



FORT MILL

TOWN OF FORT MILL PLANNING COMMISSION MEETING

April 19, 2016
112 Confederate Street
7:00 PM

AGENDA

CALL TO ORDER

APPROVAL OF MINUTES

1. Regular Meeting: March 15, 2016 *[Pages 4–8]*

OLD BUSINESS ITEMS

1. **Commercial Appearance Review: QuikTrip** *[Pages 9–18]*

Request from QuikTrip to grant commercial appearance review approval for a proposed gas station/convenience store located at the corner of Highway 160 and Springfield Parkway

2. **Text Amendment: Convert R-5 Residential to R-7 Residential** *[Pages 19–30]*

An ordinance amending the Zoning Ordinance for the Town of Fort Mill; Article I, In General; Section 5, Establishment of Districts; so as to amend the list of districts established within the town; and Article II, Requirements by Districts; Section 23, R-5 Residential District; so as to replace the R-5 Residential District with the R-7 Residential zoning district

3. **Rezoning Request: Oakland Pointe** *[Pages 31–33]*

An ordinance amending the Zoning Map of the Town of Fort Mill so as to change the zoning designation for York County Tax Map Numbers 020-11-01-195, 020-11-01-196 and 020-11-01-197 (A/K/A the future Oakland Pointe subdivision), such parcels containing approximately 28.98 +/- acres located at the intersection of Kimbrell Road and N Dobys Bridge Road, from R-5 Residential to R-7 Residential (*Ward 3: Huntley*)

4. Rezoning Request: Pecan Ridge *[Pages 34–36]*

An ordinance amending the Zoning Map of the Town of Fort Mill so as to change the zoning designation for York County Tax Map Numbers 020-13-01-067, 020-13-01-068 and 020-13-01-069 (A/K/A the future Pecan Ridge subdivision), such parcels containing approximately 74.53 +/- acres located on Whites Road, from R-5 Residential to R-7 Residential (*Ward 4: Moody*)

5. Rezoning Request: Springview Meadows *[Pages 37–40]*

An ordinance amending the Zoning Map of the Town of Fort Mill so as to change the zoning designation for the Springview Meadows subdivision, containing 97 parcels on approximately 46.0 +/- acres located on Angel Oak Drive, Crescent Moon Drive and Palm Drive, from R-5 Residential to R-7 Residential (*Ward 2: Helms*)

6. Rezoning Request: Sutton Mill *[Pages 41–44]*

An ordinance amending the Zoning Map of the Town of Fort Mill so as to change the zoning designation for the Sutton Mill subdivision, containing 97 parcels on approximately 33.5 +/- acres located on Brookcrest Lane, Misty Morning Court, Spring Blossom Trail and Still River Way, from R-5 Residential to R-7 Residential (*Ward 1: Shirey*)

NEW BUSINESS ITEMS

1. Annexation Request: Haire Village *[Pages 45–56]*

An ordinance annexing York County Tax Map Numbers 738-00-00-045, 738-00-00-046 & 738-00-00-077, containing approximately 48.0 +/- acres located on Haire Road (*Ward 4: Moody*)

2. MXU Concept Plan & Development Conditions: Haire Village *[Pages 57–73]*

An ordinance adopting a Mixed Use Concept Plan & Development Conditions for the Haire Village MXU Project (*Ward 4: Moody*)

3. Street Renaming Request: Self Street (3 Segments) *[Pages 74–75]*

Request from York County Department of Public Safety Communications to rename three segments of road currently named “Self Street” in the Town of Fort Mill (*Ward 2: Helms*)

4. Capital Improvements Plan Amendment *[Pages 76–141]*

An ordinance adopting a second amendment to the Town of Fort Mill Capital Improvements Plan for FY 2015-16 through FY 2019-2020

5. Comprehensive Plan Amendment

[Pages 142–150]

An ordinance amending the 2008 Comprehensive Plan for the Town of Fort Mill, as amended on January 14, 2013, August 24, 2015, and February 8, 2016, so as to amend the Future Land Use Map contained within Volume 2: Fort Mill Tomorrow; and so as to incorporate an amended version of the Town of Fort Mill Capital Improvements Plan as an addendum to the Priority Investment Element, contained within Volume 2, Fort Mill Tomorrow

ITEMS FOR INFORMATION / DISCUSSION

1. Site Plan Revisions for 120 Academy Street Shell Building

[Page 151]

2. Upcoming UDO Meeting Dates

[Page 152]

- a. Stakeholder Meetings: Mon. May 2nd & Tues. May 3rd
- b. Public Input Meeting: Mon. May 2nd
- c. UDO Advisory Committee Meeting: Tues. May 3rd

ADJOURN

**MINUTES
TOWN OF FORT MILL
PLANNING COMMISSION MEETING
March 15, 2016
112 Confederate Street
7:00 PM**

Present: James Traynor, Hynek Lettang, John Garver, Ben Hudgins, Tom Petty, Planning Director Joe Cronin, Assistant Planner Chris Pettit

Absent: Jay McMullen, Chris Wolfe

Guests: Jon Hattaway (Fort Mill School District/Cumming), Tammy Carter (Property Owner), Frank Carter (Property Owner), Bryan Tuttle (Tuttle Co.), Josh Campson (Student)

Chairman Traynor called the meeting to order at 7:00 pm and welcomed everyone in attendance.

