chairman Wilson motioned to adjourn, second by Councilman Killian. Vote 7-0 to approve.

KI

Pursuant to the Freedom of Information Act, the Chester News & Reporter, The Herald in Rock Hill, SC, WSOC-TV, Channel 9 Eyewitness News, the Mfg. Housing Institute of SC, WRHI Radio Station, C&N2 News, WCNC News and Capitol Consultants were notified, and a notice was posted on the bulletin board at the Chester County Government Building 24 hours prior to the meeting.



**CHESTER COUNTY TRANSPORTATION COMMITTEE**  
Tuesday, January 17th, 2023 **at 5:30 PM**  
**R. Carlisle Roddey Chester County Government Complex**  
1476 J A Cochran Bypass, Council Chambers

**CTC Minutes**

**Present:** Chairman Branham, Vice Chairman Wilson, Councilman Vaughn, Councilman Guy, Councilwoman Mosley, Councilman Agee, County Attorney Winters and Clerk to Council Lee. **Absent:** Councilman Killian

1. **Call to Order-** Chairman Branham called the meeting to order.
2. **Approval of CTC Minutes**
  - a. **November 7<sup>th</sup>, 2022 CTC Special Called Minutes.**  
Councilman Vaughn motioned to approve, second by Vice Chairman Wilson. Vote 3-0 to approve. Councilmembers Guy, Mosley and Agee did not vote due to being new council members.
3. **Old Business**
  - a. **Update on TAP program regarding sidewalks. Bill Coleman**  
Mr. Coleman stated Washington Street, Craigbrow and Douglas Circle sidewalk projects that had been submitted for possible grants did not qualify and was no longer on the list.
  - b. **Update on existing CTC contracts. Bill Coleman.**  
Mr. Coleman stated in 2022 there were three roads that were carried over. Cessna Drive at the airport had base added, they should start on Luscomb tomorrow and State Park Road will have base added. Oliphant Lake Road will be paved tomorrow and paving the other one they had pulled off before the end of the week depending on the rain. If the weather permits, they should be finished with last year's contract. Moving forward to 2022 resurfacing which was part of Pilgrim Road and Minter Road. Minter Road has been paved since he made up the list, they will pave driveways tomorrow. Pilgrim Road will be a joint venture with the SCDOT, they have had the worst luck you can imagine, their equipment broke down in June they had to get the parts from Germany they came in in September, and then they couldn't get cement. So they are almost a year behind but when they start back up in the spring, they will start on Pilgrim, so hopefully we'll have Pilgrim done by late spring. The Carlisle White bridges have been completed. The final inspection was on the 11th, and we're in great shape. So that one is closed out. The two new jobs he didn't anticipate starting until the end of 2023. We do have two or three roads on the state portion that has to be done by May. One of them is Hicklin Bridge Road, he couldn't recall the other road. But those have to be done so we can spend our allotment like we're supposed to.
4. **New Business**
  - a. **Approval of \$461,000 of intersection work on Blaney Road, Kee Moore Drive, Secret Drive and Rocky Creek Road. Bill Coleman.** Vice Chairman Wilson motioned to approve, second by Councilman Vaughn. Unanimous vote.

**b. Approval of Road Reimbursement for \$ 20,604.83 for road materials to the Road department.**  
Councilman Guy motioned to approve, second by Councilwoman Mosley. Unanimous vote.

**c. Approval of Sign Reimbursement for \$13,794.73 for sign materials to the Recycling department.**  
Councilman Vaughn motioned to approve, second by Vice Chairman Wilson. Unanimous vote.

**5. Adjourn**

Councilwoman Mosley motioned to adjourn, second by Vice Chairman Wilson. Unanimous vote.

KI

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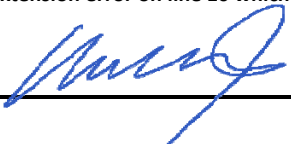
**Certified Bid Tabulation**  
**CHESTER COUNTY ON-CALL MAINTENANCE PROJECTS**  
**RFB 22-54.06**  
**Thursday, March 16, 2023, 2:00 PM**



ITEM	DESCRIPTION	QUANTITY	UNIT	COMPANY NAME		COMPANY NAME		COMPANY NAME	
				LCI-Lineberger Construction, Inc.		W E Martin Contracting LLC		Faulkner Development and Engineering LLC	
				UNIT PRICE	EXTENDED PRICE	UNIT PRICE	EXTENDED PRICE	UNIT PRICE	EXTENDED PRICE
2	Mobilization	4	EACH	\$7,500.00	\$30,000.00	\$3,000.00	\$12,000.00	\$4,000.00	\$16,000.00
3	Traffic Control	4	EACH	\$2,500.00	\$10,000.00	\$3,500.00	\$14,000.00	\$2,500.00	\$10,000.00
4	12" Smooth Wall Pipi	128	LF	\$120.00	\$15,360.00	\$91.50	\$11,712.00	\$50.00	\$6,400.00
5	18" Smooth Wall Pipi	128	LF	\$170.00	\$21,760.00	\$119.50	\$15,296.00	\$70.00	\$8,960.00
6	24" Smooth Wall Pipi	96	LF	\$180.00	\$17,280.00	\$132.00	\$12,672.00	\$90.00	\$8,640.00
7	30" Smooth Wall Pipi	96	LF	\$250.00	\$24,000.00	\$169.00	\$16,224.00	\$100.00	\$9,600.00
8	Permanent Vegetation	1	ACRE	\$2,000.00	\$2,000.00	\$4,500.00	\$4,500.00	\$5,000.00	\$5,000.00
9	Maintenance Stone	100	TON	\$100.00	\$10,000.00	\$128.00	\$12,800.00	\$50.00	\$5,000.00
10	Remove Old Pipe	200	LF	\$100.00	\$20,000.00	\$45.00	\$9,000.00	\$50.00	\$10,000.00
11	Pave Apron 2" HMA	800	SY	\$20.00	\$16,000.00	\$21.07	\$16,856.00	\$25.00	\$20,000.00
12	Street Sign	4	EACH	\$500.00	\$2,000.00	\$500.00	\$2,000.00	\$500.00	\$2,000.00
13	24" White Solid Lines (Stop Bar) Thermoplastic 125-Mil	50	LF	\$75.00	\$3,750.00	\$60.00	\$3,000.00	\$20.00	\$1,000.00
14	RipRap	40	TON	\$175.00	\$7,000.00	\$250.00	\$10,000.00	\$90.00	\$3,600.00
15	57 Stone	20	TON	\$150.00	\$3,000.00	\$100.00	\$2,000.00	\$60.00	\$1,200.00
16	Borrow	50	CY	\$100.00	\$5,000.00	\$50.00	\$2,500.00	\$40.00	\$2,000.00
17	Silt Fence	400	LF	\$10.00	\$4,000.00	\$4.50	\$1,800.00	\$5.00	\$2,000.00
18	Tree Removal (under 12" Diameter)	2	EACH	\$3,500.00	\$7,000.00	\$800.00	\$1,600.00	\$2,000.00	\$4,000.00
19	Full Depth Patching (6" uniform)	100	SY	\$150.00	\$15,000.00	\$64.20	\$6,420.00	\$75.00	\$7,500.00
20	Curb and Gutter- 18"	100	LF	\$40.00	\$4,000.00	\$75.00	\$7,500.00	\$50.00	\$5,000.00
23	Stop Sign 30"	4	EACH	\$500.00	\$2,000.00	\$500.00	\$2,000.00	\$500.00	\$2,000.00
				<b>TOTAL</b>	<b>\$219,150.00</b>	<b>TOTAL</b>	<b>\$163,880.00</b>	<b>TOTAL</b>	<b>\$129,900.00</b>
				<b>Ranking</b>	<b>3</b>	<b>Ranking</b>	<b>2</b>	<b>Ranking</b>	<b>1</b>

The signature below certifies that the bids tabulated herein are an accurate summary of the bids received. Any and all discrepancies have been identified and corrected. Below lists the only identified discrepancy. Based on the bid tabulations herein, **Faulkner Development and Engineering, LLC**, is the lowest responsive bidder.

1. WE Martin had an extension error on line 10 which has been corrected.

Signature  \_\_\_\_\_  
 William L. Coleman, Jr.  
 Project Manager

\_\_\_\_\_ Date 3/17/2023



# Chester County, South Carolina

Roads Department  
Post Office Drawer 580  
Chester, SC 29706

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April 21, 2023

To: Chester County Transportation Committee

From: Chester County Road Department

Re: Reimbursement for Road/Sign Materials for Chester County Roads

Dear CCTC Members,

Please reimburse the following account (100-401-5225) for County road/sign maintenance materials purchased between January 4, 2023 to March 24, 2023.

The total amount for this period is \$25,325.01.

Regards,

A handwritten signature in black ink that reads "Randy Hall".

Roads Department Supervisor

**GRAVEL REIMBURSEMENT REPORT  
JANUARY 10, 2023 - MARCH 24, 2023**

<b>GRAND TOTAL</b>				<b>562.640</b>	<b>11,534.24</b>	<b>807.39</b>	<b>\$123.42</b>	<b>\$12,341.63</b>	<b>\$12,465.05</b>
<b>District</b>	<b>Ticket No.</b>	<b>Road</b>	<b>Date</b>	<b>Tons</b>	<b>Sub-Total</b>	<b>7 % Tax</b>	<b>1% Sales Tax Paid to SC</b>	<b>Invoice Amount</b>	<b>Grand Total</b>
3	627089889	Forgotten Rd	1/10/2023	15.070	\$308.94	\$21.63	\$3.09	\$330.56	
3	627089894	Forgotten Rd	1/10/2023	14.460	\$296.43	\$20.75	\$2.96	\$317.19	
3	627089924	Forgotten Rd	1/10/2023	14.570	\$298.69	\$20.91	\$2.99	\$319.59	
3	627089926	Forgotten Rd	1/10/2023	14.270	\$292.54	\$20.48	\$2.93	\$313.02	
3	627090042	Forgotten Rd	1/11/2023	16.310	\$334.36	\$23.40	\$3.34	\$357.76	
3	627090044	Forgotten Rd	1/11/2023	15.650	\$320.83	\$22.46	\$3.21	\$343.28	
2	627090096	Dority Farm Rd	1/11/2023	16.170	\$331.49	\$23.20	\$3.31	\$354.69	
2	627090098	Dority Farm Rd	1/11/2023	15.920	\$326.36	\$22.85	\$3.26	\$349.24	
2	627090155	Dority Farm Rd	1/11/2023	15.730	\$322.47	\$22.57	\$3.22	\$345.04	
2	627091042	Dority Farm Rd	1/19/2023	14.290	\$292.95	\$20.51	\$2.93	\$313.46	
2	627091070	Dority Farm Rd	1/19/2023	16.930	\$347.07	\$24.29	\$3.47	\$371.37	
2	627091073	Dority Farm Rd	1/19/2023	14.730	\$301.97	\$21.14	\$3.02	\$323.10	
2	627091096	Dority Farm Rd	1/19/2023	15.940	\$326.77	\$22.87	\$3.27	\$349.64	
2	627091098	Dority Farm Rd	1/19/2023	16.220	\$332.51	\$23.28	\$3.33	\$355.79	
4	627092418	Belaire Dr	2/7/2023	15.730	\$322.47	\$22.57	\$3.22	\$345.05	
4	627092437	Belaire Dr	2/7/2023	14.470	\$296.64	\$20.76	\$2.97	\$317.40	
4	627092461	Belaire Dr	2/7/2023	14.910	\$305.66	\$21.40	\$3.06	\$327.05	
4	627092495	Goings Rd	2/7/2023	6.860	\$140.63	\$9.84	\$1.41	\$150.47	
2	627092609	Dority Farm Rd	2/8/2023	13.720	\$281.26	\$19.69	\$2.81	\$300.95	
2	627092611	Dority Farm Rd	2/8/2023	14.080	\$288.64	\$20.20	\$2.89	\$308.84	
2	627092654	Dority Farm Rd	2/8/2023	13.540	\$277.57	\$19.43	\$2.78	\$297.00	
2	627092660	Dority Farm Rd	2/8/2023	13.550	\$277.78	\$19.44	\$2.78	\$297.22	
5	627093346	Bonnie Ln	2/15/2023	14.510	\$297.46	\$20.82	\$2.97	\$318.28	
5	627093363	Bonnie Ln	2/15/2023	14.940	\$306.27	\$21.44	\$3.06	\$327.71	
5	627093375	Bonnie Ln	2/15/2023	13.080	\$268.14	\$18.77	\$2.68	\$286.91	
5	627093398	Bonnie Ln	2/15/2023	15.580	\$319.39	\$22.36	\$3.19	\$341.75	
5	627093423	Bonnie Ln	2/15/2023	16.330	\$334.77	\$23.43	\$3.35	\$358.20	
5	627093543	Bonnie Ln	2/16/2023	14.980	\$307.09	\$21.50	\$3.07	\$328.59	
3	627094414	Hudson Rd	2/23/2023	14.830	\$304.02	\$21.28	\$3.04	\$325.30	
3	627094430	Hudson Rd	2/23/2023	13.910	\$285.16	\$19.96	\$2.85	\$305.14	
3	627094446	Hudson Rd	2/23/2023	12.630	\$258.92	\$18.12	\$2.59	\$277.04	
3	627094473	Hudson Rd	2/23/2023	13.840	\$283.72	\$19.86	\$2.84	\$303.58	
3	627094493	Hudson Rd	2/23/2023	15.170	\$310.99	\$21.77	\$3.11	\$332.75	
3	627094517	Hudson Rd	2/23/2023	14.850	\$304.43	\$21.31	\$3.04	\$325.73	
2	627095480	Dority Farm Rd	3/6/2023	16.070	\$329.44	\$23.06	\$3.29	\$352.50	
4	627095552	Poulos Rd	3/7/2023	16.290	\$333.95	\$23.38	\$3.34	\$357.32	
4	627095553	Poulos Rd	3/7/2023	16.210	\$332.31	\$23.26	\$3.32	\$355.57	
4	627097560	Poulos Rd	3/24/2023	16.300	\$334.15	\$23.39	\$3.34	\$357.54	

**GRAVEL REIMBURSEMENT REPORT  
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**ROADS DEPARTMENT SIGN MATERIAL REIMBURSEMENT REPORT**  
**JANUARY 4, 2023 - FEBRUARY 21, 2023**

Vendor	Date	Quantity	Description	Rate	Amount	Tax	Freight	Grand Total	
4S Sign & Supply Inc	1/4/2023	4	Reflective Roll-Up Signs, 2- Road Work Ahead, 2 Road Closed Ahead	\$ 177.30	\$ 709.20	\$ 56.74	\$ -	\$ 765.94	
4S Sign & Supply Inc	1/4/2023	4	Folding Sign Stands, 2000L	\$ 199.50	\$ 798.00	\$ 63.84	\$ -	\$ 861.84	
4S Sign & Supply Inc	2/13/2023	5	HIP Standard Signs, Hazard Marker	\$ 33.35	\$ 166.75	\$ 13.34	\$ -	\$ 180.09	
4S Sign & Supply Inc	2/13/2023	3	Jumbo Drive Rivets	\$ 72.50	\$ 217.50	\$ 17.40	\$ -	\$ 234.90	
4S Sign & Supply Inc	2/13/2023	20	Blue HIP Sheeted Blanks, 18x6x.080	\$ 7.50	\$ 150.00	\$ 12.00	\$ -	\$ 162.00	
4S Sign & Supply Inc	2/13/2023	40	Blue HIP Sheeted Blanks, 24x6.080	\$ 9.05	\$ 362.00	\$ 28.96	\$ -	\$ 390.96	
4S Sign & Supply Inc	2/13/2023	30	Blue HIP Sheeted Blanks, 30x6.080	\$ 11.30	\$ 339.00	\$ 27.12	\$ -	\$ 366.12	
4S Sign & Supply Inc	2/13/2023	20	Blue HIP Sheeted Blanks, 48x6x.080	\$ 17.60	\$ 352.00	\$ 28.16	\$ -	\$ 380.16	
4S Sign & Supply Inc	2/13/2023	50	HIP Black/Yellow Dean End Tabs	\$ 3.00	\$ 150.00	\$ 12.00	\$ -	\$ 162.00	
4S Sign & Supply Inc	2/14/2023	25	Square Tube Sign Posts, 8'1.75"	\$ 43.40	\$ 1,085.00	\$ 86.80	\$ -	\$ 1,171.80	
4S Sign & Supply Inc	2/15/2023	25	Square Tube Sign Posts, 8'1.75"	\$ 43.40	\$ 1,085.00	\$ 86.80	\$ -	\$ 1,171.80	
4S Sign & Supply Inc	2/16/2023	40	HIP Standard Stop Signs, 30x30x.080	\$ 46.10	\$ 1,844.00	\$ 147.52	\$ -	\$ 1,991.52	
Coldprovia Asphalts	2/17/2023	21.6	High Performance (HP) Cold Mix	\$ 85.19	\$ 1,840.10	\$ 147.23	\$ -	\$ 1,987.33	
4S Sign & Supply Inc	2/17/2023	30	Blue HIP Sheeted Blanks, 18x6x.080	\$ 7.50	\$ 225.00	\$ 18.00	\$ -	\$ 243.00	
4S Sign & Supply Inc	2/17/2023	40	Blue HIP Sheeted Blanks, 24x6.080	\$ 9.05	\$ 362.00	\$ 28.96	\$ -	\$ 390.96	
4S Sign & Supply Inc	2/17/2023	20	Blue HIP Sheeted Blanks, 30x6.080	\$ 11.30	\$ 226.00	\$ 18.08	\$ -	\$ 244.08	
4S Sign & Supply Inc	2/17/2023	30	Green HIP Sheeted Blanks (2S), 30x6	\$ 14.90	\$ 447.00	\$ 35.76	\$ -	\$ 482.76	
4S Sign & Supply Inc	2/17/2023	30	White HIP Sheeted Blanks (2S), 30x6	\$ 14.90	\$ 447.00	\$ 35.76	\$ -	\$ 482.76	
4S Sign & Supply Inc	2/21/2023	50	5.5" Post Cap, Round, Flat	\$ 7.80	\$ 390.00	\$ 31.20	\$ -	\$ 421.20	
4S Sign & Supply Inc	2/21/2023	3	White SEG Reflective, 6"x50yd	\$ 125.00	\$ 375.00	\$ 30.00	\$ -	\$ 405.00	
4S Sign & Supply Inc	2/21/2023	1	Black EG Reflective, 6"x50yd	\$ 86.55	\$ 86.55	\$ 6.92	\$ -	\$ 93.47	
4S Sign & Supply Inc	2/21/2023	3	6"Clear Application Tape	\$ 41.75	\$ 125.25	\$ 10.02	\$ -	\$ 135.27	
4S Sign & Supply Inc	2/21/2023	100	Corner Bolts for Square Posts	1.25	\$ 125.00	\$ 10.00	\$ -	\$ 135.00	
<b>TOTAL REIMBURSEMENT AMOUNT</b>						<b>\$ 11,907.35</b>	<b>\$ 952.61</b>	<b>\$ -</b>	<b>\$ 12,859.96</b>

## Karen Lee

---

**From:** Bill Coleman <bill.coleman@ice-eng.com>  
**Sent:** Friday, April 28, 2023 4:46 PM  
**To:** Karen Lee  
**Cc:** Brian Hester  
**Subject:** FW: CTC

**From:** Bill Coleman  
**Sent:** Thursday, April 27, 2023 12:27 PM  
**To:** Brian Hester <bhester@chestercountysc.gov>  
**Subject:** CTC

The CTC has two methods of accounting, one being self administered(as Chester is now) and the other is SCDOT administered. SCDOT used to charge a 3% fee for SCDOT administered but that has now been waived.

### Self administered

The county keeps the books, files an annual report, and has a yearly audit. SCDOT sends a monthly check to county and the county pays the bills out of this money. The % SCDOT allotment has to be paid before June 30 to apply to the year in question.

### SCDOT administered

The DOT sets up a bank account and instead of sending a check it goes into this account. They send out a monthly statement. When the local CTC wants to do a project they send in a program request, where the money stays in the bank account but becomes committed funds. All money in the account draws interest until it is withdrawn. When the estimates or invoices come to the county, they pay the bills and then send copy of invoice and canceled check to DOT to get reimbursed. Once a project becomes programmed it is considered to have met the SCDOT allotment % goal.

Please acknowledge receipt of this email with any more detail you may want.

William ( Bill) L Coleman Jr

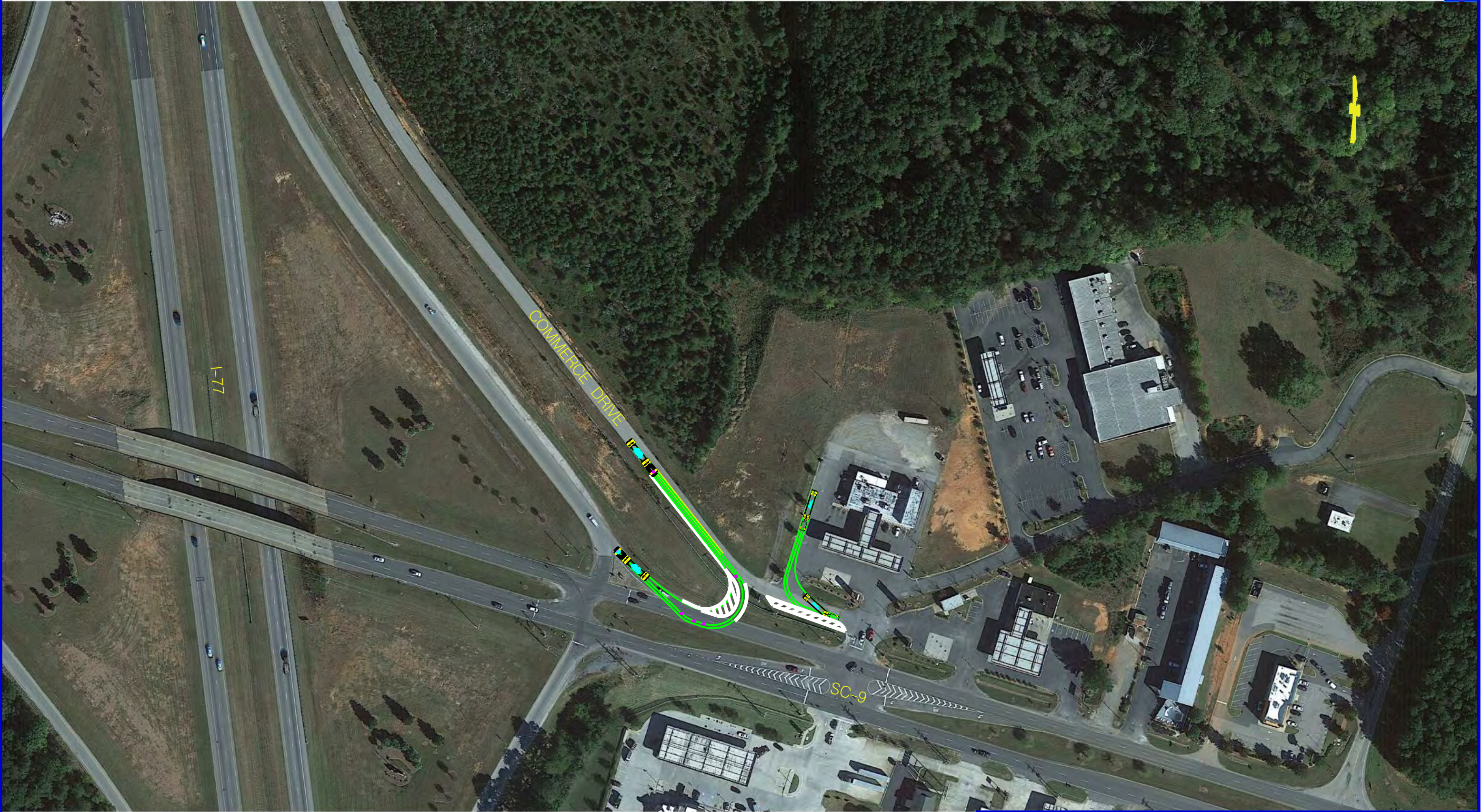
Construction Manager

**ICE INFRASTRUCTURE**  
CONSULTING & ENGINEERING

121 Midlands Court  
West Columbia, SC 29169  
[Bill.coleman@ice-eng.com](mailto:Bill.coleman@ice-eng.com)  
Cell 803-261-5581

**CHESTER COUNTY**  
**COMMERCE DRIVE RIGHT TURN ONTO SC-9**  
**Right Turn and Shoulder Widening for Turning Trucks**

<b>Item</b>	<b>Unit</b>	<b>Quantity</b>	<b>Unit Price</b>	<b>Extended Price</b>
Utilities	LS	1	\$25,000.00	\$25,000.00
Mobilization	LS	1	\$25,000.00	\$25,000.00
Bonds & Insurance	LS	1	\$5,000.00	\$5,000.00
Traffic Control	LS	1	\$10,000.00	\$10,000.00
Construction Survey	LS	1	\$5,000.00	\$5,000.00
Clearing & Grubbing	LS	1	\$5,000.00	\$5,000.00
Borrow Excavation	CY	100	\$30.00	\$3,000.00
Asphalt Base	TN	155	\$80.00	\$12,400.00
Asphalt Surface Course	TN	105	\$80.00	\$8,400.00
Liquid Asphalt	TN	16	\$700.00	\$11,200.00
4" White Fast Dry Paint	LF	1000	\$0.30	\$300.00
4" Yellow Fast Dry Paint	LF	1000	\$0.30	\$300.00
Stop Bar Fast Dry Paint	LF	30	\$5.00	\$150.00
4" White Thermo Paint	LF	1000	\$1.00	\$1,000.00
4" Yellow Thermo Paint	LF	1000	\$1.00	\$1,000.00
Stop Bar Thermo Paint	LF	30	\$10.00	\$300.00
Signage	LS	1	\$1,000.00	\$1,000.00
Grassing/Erosion Control	LS	1	\$2,000.00	\$2,000.00
24" RCP	LF	40	\$60.00	\$2,400.00
			Total	\$118,450.00
			Contingency	\$23,690.00
			<b>Grand Total</b>	<b>\$140,000.00</b>



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CHESTER COUNTY  
 COMMERCE DRIVE REALIGNMENTS  
 COMMERCE DRIVE RIGHT TURN  
 ONTO SC-9



# CHESTER COUNTY COUNCIL MEETING

## R. Carlisle Roddey Chester County Government Complex

1476 J.A. Cochran Bypass Chester, SC 29706

Monday, May 1, 2023 at 6:00 PM

### Agenda

**1. Call to Order**

**2. Pledge of Allegiance and Invocation**

**3. Approval of Minutes**

a. April 17<sup>th</sup>, 2023 minutes.

**4. Citizen's Comments**

**5. Ordinances/Resolutions/Proclamations**

a. **1<sup>st</sup> Reading Of 2023-11** An Ordinance To Amend Chester County Council Rules Of Procedures Article III, Section 2-21 Thru 2-27.

b. **1<sup>st</sup> Reading of 2023-12** An Ordinance to Amend Ordinance 2021-12.

**6. Administrator's Report**

**7. Old Business**

a. **1<sup>st</sup> Reading of CCMA22-17** Fielding Homes LLC C/O Isaacs Group request 160.33 acres of Tax Map # 114-00-00-015-000 on Gaston Farm Road to be rezoned from Limited Industrial District (ID-2) to Planned Development District (PD). *Planning Commission voted 5-1 to approve.*

b. **1<sup>st</sup> Reading of CCMA22-18** Fielding Homes LLC C/O Isaacs Group request 19.27 acres of Tax Map # 114-00-00-059-000 on Gaston Farm Road to be rezoned from Limited Industrial District (ID-2) to Planned Development District (PD). *Planning Commission voted 5-1 to approve.*

c. **1<sup>st</sup> Reading of CCMA22-19** D.R. Horton Inc request Tax Map # 135-00-00-019-000 on Lancaster Hwy to be rezoned from Limited Industrial District (ID-2) to Planned Development District (PD). *Planning Commission voted 6-0 to approve.*

d. **1<sup>st</sup> Reading of CCMA22-20** D.R. Horton Inc request Tax Map # 135-00-00-020-000 on Lancaster Hwy to be rezoned from Limited Industrial District (ID-2) to Planned Development District (PD). *Planning Commission voted 6-0 to approve.*

e. **1<sup>st</sup> Reading of CCMA22-21** D.R. Horton Inc request Tax Map # 135-00-00-032-000 on Lancaster Hwy to be rezoned from Limited Industrial District (ID-2) to Planned Development District (PD). *Planning Commission voted 6-0 to approve.*

f. **1<sup>st</sup> Reading of CCMA22-22** D.R. Horton Inc request 9.45 acres of Tax Map # 136-00-00- 042-000 on Lancaster Hwy to be rezoned from Restricted Industrial District (ID-1) to Planned Development District (PD). *Planning Commission voted 6-0 to approve.*

## 8. New Business

- a. Rural Fire is requesting to transfer remaining grant match funds in the amount of \$42,824.12 dollars to purchase rechargeable batteries for Self-Contained Breathing Airpack's within the county. - Meghan Brewer.
- b. Approval of Bid RFP 2223-09 Generator & Installation- Richburg Fire Substation to K&K Electrical Services out of Chester, SC in the amount of \$26,750.00 using one cent sales tax monies. -Susan Cok.
- c. **1<sup>st</sup> Reading of CCMA23-04** Robert L. Reid III request Tax Map #123-00-00-088-000 at 3458 Hernandez Rd, Richburg, SC 29729 to be rezoned from Limited Commercial District (LC) to General Commercial District (GC). *Planning Commission voted 7-0 to approve.*
- d. **1<sup>st</sup> Reading of CCMA23-05** Allison and Gerald Timmons request Tax Map #166-01-04-016-000 at 975 Jackson Rd, Fort Lawn, SC 29714 to be rezoned from Rural One District (R1) to Rural Two District (R2). *Planning Commission voted 7-0 to approve.*
- e. Discussion regarding installing streetlights on Meadowbrook Road. Councilman Killian.
- f. **From CCTC:**
  1. Action taken regarding Road and Sign Reimbursement of \$23,235.01 for road materials to the Road department.
  2. Action taken regarding Bid RFB 22-54 Chester County On-Call Maintenance Projects Faulkner Development and Engineering, LLC in the amount of \$ 129,900 dollars.
  3. Action taken regarding the recommendation to change the CTC accounting process.

## 9. Boards and Commissions

- a. Appointment to Catawba Mental Health Board- County Council

## 10. Executive Session

- a. To receive legal advice regarding Project 2280. -Attorney Winters.
- b. To receive legal advice regarding Footprint & Electric Glass - Attorney Winters.
- c. To receive legal advice regarding a contractual matter in the HR department. -Attorney Winters.
- d. To receive legal advice regarding a contractual matter in the Assessor's department. -Attorney Winters.

## 11. Council Actions Following Executive Session

- a. Action taken regarding Project 2280.
- b. Action taken regarding Footprint & Electric Glass.
- c. Action taken regarding the contractual matter in the HR department.
- d. Action taken regarding the contractual matter in the Assessor's department.

## 12. Council Comments

## 13. Adjourn

Pursuant to the Freedom of Information Act, the Chester News & Reporter, The Herald in Rock Hill, SC, WSOC-TV, Channel 9 Eyewitness News, the Mfg. Housing Institute of SC, WRHI Radio Station, C&N2 News, WCNC News and Capitol Consultants were notified, and a notice was posted on the bulletin board at the Chester County Government Building 24 hours prior to the meeting.

## **Guidelines for Addressing Council**

### **Citizens Comments:**

- Each citizen will be limited to three minutes.

### **Public Hearings:**

- Each speaker will be limited to three minutes.

### **When introduced:**

- Approach the podium, state your name and address.
- Speak loudly and clearly making sure that the microphone is not obstructed.
- Do not address the audience – direct all comments to Council.
- Do not approach the Council table unless directed.

### **Anyone addressing Council will be called out of order if you:**

- Use profanity.
- Stray from the subject.
- Make comments personally attacking an individual member of Council.



# CHESTER COUNTY COUNCIL MEETING

## R. Carlisle Roddey Chester County Government Complex

1476 J.A. Cochran Bypass Chester, SC 29706

Monday, April 17, 2023 at 6:00 PM

### MINUTES

**Present:** Chairman Branham, Vice Chairman Wilson, Councilman Vaughn, Councilman Guy was on zoom, Councilwoman Mosley, Councilman Agee, Councilman Killian, County Administrator Hester, County Attorney Winters and Clerk to Council Lee.

1. **Call to Order**-Chairman Branham called the meeting to order.
2. **Pledge of Allegiance and Invocation**-Pledge was recited in unison; Councilman Vaughn gave the invocation.

Chairman Branham called for a motion to remove agenda item 8.c to the May 1<sup>st</sup> meeting. Councilman Vaughn motioned to move 8.c from the agenda to May 1<sup>st</sup> meeting, second by Councilman Wilson. Unanimous vote.

3. **Approval of Minutes**
  - a. **April 3<sup>rd</sup>, 2023 Minutes.** Councilman Agee motioned to approve, second by Councilman Vaughn. Unanimous Vote.
4. **Citizen's Comments**
5. **Public Hearing**-Chairman Branham opened the public hearing.

a. **3<sup>rd</sup> Reading of 2023-6** An Ordinance Authorizing The Execution And Delivery Of A Fee In Lieu Of Tax And Incentive Agreement By And Between Chester County, South Carolina And Albemarle U.S., Inc. Previously Identified As Project Raven With Respect To Certain Economic Development Property In The County, Whereby Such Property Will Be Subject To Certain Payments In Lieu Of Taxes, Including The Provision Of Payments For Certain Investments In Infrastructure And Providing For The Inclusion Of The Company Or Companies Property In A Multi-County Industrial And Business Park; And Other Matters Related Thereto.

Scott Rice of 4627 Betty Dixon Rd, Richburg, SC reminded Council to include the wooded setback they approved from a few meetings back.

Chairman Branham closed the public hearing.



**6. Ordinances/Resolutions/Proclamations**

a. **3<sup>rd</sup> Reading of 2023-6 An Ordinance Authorizing The Execution And Delivery Of A Fee In Lieu Of Tax And Incentive Agreement By And Between Chester County, South Carolina And Albemarle U.S., Inc. Previously Identified As Project Raven With Respect To Certain Economic Development Property In The County, Whereby Such Property Will Be Subject To Certain Payments In Lieu Of Taxes, Including The Provision Of Payments For Certain Investments In Infrastructure And Providing For The Inclusion Of The Company Or Companies Property In A Multi-County Industrial And Business Park; And Other Matters Related Thereto.** Councilman Vaughn motioned to approve, second by Vice Chairman Wilson.

Bond Attorney Kozlarek stated this was approximately \$1.2 billion investment from Albemarle corporation of US Inc. Approximately 307 jobs he gave more specifics about the project information itself. There are other questions, but I believe Mr. Agee has questions about the annual fee payment that's estimated come from a company although that amount is we've talked about with other projects before other than solar which is a little bit different. ramps up over time, with the estimated initial payment being approximately \$300,000. The average payment over the 40-year period is much longer than that but effectively over the 40-year period is about \$3.7 million a year. There are years where it is much higher than that there are years obviously where it is much lower than that so please understand that is truly just a mathematical average in the middle third of the projected as a middle third about year 10 through about years 30 or so that number is about \$2.2 million per year. So, the earlier portion is going to be lower tracking upward to about \$2.2 million, which will then remain more or less level for a large portion of the agreement. And then at the end of the agreement as the special source revenue credit begins to track downward that number from the company would go upward. And also, as assets begin to become subject to ad valorem tax again instead of the fee in lieu of tax agreement. But again, the very rough overall average is about \$3.7 \$3.8 million based on the current investment estimates that we have. Vice Chairman Wilson stated they had initially discussed having a berm instead of keeping the woods that are currently there. He stated after listening to public input they had at previous meetings, Council decided to ask the company to keep the wooded area along Bryant Corner Road. Vice Chairman Wilson withdrew his second, Councilman Vaughn withdrew his motion. Councilman Vaughn motioned to approve third reading with the addition the company would leave the trees versus a berm for noise mitigation, second by Vice Chairman Wilson. Unanimous vote.

b. **2023-10 A Resolution Authorizing An Amendment To The Master Agreement Governing The York-Chester Industrial Park ("Park") To Increase The Park's Boundaries To Include Certain Real Property Located In Chester County; And Other Related Matters (Project Raven).** Vice Chairman Wilson motioned to approve, second by Councilman Vaughn. Unanimous vote.

c. **2023-11 A Resolution to Approve Settlement and Allocation Agreements in the South Carolina Opioid Litigation Matter.** Attorney Winters stated this was the second settlement, the first one was approved last year. She said she was not sure if Chester had received any money yet, but they were starting with larger counties first. The same would happen with this settlement, this one was with pharmacy chains and was around \$17 billion dollars and paid out over a period of years and not a lump sum. It had not been decided how much each county would get because it depended upon how many counties' political subdivisions enter into the agreement. She gave a rough percentage at 0.394796211% of the total settlement amount that would be given to all the counties that entered into the settlement agreement. Rough estimate if it's 100 million Chester County would receive around \$395,000 dollars. The money must be spent on certain things. A lot of this money goes to education assistance like first responders. She stated the sheriff had been part of the committee working with Hazel Pittman on how to disperse this money. Councilman Agee motioned to approve, second by Councilwoman Mosley. Unanimous vote.

**7. Administrator’s Report- Administrator Hester**

Administrator Hester stated he would sign the documents needed to put Chester County into the opioid settlement agreement after the meeting. The meeting was being streamed on the county website along with Facebook and YouTube. The meetings on the county website would be archived, you would go to the council page, you should see another button that says “archive”. The meetings would be listed in order starting with tonight’s which would take you directly to YouTube. He stated there was another community app, which a lot of people don’t use, he plans to let that contract expire due to the fact the cost of it went up by 300%. He gave an update on the Gateway Steering Committee, he met with them April 5 and April 14 to clarify questions he had with the priorities that were presented to Council. Both meetings were productive, they are putting together some revisions to their Enabling Act that he thought would suit their members as well as County Council and County Administration. He planned to hold another meeting with them to finalize the revised priorities at the May 15 meeting and to see if Council wanted to move forward. He also stated one of the A/C units went down at the Gateway, EDD Director Long was looking to secure other funds to have it fixed. The initial budget meetings ended Friday, he and Treasurer Darby would be going over all the proposals and requests in the next couple of weeks to prepare for upcoming budget workshops.

**8. New Business**

**a. Approval to use Blue Avenue as a vendor for a new Chester County Tourism Website using Economic Development FILOT funds. - Kris Phillips.** Mr. Phillips stated they had been working with a Tourism Committee along with other leaders in the area. It was pointed out to them the County needs a catch all website. Several bids were solicited, Blue Avenue was also doing the rebranding for Economic Development and design work for the website. Their cost was \$20,000 dollars to design the website, the funds would come from economic development FILOT funds. He stated some of the other vendors were a little cheaper upfront but had monthly maintenance fees that ranged between \$500 to \$2000+ dollars. Once the website was running the economic team would maintain it. If other issues came up they couldn’t fix they would reach out to Blue Avenue, instead of having monthly maintenance fee, they would charge by the hour at \$150 dollars. Kimberly Starnes, Gateway Event Coordinator stated Representative Randy Ligon had purchased a URL and was giving it to Chester County. The website was [www.DiscoverChesterSC.org](http://www.DiscoverChesterSC.org), she thought he had also bought .com also. Councilman Vaughn motioned to approve, second by Councilwoman Mosley. Unanimous vote.

**b. Lando Fire Department is requesting permission to use left over monies in the amount of \$ 9792.00 dollars to paint the interior of the fire department. - Jamie Bowman.** Councilman Agee motioned to approve, second by Vice Chairman Wilson. Unanimous vote.

**c. REMOVED** Rural Fire is requesting to transfer remaining grant match funds in the amount of \$42,824.12 dollars to purchase rechargeable batteries for Self-Contained Breathing Airpack’s within the county. - Meghan Brewer.

**9. Boards and Commissions**

**a. Appointment to Assessment of Appeals Board. - Councilwoman Mosley.** Councilwoman Mosley motioned to appoint Chriss Flynn, second by Councilman Killian. Unanimous vote.

**10. Executive Session**

Councilwoman Mosley motioned to go into executive session second by Councilman Killian. Unanimous vote.

**a.** To discuss Project 2247. Administrator Hester.

**b.** To receive legal advice regarding potential litigation. Attorney Winters.

- c. To receive legal advice regarding potential litigation. Attorney Winters
- d. To discuss a contractual matter regarding the County Administrator. Administrator Hester.

**11. Council Actions Following Executive Session**

Councilwoman Mosley motioned to go back to regular session second by Councilman Killian. Unanimous vote. Councilman Guy was not present for votes on action items.

**a. Action taken regarding Project 2247.**

Chairman Branham motioned to move forward with Mr. Hester and economic development with project 2247 to pursue looking into the SSRC agreement, second by Councilman Vaughn. Unanimous vote.

**b. Action taken regarding potential litigation. Taken as information.**

**c. Action taken regarding potential litigation. Taken as information.**

**d. Action taken regarding a contractual matter.**

Councilman Killian motioned to give Administrator Hester \$649 a month for car allowance, second by Councilman Agee. Unanimous vote.

**12. Council Comments**

Councilman Vaughn stated the Fort Lawn Community Center was asking for volunteers on Thursday to help unload two truckloads of food along with some clerical work. He stated if anyone was interested in helping to be there at 10am it should be done by 2pm.

Councilman Agee stated Easter weekend was very busy and he thanked the fire and emergency services for all they did.

Vice Chairman Wilson stated Jimmy Starnes and Ronnie Stephenson passed away. They were both a big part of Chester County and asked to keep their families in their prayers.

**13. Adjourn**

Councilwoman Mosley motioned to adjourn, second by Councilman Vaughn. Unanimous vote.

**Time: 9:45 PM**

*Karen Lee, Clerk to Council*

Pursuant to the Freedom of Information Act, the Chester News & Reporter, The Herald in Rock Hill, SC, WSOC-TV, Channel 9 Eyewitness News, the Mfg. Housing Institute of SC, WRHI Radio Station, C&N2 News, WCNC News and Capitol Consultants were notified, and a notice was posted on the bulletin board at the Chester County Government Building 24 hours prior to the meeting.



STATE OF SOUTH CAROLINA )  
  )  
COUNTY OF CHESTER        )

Ordinance No. 2023-11

**AN ORDINANCE TO AMEND COUNTY COUNCIL RULES OF PROCEDURE  
SECTION 2-21 to 2-27**

**WHEREAS**, Chester County has the authority under S.C. Code §4-9-30 to adopt ordinances and to promulgate rules and regulations pertaining to its government and affairs, and to review interpret and amend its ordinances, rules and regulations; and

**WHEREAS**, Chester County Council is empowered by the provisions of S.C. Code S.C. Code Ann. §4-9-30(5), as amended to enact ordinances and policies relating to the management of the County in accordance with existing laws, and regulations; and

**WHEREAS**, Chester County has by referendum changed to the Administrator form of government; and

**WHEREAS**, the rules of procedure must be amended to reflect this form of government.

**NOW, THEREFORE, BE IT ORDAINED BY THE COUNTY COUNCIL FOR CHESTER COUNTY, SOUTH CAROLINA, DULY ASSEMBLED THAT THE FOLLOWING ORDINANCE IS HEREBY ADOPTED:**

Chester County Council does hereby adopt the amendments to Section 2-21 *County Administrator Form of Government*; Section 2-22 *Compensation of Council*; Section 2-23 *Organization Generally*; Section 2-24 *Council Chair*; Section 2-25 *Council Chair*; Section 2-26 *Clerk*; Section 2-27 *County Administrator* of the Chester County Council Rules of Procedure, as shown in Exhibit A, attached and incorporated by reference herein.

This Ordinance shall be effective upon adoption by the Chester County Council on the date of the final reading approval.

Enacted and approved this \_\_\_\_ day of \_\_\_\_\_, 2023.

CHESTER COUNTY, SOUTH CAROLINA

By: \_\_\_\_\_  
Joseph R. Branham  
Chair, Chester County Council

Attest:

By: \_\_\_\_\_  
Karen Lee  
Clerk to County Council  
Chester County, South Carolina

First Reading: May 1, 2023  
Second Reading: \_\_\_\_\_, 2023  
Public Hearing: \_\_\_\_\_, 2023  
Third Reading: \_\_\_\_\_, 2023

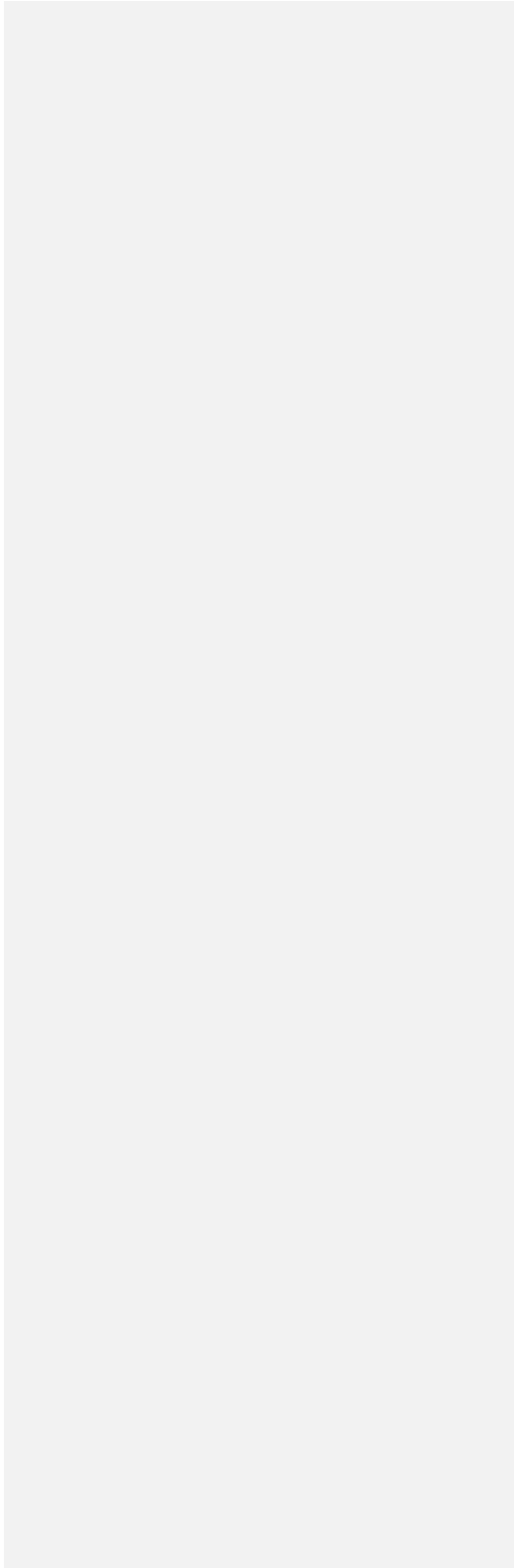


EXHIBIT A

ARTICLE III. - COUNTY COUNCIL

Sec. 2-21 – Council-Administrator Form of Government

- (a) The County Council does hereby adopt the Council-Administrator form of county government in accordance with a referendum conducted by the County on such question.
- (b) The County Council shall be composed of seven (7) members to serve staggered four-year terms and to be elected on the first Tuesday after the first Monday in the month of November in each even-numbered year. Council members shall be elected from six (6) defined single member election districts and one (1) at large election district, shall be residents of the election districts in which they are elected and shall be elected by the qualified electors of the districts in which they reside. The boundaries of the election shall be shown on maps dated [DATE] and prepared by the division of research and statistical services on the state budget and control board. All districts shall be reapportioned as to population as provided by law.
- (c) The County Council shall employ an administrator, who shall serve at the pleasure of the Council. The administrator shall have such duties as are provided by law and a job description approved by County Council.

Sec. 2-22 – Compensation of Council

Each member of County Council shall be paid annual compensation in the amount established from time to time by ordinance, at the end of each month served. A member of Council shall be reimbursed for actual expenses incurred in the conduct of official duties in accordance with reimbursement policies approved by the Council. No compensation shall be paid to a member of the Council during suspension from office; provided that compensation shall be paid in full upon favorable termination of any proceedings. Members of Council shall be eligible for participation in county deferred compensation, retirement and health benefit plans on the same basis as county employees.

[REPEAL 2-25 Duties and jurisdiction of standing council committees – Chester does not use committees]

Sec. 2-23 – Organization generally

The County Council shall elect a chair and vice-chair for terms as hereinafter set forth, at the initial meeting of the Council in January following each general election.

Sec. 2-24 - Council Chair

- (a) The Council shall elect one (1) of its members to serve as the chair for a term of two (2) years at the initial meeting of the Council in January following each general election. Any vacancy in the chair position shall be filled by the Council for an unexpired portion of a term. The Chair shall preside at

Commented [JW1]: Or Council can elevate the Vice Chair to this position and nominate another Vice Chair.

all regular and special meetings of the Council, shall execute on behalf of the Council all ordinances, resolutions, directives, deeds, bonds, contracts, and other official instruments or documents, and shall have such other duties and perform such other functions as are set forth in these rules. The Chair shall work in tandem with the Vice Chair by keeping the Vice Chair informed of county matters, including without limitation, economic development projects so that the Vice Chair may ably serve as the Chair when needed.

- (b) The Chair and the Vice Chair have a duty to attend community gatherings and meetings and to bring pertinent information back to the full Council.
- (c) It is the duty of the presiding officer to facilitate and proctor all meetings of the County Council, including committee meetings, workshops, and special called meetings.
- (d) Before the Chair or in the absence of the Chair, the Vice Chair, calls a meeting to order, it is his duty to determine that a quorum is present. If a quorum is not present, the Chair will wait until there is one or until after a reasonable time has passed that there appears to be no prospect that a quorum will assemble. If a quorum cannot be obtained, the Chair or in the absence of the Chair, the Vice Chair, will call the meeting to order, announce the absence of a quorum for the record, and entertain a motion to adjourn.
- (e) The Chair shall coordinate the agenda and meeting materials with the Clerk to Council during the week prior to the actual meeting. The Vice Chair shall be included in any meetings or discussions regarding the preliminary and ultimately the final agenda.
- (f) The Chair or in the absence of the Chair, the Vice Chair, shall preserve order during all meetings of County Council. If any member violates the rules of order as recognized by the Council, the presiding officer shall call that member to order. A member who is called to order shall immediately take a seat until the question or order is decided.
- (g) In the instance of any disturbance or disorderly conduct by persons present the presiding officer shall have the authority to order Council Chambers cleared, and any member may move for such order.
- (h) When a member of Council has claimed the floor, it is out of order for another to call out. If someone does, it is the duty of the presiding officer to obtain order and protect the rights of any member who is entitled to the floor.

#### Sec. 2-25 – Vice Chair

- (a) At the initial meeting in January following each general election, the Council shall elect one (1) of its members to serve as Vice Chair for a two (2) year term. In the event that the Chair shall be temporarily absent or unable to serve, the Vice Chair shall serve as the Chair in that circumstance. When the Chair is absent from a regular or special meeting of the Council, or unavailable at the time execution on behalf of the Council is necessary, the Vice Chair may execute on behalf of the Council all official instruments or documents unless otherwise directed by a majority vote of the Council.

- (b) In the absence of the Chair, whether for the entire meeting or just a portion of the meeting, the Vice Chair shall preside over the meeting, stepping into the same role as the Chair would hold.
- (c) The Vice Chair shall be notified and updated by the Chair of substantive issues and matters of the county that have to be addressed ultimately by Council.
- (d) The Vice Chair shall be included in discussions and meetings regarding economic development projects.
- (e) The Vice Chair shall assist in the compilation of the agenda for all meetings, to include without limitation, reviewing agenda item requests, receiving the draft agenda prior to publication to the entire Council, and to provide input on the final agenda.

Sec. 2-26 – Clerk

The Council shall appoint a person, not a member of the Council to serve as Clerk for an indefinite term. The Clerk shall record all proceedings of the Council and keep a journal of the proceedings which shall be open to public inspection; deliver copies of the minutes of each council meeting to all members of Council prior to the next regular meeting; keep a register of all ordinances and resolutions, assigning them a number and arranging them in order of introduction, and shall assist in their indexing and codification; attest the signature of the Chair, Vice Chair or County Administrator on official instruments or documents. During the disability or extended absence of the Clerk, the Council may designate an acting clerk.

Sec. 2-27 – County Administrator

- (a) The Council shall employ an administrator, not a member of the Council, who shall be the chief administrative officer of the county government and shall be responsible for the administration of all the departments of the county government which the Council has the authority to control. The County Administrator shall be apolitical, refraining from participation in the election of the members of the employment council and from partisan political activities which would impair performance as a professional administrator. The Administrator shall be employed with regard to executive and administrative qualifications only, and need not be a resident of the county at the time of employment. The Administrator shall, however, become a resident of the county within a specific time period as determined by the Council and shall remain a resident of the county throughout the employment period. The term of the employment shall be for a definite term, or at the pleasure of the Council.
- (b) The authority and duties of the administrator shall include, without limitation:
  - I. To serve as the chief administrative and executive officer of the county government;
  - II. To execute the policies, directives and legislative actions of the Council;



- III. To direct and coordinate operational agencies and administrative activities of the county government;
  - IV. To supervise expenditure of appropriated funds;
  - V. To prepare annual, monthly, and other reports for Council on finances and administrative activities of the county;
  - VI. To be responsible for the administration of the county personnel policies including salary and classification plans approved by the Council;
  - VII. To be responsible for the employment and discharge of personnel in those departments in which the employment authority is vested in the County Council. This authority shall not extend to any personnel employed in departments or agencies under the direction of an elected official nor to personnel appointed.
  - VIII. To prepare annual operating and capital improvement budgets and submit them to the Council at such time as the Council determines is appropriate, including with the submission a statement describing the important features of the proposed budget such as all sources of anticipated revenue and the amount of tax revenue required to meet the financial requirements of the county. The administrator shall affix a certification stating that, in the administrator's opinion, the proposed budget does not exceed anticipated revenues for the period concerned and the administrator shall assure that there is full compliance;
  - IX. To execute on behalf of the Council official instruments and documents;
  - X. To take all actions to provide for the county's compliance with applicable laws and regulations, and to maintain the physical properties of the county in good and safe state of repair and condition; and
  - XI. To perform such duties and projects as may be required by Council
- (c) With the exception of organizational and administrative policies established by the Council, the County Administrator shall exercise no authority over any elected official of the county whose offices were created by the Constitution or by the general law of the State.
- (d) Except for the purposes of official Council inquiries and investigations, the Council shall deal with county officers and employees who are subject to the supervision of the County Administrator solely through the administrator, and neither the Council nor its members shall give directives or instructions directly to any such officers or employees.
- (e) During the extended absence or disability of the administrator, the Council shall designate another person to serve as acting administrator.

- (f) The administrator shall maintain high standards of integrity and confidence and adhere to the highest ethical and moral principles in the execution of duties. It shall be the duty to continue to keep abreast of advances and developments in county government administration. When the Council has established a policy in reference to any matter the county administrator is directed to execute and supervise that policy without further action by Council. In the event that any policies established by Council shall need changes or further definition it shall be the duty of the county administrator to recommend to County Council in writing the proposed changes or definitions. It shall be the duty of the County Administrator to promulgate, implement and execute administrative policies for the management of operational functions of county government, and to propose necessary legislative and public policies for adoption by Council in order that such policies shall be executed without further action by Council.
- (g) The County Administrator is authorized and directed to develop and require submission of activity reports from all departments and agencies at such intervals and in such form as the County Administrator shall determine.
- (h) The County Administrator shall devote full time to the administration of the county government. Outside employment is prohibited unless expressly approved by a majority vote of the members of Council.

## OLD RULES OF PROCEDURES

### Chapter 2 - ADMINISTRATION<sup>11</sup>

#### Sec. 2-21. - Council-supervisor form of government.

The county council does hereby adopt the council-supervisor form of county government. The terms and districts of the six existing council single-member districts shall remain as they now exist and a county supervisor shall be elected for a four-year term to commence on January 1, 2007. All members of the county council serving terms of office on the date the ordinance from which this section is derived becomes effective shall continue to serve the terms for which they were elected; and all members of the county council serving terms of office at this time shall continue to serve the terms for which they were elected.

(Ord. of 10-3-2005)

#### Sec. 2-22. - Elections.

Elections for members of council shall be held at the same times and places established pursuant to state law for general elections (Act 253 of 1979; Act 525 of 1982).

(Code 1998, § 2-103)

Sec. 2-23. - Single-member districts.

One member of council shall be elected from each of the six single-member districts established by Ord. No. 4-6-92, and shall be a qualified elector and resident of the district from which elected while serving on council.

(Code 1998, § 2-104; Ord. No. 4-6-92, 4-6-1992)

**State Law reference**— Council districts, S.C. Code 1976, §§ 4-9-90, 4-9-410.

Sec. 2-24. - Compensation of council.

Each member of council elected from a district shall be paid annual compensation in the amount established from time to time by ordinance, at the end of each month served. A member of council shall be reimbursed for actual expenses incurred in the conduct of official duties in accordance with policies approved by the council. No compensation shall be paid to a member of the council during suspension from office; provided that compensation shall be paid in full upon favorable termination of proceedings. Members of council shall be eligible for participation in county deferred compensation, retirement and health benefit plans on the same basis as county employees.

(Code 1998, § 2-105)

**State Law reference**— Salaries of councilmembers, S.C. Code 1976, § 4-9-100.

Sec. 2-25. - Duties and jurisdiction of standing council committees.

(a) *Enumerated.* The five standing committees of council and matters over which they have jurisdiction are as follows:

- (1) *Finance and operations.* The council committee on finance and operations shall have jurisdiction over the assessment and taxation of property; county appropriations and expenditures; budgeting and accounting methods and procedures; county bonds and indebtedness; capital improvements and programming; administrative activities; government organization and structure; appointments to boards and commissions; personnel policies and procedures; purchasing; equipment maintenance; and other related matters.
- (2) *Committee on planning and economic development.* The council committee on planning and economic development shall have jurisdiction over long range planning; land use and land use regulations; housing and building codes; subdivision regulations; street names; stormwater management and sediment control; drainage and flood control; intergovernmental relations; licenses and business regulations; economic development and recruitment; infrastructure planning; technical education; governmental rules and regulations; and other related matters.
- (3) *Committee on public works.* The council committee on public works shall have jurisdiction over county engineering; the maintenance of county roads; the acquisition and protection of rights-of-way for county roads and utilities; county buildings and grounds; county landfills and solid waste and convenience centers; animal control regulations and administration; and other related matters.
- (4) *Committee on justice and public safety.* The council committee on justice and public safety shall have jurisdiction over law enforcement; detention facilities; legislation and legal matters; courts; county public records; council rules and regulations; county fire prevention and protection programs; county emergency services; and other related matters.

- (5) *Committee on health and environmental protection.* The council committee on health and environmental protection shall have jurisdiction over health; welfare; county libraries; county museums; county historic and cultural activities; county parks and recreation; animals and wildlife; agricultural and forestry activities, matters and concerns; and other related matters.
- (b) *Appointment of chairperson.* The chairperson of the council shall, within ten days after the first regular meeting of council in January or as soon thereafter as practicable, with the approval of three additional members of council, appoint the standing committees of the council. The chairperson shall also appoint a member of each committee to serve as its chairperson; but no member of the council shall be appointed as chairperson of more than one standing committee.
- (c) *Terms of committee members.* Members of standing committees shall serve for a term of two years unless removed from the committee by the chairperson of the council with the consent of the member.
- (d) *Chairperson of the council ex-officio member of all committees.* The chairperson of the council shall be an ex-officio member of all standing committees. The chairperson of the council shall not be counted toward the determination of a quorum nor be entitled to vote on any committee of which the chairperson is only an ex-officio member. On all committees of which the chairperson is designated a member other than by being an ex-officio member, the chairperson shall be counted toward determining a quorum and be entitled to vote on all matters coming before the committee.
- (e) *Recall procedure for ordinance or resolution sent to committee.* Any ordinance or resolution which has been referred to a committee may be recalled by an affirmative vote of three members of the council.
- (f) *Recommendations and backup information included on regular council meeting agenda.* Committee agendas with backup information and committee recommendations shall be included in the agendas for regular council meetings; provided that, if any matter is considered by the majority of any committee to be an emergency, the delivery of such reports may be waived. In lieu thereof, copies must be furnished to each member of council at the time of said meeting.
- (g) *Committees not authorized to take action.* Committees are not authorized to take action on matters referred to them, but are to conduct studies, gather information and make recommendations to the council for appropriate action by the council.

(Ord. No. 2-21-05A, § 1, 2-21-2005)

Sec. 2-26. - Council duties concerning personnel.

- (a) The county council shall annually adopt in conjunction with the budget the Chester County Position and Classification List which shall identify by department, or agency each approved position and the grade for the position. The position and classification list may be revised during the fiscal year by the council by a duly adopted ordinance.
- (b) The county council shall by ordinance formally adopt organizational charts showing the agencies, departments, boards, commissions, and positions that have been established by the council and that are currently in effect. Any changes to this structure must be approved by the council by a duly adopted ordinance.
- (c) The Chester County Position and Classification List identified by department, or agency and each approved position and the grade for the position previously adopted is declared to be in effect.
- (d) The job descriptions previously adopted by the county council are hereby declared to be in effect. Any change to a job description must be approved by the council as a part of the budget process or be approved by the council by a duly adopted ordinance.

(Ord. No. 2-7-05, §§ 1—3, 2-7-2005; Ord. No. 10-15-12C, 10-15-2012; Ord. No. 11-05-12, 11-5-2012; Ord. No. 03-17-14, §§ 1—4, 3-17-2014)



STATE OF SOUTH CAROLINA        )  
  )  
COUNTY OF CHESTER                )

**Ordinance No. 2023-12**

**AN ORDINANCE TO AMEND ORDINANCE 2021-12**

**WHEREAS**, Chester County, South Carolina (the “County”), acting by and through Chester County Council (the “Council”), adopted Ordinance No. 2021-12, (the “Ordinance”), on December 6, 2021, approving the requirements for the County’s Executing and Delivering Development Agreements; and,

**WHEREAS**, Ordinance No. 2021-12 provided certain caveats that needed inclusion into a Development Agreement for Chester County; and

**WHEREAS**, to lessen the burden and impact on County services, the developer of such projects shall pay a proportionate Development Fee to Chester County; and

**WHEREAS**, Chester County Council wishes to determine the anticipated fee to conform to proper spending of such revenue as approved by this Council; and

**WHEREAS**, Chester County Council has determined that an appropriate fee for the development of single-family homes would not exceed the amount of Five Thousand Dollars and No Cents (\$5,000.00) and for the development of townhomes the appropriate fee would not exceed the amount of Three Thousand Dollars and No Cents (\$3,000.00);and

**WHEREAS**, the allocation of Development Fees shall be revisited during the fiscal budget process for revision and review; and

**WHEREAS**, Ordinance 2021-12 must also be amended in Section 5. *Additional Provisions, (a)* to state that the “*Administrator/Chairman*” shall be authorized to carry out the transactions authorized by Ordinance 2021-12. Current language indicates this shall be the “*Supervisor/Chairman*”.

**NOW THEREFORE BE IT ORDAINED THAT:**

Chester County Council does hereby amend Ordinance No. 2021-12 under Section 5(a) to delete the word “*Supervisor*” and insert the word “*Administrator.*” Chester County Council does also hereby amend Ordinance No. 2021-12 Exhibit A to add:

*Section V. Chester County Council has determined that an appropriate fee for the development of single-family homes would not exceed the amount of Five Thousand Dollars and No Cents (\$5,000.00) and for the development of townhomes the appropriate fee would not exceed the amount of Three Thousand Dollars and No Cents (\$3,000.00).*

SECTION 2: This ordinance shall take effect upon adoption.

Adoption this \_\_\_\_\_ day of \_\_\_\_\_, 2023

1<sup>st</sup> Reading: May 1, 2023  
2<sup>nd</sup> Reading: \_\_\_\_\_  
3<sup>rd</sup> Reading: \_\_\_\_\_  
Public Hearing: \_\_\_\_\_

\_\_\_\_\_  
Joseph R. Branham, Chair  
Chester County Council

\_\_\_\_\_  
Karen Lee  
Clerk to Council

**CCMA22-17 Fielding Homes LLC C/O Isaacs Group request Tax Map # 114-00-00-015-000 on Gaston Farm Road to be rezoned from Limited Industrial District (ID-2) to Planned Development District (PD).**

Chris Robusto stated he was with Fielding Homes and lives at 517 Sutton Road North, Fort Mill, SC. and Benji Layman with the Isaacs Group and lives at 720 Red Oak Boulevard Charlotte, North Carolina. Mr. Layman stated the name of our subdivision we're proposing Richburg Meadows. Again, this is what the Isaac's group with engineer, and this is a building homes DRB group product. Just a little information about the two of us. We're both local with over 20 years of experience in the area. We've got probably a dozen or more projects in the Charlotte and surrounding area. This development is a single family development. We've got quite a few of those down in York County and then up into Lake Wylie, Gastonia, and in Charlotte. What we're asking for is the rezoning of two parcels. Like you said, each parcel has a piece that we're requesting rezone, and a piece that we're requesting to remain as ID2 to the reason for that there. You'll see in the next slide there's kind of a natural divide of the property of a creek that we're going to try to keep that apart from what we're doing now. And a lot of that comes down to sewer capacity. But the larger track we're asking for rezoning of 160 acres of the 265 to PD and then the smaller track 20 acres of the 22.07, 2.8 would remain ID2. This is a sketch of our proposed site plan which is 400 single family lots. This is on 180 acres total. So that's just over two lots per acre our lot widths are 60 and 70 feet with a minimum lot size of 7000 square feet. Some of the notable items to point out for this size site. We're only at two lots per acre, which gives us the ability, and there's a lot of natural creeks and ponds on the side that will maintain will have over 40 acres of open space that will remain as tree save, ponds, Creek, and buffers, that's over 20% of the site. That's not including any type of amenities on the site. Again, the existing creeks and the two large ponds that are on the site, they'll remain undisturbed. Each unit or each lot will have four parking spaces on the lot to garage to driveway. That the driveways will be long enough where they are outside of sidewalks so that's two spaces that are obstructing roads and sidewalks.

There will have an additional pocket park throughout the site kind of in areas of various amenities. So, there will be opportunities for additional guest parking throughout. We did have a minimum 50 foot buffer around the site which I think is the new criteria of the PD regulations. We have been working with Sewer District and we've secure sewer for 400 Lots which is kind of why we kept it as shown and that's why we're requesting the rezoning for this portion. And then just to note that we do have a road cross section on the plan, and it does have sidewalk and planning strips on both sides of the road. Usually, the big item we hear about is traffic you know with a project of this size what will we do to mitigate traffic concerns? We did have a traffic report that's been reviewed and approved by SCDOT. It was done by Davenport engineering. The entrances will have two entrances into the site they'll both have a right turn lane. And then the additional improvements that we'll have are down at Hwy 9. We'll have a right turn lane from Highway 9 on to Lyle Road and then a left turn lane from Lyle Road on the Highway 9 so those are required and approved by SCDOT as mitigation for the site. In addition, we'll have to continue to monitor the intersection at Gaston Farm Road and Lyle Road to see if that's going to warrant any type of, currently it's a two-stop condition. If we need to add stop signs to that. Just a little detail on architecture architectural elevations. The product has no vinyl siding. It's all cementitious material. finished floors are usually raised, raised at least a foot above the sidewalk to kind of give that typical appearance that you see 30 year architectural shingles and decorative garage doors, and again the garages are 25 feet from the public sidewalks that gives plenty of room for a car to park without overhanging, and just a little

information on the homes itself. They're going to be between about 1400 and square feet to 2300 square feet and starting price will be about \$328 to \$359,000. That's it as far as our presentation.

Mr. Robusto stated just a little bit about Fielding. So, we are Crescent Resources. We are the residential arm of Crescent Resources. So, everyone is probably familiar with all the subdivisions that we build all around Lake Wylie and in Lake Norman, the closest one we'll have is Mason's Bend, which is right in Fort Mill. As you go across the river. We've got a big project there that we've done. Our product that we're proposing to do here is represented in that neighborhood and I met with our adjacent neighbors, the Pleasant Grove United Methodist Church yesterday, talked with them and explain to them what we're doing as their neighbors. If we go back and look at the site plan, one of the things that we're doing is the white area basically on the bottom and on the right side of the page, that's going to stay the existing zoning that it is we're only rezoning the portion. And the reason is Benji had stated is that the sewer that we're able to purchase and get capacity for so that's kind of what drove our numbers when we started on that that avenue back in November and December of last year is that's why that we're here. The little notch out that's there on the on the side of the page. That's the rest stop on I-77. So, our property goes all along that rest stop area and hits the frontage road on I 77. Right along that area over there. Like Benji had stated sewer is good we've had conversations on how to get the water there. We've talked to the church about getting them water. They talked to me tonight about getting them sewer as well. That's something that we would entertain in our development process that we're going through here. We build a really nice home. Masons Bend is a great subdivision Fort Mill is happy with it. I think we can come a little bit further down and provide some good housing here. And we're available for whatever questions.

Commissioner Grant asked if they said they must have water to the site or if its already there.

Mr. Layman stated we will be extending water to the site. Mr. Robusto stated there's no water on Gaston Farm Road right now. So, we'll have to come down Lyle and then turn right. And go up Gaston farm to enter our project and then we'll I'm sure will be required to extend it to our northern most boundary on Gaston farm.

Chairman Raines asked how many years to build out this project.

Mr. Robusto stated were figuring five to six years' worth of build time to do the 400 units. Schedule wise if things go as we're currently projecting, we'd purchased the property in April or May of next year. We will start development it will take a year's worth of development because of the offsite road improvements we've got to do with the turn lanes and connecting to the sewer. So, we've figured about a year or so we wouldn't even start vertical construction until 2024, and then at Christmas time in 2024 our first you know, beginning of 2025 would be our first residence there and it will take about five to six years to sell and build this many homes at the level of homes that we built. Basically 2024, before we get into 2025. When I met with the church last night, it'd be close to 2030 probably by the time it's completed and we're doing warranties and everyone's living there. We'll have an amenity center. We have a project at Lake Wylie called Paddlers Cove right near 49 and we're going to do that amenity package. It's got a pool and a cabana and playground for kids with walking trails with 40 acres of open space I don't know whoever's been out on the Hicklin property before but great ponds and tree cover and canopy that runs down through there that we'll be able to maintain. Because we're not cramming lots in on this thing.

Chairman Raines stated would there be a homeowner's association.



Mr. Robusto stated you would have a homeowner's association that would be managed by a company and all the rules that would follow along with that process and working with staff along the way. We've obviously come up with the guidelines that we've already established here to present.

Commissioner Howell asked if there would be improvements to Lyle and Gaston Farm Road.

Mr. Robusto stated the traffic impact analysis came back on Lyle, when we go back to Hwy 9, we must put a left turn lane in, but it will only be kind of at that, part that's there on Gaston Farm we have our turn lanes that will go into the subdivisions. We must do those. We talked about doing a four way stop that Lyle and Gaston farm obviously with our new traffic, when talking with the church last night and they've asked for stop signs with blinkers on them to make sure that people can see so that's something we'll be talking to SCDOT about there will be no traffic circles.

Commissioner Howell asked if the utilities are going to be buried.

Mr. Robusto answered yes

Commissioner Walley asked about the houses they showed in the pictures if they would all look the same and would the garage be in front.

Mr. Robusto stated the garage will be in the front because these lots are 60 and 70 foot wide. What Benji did not include in this picture is we're going to offer a ranch offering the smaller square footages will be ranches. There're four different products that are in that ranch line and we can get copies to you the plans that we're proposing. But there'll be a series of ranch homes that as well as two story homes in there and they're not huge houses. I think we're staying, you know, in the mid 2000's square foot range. Masons Bend has enormous homes and some of them, but you know, from 1500 to 2500 sq ft. is probably where we'll end up being. That's where we think we'll come out of the gate with offerings.

Attorney Winters asked if they would be willing to enter into a development agreement with the county.

Mr. Robusto said yes.

Chairman Raines stated from the literature, all your construction will be on hardee siding. It will be no vinyl.

Mr. Robusto stated the vinyl would be maybe on the windows or the treatment, the standard stuff and we list them out very specifically. I mean, there may be some columns that get done but the broad siding on the front and the rears. We have windows on the side of our homes as well. I know that's probably new for some people that we have windows all the way around our homes. And we'll have hardee plank siding on our houses.

Commissioner Howell asked if the houses would be 20 feet apart or more.

Mr. Robusto stated there'll be more than that the bodies are 40 foot wide on the 70 foot lot. So, you will end up 15 on the one lot and 10 on the other should be 25 feet wide. Between houses so you'll have

decent size yards understood that from staff in the beginning the lot size was a concern. So, we again asked for lots of a little bit bigger.

Chairman Raines asked if anyone wished to speak in favor for this rezoning request.

Roxann James, 3007 Steele Village Road, Rock Hill, SC I'm a member of Pleasant Grove United Methodist Church. and I do pay Chester County taxes. This is beautiful plan and from what I gather when he met with my church last night. There were a lot of great comments about protecting our cemetery. And he has shown that by his plans, of having you know, a nice easement around our cemetery. But it's like everything else you know will our local home taxes go up? And that's probably not what you can answer, but I had to ask.

Chairman Raines asked if anyone wished to speak in opposition for this rezoning request.

Robin Dodson. I live at 3631 Hernandez Road Richburg, South Carolina And what I heard him say is that you want the PD zoning and PD zoning are not single family residential only. PD zoning is a mix of commercial different types housing, like Lando village, I know you've all looked at Lando village you've got your senior citizen center, you've got your market center. You've got your houses down by the river and they are talking about one type of house I didn't hear anything about. I think of a PD as being like Baxter, where you've got places where people can go and when I think of a PD I think of, and you guys know section six of the of the law. You go there and you stay there you don't leave. Once you get home from work, you stay there because the things are there that you need. And single family residential in my opinion does not meet a PD zoning requirement. And so, I don't understand how they could ask that, have y'all read section six of the code.

Planning Director Levister read the definition for PD Planned Development from the Chester County Zoning Ordinance where it read, "a planned development district *may permit mixture use type of housing,*" it did not say shall it says may.

Ms. Dodson stated so Chester County's ordinance supersedes what the state recommends for PD's. You've read that Ms. Winters.

Attorney Winters stated not every county has zoning and so under home Rule counties were permitted to create their own zoning. I don't know when that code was created, but it's been around I've been here for 20 years, it's been here that long.

Ron Thompson. The address is 2615 Steele Village Road. Rock Hill but again Chester County. I pass this piece of property twice a day at least. Yes, Gaston Farm Road is a farm to market road. The road is while it's not as bad as Lyle Road not as bad as Millen Road. It is not a good road and you're looking at if you put 400 homes here, and they've already said four parking places. You know that's an average for a house now. You'd have kids you're going to have four cars. So, you're looking at 1600 more cars per day. Going out on to Gaston Farm and Lyle Road, making that left turn on to Hwy 9 from Lyle Road where there is already there's not a traffic light there. GT, if you go out of there seven o'clock in the morning, you already take your life into your hands, because there's a lot of traffic right there. You have this many more cars coming in and out of that neighborhood. You're going to have a lot of traffic. You're also going to be adding traffic going up and down Fishing Creek Church Road, which is in bad shape for people coming over to highway 72. I just don't think the roads and the infrastructure in that area is up to par for this and adding

a turn lane here and there. And making a four way stop is not the answer. So, I think this development is too large. You're looking at 1400 to 1600 square foot houses. Yeah, they're nice in the beginning. But you look at some of the other neighborhoods. What's this neighborhood going to be in 10 years? Yeah. Is it going to be a quality neighborhood or is it going to be another rundown cookie cutter subdivision, which is what I suspect it will be.

Commissioner Howell asked if they would entertain maintaining the road during construction. If it was destroyed.

Mr. Robusto stated they could check with SCDOT about how they grant us rights to maintain a road. I don't know how we do that I can investigate I don't know the answer to that. No one's asked me to take responsibility for county road before. So, I can't I don't know the answer that. We haven't done that in an instance before like this. We can absolutely investigate it and get back with us before our next presentation.

Commissioner Howell stated what I was getting at is if the road was destroyed then Crescent would rebuild, would fund the road to be repaired or replaced.

Mr. Robusto stated I'm not going to be able to sign the company up to rebuild the road. That's going to be way beyond me, to agree to that. Thank you.

Donnann Espitia stated we live at 1564 Millen Road. It's a Chester address, but we're over there in Richburg and Millen meets up with Lyle, and I'm just wondering with, you know, several 1000 more people, where are they going to go to school? Our schools are full as it is, and our fifth graders must go to school at the middle school because there's no more room for them at the elementary school. The high school is falling apart. Who's going to provide I mean; our sheriff doesn't have enough deputies as it is to patrol our county. So, I don't know who's going to be serving and protecting these people. Our EMT and fire are already overworked. I just don't see how we can sustain this many new people coming into our little country town. They're very beautiful homes for Charlotte or Fort Mill. But I just don't see how they have a place here in our community.

My name is Doug Becker 1528 Grandparents Road, York County, not Chester County but I'm a stone's throw from Chester County Line. Our concern is that traffic can't get out on Highway nine they're going to come our way they will come down Fishing Creek Road they're going to hit Humpback Bridge Road, straight up Dunlap Roddey Road and over to try to hit the interstate. If it can't get out one way to go the other. We just fought quarry. Miss Roxanne help with that. That was going to be the incident there with all the trucks. I'm glad it didn't happen. But that is our concern is all the traffic is going to come our way. Thank you.

Hi, my name is Blair McCrainey. My husband and I have recently relocated back to this area about six months ago. We're renting a house out in Edgemoor on Edgeland Road. But we are about to finish our custom home Knox Station Road. My son just started kindergarten two days ago at Lewisville Elementary School. I'm a Lewisville high school graduate. And then a Winthrop graduate. My husband and I have spent the past nearly 10 years working anywhere from Charlotte out to the Catawba nuclear station and everywhere in between. And for the past 10 years we have moved further and further and further south trying to escape all these developments that are crashing in. Strangely enough, all our friends are doing the same thing. They are not afraid to sell a home and move away, change jobs, move a business,

everything that they need to do to get away from all of this that seems to be coming on all corners of Richburg and Chester County. There's nothing wrong with growth but I believe there's a right way to do it. And I think the way we're looking at doing it right now just feels so intense. Renting in Edgemoor has given us about, like I said about six months to sort of see what's happening already in that area with the three developments that are already coming, and it has really ravaged that area. I'm very concerned about my kids in school, like the other ladies mentioned. What are we going to do? How is the infrastructure of our area going to support all these developments that seem to want to come and how in the world are we going to continue to attract people that want to come buy large pieces of land and build nice, large 3000 plus square footage custom homes. If we could have just done that in Fort Mill? We could have just done that in Charlotte. What is Chester offering us that those places couldn't and that's what I want everybody to think about. If we can that's what we're afraid is going to happen.

Commissioner Grant motioned to approve, second by Chairman Raines. Vote 5-1 to approve. Commissioner Walley opposed.



**Chester County, South Carolina**  
 Department of Planning, Building & Zoning  
 1476 J.A. Cochran Bypass  
 Chester, SC 29706

**Zoning Map Amendment (Rezoning) Application**

Fee: Residential \$150.00, Non-Residential \$300.00, Planned Development \$1000.00

Meeting Date: 8-16-22 Case # CCMA22-17 Invoice # 5407

The applicant hereby requests that the property described to be rezoned from ID-2 to PD

Please give your reason for this rezoning request:  
To provide 400 single family lots in a master planned community

*Copy of plat must be presented with the application request*

Designation of Agent (complete only if owner is not applicant): I (we) hereby appoint the person named as applicant as my (our) agent to represent me (us) in this request for rezoning. A Corporate Resolution letter or a permission letter must be presented at the time of application request. NAICS CODE: 236117

**Property Address Information**

Property address: Gaston Farm Road adjacent to I-77  
 Tax Map Number: 114-00-00-016-000 Acres: 160.33

Any structures on the property: yes  no . If you checked yes, draw locations of structures on plat or blank paper.

**PLEASE PRINT:**

Applicant(s): Fielding Homes, LLC and The Isaacs Group (Benji Layman)  
 Address 227 W. Trade Street Suite 1610 Charlotte, NC 28202 8720 ite 420 Charlotte, NC  
 Telephone: [REDACTED]

Owner(s) if other than applicant(s): Miller Development Company  
 Address: 1120 East Boulevard Suite 200 Charlotte, NC 28203  
 Telephone: [REDACTED] com

I (we) hereby agree that this information I (we) have presented is correct. Insufficient information may result in a denial of your request.

Owner's signature: [Signature] Date: 7/12/22  
 Applicant signature: [Signature] Date: 7/12/22

**CANCELLATION MAY RESULT IN AN ADDITIONAL FEE OF \$150.00. SOMEONE MAY REPRESENT YOU AT THE MEETING.**

We are proposing to rezone a portion of two parcels (114-00-00-015-000 and 114-00-00-059-000) located on Gaston Farm Road to PD to accommodate 400 single family lots. The request is to rezone approximately 160 acres of parcel 114-00-00-015-000 (104.50 to remain as ID-2) and approximately 19.30 acres of parcel 114-00-00-059-000 (2.80 acres to remain ID-2). The total to remain as ID-2 is approximately 107.30 acres.

The entire development will consist of single family lots with widths of either a minimum of 60' or a minimum of 70' in width and a minimum area of 7,000 square feet. The density for the development works out to 2.25 lots/acre based on 400 lots across approximately 180 acres.

There will be multiple pocket parks spread throughout the development which will include dog stations, benches, and enhanced landscaping. There will also be a main amenity area which will include a pool and cabana. A great effort has been made to maintain the existing ponds (two separate ponds) and streams (along with buffers) and leave those as natural open space.

Streets are designed to Chester County standard and consist of 26' of pavement as well as sidewalk on both sides. These roads will be constructed to County paving sections and turned over to the County upon request. Along with the pocket parks, there will be small areas of surface parking that can be used for overflow. Each lot will consist of a total of 4 unobstructed parking spaces (2 in the garage and 2 in the driveway; outside of the sidewalk). A TIA is being performed and coordinated with SCDOT so that the necessary road improvements will be constructed to mitigate traffic concerns.

All applicable County and State regulations will be met with regards to landscaping, erosion control, and permanent storm water detention/water quality. During construction multiple sediment basins will be constructed to control surface run off. A buffer will be provided off of all streams to allow for room to collect construction run off and send this water to ponds to settle. Water will then be skimmed off the top and clean water will be released at a slow rate or draw down time over several days. In the final condition, two large ponds will be provided to treat and detail storm water. Again, this will be released at a rate lower than existing conditions. Landscaping will be provided per code. Also, existing trees will remain undisturbed along the creek buffers and in areas around the perimeter of the property.

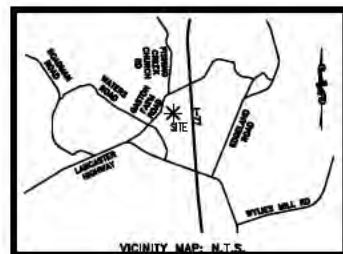
The development will have an HOA and will have covenants. This will provide direction on all easement information as well as maintenance responsibilities for common open space as well as maintenance for storm water ponds. The covenants will be recorded to assure compliance.

Sewer capacity was paid for 400 lots and it is anticipated the infrastructure will be constructed to ensure the capacity agreement stays in place. It is anticipated that full build out will occur around 2029.

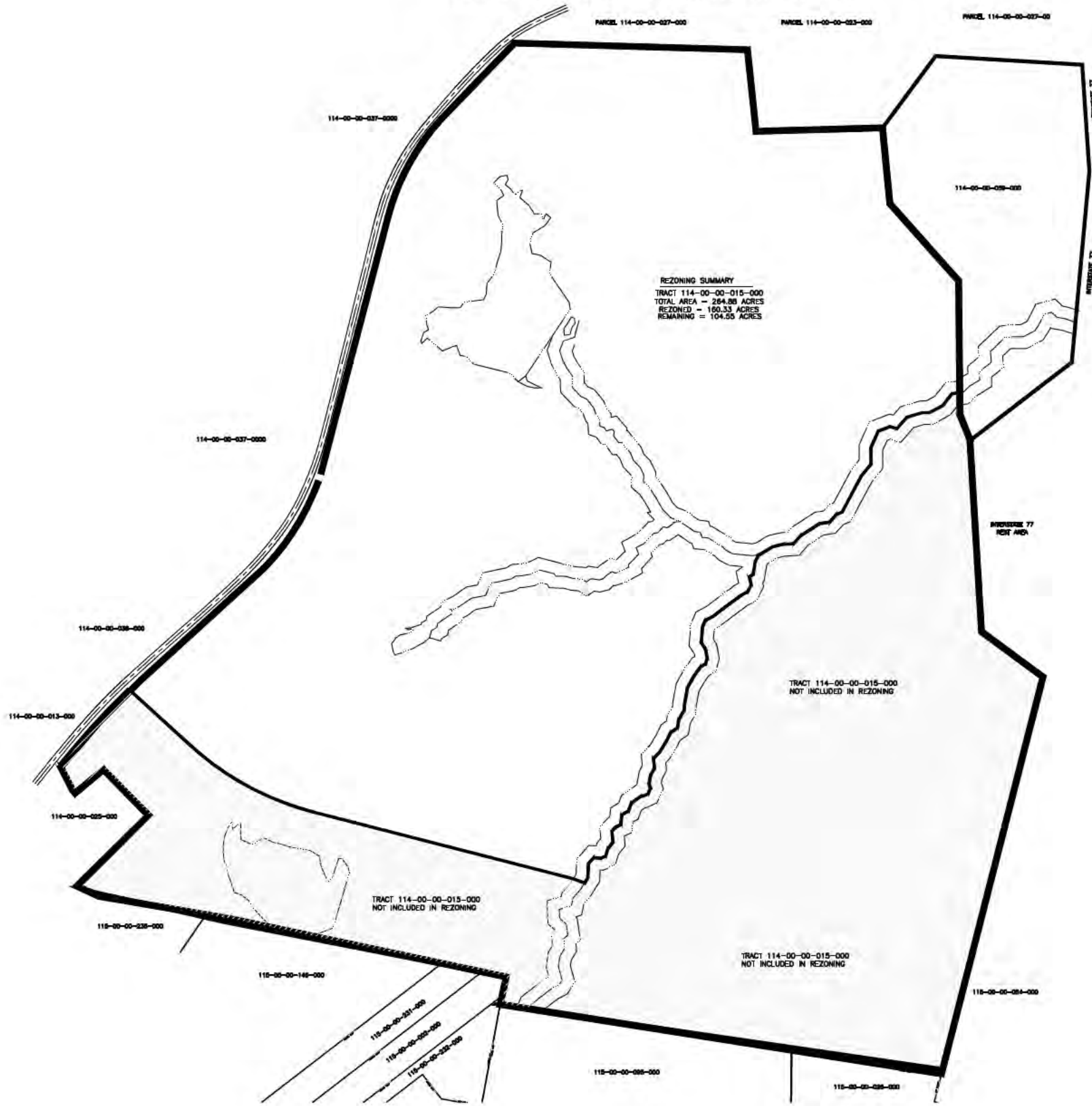
The approach with this project has been a little different than other proposed developments in the market today. This project proposes a nice product on lots that are a little wider and bigger than other PD development and built at a lower density. The lot layout has been based on the natural features of the property and will provide nice amenities without trying to fit too much.

# HICKLIN SUBDIVISION

## CHESTER COUNTY, SOUTH CAROLINA



DEVELOPMENT DATA  
 PROPOSED ZONING: PD  
 COUNTY: CHESTER COUNTY  
 TAX PARCEL: 114-00-00-015-000  
 REZONING SUMMARY  
 TRACT 114-00-00-015-000  
 TOTAL AREA = 284.88 ACRES  
 REZONED = 180.33 ACRES  
 REMAINING = 104.55 ACRES



REZONING SUMMARY  
 TRACT 114-00-00-015-000  
 TOTAL AREA = 284.88 ACRES  
 REZONED = 180.33 ACRES  
 REMAINING = 104.55 ACRES

TRACT 114-00-00-015-000  
 NOT INCLUDED IN REZONING

TRACT 114-00-00-015-000  
 NOT INCLUDED IN REZONING

TRACT 114-00-00-015-000  
 NOT INCLUDED IN REZONING



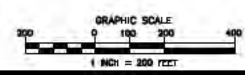
**PRELIMINARY**  
 FOR REVIEW PURPOSES ONLY

Project: **HICKLIN SUBDIVISION**  
 CHESTER COUNTY, SOUTH CAROLINA  
 Re: **REZONING #1**  
**TRACT 114-00-00-015-000**

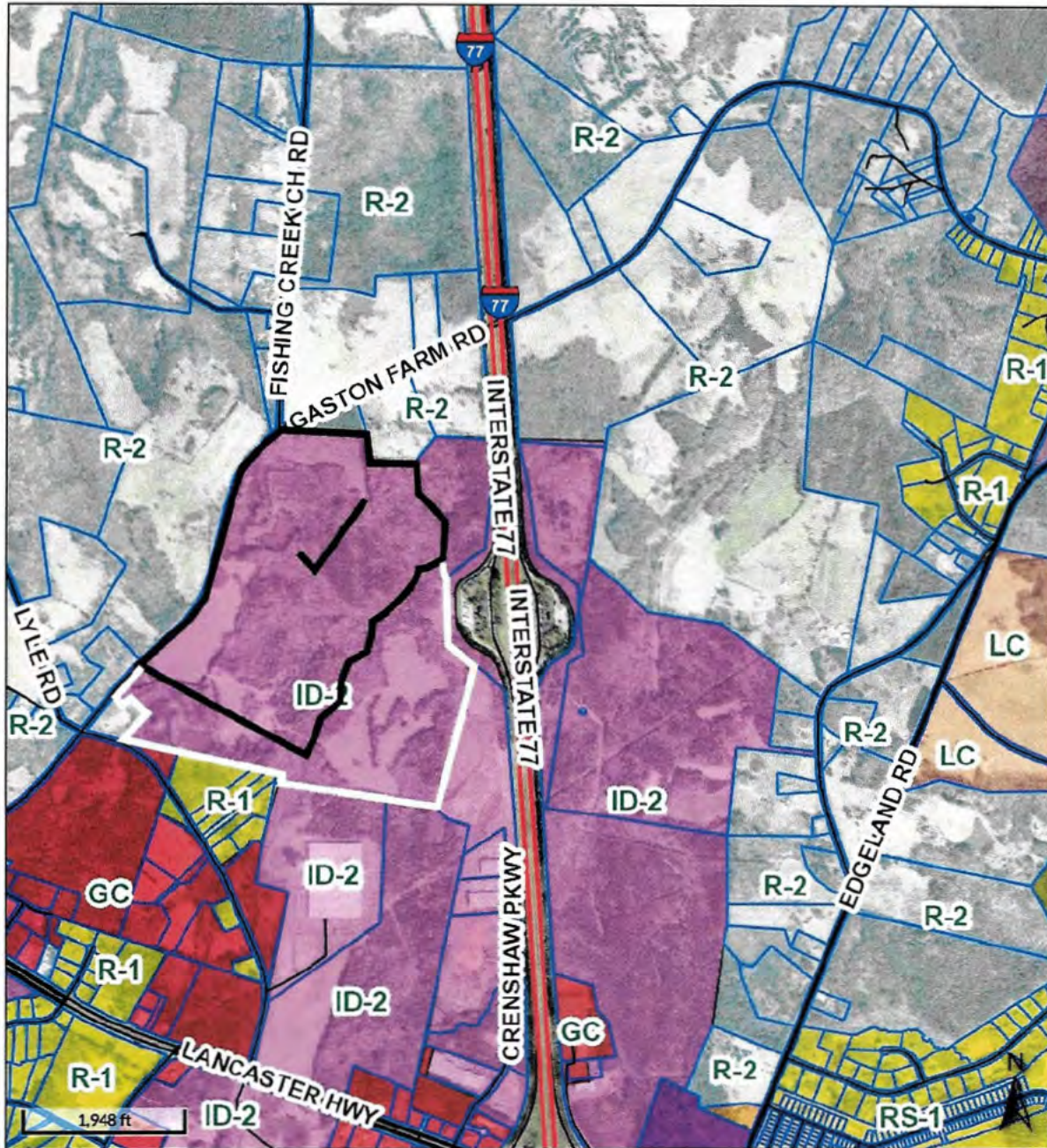
ISAACS  
 8720 RED OAK BOULEVARD, SUITE 420  
 CHARLOTTE, N.C. 28217  
 PHONE (704) 597-5449 FAX (704) 597-5555

Rev # 2021-0220 Date 12/21 Project EIR: FTL  
 Design By: FTL/CH  
 Drawn By: FTL/CH  
 Date: 1/2022

**RZ1.0**



NO.	BY	DATE	REVISION



Overview



Date created: 9/2/2022  
Last Data Uploaded: 9/2/2022 4:50:38 AM

Developed by  **Schneider**  
GEOSPATIAL



Hello,

The Department agrees in concept with allowing two access locations on Gaston Farm Road. The final determination will be made during the encroachment permit application process, when the SCDOT Access and Roadside Management Standards (ARMS) manual requirements for horizontal and vertical sight distance and separation between roads and driveways must be demonstrated by the developer's civil engineer.

Thank you,

**Allison C. Love, AICP**  
**Assistant District Permit Engineer – District 4**  
**SC Department of Transportation**  
**(803) 385-4261**



*Safety 1<sup>st</sup> – Live By It!*  
*Let 'em Work, Let 'em Live!*



VIA Electronic Mail

May 5, 2022

Chester County  
Building and Zoning  
PO Box 580  
Chester, SC 29706

**Re:** Chester Sewer District  
Willingness and Ability to Serve Letter  
for NPDES Permit # SC0001741

To Whom It May Concern:

The Chester Sewer District (d/b/a) Chester County Wastewater Recovery (CWR) is willing and able to provide The Miller Development's with an additional twenty-five (25) residential units to the previous allotment of three-hundred-seventy-five (375) residential units with wastewater service. The cumulative allocation is four-hundred (400) residential units for the properties located on Gaston Farm Road in Richburg, South Carolina. The tax map numbers for the aforementioned lots are as follows:

- 114-00-00-015-000
- 114-00-00-059-000

Please note, this willingness and ability letter are subject to the following conditions:

- CWR will evaluate the current capacity conditions if construction has not begun and/or is not completed by the expiration date, May 31, 2024.

If you require additional information, please call me at (803) 377-3541.

Sincerely,

**Chester County Wastewater Recovery**

  
Phillip A. Thompson-King  
Executive Director

**Cc:** J. Michael Hunter, Maintenance Superintendent, CWR  
Tony Young, Wastewater Operations Superintendent, CWR  
Joel Manning, Finance Analyst and Manager, CWR  
The Miller Development  
File



Solving the water needs of tomorrow, today.

**WATER AVAILABILITY REQUEST FORM (For Informational Purposes)**

Date: 08/24/2021

A. Owner/Developer: [Redacted]

Phone# [Redacted]

Address: 227 W Trade St, Suite 1610, Charlotte, NC 28202

E-mail [Redacted]

Owner Engineer: The Isaacs Group - Benji Layman

Phone# (7) [Redacted]

Address: 8720 Red Oak Blvd, Suite 420, Charlotte, NC 28217

E-mail [Redacted]

B. Development/Project Name: Hicklin Property Development

Development/Project Location: Gaston Farm Road at Lyle Rd

Parcel Number: 114-00-00-015-000 and 114-00-00-059-000

**C. Type of Development**

- Residential
- Multi-Family
- Commercial
- Industrial
- Institutional

Type of Business: \_\_\_\_\_ Number of Units: 750

Building Area (SQ FT): \_\_\_\_\_ Anticipated Water Capacity Required (GPM) 947

**District Use Only**

Water may be available if the property owner meets the conditions as follows:

1. Capacity to provide service:
  - The property is within the District's Water System service area and the System has sufficient capacity to serve this property.
  - Service to this property is **not available** from the Water System at this time.
  
2. Availability of Domestic Water Service
  - Water will be provided by service connection to an existing 16 inch water main located along Lyle Rd and is approximately 3500 feet from the site.
  - Water service is available after the following improvements are completed:
    - 350 feet of 12 inch water mains on Lyle Rd to reach the site;
    - The construction of a distribution system on the site;
    - Other Describe: \_\_\_\_\_
  
3. Availability of water for firefighting:
  - The nearest fire hydrant is located at Int of Lyle Rd/Fredric Dr and is within 3500 feet of the property.
  - Fire flow capacity is not available and shall be extended.

Approved By: Andrew Little  
District Engineer

Date: 08/24/2021



**FIRE HYDRANT FLOW TESTING FORM**

Completed by: TCausey JHinson

FLOW HYDRANT DATA					TEST HYDRANT DATA			HYDRANT/TEST COMMENTS
DATE	COEFF.	FLOW HYDRANT ID	PITOT READING	GPM (from chart)	TEST HYDRANT ID	STATIC PRESSURE	RESIDUAL PRESSURE	
3/23/2021	0.9	L01	32	949	L01	48	40	Lyle Rd
3/23/2021	0.9	L02	30	919	L01	48	42	Fredric Dr



June 3, 2022  
Allison Love, AICP  
District 4, SCDOT

RE: Pre-Submission checklist for Hicklin Property development to be located in Chester County, SC  
(DAVENPORT Project Number **225100**)

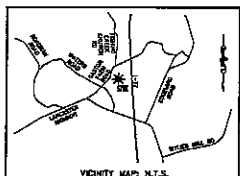
Dear Ms. Love

I am pleased to submit this Pre-Submission checklist for this proposed project in Chester County. The transportation impact analysis will be prepared in accordance with the SCDOT guidelines for traffic impact studies and the following proposed scoping items. Please advise if any of these items should be adjusted:

- **Site Location** – 3120 State Rd 46, Richburg, SC 29729
- **Site Layout** – (See attached site plan)
- **Trip Generation** – (see attached table)
  - LUC 210 – 400 Single Family Homes.
- **Proposed analysis software** - Synchro Traffic Modeling Software (Version 10)
- **Proposed Study Intersections** – (See attached Study Intersection map)
  - S-46 (Gaston Farm Road) at Fishing Creek Church Road
  - S-46 (Gaston Farm Road) at Lyle Road
  - SC-9 (Lancaster Highway) at S-46 (Gaston Farm Road)
  - SC-9 (Lancaster Highway) at Lyle Road
- **Proposed Site Accesses**
  - S-46 (Gaston Farm Road) at Site Access 1 (Full, northern)
  - S-46 (Gaston Farm Road) at Site Access 2 (Full, southern)
- **Proposed future build analysis year** – 2029
- **Proposed annual growth rate** – 2%, 10-year data, see attached
  - Station Number 185: 2019 – 11,400 ADT; 2010 – 10,900 ADT
  - Station Number 187: 2019 – 12,400 ADT; 2010 – 11,200 ADT
- **Proposed Study Scenarios:** AM (7-9 am) and PM (4-6 pm) peaks for the following:
  - 2022 Existing Conditions
  - 2029 Future No-Build Conditions
  - 2029 Future Build Conditions
  - 2029 Future Build Conditions + Improvements (as necessary)

# HICKLIN SUBDIVISION

CHESTER COUNTY, SOUTH CAROLINA



### DEVELOPMENT DATA

PROPOSED ZONING: RD  
 COUNTY: CHESTER COUNTY  
 TAX MAPS: 116-00-010-000, 116-00-00-000-000  
 FULL LOT WITH SHOW: 80 FT.  
 ROAD WIDTH: 80 FT.  
 ROAD RIGHT-OF-WAY: 100 FT.  
 TOTAL SETBACKS: 20'-0"  
 DISTANCE FROM ADJACENT PROPERTY: 30 FT.  
 TOTAL AREA TO BE REZONED: 288 ACRES  
 TOTAL NUMBER OF LOTS: 400 (TOTAL AREA 288 ACRES)  
 PROPOSED LOTS: 400 (TOTAL AREA 288 ACRES)  
 MAX. LOT AREA: 720 S.F.  
 G.A.S. REQUIREMENT: 10% (TOTAL AREA 288 ACRES)  
 G.A.S. PROVIDED: PUBLIC WAYS AND SERVICES

### LEGEND

- 70' WIDE LOTS
- NOT INCLUDED IN THIS REZONING
- PROPOSED MAP

### ARCHITECTURAL STANDARDS

- THE BOUNDARY HEIGHT OF ANY BUILDING CONSTRUCTED ON THE SITE SHALL BE AS SET BY THE ZONING BOARD.
- THE PRIMARY EXTERIOR FINISHING MATERIAL FOR THE SINGLE FAMILY ATTACHED OVERLAND UNITS CONSTRUCTED ON THE SITE SHALL BE A COMBINATION OF PORTLAND CEMENT CONCRETE, BRICK AND CONCRETE BLOCK. STONE, BRICK AND CONCRETE BLOCK SHALL BE USED AS AN EXTERIOR FINISHING MATERIAL FOR THE SINGLE FAMILY ATTACHED OVERLAND UNITS CONSTRUCTED ON THE SITE. STONE, BRICK AND CONCRETE BLOCK SHALL BE USED AS AN EXTERIOR FINISHING MATERIAL FOR THE SINGLE FAMILY ATTACHED OVERLAND UNITS CONSTRUCTED ON THE SITE. STONE, BRICK AND CONCRETE BLOCK SHALL BE USED AS AN EXTERIOR FINISHING MATERIAL FOR THE SINGLE FAMILY ATTACHED OVERLAND UNITS CONSTRUCTED ON THE SITE.
- THE ACTUAL LOTS OF THE SINGLE FAMILY ATTACHED OVERLAND UNITS MAY VARY FROM THE IDEAL LOTS SHOWN ON THE REZONING PLAN.
- EACH SINGLE FAMILY ATTACHED DWELLING UNIT CONSTRUCTED ON THE SITE SHALL HAVE A DRIVEWAY.

### DEVELOPMENT NOTES

- ALL LOTS TO BE SERVED WITH WATER AND SEWER.
- PAVING AND OTHER CONSTRUCTION SHALL BE ACCORDING TO THE APPROVED AND APPROVED BY THE REZONING BOARD.

### STORMWATER AND EROSION CONTROL

- THE SITE SHALL COMPLY WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.
- EACH LOT SHALL HAVE A DRIVEWAY AND 20' UNOBSTRUCTED DRIVEWAY FOR PARKING.
- SURFACE PARKING SHALL BE PROVIDED AT ANCHORAGE AREAS/SPACES AROUND THE SITE.

### LANDSCAPING

- THE SITE SHALL COMPLY WITH ALL COUNTY LANDSCAPING REQUIREMENTS.

### TRAFFIC IMPROVEMENTS

- TRAFFIC IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE TRAFFIC ANALYSIS STUDY REPORT, WHICH IS SUBMITTED WITH THIS PLAN.

### OWNER/DESIGNER INFORMATION

CHESTER COUNTY DESIGN CENTER  
 ADDRESS: 1120 EAST WOODLAND DRIVE 2ND FLOOR, NC 28203  
 PHONE: 704-734-7000 EMAIL: TOWNE@DESIGNCENTER.COM  
 DESIGNER: TERRY HENRY  
 CONTACT: TERRY HENRY (704)734-7000  
 ADDRESS: 207 W. 100TH STREET SUITE 100 CHARLOTTE, NC 28208  
 PHONE: 704-582-0316  
 CIVIL ENGINEER/SURVEYOR: THE SHAW GROUP, P.C.  
 CONTACT: BRYAN LAYMAN (813)708-0000  
 ADDRESS: 805 DAW ROAD SUITE 400, CHARLOTTE, NC 28217  
 PHONE: 704-372-3410

### NOT INCLUDING IN THIS REZONING

1. THE 100' WIDE LOTS TO BE SERVED WITH WATER AND SEWER.  
 2. THE 100' WIDE LOTS TO BE SERVED WITH WATER AND SEWER.  
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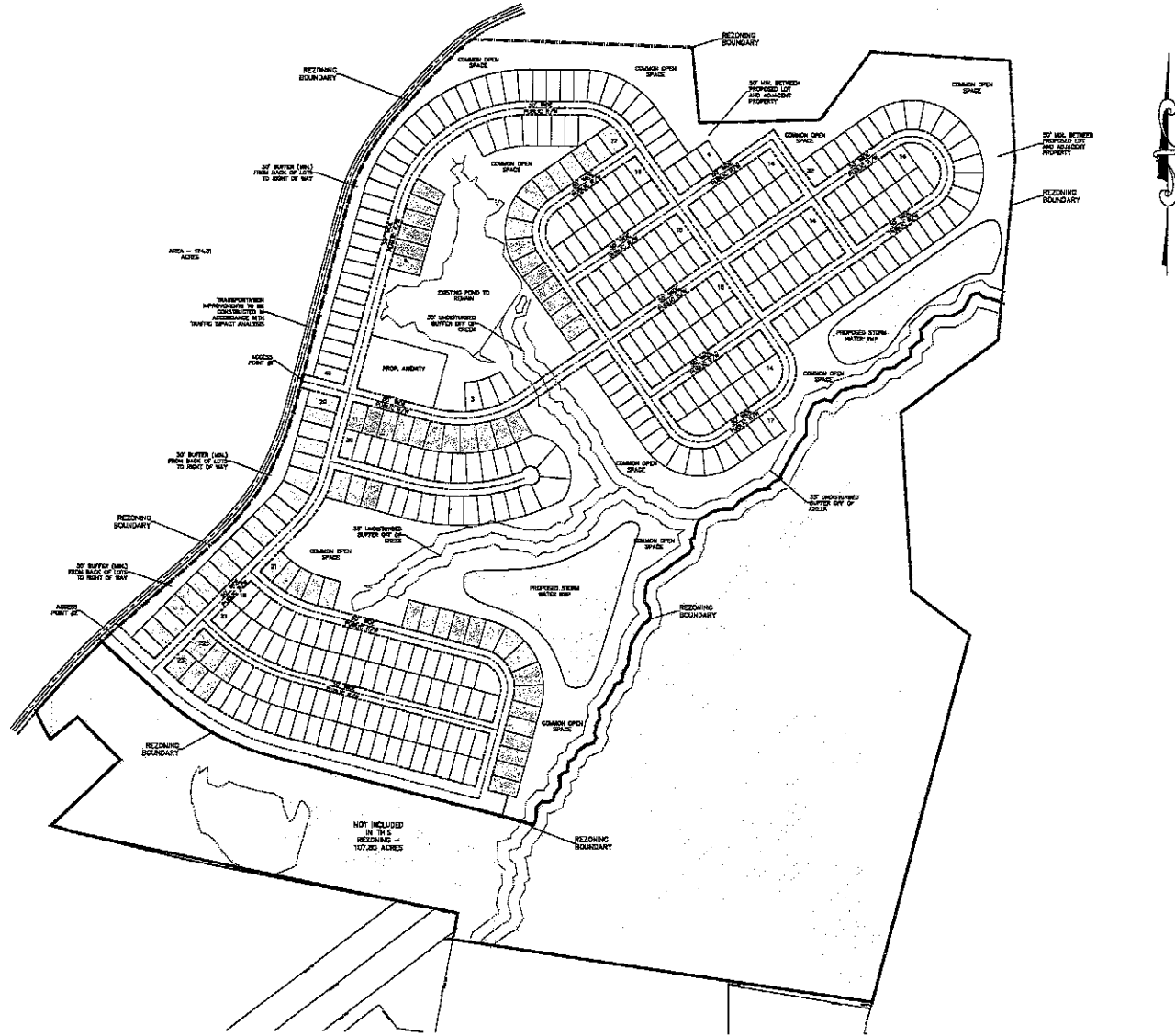
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PRELIMINARY FOR REVIEW PURPOSES ONLY

<b>ISAACS</b> 8700 RED OAK HIGHLANDS, SUITE 100 CHARLOTTE, N.C. 28217 PHONE: 704-537-2440 FAX: 704-537-8225	
PROJECT: HICKLIN SUBDIVISION CHESTER COUNTY, SOUTH CAROLINA SHEET: SITE PLAN DATE: 12/15/2020 DRAWN BY: [Name] CHECKED BY: [Name]	SCALE: 1" = 200' FEET REVISION: [Table with 3 columns: No., Date, Description]





FIGURE 2A  
SITE LOCATION MAP

SITE INDICATOR





FIGURE 2B  
VICINITY MAP

STUDY INTERSECTIONS  
 EXISTING  
 PROPOSED





Chester County Planning Commission Meeting August 16<sup>th</sup>, 2022

**CCMA22-18 Fielding Homes LLC C/O Isaacs Group request Tax Map # 114-00-00-059-000 on Gaston Farm Road to be rezoned from Limited Industrial District (ID-2) to Planned Development District (PD). Commissioner Grant motioned to approve, second by Commissioner Howell. Vote 5 1 to approve. Commissioner Walley opposed.**



**Chester County, South Carolina**  
 Department of Planning, Building & Zoning  
 1476 J.A. Cochran Bypass  
 Chester, SC 29706

**Zoning Map Amendment (Rezoning) Application**

Fee: Residential \$150.00, Non-Residential \$300.00, Planned Development \$1000.00

Meeting Date: 8-16-22 Case # CC.MA22-18 Invoice # 5407

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Please give your reason for this rezoning request:

To provide 400 single family lots in a master planned community

*Copy of plat must be presented with the application request*

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**Property Address Information**

Property address: Gaston Farm Road adjacent to I-77  
 Tax Map Number: 114-00-00-059-000 Acres: 19.27

Any structures on the property: yes  no . If you checked yes, draw locations of structures on plat or blank paper.

**PLEASE PRINT:**

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 Address 227 W. Trade Street Suite 1610 Charlotte, NC 28202 8720 Red Oak Blvd Suite 420 Charlotte, NC  
 Telephone: [REDACTED]

Owner(s) if other than applicant(s): Miller Development Company  
 Address 112 [REDACTED]

**I (we) hereby agree that this information I (we) have presented is correct. Insufficient information may result in a denial of your request.**

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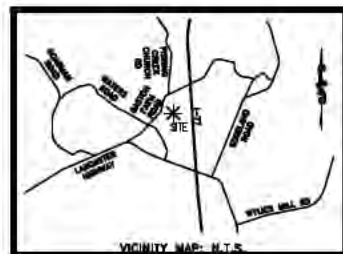
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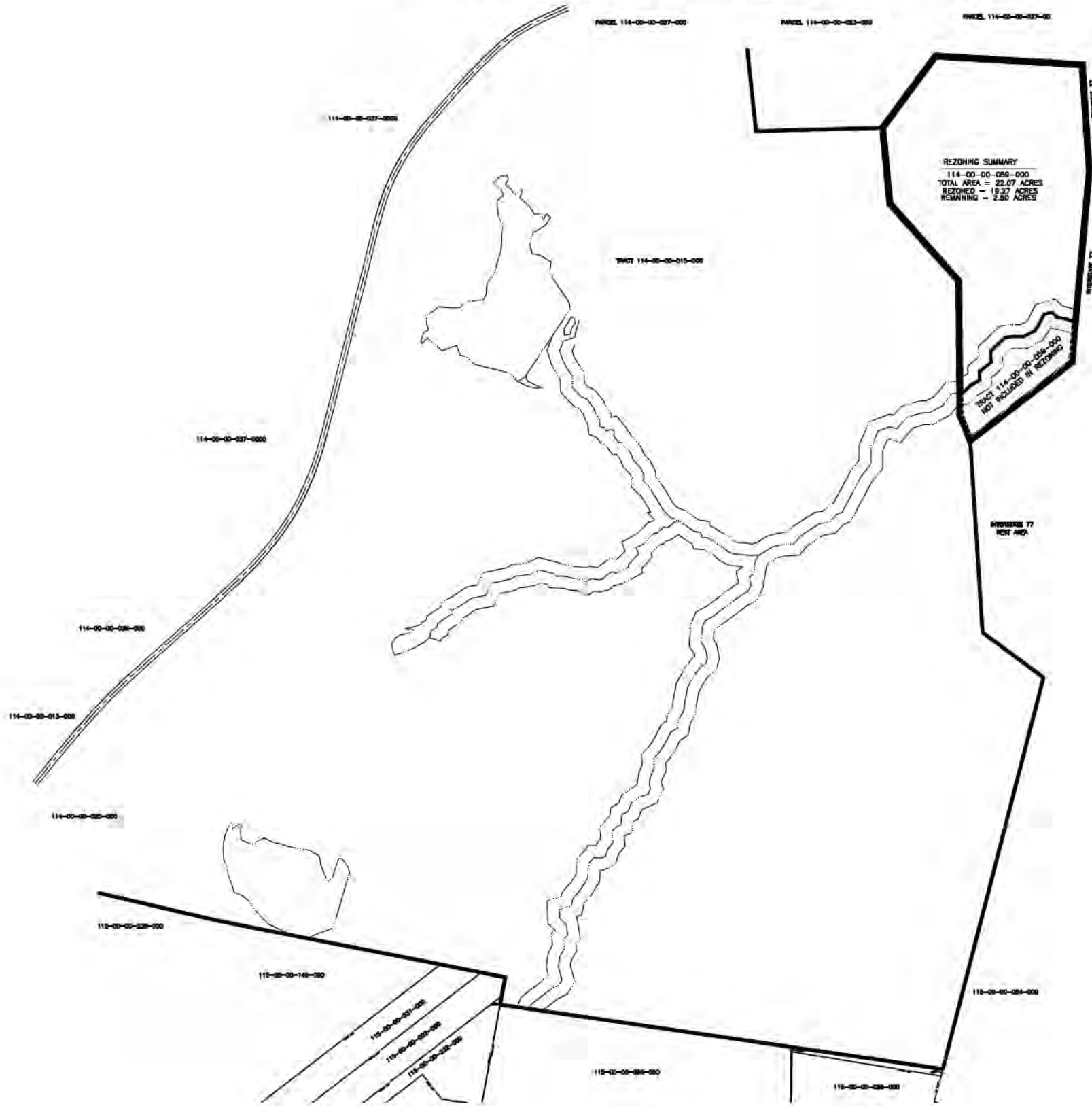
# HICKLIN SUBDIVISION

## CHESTER COUNTY, SOUTH CAROLINA



DEVELOPMENT DATA  
 PROPOSED ZONING: PD  
 COUNTY: CHESTER COUNTY  
 TAX PARCEL: 114-00-00-059-000

REZONING SUMMARY  
 TRACT 114-00-00-059-000  
 SMALL TRACT = 22.07 ACRES  
 REZONED = 19.27 ACRES  
 REMAINING = 2.80 ACRES



**PRELIMINARY**  
 FOR REVIEW PURPOSES ONLY

**HICKLIN SUBDIVISION**  
 CHESTER COUNTY, SOUTH CAROLINA

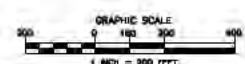
**REZONING #2**  
**TRACT 114-00-00-059-000**

Prepared By: JLS  
 Design By: JLS  
 Drawn By: JLS  
 Date: 12/01/01

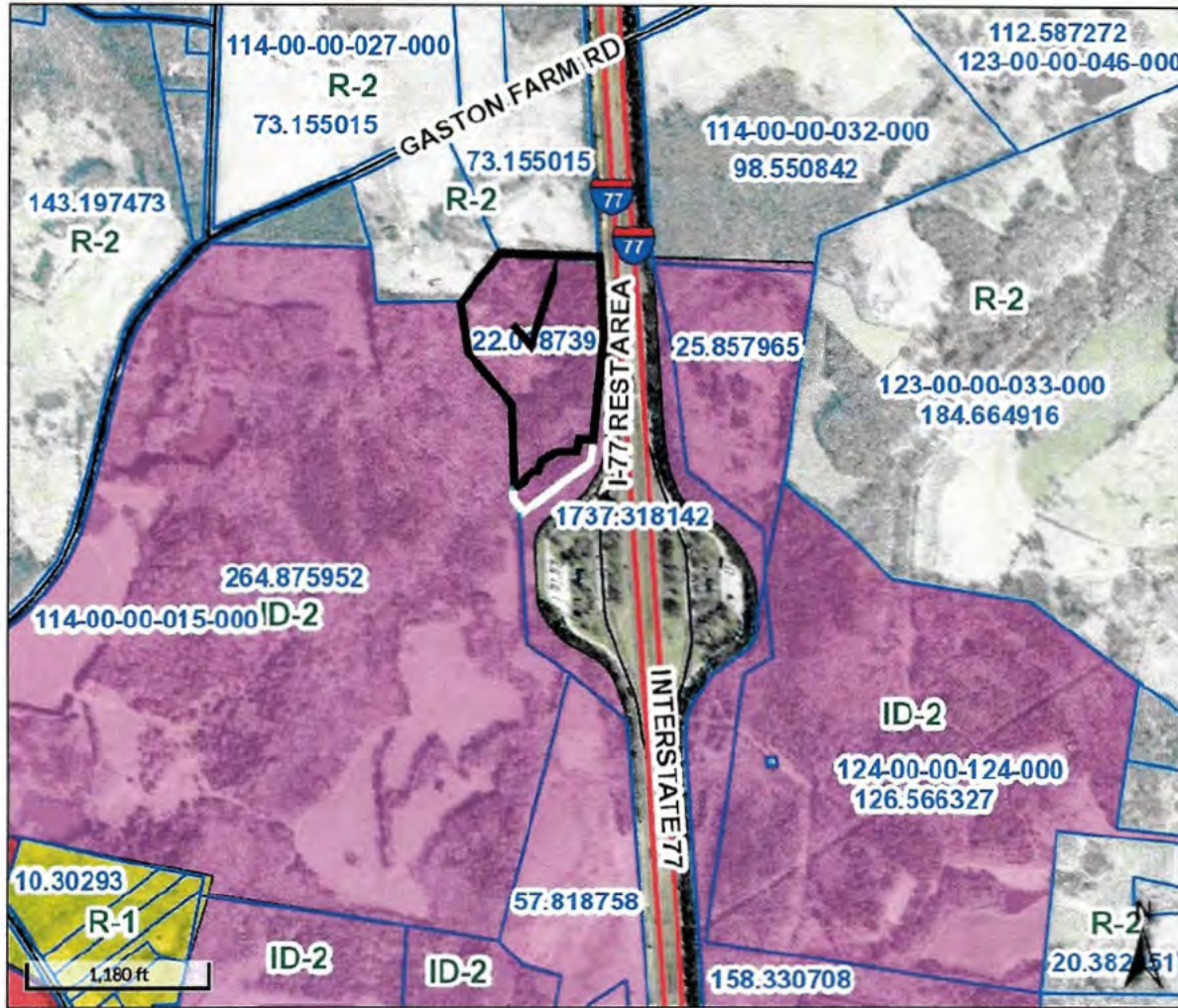
**ISAACS**  
 CIVIL ENGINEERING DESIGN AND SURVEYING

8720 RED OAK BOULEVARD, SUITE 420  
 CHARLOTTE, N.C. 28217  
 PHONE (704) 292-5449 FAX (704) 292-5555

**R22.0**



NO.	BY	DATE	REVISION



Overview



Parcel ID	114-00-00-059-000	Alternate ID	n/a	Owner Address	MILLER THOMAS BROWN
Sec/Twp/Rng	n/a	Class	LA		MILLER CHARLES STEPHEN
Property Address		Acreage	22		1682 PLEASANT GROVE RD
					CHESTER SC 29706

District 03  
 Brief Tax Description n/a  
 (Note: Not to be used on legal documents)

Date created: 9/2/2022  
 Last Data Uploaded: 9/2/2022 4:50:38 AM

Developed by  Schneider  
 GEOSPATIAL

Hello,

The Department agrees in concept with allowing two access locations on Gaston Farm Road. The final determination will be made during the encroachment permit application process, when the SCDOT Access and Roadside Management Standards (ARMS) manual requirements for horizontal and vertical sight distance and separation between roads and driveways must be demonstrated by the developer's civil engineer.

Thank you,

**Allison C. Love, AICP**  
**Assistant District Permit Engineer – District 4**  
**SC Department of Transportation**



*Safety 1<sup>st</sup> – Live By It!*  
*Let 'em Work, Let 'em Live!*



VIA Electronic Mail

May 5, 2022

Chester County  
Building and Zoning  
PO Box 580  
Chester, SC 29706

**Re:** Chester Sewer District  
Willingness and Ability to Serve Letter  
for NPDES Permit # SC0001741

To Whom It May Concern:

The Chester Sewer District (d/b/a) Chester County Wastewater Recovery (CWR) is willing and able to provide The Miller Development's with an additional twenty-five (25) residential units to the previous allotment of three-hundred-seventy-five (375) residential units with wastewater service. The cumulative allocation is four-hundred (400) residential units for the properties located on Gaston Farm Road in Richburg, South Carolina. The tax map numbers for the aforementioned lots are as follows:

- 114-00-00-015-000
- 114-00-00-059-000

Please note, this willingness and ability letter are subject to the following conditions:

- CWR will evaluate the current capacity conditions if construction has not begun and/or is not completed by the expiration date, May 31, 2024.

If you require additional information, please call me at (803) 377-3541.

Sincerely,

**Chester County Wastewater Recovery**

  
Phillip A. Thompson-King  
Executive Director

**Cc:** J. Michael Hunter, Maintenance Superintendent, CWR  
Tony Young, Wastewater Operations Superintendent, CWR  
Joel Manning, Finance Analyst and Manager, CWR  
The Miller Development  
File



Solving the water needs of tomorrow, today.

**WATER AVAILABILITY REQUEST FORM (For Informational Purposes)**

Date: 08/24/2021

A. Owner/Developer: DRB Group - Chris Robusto

Phone# [REDACTED]

Address: 227 W Trade St, Suite 1610, Charlotte, NC 28202

E-mail crobusto@drbgroup.com

Owner Engineer: The Isaacs Group - [REDACTED]

Phone# [REDACTED]

Address: 8720 Red Oak Blvd, Suite 420, Charlotte, NC 28217

E-mail [REDACTED]

B. Development/Project Name: Hicklin Property Development

Development/Project Location: Gaston Farm Road at Lyle Rd

Parcel Number: 114-00-00-015-000 and 114-00-00-059-000

**C. Type of Development**

- Residential
- Multi-Family
- Commercial
- Industrial
- Institutional

Type of Business: \_\_\_\_\_ Number of Units: 750

Building Area (SQ FT): \_\_\_\_\_ Anticipated Water Capacity Required (GPM) 947

**District Use Only**

Water may be available if the property owner meets the conditions as follows:

1. Capacity to provide service:
  - The property is within the District's Water System service area and the System has sufficient capacity to serve this property.
  - Service to this property is **not available** from the Water System at this time.
  
2. Availability of Domestic Water Service
  - Water will be provided by service connection to an existing 16 inch water main located along Lyle Rd and is approximately 3500 feet from the site.
  - Water service is available after the following improvements are completed:
    - 3500 feet of 12 inch water mains on Lyle Rd to reach the site;
    - The construction of a distribution system on the site;
    - Other Describe: \_\_\_\_\_
  
3. Availability of water for firefighting:
  - The nearest fire hydrant is located at Int of Lyle Rd/Fredric Dr and is within 3500 feet of the property.
  - Fire flow capacity is not available and shall be extended.

Approved By: Andrew Latta Date: 08/24/2021  
District Engineer





**FIRE HYDRANT FLOW TESTING FORM**

Completed by: TCausey JHinson

FLOW HYDRANT DATA					TEST HYDRANT DATA			HYDRANT/TEST COMMENTS
DATE	COEFF.	FLOW HYDRANT ID	PITOT READING	GPM (from chart)	TEST HYDRANT ID	STATIC PRESSURE	RESIDUAL PRESSURE	
3/23/2021	0.9	L01	32	949	L01	48	40	Lyle Rd
3/23/2021	0.9	L02	30	919	L01	48	42	Fredric Dr



June 3, 2022  
Allison Love, AICP  
District 4, SCDOT  
[loveac@scdot.org](mailto:loveac@scdot.org)

RE: Pre-Submission checklist for Hicklin Property development to be located in Chester County, SC  
(DAVENPORT Project Number **225100**)

Dear Ms. Love

I am pleased to submit this Pre-Submission checklist for this proposed project in Chester County. The transportation impact analysis will be prepared in accordance with the SCDOT guidelines for traffic impact studies and the following proposed scoping items. Please advise if any of these items should be adjusted:

- **Site Location** – 3120 State Rd 46, Richburg, SC 29729
- **Site Layout** – (See attached site plan)
- **Trip Generation** – (see attached table)
  - LUC 210 – 400 Single Family Homes.
- **Proposed analysis software** - Synchro Traffic Modeling Software (Version 10)
- **Proposed Study Intersections** – (See attached Study Intersection map)
  - S-46 (Gaston Farm Road) at Fishing Creek Church Road
  - S-46 (Gaston Farm Road) at Lyle Road
  - SC-9 (Lancaster Highway) at S-46 (Gaston Farm Road)
  - SC-9 (Lancaster Highway) at Lyle Road
- **Proposed Site Accesses**
  - S-46 (Gaston Farm Road) at Site Access 1 (Full, northern)
  - S-46 (Gaston Farm Road) at Site Access 2 (Full, southern)
- **Proposed future build analysis year** – 2029
- **Proposed annual growth rate** – 2%, 10-year data, see attached
  - Station Number 185: 2019 – 11,400 ADT; 2010 – 10,900 ADT
  - Station Number 187: 2019 – 12,400 ADT; 2010 – 11,200 ADT
- **Proposed Study Scenarios:** AM (7-9 am) and PM (4-6 pm) peaks for the following:
  - 2022 Existing Conditions
  - 2029 Future No-Build Conditions
  - 2029 Future Build Conditions
  - 2029 Future Build Conditions + Improvements (as necessary)





FIGURE 2A  
SITE LOCATION MAP

SITE INDICATOR





FIGURE 2B  
VICINITY MAP

STUDY INTERSECTIONS  
 EXISTING ●  
 PROPOSED ●

**CCMA22-19 D.R. Horton Inc request Tax Map # 135-00-00-019-000 on Lancaster Hwy to be rezoned from Limited Industrial District (ID-2) to Planned Development District (PD).**

Brandon Pridemore 1186 Stonecrest Boulevard Tega Cay, South Carolina. I'm with Argo Harrison Associates as a consulting engineer. Troy Karski. D R Horton at 8025 Arrowood Boulevard Charlotte, North Carolina. Mr. Pridemore stated I'm here on behalf of D R Horton. But you have the plan before you and the site are approximately 494 acres total. It is the Richburg Magnolia property which is currently zoned ID-1 and ID-2. We are proposing it as a PD with eight and a half acres to be retained for commercial along Hwy 9. It does have a density of 1124 total units of build out, but it is a gross density of only 2.3 units an acre looks at it the intent right now is to develop it as two product types 50-foot lot. But it's proposed 1124 total lots with 50 foot lots and 60 foot lots. The 50 foot lots will make up about 65% of the total lots and the 60 foot lots will be 35%. A couple of things that I wanted to point out to is we're going to propose this as three master phases about 400 lots at a time. The build out for that is expected to be about 8 to 10 years from today, assuming we're able to get through the process to get rezoned. One of the things to, I wanted to point out was the amount of open space that we're proposing on the site out of the 494 acres. We have almost 240 acres that'll be left as open space preserving a lot of perimeter areas around creeks and streams, you know, environmental sensitive areas that is almost 50% of our site premium preserving open space.

I know in past presentations and discussions I've heard from this commission as well was amenities and open space. And we also in addition to that open space, we have nine pocket parks proposed including the central amenity, which I believe is going to be a pool and Cabana and then we'll have intermittent pocket parks spread throughout the community. So, every person would be within about a five to-10 minute walking distance of an improved open space. The PD does require as the last applicant said a 50-foot perimeter setback. On the non-road frontage sides, we do have a 30-foot dedicated setback and buffer along the highway. From a traffic standpoint we have completed a traffic study Kimberly Horn is our consultant that has done that. We're working through that with SCDOT its currently on the review, but we are proposing four access points. We have two primary access points right to Hwy 9 directly and we will have full access at those with turn lanes included along Hwy 9 and then we'll be connecting to Lewisville High School adding a third lane to the Lewisville High School Road to help circulation there. And then we'll also be connected to Sloan Road. And just to kind of preface and address the comments I heard from Mr. Howell earlier road. It's kind of an intermediate road if you will. D R Horton is prepared in discussions with SCDOT to improve that road upon completion of the project. Whether it'd be resurfacing, full depth reclamation, you know I've prepped these guys that would be one of the commitments we need to make so we are prepared to do that as well.

From a development agreement standpoint, I heard Ms. Winters ask as well, Ben Johnson with Robinson Bradshaw, I believe has been in communication with you on D R Horton's behalf and they will enter into a development agreement. From a product standpoint, they're proposing one to two story products. They're still working on the programming, so we don't have elevations for you. But that you know, they're trying to be very specific to this community and what the needs would be, and I believe you're also proposing active adult for a portion of this as well. Active adult as you well know comes out a little bit higher price point, it's maintained lawns and homes, you know, targeted toward those 50 and older generally, but it's really open to anybody who wants to purchase into that portion of this development. Outside of that we're here to answer any questions you might have. I did want to bring a point to as you know, we're bordered right with the high school and middle school. We think with the interconnectivity

that we have; you know, we're going to help reduce traffic to a point to your point Mr. Howell, you know, we're going to take the industrial uses off the table. We're going to convert it to residential, but as you can see, we've got interconnectivity from road sidewalks right to the high school and middle school. And then of course, elementary school. I'm sorry, and the middle school is just right up the road from us. So, we think again, it's a great spot to build the residential community. Outside of that, we're here to answer any questions you might have.

Commissioner Howell asked What is your average home per outlet for the development?

Mr. Pridemore stated our average home per outlet if you look at it from that standpoint, we're about 280 homes per access point.

Commissioner Howell stated these are 200 our minimum or maximum, I should say, as a question for staff.

Planning Director Levister stated in our zoning ordinances it says if there's more than 200 homes, he must have a minimum of two access points.

Commissioner Grant did you say you would revamp the road. And what's the square footage you're looking to build?

Mr. Pridemore stated Yes, sir. We've agreed with SCDOT that as we move forward with construction documents. Again, assuming we're fortunate enough to get this rezoning approved. We will work with SCDOT to look at that road and improve it as needed. It is actually very similar to what you just saw and buildings we are looking at the 1700 to 2500 square foot. We have a lot of different products. So, it's hard to really put you know, exact number on that but 17 to 25 is what we're looking at right now. And we're similar price point starting in the low threes. Obviously, that's subject to change based on market conditions.

Commissioner Howell asked would there be any ranch homes, and would they be handicap accessible houses?

Mr. Karski stated Yes, all the active. He mentioned the active adult that's all going to be ranch product. So, we call it age targeted. It's not restricted by any means, but all our ranch product is a little bit has a couple higher end finishes and helps sell to the fifty-five and up community that may want that. Most I will say will probably be slab houses. Yes, there could be some basements in there as well depending on how grading works. Some handicap accessible but can't guarantee.

Chairman Raines asked what type of building materials would have on the exterior.

Mr. Karski stated right now we haven't completely selected that. We are open to projecting all hardee board if that's what is required with a developer's agreement. But we will typically have a mix of exterior facades with a mix of stone and hardee board and in certain locations vinyl.

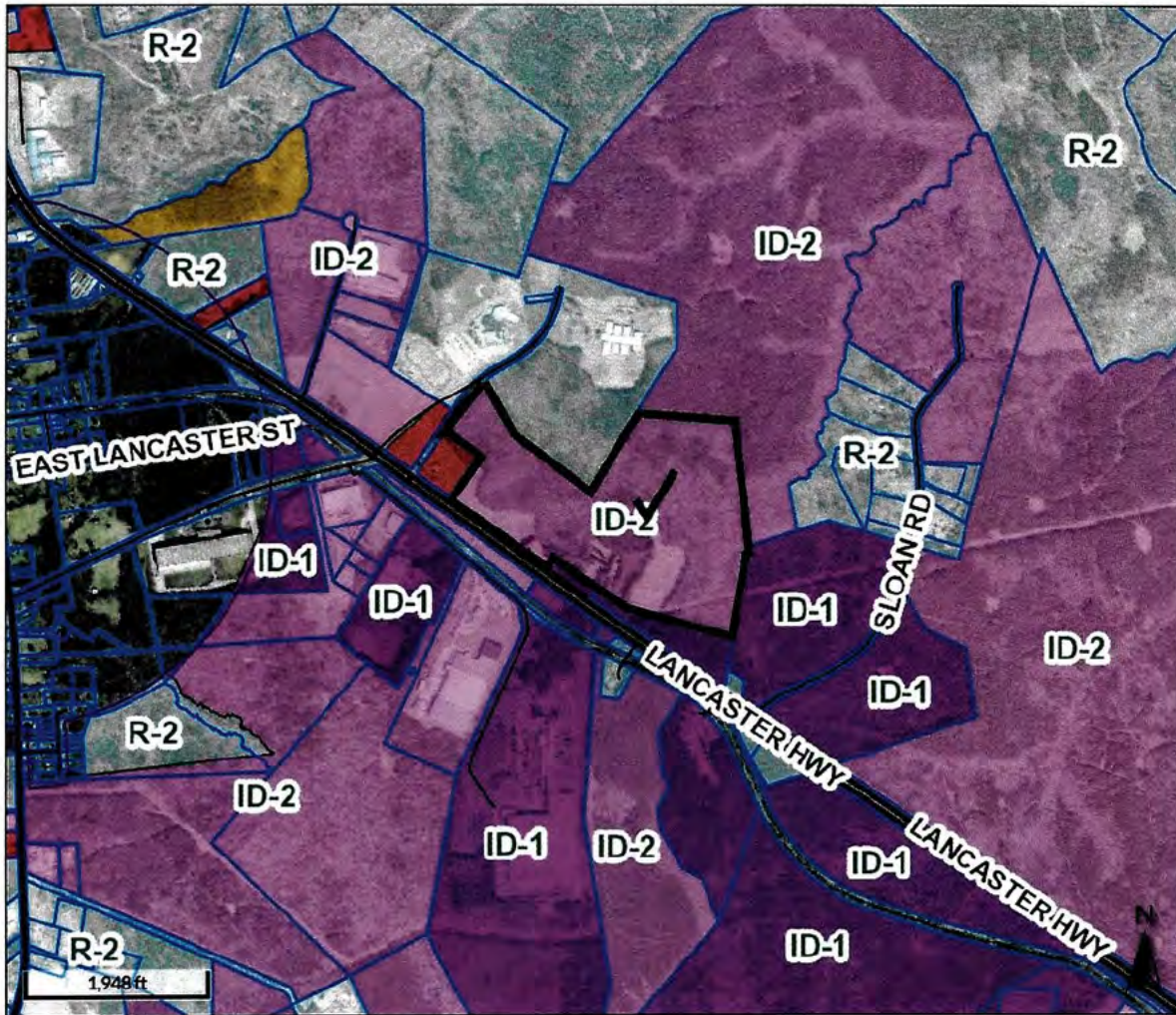
No one spoke in favor or opposition to the rezoning request.

Chairman Raines stated my only concern with this is going back to the previous issue, which is the size of it, but we have an 8 to 10 year build out. That's a lot. There's a fair amount of time to prepare for what's

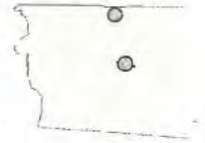
coming in but I think the access is good. It's right off Hwy 9. And I think you're seeing keeping with some of the I don't know if you want to call them newer or some of the conceptual build out of places to where you do truly have a walking community have a school adjacent to it. Use property with the school for walking. You have a walking neighborhood and that type of stuff. I think it fits well with zoning from that standpoint of encouraging rather than a place to drive into and drive to the grocery store and be in your cars truly a community where you know your neighbors. Commissioner Hill motioned to approve, second by Commissioner Grant. Vote 6-0 Approved







Overview



<b>Parcel ID</b>	135-00-00-019-000	<b>Alternate ID</b>	n/a	<b>Owner Address</b>	RICHBURG MAGNOLIAS LLC
<b>Sec/Twp/Rng</b>	n/a	<b>Class</b>	AC		PO BOX 1107
<b>Property Address</b>	3939 LANCASTER HWY	<b>Acreage</b>	101.135		LANCASTER SC 29721
<b>District</b>	04				
<b>Brief Tax Description</b>	n/a				
	(Note: Not to be used on legal documents)				

Date created: 8/22/2022  
 Last Data Uploaded: 8/22/2022 3:19:22 AM

Developed by  **Schneider**  
 GEOSPATIAL

**MAGNOLIA RICHBURG PLANNED DEVELOPMENT  
RICHBURG MAGNOLIAS & LEWISVILLE T-1 PROPERTIES  
CHESTER COUNTY, SOUTH CAROLINA**

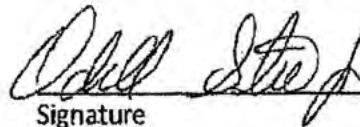
**AGENT AUTHORIZATION**

On behalf of Richburg Magnolias, LLC and Lewisville T-1 Properties, LLC (Sellers), I/we hereby appoint and grant D.R. Horton, Inc. (Purchaser) and its representatives authorization to file for and seek rezoning and development approvals associated with the following properties:

Tax Parcels: 135-00-00-019-00  
135-00-00-020-00  
135-00-00-032-00  
136-00-00-042-000 (portion of equal to 9.45 acres)

I/We hereby acknowledge Purchaser's intent to rezone to a Planned Development District consisting of single family residential and limited commercial development, subject to approval by the Chester County Council.

Property Owner Signature(s):

 4-19-2022  
Signature Date

 4-19-2022  
Signature Date

 4-19-2022  
Signature Date

 4-19-2022  
Signature Date

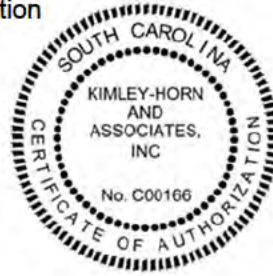
## TECHNICAL MEMORANDUM

To: Allison Love, AICP  
South Carolina Department of Transportation

From: Amy Massey, PE  
Kimley-Horn and Associates, Inc.

Date: February 27, 2023

Subject: Magnolia Richburg Development  
Traffic Impact Analysis (TIA) Addendum



The purpose of this Addendum is to incorporate South Carolina Department of Transportation (SCDOT) review comments and provide responses regarding the TIA prepared by Kimley-Horn and Associates, Inc. (8-19-2022) for the proposed Magnolia Richburg project. It is noted that the provided SCDOT letter is attached, dated 10-13-2022. Additional email correspondence is also attached.

The following responses are provided in *italics* to SCDOT comments in **bold** and regular print.

### SCDOT Comments on Specific Intersections:

#### N. Main Street/Lewisville Middle School Driveway and Lancaster Highway (SC 9)

- A signal installation should only be considered as a final mitigation for a level of service issue after other mitigation strategies have been utilized. *Acknowledged. As indicated in the report, 'With minimal northbound and southbound through and right-turning traffic anticipated (seven or fewer vehicles), an exclusive through or right-turn lane would not be justifiable along either approach; in addition, left- and right-turn lanes on the eastbound and westbound approaches are already in place. Therefore, installation of a traffic signal was evaluated. With this improvement in place, the overall intersection is expected to operate at LOS A during both peak hours. All approaches in both peak hours are expected to operate at LOS C or better.'* Based on additional preliminary peak-hour signal warrant assessment, the intersection is expected to meet AM, school PM, and PM peak-hour signal warrants.
- Installation of a signal cannot be considered until actual traffic meets the criteria set forth by the MUTCD. The developer or community may at their discretion choose to do a full warrant analysis which includes a 16 hour count in order to justify a signal at any point before full buildout or directly after to determine if a signal is actually warranted. *Acknowledged. As indicated in the report, 'A full traffic signal warrant study would need to be performed to determine whether full Manual on Uniform Traffic Control Devices (MUTCD) warrants are met based on SCDOT requirements.'*

#### Old Richburg Road/Lewisville High School Road and Lancaster Highway (SC 9)

- Construct a second eastbound left-turn lane with 325 feet of storage. *Acknowledged. Recommended in the TIA.*

- Construct an additional northbound receiving lane with a minimum length of 1,000 feet along Lewisville High School Road. *Acknowledged. Recommended in the TIA.*
- Expand the southbound approach to include a southbound right-turn lane with 175 feet of storage. *Acknowledged. Recommended in the TIA.*

L&C Railway Driveway/Access 1 and Lancaster Highway

- Construct Access 1 to include a single ingress lane and a single egress lane with an 85-foot internal protected stem (IPS) and stop control. *Acknowledged. Recommended in the TIA.*
- Reconfigure the northbound approach to include an exclusive right-turn lane with 150 feet or maximized to the railroad right-of-way. *Acknowledged. Recommended in the TIA.*
- Construct an eastbound left-turn lane with 150 feet of storage. *Acknowledged. Recommended in the TIA.*

Access 2 and Lancaster Highway

- Construct Access 2 to include a single ingress lane and a single egress lane with a 100-foot IPS and stop control. *Acknowledged. Recommended in the TIA.*
- Construct an eastbound left-turn lane with 150 feet of storage. *Acknowledged. Recommended in the TIA.*

Lewisville High School Road and Existing Driveway/Access 3

- Construct Access 3 to include a single ingress lane and a single egress lane with a 70-foot IPS and stop control. *Acknowledged. Recommended in the TIA.*
- Construct a northbound shared through/right-turn lane extending approximately 200 feet north of the intersection before merging into the existing northbound through lane. *Acknowledged. Recommended in the TIA.*
- Per SCDOT, the distance between SC 9 and Access 3 should be maximized for vehicle queuing. Since school buses are unlikely to serve this development, pedestrian facilities within the development that connect to the high school and elementary school are strongly recommended. *Acknowledged. Recommended in the TIA.*

**SCDOT General Comments:**

- The TIA notes that school buses are not anticipated to serve the proposed development. With that considered, an additional traffic count between 2:00-4:00 PM is needed for this TIA to include the school dismissal time at the Lewisville Middle School Driveway and on Lewisville High School Road. This should include visual observations of traffic queues for the parent loops at all three schools. Queuing and blocking along Lewisville High School Road should be noted and accounted for in the study.
  - *Traffic counts were performed, and observations were made 2:00-4:00 PM at the following intersections on Thursday, November 3, 2022:*
    - *Old Richburg Road/Lewisville High School Road and Lancaster Highway (SC 9)*
    - *Lewisville High School Road and Lewisville Elementary School Parent Loop*
    - *N Main Street/Lewisville Middle School Driveway and Lancaster Highway (SC 9)*

- Raw count data is attached.
- The following observations were made, summarized in Exhibit 1 (attached):
  - Queueing at the Elementary School Parent Loop along Lewisville High School Road beyond the existing storage and taper began at 2:10 PM. The maximum queue of ~1,200 feet occurred at 2:33 PM and was resolved by 2:40 PM. School dismissal time is 2:30 PM per the Chester County School District website.
  - Queueing at the High School Driveway along Lewisville High School Road beyond the existing storage and taper began at 3:35 PM. The maximum queue of ~1,125 feet occurred at 3:37 PM and was resolved by 3:40 PM. School Dismissal time is 3:30 PM per the Chester County School District website.
  - No queueing was observed at Middle School Road (parent loop) to spill back onto Lancaster Highway (SC 9) during the observation period. School dismissal time is 3:15 PM per the Chester County School District website.
- Traffic volume projections and traffic analyses have been prepared for the peak hour of the additional timeframe at the three intersections in the following scenarios as applicable:
  - 2022 Existing Conditions
  - 2035 Background Conditions
  - 2035 Build-out Conditions

2035 background traffic is the sum of existing traffic, historical growth traffic, and approved off-site development traffic. A historical growth rate of 0.5% was applied consistent with the TIA. Three offsite approved developments (ADs) were included: Walkers Mill, Edgeland, Knights Bridge. Projected AD traffic was taken directly from the associated TIAs, with the AD traffic for the peak hour of the additional timeframe based on Institute of Transportation Engineers (ITE) daily and directional distributions.

2035 build-out traffic is the sum of 2035 background traffic and projected site traffic. Peak-hour site traffic was assigned based on the trip generation calculations and distribution/assignment scenario from the TIA, factored for the peak hour of the additional timeframe based on ITE daily and directional distributions.

- The following traffic engineering analyses were prepared:
  - Capacity (Synchro)
  - Queueing (Synchro, SimTraffic)
- Analysis results are summarized below for the school PM peak hour of each intersection.

Based on the results of the additional efforts summarized below, additional improvements are not recommended for capacity purposes. However, it is recommended that the northbound receiving lane on Lewisville High School Road continue further northward to drop as the northbound right-turn lane at Lewisville Elementary School Parent Loop rather than merging approximately 200 feet north of Access 3 as shown in Exhibit 2A (attached). This is due to the existing queueing during the school PM peak hour along Lewisville High School Road, summarized above and on Exhibit 1 (attached) relative to the extension of Lewisville High School Road into the site.

- On Lewisville High School Road, there is potential for southbound vehicles coming from the proposed development that are queued to turn left into the Elementary School’s parent loop to block buses from being able to enter and exit the bus driveways for the Elementary School and

the High School. This queueing could also cause delays for the vehicles coming from the development making the through movement past the Elementary School on Lewisville High School Road. *The attached concept (Exhibit 2B) shows the additional northbound through receiving lane continued to drop at the elementary parent loop, and a southbound left-turn lane at the parent loop.*

Table 1 - N Main Street/Lewisville Middle School Driveway & Lancaster Highway (SC 9)										
Condition	Measure	EB			WB			NB	SB	Intersection
		EBL	EBT	EBR	WBL	WBT	WBR	NBLTR	SBLTR	LOS (Delay)
<b>School Peak Hour</b>										
2022 Existing	LOS (Delay)	A (0.2)			A (0.1)			C (17.4)	C (22.4)	-
	Synchro 95th Q	3'	0'	0'	0'	0'	0'	20'	10'	
2035 Background	LOS (Delay)	A (0.2)			A (0.1)			D (28.8)	D (34.3)	-
	Synchro 95th Q	3'	0'	0'	0'	0'	0'	48'	18'	
2035 Build-out	LOS (Delay)	A (0.2)			A (0.1)			E (48.7)	F (52.9)	-
	Synchro 95th Q	3'	0'	0'	0'	0'	0'	78'	28'	
2035 Build-out IMP Signalized	LOS (Delay)	A (5.6)			A (6.8)			B (15.3)	B (12.4)	A (6.7)
	Synchro 95th Q	5'	99'	10'	4'	115'	0'	17'	3'	
Background Storage		225'		250'	275'		275'			

As shown in Table 1, the stop-controlled north and southbound approaches of N Main Street and Lewisville Middle School Driveway currently operate with short delays during school PM peak hour. Under the 2035 background conditions, both approaches are expected to operate with moderate delays. Under 2035 build-out conditions, the northbound approach is expected to operate with moderate delays while the southbound approach is expected to operate with long delays. Given the increase in delay and LOS drop, identification of mitigation is required.

With minimal northbound and southbound through and right-turning traffic anticipated, an exclusive through or right-turn lane would not be justifiable for either; in addition, left- and right-turn lanes on the eastbound and westbound approaches are already in place. Therefore, the recommended traffic signal in the TIA was evaluated.

With this improvement in place, the overall intersection is expected to operate at LOS A during both peak hours. All approaches in both peak hours are expected to operate at LOS B or better.

Based on a preliminary peak-hour signal warrant assessment, the intersection is expected to meet AM, school PM, and PM peak-hour signal warrants. A full traffic signal warrant study would need to be performed to determine whether full MUTCD warrants are met based on SCDOT requirements. The additional school PM warrant spreadsheet is attached.

**Table 2 - Old Richburg Road/Lewisville High School Road & Lancaster Highway (SC 9)**

Condition	Measure	EB			WB			NB	SB			Intersection
		EBL	EBT	EBR	WBL	WBT	WBR	NBLTR	SBL	SBT	SBR	LOS (Delay)
<b>School Peak Hour</b>												
2022 Existing	LOS (Delay)	C (26.7)			C (23.5)			C (20.4)	B (14.5)			C (20.8)
	Synchro 95th Q	56'	92'	0'	24'	90'	0'	27'	30'	0'	-	
2035 Background	LOS (Delay)	C (28.3)			C (27.9)			D (41.2)	B (18.6)			C (25.7)
	Synchro 95th Q	88'	143'	0'	26'	141'	0'	31'	32'	0'	-	
2035 Build-out	LOS (Delay)	D (42.0)			D (45.5)			E (64.5)	C (27.5)			D (40.6)
	Synchro 95th Q	#213'	222'	0'	74'	222'	0'	#203'	51'	198'	-	
2035 Build-out IMP Dual EBL + SBR	LOS (Delay)	C (31.1)			C (29.6)			D (41.1)	B (14.4)			C (26.6)
	Synchro 95th Q	75'	#193'	0'	59'	173'	0'	#153'	43'	57'	115'	
Background Storage		500'		300'	325'		525'		225'			

# 95th percentile volume exceeds capacity, queue may be longer

As shown in Table 2, the signalized intersection currently operates at LOS C during the school PM peak hour. The intersection is expected to continue to operate at LOS C under 2035 background conditions. With the addition of site traffic under 2035 build-out conditions, the intersection is expected to degrade to LOS D. Therefore, improvements should be considered at this intersection. The following improvements were identified in the TIA and still mitigate the site traffic impact during the school PM peak:

- Construct a second eastbound left-turn lane with 325 feet of storage.
  - Based on the 2021 SCDOT Roadway Design Manual, dual left-turn lanes require two receiving lanes that must continue for at least 1,000 feet, excluding the drop taper, before dropping the extra lane. In the TIA, the second northbound receiving lane on Lewisville High School Road was assumed to continue through Access 3/Existing Driveway intersection for an additional 200 feet to meet the minimum length required.
- Construct a southbound right-turn lane along Lewisville High School Road with 175 feet of storage.

**Table 3 - Lewisville High School Road & Lewisville High School Driveway/Lewisville Elementary School Driveway**

Condition	Measure	EB	WB	NB	SB
		EBLTR	WBLTR	NBLTR	SBLTR
<b>School Peak Hour</b>					
2022 Existing	LOS (Delay)	A (8.6)	A (9.2)	A (5.9)	A (0.0)
	Synchro 95th Q	5'	0'	0'	0'
2035 Background	LOS (Delay)	A (8.6)	A (9.2)	A (6.0)	A (0.0)
	Synchro 95th Q	5'	0'	0'	0'
2035 Build-out	LOS (Delay)	A (9.4)	B (11.9)	A (0.7)	A (0.0)
	Synchro 95th Q	5'	0'	0'	0'

As shown in Table 3, the stop-controlled eastbound approach of Lewisville High School Driveway and the stop-controlled westbound approach of Lewisville Elementary School Driveway currently operate with short delays during the school PM peak hour and are expected to continue to operate with short delays during both peak hours under 2035 background and build-out conditions. Since the proposed development is not expected to have a significant impact on intersection operations, no developer mitigation is recommended at this intersection for capacity purposes.



Condition	Measure	WB	NB		SB
		WBLR	NBT	NBR	SBLT
<b>School Peak Hour</b>					
2022 Existing	LOS (Delay)	B (10.8)	A (0.0)		A (0.0)
	Synchro 95th Q	40'	0'	0'	0'
2035 Background	LOS (Delay)	B (11.2)	A (0.0)		A (0.0)
	Synchro 95th Q	48'	0'	0'	0'
2035 Build-out	LOS (Delay)	C (17.9)	A (0.0)		A (0.0)
	Synchro 95th Q	93'	0'	0'	0'
Background Storage			150'		

As shown in Table 4, the stop-controlled westbound approach of Lewisville Elementary School Parent Loop currently operates with short delays during the school PM peak hour and is expected to continue to operate with short delays during both peak hours under 2035 background and build-out conditions. Since the proposed development is not expected to have a significant impact on intersection operations, no developer mitigation is recommended at this intersection for capacity purposes.

Condition	Measure	EB	WB	NB	SB
		EBLTR	WBLTR	NBLTR	SBLTR
<b>School Peak Hour</b>					
2022 Existing	LOS (Delay)	A (0.0)	-	A (0.0)	A (0.0)
	Synchro 95th Q	0'	-	0'	0'
2035 Background	LOS (Delay)	A (0.0)	-	A (0.0)	A (0.0)
	Synchro 95th Q	0'	-	0'	0'
2035 Build-out	LOS (Delay)	A (0.0)	D (31.2)	A (0.0)	A (0.0)
	Synchro 95th Q	0'	10'	0'	0'
2035 Build-out IMP NBT + NBTR	LOS (Delay)	A (0.0)	D (33.5)	A (0.0)	A (0.0)
	Synchro 95th Q	0'	13'	0'	0'

As shown in Table 5, the stop-controlled westbound approach of Access 3 is expected to operate with moderate delays during the school PM peak hour under 2035 build-out conditions. The additional receiving lane on Lewisville High School Road for the eastbound dual left-turn lanes on Lancaster Highway (SC 9) would create dual northbound through lanes approaching Access 3.

Therefore, construction of Access 3 to include a single ingress lane, single egress lane with stop control, a 70-foot IPS, and the additional northbound through lane are recommended at this intersection for capacity purposes consistent with the TIA.

- The proposed access locations shall not be considered approved until required horizontal and vertical sight distances and separation between proposed roads and existing driveways and roads are verified by the developer’s civil engineer. *Acknowledged.*

Please contact me with questions or additional input. Upon final concurrence of this Addendum, a final TIA will be issued.

Cc:

- Mike Levister, Chester County
- Troy Karski, PE, D.R. Horton

Attachments:

- SCDOT letter
- SCDOT email correspondence
- Additional count data
- Exhibit 1 - Queue Observations
- Exhibit 2A - Revised Recommendations
- Exhibit 2B – Roadway Improvements Exhibit
- Exhibit 3 – 2022 Existing School Peak-Hour Traffic Volumes
- Exhibit 4 – 2035 Background School Peak-Hour Traffic Volumes
- Exhibit 5 – 2035 Build-out School Peak-Hour Traffic Volumes
- Capacity Analysis Reports
- Preliminary School Peak-Hour Signal Warrant Calculation

October 13, 2022

Amy B. Massey, P.E.  
Kimley-Horn and Associates, Inc.  
200 South Tryon Street, Suite 200  
Charlotte, North Carolina 29202

RE: Magnolia Richburg Development  
SC Highway 9 & Lewisville High School Road (S-12-656) & Sloan Road (S-12-730)  
Chester County

Dear Ms. Massey,

Thank you for allowing us to review the Traffic Impact Analysis (TIA) regarding the site on SC Highway 9 & Lewisville High School Road (S-12-656) & Sloan Road (S-12-730). The Department provides the following comments.

TIA Recommendations

N. Main Street/Lewisville Middle School Driveway and Lancaster Highway (SC 9)

- Install a traffic signal if/when warrants are met upon full build-out of the development.

Old Richburg Road/Lewisville High School Road and Lancaster Highway (SC 9)

- Construct a second eastbound left-turn lane with 325 feet of storage.
- Construct an additional northbound receiving lane with a minimum length of 1,000 feet along Lewisville High School Road.
- Expand the southbound approach to include a southbound right-turn lane with 175 feet of storage.

L&C Railway Driveway/Access 1 and Lancaster Highway

- Construct Access 1 to include a single ingress lane and a single egress lane with an 85-foot internal protected stem (IPS) and stop control.
- Reconfigure the northbound approach to include an exclusive right-turn lane with 150 feet or maximized to the railroad right-of-way.
- Construct an eastbound left-turn lane with 150 feet of storage.

Access 2 and Lancaster Highway

- Construct Access 2 to include a single ingress lane and a single egress lane with a 100-foot IPS and stop control.
- Construct an eastbound left-turn lane with 150 feet of storage.

Lewisville High School Road and Existing Driveway/Access 3

- Construct Access 3 to include a single ingress lane and a single egress lane with a 70-foot IPS and stop control.

- Construct a northbound shared through/right-turn lane extending approximately 200 feet north of the intersection before merging into the existing northbound through lane.
- Per SCDOT, the distance between SC 9 and Access 3 should be maximized for vehicle queuing. Since school buses are unlikely to serve this development, pedestrian facilities within the development that connect to the high school and elementary school are strongly recommended.

#### SCDOT Comments on Specific Intersections

##### N. Main Street/Lewisville Middle School Driveway and Lancaster Highway (SC 9)

- A signal installation should only be considered as a final mitigation for a level of service issue after other mitigation strategies have been utilized.
- Installation of a signal cannot be considered until actual traffic meets the criteria set forth by the MUTCD. The developer or community may at their discretion choose to do a full warrant analysis which includes a 16 hour count in order to justify a signal at any point before full buildout or directly after to determine if a signal is actually warranted.

##### Old Richburg Road/Lewisville High School Road and Lancaster Highway (SC 9)

- Construct a second eastbound left-turn lane with 325 feet of storage.
- Construct an additional northbound receiving lane with a minimum length of 1,000 feet along Lewisville High School Road.
- Expand the southbound approach to include a southbound right-turn lane with 175 feet of storage.

##### L&C Railway Driveway/Access 1 and Lancaster Highway

- Construct Access 1 to include a single ingress lane and a single egress lane with an 85-foot internal protected stem (IPS) and stop control.
- Reconfigure the northbound approach to include an exclusive right-turn lane with 150 feet or maximized to the railroad right-of-way.
- Construct an eastbound left-turn lane with 150 feet of storage.

##### Access 2 and Lancaster Highway

- Construct Access 2 to include a single ingress lane and a single egress lane with a 100-foot IPS and stop control.
- Construct an eastbound left-turn lane with 150 feet of storage.

##### Lewisville High School Road and Existing Driveway/Access 3

- Construct Access 3 to include a single ingress lane and a single egress lane with a 70-foot IPS and stop control.
- Construct a northbound shared through/right-turn lane extending approximately 200 feet north of the intersection before merging into the existing northbound through lane.
- Per SCDOT, the distance between SC 9 and Access 3 should be maximized for vehicle queuing. Since school buses are unlikely to serve this development, pedestrian facilities within the development that connect to the high school and elementary school are strongly recommended.

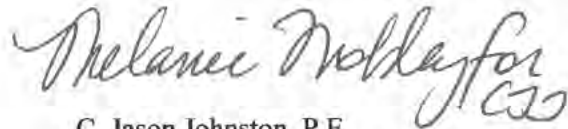
#### SCDOT General Comments



- The TIA notes that school buses are not anticipated to serve the proposed development. With that considered, an additional traffic count between 2:00-4:00 PM is needed for this TIA to include the school dismissal time at the Lewisville Middle School Driveway and on Lewisville High School Road. This should include visual observations of traffic queues for the parent loops at all three schools. Queuing and blocking along Lewisville High School Road should be noted and accounted for in the study.
- The proposed access locations shall not be considered approved until required horizontal and vertical sight distances and separation between proposed roads and existing driveways and roads are verified by the developer's civil engineer.

Please provide a revised document that includes the additional analysis requested. When that document is reviewed, the Department will provide a response letter to you that should be included in the final draft of the document, once comments from all reviewing parties have been addressed. We look forward to the project proceeding to the encroachment permit process. At that time, all geometrical features, pavement designs, sight distances, etc., will be reviewed by the appropriate office. If you have any additional questions or concerns, please contact the District 4 Permit Office at (803) 377-4155.

Sincerely,



C. Jason Johnston, P.E.  
District 4 Engineering Administrator

CJJ/mrj

ec: Mike Levister, Chester County Building & Zoning Director  
Dennis Moore, Resident Maintenance Engineer, Chester County

File: D4/PO/ACL



## Hogarth, Will

---

**From:** Massey, Amy  
**Sent:** Thursday, February 16, 2023 3:18 PM  
**To:** Love, Allison C.  
**Cc:** mlevister@ChesterCountySC.gov; Gamble, David D.; Troy Karski; Camille Marie Teuben; Brandon Pridemore (brandonpridemore@rjoeharris.com); Shirley, Thomas; Hogarth, Will; Meekins, David J; Johnson, Ashley  
**Subject:** RE: Draft TIA Addendum - Magnolia Richburg (Chester County)

Hey Allison,

Thanks for letting us know and will do.  
Have a great rest of the week!

Thank you,  
Amy

Amy Massey, PE  
**Kimley-Horn**  
704-287-3304

---

**From:** Love, Allison C. <[REDACTED]>  
**Sent:** Thursday, February 16, 2023 2:10 PM  
**To:** [REDACTED]

**Subject:** RE: Draft TIA Addendum - Magnolia Richburg (Chester County)

Hey Amy,

The concept drawing appears to address the latest comment. Please add it to the addendum.

Thank you,  
Allison

---

**From:** Massey, Amy [REDACTED]  
**Sent:** Wednesday, February 15, 2023 1:43 PM  
**To:** Love, Allison C. <[REDACTED]>

**Subject:** RE: Draft TIA Addendum - Magnolia Richburg (Chester County)

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

Good afternoon Allison,

Please see the attached concept showing the additional NB through receiving lane continued to drop at the elementary parent loop per the Addendum and also adding in a SB left lane at the parent loop to address the latest comment. Let us know if this satisfies the concern raised. If so, we can add this in and finalize the Addendum.

Thank you!  
Amy

**Amy Massey, PE**  
**Kimley-Hor**

---

From: [REDACTED]

Sent: Friday, January 27, 2023 2:06 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Draft TIA Addendum - Magnolia Richburg (Chester County)

Good afternoon, Amy.

Thank you for sending the Draft TIA Addendum for the Magnolia Richburg development to the Department for review. We agree in concept with the responses provided, but one additional concern was raised by Mark Faulk that needs to be addressed. On Lewisville High School Road, there is potential for southbound vehicles coming from the proposed development that are queued to turn left into the Elementary School's parent loop to block buses from being able to enter and exit the bus driveways for the Elementary School and the High School. This queuing could also cause delays for vehicles coming from the development making the through movement past the Elementary School on Lewisville High School Road.

Mark Faulk is retired, so I copied David Meekins and Ashley Johnson (both with SCDOT) on this email.

Thank you,

Allison C. Love, AICP  
Assistant District Permit Engineer – District 4  
SC Department of Transportation



Safety 1<sup>st</sup> – Live By It!  
Let 'em Work, Let 'em Live!

---

From: [REDACTED]  
Sent: Monday, December 5, 2022 4:27 PM  
To: Love, Allison C. [REDACTED]  
Cc: [REDACTED]  
Subject: Draft TIA Addendum - Magnolia Richburg (Chester County)

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

Hi Allison,

Hope all's been well!

Please see the attached draft TIA Addendum responding to SCDOT comments. Spoiler alert: all recommendations stand except for continuing the NB through lane further up Lewisville High School Road to drop as the NB right at the Elementary School loop. This is due to the existing condition of afternoon queuing in the through lane.

If you could review and let us know if there are questions or additional input. If not, we can seal and submit to yall along with the TIA to close out.

Thank you,  
Amy

**Amy Massey, PE**  
**Kimley-Horn**  
704-287-3304

---

From: Love, Allison C. <[REDACTED]>  
Sent: Friday, October 21, 2022 9:15 AM  
To: Shirley, Thomas <[REDACTED]>  
Cc: Massey, Amy <[REDACTED]>  
Subject: RE: TIA Response - Magnolia Richburg Development Chester County

Good morning, Thomas.

The signal comment is a standard comment. Alternative measures are not requested, but we are always open to hearing your ideas if you see something that would work without adding more delay to the mainline.

The traffic count and queueing comment came from the traffic office in Columbia. They would like to have a full synchro analysis plus visual observations.

Thank you,



Allison C. Love, AICP  
Assistant District Permit Engineer – District 4  
SC Department of Transportation



*Safety 1<sup>st</sup> – Live By It!*  
*Let 'em Work, Let 'em Live!*

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From: Shirley, Thomas [REDACTED]  
Sent: Wednesday, October 19, 2022 5:42 PM  
To: Love, Allison C. <[REDACTED]>  
Cc: Massey, Amy [REDACTED]  
Subject: FW: TIA Response - Magnolia Richburg Development Chester County

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

Good evening Allison,

Hope you're doing well! Left you a voicemail a couple days ago clarifying these comments. Trying to clarify:

1. Is the signal comment at N Main Street/SC 9 a standard comment or is the department requesting alternative mitigation measures?
2. An additional traffic count and queueing observations were requested from 2-4PM. Is the department requesting an additional analysis (using synchro) during that peak or would counts and visual observations suffice?

Thanks!

**Thomas Shirley, EIT**  
**Kimley-Horn** | 200 South Tryon Street, Suite 200, Charlotte, NC 28202  
Direct: 9 [REDACTED]

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From: Massey, Amy <[REDACTED]>  
Sent: Friday, October 14, 2022 11:56 AM  
To: Shirley, Thomas [REDACTED]  
Subject: Fwd: TIA Response - Magnolia Richburg Development Chester County

Amy Massey, PE  
Kimley-Horn  
Sent from my iPhone

Begin forwarded message:

From: "Judd, Melissa R." <[REDACTED]>  
Date: October 14, 2022 at 10:30:31 AM EDT  
To: "Massey, Amy" <[REDACTED]>  
Subject: TIA Response - Magnolia Richburg Development Chester County

Good Morning,

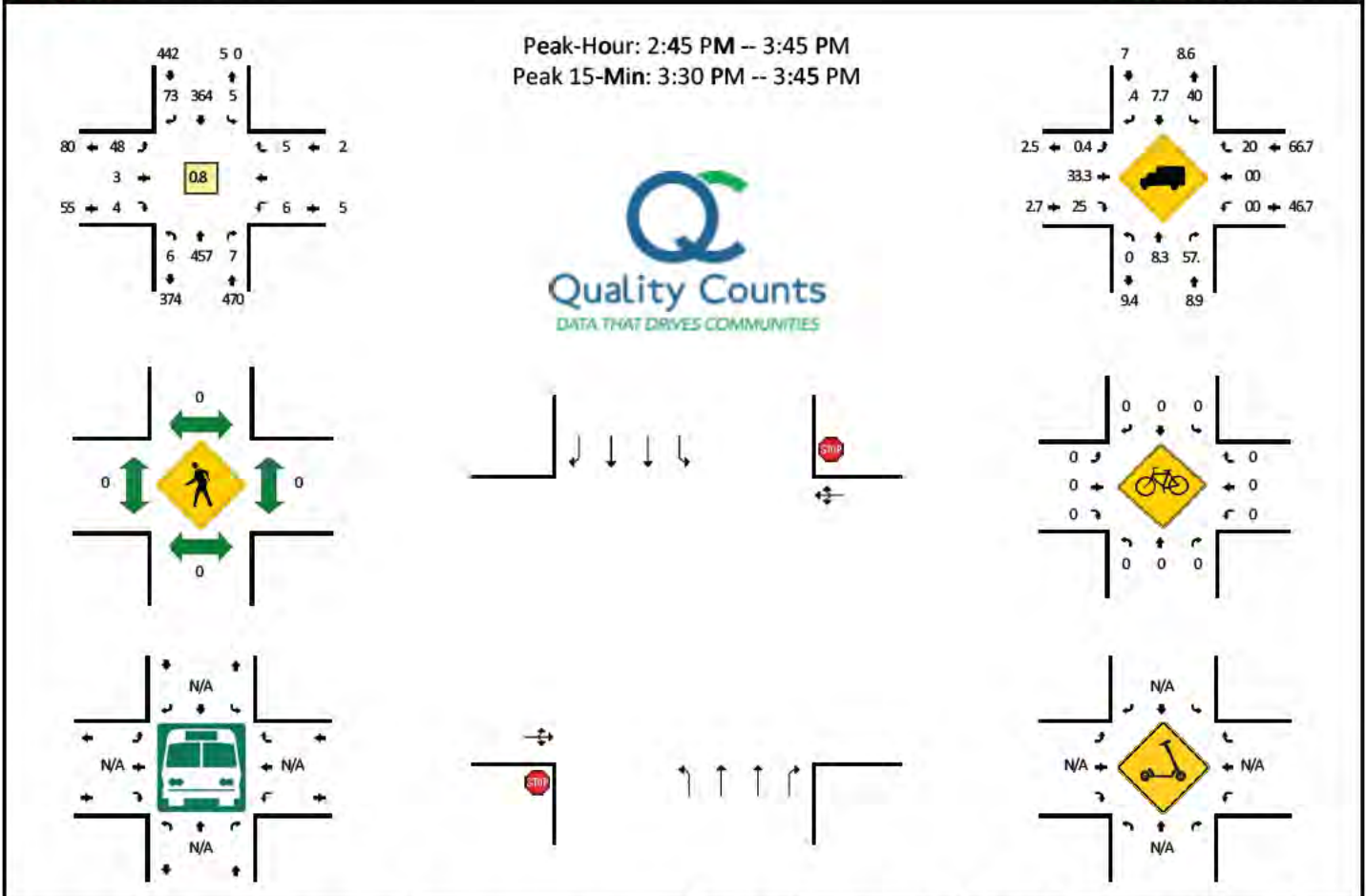
Please see attached TIA Response - Magnolia Richburg Development Chester County.

Thank you & have a blessed day.

*Melissa R Judd*  
Administrative Assistant II  
SC Department of Transportation  
District 4 Engineering  
[REDACTED]

LOCATION: Lancaster Hwy -- N Main St/Lewisville Middle School Dwy  
 CITY/STATE: Chester, SC

QC JOB #: 15997202  
 DATE: Thu, Nov 3 2022

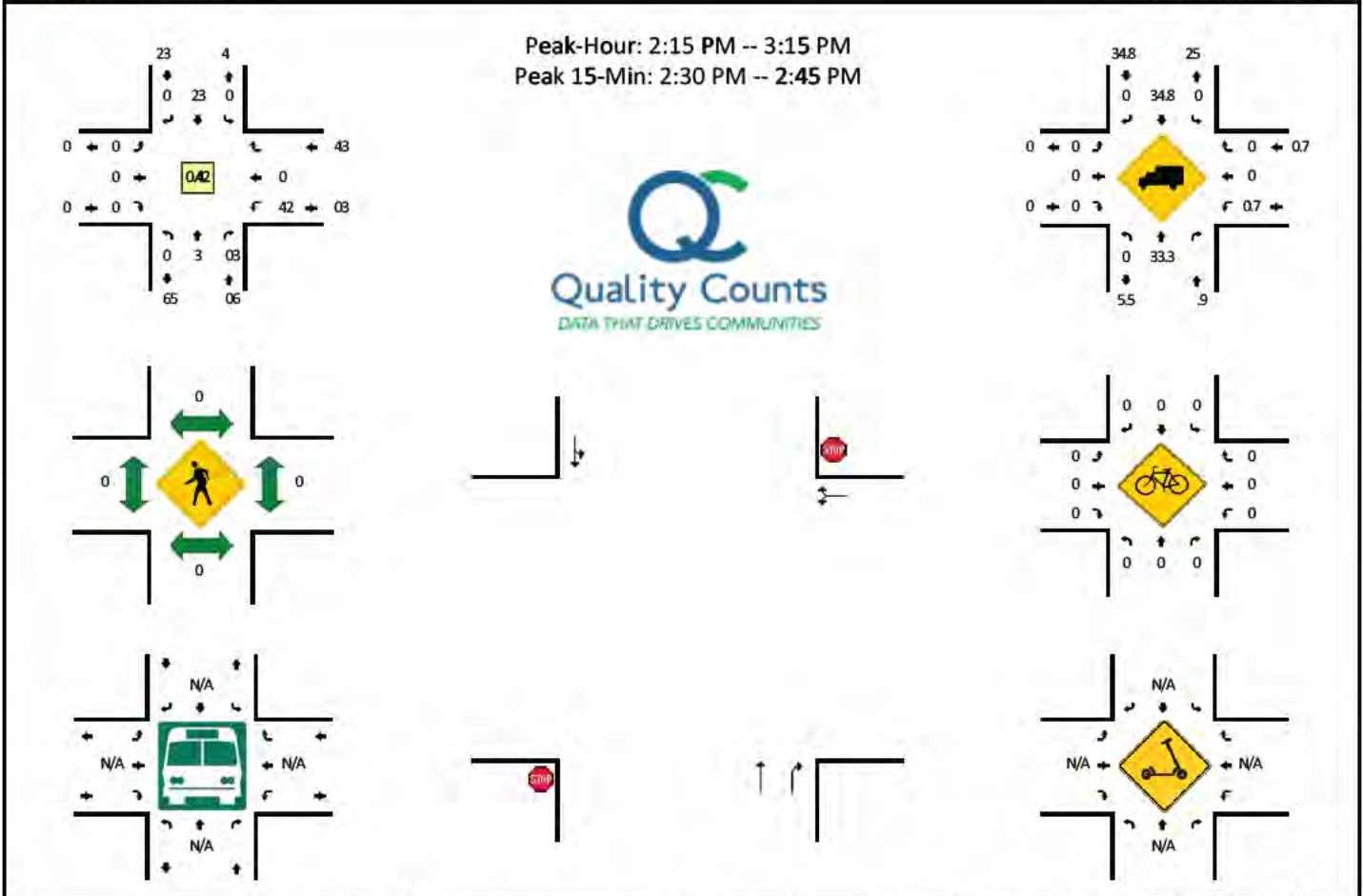


15 Min Count Period Beginning At	Lancaster Hwy (Northbound)				Lancaster Hwy (Southbound)				N Main St/Lewisville Middle School Dwy (Eastbound)				N Main St/Lewisville Middle School Dwy (Westbound)				Total	Hourly Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	2	69	1	0	0	67	15	0	14	0	2	0	0	0	0	0	170	
2:15 PM	1	53	0	0	0	72	9	0	17	0	0	0	0	0	0	0	152	
2:30 PM	1	111	7	0	1	75	22	0	13	0	3	0	2	1	3	0	239	
2:45 PM	1	112	1	0	0	79	20	0	12	0	2	0	1	0	0	0	228	789
3:00 PM	1	109	4	0	1	78	6	0	15	0	0	0	0	0	2	0	216	835
3:15 PM	2	78	1	0	3	113	18	0	10	2	1	0	4	0	2	0	234	917
3:30 PM	2	158	1	0	1	94	29	0	11	1	1	0	1	1	1	0	301	979
3:45 PM	5	90	2	0	0	69	24	0	14	0	1	0	1	0	0	0	206	957
Peak 15 Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	632	4	0	4	376	116	0	44	4	4	0	4	4	4	0	1204	
Heavy Trucks	0	40	4		0	44	4		4	0	4		4	4	0		108	
Buses																	0	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles																	0	
Scooters																	0	

Comments:

LOCATION: Lewisville High School Rd -- Lewisville Elementary School Dwy  
 CITY/STATE: Chester, SC

QC JOB #: 15997203  
 DATE: Thu, Nov 3 2022

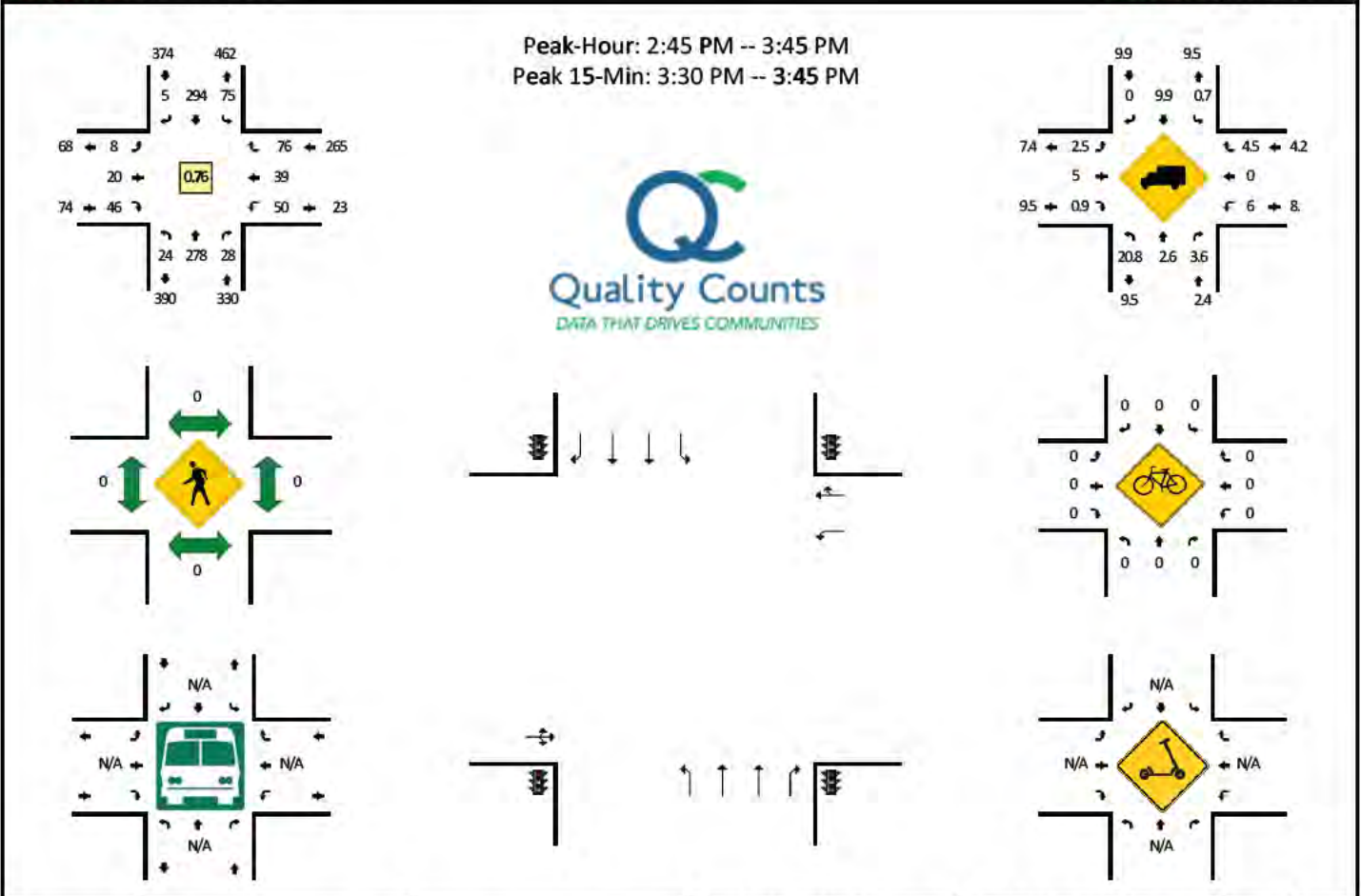


15 Min Count Period Beginning At	Lewisville High School Rd (Northbound)				Lewisville High School Rd (Southbound)				Lewisville Elementary School Dwy (Eastbound)				Lewisville Elementary School Dwy (Westbound)				Total	Hourly Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	2	1	0	0	3	0	0	0	0	0	0	6	0	0	0	12	
2:15 PM	0	0	12	0	0	2	0	0	0	0	0	0	8	0	0	0	22	
2:30 PM	0	0	70	0	0	8	0	0	0	0	0	0	85	0	0	0	163	
2:45 PM	0	1	21	0	0	2	0	0	0	0	0	0	41	0	1	0	66	263
3:00 PM	0	2	0	0	0	11	0	0	0	0	0	0	8	0	0	0	21	272
3:15 PM	0	2	1	0	0	14	0	0	0	0	0	0	1	0	0	0	18	268
3:30 PM	0	4	0	0	0	15	0	0	0	0	0	0	3	0	0	0	22	127
3:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	64
Peak 15 Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	280	0	0	32	0	0	0	0	0	0	340	0	0	0	652	
Heavy Trucks	0	0	0		0	28	0		0	0	0		0	0	0		28	
Buses																		
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

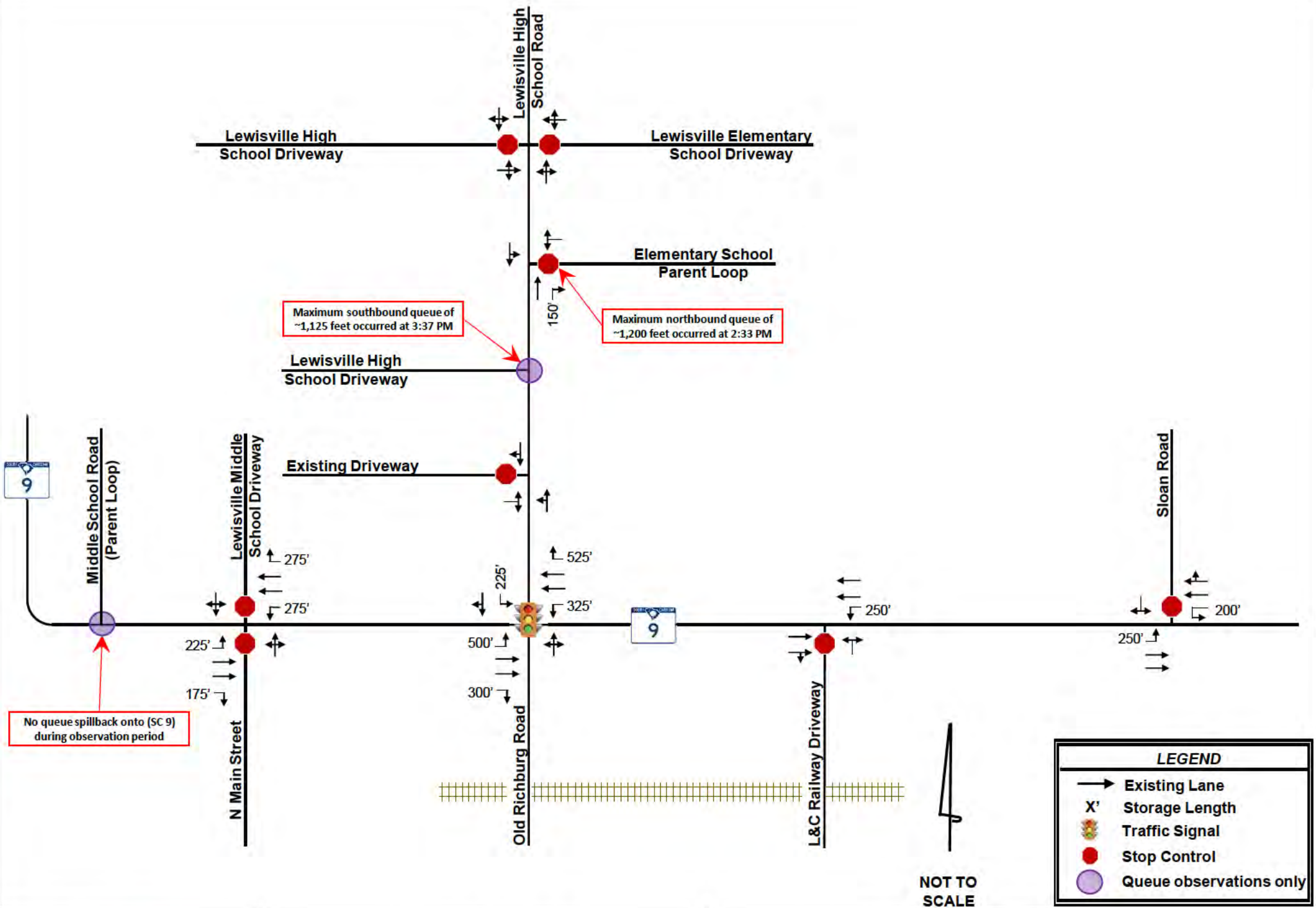
**LOCATION:** Lancaster Hwy -- Old Richburgh Rd/Lewisville High School Rd  
**CITY/STATE:** Chester, SC

**QC JOB #:** 15997201  
**DATE:** Thu, Nov 3 2022



15 Min Count Period Beginning At	Lancaster Hwy (Northbound)				Lancaster Hwy (Southbound)				Old Richburgh Rd/Lewisville High School Rd (Eastbound)				Old Richburgh Rd/Lewisville High School Rd (Westbound)				ota	Hourly totals
	Left	thru	Right	U	Left	thru	Right	U	Left	thru	Right	U	Left	thru	Right	U		
2:00 PM	5	63	6	0	18	44	1	0	2	2	5	0	5	1	6	0	158	
2:15 PM	9	49	7	0	17	53	2	0	4	3	14	0	1	3	4	0	166	
2:30 PM	6	53	8	0	24	52	0	0	3	4	13	0	22	10	64	0	259	
2:45 PM	2	77	8	0	15	67	2	0	2	6	8	0	13	8	29	0	237	820
3:00 PM	14	91	3	0	4	77	1	0	2	2	9	0	2	0	23	0	228	890
3:15 PM	5	53	9	0	41	70	1	0	3	9	14	0	5	4	20	0	234	958
3:30 PM	3	57	8	0	15	80	1	0	1	3	15	0	30	27	104	0	344	1043
3:45 PM	5	68	1	0	5	67	0	0	1	3	8	0	1	3	25	0	187	993
Peak 15 Min Flowrates	Northbound				Southbound				Eastbound				Westbound				ota	
	Left	thru	Right	U	Left	thru	Right	U	Left	thru	Right	U	Left	thru	Right	U		
All Vehicles	12	228	32	0	60	320	4	0	4	12	60	0	120	108	416	0	1376	
Heavy Trucks	4	32	4	0	4	44	0	0	0	0	0	0	4	0	20	0	112	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles																		
Scooters																		

Comments:



**LEGEND**

- Existing Lane
- X' Storage Length
-  Traffic Signal
-  Stop Control
-  Developer Improvement Identified
- IPS Internal Protected Stem
-  Revised Recommendation

NOT TO SCALE

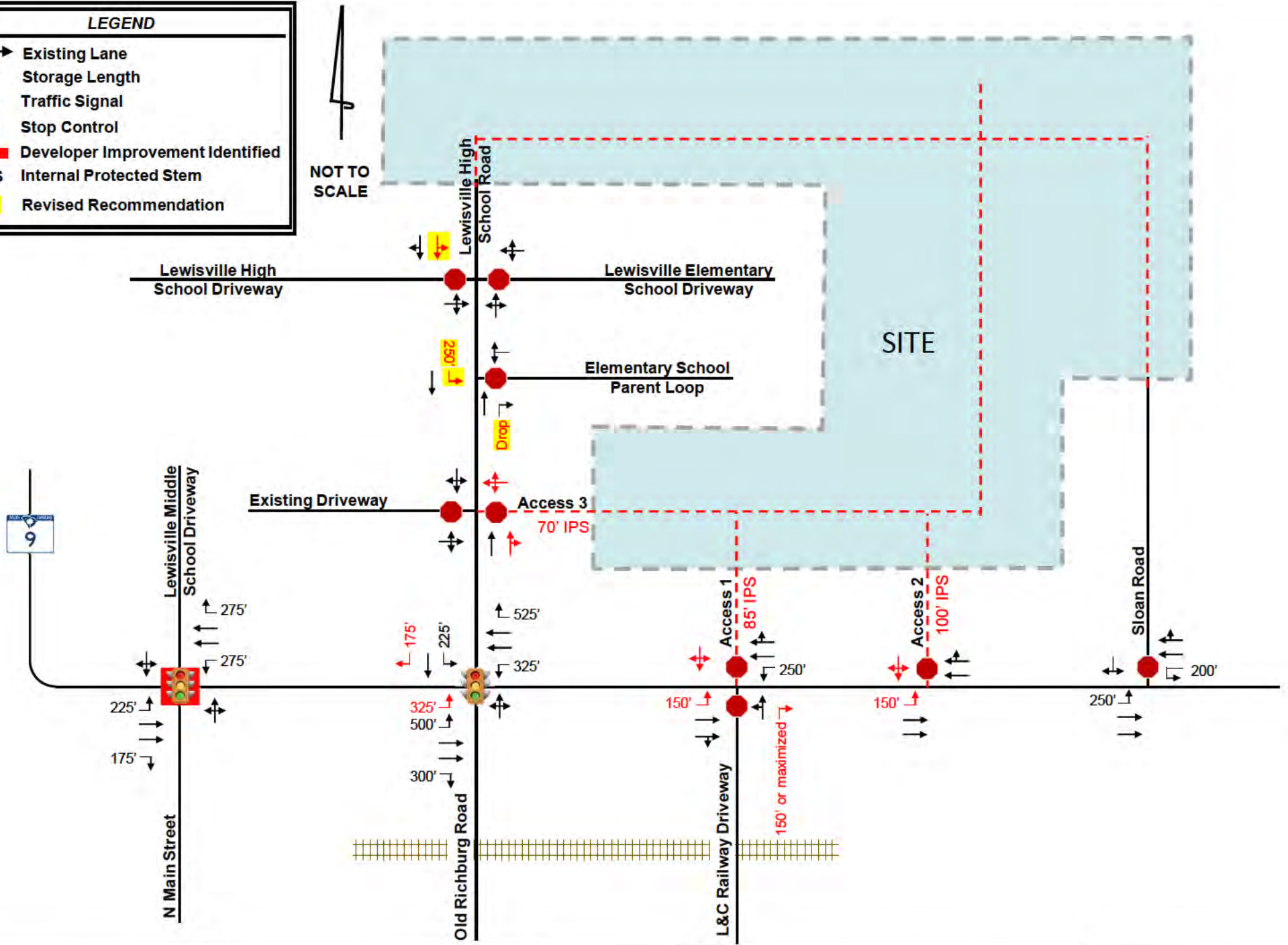
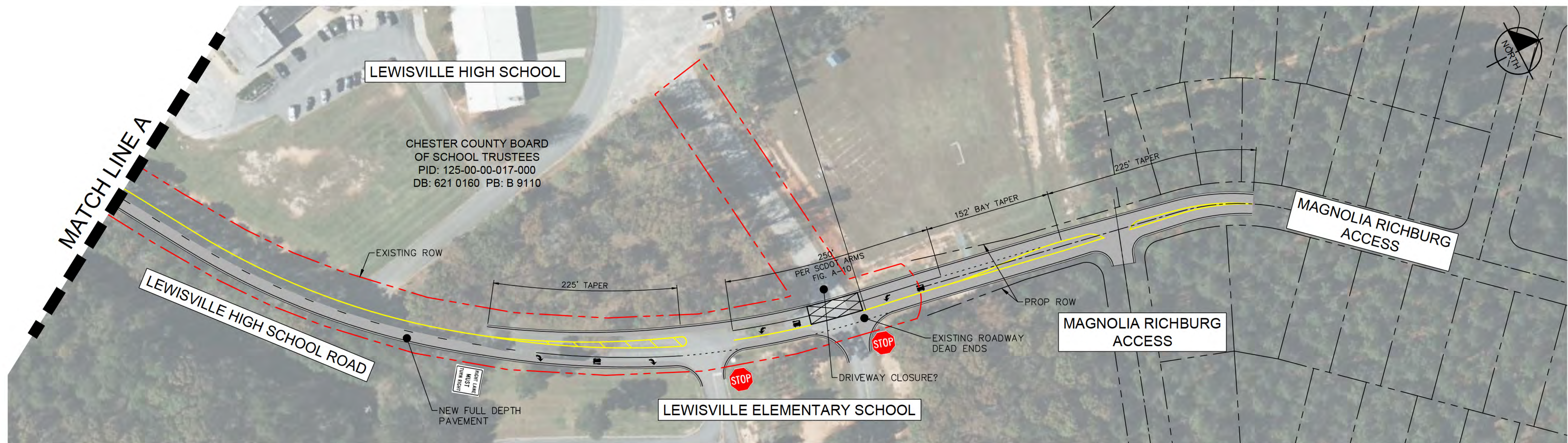
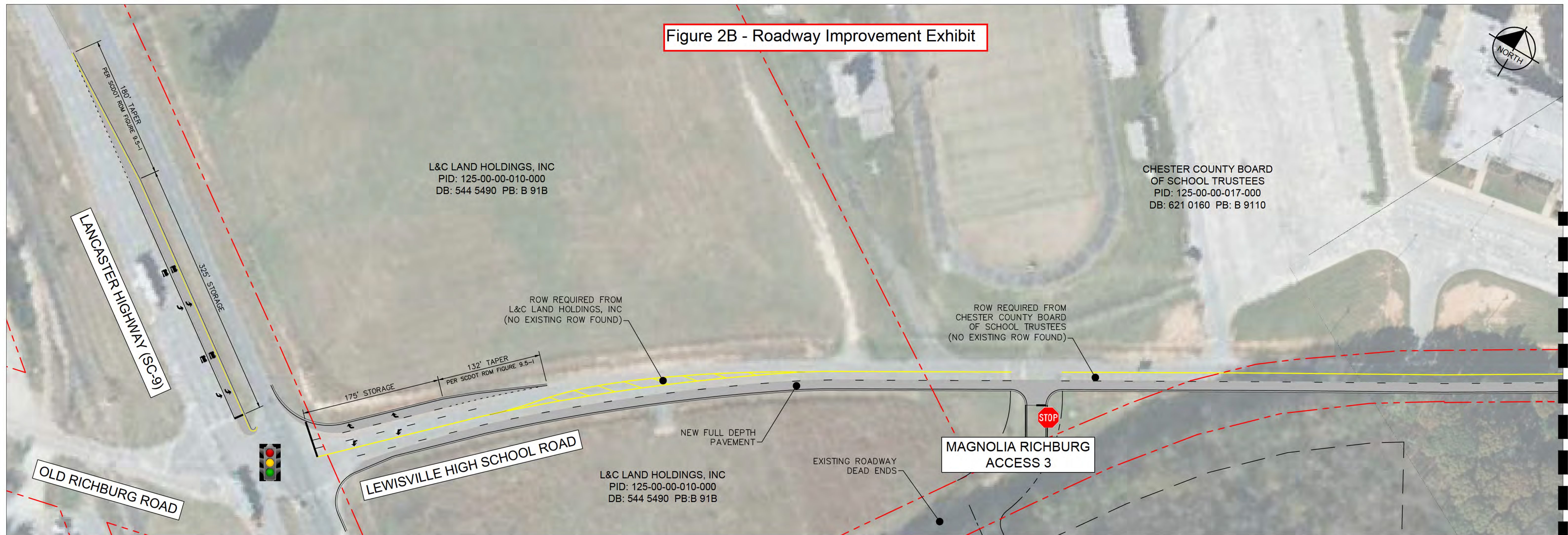
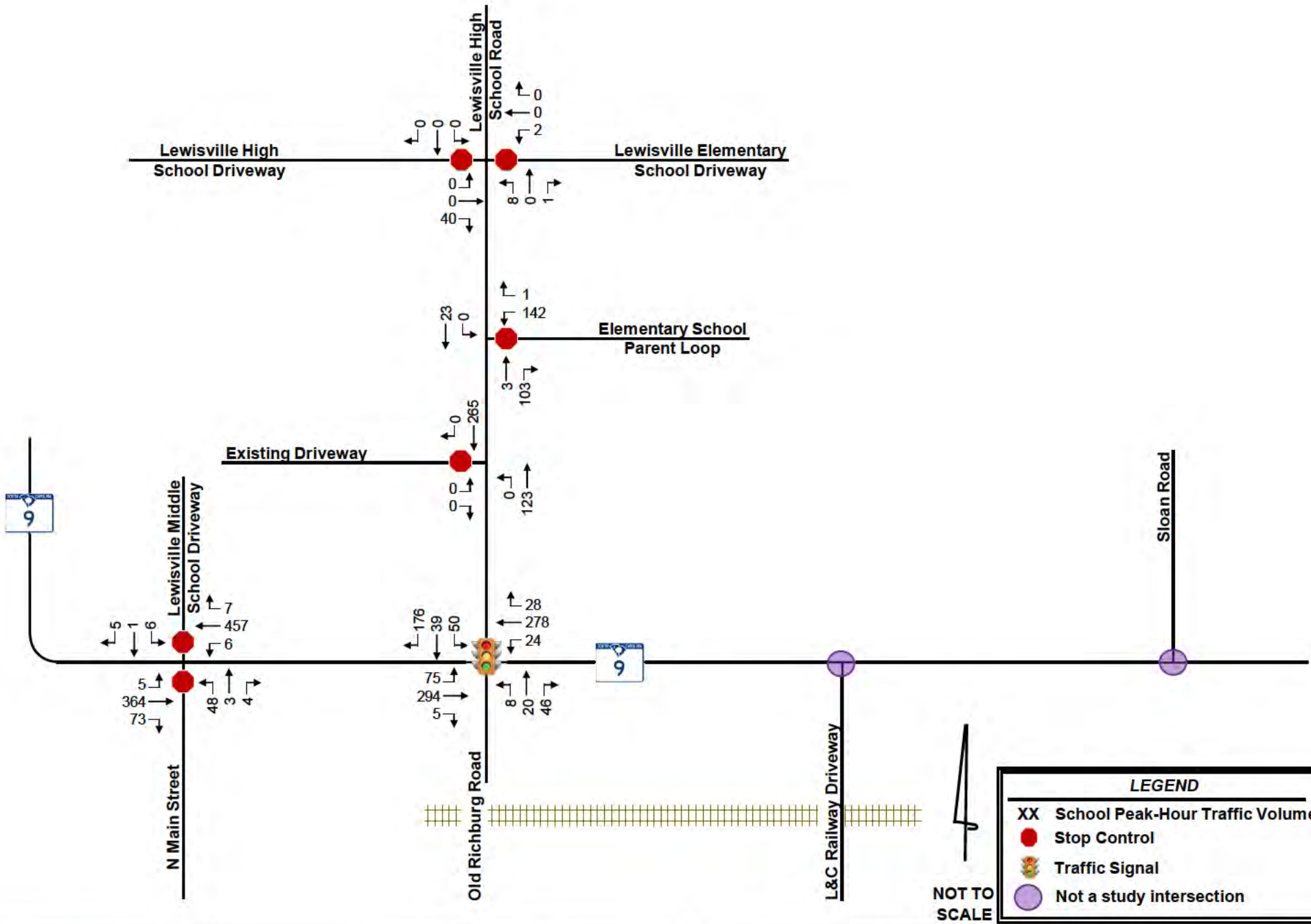


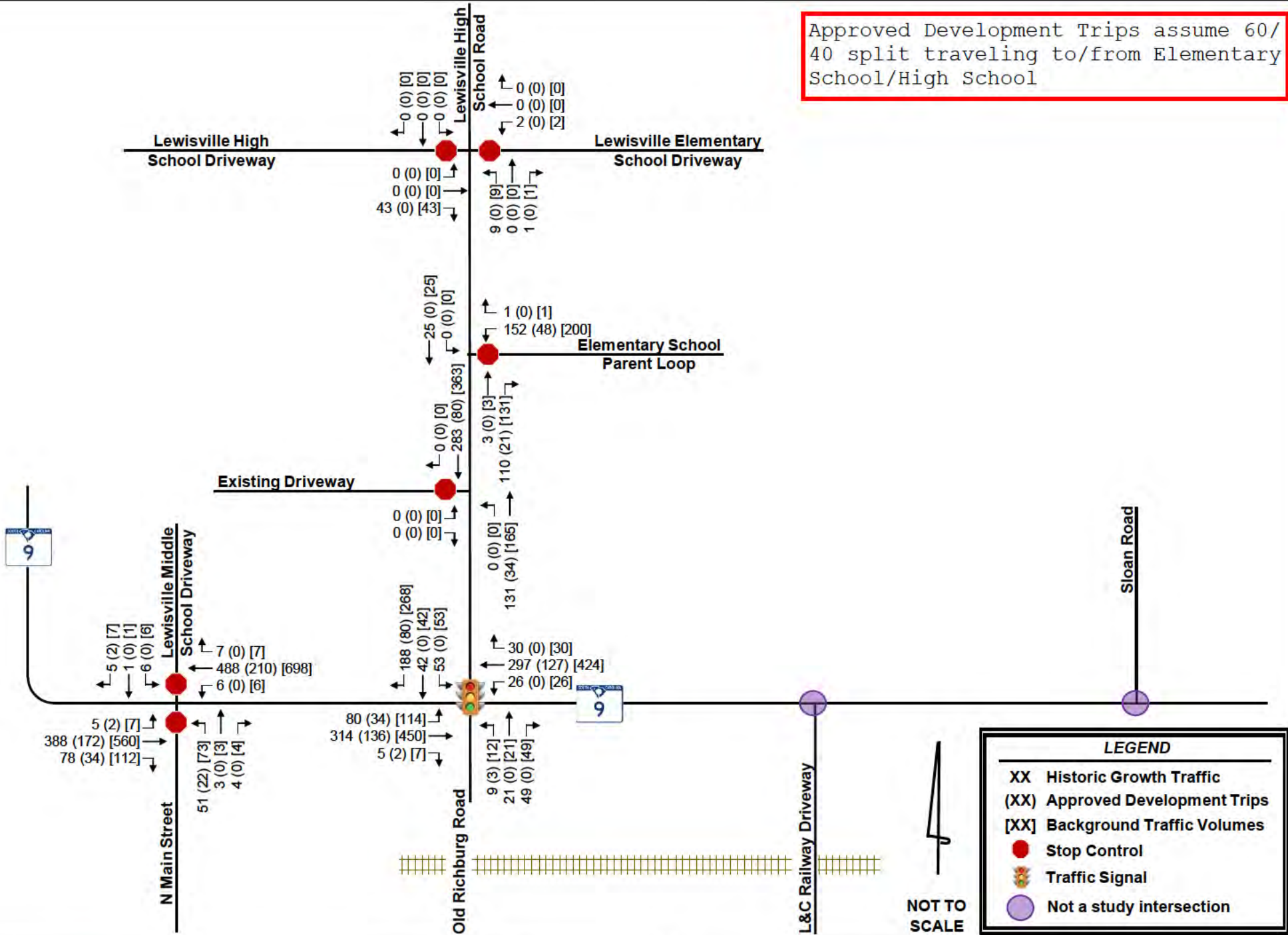
Figure 2B - Roadway Improvement Exhibit

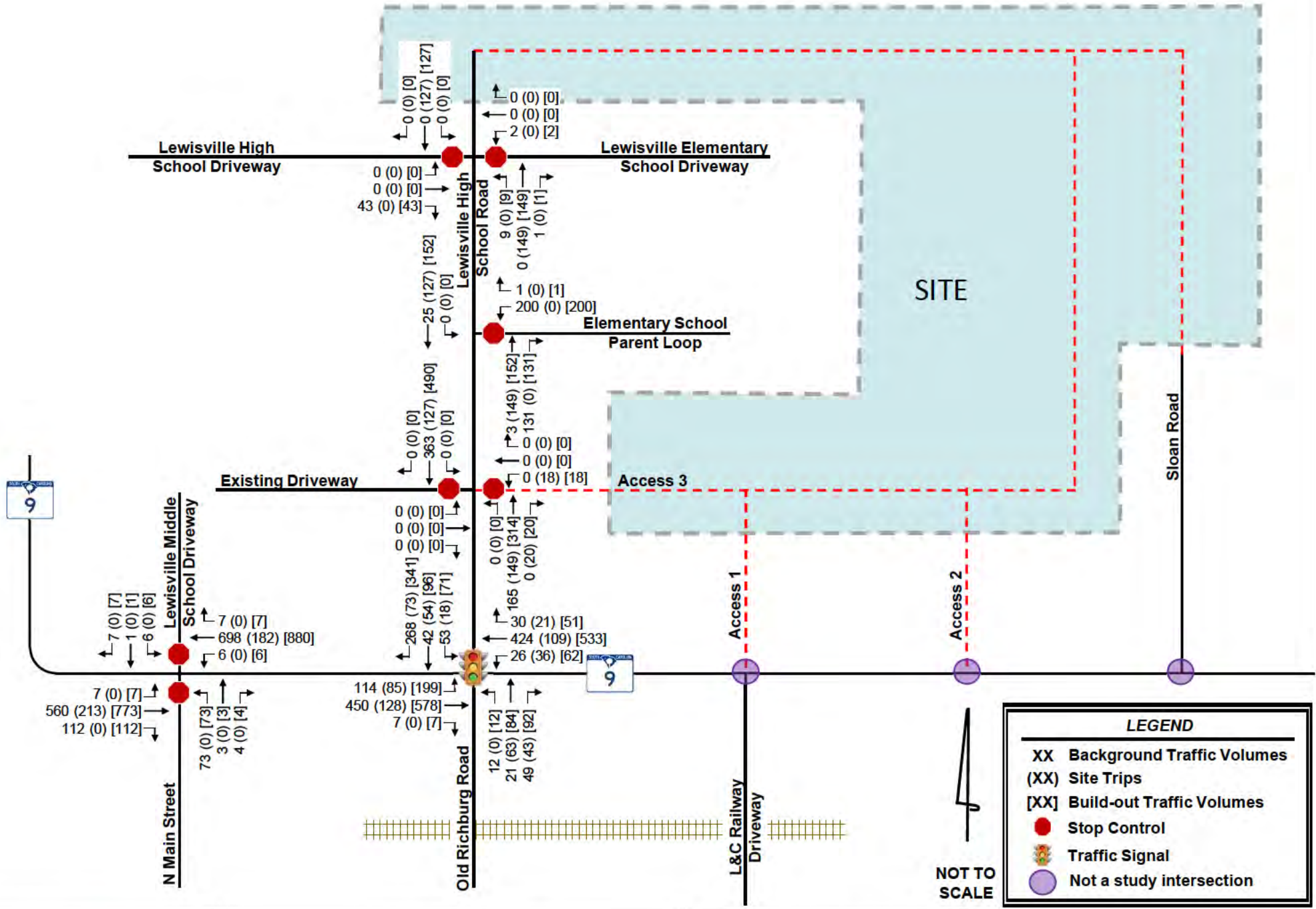






Approved Development Trips assume 60/40 split traveling to/from Elementary School/High School


























LEGEND	
XX	Background Traffic Volumes
(XX)	Site Trips
[XX]	Build-out Traffic Volumes
● (Red)	Stop Control
🚦	Traffic Signal
● (Purple)	Not a study intersection

NOT TO SCALE

Lanes, Volumes, Timings

Magnolia Richburg TIA

1: N Main Street/Lewisville Middle School Driveway & Lancaster Highway (SOI) 2022 Lewisville Middle School PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	364	73	6	457	7	48	3	4	6	1	5
Future Volume (vph)	5	364	73	6	457	7	48	3	4	6	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	14	12
Storage Length (ft)	225		250	275		275	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.986				0.961
Flt Protected	0.950			0.950				0.962				0.972
Satd. Flow (prot)	1289	3343	1583	1770	3343	1029	0	1792	0	0	1069	0
Flt Permitted	0.950			0.950				0.962				0.972
Satd. Flow (perm)	1289	3343	1583	1770	3343	1029	0	1792	0	0	1069	0
Link Speed (mph)		35			35			35				25
Link Distance (ft)		1521			4522			1340				1310
Travel Time (s)		29.6			88.1			26.1				35.7
Peak Hour Factor	0.42	0.81	0.63	0.75	0.72	0.44	0.80	0.38	0.50	0.38	0.25	0.63
Heavy Vehicles (%)	40%	8%	2%	2%	8%	57%	10%	33%	25%	100%	100%	20%
Adj. Flow (vph)	12	449	116	8	635	16	60	8	8	16	4	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	449	116	8	635	16	0	76	0	0	28	0
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.3%
Analysis Period (min)	15
	ICU Level of Service A

**Intersection**

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	364	73	6	457	7	48	3	4	6	1	5
Future Vol, veh/h	5	364	73	6	457	7	48	3	4	6	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	225	-	250	275	-	275	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	42	81	63	75	72	44	80	38	50	38	25	63
Heavy Vehicles, %	40	8	2	2	8	57	10	33	25	100	100	20
Mvmt Flow	12	449	116	8	635	16	60	8	8	16	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	651	0	0	565	0	0	809	1140	225	904	1240	318
Stage 1	-	-	-	-	-	-	473	473	-	651	651	-
Stage 2	-	-	-	-	-	-	336	667	-	253	589	-
Critical Hdwy	4.9	-	-	4.14	-	-	7.7	7.16	7.4	9.5	8.5	7.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.7	6.16	-	8.5	7.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	6.16	-	8.5	7.5	-
Follow-up Hdwy	2.6	-	-	2.22	-	-	3.6	4.33	3.55	4.5	5	3.5
Pot Cap-1 Maneuver	716	-	-	1003	-	-	258	158	712	123	81	627
Stage 1	-	-	-	-	-	-	520	485	-	251	282	-
Stage 2	-	-	-	-	-	-	630	386	-	513	309	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	716	-	-	1003	-	-	245	154	712	117	79	627
Mov Cap-2 Maneuver	-	-	-	-	-	-	362	259	-	194	167	-
Stage 1	-	-	-	-	-	-	511	477	-	247	280	-
Stage 2	-	-	-	-	-	-	608	383	-	490	304	-

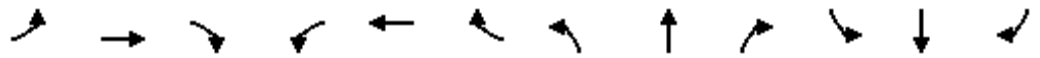
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			17.4			22.4		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	716	-	-	1003	-	-	235
HCM Lane V/C Ratio	0.207	0.017	-	-	0.008	-	-	0.118
HCM Control Delay (s)	17.4	10.1	-	-	8.6	-	-	22.4
HCM Lane LOS	C	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings

Magnolia Richburg TIA

2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (800) 2022 FSR High School PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	294	5	24	278	28	8	20	46	50	39	176
Future Volume (vph)	75	294	5	24	278	28	8	20	46	50	39	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	12	12	14	14
Storage Length (ft)	500		300	325		525	0		0	225		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	100			100			25			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.925			0.881	
Flt Protected	0.950			0.950				0.994		0.950		
Satd. Flow (prot)	1626	3282	1583	1492	3195	1553	0	1706	0	1703	1710	0
Flt Permitted	0.950			0.950				0.871		0.512		
Satd. Flow (perm)	1626	3282	1583	1492	3195	1553	0	1495	0	918	1710	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234			234		60			304	
Link Speed (mph)		45			45			50			35	
Link Distance (ft)		4522			1303			1480			847	
Travel Time (s)		68.5			19.7			20.2			16.5	
Peak Hour Factor	0.46	0.92	0.63	0.43	0.76	0.78	0.67	0.56	0.77	0.42	0.36	0.42
Heavy Vehicles (%)	11%	10%	2%	21%	13%	4%	13%	5%	11%	6%	2%	5%
Adj. Flow (vph)	163	320	8	56	366	36	12	36	60	119	108	419
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	320	8	56	366	36	0	108	0	119	527	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases			6			2	4			8		
Detector Phase	1	6	6	5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	15.0	15.0	8.0	15.0	15.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	22.0	22.0	15.0	22.0	22.0	15.0	15.0		15.0	15.0	
Total Split (s)	17.0	25.0	25.0	15.0	23.0	23.0	15.0	15.0		15.0	30.0	
Total Split (%)	24.3%	35.7%	35.7%	21.4%	32.9%	32.9%	21.4%	21.4%		21.4%	42.9%	
Maximum Green (s)	11.0	19.0	19.0	9.0	17.0	17.0	9.0	9.0		9.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	Min	Min	Min	None	None		None	None	
Act Effct Green (s)	10.2	17.0	17.0	8.5	15.2	15.2		8.5		19.6	19.6	
Actuated g/C Ratio	0.16	0.27	0.27	0.13	0.24	0.24		0.13		0.31	0.31	
v/c Ratio	0.62	0.36	0.01	0.28	0.48	0.07		0.43		0.30	0.71	
Control Delay	38.2	21.5	0.0	30.8	24.6	0.2		20.4		17.8	13.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	38.2	21.5	0.0	30.8	24.6	0.2		20.4		17.8	13.7	
LOS	D	C	A	C	C	A		C		B	B	

Lanes, Volumes, Timings

2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (SC 9) 2022 Lewisville High School PM Peak Hour

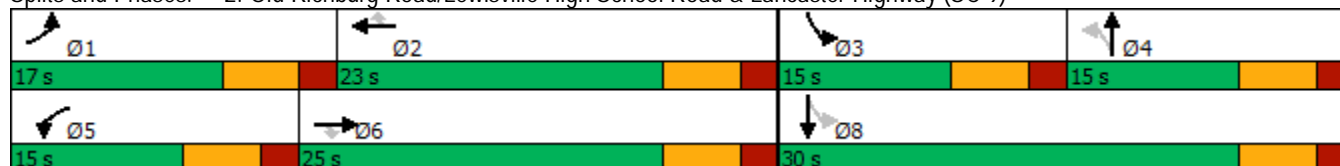


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		26.7			23.5			20.4			14.5	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	63	55	0	21	69	0		18		34	68	
Queue Length 95th (ft)	56	92	0	24	90	0		27		30	0	
Internal Link Dist (ft)		4442			1223			1400			767	
Turn Bay Length (ft)	500		300	325		525				225		
Base Capacity (vph)	286	999	644	215	870	593		266		401	845	
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	
Reduced v/c Ratio	0.57	0.32	0.01	0.26	0.42	0.06		0.41		0.30	0.62	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	63.4
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	20.8
Intersection LOS:	C
Intersection Capacity Utilization:	47.1%
ICU Level of Service:	A
Analysis Period (min):	15

















Splits and Phases: 2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (SC 9)



Lanes, Volumes, Timings

Magnolia Richburg TIA

4: Lewisville High School Road & Lewisville High School Driveway/Lewisville Elementary School Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	40	2	0	0	8	0	1	0	0	0
Future Volume (vph)	0	0	40	2	0	0	8	0	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865						0.973				
Flt Protected					0.950			0.962				
Satd. Flow (prot)	0	1454	0	0	1770	0	0	1605	0	0	1863	0
Flt Permitted					0.950			0.962				
Satd. Flow (perm)	0	1454	0	0	1770	0	0	1605	0	0	1863	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1135			1000			164			976	
Travel Time (s)		31.0			27.3			3.2			19.0	
Peak Hour Factor	0.90	0.90	0.67	0.25	0.90	0.90	0.50	0.90	0.25	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	13%	2%	2%	2%	13%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	60	8	0	0	16	0	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	60	0	0	8	0	0	20	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A



4: Lewisville High School Road & Lewisville High School Driveway/Lewisville Elementary School Driveway

**Intersection**

Int Delay, s/veh 7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	40	2	0	0	8	0	1	0	0	0
Future Vol, veh/h	0	0	40	2	0	0	8	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	67	25	90	90	50	90	25	90	90	90
Heavy Vehicles, %	2	2	13	2	2	2	13	2	2	2	2	2
Mvmt Flow	0	0	60	8	0	0	16	0	4	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	35	37	1	65	35	2	1	0	0	4	0	0
Stage 1	1	1	-	34	34	-	-	-	-	-	-	-
Stage 2	34	36	-	31	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.33	7.12	6.52	6.22	4.23	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.417	3.518	4.018	3.318	2.317	-	-	2.218	-	-
Pot Cap-1 Maneuver	971	855	1052	929	857	1082	1552	-	-	1618	-	-
Stage 1	1022	895	-	982	867	-	-	-	-	-	-	-
Stage 2	982	865	-	986	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	963	846	1052	870	848	1082	1552	-	-	1618	-	-
Mov Cap-2 Maneuver	963	846	-	870	848	-	-	-	-	-	-	-
Stage 1	1012	895	-	972	858	-	-	-	-	-	-	-
Stage 2	972	856	-	930	895	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.6		9.2		5.9		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	1052	870	1618	-	-
HCM Lane V/C Ratio	0.01	-	-	0.057	0.009	-	-	-
HCM Control Delay (s)	7.3	0	-	8.6	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Lanes, Volumes, Timings  
 7: Lewisville High School Road & Existing Driveway

Magnolia Richburg TIA  
 2022 Existing School PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	123	265	0
Future Volume (vph)	0	0	0	123	265	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
<b>Fr</b>						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1759	1810	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1759	1810	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	1039			847	1498	
Travel Time (s)	28.3			16.5	29.2	
Peak Hour Factor	0.90	0.90	0.90	0.55	0.41	0.90
Heavy Vehicles (%)	2%	2%	2%	8%	5%	2%
Adj. Flow (vph)	0	0	0	224	646	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	224	646	0
Sign Control	Stop			Free	Free	

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC  
7: Lewisville High School Road & Existing Driveway

Magnolia Richburg TIA  
2022 Existing School PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	0	0	123	265	0
Future Vol, veh/h	0	0	0	123	265	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	55	41	90
Heavy Vehicles, %	2	2	2	8	5	2
Mvmt Flow	0	0	0	224	646	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	870	646	646	0	-	0
Stage 1	646	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	322	472	939	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	472	939	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	939	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	142	1	3	103	0	23
Future Volume (vph)	142	1	3	103	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998			0.850		
Flt Protected	0.953					
Satd. Flow (prot)	1772	0	1429	1583	0	1407
Flt Permitted	0.953					
Satd. Flow (perm)	1772	0	1429	1583	0	1407
Link Speed (mph)	25		35			35
Link Distance (ft)	1442		1498			164
Travel Time (s)	39.3		29.2			3.2
Peak Hour Factor	0.42	0.25	0.38	0.37	0.90	0.52
Heavy Vehicles (%)	2%	2%	33%	2%	2%	35%
Adj. Flow (vph)	338	4	8	278	0	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	342	0	8	278	0	44
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.9%
Analysis Period (min)	15
	ICU Level of Service A

**Intersection**

Int Delay, s/veh 5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↔		↔
Traffic Vol, veh/h	142	1	3	103	0	23
Future Vol, veh/h	142	1	3	103	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	42	25	38	37	90	52
Heavy Vehicles, %	2	2	33	2	2	35
Mvmt Flow	338	4	8	278	0	44

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	52	8	0
Stage 1	8	-	-
Stage 2	44	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	957	1074	-
Stage 1	1015	-	-
Stage 2	978	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	957	1074	-
Mov Cap-2 Maneuver	957	-	-
Stage 1	1015	-	-
Stage 2	978	-	-






















Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	958	1276
HCM Lane V/C Ratio	-	-	0.357	-
HCM Control Delay (s)	-	-	10.8	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.6	0

Lanes, Volumes, Timings

Magnolia Richburg TIA

1: N Main Street/Lewisville Middle School Driveway & Lancaster Highway (SOI) 2015 Park Road Middle School PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	560	112	6	698	7	73	3	4	6	1	7
Future Volume (vph)	7	560	112	6	698	7	73	3	4	6	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	14	12
Storage Length (ft)	225		250	275		275	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.990				0.955
Flt Protected	0.950			0.950				0.959				0.974
Satd. Flow (prot)	1289	3343	1583	1770	3343	1029	0	1810	0	0	1088	0
Flt Permitted	0.950			0.950				0.959				0.974
Satd. Flow (perm)	1289	3343	1583	1770	3343	1029	0	1810	0	0	1088	0
Link Speed (mph)		35			35			35				25
Link Distance (ft)		1521			4522			1340				1310
Travel Time (s)		29.6			88.1			26.1				35.7
Peak Hour Factor	0.56	0.84	0.71	0.75	0.77	0.44	0.83	0.38	0.50	0.38	0.25	0.71
Heavy Vehicles (%)	40%	8%	2%	2%	8%	57%	10%	33%	25%	100%	100%	20%
Adj. Flow (vph)	13	667	158	8	906	16	88	8	8	16	4	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	667	158	8	906	16	0	104	0	0	30	0
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.4%
ICU Level of Service	A
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	560	112	6	698	7	73	3	4	6	1	7
Future Vol, veh/h	7	560	112	6	698	7	73	3	4	6	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	225	-	250	275	-	275	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	84	71	75	77	44	83	38	50	38	25	71
Heavy Vehicles, %	40	8	2	2	8	57	10	33	25	100	100	20
Mvmt Flow	13	667	158	8	906	16	88	8	8	16	4	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	922	0	0	825	0	0	1162	1629	334	1284	1771	453
Stage 1	-	-	-	-	-	-	691	691	-	922	922	-
Stage 2	-	-	-	-	-	-	471	938	-	362	849	-
Critical Hdwy	4.9	-	-	4.14	-	-	7.7	7.16	7.4	9.5	8.5	7.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.7	6.16	-	8.5	7.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	6.16	-	8.5	7.5	-
Follow-up Hdwy	2.6	-	-	2.22	-	-	3.6	4.33	3.55	4.5	5	3.5
Pot Cap-1 Maneuver	541	-	-	801	-	-	141	74	599	54	30	507
Stage 1	-	-	-	-	-	-	383	375	-	153	187	-
Stage 2	-	-	-	-	-	-	522	279	-	423	209	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	541	-	-	801	-	-	131	72	599	50	29	507
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	172	-	116	100	-
Stage 1	-	-	-	-	-	-	375	367	-	150	185	-
Stage 2	-	-	-	-	-	-	496	276	-	399	204	-

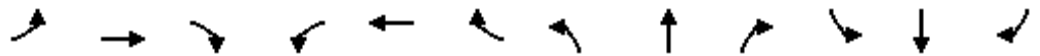
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			28.8			34.3		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	253	541	-	-	801	-	-	152
HCM Lane V/C Ratio	0.41	0.023	-	-	0.01	-	-	0.195
HCM Control Delay (s)	28.8	11.8	-	-	9.5	-	-	34.3
HCM Lane LOS	D	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.9	0.1	-	-	0	-	-	0.7

Lanes, Volumes, Timings

Magnolia Richburg TIA

2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (BOB) 2025 Park Road School PM Peak Hour



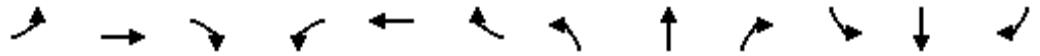
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	450	7	26	424	30	12	21	49	53	42	268
Future Volume (vph)	114	450	7	26	424	30	12	21	49	53	42	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	12	12	14	14
Storage Length (ft)	500		300	325		525	0		0	225		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	100			100			25			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.927			0.879	
Flt Protected	0.950			0.950				0.993		0.950		
Satd. Flow (prot)	1626	3282	1583	1492	3195	1553	0	1706	0	1703	1706	0
Flt Permitted	0.950			0.950				0.488		0.491		
Satd. Flow (perm)	1626	3282	1583	1492	3195	1553	0	839	0	880	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234			234		64			320	
Link Speed (mph)		45			45			50			35	
Link Distance (ft)		4522			1303			1480			847	
Travel Time (s)		68.5			19.7			20.2			16.5	
Peak Hour Factor	0.59	0.90	0.71	0.43	0.80	0.78	0.73	0.56	0.77	0.42	0.36	0.56
Heavy Vehicles (%)	11%	10%	2%	21%	13%	4%	13%	5%	11%	6%	2%	5%
Adj. Flow (vph)	193	500	10	60	530	38	16	38	64	126	117	479
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	500	10	60	530	38	0	118	0	126	596	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases			6			2	4			8		
Detector Phase	1	6	6	5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	15.0	15.0	8.0	15.0	15.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	22.0	22.0	15.0	22.0	22.0	15.0	15.0		15.0	15.0	
Total Split (s)	18.0	25.0	25.0	15.0	22.0	22.0	15.0	15.0		15.0	30.0	
Total Split (%)	25.7%	35.7%	35.7%	21.4%	31.4%	31.4%	21.4%	21.4%		21.4%	42.9%	
Maximum Green (s)	12.0	19.0	19.0	9.0	16.0	16.0	9.0	9.0		9.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	Min	Min	Min	None	None		None	None	
Act Effct Green (s)	11.1	18.2	18.2	8.5	15.7	15.7		8.7		19.8	19.8	
Actuated g/C Ratio	0.17	0.28	0.28	0.13	0.24	0.24		0.13		0.31	0.31	
v/c Ratio	0.70	0.54	0.02	0.31	0.69	0.07		0.70		0.33	0.80	
Control Delay	42.3	23.5	0.0	32.3	29.3	0.2		41.2		19.0	18.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	42.3	23.5	0.0	32.3	29.3	0.2		41.2		19.0	18.5	
LOS	D	C	A	C	C	A		D		B	B	



Lanes, Volumes, Timings

Magnolia Richburg TIA

2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (SC 9) 2025 Park Road School PM Peak Hour

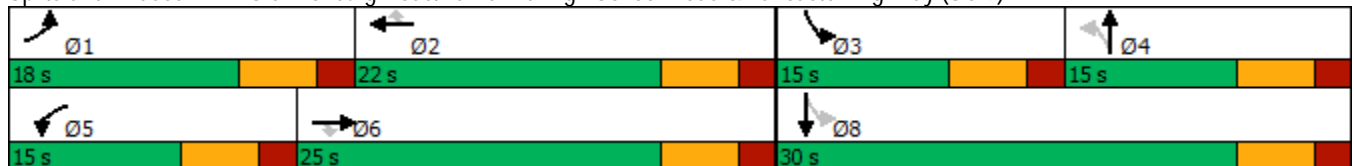


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		28.3			27.9			41.2			18.6	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)	78	95	0	24	111	0		22		37	95	
Queue Length 95th (ft)	88	143	0	26	141	0		31		32	0	
Internal Link Dist (ft)		4442			1223			1400			767	
Turn Bay Length (ft)	500		300	325		525				225		
Base Capacity (vph)	306	979	636	210	802	565		173		388	842	
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	
Reduced v/c Ratio	0.63	0.51	0.02	0.29	0.66	0.07		0.68		0.32	0.71	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	64.9
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	25.7
Intersection LOS:	C
Intersection Capacity Utilization:	52.9%
ICU Level of Service:	A
Analysis Period (min):	15

















Splits and Phases: 2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (SC 9)



Lanes, Volumes, Timings

Magnolia Richburg TIA

4: Lewisville High School Road & Lewisville High School Driveway / Lewisville Elementary School Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	43	2	0	0	9	0	1	0	0	0
Future Volume (vph)	0	0	43	2	0	0	9	0	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865						0.975				
Flt Protected					0.950			0.961				
Satd. Flow (prot)	0	1454	0	0	1770	0	0	1604	0	0	1863	0
Flt Permitted					0.950			0.961				
Satd. Flow (perm)	0	1454	0	0	1770	0	0	1604	0	0	1863	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		928			1005			194			956	
Travel Time (s)		25.3			27.4			3.8			18.6	
Peak Hour Factor	0.90	0.90	0.67	0.25	0.90	0.90	0.50	0.90	0.25	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	13%	2%	2%	2%	13%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	64	8	0	0	18	0	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	8	0	0	22	0	0	0	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	43	2	0	0	9	0	1	0	0	0
Future Vol, veh/h	0	0	43	2	0	0	9	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	67	25	90	90	50	90	25	90	90	90
Heavy Vehicles, %	2	2	13	2	2	2	13	2	2	2	2	2
Mvmt Flow	0	0	64	8	0	0	18	0	4	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	39	41	1	71	39	2	1	0	0	4	0	0
Stage 1	1	1	-	38	38	-	-	-	-	-	-	-
Stage 2	38	40	-	33	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.33	7.12	6.52	6.22	4.23	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.417	3.518	4.018	3.318	2.317	-	-	2.218	-	-
Pot Cap-1 Maneuver	966	851	1052	920	853	1082	1552	-	-	1618	-	-
Stage 1	1022	895	-	977	863	-	-	-	-	-	-	-
Stage 2	977	862	-	983	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	957	841	1052	856	843	1082	1552	-	-	1618	-	-
Mov Cap-2 Maneuver	957	841	-	856	843	-	-	-	-	-	-	-
Stage 1	1010	895	-	965	853	-	-	-	-	-	-	-
Stage 2	965	852	-	923	895	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.6		9.2		6		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1552	-	-	1052	856	1618	-	-
HCM Lane V/C Ratio	0.012	-	-	0.061	0.009	-	-	-
HCM Control Delay (s)	7.3	0	-	8.6	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Lanes, Volumes, Timings  
 7: Lewisville High School Road & Existing Driveway

Magnolia Richburg TIA  
 2035 Background School PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	165	363	0
Future Volume (vph)	0	0	0	165	363	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1759	1810	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1759	1810	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	1039			847	1491	
Travel Time (s)	28.3			16.5	29.0	
Peak Hour Factor	0.90	0.90	0.90	0.62	0.52	0.90
Heavy Vehicles (%)	2%	2%	2%	8%	5%	2%
Adj. Flow (vph)	0	0	0	266	698	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	266	698	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.4%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC  
 7: Lewisville High School Road & Existing Driveway

Magnolia Richburg TIA  
 2035 Background School PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	0	0	165	363	0
Future Vol, veh/h	0	0	0	165	363	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	62	52	90
Heavy Vehicles, %	2	2	2	8	5	2
Mvmt Flow	0	0	0	266	698	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	964	698	698	0	-	0
Stage 1	698	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	283	440	898	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	283	440	898	-	-	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	898	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	200	1	3	131	0	25
Future Volume (vph)	200	1	3	131	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.850		
Flt Protected	0.953					
Satd. Flow (prot)	1773	0	1429	1583	0	1407
Flt Permitted	0.953					
Satd. Flow (perm)	1773	0	1429	1583	0	1407
Link Speed (mph)	25		35			35
Link Distance (ft)	938		1491			194
Travel Time (s)	25.6		29.0			3.8
Peak Hour Factor	0.54	0.25	0.38	0.45	0.90	0.52
Heavy Vehicles (%)	2%	2%	33%	2%	2%	35%
Adj. Flow (vph)	370	4	8	291	0	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	374	0	8	291	0	48
Sign Control	Stop		Free			Free

**Intersection Summary**

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	5.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↔		↔
Traffic Vol, veh/h	200	1	3	131	0	25
Future Vol, veh/h	200	1	3	131	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	54	25	38	45	90	52
Heavy Vehicles, %	2	2	33	2	2	35
Mvmt Flow	370	4	8	291	0	48

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	56	8	0
Stage 1	8	-	-
Stage 2	48	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	952	1074	-
Stage 1	1015	-	-
Stage 2	974	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	952	1074	-
Mov Cap-2 Maneuver	952	-	-
Stage 1	1015	-	-
Stage 2	974	-	-

























Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	953	1262
HCM Lane V/C Ratio	-	-	0.393	-
HCM Control Delay (s)	-	-	11.2	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.9	0

Lanes, Volumes, Timings

Magnolia Richburg TIA

1: N Main Street/Lewisville Middle School Driveway & Lancaster Highway (SC 9) 2025 Bu (18 Cur) School PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 				 
Traffic Volume (vph)	7	773	112	6	880	7	73	3	4	6	1	7
Future Volume (vph)	7	773	112	6	880	7	73	3	4	6	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	14	12
Storage Length (ft)	225		250	275		275	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.990				0.955
Flt Protected	0.950			0.950				0.959				0.974
Satd. Flow (prot)	1289	3343	1583	1770	3343	1029	0	1810	0	0	1088	0
Flt Permitted	0.950			0.950				0.959				0.974
Satd. Flow (perm)	1289	3343	1583	1770	3343	1029	0	1810	0	0	1088	0
Link Speed (mph)		35			35			35				25
Link Distance (ft)		1521			4522			1340				1310
Travel Time (s)		29.6			88.1			26.1				35.7
Peak Hour Factor	0.56	0.85	0.71	0.75	0.80	0.44	0.83	0.38	0.50	0.38	0.25	0.71
Heavy Vehicles (%)	40%	8%	2%	2%	8%	57%	10%	33%	25%	100%	100%	20%
Adj. Flow (vph)	13	909	158	8	1100	16	88	8	8	16	4	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	909	158	8	1100	16	0	104	0	0	30	0
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.5%
ICU Level of Service	A
Analysis Period (min)	15



**Intersection**

Int Delay, s/veh 3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗		↔			↔	
Traffic Vol, veh/h	7	773	112	6	880	7	73	3	4	6	1	7
Future Vol, veh/h	7	773	112	6	880	7	73	3	4	6	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	225	-	250	275	-	275	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	85	71	75	80	44	83	38	50	38	25	71
Heavy Vehicles, %	40	8	2	2	8	57	10	33	25	100	100	20
Mvmt Flow	13	909	158	8	1100	16	88	8	8	16	4	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1116	0	0	1067	0	0	1501	2065	455	1599	2207	550
Stage 1	-	-	-	-	-	-	933	933	-	1116	1116	-
Stage 2	-	-	-	-	-	-	568	1132	-	483	1091	-
Critical Hdwy	4.9	-	-	4.14	-	-	7.7	7.16	7.4	9.5	8.5	7.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.7	6.16	-	8.5	7.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	6.16	-	8.5	7.5	-
Follow-up Hdwy	2.6	-	-	2.22	-	-	3.6	4.33	3.55	4.5	5	3.5
Pot Cap-1 Maneuver	442	-	-	649	-	-	78	37	494	27	13	435
Stage 1	-	-	-	-	-	-	271	280	-	106	139	-
Stage 2	-	-	-	-	-	-	455	219	-	341	144	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	442	-	-	649	-	-	71	36	494	24	12	435
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	122	-	78	67	-
Stage 1	-	-	-	-	-	-	264	272	-	103	137	-
Stage 2	-	-	-	-	-	-	426	216	-	317	140	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			48.7			52.9		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	181	442	-	-	649	-	-	104
HCM Lane V/C Ratio	0.574	0.028	-	-	0.012	-	-	0.285
HCM Control Delay (s)	48.7	13.4	-	-	10.6	-	-	52.9
HCM Lane LOS	E	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	3.1	0.1	-	-	0	-	-	1.1

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Lanes, Volumes, Timings

Magnolia Richburg TIA

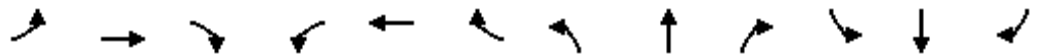
2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (SOO) 2025 BUS Group School PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	578	7	62	533	51	12	84	92	71	96	341
Future Volume (vph)	199	578	7	62	533	51	12	84	92	71	96	341
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	12	12	14	14
Storage Length (ft)	500		300	325		525	0		0	225		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	100			100			25			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>			0.850			0.850		0.935			0.882	
Fl <sub>t</sub> Protected	0.950			0.950				0.997		0.950		
Satd. Flow (prot)	1626	3282	1583	1492	3195	1553	0	1742	0	1703	1713	0
Fl <sub>t</sub> Permitted	0.950			0.950				0.597		0.355		
Satd. Flow (perm)	1626	3282	1583	1492	3195	1553	0	1043	0	636	1713	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			182		48			236	
Link Speed (mph)		45			45			50			35	
Link Distance (ft)		4522			1303			1480			847	
Travel Time (s)		68.5			19.7			20.2			16.5	
Peak Hour Factor	0.72	0.90	0.71	0.70	0.82	0.83	0.73	0.82	0.83	0.54	0.66	0.64
Heavy Vehicles (%)	11%	10%	2%	21%	13%	4%	13%	5%	11%	6%	2%	5%
Adj. Flow (vph)	276	642	10	89	650	61	16	102	111	131	145	533
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	642	10	89	650	61	0	229	0	131	678	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases			6			2	4			8		
Detector Phase	1	6	6	5	2	2	4	4		3	8	
Switch Phase												
Minimum Initial (s)	8.0	15.0	15.0	8.0	15.0	15.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	22.0	22.0	15.0	22.0	22.0	15.0	15.0		15.0	15.0	
Total Split (s)	22.0	34.0	34.0	16.0	28.0	28.0	25.0	25.0		15.0	40.0	
Total Split (%)	24.4%	37.8%	37.8%	17.8%	31.1%	31.1%	27.8%	27.8%		16.7%	44.4%	
Maximum Green (s)	16.0	28.0	28.0	10.0	22.0	22.0	19.0	19.0		9.0	34.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	Min	Min	Min	None	None		None	None	
Act Effct Green (s)	16.0	26.4	26.4	9.3	19.7	19.7		18.0		32.7	32.7	
Actuated g/C Ratio	0.18	0.31	0.31	0.11	0.23	0.23		0.21		0.38	0.38	
v/c Ratio	0.92	0.64	0.02	0.56	0.89	0.12		0.90		0.38	0.85	
Control Delay	72.1	29.7	0.0	51.7	48.9	0.5		64.5		22.0	28.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	72.1	29.7	0.0	51.7	48.9	0.5		64.5		22.0	28.5	
LOS	E	C	A	D	D	A		E		C	C	

Lanes, Volumes, Timings

2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (SC 9) 2025 Bull Run Middle School PM Peak Hour

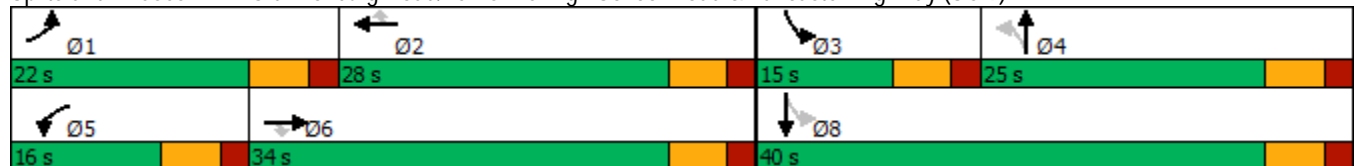


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		42.0			45.5			64.5				27.5
Approach LOS		D			D			E				C
Queue Length 50th (ft)	157	163	0	49	184	0		102		49		238
Queue Length 95th (ft)	#213	222	0	74	222	0		#203		51		198
Internal Link Dist (ft)		4442			1223			1400				767
Turn Bay Length (ft)	500		300	325		525				225		
Base Capacity (vph)	301	1065	636	172	815	531		267		351		818
Starvation Cap Reductn	0	0	0	0	0	0		0		0		0
Spillback Cap Reductn	0	0	0	0	0	0		0		0		0
Storage Cap Reductn	0	0	0	0	0	0		0		0		0
Reduced v/c Ratio	0.92	0.60	0.02	0.52	0.80	0.11		0.86		0.37		0.83

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	86.5
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	40.6
Intersection LOS:	D
Intersection Capacity Utilization:	70.9%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (SC 9)



Lanes, Volumes, Timings

Magnolia Richburg TIA

4: Lewisville High School Road & Lewisville High School Driveway/Lewisville Elementary School Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	0	43	2	0	0	9	149	1	0	127	0
Future Volume (vph)	0	0	43	2	0	0	9	149	1	0	127	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865						0.997				
Flt Protected					0.950			0.995				
Satd. Flow (prot)	0	1454	0	0	1770	0	0	1829	0	0	1863	0
Flt Permitted					0.950			0.995				
Satd. Flow (perm)	0	1454	0	0	1770	0	0	1829	0	0	1863	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1071			1067			153			987	
Travel Time (s)		29.2			29.1			3.0			19.2	
Peak Hour Factor	0.90	0.90	0.67	0.25	0.90	0.90	0.50	0.90	0.25	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	13%	2%	2%	2%	13%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	64	8	0	0	18	166	4	0	141	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	8	0	0	188	0	0	141	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.3%
Analysis Period (min)	15
	ICU Level of Service A

**Intersection**

Int Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	43	2	0	0	9	149	1	0	127	0
Future Vol, veh/h	0	0	43	2	0	0	9	149	1	0	127	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	67	25	90	90	50	90	25	90	90	90
Heavy Vehicles, %	2	2	13	2	2	2	13	2	2	2	2	2
Mvmt Flow	0	0	64	8	0	0	18	166	4	0	141	0

















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	345	347	141	377	345	168	141	0	0	170	0	0
Stage 1	141	141	-	204	204	-	-	-	-	-	-	-
Stage 2	204	206	-	173	141	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.33	7.12	6.52	6.22	4.23	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.417	3.518	4.018	3.318	2.317	-	-	2.218	-	-
Pot Cap-1 Maneuver	609	576	878	580	578	876	1377	-	-	1407	-	-
Stage 1	862	780	-	798	733	-	-	-	-	-	-	-
Stage 2	798	731	-	829	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	602	568	878	532	570	876	1377	-	-	1407	-	-
Mov Cap-2 Maneuver	602	568	-	532	570	-	-	-	-	-	-	-
Stage 1	850	780	-	787	723	-	-	-	-	-	-	-
Stage 2	787	721	-	768	780	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	9.4		11.9		0.7			0		
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	878	532	1407	-	-
HCM Lane V/C Ratio	0.013	-	-	0.073	0.015	-	-	-
HCM Control Delay (s)	7.6	0	-	9.4	11.9	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Lanes, Volumes, Timings  
 7: Lewisville High School Road & Existing Driveway/Access 3

Magnolia Richburg TIA  
 2035 Build-out School PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	18	0	0	0	314	20	0	490	0
Future Volume (vph)	0	0	0	18	0	0	0	314	20	0	490	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993											
Flt Protected	0.950											
Satd. Flow (prot)	0	1863	0	0	1770	0	0	1752	0	0	1810	0
Flt Permitted	0.950											
Satd. Flow (perm)	0	1863	0	0	1770	0	0	1752	0	0	1810	0
Link Speed (mph)	25				25				35		35	
Link Distance (ft)	1039				1076				847		1492	
Travel Time (s)	28.3				29.3				16.5		29.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.75	0.90	0.90	0.62	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	8%	2%	2%	5%	2%
Adj. Flow (vph)	0	0	0	20	0	0	0	419	22	0	790	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	20	0	0	441	0	0	790	0
Sign Control	Stop				Stop				Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC  
 7: Lewisville High School Road & Existing Driveway/Access 3

Magnolia Richburg TIA  
 2035 Build-out School PM Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	18	0	0	0	314	20	0	490	0
Future Vol, veh/h	0	0	0	18	0	0	0	314	20	0	490	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	75	90	90	62	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	0	0	0	20	0	0	0	419	22	0	790	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1220	1231	790	1220	1220	430	790	0	0	441	0	0
Stage 1	790	790	-	430	430	-	-	-	-	-	-	-
Stage 2	430	441	-	790	790	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	157	177	390	157	180	625	830	-	-	1119	-	-
Stage 1	383	402	-	603	583	-	-	-	-	-	-	-
Stage 2	603	577	-	383	402	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	157	177	390	157	180	625	830	-	-	1119	-	-
Mov Cap-2 Maneuver	157	177	-	157	180	-	-	-	-	-	-	-
Stage 1	383	402	-	603	583	-	-	-	-	-	-	-
Stage 2	603	577	-	383	402	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		31.2		0		0	
HCM LOS	A		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	830	-	-	-	157	1119	-
HCM Lane V/C Ratio	-	-	-	-	0.127	-	-
HCM Control Delay (s)	0	-	-	0	31.2	0	-
HCM Lane LOS	A	-	-	A	D	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	200	1	152	131	0	152
Future Volume (vph)	200	1	152	131	0	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.850		
Flt Protected	0.953					
Satd. Flow (prot)	1773	0	1429	1583	0	1407
Flt Permitted	0.953					
Satd. Flow (perm)	1773	0	1429	1583	0	1407
Link Speed (mph)	25		35			35
Link Distance (ft)	1442		1492			153
Travel Time (s)	39.3		29.1			3.0
Peak Hour Factor	0.54	0.25	0.89	0.45	0.90	0.84
Heavy Vehicles (%)	2%	2%	33%	2%	2%	35%
Adj. Flow (vph)	370	4	171	291	0	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	374	0	171	291	0	181
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.8% ICU Level of Service A
Analysis Period (min)	15



**Intersection**

Int Delay, s/veh 6.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑	↗		↘
Traffic Vol, veh/h	200	1	152	131	0	152
Future Vol, veh/h	200	1	152	131	0	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	54	25	89	45	90	84
Heavy Vehicles, %	2	2	33	2	2	35
Mvmt Flow	370	4	171	291	0	181

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	352	171	0
Stage 1	171	-	-
Stage 2	181	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	646	873	-
Stage 1	859	-	-
Stage 2	850	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	646	873	-
Mov Cap-2 Maneuver	646	-	-
Stage 1	859	-	-
Stage 2	850	-	-

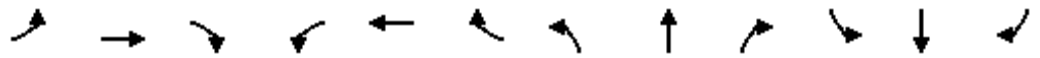
Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	648	1099
HCM Lane V/C Ratio	-	-	0.578	-
HCM Control Delay (s)	-	-	17.9	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	3.7	0

Lanes, Volumes, Timings

Magnolia Richburg TIA

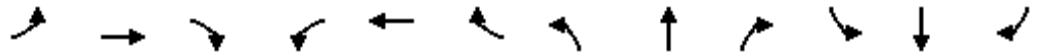
1: N Main Street/Lewisville Middle School Driveway & Lancaster Highway (SO) School PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	773	112	6	880	7	73	3	4	6	1	7
Future Volume (vph)	7	773	112	6	880	7	73	3	4	6	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	12	14	12
Storage Length (ft)	225		250	275		275	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.990			0.955	
Flt Protected	0.950			0.950				0.959			0.974	
Satd. Flow (prot)	1289	3343	1583	1770	3343	1029	0	1810	0	0	1088	0
Flt Permitted	0.238			0.313				0.769			0.778	
Satd. Flow (perm)	323	3343	1583	583	3343	1029	0	1452	0	0	869	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158			82		8			10	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1521			4522			1340			1310	
Travel Time (s)		29.6			88.1			26.1			35.7	
Peak Hour Factor	0.56	0.85	0.71	0.75	0.80	0.44	0.83	0.38	0.50	0.38	0.25	0.71
Heavy Vehicles (%)	40%	8%	2%	2%	8%	57%	10%	33%	25%	100%	100%	20%
Adj. Flow (vph)	13	909	158	8	1100	16	88	8	8	16	4	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	909	158	8	1100	16	0	104	0	0	30	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0		15.0	15.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (%)	62.5%	62.5%	62.5%	62.5%	62.5%	62.5%	37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0	19.0	9.0	9.0		9.0	9.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	Min	Min	Min	None	None		None	None	
Act Effct Green (s)	26.1	26.1	26.1	26.1	26.1	26.1		8.6			8.6	
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.70	0.70		0.23			0.23	
v/c Ratio	0.06	0.39	0.14	0.02	0.47	0.02		0.31			0.15	
Control Delay	6.7	6.2	1.9	5.8	6.9	0.0		15.3			12.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	6.7	6.2	1.9	5.8	6.9	0.0		15.3			12.4	
LOS	A	A	A	A	A	A		B			B	

Lanes, Volumes, Timings

1: N Main Street/Lewisville Middle School Driveway & Lancaster Highway (SC 9) 1035 Driveway (PPS) School PM Peak Hour

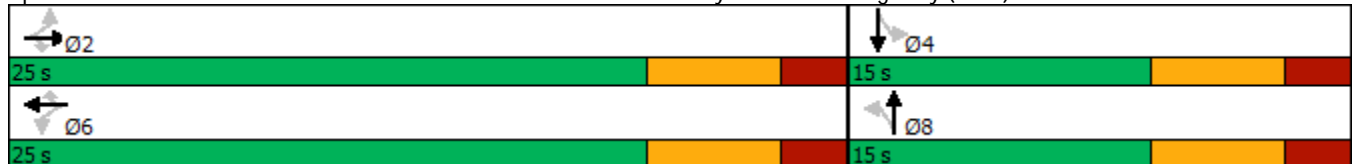


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		5.6			6.8			15.3				12.4
Approach LOS		A			A			B				B
Queue Length 50th (ft)	1	65	0	1	85	0		21				4
Queue Length 95th (ft)	5	99	10	4	115	0		17				3
Internal Link Dist (ft)		1441			4442			1260				1230
Turn Bay Length (ft)	225		250	275		275						
Base Capacity (vph)	225	2328	1150	406	2328	741		360				219
Starvation Cap Reductn	0	0	0	0	0	0		0				0
Spillback Cap Reductn	0	0	0	0	0	0		0				0
Storage Cap Reductn	0	0	0	0	0	0		0				0
Reduced v/c Ratio	0.06	0.39	0.14	0.02	0.47	0.02		0.29				0.14

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	37.5
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	6.7
Intersection LOS:	A
Intersection Capacity Utilization:	42.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: N Main Street/Lewisville Middle School Driveway & Lancaster Highway (SC 9)



Lanes, Volumes, Timings

Magnolia Richburg TIA

2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (SOB) School PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	578	7	62	533	51	12	84	92	71	96	341
Future Volume (vph)	199	578	7	62	533	51	12	84	92	71	96	341
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	12	12	12	12
Storage Length (ft)	500		300	325		525	0		0	225		175
Storage Lanes	2		1	1		1	0		0	1		1
Taper Length (ft)	100			100			25			100		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>			0.850			0.850		0.935				0.850
Fl <sub>t</sub> Protected	0.950			0.950				0.997		0.950		
Satd. Flow (prot)	3155	3282	1583	1492	3195	1553	0	1742	0	1703	1863	1538
Fl <sub>t</sub> Permitted	0.950			0.950				0.962		0.279		
Satd. Flow (perm)	3155	3282	1583	1492	3195	1553	0	1681	0	500	1863	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234			234		56				47
Link Speed (mph)		45			45			50				35
Link Distance (ft)		4522			1303			1480				847
Travel Time (s)		68.5			19.7			20.2				16.5
Peak Hour Factor	0.72	0.90	0.71	0.70	0.82	0.83	0.73	0.82	0.83	0.54	0.66	0.64
Heavy Vehicles (%)	11%	10%	2%	21%	13%	4%	13%	5%	11%	6%	2%	5%
Adj. Flow (vph)	276	642	10	89	650	61	16	102	111	131	145	533
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	642	10	89	650	61	0	229	0	131	145	533
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4		3	8	1
Permitted Phases			6			2	4			8		8
Detector Phase	1	6	6	5	2	2	4	4		3	8	1
Switch Phase												
Minimum Initial (s)	8.0	15.0	15.0	8.0	15.0	15.0	8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	15.0	22.0	22.0	15.0	22.0	22.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	15.0	24.0	24.0	15.0	24.0	24.0	16.0	16.0		15.0	31.0	15.0
Total Split (%)	21.4%	34.3%	34.3%	21.4%	34.3%	34.3%	22.9%	22.9%		21.4%	44.3%	21.4%
Maximum Green (s)	9.0	18.0	18.0	9.0	18.0	18.0	10.0	10.0		9.0	25.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	None		None	None	Min
Act Effct Green (s)	8.9	17.1	17.1	8.7	16.9	16.9		9.7		20.8	20.8	35.8
Actuated g/C Ratio	0.14	0.26	0.26	0.13	0.26	0.26		0.15		0.32	0.32	0.55
v/c Ratio	0.64	0.74	0.02	0.45	0.78	0.11		0.77		0.41	0.24	0.61
Control Delay	36.0	29.4	0.0	36.0	31.5	0.4		41.1		19.8	16.9	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	36.0	29.4	0.0	36.0	31.5	0.4		41.1		19.8	16.9	12.4
LOS	D	C	A	D	C	A		D		B	B	B

Lanes, Volumes, Timings

Magnolia Richburg TIA

2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (SC 9) School PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		31.1			29.6			41.1			14.4	
Approach LOS		C			C			D			B	
Queue Length 50th (ft)	59	134	0	36	137	0		72		38	42	120
Queue Length 95th (ft)	75	#193	0	59	173	0		#153		43	57	115
Internal Link Dist (ft)		4442			1223			1400			767	
Turn Bay Length (ft)	500		300	325		525				225		175
Base Capacity (vph)	445	927	614	210	902	606		311		331	731	875
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0
Reduced v/c Ratio	0.62	0.69	0.02	0.42	0.72	0.10		0.74		0.40	0.20	0.61

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 64.9  
 Natural Cycle: 70  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 26.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 61.6%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Old Richburg Road/Lewisville High School Road & Lancaster Highway (SC 9)



Lanes, Volumes, Timings

Magnolia Richburg TIA

4: Lewisville High School Road & Lewisville High School Driveway Lewisville Elementary School Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	0	43	2	0	0	9	149	1	0	127	0
Future Volume (vph)	0	0	43	2	0	0	9	149	1	0	127	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865						0.997				
Flt Protected					0.950			0.995				
Satd. Flow (prot)	0	1454	0	0	1770	0	0	1829	0	0	1863	0
Flt Permitted					0.950			0.995				
Satd. Flow (perm)	0	1454	0	0	1770	0	0	1829	0	0	1863	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		1098			1036			165			975	
Travel Time (s)		29.9			28.3			3.2			19.0	
Peak Hour Factor	0.90	0.90	0.67	0.25	0.90	0.90	0.50	0.90	0.25	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	13%	2%	2%	2%	13%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	64	8	0	0	18	166	4	0	141	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	8	0	0	188	0	0	141	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	43	2	0	0	9	149	1	0	127	0
Future Vol, veh/h	0	0	43	2	0	0	9	149	1	0	127	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	67	25	90	90	50	90	25	90	90	90
Heavy Vehicles, %	2	2	13	2	2	2	13	2	2	2	2	2
Mvmt Flow	0	0	64	8	0	0	18	166	4	0	141	0

















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	345	347	141	377	345	168	141	0	0	170	0	0
Stage 1	141	141	-	204	204	-	-	-	-	-	-	-
Stage 2	204	206	-	173	141	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.33	7.12	6.52	6.22	4.23	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.417	3.518	4.018	3.318	2.317	-	-	2.218	-	-
Pot Cap-1 Maneuver	609	576	878	580	578	876	1377	-	-	1407	-	-
Stage 1	862	780	-	798	733	-	-	-	-	-	-	-
Stage 2	798	731	-	829	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	602	568	878	532	570	876	1377	-	-	1407	-	-
Mov Cap-2 Maneuver	602	568	-	532	570	-	-	-	-	-	-	-
Stage 1	850	780	-	787	723	-	-	-	-	-	-	-
Stage 2	787	721	-	768	780	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	9.4		11.9		0.7			0		
HCM LOS	A		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	878	532	1407	-	-
HCM Lane V/C Ratio	0.013	-	-	0.073	0.015	-	-	-
HCM Control Delay (s)	7.6	0	-	9.4	11.9	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Lanes, Volumes, Timings  
7: Lewisville High School Road & Access 3

Magnolia Richburg TIA  
2035 Build-out IMP School PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	18	0	0	0	314	20	0	490	0
Future Volume (vph)	0	0	0	18	0	0	0	314	20	0	490	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt	0.993											
Flt Protected	0.950											
Satd. Flow (prot)	0	1863	0	0	1770	0	0	3328	0	0	1810	0
Flt Permitted	0.950											
Satd. Flow (perm)	0	1863	0	0	1770	0	0	3328	0	0	1810	0
Link Speed (mph)	30			25			35			35		
Link Distance (ft)	1003			1076			847			208		
Travel Time (s)	22.8			29.3			16.5			4.1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.75	0.90	0.90	0.62	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	8%	2%	2%	5%	2%
Adj. Flow (vph)	0	0	0	20	0	0	0	419	22	0	790	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	20	0	0	441	0	0	790	0
Sign Control	Stop			Stop			Free			Free		

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.8%
ICU Level of Service	A
Analysis Period (min)	15



HCM 6th TWSC  
 7: Lewisville High School Road & Access 3

Magnolia Richburg TIA  
 2035 Build-out IMP School PM Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	18	0	0	0	314	20	0	490	0
Future Vol, veh/h	0	0	0	18	0	0	0	314	20	0	490	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	75	90	90	62	90
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	0	0	0	20	0	0	0	419	22	0	790	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1000	1231	790	1220	1220	221	790	0	0	441	0	0
Stage 1	790	790	-	430	430	-	-	-	-	-	-	-
Stage 2	210	441	-	790	790	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	209	177	389	146	179	783	828	-	-	1117	-	-
Stage 1	382	401	-	574	583	-	-	-	-	-	-	-
Stage 2	773	576	-	382	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	209	177	389	146	179	783	828	-	-	1117	-	-
Mov Cap-2 Maneuver	209	177	-	146	179	-	-	-	-	-	-	-
Stage 1	382	401	-	574	583	-	-	-	-	-	-	-
Stage 2	773	576	-	382	401	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	33.5	0	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	828	-	-	-	146	1117	-
HCM Lane V/C Ratio	-	-	-	-	0.137	-	-
HCM Control Delay (s)	0	-	-	0	33.5	0	-
HCM Lane LOS	A	-	-	A	D	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	200	1	152	131	0	152
Future Volume (vph)	200	1	152	131	0	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999			0.850		
Flt Protected	0.953					
Satd. Flow (prot)	1773	0	1429	1583	0	1407
Flt Permitted	0.953					
Satd. Flow (perm)	1773	0	1429	1583	0	1407
Link Speed (mph)	25		35			35
Link Distance (ft)	1224		1311			165
Travel Time (s)	33.4		25.5			3.2
Peak Hour Factor	0.54	0.25	0.89	0.45	0.90	0.84
Heavy Vehicles (%)	2%	2%	33%	2%	2%	35%
Adj. Flow (vph)	370	4	171	291	0	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	374	0	171	291	0	181
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.8% ICU Level of Service A
Analysis Period (min)	15

**Intersection**

Int Delay, s/veh 6.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑	↔		↔
Traffic Vol, veh/h	200	1	152	131	0	152
Future Vol, veh/h	200	1	152	131	0	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	54	25	89	45	90	84
Heavy Vehicles, %	2	2	33	2	2	35
Mvmt Flow	370	4	171	291	0	181

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	352	171	0
Stage 1	171	-	-
Stage 2	181	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	646	873	-
Stage 1	859	-	-
Stage 2	850	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	646	873	-
Mov Cap-2 Maneuver	646	-	-
Stage 1	859	-	-
Stage 2	850	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	648	1099	-
HCM Lane V/C Ratio	-	-	0.578	-	-
HCM Control Delay (s)	-	-	17.9	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	3.7	0	-

## Magnolia Richburg

### TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

Based on 2009 MUTCD

INTERSECTION NAME: N Main Street/Lewisville Middle School and Lancaster Highway (SC 9)

DATE: 12/05/22

INTERSECTION CONDITION: 2035 Buildout Total

MAJOR STREET: Lancaster Highway (SC 9)

# OF APPROACH LANES: 2

MINOR STREET: N Main Street/Lewisville Middle School

# OF APPROACH LANES: 1

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N  
 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): Y

USE 56% REDUCTION (Y OR N): N

	MAJOR ST BOTH APPROACHES	MINOR ST HIGHEST APPROACH	WARRANT 1, Condition A			WARRANT 1, Condition B			WARRANT 1, Combination Warrant						WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	CONDITION A			CONDITION B				
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
<b>THRESHOLD VALUES</b>			420	105		630	53		480	120		720	60			
12:00 AM TO 01:00 AM																
01:00 AM TO 02:00 AM																
02:00 AM TO 03:00 AM																
03:00 AM TO 04:00 AM																
04:00 AM TO 05:00 AM																
05:00 AM TO 06:00 AM																
06:00 AM TO 07:00 AM																
07:00 AM TO 08:00 AM	2,049	112	Y	Y	Y	Y	Y	Y	Y			Y	Y	Y	Y	Y
08:00 AM TO 09:00 AM																
09:00 AM TO 10:00 AM																
10:00 AM TO 11:00 AM																
11:00 AM TO 12:00 PM																
12:00 PM TO 01:00 PM																
01:00 PM TO 02:00 PM																
02:00 PM TO 03:00 PM	1,785	78	Y			Y	Y	Y	Y			Y	Y	Y	Y	Y
03:00 PM TO 04:00 PM																
04:00 PM TO 05:00 PM																
05:00 PM TO 06:00 PM	1,917	78	Y			Y	Y	Y	Y			Y	Y	Y	Y	Y
06:00 PM TO 07:00 PM																
07:00 PM TO 08:00 PM																
08:00 PM TO 09:00 PM																
09:00 PM TO 10:00 PM																
10:00 PM TO 11:00 PM																
11:00 PM TO 12:00 AM																
	5,751	268	1			3			0			3			3	3
			8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			8 HOURS OF BOTH COND. A AND COND. B NEEDED NOT SATISFIED						4 HRS NEEDED NOT SATISFIED	1 HR NEEDED SATISFIED

WARRANT 1 -- Eight-Hour Vehicular Volume Warrant  
 Condition A : Minimum Vehicular Volume  
 Condition B : Interruption of Continuous Traffic  
 Combination : Combination of Condition A and Condition B  
 WARRANT 2 -- Four-Hour Vehicular Volume Warrant  
 WARRANT 3 -- Peak Hour Warrant



155 Wylie Street • P.O. Box 550 • Chester, South Carolina • 29706  
(803) 385-5123 • [www.chestermetrosc.com](http://www.chestermetrosc.com)

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*Solving the water needs of tomorrow, today.*

April 11, 2022

DR Horton  
C/O R. Joe Harris & Associates, Inc.  
1186 Stonecrest Boulevard  
Tega Cay, SC 29708

Re: Magnolia Richburg, Richburg SC, Water Availability

This letter is in response to your water availability request to support the rezoning application for tax parcels 135-00-00-019-000, 135-00-00-020-000, 135-00-00-032-011, and 136-00-00-042-000. Per the information provided on the drawing titled: Magnolia Richburg GIS Concept Plan, created by R. Joe Harris & Associates, Inc, the proposed project will consist of 1231 single-family lots.

Chester Metropolitan District's (CMD) water filtration plant has sufficient permitted capacity to provide water to this project while considering our current daily usage and future allocated demands. The water main along Hwy 9 is adequate to serve the project. Water system improvements that are necessary to serve the project will be the responsibility of the Developer.

A Willingness and Capability letter will be provided at a later date for permitting with SCDHEC once the Capital Recovery Fees are paid. There is no reservation of capacity until such time the Capital Recovery Fees are paid.

Please do not hesitate to contact me at [alitten@chestermetrosc.com](mailto:alitten@chestermetrosc.com) or (803) 385-5123 if you have any questions or comments.

Sincerely,

A handwritten signature in black ink that reads "Andy Litten".

Andy Litten, PE  
District Engineer



**VIA Electronic Mail**

August 8, 2022

Chester County  
Building and Zoning  
PO Box 580  
Chester, SC 29706

**Re:** Chester Sewer District  
Willingness and Ability to Serve Letter  
for NPDES Permit # SC0001741

To Whom It May Concern:

The Chester Sewer District (d/b/a) Chester County Wastewater Recovery (CWR) is willing and able to provide Magnolia Trace by DR Horton with wastewater service capacity for four hundred (400) proposed residential units for the property located off Hwy 9 in Richburg, South Carolina. The tax map numbers for the aforementioned site are as follows:

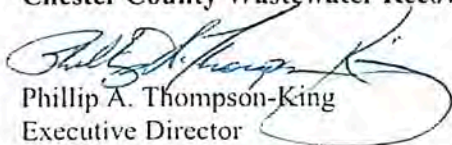
- 135-00-00-019-000 (majority of parcel);
- 135-00-00-020-000 (portion of parcel); and
- 136-00-00-042-000 (portion of parcel).

Please note, this willingness and ability letter expires on August 31, 2024. CWR will evaluate the current capacity conditions in the event that construction has not begun and/or is not completed by the expiration date noted above.

If you require additional information, please call me at (803) 377-3541.

Sincerely,

**Chester County Wastewater Recovery**

  
Phillip A. Thompson-King  
Executive Director

**Cc:** J. Michael Hunter, Maintenance Superintendent, CWR  
Tony Young, Wastewater Operations Superintendent, CWR  
Joel Manning, Finance Analyst and Manager, CWR  
Brandon S. Pridemore, Vice President, R. Joe Harris & Associates, Inc.  
File

# MAGNOLIA TRACE PLANNED DEVELOPMENT PD DESCRIPTIVE STATEMENT PER CHESTER COUNTY ZONING ORDINANCE

This descriptive statement is provided in accordance with Chapter 4-131(f) of the Chester County Zoning Ordinance and shall be considered a part of the rezoning documents and any conditions, statements or other information contained herein shall be binding to the rezoning.

## 1. Legal description of site boundaries, and total area of the site:

Magnolia Trace Planned Development will consist of 493.73 acres and includes TM#135-00-00-019-000 (108.04 acres), TM#135-00-00-020-000 (289.62 acres), TM#135-00-00-032-000 (86.62 acres) and a portion of TM#136-00-00-042-000 (9.45 acres to be rezoned and made part of the Magnolia Trace PD – remainder to be excluded).

### Legal Description of Overall Acreage as Follows:

BEING ALL OF THOSE CERTAIN PARCELS OF LAND LYING IN CHESTER COUNTY, SOUTH CAROLINA, HAVING PARCEL IDENTIFICATION NUMBERS OF 135-00-00-019-000, 135-00-00-020-000, & 135-00-00-032-000, AND A PORTION OF THAT CERTAIN PARCEL OF LAND LYING IN CHESTER COUNTY, SOUTH CAROLINA, HAVING A PARCEL IDENTIFICATION NUMBER OF 136-00-00-042-000 AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT NGS MONUMENT "PETTICOAT", HAVING SOUTH CAROLINA GEODETIC COORDINATES OF NORTH=1,059,634.189' AND EAST=1,989,463.52', THENCE S41°46'17"E FOR A DISTANCE OF 13,852.11' (GROUND DISTANCE) TO A # 5 REBAR FOUND, SAID POINT BEING ON THE EASTERN RIGHT OF WAY (R/W) LINE OF LEWISVILLE HIGH SCHOOL ROAD (66' PUBLIC R/W), SAID POINT ALSO BEING THE POINT OF BEGINNING (POB);

THENCE, FROM THE POB, AND FOLLOWING THE AFOREMENTIONED R/W OF LEWISVILLE HIGH SCHOOL ROAD, THE FOLLOWING 6 CALLS 1)N33°49'38"E FOR A DISTANCE OF 249.17' TO A #5 REBAR SET 2)N34°40'21"E FOR A DISTANCE OF 109.93' TO A #5 REBAR SET 3)N38°31'08"E FOR A DISTANCE OF 116.30' TO A #5 REBAR SET 4)N45°17'48"E FOR A DISTANCE OF 109.23' TO A #5 REBAR SET 5)N52°49'21"E FOR A DISTANCE OF 113.57' TO A #5 REBAR SET 6)N57°52'46"E FOR A DISTANCE OF 94.46' TO A #5 REBAR SET, THENCE, LEAVING SAID R/W, S29°18'53"E FOR A DISTANCE OF 497.63' TO A ¾" SQUARE BAR FOUND, THENCE S52°36'11"E FOR A DISTANCE OF 1000.55' TO A FENCE POST FOUND, THENCE N30°59'26"E FOR A DISTANCE OF 725.73' TO A FENCE POST FOUND, THENCE N31°01'32"E FOR A DISTANCE OF 824.69' TO A #5 REBAR FOUND, THENCE N03°11'52"W FOR A DISTANCE OF 381.99' TO A #5 REBAR FOUND, THENCE N71°10'49"W FOR A DISTANCE OF 1621.34' TO A #5 REBAR FOUND, THENCE N18°47'55"E FOR A DISTANCE OF 912.16' TO A POINT, THENCE N36°17'30"E FOR A DISTANCE OF 14.50' TO A 1" OPEN TOP PIPE FOUND, THENCE S65°32'30"E FOR A DISTANCE OF 157.43' TO A ¾" OPEN TOP PIPE FOUND, THENCE N42°08'28"E FOR A DISTANCE OF 2135.83' TO A #5 REBAR FOUND, THENCE N70°26'47"E FOR A DISTANCE OF 1409.08' TO A ¾" OPEN TOP PIPE FOUND, THENCE S47°20'37"E FOR A DISTANCE OF 1639.60' TO A 1 1/4" OPEN TOP PIPE FOUND, THENCE S26°05'26"E FOR A DISTANCE OF 541.41' TO A FENCE POST FOUND, THENCE S23°06'08"E FOR A DISTANCE OF 1431.83' TO A ½" OPEN TO PIPE FOUND, THENCE S14°49'23"W FOR A DISTANCE OF 2,133.03' TO A #5 REBAR FOUND, THENCE, S 89°38'12"W FOR A DISTANCE OF 627.57' TO A #5 REBAR FOUND ON THE EASTERN R/W OF SLOAN ROAD (S-12-730 66' PUBLIC R/W), THENCE, WITH SAID R/W THE FOLLOWING 4 CALLS 1)N04°17'47"W FOR A DISTANCE OF 264.95' TO A #5 REBAR SET 2)N04°06'14"W FOR A DISTANCE OF 108.78' TO A #5 REBAR SET ON THE BEGINNING OF A NON-TANGENTIAL CURVE 3)SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 45°13'41", HAVING A RADIUS OF 211.47', AND WHOSE LONG CHORD BEARS N16°26'22"E FOR A DISTANCE OF 162.63' TO A #5 REBAR SET 4)N37°16'19"E FOR A DISTANCE OF 226.00' TO A #5 REBAR SET, THENCE, CROSSING SAID R/W, N52°43' 41"W FOR A

**1. Legal description of site boundaries, and total area of the site:**

**(cont'd from previous page)**

DISTANCE OF 66.00' TO A #5 REBAR FOUND ON THE WESTERN R/W OF THE AFOREMENTIONED SLOAN ROAD, THENCE, LEAVING SAID R/W, N58°05'05"W FOR A DISTANCE OF 997.00' TO A #5 REBAR FOUND, THENCE N58°05'18"W FOR A DISTANCE OF 18.80' TO A POINT IN A CREEK, THENCE WITH SAID CREEK THE FOLLOWING 61 CALLS 1)S32°52'10"W FOR A DISTANCE OF 72.14' TO A POINT 2)S04°26'032"W FOR A DISTANCE OF 160.17' TO A POINT 3)S22°06'002"W FOR A DISTANCE OF 161.18' TO A POINT 4)S06°12'40"W FOR A DISTANCE OF 171.17' TO A POINT 5)S46°42'10"W FOR A DISTANCE OF 165.33' TO A POINT 6)S13°37'10"E FOR A DISTANCE OF 124.18' TO A POINT 7)S15°50'49"W FOR A DISTANCE OF 7.29' TO A POINT 8)S26°03'28"E FOR A DISTANCE OF 12.63' TO A POINT 9)S04°14'22"W FOR A DISTANCE OF 20.95' TO A POINT 10)S74°17'34"W FOR A DISTANCE OF 28.34' TO A POINT 11)S42°33'41"W FOR A DISTANCE OF 29.10' TO A POINT 12)S19°00'28"W FOR A DISTANCE OF 28.57' TO A POINT 13)S70°24'07"W FOR A DISTANCE OF 6.90' TO A POINT 14)S37°01'28"W FOR A DISTANCE OF 6.07' TO A POINT 15)S07°27'16"E FOR A DISTANCE OF 19.89' TO A POINT 16)S27°25'53"E FOR A DISTANCE OF 16.45' TO A POINT 17)S05°36'34"E FOR A DISTANCE OF 19.59' TO A POINT 18)S17°12'45"W FOR A DISTANCE OF 46.07' TO A POINT 19)S58°02'34"W FOR A DISTANCE OF 7.81' TO A POINT 20)S74°44'08"W FOR A DISTANCE OF 30.05' TO A POINT 21)S44°13'45"W FOR A DISTANCE OF 10.20' TO A POINT 22)S04°04'53"W FOR A DISTANCE OF 48.43' TO A POINT 23)S10°50'50"W FOR A DISTANCE OF 14.25' TO A POINT 24)S32°36'29"E FOR A DISTANCE OF 40.80' TO A POINT 25)S22°05'59"E FOR A DISTANCE OF 46.60' TO A POINT 26)S31°58'56"E FOR A DISTANCE OF 59.31' TO A POINT 27)S14°13'51"E FOR A DISTANCE OF 28.87' TO A POINT 28)S23°04'49"W FOR A DISTANCE OF 11.38' TO A POINT 29)S52°48'22"W FOR A DISTANCE OF 23.74' TO A POINT 30)S48°55'39"W FOR A DISTANCE OF 35.35' TO A POINT 31)S17°34'13"W FOR A DISTANCE OF 17.16' TO A POINT 32)S22°27'12"W FOR A DISTANCE OF 37.57' TO A POINT 33)S55°58'58"W FOR A DISTANCE OF 25.36' TO A POINT 34)S67°46'14"W FOR A DISTANCE OF 29.81' TO A POINT 35)S33°18'08"W FOR A DISTANCE OF 18.11' TO A POINT 36)S16°15'18"W FOR A DISTANCE OF 9.56' TO A POINT 37)S62°30'13"W FOR A DISTANCE OF 5.53' TO A POINT 38)N75°56'31"W FOR A DISTANCE OF 22.21' TO A POINT 39)S75°41'13"W FOR A DISTANCE OF 7.28' TO A POINT 40)S19°29'56"W FOR A DISTANCE OF 4.70' TO A POINT 41)S17°36'18"E FOR A DISTANCE OF 16.90' TO A POINT 42)S69°22'25"E FOR A DISTANCE OF 19.46' TO A POINT 43)S42°48'05"E FOR A DISTANCE OF 10.99' TO A POINT 44)S15°34'37"W FOR A DISTANCE OF 11.62' TO A POINT 45)S49°11'09"W FOR A DISTANCE OF 30.13' TO A POINT 46)S31°25'32"W FOR A DISTANCE OF 20.25' TO A POINT 47)S08°17'05"E FOR A DISTANCE OF 7.96' TO A POINT 48)S63°17'31"W FOR A DISTANCE OF 7.71' TO A POINT 49)N89°31'14"W FOR A DISTANCE OF 22.94' TO A POINT 50)N70°15'47"W FOR A DISTANCE OF 16.69' TO A POINT 51)S81°45'59"W FOR A DISTANCE OF 27.18' TO A POINT 52)S84°01'00"W FOR A DISTANCE OF 29.73' TO A POINT 53)S47°10'37"W FOR A DISTANCE OF 15.49' TO A POINT 54)S75°14'08"W FOR A DISTANCE OF 11.56' TO A POINT 55)N84°46'10"W FOR A DISTANCE OF 9.93' TO A POINT 56)S43°47'28"W FOR A DISTANCE OF 14.81' TO A POINT 57)S64°02'00"W FOR A DISTANCE OF 20.34' TO A POINT 58)S12°55'39"W FOR A DISTANCE OF 10.69' TO A POINT 59)S41°30'06"W FOR A DISTANCE OF 10.39' TO A POINT 60)S78°26'56"W FOR A DISTANCE OF 20.88' TO A POINT 61)N53°37'05"W FOR A DISTANCE OF 6.61' TO A POINT, THENCE, LEAVING SAID CREEK, S10°38'55"E FOR A DISTANCE OF 10.94' TO A ¾" PINCH PIPE FOUND, THENCE S10°38'55"E FOR A DISTANCE OF 473.15' TO A PINCH PIPE FOUND, THENCE S66°15'11"W FOR A DISTANCE OF 525.49' TO A ¾" PINCH PIPE FOUND, THENCE S69°43'40"W FOR A DISTANCE OF 55.41' TO A #5 REBAR FOUND, THENCE S07°37'04"W FOR A DISTANCE OF 823.34' TO A FENCE POST FOUND, THENCE S4°40'06"W FOR A DISTANCE OF 570.64' TO A #5 REBAR SET ON THE NORTHERN R/W OF LANCASTER HIGHWAY (VARIABLE WIDTH PUBLIC R/W) THENCE, WITH SAID R/W, THE FOLLOWING 3 CALLS 1) N55°31'06"W FOR A DISTANCE OF 1,662.00' TO A #5 REBAR SET 2)N55°33'49"W FOR A DISTANCE OF 450.98' TO A #5 REBAR FOUND 3)N54°20'22"W FOR A DISTANCE OF 1,326.08' TO A #5 REBAR FOUND, THENCE, LEAVING SAID R/W, N35°38'09"E FOR



**9. Details of association or organization involved in ownership and maintenance, including procedures and methods of operation:**

For the single family area, a Homeowners Association (HOA) will be formed and HOA Covenants, Conditions & Restrictions (CCRs) will be recorded forming the basis of operation of common areas, enforcement of uses and lot improvements, voting rights/participation, meeting requirements, establishment of HOA Board and other pertinent information necessary for successful operation and maintenance of a residential community.

**10. Outline for development phasing with anticipated time frames:**

The Magnolia Trace Planned Development will be developed at different intervals (single family development will be completed in three (3) master phases and commercial will be considered its own master phase of development) and each master phase will likely be sub-phased. Specific sub-phasing will be provided for in the construction documents and in general, below is the anticipated timing for development of Single Family Master Phase 1:

Single Family Master Phase 1

- a. Design & Permitting: 6-9 Months (8/2022 – 3/2023)
- b. Estimated Construction Start: April 2023
- c. Estimated Buildout Year: 2025-2026
- d. Estimated Sub-Phases: 3-4

Total Buildout all Single Family Master Phases: 2030-2032

Commercial area is projected to start toward the end of the single family buildout or after.

Schedules are estimations and subject to adjustment due to changes in market conditions and other factors beyond the control of the developer.

**11. Design standards, procedures and methods demonstrating that development will result in an integrated use district, functional and compatible with the area:**

The design standards and procedures for developing Magnolia Trace Planned Development will meet the conditions of the approved rezoning plan as well as meeting the applicable local, state and federal regulations and standards.

Given its location and proximity to Interstate 77 and direct access to Lancaster Highway, traffic impact will be minimal with a surrounding highway network readily capable of supporting development growth. Magnolia Trace PD will be an asset to Chester County in support of continued industrial development occurring within the area.

Magnolia Trace will provide direct support to the previously mentioned industrial development occurring within the area, providing residential housing support to these industries as well as surrounding areas.

The uses proposed are very compatible with the surrounding area given its direct access to major highways, ease of access to public schools and economic interests along the Lancaster Highway Corridor.

**12. Proposed restrictive covenants to be recorded to assure future compliance with the standards in the plan:**

A copy of the proposed Homeowners Association (HOA) Covenants, Conditions & Restrictions (CCRs) are attached for review by the Chester County Planning Commission and County Council.

The CCRs will be recorded prior to recording of any subdivision plat or sale of first home, whichever is desired by Chester County.

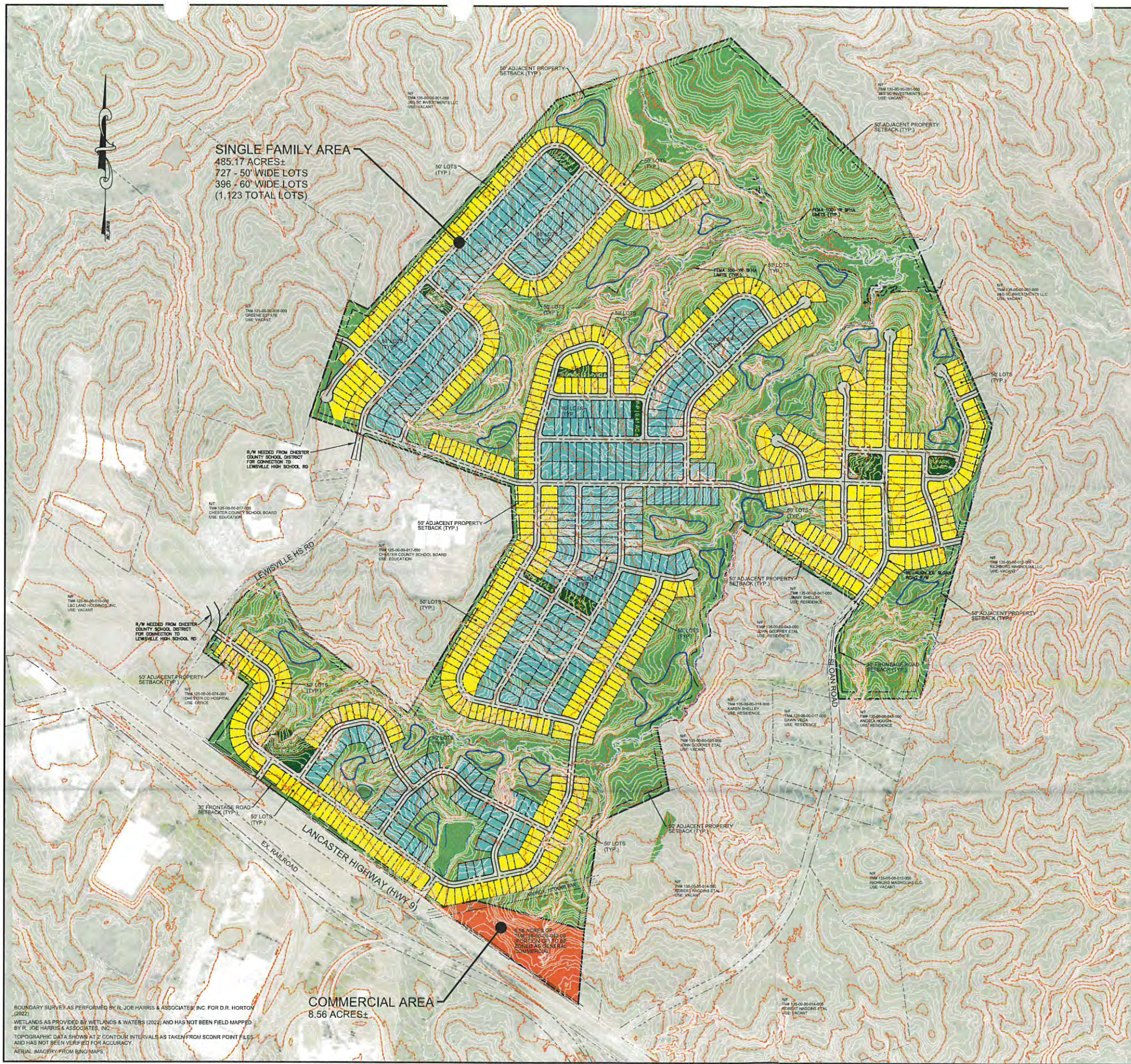
**13. Such other information as may be appropriate for Planning Commission review:**

Please refer to the technical notes provided on the Magnolia Trace Planned Development Rezoning Plan.

A draft of the Traffic Impact Analysis/Study (TIA/TIS) will be provided to the Planning Commission for the single family development area (will be submitted separately once completed and prior to Planning Commission meeting).

Copy of Survey Exhibit indicating the boundary limits of the rezoning and included parcels. Please note that only a portion of TM#136-00-00-042-000 equal to 9.45 acres will be subdivided and included in the Magnolia Trace Planned Development (remaining acreage will be excluded and not part of the rezoning).

< END >



VICINITY MAP - N.T.S.

**GENERAL INFORMATION:**

**PROJECT:** MAGNOLIA TRACE PLANNED DEVELOPMENT (PD)  
**DEVELOPER:** D.R. HORTON, INC.  
 8025 ARROWRIDGE BOULEVARD  
 CHARLOTTE, NORTH CAROLINA 28273  
 P | 704.377.2006  
**OWNERS:** (1) RICHBURG MAGNOLIAS, LLC  
 (2) LEWISVILLE T-1, LLC  
**PARCELS:** (1) 135-00-00-019-000, 135-00-00-020-000  
 (BY OWNER) 135-00-00-032-000  
 (2) 136-00-00-042-000 (Portion)  
**ACREAGE:** 485.17 ACRES± (RESIDENTIAL)  
 8.56 ACRES± (COMMERCIAL)  
 493.73 ACRES± (TOTAL)  
**EXISTING ZONING:** ID-1 & ID-2  
**PROP. ZONING:** PLANNED DEVELOPMENT (PD)

**DEVELOPMENT INFORMATION:**

**PROPOSED USE:** SINGLE FAMILY DETACHED & COMMERCIAL  
**MAX. DENSITY:** SINGLE FAMILY LOTS - 1,124 (2.31 UNITS/AC)<sup>1</sup>  
 (ALLOWED) MULTIFAMILY UNITS - 0 (0 UNITS/AC)<sup>1</sup>  
 MAX. ALLOWED - 1,124 DWELLING UNITS<sup>1</sup>  
**COMMERCIAL:** PER REZONING NOTES

**SINGLE FAMILY LOTS:**

- MIN. LOT WIDTH: 50 FT. @ FRONT S.B.<sup>1</sup>
- MIN. LOT DEPTH: 120 FT.
- MIN. LOT SIZE: 6,000 SQ. FT.
- SETBACKS/YARDS: FRONT S.B. - 25 FT.<sup>1</sup>  
 CORNER YD. - 25 FT.<sup>1</sup>  
 SIDE YARD - 10 FT.<sup>1</sup>  
 REAR YARD - 20 FT.<sup>1</sup>

**COMMERCIAL PARCELS:**

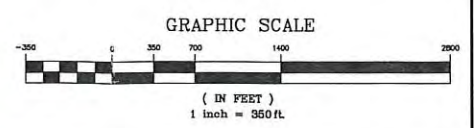
- MIN. LOT WIDTH: 100 FT.
- MIN. LOT SIZE: 1 ACRE (43,560 SQ.FT.)
- SETBACKS/YARDS: ROAD SETBACK - 30 FT.  
 SIDE YARD - 20 FT. (RESIDENTIAL)  
 - 10 FT. (ALL OTHERS)  
 REAR YARD - 20 FT.

**OPEN SPACE:**

- RESIDENTIAL - 20% OF GROSS ACREAGE (MIN.)  
 - 232.66 ACRES (COMMON AREAS)<sup>1</sup>  
 - 4.63 ACRES (POCKET PARKS)<sup>1</sup>  
 - 1.87 ACRES (CENTRAL AMENITY)<sup>1</sup>  
 PROPOSED OPEN SPACE = 239.16 ACRES (49.3%)<sup>1</sup>  
 COMMERCIAL - N/A

PHASING TO BE SHOWN AT SKETCH PLAN AND/OR PRELIMINARY PLANS

(SEE OTHER SHEETS FOR ADDITIONAL CONDITIONS AND NOTES)



DATE	ISSUED FOR	REV
5/29/22	Submit to Chester County	0
6/10/22	Revise Per New Ordinances for PDs	1




**Engineer:**



**R. Joe Harris & Associates, Inc.**  
 Engineering • Land Surveying • Planning Management  
1144 Sennettsville Road, Five Mile, S.C. 29540 Phone | 803.482.4799

[www.rjoharris.com](http://www.rjoharris.com)

This drawing shall not be used for construction purposes until the seal and signature of the responsible registrant appears on the drawing, and proper permit forms and related fees are transmitted by the Owner, Owner's Agent or Contractor to the Authority having jurisdiction.

<input type="checkbox"/> Corporate Seal	<input type="checkbox"/> Engineer's Seal
---	--

**FOR REZONING ONLY  
NOT FOR CONSTRUCTION**

Project Manager:	Drawn:
-	B. Pridmore
Department Manager:	Checked:
-	-

Print Plot Date:  
**June 10, 2022**

Client:  
**D.R. HORTON, INC.**  
 8025 ARROWRIDGE BOULEVARD  
 CHARLOTTE, NORTH CAROLINA 28273  
 P: 704-377-2006

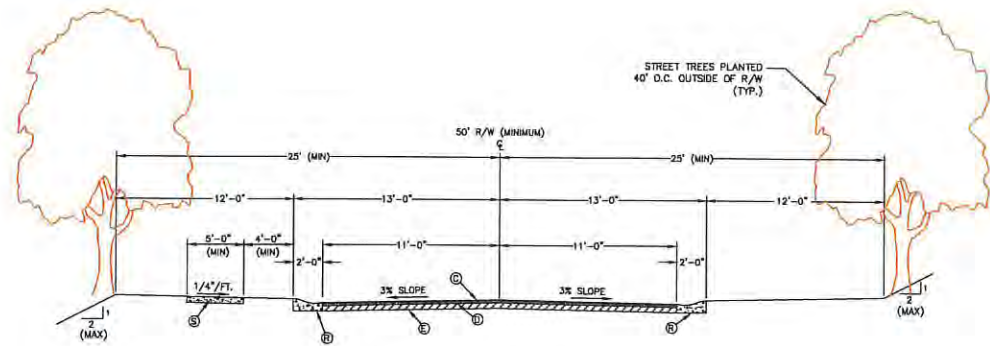
Project:  
**MAGNOLIA TRACE  
PLANNED DEVELOPMENT**

Drawing Title:  
**PD REZONING  
MASTER PLAN**

Project No. 5084-Magnolia Richburg	Drawing No. DWD File Name: Magnolia Richburg PD Rezone
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RZ-1

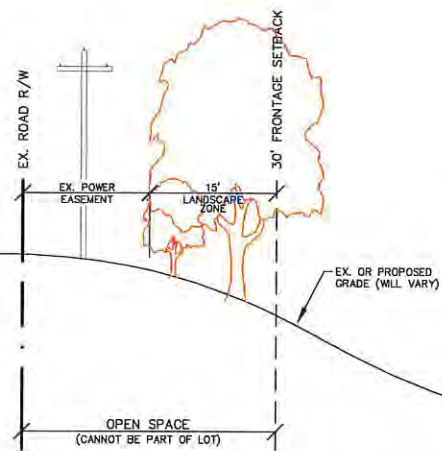
BOUNDARY SURVEY AS PERFORMED BY R. JOE HARRIS & ASSOCIATES, INC. FOR D.R. HORTON (2022)  
 WETLANDS AS PROVIDED BY WETLANDS & WATERS (2022) AND HAS NOT BEEN FIELD MAPPED BY R. JOE HARRIS & ASSOCIATES, INC.  
 TOPOGRAPHIC DATA SHOWN AT 2' CONTOUR INTERVALS AS TAKEN FROM SCGNR POINT FILES AND HAS NOT BEEN VERIFIED FOR ACCURACY  
 AERIAL IMAGERY FROM BING MAPS



**LOCAL RESIDENTIAL STREET**

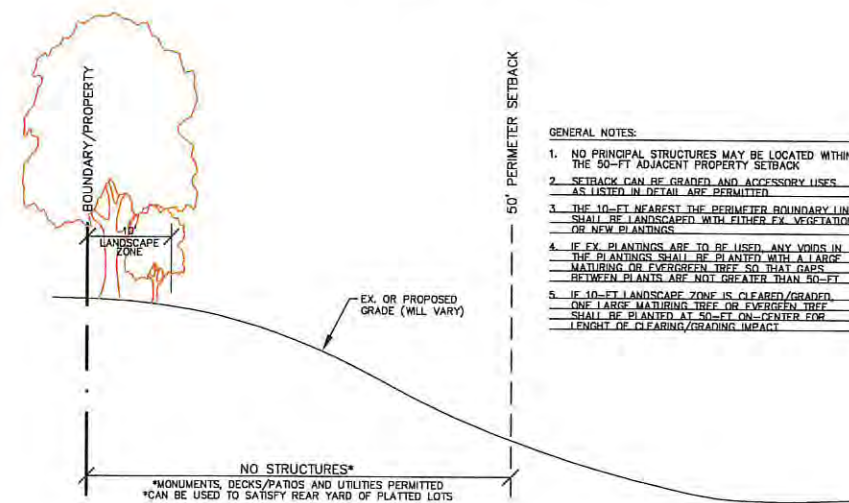
**PAVEMENT SCHEDULE**

- ① 1" HMA SURFACE COURSE - TYPE "C"
- ② 2" HMA BINDER COURSE - TYPE "C"
- ③ 8" GRADED AGGREGATE BASE COURSE
- ④ 2'-0" VALLEY GUTTER
- ⑤ 5' CONCRETE SIDEWALK



**30' EX. ROAD FRONTAGE SETBACK**  
TYPICAL SECTION - NTS

- GENERAL NOTES:**
- 30' EX. ROAD FRONTAGE SETBACK MUST BE IN COMMON OPEN SPACE AND NOT PART OF PLATTED LOT FOR SALE (CAN BE PART OF COMMERCIAL OUT PARCEL)
  - A 15-FT LANDSCAPE ZONE SHALL BE SET WITHIN BACK HALF OF FRONTAGE SETBACK
  - LANDSCAPING SHALL BE AS SPECIFIED ON THIS SHEET (RZ-2) UNDER "LANDSCAPING & TREE SAVE" ITEMS #1 AND #4
  - MONUMENTATION, FENCING, UTILITIES, AND GRADING (SUBJECT TO RE-LANDSCAPING IMPACTED AREAS) ARE PERMITTED WITHIN THE SETBACK



**50' ADJACENT PROPERTY SETBACK**  
TYPICAL SECTION - NTS

- GENERAL NOTES:**
- NO PRINCIPAL STRUCTURES MAY BE LOCATED WITHIN THE 50-FT ADJACENT PROPERTY SETBACK
  - SETBACK CAN BE GRADED AND ACCESSORY USES AS LISTED IN DETAIL ARE PERMITTED
  - THE 10-FT NEAREST THE PERIMETER BOUNDARY LINE SHALL BE LANDSCAPED WITH EITHER EX. VEGETATION OR NEW PLANTINGS
  - IF EX. PLANTINGS ARE TO BE USED, ANY VIDS IN THE PLANTINGS SHALL BE PLANTED WITH A LARGE MATURING OR EVERGREEN TREE SO THAT GAPS BETWEEN PLANTS ARE NOT GREATER THAN 50-FT
  - IF 10-FT LANDSCAPE ZONE IS CLEARED/GRADED, ONE LARGE MATURING TREE OR EVERGREEN TREE SHALL BE PLANTED AT 50-FT ON-CENTER FOR LENGTH OF CLEARING/GRADED IMPACT

NO STRUCTURES\*  
\*MONUMENTS, DECKS/PATIOS AND UTILITIES PERMITTED  
\*CAN BE USED TO SATISFY REAR YARD OF PLATTED LOTS

**ZONING INFORMATION | GENERAL PROVISIONS:**

- THIS REZONING PLAN SHALL TAKE PRECEDENCE OVER ANY CONFLICTS WITH THE CHESTER COUNTY ZONING ORDINANCE AND CHESTER COUNTY LAND DEVELOPMENT STANDARDS.
- THE ORDINANCES IN PLACE AT TIME OF REZONING APPROVAL SHALL GOVERN THE PROJECT UNTIL COMPLETION AND PROJECT SHALL NOT BE SUBJECT TO ANY CHANGES IN THE CHESTER COUNTY ORDINANCES, UNLESS SUCH CHANGES ARE THE RESULT OF COMPLIANCE WITH STATE AND/OR FEDERAL LAWS.
- UNLESS OTHERWISE SPECIFIED WITHIN THIS REZONING PLAN, THE CHESTER COUNTY ZONING ORDINANCE AND CHESTER COUNTY LAND DEVELOPMENT STANDARDS IN PLACE AT TIME OF REZONING APPROVAL, WILL GOVERN THE PLANNING, DESIGN AND CONSTRUCTION OF THE PROJECT.
- SUB-PHASING OF THE PROJECT WILL BE PERMITTED AND MUST BE PROPOSED AT TIME OF PRELIMINARY PLAT (CONSTRUCTION DRAWINGS) FOR EACH RESPECTIVE DEVELOPMENT AREA (ALSO CONSIDERED MASTER PHASES).
- MINOR AMENDMENTS TO THE REZONING PLAN MAY BE APPROVED BY THE PLANNING DIRECTOR WITH A WRITTEN LETTER OF REQUEST AND MAY INCLUDE, BUT NOT BE LIMITED TO:
  - CHANGES TO INTERNAL ROAD CONFIGURATIONS
  - INCREASE IN MIN. REQUIRED LOT SIZES
  - CONVERSION OF MULTI-FAMILY AREA TO SINGLE FAMILY RESIDENTIAL USE
  - CHANGE IN PHASING/SUB-PHASING
  - ADJUSTMENT OF OPEN SPACES AND SINGLE FAMILY LOT LINES SO LONG AS MIN. OPEN SPACE REQUIREMENT FOR EACH AREA ARE MET
- MAJOR AMENDMENTS TO THE REZONING PLAN WILL REQUIRE APPROVAL BY THE PLANNING COMMISSION AND COUNTY COUNCIL AND WILL INCLUDE:
  - CHANGES IN USES NOT OTHERWISE PERMITTED UNDER MINOR AMENDMENTS
  - INCREASE IN RESIDENTIAL DENSITIES
  - REDUCTION OF MIN. LOT SIZE BELOW APPROVED REZONING STANDARDS
  - REDUCTION OF OPEN SPACES BELOW THE MIN. OPEN SPACE STANDARDS SET FORTH IN THIS REZONING
- DRAFT OF COVENANTS, CONDITIONS AND RESTRICTIONS (CCRs) SHALL BE PROVIDED TO CHESTER COUNTY FOR REVIEW AND MUST BE RECORDED AT TIME OF 1st SUBDIVISION RECORDATION.

**MAX. PERMITTED DENSITIES | PERMITTED USES:**

- DENSITIES FOR RESIDENTIAL USES SHALL NOT EXCEED THOSE SPECIFIED ON SHEET RZ-1.
- PERMITTED USES FOR EACH DEVELOPMENT AREA ARE AS FOLLOWS:
  - SINGLE FAMILY AREAS | SINGLE FAMILY DETACHED DWELLINGS
  - COMMERCIAL AREAS | USES ALLOWED UNDER GENERAL COMMERCIAL ZONING DISTRICT (GC)
- IMPROVED OPEN SPACES (AMENITIES, TRAILS, PLAY FIELDS, PARKS/PLAYGROUNDS), PASSIVE (LAWNS, SITTING AREAS, LANDSCAPED AREAS) OPEN SPACES AND NATURAL AREAS SHALL BE PERMITTED IN ANY DISTRICT

**OPEN SPACES:**

- OPEN SPACES (IMPROVED, PASSIVE OR NATURAL) ARE PERMITTED IN ANY DEVELOPMENT AREA
- OPEN SPACES MAY INCLUDE IMPROVED AMENITIES (EVEN IF ON A DEDICATED AMENITY LOT), ACTIVE OPEN SPACES, PASSIVE OPEN SPACES, NATURAL AREA OPEN SPACES AND STORMWATER DETENTION PONDS.
- OPEN SPACES SHALL BE MAINTAINED BY EITHER A MASTER PROPERTY OWNERS ASSOCIATION (POA) OR SUB-HOMEOWNERS ASSOCIATION (HOA) FOR EACH RESPECTIVE DEVELOPMENT AREA.

**STREETS & TRAFFIC:**

- DEVELOPMENT SHALL INCLUDE AND BE RESPONSIBLE FOR ANY TRAFFIC IMPROVEMENTS OUTLINED IN THE TRAFFIC STUDY PROVIDED AS PART OF THIS REZONING OR SUBSEQUENT PRELIMINARY PLAT, AS APPLICABLE AND AS APPROVED BY CHESTER COUNTY AND THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT).
- TRAFFIC IMPROVEMENTS, IF REQUIRED BY THE TRAFFIC STUDY, MAY BE PHASED AS APPROVED BY CHESTER COUNTY AND SCDOT (MAY REQUIRE A PHASING STUDY AFTER COMPLETION OF INITIAL TRAFFIC STUDY AND SHALL BE PROVIDED BY DEVELOPER AT NO COST TO CHESTER COUNTY).
- APPROVAL OF THE TRAFFIC STUDY DOES NOT RELIEVE DEVELOPER OR ASSIGNS TO SUBMIT FOR DRIVEWAY PERMITS TO CHESTER COUNTY AND/OR SCDOT.
- ALL INTERIOR DEVELOPMENT ROADS SHALL PROVIDE THE FOLLOWING:
  - 50-FT PUBLIC RIGHT-OF-WAY
  - 22'-FT PAVED ROADWAY SURFACE (11-FT PAVED LANES)
  - 24-INCH VALLEY CURB ON EACH SIDE
  - MIN. 4-FT PLANTING STRIP BETWEEN BACK OF CURB AND NEAREST EDGE OF PUBLIC SIDEWALK (NOT REQUIRED AT MAILBOX KIOSK LOCATIONS WHERE PARALLEL PARKING IS PROVIDED)
  - 5-FT CONCRETE SIDEWALKS TO BE PROVIDED IN ACCORDANCE WITH CHESTER COUNTY LAND DEVELOPMENT REGULATIONS ARTICLE 6-6-10 (CAN TERMINATE AT BULB OF CUL-DE-SACS)
  - MIN. 150-FT CENTERLINE RADIUS
  - PARALLEL PARKING SHALL BE PERMITTED ADJACENT TO MAILBOX KIOSK LOCATIONS (MIN. 8-FT PAVED LANES)
- NO SIDEWALKS ARE PROPOSED NOR REQUIRED ALONG LANCASTER HIGHWAY (SCDOT HIGHWAY 9)

**PARKING & OFF-STREET LOADING:**

- SUBJECT TO SUBMITTING A LETTER OF REQUEST TO THE PLANNING DIRECTOR AND APPROVAL OF THE WRITTEN LETTER OF REQUEST, PARKING AND OFF-STREET LOADING SHALL BE PER CHAPTER 5 OF THE CHESTER COUNTY ZONING ORDINANCE EXCEPT AS FOLLOWS:
  - PARKING AISLES MAY BE REDUCED TO 22-FT OF TRAVEL SURFACE
  - OFF-STREET LOADING AREAS FOR COMMERCIAL AREAS MAY BE WAIVED BY THE PLANNING DIRECTOR IF PROPOSED USES ARE FOUND NOT TO NEED AN OFF-STREET LOADING SPACE
- FOR RESIDENTIAL LOTS, A MIN. OF 3 PARKING SPACES SHALL BE PROVIDED COMPLETELY OFF THE ROAD RIGHT-OF-WAY SUBJECT TO THE FOLLOWING:
  - GARAGES MAY ONLY COUNT AS 1-SPACE TO MEET THIS REQUIREMENT
  - 2-SPACES TO BE PROVIDED OUTSIDE OF THE GARAGE AND SHALL BE MIN. OF 8' IN WIDTH AND 19' IN DEPTH (DRIVEWAY SPACES) PER PARKING SPACE

**SIGNAGE:**

- SIGNAGE PER CHAPTER 5 OF THE CHESTER COUNTY ZONING ORDINANCE.

**LANDSCAPING & TREE SAVE:**

- EXISTING ROAD FRONTAGES SHALL BE PROVIDED WITH A 15-FT LANDSCAPED BUFFER AS MEASURED FROM EXISTING RIGHT-OF-WAY AND EXTENDING LANDWARD INTO THE PROPERTY AND PROVIDE PLANTINGS IN ACCORDANCE WITH BUFFER TYPE "A" FOUND IN SECTION 5-301 OF THE CHESTER COUNTY ZONING ORDINANCE (12-SHRUBS, 2-EVERGREEN TREES PER 100-FT OF STREET FRONTAGE) - APPLIES TO FRONTAGE ALONG LANCASTER HIGHWAY (SLOAN ROAD WILL NOT BE BUFFERED AND TREATED AS AN INTERNAL ROAD)
- NO BUFFERS ARE REQUIRED BETWEEN DEVELOPMENT AREAS INTERIOR TO THE PLANNED DEVELOPMENT DISTRICT
- TREE SAVE, WHILE ENCOURAGED, IS NOT REQUIRED FOR ANY PORTION OF THIS PLANNED DEVELOPMENT DISTRICT
- EXISTING TREES AND NATURAL GROWTH MAY BE USED TO SATISFY ANY REQUIRED BUFFERS
- PLANT SUBSTITUTIONS AS PERMITTED BY CHESTER COUNTY ZONING ORDINANCE
- FOR INTERIOR STREETS, STREET TREES SHALL BE PROVIDED GENERALLY AT 40-FT ON-CENTER AND MUST BE LOCATED OUTSIDE OF THE STREET RIGHT-OF-WAY
  - SHALL BE MIN. 2-INCH CALIPER AT TIME OF PLANTING AND SHALL BE LARGE DECIDUOUS TREE
  - SHALL BE PLANTED WITHIN 5-FT OF THE RIGHT-OF-WAY AND MIX OF TREE SPECIES IS ENCOURAGED
  - TREES MAY BE OMITTED WHEN IN CONFLICT WITH UTILITIES, DRIVEWAYS AND SIGHT DISTANCE TRIANGLES AT INTERSECTIONS

**WATER AND SEWER:**

- PUBLIC WATER AND SEWER SHALL BE PROVIDED FOR ALL USES ON THE PROJECT, SUBJECT TO EXTENSION POLICIES OF SERVICE PROVIDER

**STORMWATER:**

- STORM DRAINAGE SYSTEMS SHALL BE DESIGNED FOR THE 2 & 10-YEAR STORMWATER RAINFALL EVENTS
- OPEN CULVERTS SHALL BE DESIGNED FOR THE 25-YEAR STORMWATER RAINFALL EVENT
- STORMWATER DETENTION WAIVERS, AS REVIEWED AND APPROVED BY SCDHEC, WILL BE PERMITTED SO LONG AS STORMWATER DISCHARGES ARE RELEASED TO DEFINED DRAINAGE WAYS AND REGULATED FLOODPLAINS/FLOODWAYS (SPECIAL FLOOD HAZARD AREAS - SFHA)

**START OF CONSTRUCTION:**

- UPON APPROVAL OF THE PRELIMINARY PLAT (CONSTRUCTION DRAWINGS) BY THE CHESTER COUNTY PLANNING COMMISSION AND OBTAINING NOTICE OF INTENT (NOI) FROM SCDHEC, LAND DISTURBANCE MAY BEGIN ON THE PROJECT.

DATE	ISSUED FOR	REV
5/22/22	Submitted to Chester County	1
5/23/22	Approved for New Guidelines for Files	1

Engineer:

**R. Joe Harris & Associates, Inc.**  
Engineering • Land Surveying • Planning Management  
1946 Newmarket Road, Suite 101, York, PA 17403  
Phone: 717-833-9324  
www.rjoharris.com

This drawing shall not be used for construction purposes until the seal and signature of the responsible registrant appears on the drawing, and proper permit forms and related fees are transmitted by the Owner, Owner's Agent or Contractor to the Authority having jurisdiction.

Corporate Seal	Engineer's Seal
<b>FOR REZONING ONLY NOT FOR CONSTRUCTION</b>	

Project Manager	Drawn
-	B. Pridemore
Department Manager	Checked
-	-
Print/Plot Date	
June 10, 2022	
Client	
D.R. HORTON, INC.	
8025 ARROWRIDGE BOULEVARD	
CHARLOTTE, NORTH CAROLINA 28273	
P: 704-377-2006	
Project:	
MAGNOLIA TRACE	
PLANNED DEVELOPMENT	
Drawing Title:	
PD REZONING	
TECHNICAL DATA SHEET	
Project No.	Drawing No.
5064-Magnolia Ridge	
DWG File Name:	
Magnolia Ridge PD Rezoning	RZ-2

Chester County Planning Commission Meeting August 16<sup>th</sup>, 2022

**CCMA22-20 D.R. Horton Inc request Tax Map # 135-00-00-020-000 on Lancaster Hwy to be rezoned from Limited Industrial District (ID-2) to Planned Development District (PD).**

No one spoke in favor or opposition to the rezoning request. Commissioner Howell motioned to approve, second by Commissioner Walley. Vote 6 0 Approved



**Chester County, South Carolina**  
 Department of Planning, Building & Zoning  
 1476 J.A. Cochran Bypass  
 Chester, SC 29706

Zoning Map Amendment (Rezoning) Application

Fee: \$150.00

Meeting Date: 8-16-22 Case # CCMA 22-20 Invoice # 5414

The applicant hereby requests that the property described to be rezoned from ID-2 to PD

Please give your reason for this rezoning request:

Map amendment request made to create a cohesive, master planned mixed-use community providing for single family residential and supporting commercial opportunities along the Highway 9 Corridor, east of I-77

*Copy of plat must be presented with the application request*

Designation of Agent (complete only if owner is not applicant): I (we) hereby appoint the person named as applicant as my (our) agent to represent me (us) in this request for rezoning. A Corporate Resolution letter or a permission letter must be presented at the time of application request. NAICS CODE: \_\_\_\_\_

Property Address Information

Property address: Lancaster Highway  
 Tax Map Number: 135-00-00-020-000 Acres: 289.62

Any structures on the property: yes \_\_\_\_\_ no X. If you checked yes, draw locations of structures on plat or blank paper.

PLEASE PRINT:

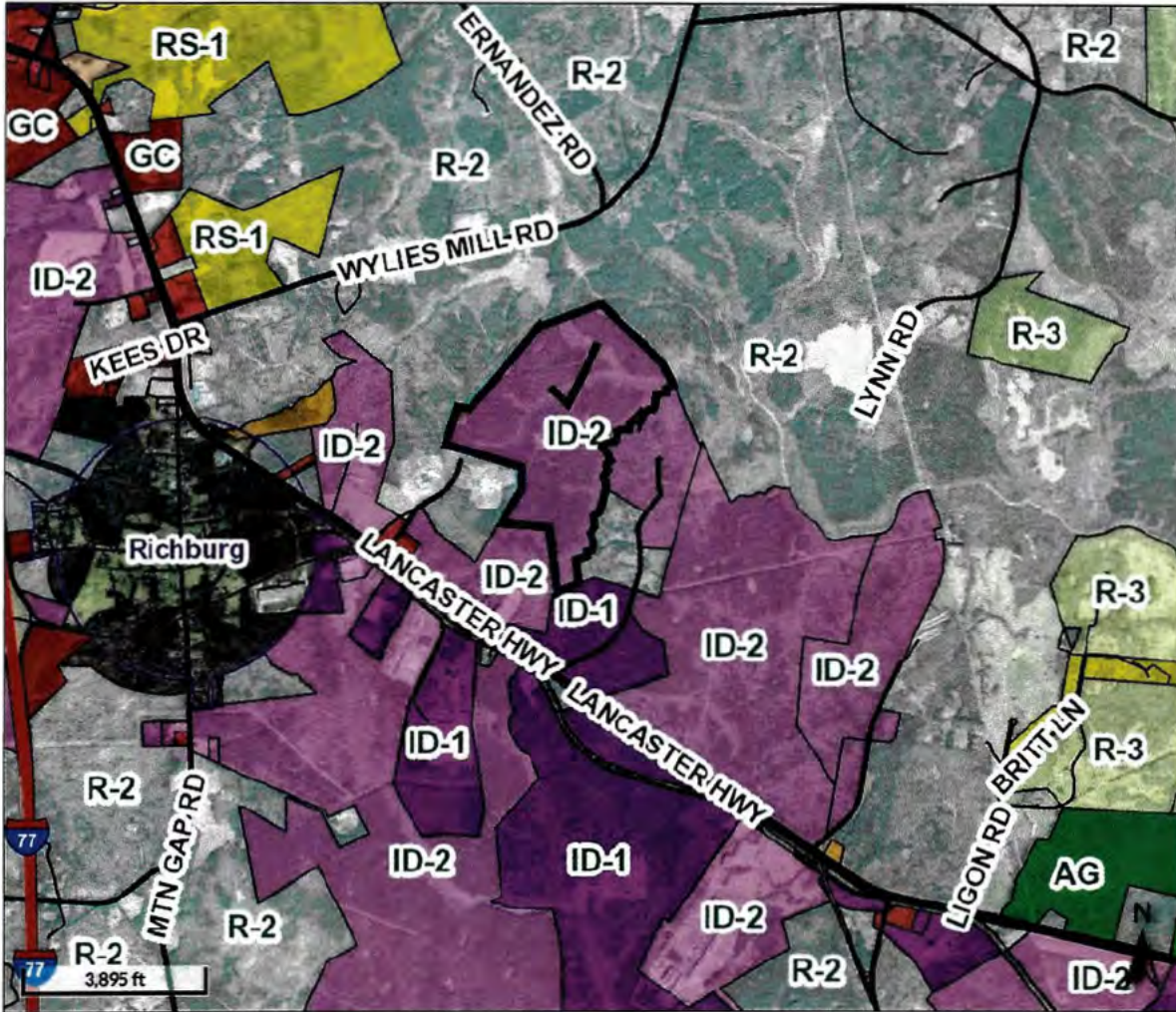
Applicant (s): D.R. Horton, Inc.  
 Address 8025 Arrowridge Boulevard, Charlotte, NC 28273  
 Telephone: \_\_\_\_\_ cell \_\_\_\_\_ work \_\_\_\_\_

Owner(s) if other than applicant(s): Richburg Magnolias, LLC  
 Address: P.O. Box 1107, Lancaster, SC 29721  
 Telephone: \_\_\_\_\_ cell N/A work N/A  
 E-Mail Address: N/A

**I (we) hereby agree that this information I (we) have presented is correct. Insufficient information may result in a denial of your request.**

Owner's signature: [Signature] Date: 4-19-2022  
 Applicant signature: [Signature] Date: 4/19/2022

CANCELLATION MAY RESULT IN AN ADDITIONAL FEE OF \$150.00. SOMEONE MAY REPRESENT YOU AT THE MEETING.



Overview



<b>Parcel ID</b>	135-00-00-020-000	<b>Alternate ID</b>	n/a	<b>Owner Address</b>	RICHBURG MAGNOLIAS LLC
<b>Sec/Twp/Rng</b>	n/a	<b>Class</b>	AC		PO BOX 1107
<b>Property Address</b>		<b>Acreage</b>	285.304		LANCASTER SC 29721
<b>District</b>	04				
<b>Brief Tax Description</b>	R01-80-069				
	(Note: Not to be used on legal documents)				

Date created: 8/22/2022  
 Last Data Uploaded: 8/22/2022 3:19:22 AM

Developed by  **Schneider**  
 GEOSPATIAL

**MAGNOLIA RICHBURG PLANNED DEVELOPMENT  
RICHBURG MAGNOLIAS & LEWISVILLE T-1 PROPERTIES  
CHESTER COUNTY, SOUTH CAROLINA**

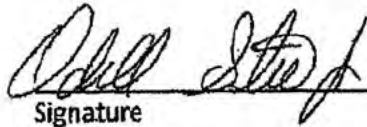
**AGENT AUTHORIZATION**

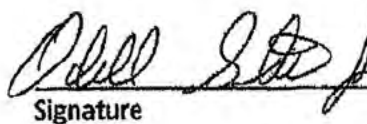
On behalf of Richburg Magnolias, LLC and Lewisville T-1 Properties, LLC (Sellers), I/we hereby appoint and grant D.R. Horton, Inc. (Purchaser) and its representatives authorization to file for and seek rezoning and development approvals associated with the following properties:

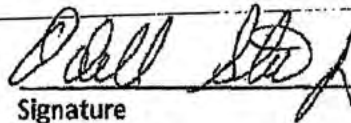
Tax Parcels: 135-00-00-019-00  
135-00-00-020-00  
135-00-00-032-00  
136-00-00-042-000 (portion of equal to 9.45 acres)

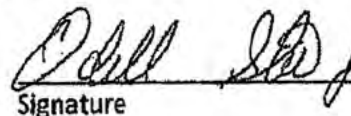
I/We hereby acknowledge Purchaser's intent to rezone to a Planned Development District consisting of single family residential and limited commercial development, subject to approval by the Chester County Council.

Property Owner Signature(s):

 4-19-2022  
Signature Date

 4-19-2022  
Signature Date

 4-19-2022  
Signature Date

 4-19-2022  
Signature Date





155 Wylie Street • P.O. Box 550 • Chester, South Carolina • 29706  
(803) 385-5123 • [www.chestermetrosc.com](http://www.chestermetrosc.com)

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*Solving the water needs of tomorrow, today.*

April 11, 2022

DR Horton  
C/O R. Joe Harris & Associates, Inc.  
1186 Stonecrest Boulevard  
Tega Cay, SC 29708

Re: Magnolia Richburg, Richburg SC, Water Availability

This letter is in response to your water availability request to support the rezoning application for tax parcels 135-00-00-019-000, 135-00-00-020-000, 135-00-00-032-011, and 136-00-00-042-000. Per the information provided on the drawing titled: Magnolia Richburg GIS Concept Plan, created by R. Joe Harris & Associates, Inc, the proposed project will consist of 1231 single-family lots.

Chester Metropolitan District's (CMD) water filtration plant has sufficient permitted capacity to provide water to this project while considering our current daily usage and future allocated demands. The water main along Hwy 9 is adequate to serve the project. Water system improvements that are necessary to serve the project will be the responsibility of the Developer.

A Willingness and Capability letter will be provided at a later date for permitting with SCDHEC once the Capital Recovery Fees are paid. There is no reservation of capacity until such time the Capital Recovery Fees are paid.

Please do not hesitate to contact me at [alitten@chestermetrosc.com](mailto:alitten@chestermetrosc.com) or (803) 385-5123 if you have any questions or comments.

Sincerely,

A handwritten signature in black ink that reads "Andy Litten".

Andy Litten, PE  
District Engineer



**VIA Electronic Mail**

August 8, 2022

Chester County  
Building and Zoning  
PO Box 580  
Chester, SC 29706

**Re:** Chester Sewer District  
Willingness and Ability to Serve Letter  
for NPDES Permit # SC0001741

To Whom It May Concern:

The Chester Sewer District (d/b/a) Chester County Wastewater Recovery (CWR) is willing and able to provide Magnolia Trace by DR Horton with wastewater service capacity for four hundred (400) proposed residential units for the property located off Hwy 9 in Richburg, South Carolina. The tax map numbers for the aforementioned site are as follows:

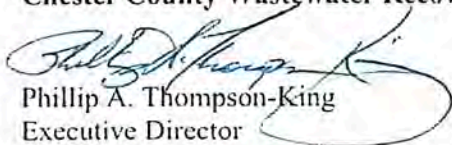
- 135-00-00-019-000 (majority of parcel);
- 135-00-00-020-000 (portion of parcel); and
- 136-00-00-042-000 (portion of parcel).

Please note, this willingness and ability letter expires on August 31, 2024. CWR will evaluate the current capacity conditions in the event that construction has not begun and/or is not completed by the expiration date noted above.

If you require additional information, please call me at (803) 377-3541.

Sincerely,

**Chester County Wastewater Recovery**

  
Phillip A. Thompson-King  
Executive Director

**Cc:** J. Michael Hunter, Maintenance Superintendent, CWR  
Tony Young, Wastewater Operations Superintendent, CWR  
Joel Manning, Finance Analyst and Manager, CWR  
Brandon S. Pridemore, Vice President, R. Joe Harris & Associates, Inc.  
File

# MAGNOLIA TRACE PLANNED DEVELOPMENT PD DESCRIPTIVE STATEMENT PER CHESTER COUNTY ZONING ORDINANCE

This descriptive statement is provided in accordance with Chapter 4-131(f) of the Chester County Zoning Ordinance and shall be considered a part of the rezoning documents and any conditions, statements or other information contained herein shall be binding to the rezoning.

## 1. Legal description of site boundaries, and total area of the site:

Magnolia Trace Planned Development will consist of 493.73 acres and includes TM#135-00-00-019-000 (108.04 acres), TM#135-00-00-020-000 (289.62 acres), TM#135-00-00-032-000 (86.62 acres) and a portion of TM#136-00-00-042-000 (9.45 acres to be rezoned and made part of the Magnolia Trace PD – remainder to be excluded).

### Legal Description of Overall Acreage as Follows:

BEING ALL OF THOSE CERTAIN PARCELS OF LAND LYING IN CHESTER COUNTY, SOUTH CAROLINA, HAVING PARCEL IDENTIFICATION NUMBERS OF 135-00-00-019-000, 135-00-00-020-000, & 135-00-00-032-000, AND A PORTION OF THAT CERTAIN PARCEL OF LAND LYING IN CHESTER COUNTY, SOUTH CAROLINA, HAVING A PARCEL IDENTIFICATION NUMBER OF 136-00-00-042-000 AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT NGS MONUMENT "PETTICOAT", HAVING SOUTH CAROLINA GEODETIC COORDINATES OF NORTH=1,059,634.189' AND EAST=1,989,463.52', THENCE S41°46'17"E FOR A DISTANCE OF 13,852.11' (GROUND DISTANCE) TO A # 5 REBAR FOUND, SAID POINT BEING ON THE EASTERN RIGHT OF WAY (R/W) LINE OF LEWISVILLE HIGH SCHOOL ROAD (66' PUBLIC R/W), SAID POINT ALSO BEING THE POINT OF BEGINNING (POB);

THENCE, FROM THE POB, AND FOLLOWING THE AFOREMENTIONED R/W OF LEWISVILLE HIGH SCHOOL ROAD, THE FOLLOWING 6 CALLS 1)N33°49'38"E FOR A DISTANCE OF 249.17' TO A #5 REBAR SET 2)N34°40'21"E FOR A DISTANCE OF 109.93' TO A #5 REBAR SET 3)N38°31'08"E FOR A DISTANCE OF 116.30' TO A #5 REBAR SET 4)N45°17'48"E FOR A DISTANCE OF 109.23' TO A #5 REBAR SET 5)N52°49'21"E FOR A DISTANCE OF 113.57' TO A #5 REBAR SET 6)N57°52'46"E FOR A DISTANCE OF 94.46' TO A #5 REBAR SET, THENCE, LEAVING SAID R/W, S29°18'53"E FOR A DISTANCE OF 497.63' TO A ¾" SQUARE BAR FOUND, THENCE S52°36'11"E FOR A DISTANCE OF 1000.55' TO A FENCE POST FOUND, THENCE N30°59'26"E FOR A DISTANCE OF 725.73' TO A FENCE POST FOUND, THENCE N31°01'32"E FOR A DISTANCE OF 824.69' TO A #5 REBAR FOUND, THENCE N03°11'52"W FOR A DISTANCE OF 381.99' TO A #5 REBAR FOUND, THENCE N71°10'49"W FOR A DISTANCE OF 1621.34' TO A #5 REBAR FOUND, THENCE N18°47'55"E FOR A DISTANCE OF 912.16' TO A POINT, THENCE N36°17'30"E FOR A DISTANCE OF 14.50' TO A 1" OPEN TOP PIPE FOUND, THENCE S65°32'30"E FOR A DISTANCE OF 157.43' TO A ¾" OPEN TOP PIPE FOUND, THENCE N42°08'28"E FOR A DISTANCE OF 2135.83' TO A #5 REBAR FOUND, THENCE N70°26'47"E FOR A DISTANCE OF 1409.08' TO A ¾" OPEN TOP PIPE FOUND, THENCE S47°20'37"E FOR A DISTANCE OF 1639.60' TO A 1 1/4" OPEN TOP PIPE FOUND, THENCE S26°05'26"E FOR A DISTANCE OF 541.41' TO A FENCE POST FOUND, THENCE S23°06'08"E FOR A DISTANCE OF 1431.83' TO A ½" OPEN TO PIPE FOUND, THENCE S14°49'23"W FOR A DISTANCE OF 2,133.03' TO A #5 REBAR FOUND, THENCE, S 89°38'12"W FOR A DISTANCE OF 627.57' TO A #5 REBAR FOUND ON THE EASTERN R/W OF SLOAN ROAD (S-12-730 66' PUBLIC R/W), THENCE, WITH SAID R/W THE FOLLOWING 4 CALLS 1)N04°17'47"W FOR A DISTANCE OF 264.95' TO A #5 REBAR SET 2)N04°06'14"W FOR A DISTANCE OF 108.78' TO A #5 REBAR SET ON THE BEGINNING OF A NON-TANGENTIAL CURVE 3)SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 45°13'41", HAVING A RADIUS OF 211.47', AND WHOSE LONG CHORD BEARS N16°26'22"E FOR A DISTANCE OF 162.63' TO A #5 REBAR SET 4)N37°16'19"E FOR A DISTANCE OF 226.00' TO A #5 REBAR SET, THENCE, CROSSING SAID R/W, N52°43' 41"W FOR A

**1. Legal description of site boundaries, and total area of the site:**

**(cont'd from previous page)**

DISTANCE OF 66.00' TO A #5 REBAR FOUND ON THE WESTERN R/W OF THE AFOREMENTIONED SLOAN ROAD, THENCE, LEAVING SAID R/W, N58°05'05"W FOR A DISTANCE OF 997.00' TO A #5 REBAR FOUND, THENCE N58°05'18"W FOR A DISTANCE OF 18.80' TO A POINT IN A CREEK, THENCE WITH SAID CREEK THE FOLLOWING 61 CALLS 1)S32°52'10"W FOR A DISTANCE OF 72.14' TO A POINT 2)S04°26'032"W FOR A DISTANCE OF 160.17' TO A POINT 3)S22°06'002"W FOR A DISTANCE OF 161.18' TO A POINT 4)S06°12'40"W FOR A DISTANCE OF 171.17' TO A POINT 5)S46°42'10"W FOR A DISTANCE OF 165.33' TO A POINT 6)S13°37'10"E FOR A DISTANCE OF 124.18' TO A POINT 7)S15°50'49"W FOR A DISTANCE OF 7.29' TO A POINT 8)S26°03'28"E FOR A DISTANCE OF 12.63' TO A POINT 9)S04°14'22"W FOR A DISTANCE OF 20.95' TO A POINT 10)S74°17'34"W FOR A DISTANCE OF 28.34' TO A POINT 11)S42°33'41"W FOR A DISTANCE OF 29.10' TO A POINT 12)S19°00'28"W FOR A DISTANCE OF 28.57' TO A POINT 13)S70°24'07"W FOR A DISTANCE OF 6.90' TO A POINT 14)S37°01'28"W FOR A DISTANCE OF 6.07' TO A POINT 15)S07°27'16"E FOR A DISTANCE OF 19.89' TO A POINT 16)S27°25'53"E FOR A DISTANCE OF 16.45' TO A POINT 17)S05°36'34"E FOR A DISTANCE OF 19.59' TO A POINT 18)S17°12'45"W FOR A DISTANCE OF 46.07' TO A POINT 19)S58°02'34"W FOR A DISTANCE OF 7.81' TO A POINT 20)S74°44'08"W FOR A DISTANCE OF 30.05' TO A POINT 21)S44°13'45"W FOR A DISTANCE OF 10.20' TO A POINT 22)S04°04'53"W FOR A DISTANCE OF 48.43' TO A POINT 23)S10°50'50"W FOR A DISTANCE OF 14.25' TO A POINT 24)S32°36'29"E FOR A DISTANCE OF 40.80' TO A POINT 25)S22°05'59"E FOR A DISTANCE OF 46.60' TO A POINT 26)S31°58'56"E FOR A DISTANCE OF 59.31' TO A POINT 27)S14°13'51"E FOR A DISTANCE OF 28.87' TO A POINT 28)S23°04'49"W FOR A DISTANCE OF 11.38' TO A POINT 29)S52°48'22"W FOR A DISTANCE OF 23.74' TO A POINT 30)S48°55'39"W FOR A DISTANCE OF 35.35' TO A POINT 31)S17°34'13"W FOR A DISTANCE OF 17.16' TO A POINT 32)S22°27'12"W FOR A DISTANCE OF 37.57' TO A POINT 33)S55°58'58"W FOR A DISTANCE OF 25.36' TO A POINT 34)S67°46'14"W FOR A DISTANCE OF 29.81' TO A POINT 35)S33°18'08"W FOR A DISTANCE OF 18.11' TO A POINT 36)S16°15'18"W FOR A DISTANCE OF 9.56' TO A POINT 37)S62°30'13"W FOR A DISTANCE OF 5.53' TO A POINT 38)N75°56'31"W FOR A DISTANCE OF 22.21' TO A POINT 39)S75°41'13"W FOR A DISTANCE OF 7.28' TO A POINT 40)S19°29'56"W FOR A DISTANCE OF 4.70' TO A POINT 41)S17°36'18"E FOR A DISTANCE OF 16.90' TO A POINT 42)S69°22'25"E FOR A DISTANCE OF 19.46' TO A POINT 43)S42°48'05"E FOR A DISTANCE OF 10.99' TO A POINT 44)S15°34'37"W FOR A DISTANCE OF 11.62' TO A POINT 45)S49°11'09"W FOR A DISTANCE OF 30.13' TO A POINT 46)S31°25'32"W FOR A DISTANCE OF 20.25' TO A POINT 47)S08°17'05"E FOR A DISTANCE OF 7.96' TO A POINT 48)S63°17'31"W FOR A DISTANCE OF 7.71' TO A POINT 49)N89°31'14"W FOR A DISTANCE OF 22.94' TO A POINT 50)N70°15'47"W FOR A DISTANCE OF 16.69' TO A POINT 51)S81°45'59"W FOR A DISTANCE OF 27.18' TO A POINT 52)S84°01'00"W FOR A DISTANCE OF 29.73' TO A POINT 53)S47°10'37"W FOR A DISTANCE OF 15.49' TO A POINT 54)S75°14'08"W FOR A DISTANCE OF 11.56' TO A POINT 55)N84°46'10"W FOR A DISTANCE OF 9.93' TO A POINT 56)S43°47'28"W FOR A DISTANCE OF 14.81' TO A POINT 57)S64°02'00"W FOR A DISTANCE OF 20.34' TO A POINT 58)S12°55'39"W FOR A DISTANCE OF 10.69' TO A POINT 59)S41°30'06"W FOR A DISTANCE OF 10.39' TO A POINT 60)S78°26'56"W FOR A DISTANCE OF 20.88' TO A POINT 61)N53°37'05"W FOR A DISTANCE OF 6.61' TO A POINT, THENCE, LEAVING SAID CREEK, S10°38'55"E FOR A DISTANCE OF 10.94' TO A ¾" PINCH PIPE FOUND, THENCE S10°38'55"E FOR A DISTANCE OF 473.15' TO A PINCH PIPE FOUND, THENCE S66°15'11"W FOR A DISTANCE OF 525.49' TO A ¾" PINCH PIPE FOUND, THENCE S69°43'40"W FOR A DISTANCE OF 55.41' TO A #5 REBAR FOUND, THENCE S07°37'04"W FOR A DISTANCE OF 823.34' TO A FENCE POST FOUND, THENCE S4°40'06"W FOR A DISTANCE OF 570.64' TO A #5 REBAR SET ON THE NORTHERN R/W OF LANCASTER HIGHWAY (VARIABLE WIDTH PUBLIC R/W) THENCE, WITH SAID R/W, THE FOLLOWING 3 CALLS 1) N55°31'06"W FOR A DISTANCE OF 1,662.00' TO A #5 REBAR SET 2)N55°33'49"W FOR A DISTANCE OF 450.98' TO A #5 REBAR FOUND 3)N54°20'22"W FOR A DISTANCE OF 1,326.08' TO A #5 REBAR FOUND, THENCE, LEAVING SAID R/W, N35°38'09"E FOR

**9. Details of association or organization involved in ownership and maintenance, including procedures and methods of operation:**

For the single family area, a Homeowners Association (HOA) will be formed and HOA Covenants, Conditions & Restrictions (CCRs) will be recorded forming the basis of operation of common areas, enforcement of uses and lot improvements, voting rights/participation, meeting requirements, establishment of HOA Board and other pertinent information necessary for successful operation and maintenance of a residential community.

**10. Outline for development phasing with anticipated time frames:**

The Magnolia Trace Planned Development will be developed at different intervals (single family development will be completed in three (3) master phases and commercial will be considered its own master phase of development) and each master phase will likely be sub-phased. Specific sub-phasing will be provided for in the construction documents and in general, below is the anticipated timing for development of Single Family Master Phase 1:

Single Family Master Phase 1

- a. Design & Permitting: 6-9 Months (8/2022 – 3/2023)
- b. Estimated Construction Start: April 2023
- c. Estimated Buildout Year: 2025-2026
- d. Estimated Sub-Phases: 3-4

Total Buildout all Single Family Master Phases: 2030-2032

Commercial area is projected to start toward the end of the single family buildout or after.

Schedules are estimations and subject to adjustment due to changes in market conditions and other factors beyond the control of the developer.

**11. Design standards, procedures and methods demonstrating that development will result in an integrated use district, functional and compatible with the area:**

The design standards and procedures for developing Magnolia Trace Planned Development will meet the conditions of the approved rezoning plan as well as meeting the applicable local, state and federal regulations and standards.

Given its location and proximity to Interstate 77 and direct access to Lancaster Highway, traffic impact will be minimal with a surrounding highway network readily capable of supporting development growth. Magnolia Trace PD will be an asset to Chester County in support of continued industrial development occurring within the area.

Magnolia Trace will provide direct support to the previously mentioned industrial development occurring within the area, providing residential housing support to these industries as well as surrounding areas.

The uses proposed are very compatible with the surrounding area given its direct access to major highways, ease of access to public schools and economic interests along the Lancaster Highway Corridor.

**12. Proposed restrictive covenants to be recorded to assure future compliance with the standards in the plan:**

A copy of the proposed Homeowners Association (HOA) Covenants, Conditions & Restrictions (CCRs) are attached for review by the Chester County Planning Commission and County Council.

The CCRs will be recorded prior to recording of any subdivision plat or sale of first home, whichever is desired by Chester County.

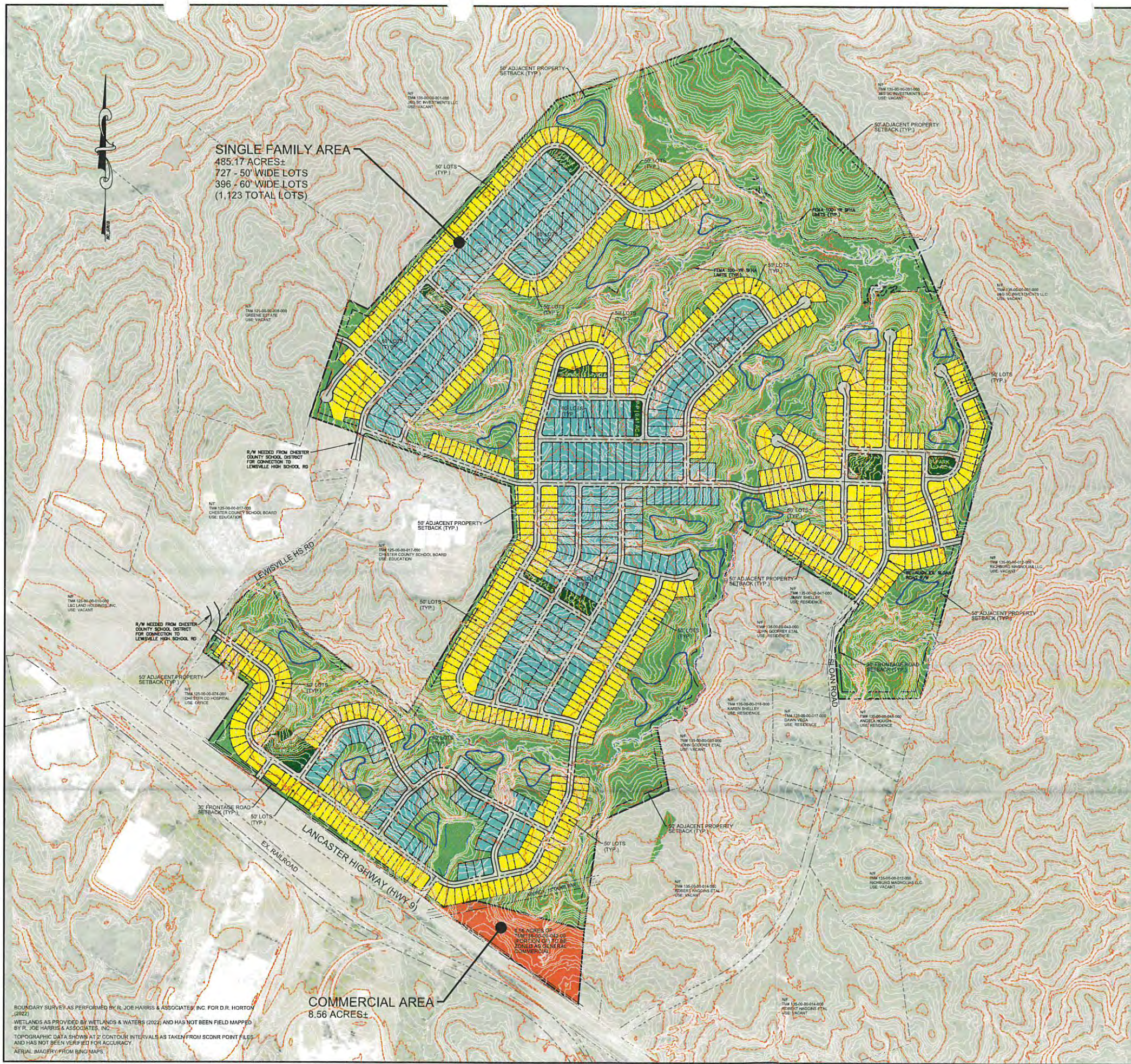
**13. Such other information as may be appropriate for Planning Commission review:**

Please refer to the technical notes provided on the Magnolia Trace Planned Development Rezoning Plan.

A draft of the Traffic Impact Analysis/Study (TIA/TIS) will be provided to the Planning Commission for the single family development area (will be submitted separately once completed and prior to Planning Commission meeting).

Copy of Survey Exhibit indicating the boundary limits of the rezoning and included parcels. Please note that only a portion of TM#136-00-00-042-000 equal to 9.45 acres will be subdivided and included in the Magnolia Trace Planned Development (remaining acreage will be excluded and not part of the rezoning).

< END >



VICINITY MAP - N.T.S.

**GENERAL INFORMATION:**

**PROJECT:** MAGNOLIA TRACE PLANNED DEVELOPMENT (PD)  
**DEVELOPER:** D.R. HORTON, INC.  
 8025 ARROWRIDGE BOULEVARD  
 CHARLOTTE, NORTH CAROLINA 28273  
 P | 704.377.2006  
**OWNERS:** (1) RICHBURG MAGNOLIAS, LLC  
 (2) LEWISVILLE T-1, LLC  
**PARCELS:** (1) 135-00-00-019-000, 135-00-00-020-000  
 (BY OWNER) 135-00-00-032-000  
 (2) 136-00-00-042-000 (Portion)  
**ACREAGE:** 485.17 ACRES± (RESIDENTIAL)  
 8.56 ACRES± (COMMERCIAL)  
 493.73 ACRES± (TOTAL)  
**EXISTING ZONING:** ID-1 & ID-2  
**PROP. ZONING:** PLANNED DEVELOPMENT (PD)

**DEVELOPMENT INFORMATION:**

**PROPOSED USE:** SINGLE FAMILY DETACHED & COMMERCIAL  
**MAX. DENSITY:** SINGLE FAMILY LOTS - 1,124 (2.31 UNITS/AC)<sup>1</sup>  
 (ALLOWED) MULTIFAMILY UNITS - 0 (0 UNITS/AC)<sup>1</sup>  
 MAX. ALLOWED - 1,124 DWELLING UNITS<sup>1</sup>  
**COMMERCIAL:** PER REZONING NOTES

**SINGLE FAMILY LOTS:**

- MIN. LOT WIDTH: 50 FT. @ FRONT S.B.<sup>1</sup>
- MIN. LOT DEPTH: 120 FT.
- MIN. LOT SIZE: 6,000 SQ. FT.
- SETBACKS/YARDS: FRONT S.B. - 25 FT.<sup>1</sup>  
 CORNER YD. - 25 FT.<sup>1</sup>  
 SIDE YARD - 10 FT.<sup>1</sup>  
 REAR YARD - 20 FT.<sup>1</sup>

**COMMERCIAL PARCELS:**

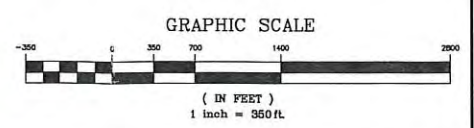
- MIN. LOT WIDTH: 100 FT.
- MIN. LOT SIZE: 1 ACRE (43,560 SQ.FT.)
- SETBACKS/YARDS: ROAD SETBACK - 30 FT.  
 SIDE YARD - 20 FT. (RESIDENTIAL)  
 - 10 FT. (ALL OTHERS)  
 REAR YARD - 20 FT.

**OPEN SPACE:**

- RESIDENTIAL - 20% OF GROSS ACREAGE (MIN.)
- 232.66 ACRES (COMMON AREAS)<sup>1</sup>
- 4.63 ACRES (POCKET PARKS)<sup>1</sup>
- 1.87 ACRES (CENTRAL AMENITY)<sup>1</sup>
- PROPOSED OPEN SPACE = 239.16 ACRES (49.3%)<sup>1</sup>
- COMMERCIAL - N/A

PHASING TO BE SHOWN AT SKETCH PLAN AND/OR PRELIMINARY PLANS

(SEE OTHER SHEETS FOR ADDITIONAL CONDITIONS AND NOTES)



DATE	ISSUED FOR	REV
5/29/22	Submit to Chester County	0
6/10/22	Revise Per New Ordinances for PDs	1




**Engineer:**



**R. Joe Harris & Associates, Inc.**  
 Engineering • Land Surveying • Planning Management  
1144 Sennettsville Road, Five Mile, S.C. 29540 Phone | 803.482.4799

[www.rjoharris.com](http://www.rjoharris.com)

This drawing shall not be used for construction purposes until the seal and signature of the responsible registrant appears on the drawing, and proper permit forms and related fees are transmitted by the Owner, Owner's Agent or Contractor to the Authority having jurisdiction.

Corporate Seal	Engineer's Seal
<b>FOR REZONING ONLY NOT FOR CONSTRUCTION</b>	

Project Manager	Drawn
-	B. Pridmore
Department Manager	Checked
-	-

Print Plot Date: **June 10, 2022**

Client:

**D.R. HORTON, INC.**  
 8025 ARROWRIDGE BOULEVARD  
 CHARLOTTE, NORTH CAROLINA 28273  
 P: 704-377-2006

Project:

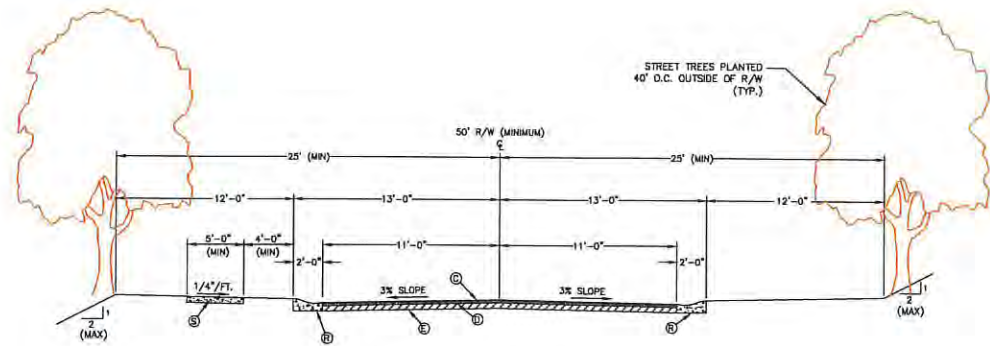
**MAGNOLIA TRACE  
PLANNED DEVELOPMENT**

Drawing Title:

**PD REZONING  
MASTER PLAN**

Project No.	Drawing No.
5084-Magnolia Richburg	
DWG File Name:	
Magnolia Richburg PD Rezone	<b>RZ-1</b>

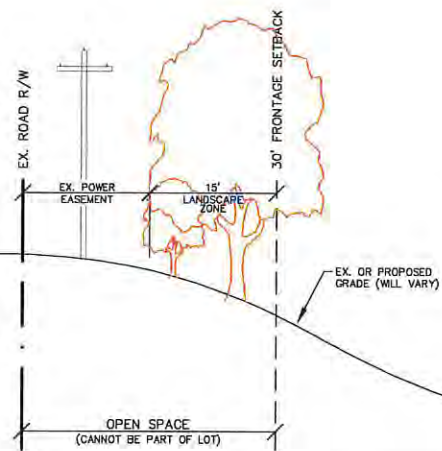
BOUNDARY SURVEY AS PERFORMED BY R. JOE HARRIS & ASSOCIATES, INC. FOR D.R. HORTON (2022)  
 WETLANDS AS PROVIDED BY WETLANDS & WATERS (2022) AND HAS NOT BEEN FIELD MAPPED BY R. JOE HARRIS & ASSOCIATES, INC.  
 TOPOGRAPHIC DATA SHOWN AT 2' CONTOUR INTERVALS AS TAKEN FROM SCORIN POINT FILES AND HAS NOT BEEN VERIFIED FOR ACCURACY  
 AERIAL IMAGERY FROM BING MAPS



**LOCAL RESIDENTIAL STREET**

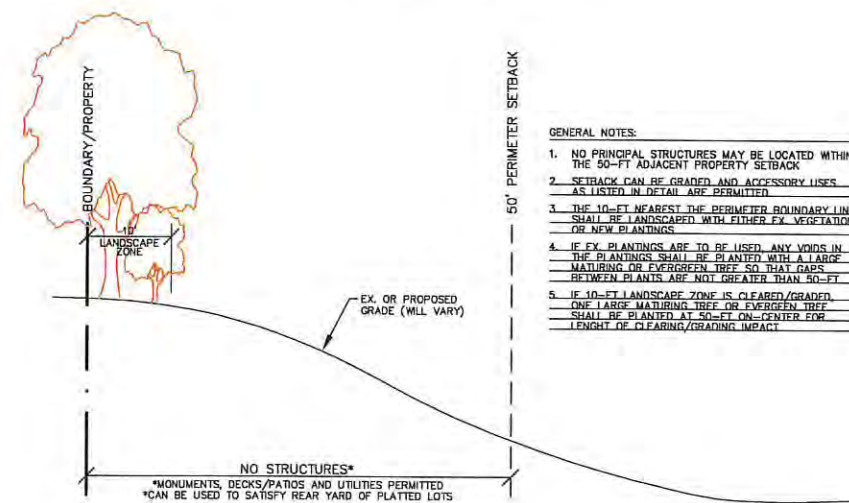
**PAVEMENT SCHEDULE**

- ① 1" HMA SURFACE COURSE - TYPE "C"
- ② 2" HMA BINDER COURSE - TYPE "C"
- ③ 8" GRADED AGGREGATE BASE COURSE
- ④ 2'-0" VALLEY GUTTER
- ⑤ 5' CONCRETE SIDEWALK



**30' EX. ROAD FRONTAGE SETBACK**  
TYPICAL SECTION - NTS

- GENERAL NOTES:**
- 30' EX. ROAD FRONTAGE SETBACK MUST BE IN COMMON OPEN SPACE AND NOT PART OF PLATTED LOT FOR SALE (CAN BE PART OF COMMERCIAL OUT PARCEL)
  - A 15-FT LANDSCAPE ZONE SHALL BE SET WITHIN BACK HALF OF FRONTAGE SETBACK
  - LANDSCAPING SHALL BE AS SPECIFIED ON THIS SHEET (RZ-2) UNDER "LANDSCAPING & TREE SAVE" ITEMS #1 AND #4
  - MONUMENTATION, FENCING, UTILITIES, AND GRADING (SUBJECT TO RE-LANDSCAPING IMPACTED AREAS) ARE PERMITTED WITHIN THE SETBACK



**50' ADJACENT PROPERTY SETBACK**  
TYPICAL SECTION - NTS

- GENERAL NOTES:**
- NO PRINCIPAL STRUCTURES MAY BE LOCATED WITHIN THE 50-FT ADJACENT PROPERTY SETBACK
  - SETBACK CAN BE GRADED AND ACCESSORY USES AS LISTED IN DETAIL ARE PERMITTED
  - THE 10-FT NEAREST THE PERIMETER BOUNDARY LINE SHALL BE LANDSCAPED WITH EITHER EX. VEGETATION OR NEW PLANTINGS
  - IF EX. PLANTINGS ARE TO BE USED, ANY Voids IN THE PLANTINGS SHALL BE PLANTED WITH A LARGE MATURING OR EVERGREEN TREE SO THAT GAPS BETWEEN PLANTS ARE NOT GREATER THAN 50-FT
  - IF 10-FT LANDSCAPE ZONE IS CLEARED/GRADED, ONE LARGE MATURING TREE OR EVERGREEN TREE SHALL BE PLANTED AT 50-FT ON-CENTER FOR LENGTH OF CLEARING/GRADED IMPACT

**ZONING INFORMATION | GENERAL PROVISIONS:**

- THIS REZONING PLAN SHALL TAKE PRECEDENCE OVER ANY CONFLICTS WITH THE CHESTER COUNTY ZONING ORDINANCE AND CHESTER COUNTY LAND DEVELOPMENT STANDARDS.
- THE ORDINANCES IN PLACE AT TIME OF REZONING APPROVAL SHALL GOVERN THE PROJECT UNTIL COMPLETION AND PROJECT SHALL NOT BE SUBJECT TO ANY CHANGES IN THE CHESTER COUNTY ORDINANCES, UNLESS SUCH CHANGES ARE THE RESULT OF COMPLIANCE WITH STATE AND/OR FEDERAL LAWS.
- UNLESS OTHERWISE SPECIFIED WITHIN THIS REZONING PLAN, THE CHESTER COUNTY ZONING ORDINANCE AND CHESTER COUNTY LAND DEVELOPMENT STANDARDS IN PLACE AT TIME OF REZONING APPROVAL, WILL GOVERN THE PLANNING, DESIGN AND CONSTRUCTION OF THE PROJECT.
- SUB-PHASING OF THE PROJECT WILL BE PERMITTED AND MUST BE PROPOSED AT TIME OF PRELIMINARY PLAT (CONSTRUCTION DRAWINGS) FOR EACH RESPECTIVE DEVELOPMENT AREA (ALSO CONSIDERED MASTER PHASES).
- MINOR AMENDMENTS TO THE REZONING PLAN MAY BE APPROVED BY THE PLANNING DIRECTOR WITH A WRITTEN LETTER OF REQUEST AND MAY INCLUDE, BUT NOT BE LIMITED TO:
  - CHANGES TO INTERNAL ROAD CONFIGURATIONS
  - INCREASE IN MIN. REQUIRED LOT SIZES
  - CONVERSION OF MULTI-FAMILY AREA TO SINGLE FAMILY RESIDENTIAL USE
  - CHANGE IN PHASING/SUB-PHASING
  - ADJUSTMENT OF OPEN SPACES AND SINGLE FAMILY LOT LINES SO LONG AS MIN. OPEN SPACE REQUIREMENT FOR EACH AREA ARE MET
- MAJOR AMENDMENTS TO THE REZONING PLAN WILL REQUIRE APPROVAL BY THE PLANNING COMMISSION AND COUNTY COUNCIL AND WILL INCLUDE:
  - CHANGES IN USES NOT OTHERWISE PERMITTED UNDER MINOR AMENDMENTS
  - INCREASE IN RESIDENTIAL DENSITIES
  - REDUCTION OF MIN. LOT SIZE BELOW APPROVED REZONING STANDARDS
  - REDUCTION OF OPEN SPACES BELOW THE MIN. OPEN SPACE STANDARDS SET FORTH IN THIS REZONING
- DRAFT OF COVENANTS, CONDITIONS AND RESTRICTIONS (CCRs) SHALL BE PROVIDED TO CHESTER COUNTY FOR REVIEW AND MUST BE RECORDED AT TIME OF 1st SUBDIVISION RECORDATION.

**MAX. PERMITTED DENSITIES | PERMITTED USES:**

- DENSITIES FOR RESIDENTIAL USES SHALL NOT EXCEED THOSE SPECIFIED ON SHEET RZ-1.
- PERMITTED USES FOR EACH DEVELOPMENT AREA ARE AS FOLLOWS:
  - SINGLE FAMILY AREAS | SINGLE FAMILY DETACHED DWELLINGS
  - COMMERCIAL AREAS | USES ALLOWED UNDER GENERAL COMMERCIAL ZONING DISTRICT (GC)
- IMPROVED OPEN SPACES (AMENITIES, TRAILS, PLAY FIELDS, PARKS/PLAYGROUNDS), PASSIVE (LAWNS, SITTING AREAS, LANDSCAPED AREAS) OPEN SPACES AND NATURAL AREAS SHALL BE PERMITTED IN ANY DISTRICT

**OPEN SPACES:**

- OPEN SPACES (IMPROVED, PASSIVE OR NATURAL) ARE PERMITTED IN ANY DEVELOPMENT AREA
- OPEN SPACES MAY INCLUDE IMPROVED AMENITIES (EVEN IF ON A DEDICATED AMENITY LOT), ACTIVE OPEN SPACES, PASSIVE OPEN SPACES, NATURAL AREA OPEN SPACES AND STORMWATER DETENTION PONDS.
- OPEN SPACES SHALL BE MAINTAINED BY EITHER A MASTER PROPERTY OWNERS ASSOCIATION (POA) OR SUB-HOMEOWNERS ASSOCIATION (HOA) FOR EACH RESPECTIVE DEVELOPMENT AREA.

**STREETS & TRAFFIC:**

- DEVELOPMENT SHALL INCLUDE AND BE RESPONSIBLE FOR ANY TRAFFIC IMPROVEMENTS OUTLINED IN THE TRAFFIC STUDY PROVIDED AS PART OF THIS REZONING OR SUBSEQUENT PRELIMINARY PLAT, AS APPLICABLE AND AS APPROVED BY CHESTER COUNTY AND THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT).
- TRAFFIC IMPROVEMENTS, IF REQUIRED BY THE TRAFFIC STUDY, MAY BE PHASED AS APPROVED BY CHESTER COUNTY AND SCDOT (MAY REQUIRE A PHASING STUDY AFTER COMPLETION OF INITIAL TRAFFIC STUDY AND SHALL BE PROVIDED BY DEVELOPER AT NO COST TO CHESTER COUNTY).
- APPROVAL OF THE TRAFFIC STUDY DOES NOT RELIEVE DEVELOPER OR ASSIGNS TO SUBMIT FOR DRIVEWAY PERMITS TO CHESTER COUNTY AND/OR SCDOT.
- ALL INTERIOR DEVELOPMENT ROADS SHALL PROVIDE THE FOLLOWING:
  - 50-FT PUBLIC RIGHT-OF-WAY
  - 22'-FT PAVED ROADWAY SURFACE (11-FT PAVED LANES)
  - 24-INCH VALLEY CURB ON EACH SIDE
  - MIN. 4-FT PLANTING STRIP BETWEEN BACK OF CURB AND NEAREST EDGE OF PUBLIC SIDEWALK (NOT REQUIRED AT MAILBOX KIOSK LOCATIONS WHERE PARALLEL PARKING IS PROVIDED)
  - 5-FT CONCRETE SIDEWALKS TO BE PROVIDED IN ACCORDANCE WITH CHESTER COUNTY LAND DEVELOPMENT REGULATIONS ARTICLE 6-6-10 (CAN TERMINATE AT BULB OF CUL-DE-SACS)
  - MIN. 150-FT CENTERLINE RADIUS
  - PARALLEL PARKING SHALL BE PERMITTED ADJACENT TO MAILBOX KIOSK LOCATIONS (MIN. 8-FT PAVED LANES)
- NO SIDEWALKS ARE PROPOSED NOR REQUIRED ALONG LANCASTER HIGHWAY (SCDOT HIGHWAY 9)

**PARKING & OFF-STREET LOADING:**

- SUBJECT TO SUBMITTING A LETTER OF REQUEST TO THE PLANNING DIRECTOR AND APPROVAL OF THE WRITTEN LETTER OF REQUEST, PARKING AND OFF-STREET LOADING SHALL BE PER CHAPTER 5 OF THE CHESTER COUNTY ZONING ORDINANCE EXCEPT AS FOLLOWS:
  - PARKING AISLES MAY BE REDUCED TO 22-FT OF TRAVEL SURFACE
  - OFF-STREET LOADING AREAS FOR COMMERCIAL AREAS MAY BE WAIVED BY THE PLANNING DIRECTOR IF PROPOSED USES ARE FOUND NOT TO NEED AN OFF-STREET LOADING SPACE
- FOR RESIDENTIAL LOTS, A MIN. OF 3 PARKING SPACES SHALL BE PROVIDED COMPLETELY OFF THE ROAD RIGHT-OF-WAY SUBJECT TO THE FOLLOWING:
  - GARAGES MAY ONLY COUNT AS 1-SPACE TO MEET THIS REQUIREMENT
  - 2-SPACES TO BE PROVIDED OUTSIDE OF THE GARAGE AND SHALL BE MIN. OF 8' IN WIDTH AND 19' IN DEPTH (DRIVEWAY SPACES) PER PARKING SPACE

**SIGNAGE:**

- SIGNAGE PER CHAPTER 5 OF THE CHESTER COUNTY ZONING ORDINANCE.

**LANDSCAPING & TREE SAVE:**

- EXISTING ROAD FRONTAGES SHALL BE PROVIDED WITH A 15-FT LANDSCAPED BUFFER AS MEASURED FROM EXISTING RIGHT-OF-WAY AND EXTENDING LANDWARD INTO THE PROPERTY AND PROVIDE PLANTINGS IN ACCORDANCE WITH BUFFER TYPE "A" FOUND IN SECTION 5-301 OF THE CHESTER COUNTY ZONING ORDINANCE (12-SHRUBS, 2-EVERGREEN TREES PER 100-FT OF STREET FRONTAGE) - APPLIES TO FRONTAGE ALONG LANCASTER HIGHWAY (SLOAN ROAD WILL NOT BE BUFFERED AND TREATED AS AN INTERNAL ROAD)
- NO BUFFERS ARE REQUIRED BETWEEN DEVELOPMENT AREAS INTERIOR TO THE PLANNED DEVELOPMENT DISTRICT
- TREE SAVE, WHILE ENCOURAGED, IS NOT REQUIRED FOR ANY PORTION OF THIS PLANNED DEVELOPMENT DISTRICT
- EXISTING TREES AND NATURAL GROWTH MAY BE USED TO SATISFY ANY REQUIRED BUFFERS
- PLANT SUBSTITUTIONS AS PERMITTED BY CHESTER COUNTY ZONING ORDINANCE
- FOR INTERIOR STREETS, STREET TREES SHALL BE PROVIDED GENERALLY AT 40-FT ON-CENTER AND MUST BE LOCATED OUTSIDE OF THE STREET RIGHT-OF-WAY
  - SHALL BE MIN. 2-INCH CALIPER AT TIME OF PLANTING AND SHALL BE LARGE DECIDUOUS TREE
  - SHALL BE PLANTED WITHIN 5-FT OF THE RIGHT-OF-WAY AND MIX OF TREE SPECIES IS ENCOURAGED
  - TREES MAY BE OMITTED WHEN IN CONFLICT WITH UTILITIES, DRIVEWAYS AND SIGHT DISTANCE TRIANGLES AT INTERSECTIONS

**WATER AND SEWER:**

- PUBLIC WATER AND SEWER SHALL BE PROVIDED FOR ALL USES ON THE PROJECT, SUBJECT TO EXTENSION POLICIES OF SERVICE PROVIDER

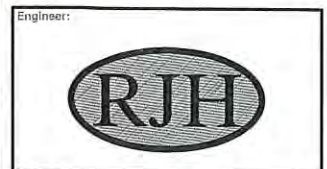
**STORMWATER:**

- STORM DRAINAGE SYSTEMS SHALL BE DESIGNED FOR THE 2 & 10-YEAR STORMWATER RAINFALL EVENTS
- OPEN CULVERTS SHALL BE DESIGNED FOR THE 25-YEAR STORMWATER RAINFALL EVENT
- STORMWATER DETENTION WAIVERS, AS REVIEWED AND APPROVED BY SCDHEC, WILL BE PERMITTED SO LONG AS STORMWATER DISCHARGES ARE RELEASED TO DEFINED DRAINAGE WAYS AND REGULATED FLOODPLAINS/FLOODWAYS (SPECIAL FLOOD HAZARD AREAS - SFHA)

**START OF CONSTRUCTION:**

- UPON APPROVAL OF THE PRELIMINARY PLAT (CONSTRUCTION DRAWINGS) BY THE CHESTER COUNTY PLANNING COMMISSION AND OBTAINING NOTICE OF INTENT (NOI) FROM SCDHEC, LAND DISTURBANCE MAY BEGIN ON THE PROJECT.

DATE	ISSUED FOR	REV
5/22/22	Submitted to Chester County	1
5/23/22	Approved for New Guidelines for Files	1



**R. Joe Harris & Associates, Inc.**

Engineering • Land Surveying • Planning Management

1946 Executive Boulevard, Suite 300, York, PA 17403-1000 Phone: 717.493.9300 Fax: 717.493.9302

[www.rjoharris.com](http://www.rjoharris.com)

This drawing shall not be used for construction purposes until the seal and signature of the responsible registrant appears on the drawing, and proper permit forms and related fees are transmitted by the Owner, Owner's Agent or Contractor to the Authority having jurisdiction.

Corporate Seal	Engineer's Seal
<b>FOR REZONING ONLY NOT FOR CONSTRUCTION</b>	

Project Manager	Drawn
-	B. Pridemore
Department Manager	Checked
-	-

Print/Plot Date  
**June 10, 2022**

Client  
**D.R. HORTON, INC.**  
8025 ARROWRIDGE BOULEVARD  
CHARLOTTE, NORTH CAROLINA 28273  
P: 704-377-2006

Project:  
**MAGNOLIA TRACE  
PLANNED DEVELOPMENT**

Drawing Title:  
**PD REZONING  
TECHNICAL DATA SHEET**

Project No. 5064-Magnolia Ridge	Drawing No. RZ-2
DWG File Name Magnolia Ridge PD Rezoning	



Chester County Planning Commission Meeting August 16<sup>th</sup>, 2022

**CCMA22-21 D.R. Horton Inc request Tax Map # 135-00-00-032-000 on Lancaster Hwy to be rezoned from Limited Industrial District (ID-2) to Planned Development District (PD).**

No one spoke in favor or opposition to the rezoning request. Chairman Raines motioned to approve, second by Commissioner Grant. Vote 6-0 Approved.



**Chester County, South Carolina**  
 Department of Planning, Building & Zoning  
 1476 J.A. Cochran Bypass  
 Chester, SC 29706

Zoning Map Amendment (Rezoning) Application

Fee: \$150.00

Meeting Date: 8-16-22 Case # CCMA22-21 Invoice # 5414

The applicant hereby requests that the property described to be rezoned from ID-2 to PD

Please give your reason for this rezoning request:

Map amendment request made to create a cohesive master planned mixed-use community providing for single family residential and supporting commercial opportunities along the Highway 9 Corridor, east of I-77

*Copy of plat must be presented with the application request*

Designation of Agent (complete only if owner is not applicant): I (we) hereby appoint the person named as applicant a my (our) agent to represent me (us) in this request for rezoning. A Corporate Resolution letter or a permission letter must be presented at the time of application request. NAICS CODE: \_\_\_\_\_

Property Address Information

Property address: Lancaster Highway  
 Tax Map Number: 135-00-00-032-000 Acres: 86.62

Any structures on the property: yes \_\_\_\_\_ no X . If you checked yes, draw locations of structures on plat or blank paper.

**PLEASE PRINT:**

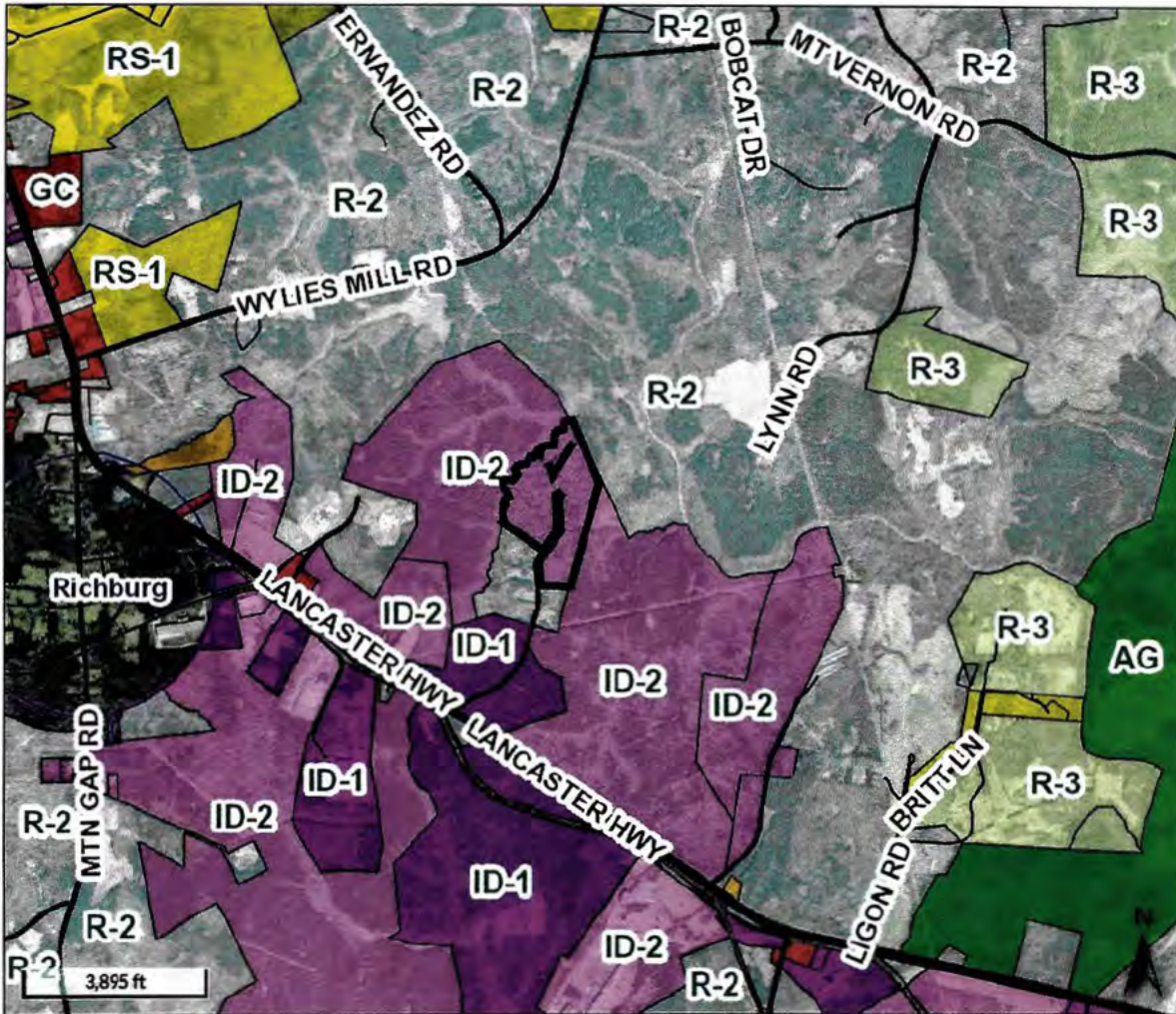
Applicant (s): D.R. Horton, Inc.  
 Address 8025 Arrowridge Boulevard, Charlotte, NC 28273  
 Telephone: \_\_\_\_\_ cell \_\_\_\_\_

Owner(s) if other than applicant(s): Richburg Magn oads, L LC  
 Address: P.O. Box 1107, Lancaster, SC 29721  
 Telephone: \_\_\_\_\_ cell N/A work N/A  
 E-Mail Address: N/A

**I (we) hereby agree that this information I (we) have presented is correct. Insufficient information may result in a denial of your request.**

Owner's signature: [Signature] Date: 4-19-2022  
 Applicant signature: [Signature] Date: 4/19/2022

**CANCELLATION MAY RESULT IN AN ADDITIONAL FEE OF \$150.00. SOMEONE MAY REPRESENT YOU AT THE MEETING.**



Overview



Parcel ID	135-00-00-032-000	Alternate ID	n/a	Owner Address	RICHBURG MAGNOLIAS LLC
Sec/Twp/Rng	n/a	Class	AC		P O BOX 1107
Property Address		Acreage	87.579		LANCASTER SC 29721
District	04				
Brief Tax Description	n/a				
	(Note: Not to be used on legal documents)				

Date created: 8/22/2022  
 Last Data Uploaded: 8/22/2022 3:19:22 AM

Developed by  **Schneider**  
 GEOSPATIAL

**MAGNOLIA RICHBURG PLANNED DEVELOPMENT  
RICHBURG MAGNOLIAS & LEWISVILLE T-1 PROPERTIES  
CHESTER COUNTY, SOUTH CAROLINA**

**AGENT AUTHORIZATION**

On behalf of Richburg Magnolias, LLC and Lewisville T-1 Properties, LLC (Sellers), I/we hereby appoint and grant D.R. Horton, Inc. (Purchaser) and its representatives authorization to file for and seek rezoning and development approvals associated with the following properties:

Tax Parcels: 135-00-00-019-00  
135-00-00-020-00  
135-00-00-032-00  
136-00-00-042-000 (portion of equal to 9.45 acres)

I/We hereby acknowledge Purchaser's intent to rezone to a Planned Development District consisting of single family residential and limited commercial development, subject to approval by the Chester County Council.

Property Owner Signature(s):  4-19-2022  
Signature Date

 4-19-2022  
Signature Date

---

 4-19-2022  
Signature Date

 4-19-2022  
Signature Date



155 Wylie Street • P.O. Box 550 • Chester, South Carolina • 29706  
(803) 385-5123 • [www.chestermetrosc.com](http://www.chestermetrosc.com)

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*Solving the water needs of tomorrow, today.*

April 11, 2022

DR Horton  
C/O R. Joe Harris & Associates, Inc.  
1186 Stonecrest Boulevard  
Tega Cay, SC 29708

Re: Magnolia Richburg, Richburg SC, Water Availability

This letter is in response to your water availability request to support the rezoning application for tax parcels 135-00-00-019-000, 135-00-00-020-000, 135-00-00-032-011, and 136-00-00-042-000. Per the information provided on the drawing titled: Magnolia Richburg GIS Concept Plan, created by R. Joe Harris & Associates, Inc, the proposed project will consist of 1231 single-family lots.

Chester Metropolitan District's (CMD) water filtration plant has sufficient permitted capacity to provide water to this project while considering our current daily usage and future allocated demands. The water main along Hwy 9 is adequate to serve the project. Water system improvements that are necessary to serve the project will be the responsibility of the Developer.

A Willingness and Capability letter will be provided at a later date for permitting with SCDHEC once the Capital Recovery Fees are paid. There is no reservation of capacity until such time the Capital Recovery Fees are paid.

Please do not hesitate to contact me at [alitten@chestermetrosc.com](mailto:alitten@chestermetrosc.com) or (803) 385-5123 if you have any questions or comments.

Sincerely,

A handwritten signature in black ink that reads "Andy Litten".

Andy Litten, PE  
District Engineer



**VIA Electronic Mail**

August 8, 2022

Chester County  
Building and Zoning  
PO Box 580  
Chester, SC 29706

**Re:** Chester Sewer District  
Willingness and Ability to Serve Letter  
for NPDES Permit # SC0001741

To Whom It May Concern:

The Chester Sewer District (d/b/a) Chester County Wastewater Recovery (CWR) is willing and able to provide Magnolia Trace by DR Horton with wastewater service capacity for four hundred (400) proposed residential units for the property located off Hwy 9 in Richburg, South Carolina. The tax map numbers for the aforementioned site are as follows:

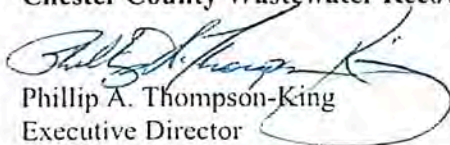
- 135-00-00-019-000 (majority of parcel);
- 135-00-00-020-000 (portion of parcel); and
- 136-00-00-042-000 (portion of parcel).

Please note, this willingness and ability letter expires on August 31, 2024. CWR will evaluate the current capacity conditions in the event that construction has not begun and/or is not completed by the expiration date noted above.

If you require additional information, please call me at (803) 377-3541.

Sincerely,

**Chester County Wastewater Recovery**

  
Phillip A. Thompson-King  
Executive Director

**Cc:** J. Michael Hunter, Maintenance Superintendent, CWR  
Tony Young, Wastewater Operations Superintendent, CWR  
Joel Manning, Finance Analyst and Manager, CWR  
Brandon S. Pridemore, Vice President, R. Joe Harris & Associates, Inc.  
File

# MAGNOLIA TRACE PLANNED DEVELOPMENT PD DESCRIPTIVE STATEMENT PER CHESTER COUNTY ZONING ORDINANCE

This descriptive statement is provided in accordance with Chapter 4-131(f) of the Chester County Zoning Ordinance and shall be considered a part of the rezoning documents and any conditions, statements or other information contained herein shall be binding to the rezoning.

## 1. Legal description of site boundaries, and total area of the site:

Magnolia Trace Planned Development will consist of 493.73 acres and includes TM#135-00-00-019-000 (108.04 acres), TM#135-00-00-020-000 (289.62 acres), TM#135-00-00-032-000 (86.62 acres) and a portion of TM#136-00-00-042-000 (9.45 acres to be rezoned and made part of the Magnolia Trace PD – remainder to be excluded).

### Legal Description of Overall Acreage as Follows:

BEING ALL OF THOSE CERTAIN PARCELS OF LAND LYING IN CHESTER COUNTY, SOUTH CAROLINA, HAVING PARCEL IDENTIFICATION NUMBERS OF 135-00-00-019-000, 135-00-00-020-000, & 135-00-00-032-000, AND A PORTION OF THAT CERTAIN PARCEL OF LAND LYING IN CHESTER COUNTY, SOUTH CAROLINA, HAVING A PARCEL IDENTIFICATION NUMBER OF 136-00-00-042-000 AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT NGS MONUMENT "PETTICOAT", HAVING SOUTH CAROLINA GEODETIC COORDINATES OF NORTH=1,059,634.189' AND EAST=1,989,463.52', THENCE S41°46'17"E FOR A DISTANCE OF 13,852.11' (GROUND DISTANCE) TO A # 5 REBAR FOUND, SAID POINT BEING ON THE EASTERN RIGHT OF WAY (R/W) LINE OF LEWISVILLE HIGH SCHOOL ROAD (66' PUBLIC R/W), SAID POINT ALSO BEING THE POINT OF BEGINNING (POB);

THENCE, FROM THE POB, AND FOLLOWING THE AFOREMENTIONED R/W OF LEWISVILLE HIGH SCHOOL ROAD, THE FOLLOWING 6 CALLS 1)N33°49'38"E FOR A DISTANCE OF 249.17' TO A #5 REBAR SET 2)N34°40'21"E FOR A DISTANCE OF 109.93' TO A #5 REBAR SET 3)N38°31'08"E FOR A DISTANCE OF 116.30' TO A #5 REBAR SET 4)N45°17'48"E FOR A DISTANCE OF 109.23' TO A #5 REBAR SET 5)N52°49'21"E FOR A DISTANCE OF 113.57' TO A #5 REBAR SET 6)N57°52'46"E FOR A DISTANCE OF 94.46' TO A #5 REBAR SET, THENCE, LEAVING SAID R/W, S29°18'53"E FOR A DISTANCE OF 497.63' TO A ¾" SQUARE BAR FOUND, THENCE S52°36'11"E FOR A DISTANCE OF 1000.55' TO A FENCE POST FOUND, THENCE N30°59'26"E FOR A DISTANCE OF 725.73' TO A FENCE POST FOUND, THENCE N31°01'32"E FOR A DISTANCE OF 824.69' TO A #5 REBAR FOUND, THENCE N03°11'52"W FOR A DISTANCE OF 381.99' TO A #5 REBAR FOUND, THENCE N71°10'49"W FOR A DISTANCE OF 1621.34' TO A #5 REBAR FOUND, THENCE N18°47'55"E FOR A DISTANCE OF 912.16' TO A POINT, THENCE N36°17'30"E FOR A DISTANCE OF 14.50' TO A 1" OPEN TOP PIPE FOUND, THENCE S65°32'30"E FOR A DISTANCE OF 157.43' TO A ¾" OPEN TOP PIPE FOUND, THENCE N42°08'28"E FOR A DISTANCE OF 2135.83' TO A #5 REBAR FOUND, THENCE N70°26'47"E FOR A DISTANCE OF 1409.08' TO A ¾" OPEN TOP PIPE FOUND, THENCE S47°20'37"E FOR A DISTANCE OF 1639.60' TO A 1 1/4" OPEN TOP PIPE FOUND, THENCE S26°05'26"E FOR A DISTANCE OF 541.41' TO A FENCE POST FOUND, THENCE S23°06'08"E FOR A DISTANCE OF 1431.83' TO A ½" OPEN TO PIPE FOUND, THENCE S14°49'23"W FOR A DISTANCE OF 2,133.03' TO A #5 REBAR FOUND, THENCE, S 89°38'12"W FOR A DISTANCE OF 627.57' TO A #5 REBAR FOUND ON THE EASTERN R/W OF SLOAN ROAD (S-12-730 66' PUBLIC R/W), THENCE, WITH SAID R/W THE FOLLOWING 4 CALLS 1)N04°17'47"W FOR A DISTANCE OF 264.95' TO A #5 REBAR SET 2)N04°06'14"W FOR A DISTANCE OF 108.78' TO A #5 REBAR SET ON THE BEGINNING OF A NON-TANGENTIAL CURVE 3)SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 45°13'41", HAVING A RADIUS OF 211.47', AND WHOSE LONG CHORD BEARS N16°26'22"E FOR A DISTANCE OF 162.63' TO A #5 REBAR SET 4)N37°16'19"E FOR A DISTANCE OF 226.00' TO A #5 REBAR SET, THENCE, CROSSING SAID R/W, N52°43' 41"W FOR A

**1. Legal description of site boundaries, and total area of the site:**

**(cont'd from previous page)**

DISTANCE OF 66.00' TO A #5 REBAR FOUND ON THE WESTERN R/W OF THE AFOREMENTIONED SLOAN ROAD, THENCE, LEAVING SAID R/W, N58°05'05"W FOR A DISTANCE OF 997.00' TO A #5 REBAR FOUND, THENCE N58°05'18"W FOR A DISTANCE OF 18.80' TO A POINT IN A CREEK, THENCE WITH SAID CREEK THE FOLLOWING 61 CALLS 1)S32°52'10"W FOR A DISTANCE OF 72.14' TO A POINT 2)S04°26'032"W FOR A DISTANCE OF 160.17' TO A POINT 3)S22°06'002"W FOR A DISTANCE OF 161.18' TO A POINT 4)S06°12'40"W FOR A DISTANCE OF 171.17' TO A POINT 5)S46°42'10"W FOR A DISTANCE OF 165.33' TO A POINT 6)S13°37'10"E FOR A DISTANCE OF 124.18' TO A POINT 7)S15°50'49"W FOR A DISTANCE OF 7.29' TO A POINT 8)S26°03'28"E FOR A DISTANCE OF 12.63' TO A POINT 9)S04°14'22"W FOR A DISTANCE OF 20.95' TO A POINT 10)S74°17'34"W FOR A DISTANCE OF 28.34' TO A POINT 11)S42°33'41"W FOR A DISTANCE OF 29.10' TO A POINT 12)S19°00'28"W FOR A DISTANCE OF 28.57' TO A POINT 13)S70°24'07"W FOR A DISTANCE OF 6.90' TO A POINT 14)S37°01'28"W FOR A DISTANCE OF 6.07' TO A POINT 15)S07°27'16"E FOR A DISTANCE OF 19.89' TO A POINT 16)S27°25'53"E FOR A DISTANCE OF 16.45' TO A POINT 17)S05°36'34"E FOR A DISTANCE OF 19.59' TO A POINT 18)S17°12'45"W FOR A DISTANCE OF 46.07' TO A POINT 19)S58°02'34"W FOR A DISTANCE OF 7.81' TO A POINT 20)S74°44'08"W FOR A DISTANCE OF 30.05' TO A POINT 21)S44°13'45"W FOR A DISTANCE OF 10.20' TO A POINT 22)S04°04'53"W FOR A DISTANCE OF 48.43' TO A POINT 23)S10°50'50"W FOR A DISTANCE OF 14.25' TO A POINT 24)S32°36'29"E FOR A DISTANCE OF 40.80' TO A POINT 25)S22°05'59"E FOR A DISTANCE OF 46.60' TO A POINT 26)S31°58'56"E FOR A DISTANCE OF 59.31' TO A POINT 27)S14°13'51"E FOR A DISTANCE OF 28.87' TO A POINT 28)S23°04'49"W FOR A DISTANCE OF 11.38' TO A POINT 29)S52°48'22"W FOR A DISTANCE OF 23.74' TO A POINT 30)S48°55'39"W FOR A DISTANCE OF 35.35' TO A POINT 31)S17°34'13"W FOR A DISTANCE OF 17.16' TO A POINT 32)S22°27'12"W FOR A DISTANCE OF 37.57' TO A POINT 33)S55°58'58"W FOR A DISTANCE OF 25.36' TO A POINT 34)S67°46'14"W FOR A DISTANCE OF 29.81' TO A POINT 35)S33°18'08"W FOR A DISTANCE OF 18.11' TO A POINT 36)S16°15'18"W FOR A DISTANCE OF 9.56' TO A POINT 37)S62°30'13"W FOR A DISTANCE OF 5.53' TO A POINT 38)N75°56'31"W FOR A DISTANCE OF 22.21' TO A POINT 39)S75°41'13"W FOR A DISTANCE OF 7.28' TO A POINT 40)S19°29'56"W FOR A DISTANCE OF 4.70' TO A POINT 41)S17°36'18"E FOR A DISTANCE OF 16.90' TO A POINT 42)S69°22'25"E FOR A DISTANCE OF 19.46' TO A POINT 43)S42°48'05"E FOR A DISTANCE OF 10.99' TO A POINT 44)S15°34'37"W FOR A DISTANCE OF 11.62' TO A POINT 45)S49°11'09"W FOR A DISTANCE OF 30.13' TO A POINT 46)S31°25'32"W FOR A DISTANCE OF 20.25' TO A POINT 47)S08°17'05"E FOR A DISTANCE OF 7.96' TO A POINT 48)S63°17'31"W FOR A DISTANCE OF 7.71' TO A POINT 49)N89°31'14"W FOR A DISTANCE OF 22.94' TO A POINT 50)N70°15'47"W FOR A DISTANCE OF 16.69' TO A POINT 51)S81°45'59"W FOR A DISTANCE OF 27.18' TO A POINT 52)S84°01'00"W FOR A DISTANCE OF 29.73' TO A POINT 53)S47°10'37"W FOR A DISTANCE OF 15.49' TO A POINT 54)S75°14'08"W FOR A DISTANCE OF 11.56' TO A POINT 55)N84°46'10"W FOR A DISTANCE OF 9.93' TO A POINT 56)S43°47'28"W FOR A DISTANCE OF 14.81' TO A POINT 57)S64°02'00"W FOR A DISTANCE OF 20.34' TO A POINT 58)S12°55'39"W FOR A DISTANCE OF 10.69' TO A POINT 59)S41°30'06"W FOR A DISTANCE OF 10.39' TO A POINT 60)S78°26'56"W FOR A DISTANCE OF 20.88' TO A POINT 61)N53°37'05"W FOR A DISTANCE OF 6.61' TO A POINT, THENCE, LEAVING SAID CREEK, S10°38'55"E FOR A DISTANCE OF 10.94' TO A ¾" PINCH PIPE FOUND, THENCE S10°38'55"E FOR A DISTANCE OF 473.15' TO A PINCH PIPE FOUND, THENCE S66°15'11"W FOR A DISTANCE OF 525.49' TO A ¾" PINCH PIPE FOUND, THENCE S69°43'40"W FOR A DISTANCE OF 55.41' TO A #5 REBAR FOUND, THENCE S07°37'04"W FOR A DISTANCE OF 823.34' TO A FENCE POST FOUND, THENCE S4°40'06"W FOR A DISTANCE OF 570.64' TO A #5 REBAR SET ON THE NORTHERN R/W OF LANCASTER HIGHWAY (VARIABLE WIDTH PUBLIC R/W) THENCE, WITH SAID R/W, THE FOLLOWING 3 CALLS 1) N55°31'06"W FOR A DISTANCE OF 1,662.00' TO A #5 REBAR SET 2)N55°33'49"W FOR A DISTANCE OF 450.98' TO A #5 REBAR FOUND 3)N54°20'22"W FOR A DISTANCE OF 1,326.08' TO A #5 REBAR FOUND, THENCE, LEAVING SAID R/W, N35°38'09"E FOR



**9. Details of association or organization involved in ownership and maintenance, including procedures and methods of operation:**

For the single family area, a Homeowners Association (HOA) will be formed and HOA Covenants, Conditions & Restrictions (CCRs) will be recorded forming the basis of operation of common areas, enforcement of uses and lot improvements, voting rights/participation, meeting requirements, establishment of HOA Board and other pertinent information necessary for successful operation and maintenance of a residential community.

**10. Outline for development phasing with anticipated time frames:**

The Magnolia Trace Planned Development will be developed at different intervals (single family development will be completed in three (3) master phases and commercial will be considered its own master phase of development) and each master phase will likely be sub-phased. Specific sub-phasing will be provided for in the construction documents and in general, below is the anticipated timing for development of Single Family Master Phase 1:

Single Family Master Phase 1

- a. Design & Permitting: 6-9 Months (8/2022 – 3/2023)
- b. Estimated Construction Start: April 2023
- c. Estimated Buildout Year: 2025-2026
- d. Estimated Sub-Phases: 3-4

Total Buildout all Single Family Master Phases: 2030-2032

Commercial area is projected to start toward the end of the single family buildout or after.

Schedules are estimations and subject to adjustment due to changes in market conditions and other factors beyond the control of the developer.

**11. Design standards, procedures and methods demonstrating that development will result in an integrated use district, functional and compatible with the area:**

The design standards and procedures for developing Magnolia Trace Planned Development will meet the conditions of the approved rezoning plan as well as meeting the applicable local, state and federal regulations and standards.

Given its location and proximity to Interstate 77 and direct access to Lancaster Highway, traffic impact will be minimal with a surrounding highway network readily capable of supporting development growth. Magnolia Trace PD will be an asset to Chester County in support of continued industrial development occurring within the area.

Magnolia Trace will provide direct support to the previously mentioned industrial development occurring within the area, providing residential housing support to these industries as well as surrounding areas.

The uses proposed are very compatible with the surrounding area given its direct access to major highways, ease of access to public schools and economic interests along the Lancaster Highway Corridor.

**12. Proposed restrictive covenants to be recorded to assure future compliance with the standards in the plan:**

A copy of the proposed Homeowners Association (HOA) Covenants, Conditions & Restrictions (CCRs) are attached for review by the Chester County Planning Commission and County Council.

The CCRs will be recorded prior to recording of any subdivision plat or sale of first home, whichever is desired by Chester County.

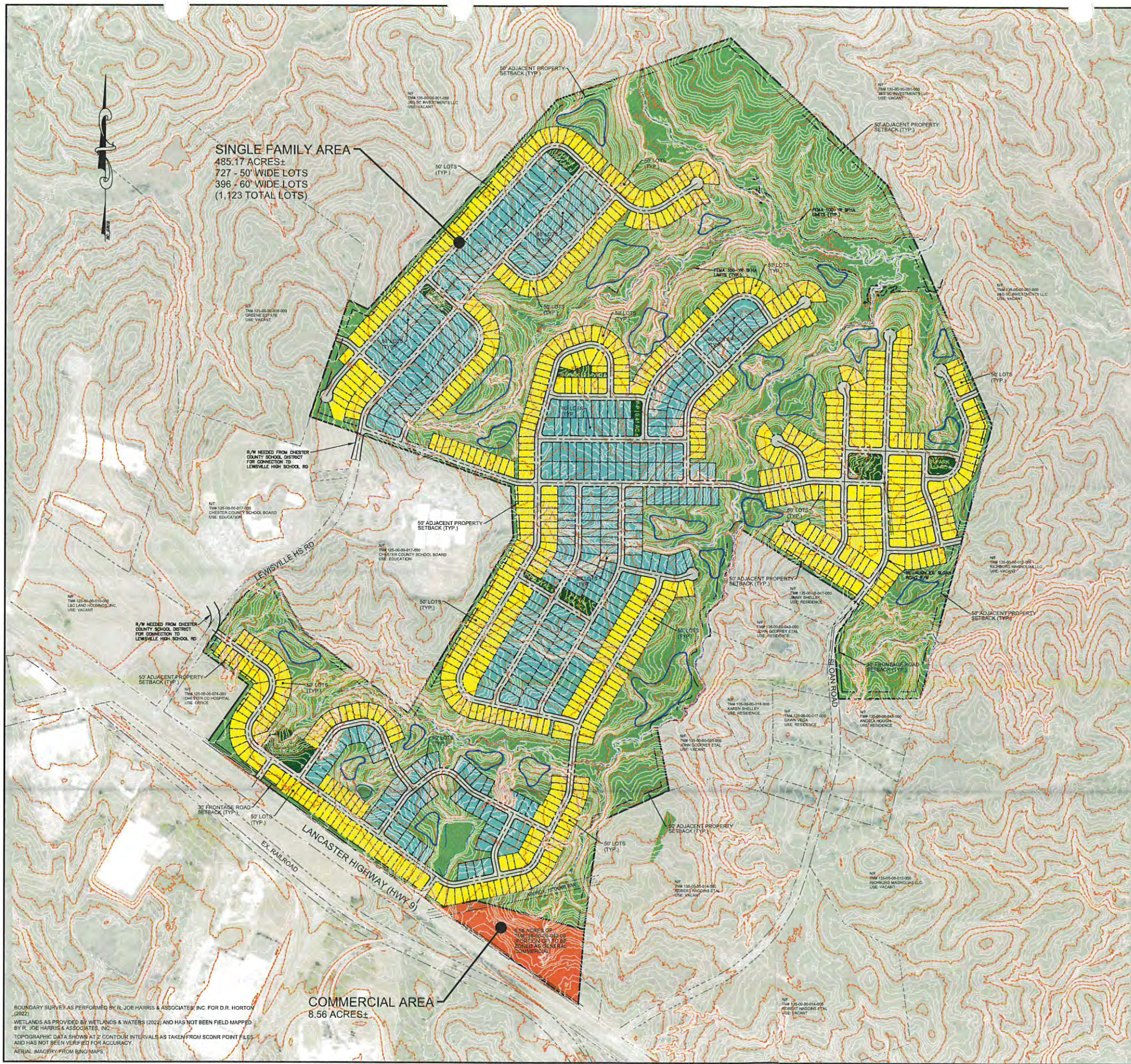
**13. Such other information as may be appropriate for Planning Commission review:**

Please refer to the technical notes provided on the Magnolia Trace Planned Development Rezoning Plan.

A draft of the Traffic Impact Analysis/Study (TIA/TIS) will be provided to the Planning Commission for the single family development area (will be submitted separately once completed and prior to Planning Commission meeting).

Copy of Survey Exhibit indicating the boundary limits of the rezoning and included parcels. Please note that only a portion of TM#136-00-00-042-000 equal to 9.45 acres will be subdivided and included in the Magnolia Trace Planned Development (remaining acreage will be excluded and not part of the rezoning).

< END >



VICINITY MAP - N.T.S.

**GENERAL INFORMATION:**

**PROJECT:** MAGNOLIA TRACE PLANNED DEVELOPMENT (PD)  
**DEVELOPER:** D.R. HORTON, INC.  
 8025 ARROWRIDGE BOULEVARD  
 CHARLOTTE, NORTH CAROLINA 28273  
 P | 704.377.2006  
**OWNERS:** (1) RICHBURG MAGNOLIAS, LLC  
 (2) LEWISVILLE T-1, LLC  
**PARCELS:** (1) 135-00-00-019-000, 135-00-00-020-000  
 (BY OWNER) 135-00-00-032-000  
 (2) 136-00-00-042-000 (Portion)  
**ACREAGE:** 485.17 ACRES± (RESIDENTIAL)  
 8.56 ACRES± (COMMERCIAL)  
 493.73 ACRES± (TOTAL)  
**EXISTING ZONING:** ID-1 & ID-2  
**PROP. ZONING:** PLANNED DEVELOPMENT (PD)

**DEVELOPMENT INFORMATION:**

**PROPOSED USE:** SINGLE FAMILY DETACHED & COMMERCIAL  
**MAX. DENSITY:** SINGLE FAMILY LOTS - 1,124 (2.31 UNITS/AC)<sup>1</sup>  
 (ALLOWED) MULTIFAMILY UNITS - 0 (0 UNITS/AC)<sup>1</sup>  
 MAX. ALLOWED - 1,124 DWELLING UNITS<sup>1</sup>  
**COMMERCIAL:** PER REZONING NOTES

**SINGLE FAMILY LOTS:**

- MIN. LOT WIDTH: 50 FT. @ FRONT S.B.<sup>1</sup>
- MIN. LOT DEPTH: 120 FT.
- MIN. LOT SIZE: 6,000 SQ. FT.
- SETBACKS/YARDS: FRONT S.B. - 25 FT.<sup>1</sup>  
 CORNER YD. - 25 FT.<sup>1</sup>  
 SIDE YARD - 10 FT.<sup>1</sup>  
 REAR YARD - 20 FT.<sup>1</sup>

**COMMERCIAL PARCELS:**

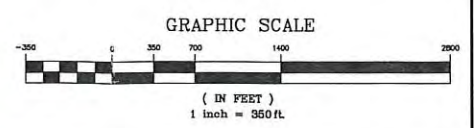
- MIN. LOT WIDTH: 100 FT.
- MIN. LOT SIZE: 1 ACRE (43,560 SQ.FT.)
- SETBACKS/YARDS: ROAD SETBACK - 30 FT.  
 SIDE YARD - 20 FT. (RESIDENTIAL)  
 - 10 FT. (ALL OTHERS)  
 REAR YARD - 20 FT.

**OPEN SPACE:**

- RESIDENTIAL - 20% OF GROSS ACREAGE (MIN.)  
 - 232.66 ACRES (COMMON AREAS)<sup>1</sup>  
 - 4.63 ACRES (POCKET PARKS)<sup>1</sup>  
 - 1.87 ACRES (CENTRAL AMENITY)<sup>1</sup>  
 PROPOSED OPEN SPACE = 239.16 ACRES (49.3%)<sup>1</sup>  
 COMMERCIAL - N/A

PHASING TO BE SHOWN AT SKETCH PLAN AND/OR PRELIMINARY PLANS

(SEE OTHER SHEETS FOR ADDITIONAL CONDITIONS AND NOTES)



DATE	ISSUED FOR	REV
5/29/22	Submit to Chester County	0
6/10/22	Revise Per New Ordinances for PDs	1




**Engineer:**



**R. Joe Harris & Associates, Inc.**  
 Engineering • Land Surveying • Planning Management  
 1144 Sennettsville Road, Five Mile, S.C. 29541 Phone | 803.402.4799

[www.rjoharris.com](http://www.rjoharris.com)

This drawing shall not be used for construction purposes until the seal and signature of the responsible registrant appears on the drawing, and proper permit forms and related fees are transmitted by the Owner, Owner's Agent or Contractor to the Authority having jurisdiction.

Corporate Seal	Engineer's Seal
<b>FOR REZONING ONLY NOT FOR CONSTRUCTION</b>	

Project Manager:	Drawn:
-	B. Pridmore
Department Manager:	Checked:
-	-

Print Plot Date:  
**June 10, 2022**

Client:  
**D.R. HORTON, INC.**  
 8025 ARROWRIDGE BOULEVARD  
 CHARLOTTE, NORTH CAROLINA 28273  
 P: 704-377-2006

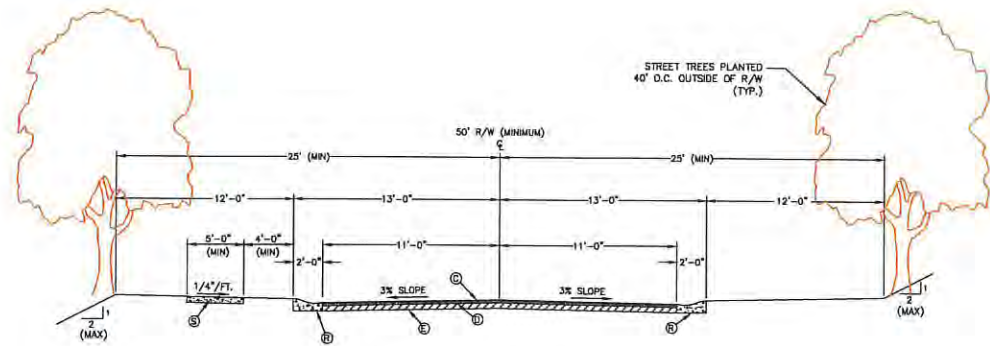
Project:  
**MAGNOLIA TRACE  
 PLANNED DEVELOPMENT**

Drawing Title:  
**PD REZONING  
 MASTER PLAN**

Project No. 5084-Magnolia Richburg	Drawing No. DWD File Name: Magnolia Richburg PD Rezone
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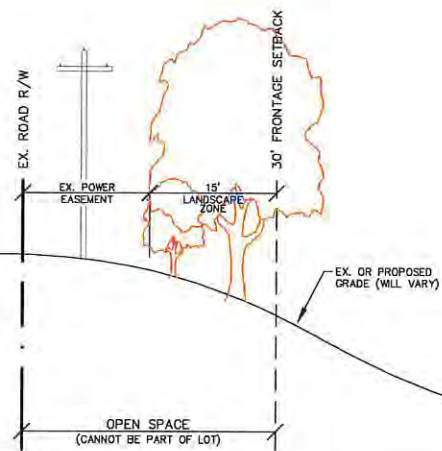
RZ-1

BOUNDARY SURVEY AS PERFORMED BY R. JOE HARRIS & ASSOCIATES, INC. FOR D.R. HORTON (2022)  
 WETLANDS AS PROVIDED BY WETLANDS & WATERS (2022) AND HAS NOT BEEN FIELD MAPPED BY R. JOE HARRIS & ASSOCIATES, INC.  
 TOPOGRAPHIC DATA SHOWN AT 2' CONTOUR INTERVALS AS TAKEN FROM SCGNR POINT FILES AND HAS NOT BEEN VERIFIED FOR ACCURACY  
 AERIAL IMAGERY FROM BING MAPS



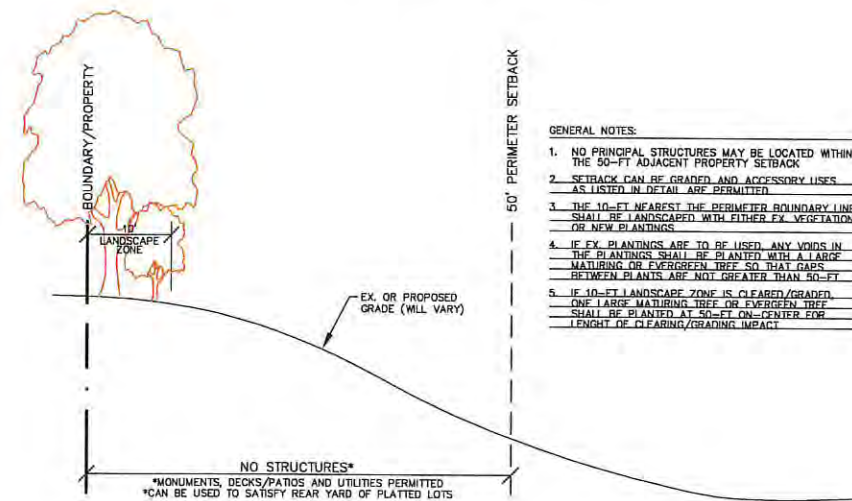
**LOCAL RESIDENTIAL STREET**

- PAVEMENT SCHEDULE**
- ⊙ 1" HMA SURFACE COURSE - TYPE "C"
  - ⊙ 2" HMA BINDER COURSE - TYPE "C"
  - ⊙ 8" GRADED AGGREGATE BASE COURSE
  - ⊙ 2'-0" VALLEY GUTTER
  - ⊙ 5' CONCRETE SIDEWALK



**30' EX. ROAD FRONTAGE SETBACK**  
TYPICAL SECTION - NTS

- GENERAL NOTES:**
- 30' EX. ROAD FRONTAGE SETBACK MUST BE IN COMMON OPEN SPACE AND NOT PART OF PLATTED LOT FOR SALE (CAN BE PART OF COMMERCIAL OUT PARCEL)
  - A 15-FT LANDSCAPE ZONE SHALL BE SET WITHIN BACK HALF OF FRONTAGE SETBACK
  - LANDSCAPING SHALL BE AS SPECIFIED ON THIS SHEET (RZ-2) UNDER "LANDSCAPING & TREE SAVE" ITEMS #1 AND #4
  - MONUMENTATION, FENCING, UTILITIES, AND GRADING (SUBJECT TO RE-LANDSCAPING IMPACTED AREAS) ARE PERMITTED WITHIN THE SETBACK



**50' ADJACENT PROPERTY SETBACK**  
TYPICAL SECTION - NTS

- GENERAL NOTES:**
- NO PRINCIPAL STRUCTURES MAY BE LOCATED WITHIN THE 50-FT ADJACENT PROPERTY SETBACK
  - SETBACK CAN BE GRADED AND ACCESSORY USES AS LISTED IN DETAIL ARE PERMITTED
  - THE 10-FT NEAREST THE PERIMETER BOUNDARY LINE SHALL BE LANDSCAPED WITH EITHER EX. VEGETATION OR NEW PLANTINGS
  - IF EX. PLANTINGS ARE TO BE USED, ANY VIDS IN THE PLANTINGS SHALL BE PLANTED WITH A LARGE MATURING OR EVERGREEN TREE SO THAT GAPS BETWEEN PLANTS ARE NOT GREATER THAN 50-FT
  - IF 10-FT LANDSCAPE ZONE IS CLEARED/GRADED, ONE LARGE MATURING TREE OR EVERGREEN TREE SHALL BE PLANTED AT 50-FT ON-CENTER FOR LENGTH OF CLEARING/GRADED IMPACT

**ZONING INFORMATION | GENERAL PROVISIONS:**

- THIS REZONING PLAN SHALL TAKE PRECEDENCE OVER ANY CONFLICTS WITH THE CHESTER COUNTY ZONING ORDINANCE AND CHESTER COUNTY LAND DEVELOPMENT STANDARDS.
- THE ORDINANCES IN PLACE AT TIME OF REZONING APPROVAL SHALL GOVERN THE PROJECT UNTIL COMPLETION AND PROJECT SHALL NOT BE SUBJECT TO ANY CHANGES IN THE CHESTER COUNTY ORDINANCES, UNLESS SUCH CHANGES ARE THE RESULT OF COMPLIANCE WITH STATE AND/OR FEDERAL LAWS.
- UNLESS OTHERWISE SPECIFIED WITHIN THIS REZONING PLAN, THE CHESTER COUNTY ZONING ORDINANCE AND CHESTER COUNTY LAND DEVELOPMENT STANDARDS IN PLACE AT TIME OF REZONING APPROVAL, WILL GOVERN THE PLANNING, DESIGN AND CONSTRUCTION OF THE PROJECT.
- SUB-PHASING OF THE PROJECT WILL BE PERMITTED AND MUST BE PROPOSED AT TIME OF PRELIMINARY PLAT (CONSTRUCTION DRAWINGS) FOR EACH RESPECTIVE DEVELOPMENT AREA (ALSO CONSIDERED MASTER PHASES).
- MINOR AMENDMENTS TO THE REZONING PLAN MAY BE APPROVED BY THE PLANNING DIRECTOR WITH A WRITTEN LETTER OF REQUEST AND MAY INCLUDE, BUT NOT BE LIMITED TO:
  - CHANGES TO INTERNAL ROAD CONFIGURATIONS
  - INCREASE IN MIN. REQUIRED LOT SIZES
  - CONVERSION OF MULTI-FAMILY AREA TO SINGLE FAMILY RESIDENTIAL USE
  - CHANGE IN PHASING/SUB-PHASING
  - ADJUSTMENT OF OPEN SPACES AND SINGLE FAMILY LOT LINES SO LONG AS MIN. OPEN SPACE REQUIREMENT FOR EACH AREA ARE MET
- MAJOR AMENDMENTS TO THE REZONING PLAN WILL REQUIRE APPROVAL BY THE PLANNING COMMISSION AND COUNTY COUNCIL AND WILL INCLUDE:
  - CHANGES IN USES NOT OTHERWISE PERMITTED UNDER MINOR AMENDMENTS
  - INCREASE IN RESIDENTIAL DENSITIES
  - REDUCTION OF MIN. LOT SIZE BELOW APPROVED REZONING STANDARDS
  - REDUCTION OF OPEN SPACES BELOW THE MIN. OPEN SPACE STANDARDS SET FORTH IN THIS REZONING
- DRAFT OF COVENANTS, CONDITIONS AND RESTRICTIONS (CCRs) SHALL BE PROVIDED TO CHESTER COUNTY FOR REVIEW AND MUST BE RECORDED AT TIME OF 1st SUBDIVISION RECORDATION.

**MAX. PERMITTED DENSITIES | PERMITTED USES:**

- DENSITIES FOR RESIDENTIAL USES SHALL NOT EXCEED THOSE SPECIFIED ON SHEET RZ-1.
- PERMITTED USES FOR EACH DEVELOPMENT AREA ARE AS FOLLOWS:
  - SINGLE FAMILY AREAS | SINGLE FAMILY DETACHED DWELLINGS
  - COMMERCIAL AREAS | USES ALLOWED UNDER GENERAL COMMERCIAL ZONING DISTRICT (GC)
- IMPROVED OPEN SPACES (AMENITIES, TRAILS, PLAY FIELDS, PARKS/PLAYGROUNDS), PASSIVE (LAWNS, SITTING AREAS, LANDSCAPED AREAS) OPEN SPACES AND NATURAL AREAS SHALL BE PERMITTED IN ANY DISTRICT

**OPEN SPACES:**

- OPEN SPACES (IMPROVED, PASSIVE OR NATURAL) ARE PERMITTED IN ANY DEVELOPMENT AREA
- OPEN SPACES MAY INCLUDE IMPROVED AMENITIES (EVEN IF ON A DEDICATED AMENITY LOT), ACTIVE OPEN SPACES, PASSIVE OPEN SPACES, NATURAL AREA OPEN SPACES AND STORMWATER DETENTION PONDS.
- OPEN SPACES SHALL BE MAINTAINED BY EITHER A MASTER PROPERTY OWNERS ASSOCIATION (POA) OR SUB-HOMEOWNERS ASSOCIATION (HOA) FOR EACH RESPECTIVE DEVELOPMENT AREA.

**STREETS & TRAFFIC:**

- DEVELOPMENT SHALL INCLUDE AND BE RESPONSIBLE FOR ANY TRAFFIC IMPROVEMENTS OUTLINED IN THE TRAFFIC STUDY PROVIDED AS PART OF THIS REZONING OR SUBSEQUENT PRELIMINARY PLAT, AS APPLICABLE AND AS APPROVED BY CHESTER COUNTY AND THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT).
- TRAFFIC IMPROVEMENTS, IF REQUIRED BY THE TRAFFIC STUDY, MAY BE PHASED AS APPROVED BY CHESTER COUNTY AND SCDOT (MAY REQUIRE A PHASING STUDY AFTER COMPLETION OF INITIAL TRAFFIC STUDY AND SHALL BE PROVIDED BY DEVELOPER AT NO COST TO CHESTER COUNTY).
- APPROVAL OF THE TRAFFIC STUDY DOES NOT RELIEVE DEVELOPER OR ASSIGNS TO SUBMIT FOR DRIVEWAY PERMITS TO CHESTER COUNTY AND/OR SCDOT.
- ALL INTERIOR DEVELOPMENT ROADS SHALL PROVIDE THE FOLLOWING:
  - 50-FT PUBLIC RIGHT-OF-WAY
  - 22'-FT PAVED ROADWAY SURFACE (11-FT PAVED LANES)
  - 24-INCH VALLEY CURB ON EACH SIDE
  - MIN. 4-FT PLANTING STRIP BETWEEN BACK OF CURB AND NEAREST EDGE OF PUBLIC SIDEWALK (NOT REQUIRED AT MAILBOX KIOSK LOCATIONS WHERE PARALLEL PARKING IS PROVIDED)
  - 5-FT CONCRETE SIDEWALKS TO BE PROVIDED IN ACCORDANCE WITH CHESTER COUNTY LAND DEVELOPMENT REGULATIONS ARTICLE 6-6-10 (CAN TERMINATE AT BULB OF CUL-DE-SACS)
  - MIN. 150-FT CENTERLINE RADIUS
  - PARALLEL PARKING SHALL BE PERMITTED ADJACENT TO MAILBOX KIOSK LOCATIONS (MIN. 8-FT PAVED LANES)
- NO SIDEWALKS ARE PROPOSED NOR REQUIRED ALONG LANCASTER HIGHWAY (SCDOT HIGHWAY 9)

**PARKING & OFF-STREET LOADING:**

- SUBJECT TO SUBMITTING A LETTER OF REQUEST TO THE PLANNING DIRECTOR AND APPROVAL OF THE WRITTEN LETTER OF REQUEST, PARKING AND OFF-STREET LOADING SHALL BE PER CHAPTER 5 OF THE CHESTER COUNTY ZONING ORDINANCE EXCEPT AS FOLLOWS:
  - PARKING AISLES MAY BE REDUCED TO 22-FT OF TRAVEL SURFACE
  - OFF-STREET LOADING AREAS FOR COMMERCIAL AREAS MAY BE WAIVED BY THE PLANNING DIRECTOR IF PROPOSED USES ARE FOUND NOT TO NEED AN OFF-STREET LOADING SPACE
- FOR RESIDENTIAL LOTS, A MIN. OF 3 PARKING SPACES SHALL BE PROVIDED COMPLETELY OFF THE ROAD RIGHT-OF-WAY SUBJECT TO THE FOLLOWING:
  - GARAGES MAY ONLY COUNT AS 1-SPACE TO MEET THIS REQUIREMENT
  - 2-SPACES TO BE PROVIDED OUTSIDE OF THE GARAGE AND SHALL BE MIN. OF 8' IN WIDTH AND 19' IN DEPTH (DRIVEWAY SPACES) PER PARKING SPACE

**SIGNAGE:**

- SIGNAGE PER CHAPTER 5 OF THE CHESTER COUNTY ZONING ORDINANCE.

**LANDSCAPING & TREE SAVE:**

- EXISTING ROAD FRONTAGES SHALL BE PROVIDED WITH A 15-FT LANDSCAPED BUFFER AS MEASURED FROM EXISTING RIGHT-OF-WAY AND EXTENDING LANDWARD INTO THE PROPERTY AND PROVIDE PLANTINGS IN ACCORDANCE WITH BUFFER TYPE "A" FOUND IN SECTION 5-301 OF THE CHESTER COUNTY ZONING ORDINANCE (12-SHRUBS, 2-EVERGREEN TREES PER 100-FT OF STREET FRONTAGE) - APPLIES TO FRONTAGE ALONG LANCASTER HIGHWAY (SLOAN ROAD WILL NOT BE BUFFERED AND TREATED AS AN INTERNAL ROAD)
- NO BUFFERS ARE REQUIRED BETWEEN DEVELOPMENT AREAS INTERIOR TO THE PLANNED DEVELOPMENT DISTRICT
- TREE SAVE, WHILE ENCOURAGED, IS NOT REQUIRED FOR ANY PORTION OF THIS PLANNED DEVELOPMENT DISTRICT
- EXISTING TREES AND NATURAL GROWTH MAY BE USED TO SATISFY ANY REQUIRED BUFFERS
- PLANT SUBSTITUTIONS AS PERMITTED BY CHESTER COUNTY ZONING ORDINANCE
- FOR INTERIOR STREETS, STREET TREES SHALL BE PROVIDED GENERALLY AT 40-FT ON-CENTER AND MUST BE LOCATED OUTSIDE OF THE STREET RIGHT-OF-WAY
  - SHALL BE MIN. 2-INCH CALIPER AT TIME OF PLANTING AND SHALL BE LARGE DECIDUOUS TREE
  - SHALL BE PLANTED WITHIN 5-FT OF THE RIGHT-OF-WAY AND MIX OF TREE SPECIES IS ENCOURAGED
  - TREES MAY BE OMITTED WHEN IN CONFLICT WITH UTILITIES, DRIVEWAYS AND SIGHT DISTANCE TRIANGLES AT INTERSECTIONS

**WATER AND SEWER:**

- PUBLIC WATER AND SEWER SHALL BE PROVIDED FOR ALL USES ON THE PROJECT, SUBJECT TO EXTENSION POLICIES OF SERVICE PROVIDER

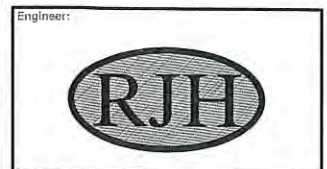
**STORMWATER:**

- STORM DRAINAGE SYSTEMS SHALL BE DESIGNED FOR THE 2 & 10-YEAR STORMWATER RAINFALL EVENTS
- OPEN CULVERTS SHALL BE DESIGNED FOR THE 25-YEAR STORMWATER RAINFALL EVENT
- STORMWATER DETENTION WAIVERS, AS REVIEWED AND APPROVED BY SCDHEC, WILL BE PERMITTED SO LONG AS STORMWATER DISCHARGES ARE RELEASED TO DEFINED DRAINAGE WAYS AND REGULATED FLOODPLAINS/FLOODWAYS (SPECIAL FLOOD HAZARD AREAS - SFHA)

**START OF CONSTRUCTION:**

- UPON APPROVAL OF THE PRELIMINARY PLAT (CONSTRUCTION DRAWINGS) BY THE CHESTER COUNTY PLANNING COMMISSION AND OBTAINING NOTICE OF INTENT (NOI) FROM SCDHEC, LAND DISTURBANCE MAY BEGIN ON THE PROJECT.

DATE	ISSUED FOR	REV
5/22/22	Submitted to Chester County	1
5/23/22	Approved for New Guidelines for Files	1



**R. Joe Harris & Associates, Inc.**

Engineering • Land Surveying • Planning Management

1946 Executive Boulevard, Suite 300, York, PA 17403-1000 Phone: 717-493-9300 Fax: 717-493-9302

[www.rjoharris.com](http://www.rjoharris.com)

This drawing shall not be used for construction purposes until the seal and signature of the responsible registrant appears on the drawing, and proper permit forms and related fees are transmitted by the Owner, Owner's Agent or Contractor to the Authority having jurisdiction.

Corporate Seal	Engineer's Seal
<b>FOR REZONING ONLY NOT FOR CONSTRUCTION</b>	

Project Manager	Drawn
-	B. Pridemore
Department Manager	Checked
-	-

Print/Plot Date  
**June 10, 2022**

Client  
**D.R. HORTON, INC.**  
8025 ARROWRIDGE BOULEVARD  
CHARLOTTE, NORTH CAROLINA 28273  
P: 704-377-2006

Project:  
**MAGNOLIA TRACE  
PLANNED DEVELOPMENT**

Drawing Title:  
**PD REZONING  
TECHNICAL DATA SHEET**

Project No. 5064-Magnolia Ridge	Drawing No. DWG File Name Magnolia Ridge PD Rezoning
<b>RZ-2</b>	

Chester County Planning Commission Meeting August 16<sup>th</sup>, 2022

**CCMA22-22 D.R. Horton Inc request Tax Map # 136-00-00-042-000 (PORTION) on Lancaster Hwy to be rezoned from Restricted Industrial District (ID-1) to Planned Development District (PD). No one spoke in favor or opposition to the rezoning request. Chairman Raines motioned to approve, second by Commissioner Howell and Commissioner Howell. Vote 6-0 Approved.**



**Chester County, South Carolina**  
 Department of Planning, Building & Zoning  
 1476 J.A. Cochran Bypass  
 Chester, SC 29706

Zoning Map Amendment (Rezoning) Application

Fee: \$150.00

Meeting Date: 8-16-22 Case # CCMA22-22 Invoice # 5414

The applicant hereby requests that the property described to be rezoned from ID-1 to PD

Please give your reason for this rezoning request:

Map amendment request made to create a cohesive, master planned mixed-use community providing for single family residential and supporting commercial opportunities along the Highway 9 Corridor, east of I-77

*Copy of plat must be presented with the application request*

Designation of Agent (complete only if owner is not applicant): I (we) hereby appoint the person named as applicant as my (our) agent to represent me (us) in this request for rezoning. A Corporate Resolution letter or a permission letter must be presented at the time of application request. NAICS CODE: \_\_\_\_\_

**Property Address Information**

Property address: Lancaster Highway  
 Tax Map Number: 136-00-00-042-000 (Portion) Acres: 9.45 (Part of PD)

Any structures on the property: yes \_\_\_\_\_ no X. If you checked yes, draw locations of structures on plat or blank paper.

**PLEASE PRINT:**

**Applicant(s):** D.R. Horton, Inc.  
 Address 8025 Arrowridge Boulevard, Charlotte, NC 28273  
 Telephone: [REDACTED] cell N/A work N/A  
 E-Mail Address: [REDACTED]

**Owner(s) if other than applicant(s):** Lewisville T-1, LLC %Odell Steele Jr.  
 Address: P.O. Box 1107, Lancaster, SC 29721  
 Telephone: \_\_\_\_\_ cell N/A work N/A  
 E-Mail Address: N/A

I (we) hereby agree that this information I (we) have presented is correct. Insufficient information may result in a denial of your request.

Owner's signature: Odell Steele Jr. Date: 4-19-2022

Applicant signature: Carole Jule Date: 4/19/2022

CANCELLATION MAY RESULT IN AN ADDITIONAL FEE OF \$150.00. SOMEONE MAY REPRESENT YOU AT THE MEETING.



Overview



<b>Parcel ID</b>	136-00-00-042-000	<b>Alternate ID</b>	n/a	<b>Owner Address</b>	LEWISVILLE T-1 LLC
<b>Sec/Twp/Rng</b>	n/a	<b>Class</b>	AC		%ODELL STEELE JR
<b>Property Address</b>		<b>Acreage</b>	596.28		P O BOX 1107
					LANCASTER SC 29721

**District** 04  
**Brief Tax Description** TR 2379  
 (Note: Not to be used on legal documents)

Date created: 8/22/2022  
 Last Data Uploaded: 8/22/2022 3:19:22 AM

Developed by Schneider  
 GEOSPATIAL

**MAGNOLIA RICHBURG PLANNED DEVELOPMENT  
RICHBURG MAGNOLIAS & LEWISVILLE T-1 PROPERTIES  
CHESTER COUNTY, SOUTH CAROLINA**

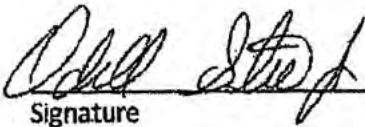
**AGENT AUTHORIZATION**

On behalf of Richburg Magnolias, LLC and Lewisville T-1 Properties, LLC (Sellers), I/we hereby appoint and grant D.R. Horton, Inc. (Purchaser) and its representatives authorization to file for and seek rezoning and development approvals associated with the following properties:

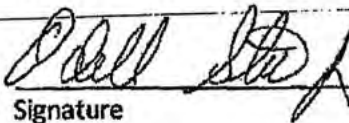
Tax Parcels: 135-00-00-019-00  
135-00-00-020-00  
135-00-00-032-00  
136-00-00-042-000 (portion of equal to 9.45 acres)

I/We hereby acknowledge Purchaser's intent to rezone to a Planned Development District consisting of single family residential and limited commercial development, subject to approval by the Chester County Council.

Property Owner Signature(s):

 4-19-2022  
Signature Date

 4-19-2022  
Signature Date

 4-19-2022  
Signature Date

 4-19-2022  
Signature Date





155 Wylie Street • P.O. Box 550 • Chester, South Carolina • 29706  
(803) 385-5123 • [www.chestermetrosc.com](http://www.chestermetrosc.com)

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*Solving the water needs of tomorrow, today.*

April 11, 2022

DR Horton  
C/O R. Joe Harris & Associates, Inc.  
1186 Stonecrest Boulevard  
Tega Cay, SC 29708

Re: Magnolia Richburg, Richburg SC, Water Availability

This letter is in response to your water availability request to support the rezoning application for tax parcels 135-00-00-019-000, 135-00-00-020-000, 135-00-00-032-011, and 136-00-00-042-000. Per the information provided on the drawing titled: Magnolia Richburg GIS Concept Plan, created by R. Joe Harris & Associates, Inc, the proposed project will consist of 1231 single-family lots.

Chester Metropolitan District's (CMD) water filtration plant has sufficient permitted capacity to provide water to this project while considering our current daily usage and future allocated demands. The water main along Hwy 9 is adequate to serve the project. Water system improvements that are necessary to serve the project will be the responsibility of the Developer.

A Willingness and Capability letter will be provided at a later date for permitting with SCDHEC once the Capital Recovery Fees are paid. There is no reservation of capacity until such time the Capital Recovery Fees are paid.

Please do not hesitate to contact me at [alitten@chestermetrosc.com](mailto:alitten@chestermetrosc.com) or (803) 385-5123 if you have any questions or comments.

Sincerely,

A handwritten signature in black ink that reads "Andy Litten".

Andy Litten, PE  
District Engineer



**VIA Electronic Mail**

August 8, 2022

Chester County  
Building and Zoning  
PO Box 580  
Chester, SC 29706

**Re:** Chester Sewer District  
Willingness and Ability to Serve Letter  
for NPDES Permit # SC0001741

To Whom It May Concern:

The Chester Sewer District (d/b/a) Chester County Wastewater Recovery (CWR) is willing and able to provide Magnolia Trace by DR Horton with wastewater service capacity for four hundred (400) proposed residential units for the property located off Hwy 9 in Richburg, South Carolina. The tax map numbers for the aforementioned site are as follows:

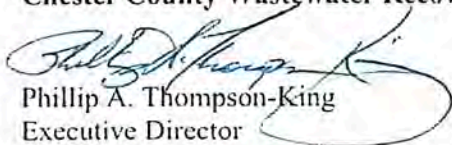
- 135-00-00-019-000 (majority of parcel);
- 135-00-00-020-000 (portion of parcel); and
- 136-00-00-042-000 (portion of parcel).

Please note, this willingness and ability letter expires on August 31, 2024. CWR will evaluate the current capacity conditions in the event that construction has not begun and/or is not completed by the expiration date noted above.

If you require additional information, please call me at (803) 377-3541.

Sincerely,

**Chester County Wastewater Recovery**

  
Phillip A. Thompson-King  
Executive Director

**Cc:** J. Michael Hunter, Maintenance Superintendent, CWR  
Tony Young, Wastewater Operations Superintendent, CWR  
Joel Manning, Finance Analyst and Manager, CWR  
Brandon S. Pridemore, Vice President, R. Joe Harris & Associates, Inc.  
File

# MAGNOLIA TRACE PLANNED DEVELOPMENT PD DESCRIPTIVE STATEMENT PER CHESTER COUNTY ZONING ORDINANCE

This descriptive statement is provided in accordance with Chapter 4-131(f) of the Chester County Zoning Ordinance and shall be considered a part of the rezoning documents and any conditions, statements or other information contained herein shall be binding to the rezoning.

## 1. Legal description of site boundaries, and total area of the site:

Magnolia Trace Planned Development will consist of 493.73 acres and includes TM#135-00-00-019-000 (108.04 acres), TM#135-00-00-020-000 (289.62 acres), TM#135-00-00-032-000 (86.62 acres) and a portion of TM#136-00-00-042-000 (9.45 acres to be rezoned and made part of the Magnolia Trace PD – remainder to be excluded).

### Legal Description of Overall Acreage as Follows:

BEING ALL OF THOSE CERTAIN PARCELS OF LAND LYING IN CHESTER COUNTY, SOUTH CAROLINA, HAVING PARCEL IDENTIFICATION NUMBERS OF 135-00-00-019-000, 135-00-00-020-000, & 135-00-00-032-000, AND A PORTION OF THAT CERTAIN PARCEL OF LAND LYING IN CHESTER COUNTY, SOUTH CAROLINA, HAVING A PARCEL IDENTIFICATION NUMBER OF 136-00-00-042-000 AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT NGS MONUMENT "PETTICOAT", HAVING SOUTH CAROLINA GEODETIC COORDINATES OF NORTH=1,059,634.189' AND EAST=1,989,463.52', THENCE S41°46'17"E FOR A DISTANCE OF 13,852.11' (GROUND DISTANCE) TO A # 5 REBAR FOUND, SAID POINT BEING ON THE EASTERN RIGHT OF WAY (R/W) LINE OF LEWISVILLE HIGH SCHOOL ROAD (66' PUBLIC R/W), SAID POINT ALSO BEING THE POINT OF BEGINNING (POB);

THENCE, FROM THE POB, AND FOLLOWING THE AFOREMENTIONED R/W OF LEWISVILLE HIGH SCHOOL ROAD, THE FOLLOWING 6 CALLS 1)N33°49'38"E FOR A DISTANCE OF 249.17' TO A #5 REBAR SET 2)N34°40'21"E FOR A DISTANCE OF 109.93' TO A #5 REBAR SET 3)N38°31'08"E FOR A DISTANCE OF 116.30' TO A #5 REBAR SET 4)N45°17'48"E FOR A DISTANCE OF 109.23' TO A #5 REBAR SET 5)N52°49'21"E FOR A DISTANCE OF 113.57' TO A #5 REBAR SET 6)N57°52'46"E FOR A DISTANCE OF 94.46' TO A #5 REBAR SET, THENCE, LEAVING SAID R/W, S29°18'53"E FOR A DISTANCE OF 497.63' TO A ¾" SQUARE BAR FOUND, THENCE S52°36'11"E FOR A DISTANCE OF 1000.55' TO A FENCE POST FOUND, THENCE N30°59'26"E FOR A DISTANCE OF 725.73' TO A FENCE POST FOUND, THENCE N31°01'32"E FOR A DISTANCE OF 824.69' TO A #5 REBAR FOUND, THENCE N03°11'52"W FOR A DISTANCE OF 381.99' TO A #5 REBAR FOUND, THENCE N71°10'49"W FOR A DISTANCE OF 1621.34' TO A #5 REBAR FOUND, THENCE N18°47'55"E FOR A DISTANCE OF 912.16' TO A POINT, THENCE N36°17'30"E FOR A DISTANCE OF 14.50' TO A 1" OPEN TOP PIPE FOUND, THENCE S65°32'30"E FOR A DISTANCE OF 157.43' TO A ¾" OPEN TOP PIPE FOUND, THENCE N42°08'28"E FOR A DISTANCE OF 2135.83' TO A #5 REBAR FOUND, THENCE N70°26'47"E FOR A DISTANCE OF 1409.08' TO A ¾" OPEN TOP PIPE FOUND, THENCE S47°20'37"E FOR A DISTANCE OF 1639.60' TO A 1 1/4" OPEN TOP PIPE FOUND, THENCE S26°05'26"E FOR A DISTANCE OF 541.41' TO A FENCE POST FOUND, THENCE S23°06'08"E FOR A DISTANCE OF 1431.83' TO A ½" OPEN TO PIPE FOUND, THENCE S14°49'23"W FOR A DISTANCE OF 2,133.03' TO A #5 REBAR FOUND, THENCE, S 89°38'12"W FOR A DISTANCE OF 627.57' TO A #5 REBAR FOUND ON THE EASTERN R/W OF SLOAN ROAD (S-12-730 66' PUBLIC R/W), THENCE, WITH SAID R/W THE FOLLOWING 4 CALLS 1)N04°17'47"W FOR A DISTANCE OF 264.95' TO A #5 REBAR SET 2)N04°06'14"W FOR A DISTANCE OF 108.78' TO A #5 REBAR SET ON THE BEGINNING OF A NON-TANGENTIAL CURVE 3)SAID CURVE TURNING TO THE RIGHT THROUGH AN ANGLE OF 45°13'41", HAVING A RADIUS OF 211.47', AND WHOSE LONG CHORD BEARS N16°26'22"E FOR A DISTANCE OF 162.63' TO A #5 REBAR SET 4)N37°16'19"E FOR A DISTANCE OF 226.00' TO A #5 REBAR SET, THENCE, CROSSING SAID R/W, N52°43' 41"W FOR A

**1. Legal description of site boundaries, and total area of the site:**

**(cont'd from previous page)**

DISTANCE OF 66.00' TO A #5 REBAR FOUND ON THE WESTERN R/W OF THE AFOREMENTIONED SLOAN ROAD, THENCE, LEAVING SAID R/W, N58°05'05"W FOR A DISTANCE OF 997.00' TO A #5 REBAR FOUND, THENCE N58°05'18"W FOR A DISTANCE OF 18.80' TO A POINT IN A CREEK, THENCE WITH SAID CREEK THE FOLLOWING 61 CALLS 1)S32°52'10"W FOR A DISTANCE OF 72.14' TO A POINT 2)S04°26'032"W FOR A DISTANCE OF 160.17' TO A POINT 3)S22°06'002"W FOR A DISTANCE OF 161.18' TO A POINT 4)S06°12'40"W FOR A DISTANCE OF 171.17' TO A POINT 5)S46°42'10"W FOR A DISTANCE OF 165.33' TO A POINT 6)S13°37'10"E FOR A DISTANCE OF 124.18' TO A POINT 7)S15°50'49"W FOR A DISTANCE OF 7.29' TO A POINT 8)S26°03'28"E FOR A DISTANCE OF 12.63' TO A POINT 9)S04°14'22"W FOR A DISTANCE OF 20.95' TO A POINT 10)S74°17'34"W FOR A DISTANCE OF 28.34' TO A POINT 11)S42°33'41"W FOR A DISTANCE OF 29.10' TO A POINT 12)S19°00'28"W FOR A DISTANCE OF 28.57' TO A POINT 13)S70°24'07"W FOR A DISTANCE OF 6.90' TO A POINT 14)S37°01'28"W FOR A DISTANCE OF 6.07' TO A POINT 15)S07°27'16"E FOR A DISTANCE OF 19.89' TO A POINT 16)S27°25'53"E FOR A DISTANCE OF 16.45' TO A POINT 17)S05°36'34"E FOR A DISTANCE OF 19.59' TO A POINT 18)S17°12'45"W FOR A DISTANCE OF 46.07' TO A POINT 19)S58°02'34"W FOR A DISTANCE OF 7.81' TO A POINT 20)S74°44'08"W FOR A DISTANCE OF 30.05' TO A POINT 21)S44°13'45"W FOR A DISTANCE OF 10.20' TO A POINT 22)S04°04'53"W FOR A DISTANCE OF 48.43' TO A POINT 23)S10°50'50"W FOR A DISTANCE OF 14.25' TO A POINT 24)S32°36'29"E FOR A DISTANCE OF 40.80' TO A POINT 25)S22°05'59"E FOR A DISTANCE OF 46.60' TO A POINT 26)S31°58'56"E FOR A DISTANCE OF 59.31' TO A POINT 27)S14°13'51"E FOR A DISTANCE OF 28.87' TO A POINT 28)S23°04'49"W FOR A DISTANCE OF 11.38' TO A POINT 29)S52°48'22"W FOR A DISTANCE OF 23.74' TO A POINT 30)S48°55'39"W FOR A DISTANCE OF 35.35' TO A POINT 31)S17°34'13"W FOR A DISTANCE OF 17.16' TO A POINT 32)S22°27'12"W FOR A DISTANCE OF 37.57' TO A POINT 33)S55°58'58"W FOR A DISTANCE OF 25.36' TO A POINT 34)S67°46'14"W FOR A DISTANCE OF 29.81' TO A POINT 35)S33°18'08"W FOR A DISTANCE OF 18.11' TO A POINT 36)S16°15'18"W FOR A DISTANCE OF 9.56' TO A POINT 37)S62°30'13"W FOR A DISTANCE OF 5.53' TO A POINT 38)N75°56'31"W FOR A DISTANCE OF 22.21' TO A POINT 39)S75°41'13"W FOR A DISTANCE OF 7.28' TO A POINT 40)S19°29'56"W FOR A DISTANCE OF 4.70' TO A POINT 41)S17°36'18"E FOR A DISTANCE OF 16.90' TO A POINT 42)S69°22'25"E FOR A DISTANCE OF 19.46' TO A POINT 43)S42°48'05"E FOR A DISTANCE OF 10.99' TO A POINT 44)S15°34'37"W FOR A DISTANCE OF 11.62' TO A POINT 45)S49°11'09"W FOR A DISTANCE OF 30.13' TO A POINT 46)S31°25'32"W FOR A DISTANCE OF 20.25' TO A POINT 47)S08°17'05"E FOR A DISTANCE OF 7.96' TO A POINT 48)S63°17'31"W FOR A DISTANCE OF 7.71' TO A POINT 49)N89°31'14"W FOR A DISTANCE OF 22.94' TO A POINT 50)N70°15'47"W FOR A DISTANCE OF 16.69' TO A POINT 51)S81°45'59"W FOR A DISTANCE OF 27.18' TO A POINT 52)S84°01'00"W FOR A DISTANCE OF 29.73' TO A POINT 53)S47°10'37"W FOR A DISTANCE OF 15.49' TO A POINT 54)S75°14'08"W FOR A DISTANCE OF 11.56' TO A POINT 55)N84°46'10"W FOR A DISTANCE OF 9.93' TO A POINT 56)S43°47'28"W FOR A DISTANCE OF 14.81' TO A POINT 57)S64°02'00"W FOR A DISTANCE OF 20.34' TO A POINT 58)S12°55'39"W FOR A DISTANCE OF 10.69' TO A POINT 59)S41°30'06"W FOR A DISTANCE OF 10.39' TO A POINT 60)S78°26'56"W FOR A DISTANCE OF 20.88' TO A POINT 61)N53°37'05"W FOR A DISTANCE OF 6.61' TO A POINT, THENCE, LEAVING SAID CREEK, S10°38'55"E FOR A DISTANCE OF 10.94' TO A ¾" PINCH PIPE FOUND, THENCE S10°38'55"E FOR A DISTANCE OF 473.15' TO A PINCH PIPE FOUND, THENCE S66°15'11"W FOR A DISTANCE OF 525.49' TO A ¾" PINCH PIPE FOUND, THENCE S69°43'40"W FOR A DISTANCE OF 55.41' TO A #5 REBAR FOUND, THENCE S07°37'04"W FOR A DISTANCE OF 823.34' TO A FENCE POST FOUND, THENCE S4°40'06"W FOR A DISTANCE OF 570.64' TO A #5 REBAR SET ON THE NORTHERN R/W OF LANCASTER HIGHWAY (VARIABLE WIDTH PUBLIC R/W) THENCE, WITH SAID R/W, THE FOLLOWING 3 CALLS 1) N55°31'06"W FOR A DISTANCE OF 1,662.00' TO A #5 REBAR SET 2)N55°33'49"W FOR A DISTANCE OF 450.98' TO A #5 REBAR FOUND 3)N54°20'22"W FOR A DISTANCE OF 1,326.08' TO A #5 REBAR FOUND, THENCE, LEAVING SAID R/W, N35°38'09"E FOR

**9. Details of association or organization involved in ownership and maintenance, including procedures and methods of operation:**

For the single family area, a Homeowners Association (HOA) will be formed and HOA Covenants, Conditions & Restrictions (CCRs) will be recorded forming the basis of operation of common areas, enforcement of uses and lot improvements, voting rights/participation, meeting requirements, establishment of HOA Board and other pertinent information necessary for successful operation and maintenance of a residential community.

**10. Outline for development phasing with anticipated time frames:**

The Magnolia Trace Planned Development will be developed at different intervals (single family development will be completed in three (3) master phases and commercial will be considered its own master phase of development) and each master phase will likely be sub-phased. Specific sub-phasing will be provided for in the construction documents and in general, below is the anticipated timing for development of Single Family Master Phase 1:

Single Family Master Phase 1

- a. Design & Permitting: 6-9 Months (8/2022 – 3/2023)
- b. Estimated Construction Start: April 2023
- c. Estimated Buildout Year: 2025-2026
- d. Estimated Sub-Phases: 3-4

Total Buildout all Single Family Master Phases: 2030-2032

Commercial area is projected to start toward the end of the single family buildout or after.

Schedules are estimations and subject to adjustment due to changes in market conditions and other factors beyond the control of the developer.

**11. Design standards, procedures and methods demonstrating that development will result in an integrated use district, functional and compatible with the area:**

The design standards and procedures for developing Magnolia Trace Planned Development will meet the conditions of the approved rezoning plan as well as meeting the applicable local, state and federal regulations and standards.

Given its location and proximity to Interstate 77 and direct access to Lancaster Highway, traffic impact will be minimal with a surrounding highway network readily capable of supporting development growth. Magnolia Trace PD will be an asset to Chester County in support of continued industrial development occurring within the area.

Magnolia Trace will provide direct support to the previously mentioned industrial development occurring within the area, providing residential housing support to these industries as well as surrounding areas.

The uses proposed are very compatible with the surrounding area given its direct access to major highways, ease of access to public schools and economic interests along the Lancaster Highway Corridor.

**12. Proposed restrictive covenants to be recorded to assure future compliance with the standards in the plan:**

A copy of the proposed Homeowners Association (HOA) Covenants, Conditions & Restrictions (CCRs) are attached for review by the Chester County Planning Commission and County Council.

The CCRs will be recorded prior to recording of any subdivision plat or sale of first home, whichever is desired by Chester County.

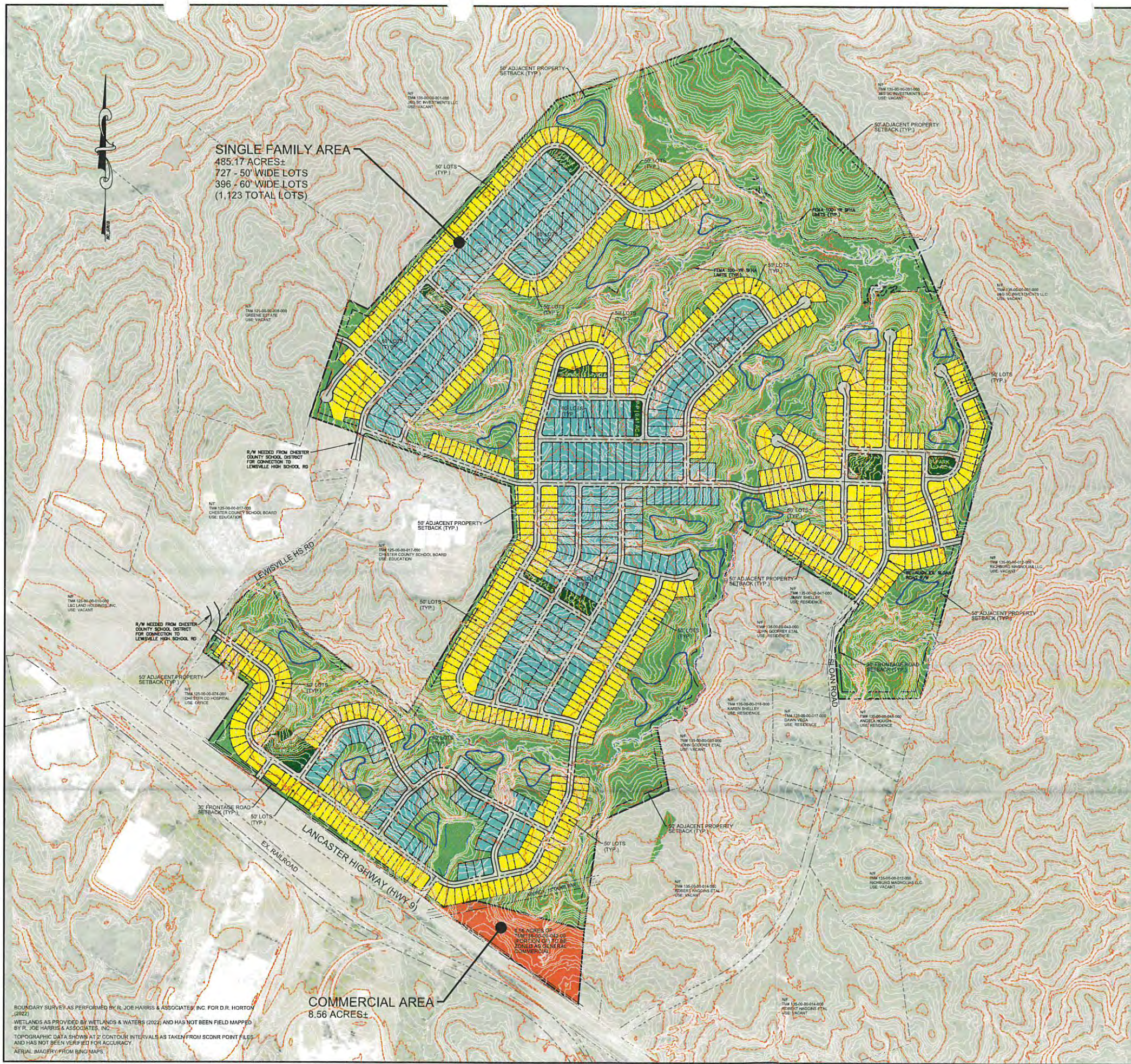
**13. Such other information as may be appropriate for Planning Commission review:**

Please refer to the technical notes provided on the Magnolia Trace Planned Development Rezoning Plan.

A draft of the Traffic Impact Analysis/Study (TIA/TIS) will be provided to the Planning Commission for the single family development area (will be submitted separately once completed and prior to Planning Commission meeting).

Copy of Survey Exhibit indicating the boundary limits of the rezoning and included parcels. Please note that only a portion of TM#136-00-00-042-000 equal to 9.45 acres will be subdivided and included in the Magnolia Trace Planned Development (remaining acreage will be excluded and not part of the rezoning).

< END >



VICINITY MAP - N.T.S.

**GENERAL INFORMATION:**

**PROJECT:** MAGNOLIA TRACE PLANNED DEVELOPMENT (PD)  
**DEVELOPER:** D.R. HORTON, INC.  
 8025 ARROWRIDGE BOULEVARD  
 CHARLOTTE, NORTH CAROLINA 28273  
 P | 704.377.2006  
**OWNERS:** (1) RICHBURG MAGNOLIAS, LLC  
 (2) LEWISVILLE T-1, LLC  
**PARCELS:** (1) 135-00-00-019-000, 135-00-00-020-000  
 (BY OWNER) 135-00-00-032-000  
 (2) 136-00-00-042-000 (Portion)  
**ACREAGE:** 485.17 ACRES± (RESIDENTIAL)  
 8.56 ACRES± (COMMERCIAL)  
 493.73 ACRES± (TOTAL)  
**EXISTING ZONING:** ID-1 & ID-2  
**PROP. ZONING:** PLANNED DEVELOPMENT (PD)

**DEVELOPMENT INFORMATION:**

**PROPOSED USE:** SINGLE FAMILY DETACHED & COMMERCIAL  
**MAX. DENSITY:** SINGLE FAMILY LOTS - 1,124 (2.31 UNITS/AC)<sup>1</sup>  
 (ALLOWED) MULTIFAMILY UNITS - 0 (0 UNITS/AC)<sup>1</sup>  
 MAX. ALLOWED - 1,124 DWELLING UNITS<sup>1</sup>  
**COMMERCIAL:** PER REZONING NOTES

**SINGLE FAMILY LOTS:**

- MIN. LOT WIDTH: 50 FT. @ FRONT S.B.<sup>1</sup>
- MIN. LOT DEPTH: 120 FT.
- MIN. LOT SIZE: 6,000 SQ. FT.
- SETBACKS/YARDS: FRONT S.B. - 25 FT.<sup>1</sup>  
 CORNER YD. - 25 FT.<sup>1</sup>  
 SIDE YARD - 10 FT.<sup>1</sup>  
 REAR YARD - 20 FT.<sup>1</sup>

**COMMERCIAL PARCELS:**

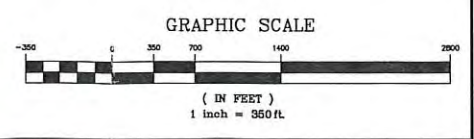
- MIN. LOT WIDTH: 100 FT.
- MIN. LOT SIZE: 1 ACRE (43,560 SQ.FT.)
- SETBACKS/YARDS: ROAD SETBACK - 30 FT.  
 SIDE YARD - 20 FT. (RESIDENTIAL)  
 - 10 FT. (ALL OTHERS)  
 REAR YARD - 20 FT.

**OPEN SPACE:**

- RESIDENTIAL - 20% OF GROSS ACREAGE (MIN.)
- 232.66 ACRES (COMMON AREAS)<sup>1</sup>
- 4.63 ACRES (POCKET PARKS)<sup>1</sup>
- 1.87 ACRES (CENTRAL AMENITY)<sup>1</sup>
- PROPOSED OPEN SPACE = 239.16 ACRES (49.3%)<sup>1</sup>
- COMMERCIAL - N/A

PHASING TO BE SHOWN AT SKETCH PLAN AND/OR PRELIMINARY PLANS

(SEE OTHER SHEETS FOR ADDITIONAL CONDITIONS AND NOTES)



DATE	ISSUED FOR	REV
5/29/22	Submit to Chester County	0
6/10/22	Revise Per New Ordinances for PDs	1




**Engineer:**



**R. Joe Harris & Associates, Inc.**  
 Engineering • Land Surveying • Planning Management  
 1144 Sennettsville Road, Five Mile, S.C. 29541 Phone | 803.482.4799

[www.rjoharris.com](http://www.rjoharris.com)

This drawing shall not be used for construction purposes until the seal and signature of the responsible registrant appears on the drawing, and proper permit forms and related fees are transmitted by the Owner, Owner's Agent or Contractor to the Authority having jurisdiction.

Corporate Seal	Engineer's Seal
<b>FOR REZONING ONLY NOT FOR CONSTRUCTION</b>	

Project Manager	Drawn
-	B. Pridmore
Department Manager	Checked
-	-

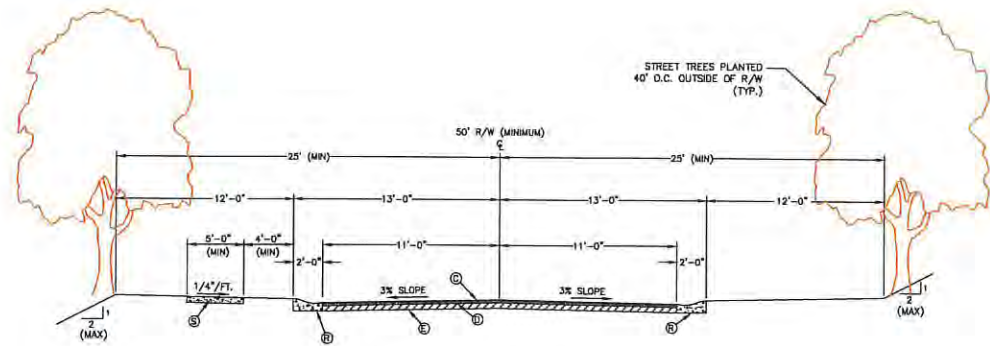
Print Plot Date: **June 10, 2022**  
 Client: **D.R. HORTON, INC.**  
 8025 ARROWRIDGE BOULEVARD  
 CHARLOTTE, NORTH CAROLINA 28273  
 P: 704-377-2006

Project: **MAGNOLIA TRACE PLANNED DEVELOPMENT**

Drawing Title: **PD REZONING MASTER PLAN**

Project No.	Drawing No.
5084-Magnolia Richburg	RZ-1
DWG File Name:	
Magnolia Richburg PD Rezone	

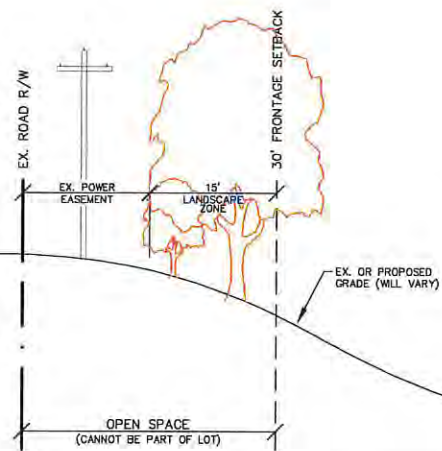
BOUNDARY SURVEY AS PERFORMED BY R. JOE HARRIS & ASSOCIATES, INC. FOR D.R. HORTON (2022)  
 WETLANDS AS PROVIDED BY WETLANDS & WATERS (2022) AND HAS NOT BEEN FIELD MAPPED BY R. JOE HARRIS & ASSOCIATES, INC.  
 TOPOGRAPHIC DATA SHOWN AT 2' CONTOUR INTERVALS AS TAKEN FROM SCDNR POINT FILES AND HAS NOT BEEN VERIFIED FOR ACCURACY  
 AERIAL IMAGERY FROM BING MAPS



**LOCAL RESIDENTIAL STREET**

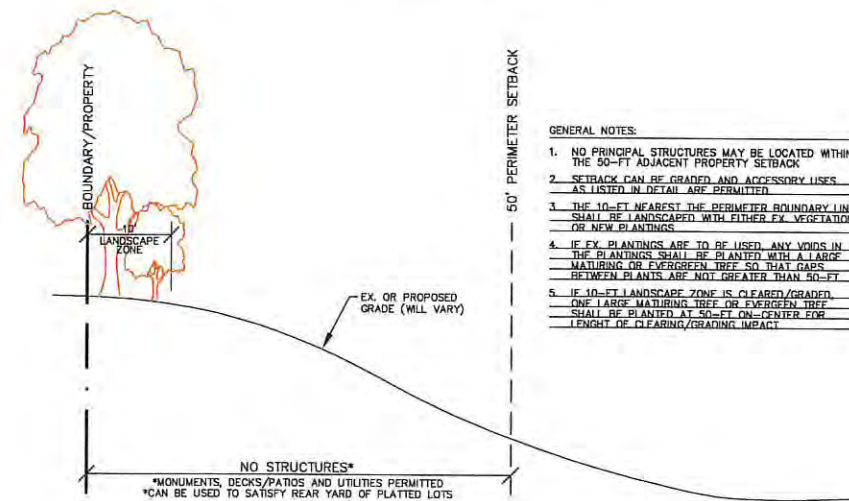
**PAVEMENT SCHEDULE**

- ⊙ 1" HMA SURFACE COURSE - TYPE "C"
- ⊙ 2" HMA BINDER COURSE - TYPE "C"
- ⊙ 8" GRADED AGGREGATE BASE COURSE
- ⊙ 2'-0" VALLEY GUTTER
- ⊙ 5' CONCRETE SIDEWALK



**30' EX. ROAD FRONTAGE SETBACK**  
TYPICAL SECTION - NTS

- GENERAL NOTES:**
- 30' EX. ROAD FRONTAGE SETBACK MUST BE IN COMMON OPEN SPACE AND NOT PART OF PLATTED LOT FOR SALE (CAN BE PART OF COMMERCIAL OUT PARCEL)
  - A 15-FT LANDSCAPE ZONE SHALL BE SET WITHIN BACK HALF OF FRONTAGE SETBACK
  - LANDSCAPING SHALL BE AS SPECIFIED ON THIS SHEET (RZ-2) UNDER "LANDSCAPING & TREE SAVE" ITEMS #1 AND #4
  - MONUMENTATION, FENCING, UTILITIES, AND GRADING (SUBJECT TO RE-LANDSCAPING IMPACTED AREAS) ARE PERMITTED WITHIN THE SETBACK



**50' ADJACENT PROPERTY SETBACK**  
TYPICAL SECTION - NTS

- GENERAL NOTES:**
- NO PRINCIPAL STRUCTURES MAY BE LOCATED WITHIN THE 50-FT ADJACENT PROPERTY SETBACK
  - SETBACK CAN BE GRADED AND ACCESSORY USES AS LISTED IN DETAIL ARE PERMITTED
  - THE 10-FT NEAREST THE PERIMETER BOUNDARY LINE SHALL BE LANDSCAPED WITH EITHER EX. VEGETATION OR NEW PLANTINGS
  - IF EX. PLANTINGS ARE TO BE USED, ANY VIDS IN THE PLANTINGS SHALL BE PLANTED WITH A LARGE MATURING OR EVERGREEN TREE SO THAT GAPS BETWEEN PLANTS ARE NOT GREATER THAN 50-FT
  - IF 10-FT LANDSCAPE ZONE IS CLEARED/GRADED, ONE LARGE MATURING TREE OR EVERGREEN TREE SHALL BE PLANTED AT 50-FT ON-CENTER FOR LENGTH OF CLEARING/GRADED IMPACT

**ZONING INFORMATION | GENERAL PROVISIONS:**

- THIS REZONING PLAN SHALL TAKE PRECEDENCE OVER ANY CONFLICTS WITH THE CHESTER COUNTY ZONING ORDINANCE AND CHESTER COUNTY LAND DEVELOPMENT STANDARDS.
- THE ORDINANCES IN PLACE AT TIME OF REZONING APPROVAL SHALL GOVERN THE PROJECT UNTIL COMPLETION AND PROJECT SHALL NOT BE SUBJECT TO ANY CHANGES IN THE CHESTER COUNTY ORDINANCES, UNLESS SUCH CHANGES ARE THE RESULT OF COMPLIANCE WITH STATE AND/OR FEDERAL LAWS.
- UNLESS OTHERWISE SPECIFIED WITHIN THIS REZONING PLAN, THE CHESTER COUNTY ZONING ORDINANCE AND CHESTER COUNTY LAND DEVELOPMENT STANDARDS IN PLACE AT TIME OF REZONING APPROVAL, WILL GOVERN THE PLANNING, DESIGN AND CONSTRUCTION OF THE PROJECT.
- SUB-PHASING OF THE PROJECT WILL BE PERMITTED AND MUST BE PROPOSED AT TIME OF PRELIMINARY PLAT (CONSTRUCTION DRAWINGS) FOR EACH RESPECTIVE DEVELOPMENT AREA (ALSO CONSIDERED MASTER PHASES).
- MINOR AMENDMENTS TO THE REZONING PLAN MAY BE APPROVED BY THE PLANNING DIRECTOR WITH A WRITTEN LETTER OF REQUEST AND MAY INCLUDE, BUT NOT BE LIMITED TO:
  - CHANGES TO INTERNAL ROAD CONFIGURATIONS
  - INCREASE IN MIN. REQUIRED LOT SIZES
  - CONVERSION OF MULTI-FAMILY AREA TO SINGLE FAMILY RESIDENTIAL USE
  - CHANGE IN PHASING/SUB-PHASING
  - ADJUSTMENT OF OPEN SPACES AND SINGLE FAMILY LOT LINES SO LONG AS MIN. OPEN SPACE REQUIREMENT FOR EACH AREA ARE MET
- MAJOR AMENDMENTS TO THE REZONING PLAN WILL REQUIRE APPROVAL BY THE PLANNING COMMISSION AND COUNTY COUNCIL AND WILL INCLUDE:
  - CHANGES IN USES NOT OTHERWISE PERMITTED UNDER MINOR AMENDMENTS
  - INCREASE IN RESIDENTIAL DENSITIES
  - REDUCTION OF MIN. LOT SIZE BELOW APPROVED REZONING STANDARDS
  - REDUCTION OF OPEN SPACES BELOW THE MIN. OPEN SPACE STANDARDS SET FORTH IN THIS REZONING
- DRAFT OF COVENANTS, CONDITIONS AND RESTRICTIONS (CCRs) SHALL BE PROVIDED TO CHESTER COUNTY FOR REVIEW AND MUST BE RECORDED AT TIME OF 1st SUBDIVISION RECORDATION.

**MAX. PERMITTED DENSITIES | PERMITTED USES:**

- DENSITIES FOR RESIDENTIAL USES SHALL NOT EXCEED THOSE SPECIFIED ON SHEET RZ-1.
- PERMITTED USES FOR EACH DEVELOPMENT AREA ARE AS FOLLOWS:
  - SINGLE FAMILY AREAS | SINGLE FAMILY DETACHED DWELLINGS
  - COMMERCIAL AREAS | USES ALLOWED UNDER GENERAL COMMERCIAL ZONING DISTRICT (GC)
- IMPROVED OPEN SPACES (AMENITIES, TRAILS, PLAY FIELDS, PARKS/PLAYGROUNDS), PASSIVE (LAWNS, SITTING AREAS, LANDSCAPED AREAS) OPEN SPACES AND NATURAL AREAS SHALL BE PERMITTED IN ANY DISTRICT

**OPEN SPACES:**

- OPEN SPACES (IMPROVED, PASSIVE OR NATURAL) ARE PERMITTED IN ANY DEVELOPMENT AREA
- OPEN SPACES MAY INCLUDE IMPROVED AMENITIES (EVEN IF ON A DEDICATED AMENITY LOT), ACTIVE OPEN SPACES, PASSIVE OPEN SPACES, NATURAL AREA OPEN SPACES AND STORMWATER DETENTION PONDS.
- OPEN SPACES SHALL BE MAINTAINED BY EITHER A MASTER PROPERTY OWNERS ASSOCIATION (POA) OR SUB-HOMEOWNERS ASSOCIATION (HOA) FOR EACH RESPECTIVE DEVELOPMENT AREA.

**STREETS & TRAFFIC:**

- DEVELOPMENT SHALL INCLUDE AND BE RESPONSIBLE FOR ANY TRAFFIC IMPROVEMENTS OUTLINED IN THE TRAFFIC STUDY PROVIDED AS PART OF THIS REZONING OR SUBSEQUENT PRELIMINARY PLAT, AS APPLICABLE AND AS APPROVED BY CHESTER COUNTY AND THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT).
- TRAFFIC IMPROVEMENTS, IF REQUIRED BY THE TRAFFIC STUDY, MAY BE PHASED AS APPROVED BY CHESTER COUNTY AND SCDOT (MAY REQUIRE A PHASING STUDY AFTER COMPLETION OF INITIAL TRAFFIC STUDY AND SHALL BE PROVIDED BY DEVELOPER AT NO COST TO CHESTER COUNTY).
- APPROVAL OF THE TRAFFIC STUDY DOES NOT RELIEVE DEVELOPER OR ASSIGNS TO SUBMIT FOR DRIVEWAY PERMITS TO CHESTER COUNTY AND/OR SCDOT.
- ALL INTERIOR DEVELOPMENT ROADS SHALL PROVIDE THE FOLLOWING:
  - 50-FT PUBLIC RIGHT-OF-WAY
  - 22'-FT PAVED ROADWAY SURFACE (11-FT PAVED LANES)
  - 24-INCH VALLEY CURB ON EACH SIDE
  - MIN. 4-FT PLANTING STRIP BETWEEN BACK OF CURB AND NEAREST EDGE OF PUBLIC SIDEWALK (NOT REQUIRED AT MAILBOX KIOSK LOCATIONS WHERE PARALLEL PARKING IS PROVIDED)
  - 5-FT CONCRETE SIDEWALKS TO BE PROVIDED IN ACCORDANCE WITH CHESTER COUNTY LAND DEVELOPMENT REGULATIONS ARTICLE 6-6-10 (CAN TERMINATE AT BULB OF CUL-DE-SACS)
  - MIN. 150-FT CENTERLINE RADIUS
  - PARALLEL PARKING SHALL BE PERMITTED ADJACENT TO MAILBOX KIOSK LOCATIONS (MIN. 8-FT PAVED LANES)
- NO SIDEWALKS ARE PROPOSED NOR REQUIRED ALONG LANCASTER HIGHWAY (SCDOT HIGHWAY 9)

**PARKING & OFF-STREET LOADING:**

- SUBJECT TO SUBMITTING A LETTER OF REQUEST TO THE PLANNING DIRECTOR AND APPROVAL OF THE WRITTEN LETTER OF REQUEST, PARKING AND OFF-STREET LOADING SHALL BE PER CHAPTER 5 OF THE CHESTER COUNTY ZONING ORDINANCE EXCEPT AS FOLLOWS:
  - PARKING AISLES MAY BE REDUCED TO 22-FT OF TRAVEL SURFACE
  - OFF-STREET LOADING AREAS FOR COMMERCIAL AREAS MAY BE WAIVED BY THE PLANNING DIRECTOR IF PROPOSED USES ARE FOUND NOT TO NEED AN OFF-STREET LOADING SPACE
- FOR RESIDENTIAL LOTS, A MIN. OF 3 PARKING SPACES SHALL BE PROVIDED COMPLETELY OFF THE ROAD RIGHT-OF-WAY SUBJECT TO THE FOLLOWING:
  - GARAGES MAY ONLY COUNT AS 1-SPACE TO MEET THIS REQUIREMENT
  - 2-SPACES TO BE PROVIDED OUTSIDE OF THE GARAGE AND SHALL BE MIN. OF 8' IN WIDTH AND 19' IN DEPTH (DRIVEWAY SPACES) PER PARKING SPACE

**SIGNAGE:**

- SIGNAGE PER CHAPTER 5 OF THE CHESTER COUNTY ZONING ORDINANCE.

**LANDSCAPING & TREE SAVE:**

- EXISTING ROAD FRONTAGES SHALL BE PROVIDED WITH A 15-FT LANDSCAPED BUFFER AS MEASURED FROM EXISTING RIGHT-OF-WAY AND EXTENDING LANDWARD INTO THE PROPERTY AND PROVIDE PLANTINGS IN ACCORDANCE WITH BUFFER TYPE "A" FOUND IN SECTION 5-301 OF THE CHESTER COUNTY ZONING ORDINANCE (12-SHRUBS, 2-EVERGREEN TREES PER 100-FT OF STREET FRONTAGE) - APPLIES TO FRONTAGE ALONG LANCASTER HIGHWAY (SLOAN ROAD WILL NOT BE BUFFERED AND TREATED AS AN INTERNAL ROAD)
- NO BUFFERS ARE REQUIRED BETWEEN DEVELOPMENT AREAS INTERIOR TO THE PLANNED DEVELOPMENT DISTRICT
- TREE SAVE, WHILE ENCOURAGED, IS NOT REQUIRED FOR ANY PORTION OF THIS PLANNED DEVELOPMENT DISTRICT
- EXISTING TREES AND NATURAL GROWTH MAY BE USED TO SATISFY ANY REQUIRED BUFFERS
- PLANT SUBSTITUTIONS AS PERMITTED BY CHESTER COUNTY ZONING ORDINANCE
- FOR INTERIOR STREETS, STREET TREES SHALL BE PROVIDED GENERALLY AT 40-FT ON-CENTER AND MUST BE LOCATED OUTSIDE OF THE STREET RIGHT-OF-WAY
  - SHALL BE MIN. 2-INCH CALIPER AT TIME OF PLANTING AND SHALL BE LARGE DECIDUOUS TREE
  - SHALL BE PLANTED WITHIN 5-FT OF THE RIGHT-OF-WAY AND MIX OF TREE SPECIES IS ENCOURAGED
  - TREES MAY BE OMITTED WHEN IN CONFLICT WITH UTILITIES, DRIVEWAYS AND SIGHT DISTANCE TRIANGLES AT INTERSECTIONS

**WATER AND SEWER:**

- PUBLIC WATER AND SEWER SHALL BE PROVIDED FOR ALL USES ON THE PROJECT, SUBJECT TO EXTENSION POLICIES OF SERVICE PROVIDER

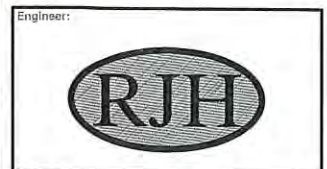
**STORMWATER:**

- STORM DRAINAGE SYSTEMS SHALL BE DESIGNED FOR THE 2 & 10-YEAR STORMWATER RAINFALL EVENTS
- OPEN CULVERTS SHALL BE DESIGNED FOR THE 25-YEAR STORMWATER RAINFALL EVENT
- STORMWATER DETENTION WAIVERS, AS REVIEWED AND APPROVED BY SCDHEC, WILL BE PERMITTED SO LONG AS STORMWATER DISCHARGES ARE RELEASED TO DEFINED DRAINAGE WAYS AND REGULATED FLOODPLAINS/FLOODWAYS (SPECIAL FLOOD HAZARD AREAS - SFHA)

**START OF CONSTRUCTION:**

- UPON APPROVAL OF THE PRELIMINARY PLAT (CONSTRUCTION DRAWINGS) BY THE CHESTER COUNTY PLANNING COMMISSION AND OBTAINING NOTICE OF INTENT (NOI) FROM SCDHEC, LAND DISTURBANCE MAY BEGIN ON THE PROJECT.

DATE	ISSUED FOR	REV
5/22/22	Submitted to Chester County	1
5/23/22	Approved for New Guidelines for Files	1



**R. Joe Harris & Associates, Inc.**

Engineering • Land Surveying • Planning Management

1946 Executive Boulevard, Suite 300, York, PA 17403-1000 Phone: 717-853-9300 Fax: 717-853-9302

[www.rjoharris.com](http://www.rjoharris.com)

This drawing shall not be used for construction purposes until the seal and signature of the responsible registrant appears on the drawing, and proper permit forms and related fees are transmitted by the Owner, Owner's Agent or Contractor to the Authority having jurisdiction.

Corporate Seal	Engineer's Seal
<b>FOR REZONING ONLY NOT FOR CONSTRUCTION</b>	

Project Manager	Drawn
-	B. Pridemore
Department Manager	Checked
-	-

Print/Plot Date  
**June 10, 2022**

Client  
**D.R. HORTON, INC.**  
8025 ARROWRIDGE BOULEVARD  
CHARLOTTE, NORTH CAROLINA 28273  
P: 704-377-2006

Project:  
**MAGNOLIA TRACE  
PLANNED DEVELOPMENT**

Drawing Title:  
**PD REZONING  
TECHNICAL DATA SHEET**

Project No. 5064-Magnolia Ridge	Drawing No. DWG File Name Magnolia Ridge PD Rezoning
<b>RZ-2</b>	





## *Chester County, South Carolina*

Office of Purchasing  
1476 J.A. Cochran Bypass  
Chester, SC 29706

---

**Date:** May 1, 2023

**To:** County Council

**From:** Susan M. Cok

**Subject:** Approval of Bid – Generator & Installation at Richburg Fire Substation

Chester County Council Members,

On March 15, 2023, the Purchasing Office and Richburg Fire issued RFP 2223-09. The bids were opened on April 11, 2023. We would like to award the bid to K&K Electrical Services, LLC out of Chester, SC in the amount of \$26,750.00. The lowest bidder did not bid on a commercial unit as required in the bid specs.

Respectfully,

*Susan M. Cok*

Susan M. Cok,  
Director of Contracts and Procurement



## Bid Tabulation

**RFP 2223-09 Generator & Installation – Richburg Fire Substation**

**August 11, 2022 @ 2:00 pm**

Bidder	Agreement Form	Non-Collusion Affidavit	Certificate of Familiarity	Bid Form	Bid Total
Generator Services, Inc. – West Columbia, SC (residential unit)	√	√	√	√	\$14,039.31
K&K Electrical Services, LLC – Chester, SC (commercial unit)	√	√	√	√	\$26,750.00

I certify that the above bid tabulation is an accurate representation of the information set forth on the bid proposals received.

Susan M. Coak 4/11/2023  
**Purchasing Official** **Date**

Kristie Donaldson 4/11/2023  
**Witness** **Date**

CHESTER COUNTY GOVERNMENT BUDGET TRANSFER REQUEST FORM

**ALL BUDGET TRANSFER REQUESTS MUST BE TAKEN TO FINANCE DIRECTOR FOR APPROVAL PRIOR TO TAKING TO COUNTY SUPERVISOR**

Department Name Rural Fire  
Department Number 350  
Date 4/10/2023

Account Number to Transfer From	Amount	Account Number to Transfer To	Amount
<u>100-350-5237</u>	<u>\$42,824.12</u>	<u>100-350-5219</u>	<u>\$42,824.12</u>

Justification for Transfer(s)

We would like to use the remaining grant match funds to purchase Rechargeable batteries for the SCBA's within the county

Department Head Approval \_\_\_\_\_

Finance Director Approval \_\_\_\_\_

County Supervisor Approval \_\_\_\_\_

In accordance with Chester County budget ordinance, the County Supervisor may approve transfers between line items of a department. **ONLY COUNTY COUNCIL MAY APPROVE TRANSFERS BETWEEN DEPARTMENTS.**



# *Rural Fire Commission*

598 Saluda Road  
Chester, South Carolina 29706

April 24th, 2023

The meeting was called to order by Gene Hudson and opened in prayer by JP McNeil at 5:39pm.

Commission Members Present: Martin, Jordan, Hudson, Williams and McNeil

Departments Present: Richburg

Special Guests: T. Melton, J. Agee

Motion by Williams, second by Martin to approve agenda, motion passed.

Motion by Jordan, second by McNeil to approve the minutes, motion passed.

**Citizens Comments:** None

**Fire Coordinators report:** There are 2 radios left for Richburg, 1 left for South Chester, all the City and EMS units still need to be done.

**Old Business:** Martin makes a motion, Williams seconded to send a letter to Mr. Hester in support of continuing to allow TJ Martin to respond to fire calls while working for the County. Motion passed.

Ms. Jordan asked if the Chiefs are being included in the design process of the trucks that are on order in regard to equipment, lights, etc.

Mr. Hudson stated that the truck specs are as close as possible to the last 4 trucks that were ordered. We are trying to keep everything the same since they are all county trucks, and we need them to be uniform.

Mr. Williams stated that if they trucks are going to the interstate, they are not properly equipped with the current specs. The need a light tower, top mount pump and bumper turret. We need to stop production of the trucks until they can be outfitted the way the departments need them.

Mr. Hudson- If we keep the specs uniform, it will make it easier to rotate the trucks where they are needed in the county.

Mr. Williams- The recommendation of the truck committee is as follows: Place the 3 pumpers that are on order at Rossville, Richburg and Chester Fire District.

Mr. Martin- would like a pumper to go to Richburg, a tanker to Rossville, a pumper to Lando and tanker to South Chester.

Ms. Jordan-would like the pumpers to go to Lando, Richburg and Chester Fire District.



# *Rural Fire Commission*

598 Saluda Road  
Chester, South Carolina 29706

Mr. Williams motions, Mr. McNeil seconds to put the new pumpers at the following locations: Rossville, Richburg and Chester Fire District with the caveat that each department receiving a truck must turn in a county truck, minus the loose equipment, into rural fire to be sold to allow the funds to be put towards newer equipment if necessary.

Ms. Jordan questioned as to how we are going to approach the departments that were “told” they were getting new trucks and aren’t? A letter will be sent to those departments letting them know they will be kept in consideration for future replacements.

After a long discussion the motion was passed.

**New Business:** Chief Melton of the Richburg Fire Department spoke about growth within their and Landos fire districts. (Document attached). He stated that there is a tremendous amount of growth coming and challenges to face. He is disappointed that they were not involved in the specs of the trucks. Every chief deserves a chance to spec the truck. Let us have the opportunity to see if we can come up with the money to outfit the trucks the way each department needs them.

Mr. Ramsey of the fire office will contact Pierce to see if/how changes being made will affect production. An email will be sent to the commission members with updates and a special meeting will be scheduled.

Mr. Williams motions, Mr. McNeil seconds to allow the fire coordinator’s office to transfer left over monies from the grant match account to equipment to purchase rechargeable batteries and their chargers for the SCBA’s located in the county fire stations. Motion passed.

Mr. Williams spoke about the land that Luck Stone wants to donate to the county fire and sheriff’s department for a training facility. He has been in contact with Sheriff Dorsey and they will be drafting a letter to go to the council.

Ms. Jordan motions, Mr. McNeil seconds to hold a special meeting on 5/9/23 at 5:30pm to discuss the truck upfits and land from Luck Stone. Motion passed

**Williams motions, Martin seconds to adjourn meeting, motion passed.**

**Meeting adjourned 18:56**

# MSA G1 SCBA Rechargeable Battery



## CHANGE IS GOOD — UNLESS IT COMES TO BATTERIES.

There is a new way to deal with replacing SCBA Alkaline batteries ... **DON'T**.  
Introducing the *first* NIOSH approved and NFPA compliant SCBA platform  
to provide a rechargeable battery.

### With the MSA G1 Rechargeable Battery:

- Never open the battery compartment
- Never throw away money on disposable batteries
- Never waste time on Alkaline battery replacement

### Take advantage of the latest in technology:

- Lightweight: ½ lb. lighter than G1 Alkaline battery packs
- Earth-friendly: Renewable energy option
- Rapid charging: Full charge in just 6 hours
- Portable: Compact charging station
- Convenient: Charges up to six batteries



**TRY IT NOW**

**SIGN UP FOR YOUR FREE  
G1 TRIAL TODAY!**

Part Number	Description
10148741-SP	MSA G1 Rechargeable Battery*
10158385	MSA G1 Smart Charger

\* Charger not included

**How many charge / discharge cycles is the battery expected to provide?**

The cycle life of the G1 pack is a minimum of 400 full charge/discharge cycles. After 400 cycles, the capacity of the rechargeable battery pack will slowly be reduced over time.

**At what level do you recommend I charge my battery?**

MSA recommends charging your battery when it shows two bars (Yellow) remaining. Charging time at this level of battery discharge is expected to be 4.5 hours.

**How does extreme cold affect the rechargeable battery?**

As a general rule, cold temperatures reduce rechargeable battery life. However, the effect of cold temperatures on the rechargeable battery life is significantly less than that of an alkaline battery.

**Do I need to upgrade my G1 Firmware to use the Rechargeable Battery Pack?**

The G1 Firmware must be upgraded to V. 2.001 in order to use the G1 Rechargeable Battery. This latest update also includes the fuel gauge upgrade. This firmware can be installed using MSA A2 Software, which can be downloaded for free here: <http://us.msasafety.com/productSoftwareDownloads>.

**Can I use an alkaline battery pack interchangeably with a rechargeable pack in my G1?**

Yes, you can use the alkaline pack interchangeably with the rechargeable battery pack.

**G1 Battery Charger**

**What safety features are built into the G1 Six-Bay Smart Charger?**

To ensure temperatures are maintained at proper levels for charging, the unit will not charge if the temperature of the battery pack is less than 32°F or higher than 105°F. In this case, the charger LED will not light until the temperature is within these limits. The charger also contains a safety feature that will not allow it to accidentally charge alkaline cells. It recognizes the rechargeable battery pack and turns on the charging bay ONLY if the pack contains the proper identification component. Finally the charger will continuously monitor the battery for a full charge and shuts off the charging mechanism for that battery once this level is achieved.

**Do I have to take the batteries out of the charger when they have completed their charging cycle?**

Battery packs may remain in the charger indefinitely after charging is complete. The charger has a safety feature that shuts off the charging mechanism and monitors the batteries for full charge. They do not remain under constant charge when the LED is green.

**Can this charging bay be used in different countries?**

The charger power supply is universal and may be used anywhere in the world with the appropriate power cord.

**Expected Battery Life To Yellow Battery Status: (In Weeks)**

Low Use Scenario: (one hour of use per month)			
	Base Configuration	With Telemetry OR Bluetooth	With Telemetry AND Bluetooth
Alkaline	23	22	21
Rechargeable	11.5	11	10.5
Average Use Scenario: (Two hours of use per week)			
	Base Configuration	With Telemetry OR Bluetooth	With Telemetry AND Bluetooth
Alkaline	7	6.4	5.9
Rechargeable	3.4	3.1	2.9
High Use Scenario: (Four hours of use per week)			
	Base Configuration	With Telemetry OR Bluetooth	With Telemetry AND Bluetooth
Alkaline	3	2.8	2.6
Rechargeable	1.5	1.4	1.3

*Note: These battery life estimates reflect all features of the G1 being used in factory default mode. Actual use conditions (# of PASS alarms, etc.) as well as changing the factory default settings (HUD time on, control module screen time on, etc.) may result in varied battery life performance.*

Note: This bulletin contains only a general description of the products shown. While uses and performance capabilities are described, under no circumstances shall the products be used by untrained or unqualified individuals and not until the product instructions including any warnings or cautions provided have been thoroughly read and understood. Only they contain the complete and detailed information concerning proper use and care of these products.



**MSA – The Safety Company**  
 1000 Cranberry Woods Drive  
 Cranberry Township, PA 16066 USA  
 Phone 724-776-8600  
[www.MSAFire.com](http://www.MSAFire.com)  
**U.S. Customer Service Center**  
 Phone 1-877-MSA-FIRE  
 Fax 1-877-672-3930

**MSA Canada**  
 Phone 1-877-MSA-FIRE  
 Fax 1-800-967-0398  
**MSA Mexico**  
 Phone 1-877-672-3473  
 Fax 011 52 55 5359 4330



## *Chester County, South Carolina*

Office of Purchasing  
1476 J.A. Cochran Bypass  
Chester, SC 29706

---

**Date:** May 1, 2023

**To:** County Council

**From:** Susan M. Cok

**Subject:** Approval of Bid – Generator & Installation at Richburg Fire Substation

Chester County Council Members,

On March 15, 2023, the Purchasing Office and Richburg Fire issued RFP 2223-09. The bids were opened on April 11, 2023. We would like to award the bid to K&K Electrical Services, LLC out of Chester, SC in the amount of \$26,750.00. The lowest bidder did not bid on a commercial unit as required in the bid specs.

Respectfully,

*Susan M. Cok*

Susan M. Cok,  
Director of Contracts and Procurement





## Bid Tabulation

**RFP 2223-09 Generator & Installation – Richburg Fire Substation**

**August 11, 2022 @ 2:00 pm**

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Generator Services, Inc. – West Columbia, SC (residential unit)	√	√	√	√	\$14,039.31
K&K Electrical Services, LLC – Chester, SC (commercial unit)	√	√	√	√	\$26,750.00

I certify that the above bid tabulation is an accurate representation of the information set forth on the bid proposals received.

Susan M. Coak 4/11/2023  
**Purchasing Official** **Date**

Kristie Donaldson 4/11/2023  
**Witness** **Date**

Chester County Planning Commission Minutes

April 18, 2023

**CCMA23-04 Robert L. Reid III request Tax Map #123-00-00-088-000 at 3458 Hernandez Rd, Richburg, SC 29729 to be rezoned from Limited Commercial District (LC) to General Commercial District (GC).**

Robert Reed stated he's the owner of Blue Blast Equipment Sales and lives at 3458 Hernandez Rd. So, let me read this. This is from Gavin Owen. He's my commercial insurance agent. And he says given the NAICS code 423820 Farm and Garden machinery for your business insurance general commercial zoning would be applicable to the property in which you conduct business from.

Chairman Raines asked you currently have a business there?

Mr. Reed stated Yes, sir. So, I'm currently zoned limited commercial, which allows for retail sales and allows for used merchandise that according to something that I'm not aware of or wasn't previously aware of is your zone according to how you're insured.

Chairman Raines stated maybe insured by your zone.

Mr. Reed stated I'll tell you a little bit about my business. I still have a small business. I like the area, got my business in this area, and my business has continued to grow. And we're at a point where we want to expand and we want to stay here in Chester County, and I'm being told that I need to be zoned general commercial.

Chairman Raines asked if he was affiliated with any kind of dealership?

Mr. Reed stated absolutely no. We did around \$7 million in revenue last year.

Chairman Raines asked so you basically refurb equipment and resell.

Mr. Reed said yes sir.

Chairman Raines stated your access is off Hernandez Rd and you're not planning on changing to the physical layout and to make a more formal looking business.

Mr. Reed answered yes sir.

Chairman Raines stated let the record reflect that Mr. Hough is now present. Also told Mr. Hough that they just spoke to the first applicant and were going to see if there were any public comments.

Chairman Raines stated that I think since there's already a business there, I don't really see a need for reverter clause. We're not changing the zoning from agricultural to GC or anything like that.

Commissioner Grant motioned to approve, second by Commissioner Walley. Vote 7-0 to approve.



**Chester County, South Carolina**  
 Department of Planning, Building & Zoning  
 1476 J.A. Cochran Bypass  
 Chester, SC 29706

Zoning Map Amendment (Rezoning) Application

Fee: Residential \$150.00, Non-Residential \$300.00, Planned Development \$1000.00

Meeting Date: 4-18-23 Case # CCMA23-04 Invoice # 6308

The applicant hereby requests that the property described to be rezoned from LC to GC

Please give your reason for this rezoning request:

Interested in being Kioti tractor dealer in this area and  
need NAICS code 423820

Copy of plat must be presented with the application request

Designation of Agent (complete only if owner is not applicant): I (we) hereby appoint the person named as applicant as my (our) agent to represent me (us) in this request for rezoning. A Corporate Resolution letter or a permission letter must be presented at the time of application request. NAICS CODE: 423820

Property Address Information

Property address: 3458 Hernandez Rd Richburg SC 29729  
 Tax Map Number: 123-00-00-088-000 Acres: \_\_\_\_\_

Any structures on the property: yes  no . If you checked yes, draw locations of structures on plat or blank paper.

PLEASE PRINT:

Applicant (s): Robert L Reid III  
 Address: 3458 Hernandez Rd Richburg SC  
 Telephone: \_\_\_\_\_ cell \_\_\_\_\_ work \_\_\_\_\_  
 E-Mail Address: \_\_\_\_\_

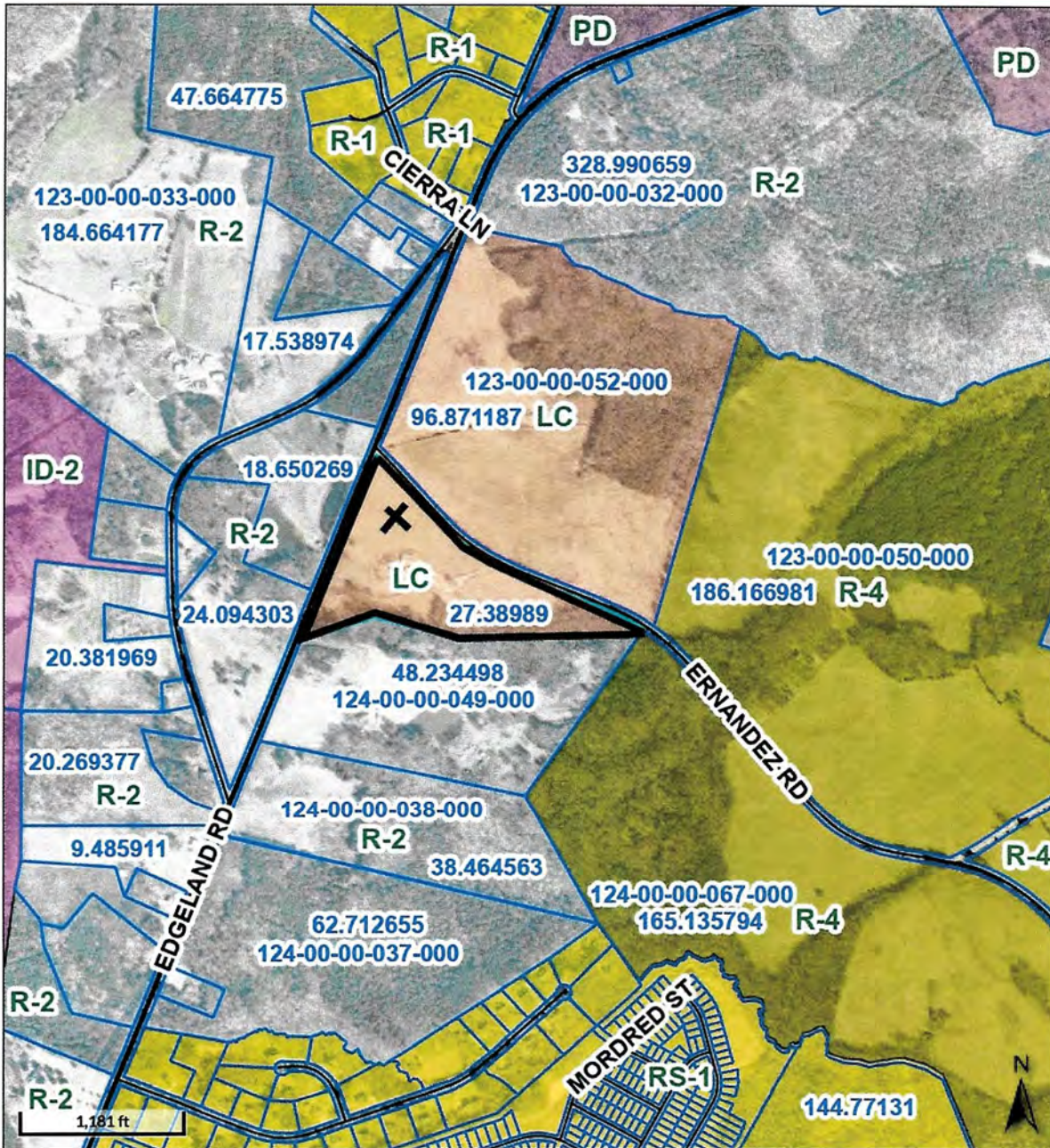
Owner(s) if other than applicant(s): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Telephone: \_\_\_\_\_ cell \_\_\_\_\_ work \_\_\_\_\_  
 E-Mail Address: \_\_\_\_\_

I (we) hereby agree that this information I (we) have presented is correct. Insufficient information may result in a denial of your request.

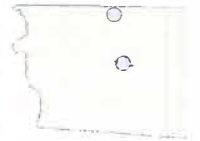
Owner's signature: [Signature] Date: 3/2/2023

Applicant signature: [Signature] Date: 3/2/2023

CANCELLATION MAY RESULT IN AN ADDITIONAL FEE OF \$150.00. SOMEONE MAY REPRESENT YOU AT THE MEETING.

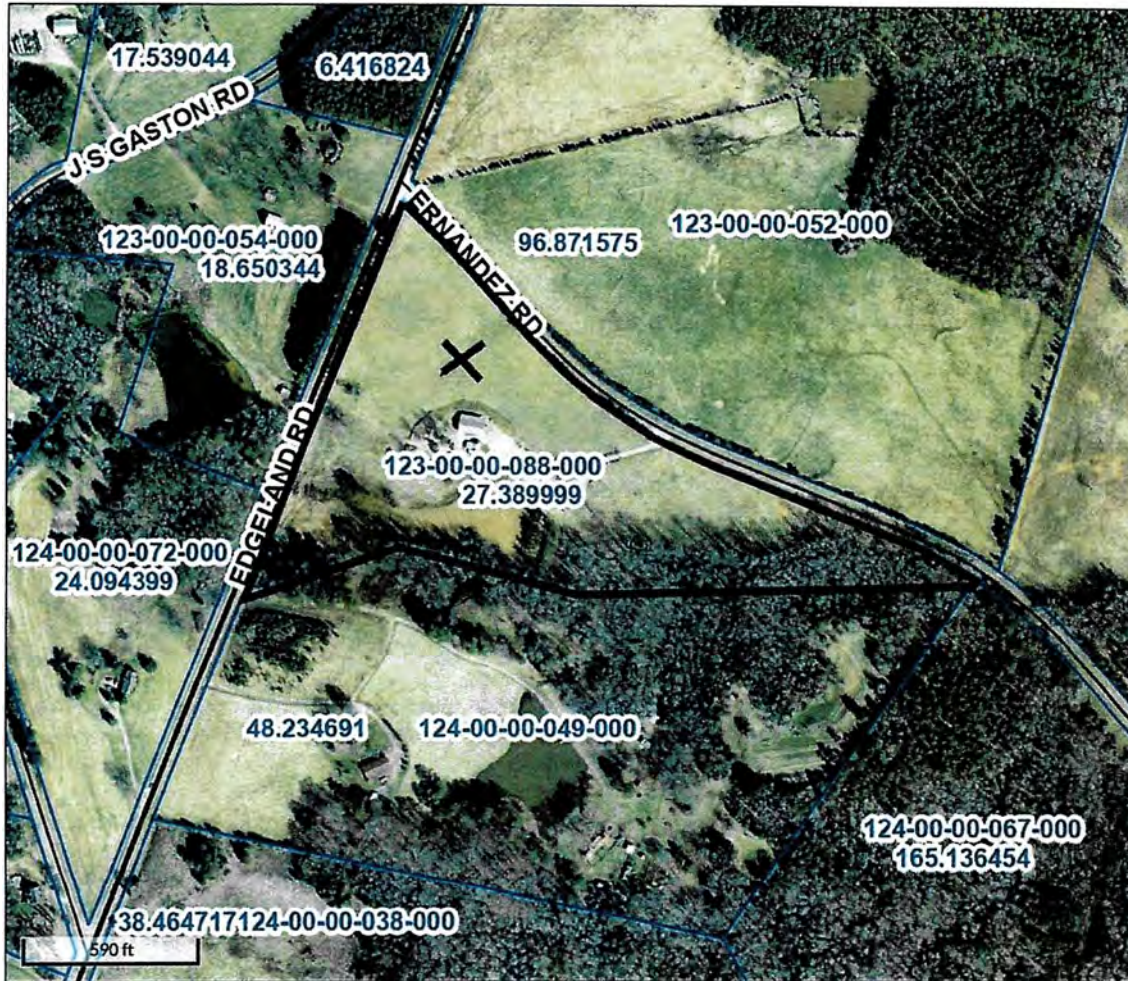


Overview



Parcel ID	123-00-00-088-000	Alternate ID	n/a	Owner Address	REID ROBERT L III-SURVIVORSHIP
Sec/Twp/Rng	n/a	Class	LA		REID ALLISON MORGAN-SURVIVORSH
Property Address	3458 ERNANDEZ RD	Acreeage	27.39		105 E LOCKMAN STREET
					FORT MILL SC 29715
District	03				
Brief Tax Description	n/a				

(Note: Not to be used on legal documents)



Overview



Parcel ID	123-00-00-088-000	Alternate ID	n/a	Owner Address	REID ROBERT L III-SURVIVORSHIP
Sec/Twp/Rng	n/a	Class	LA		REID ALLISON MORGAN-SURVIVORSH
Property Address	3458 ERNANDEZ RD	Acreage	27.39		105 E LOCKMAN STREET
					FORT MILL SC 29715

District 03  
 Brief Tax Description n/a  
 (Note: Not to be used on legal documents)

Date created: 3/2/2023  
 Last Data Uploaded: 3/2/2023 6:43:36 AM

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Next Year (2024) Changes

Search Options

Map Number  Real  History Year

Name 1  [Other Map Number](#)

Alerts

Has Additional Comments

Owner Information

Post Initials  Reason for Change

Name 2  Activity Date

Address 1  Land Value

Address 2  Building Value

Zip Code  Total Market Value

Total Tax Value

Codes

District  Fire Code  LANDO

Town

Subdivision  Neighborhood

Description  Use Class

Legal

Location Street Number  Street Name  Suffix  Direction

Additional Information

Appraisal Appeal  Owner Occupied  TIF

Agricultural Use  Reappraisal Notice  Base

Rollback  Exempt  Industrial Park ID

Chester County Planning Commission Minutes

April 18, 2023

**CCMA23-05 Allison and Gerald Timmons request Tax Map #166-01-04-016-000 at 975 Jackson Rd, Fort Lawn, SC 29714 to be rezoned from Rural One District (R1) to Rural Two District (R2).**

Gerald Timmons stated he lives at 1241 East Creek Road, Fort Lawn, South Carolina. We are requesting to change R-1 to R-2. The house has been demolished. There was a house there, you know old, I lived there in 1998. I moved in there and um I was 23 - 24 or something like that, and moved out and had a family. Got four boys now. My mom lived right beside me. My mom and dad, my sister and brother-in-law still live on East creek right across the street and on the backside of it. I don't see the problem when we're trying to put a new manufactured home there in the middle of a bunch of trailers, old trailers. I've got pictures of like the neighborhood if you want to see them. Like the house is directly beside me and around me on the road. I just don't see it have been a problem there and if you could change it, that'd be great. I can move on with our plans. I do have a building there already as a big size building is a 24 by 40 building on the back of the lot.

Chairman Raines stated if you look at the current zoning there's several properties in there that already are two is well around you.

Mr. Timmons stated there are several around me, that's R-2. I don't know that there is. I'm not gonna put it in the middle of a you know, \$300 per house neighborhood, you know, trying to put a manufactured home in it, and like I say I got the pictures. I don't know if you need to see them or not.

Commissioner Hough motioned to approve, second by Commissioner Williams. Vote 7-0 to approve.





**Chester County, South Carolina**  
Department of Planning, Building & Zoning  
1476 J.A. Cochran Bypass  
Chester, SC 29706

Zoning Map Amendment (Rezoning) Application

Fee: Residential \$150.00, Non-Residential \$300.00, Planned Development \$1000.00

Meeting Date: 4-18-23 Case # CCMA23-05 Invoice # 6378

The applicant hereby requests that the property described to be rezoned from R1 to R2

Please give your reason for this rezoning request:

Would like to put manufactured home on family land. Would be on brick foundation with attached, covered porch. All homes around lot are trailers or mobile homes.

*Copy of plat must be presented with the application request*

Designation of Agent (complete only if owner is not applicant): I (we) hereby appoint the person named as applicant as my (our) agent to represent me (us) in this request for rezoning. A Corporate Resolution letter or a permission letter must be presented at the time of application request. NAICS CODE: \_\_\_\_\_

Property Address Information

Property address: 975 Jackson Rd. Fort Lawn SC 29714

Tax Map Number: 1166-01-04-011e-000 Acres: .68

Any structures on the property: yes  no . If you checked yes, draw locations of structures on plat or blank paper.

**PLEASE PRINT:**

Applicant (s): Gerald & Allison Timmons

Address 1241 Eastcreek Fort Lawn SC 29714

Telephone: \_\_\_\_\_ cell \_\_\_\_\_ work \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

Owner(s) if other than applicant(s): \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ cell \_\_\_\_\_ work \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

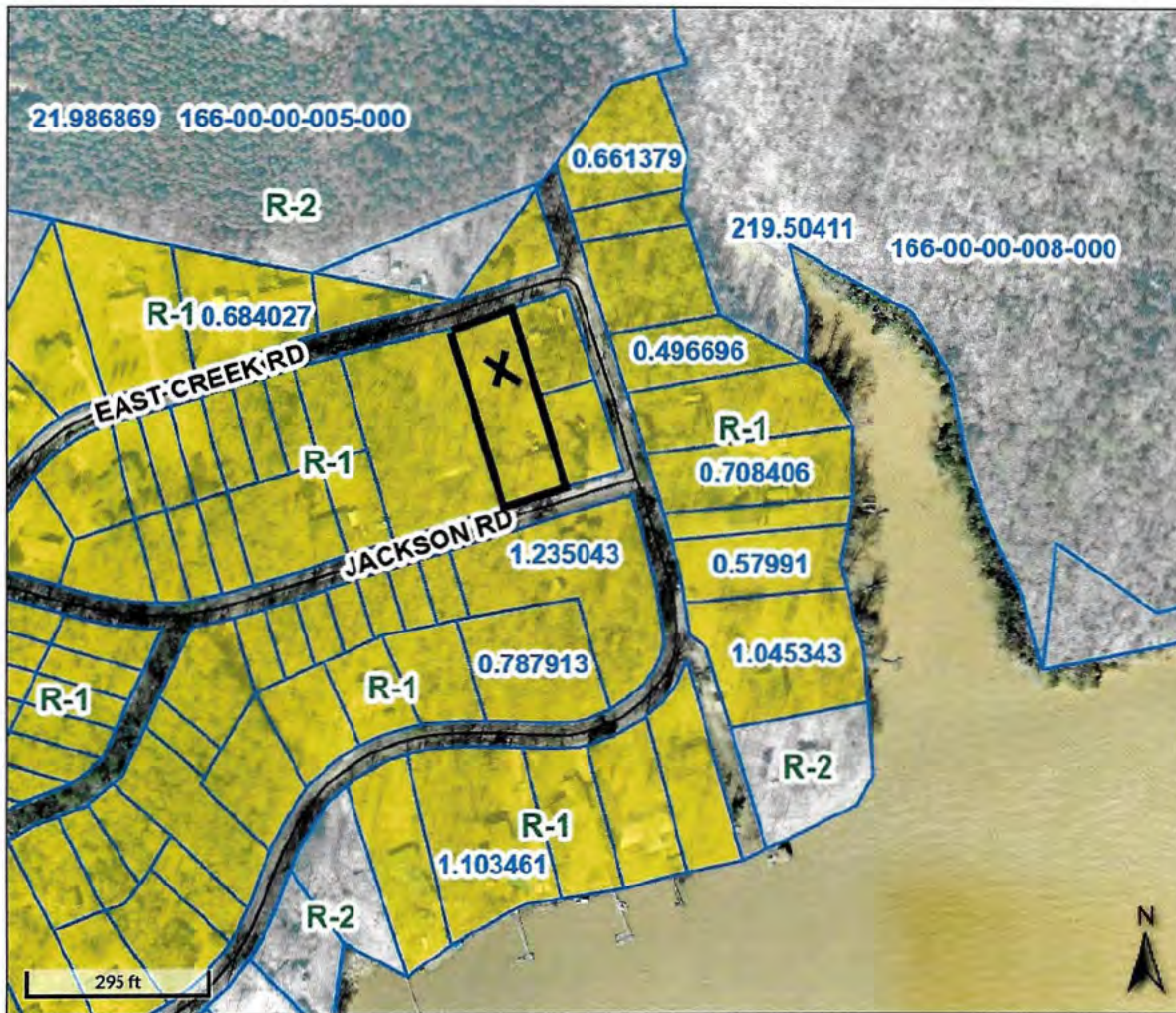
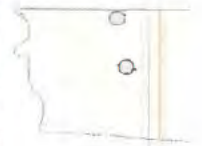
I (we) hereby agree that this information I (we) have presented is correct. Insufficient information may result in a denial of your request.

Owner's signature: [Signature] Date: 3/28/2023

Applicant signature: Allison Timmons Date: 3.28.2023

**CANCELLATION MAY RESULT IN AN ADDITIONAL FEE OF \$150.00. SOMEONE MAY REPRESENT YOU AT THE MEETING.**

Overview



<b>Parcel ID</b>	166-01-04-016-000	<b>Alternate ID</b>	n/a	<b>Owner Address</b>	TIMMONS GERALD DEWAYNE
<b>Sec/Twp/Rng</b>	n/a	<b>Class</b>	RN		2151 CHICKASAW LOOP
<b>Property Address</b>	975 JACKSON RD	<b>Acres</b>	0.659		ROCK HILL SC 29732
<b>District</b>	05				
<b>Brief Tax Description</b>	JACKSON ROAD				
	<i>(Note: Not to be used on legal documents)</i>				

Date created: 4/19/2023  
 Last Data Uploaded: 4/19/2023 3:07:37 AM

Developed by  Schneider  
 GEOSPATIAL



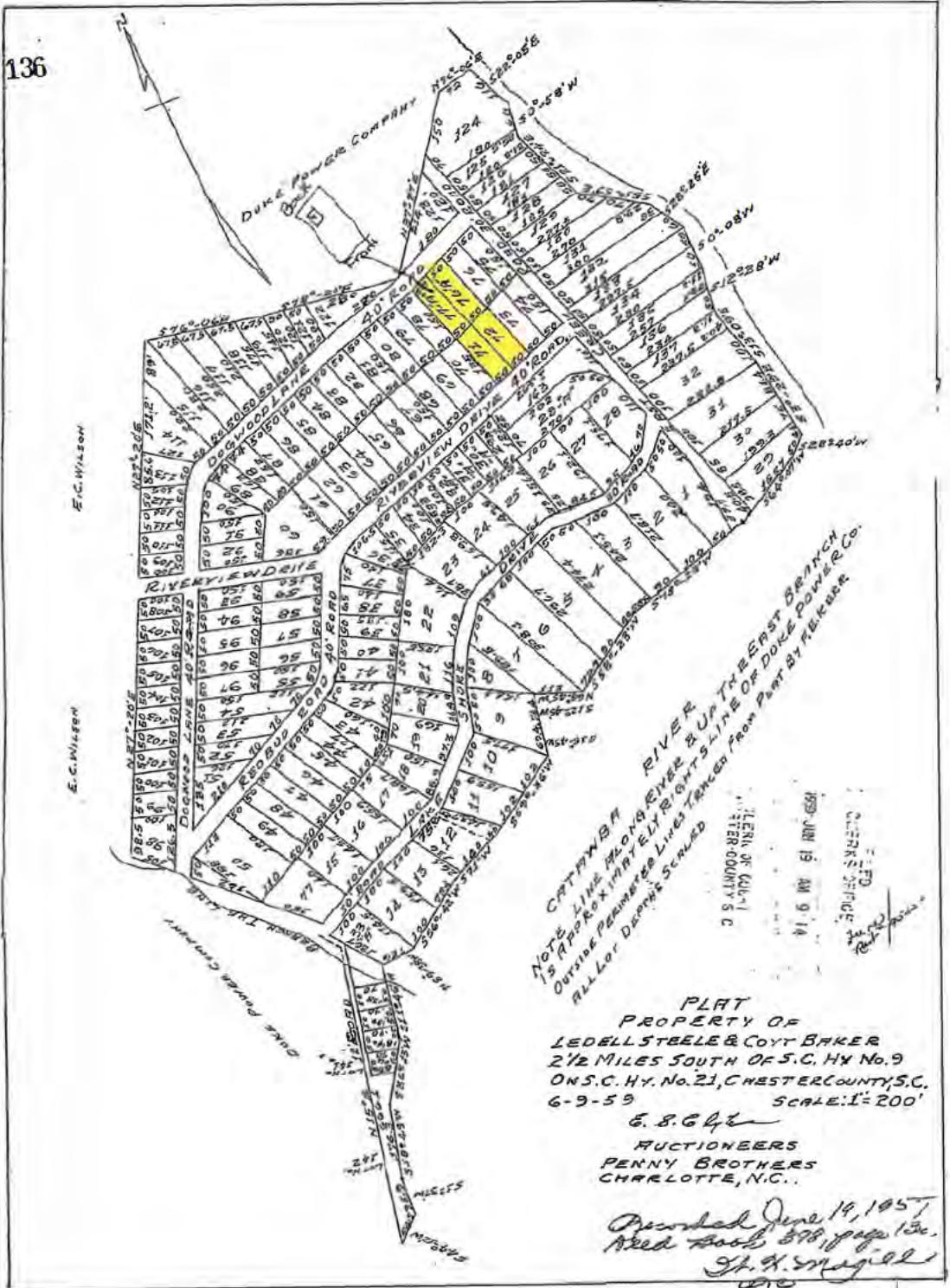
Overview



ParcelID	166-01-04-016-000	Alternate ID	n/a	Owner Address	TIMMONS GERALD DEWAYNE
Sec/Twp/Rng	n/a	Class	RN		2151 CHICKASAW LOOP
Property Address	975 JACKSON RD	Acreage	0.659		ROCK HILL SC 29732
District	05				
Brief Tax Description	JACKSON ROAD				
	(Note: Not to be used on legal documents)				

Date created: 3/20/2023  
 Last Data Uploaded: 3/20/2023 3:45:26 AM

Developed by  **Schneider**  
 GEOSPATIAL



NOTE LINE ALONG RIVER & UP THE EAST BRANCH  
 IS APPROXIMATELY RIGHTS LINE OF DUKE POWER CO.  
 OUTLINE PARALLEL LINES TAKEN FROM PLAT BY HENNER  
 ALL LOT DEPTHS SCALED

PLAT  
 PROPERTY OF  
 LEDELL STEELE & COYT BAKER  
 2 1/2 MILES SOUTH OF S.C. HY No. 9  
 ON S.C. HY. No. 21, CHESTER COUNTY, S.C.  
 6-9-59 SCALE: 1" = 200'

E. S. Galt  
 AUCTIONEERS  
 PENNY BROTHERS  
 CHARLOTTE, N.C.

Recorded June 19, 1959  
 Red Book, 578, page 136.  
 J. H. Magill

Recorded June 19, 1959 *mailed* Ledell Steele  
 Lancaster, S.C. June 19, '59

RECORDED  
 JUNE 19 1959  
 DEPT. OF RECORDS  
 CHARLOTTE, N.C.

Owner and Location

Next Year (2024) Changes

Search Options

Map Number  Real  History Year   Alerts

Name 1  Other Map Number

Owner Information

Post Initials  Reason for Change  Activity Date

Name 2

Address 1  Land Value

Address 2  Building Value

Zip Code  Total Market Value

Total Tax Value

Codes

District  Fire Code  FORT LAWN

Town  Neighborhood  RURAL 1

Subdivision  Use Class

Description

Legal

Location

Street Number  Street Name  Suffix  Direction

Additional Information

Appraisal Appeal  Owner Occupied  TIF

Agricultural Use  Reappraisal Notice  MCIP  Base

Rollback  Exempt  Industrial Park ID

Scroll by: MAP#

**Application for Chester County, South Carolina Boards and Commissions**

Chester County Council selects citizens for service on Council Appointed Boards and Commissions from individuals who have either volunteered, been recommended for appointment, or shown interest in being appointed. The Clerk to Council uses this form to update the roster of volunteers and give Council basic information about each volunteer. *A member of a county board or commission appointed to serve from a council district must be a resident of that district (except the At Large District) during the entire time of service. A member who moves residence from the district from which appointed, or from the county, automatically vacates the position.* **Please Return to: Clerk to Council, P.O. Box 580, Chester SC 29706 or you may call at (803)-377-7852 or email to [klee@chestercountysc.gov](mailto:klee@chestercountysc.gov)**

Date: April 27, 2023

Board or Commission Appointment being sought: Catawba Mental Health

Name: Virginia Bowman

Occupation: Clinical Counselor

Street Address: 130 Hudson St, Chester, 29706 (work)

Mailing Address: (if different from above)

Telephone (Home): na

Cell: 803-242-5107

E-Mail: \_\_\_\_\_ Do you live in Chester County  yes /  no.

Date of Birth: 08 / 27 / 74 Sex: female

If recommended by a Council Member, indicate their name: \_\_\_\_\_

In which Council District do you reside? Please indicate (1-7)

Are you presently serving on a County Board or Commission? na If "yes" when does your term expire?

CONFLICT OF INTEREST STATEMENT: I, Virginia Bowman, as a voting member of any Chester County board, commission, or council, agree to disqualify myself from voting on any issue(s) which may arise and in which a conflict of interest exists.

Signature: Virginia Bowman

Board members shall serve at the will of the appointing Council member and terms shall also run concurrent with that of the appointer. **Please check the appropriate box below.**

- |   |  |
|---|--|
| <input type="checkbox"/> Accommodation Tax Board                | <input type="checkbox"/> Lewis Fire Protection District    |
| <input type="checkbox"/> Ad-Hock Burnt House Cemetery           | <input type="checkbox"/> Olde English District             |
| <input type="checkbox"/> Airport Commission                     | <input type="checkbox"/> Parks and Recreation Board        |
| <input type="checkbox"/> Assessment of Appeals Board            | <input type="checkbox"/> Planning Commission               |
| <input checked="" type="checkbox"/> Catawba Mental Health       | <input type="checkbox"/> Radio Users Advisory Committee    |
| <input type="checkbox"/> Catawba Regional Council of Government | <input type="checkbox"/> Richburg Fire District Commission |
| <input type="checkbox"/> Catawba Regional Workforce             | <input type="checkbox"/> Rural Fire Commission             |
| <input type="checkbox"/> Chester County Library                 | <input type="checkbox"/> Solid Waste Advisory Board        |
| <input type="checkbox"/> Chester Metropolitan District          | <input type="checkbox"/> Zoning Board of Appeals           |
| <input type="checkbox"/> Construction Board of Appeals          |  |
| <input type="checkbox"/> Fort Lawn Fire Protection District     |  |
| <input type="checkbox"/> Gateway Steering Committee             |  |
| <input type="checkbox"/> Hazel Pittman Center                   |  |
| <input type="checkbox"/> John Keziah Park                       |  |
| <input type="checkbox"/> Lando Rural Fire                       |  |

CATAWBA COMMUNITY MENTAL HEALTH CENTER BOARD  
APPLICATION FOR SERVICE

**APPLICANT INFORMATION**

Name: Virginia Bowman

Date: 4-19-23

Cell phone: [REDACTED]

Home phone:

Work phone: [REDACTED]

Current address: [REDACTED]

City: Edgemoor

State: SC

ZIP Code: 29712

E-mail: [REDACTED]

**EMPLOYMENT INFORMATION**

Current or past employer: Hazel Pittman (past Keystone Substances Abuse Services)

Phone: 803-377-8111

Position: Clinical Counselor (previous ADSAP Coordinator @ Keystone)

Employer address: 130 Hudson Street

How long? 1yr 6 months (past 21 years)

City: Chester

State: SC

ZIP Code: 29706

**QUESTIONNAIRE**

Reason for interest in serving on this Board:

To improve the relationships between the alcohol and drug commissions and mental health. To serve the people of Chester County.

Your qualifications for this position: (note Education, Profession, Experience)

I'm a licensed Bachelor of Social Work, Advanced Addictions Counselor, Licensed Addictions Counselor, and Substance Abuse Professional. I've worked in the field of substance use disorders going on 23 years. I've worked with countless patients with co-occurring disorders.

Have you previously served on any County Board or Commission? If so, please state name of board and dates of service:

Na

**SIGNATURE**

The following information will be used by the Catawba Community Mental Health Center's Board in its process of considering residents of Chester, Lancaster and York Counties who are willing to serve on this Board. Completion of this application is not a guarantee of appointment; however the information will become part of a resource file for potential appointments.

Signature of applicant: Virginia Bowman

Date: 4-19-23

Please return the completed application to: Elizabeth Schrum, Administrative Assistant  
Catawba Community Mental Health Center, 448 Lakeshore Parkway, Suite 205, Rock Hill, SC 29730