Mr. Garver made a motion to approve the minutes from the February 16, 2016, meeting, with a second by Mr. Lettang. The minutes were approved by a vote of 5-0.

Planning Director stated that he had heard from Mr. Wolfe and Mr. McMullen in advance of the meeting, and that both would be unable to attend due to other commitments.

NEW BUSINESS ITEMS

1. **Annexation Request: Fort Mill School District Property:** Planning Director Cronin provided a brief overview of the request, the purpose of which was to review and provide a zoning recommendation on an annexation request for 15.258 acres on Whites Road.

Planning Director Cronin stated that the property is currently owned by the Fort Mill School District. It is the district's intent to recombine this parcel with the neighboring high school site, which contains approximately 82 +/- acres at the intersection of Whites Road and Fort Mill Parkway. The district is requesting a zoning designation of R-10 Residential. Planning Director Cronin stated that the high school site is also zoned R-10. In addition, it was staff's opinion that R-10 was also consistent with the recommendations of the comprehensive plan. Therefore, staff recommended in favor of approval with R-10 zoning.

Mr. Garver made a motion to recommend in favor of approving the annexation request with a zoning designation of R-10. Mr. Hudgins seconded the motion. The motion was approved by a vote of 5-0.

2. **Annexation Request: 601 Sutton Road:** Planning Director Cronin provided a brief overview of the request, the purpose of which was to review and provide a zoning recommendation on an annexation request for 3.4 acres located at 601 Sutton Road.

Planning Director Cronin stated that the property is currently owned by Frank and Tammy Carter. The Carters are seeking to sell the property for commercial redevelopment, and have requested a zoning designation of HC Highway Commercial upon annexation. Planning Director Cronin noted that this section of Sutton Road, located between I-77 and U.S. 21, has been gradually transitioning from residential to commercial development over the last few years, and in staff's opinion, the HC district would be consistent with both the changing nature of the corridor, as well as the recommendations of the comprehensive plan. Planning Director Cronin added that the property would also be subject to the requirements of the COD-N overlay district, if annexed. Therefore, staff recommended in favor of approval with HC zoning.

Chairman Traynor asked if the applicants had a specific commercial use in mind. The listing agent, Bryan Tuttle of the Tuttle Co., stated that the property is not currently under contract, but that annexation with commercial zoning designation would make it easier to market the property for future commercial use.

Mr. Hudgins made a motion to recommend in favor of approving the annexation request with a zoning designation of HC. Mr. Lettang seconded the motion. The motion was approved by a vote of 5-0.

3. **Final Plat: Massey Phase 2, Map 2:** Planning Director Cronin provided a brief overview of the request, the purpose of which was to review and approve a final plat for Massey Phase 2, Map 2, containing 62 single-family residential lots on 25.026 acres. One new road name (Blakney Point Road) was also included, and the York County Addressing Office has approved the proposed name. The remaining road names were extensions of previously approved roads from Massey Phase 2, Map 1. Planning Director Cronin stated that the plat was consistent with the approved preliminary plat for Massey Phase 2, and therefore, staff recommended in favor of approval. Because all required infrastructure was not yet completed, staff also recommended that the approval be contingent upon the applicant providing a bond or letter of credit in the amount of 125% of the remaining infrastructure cost.

Mr. Hudgins asked whether the Planning Commission could require the developer to provide additional open space. Planning Director Cronin responded that this would have needed to be done during preliminary plat approval. Since the preliminary plat met the town's open space requirements and was previously approved by the Planning Commission, the project was legally vested, and additional changes could not be mandated at this time.

Mr. Garver made a motion to approve the final plat for Massey Phase 2, Map 2, contingent upon the applicant securing a bond or letter of credit for the remaining infrastructure, and also to approve the road name for Blakney Point Road. Mr. Lettang seconded the motion. The motion was approved by a vote of 5-0.

4. **Text Amendment: Convert R-5 Residential to R-7 Residential:** Planning Director Cronin stated that this request was initiated by town council during a recent workshop held

earlier in March. Though planning staff was not present at the workshop, staff was notified of council's desire to eliminate the R-5 Residential district and replace it with an R-7 Residential district. Planning Director Cronin provided a brief overview of the text amendment, which had been prepared by staff at council's request. The primary changes included in the draft amendment would increase the minimum lot size from 5,000 square feet in R-5 to 7,000 square feet in R-7, a 40% increase. The amendment would also increase the front, side and rear yard setbacks, leaving a buildable envelope that was roughly the same as that allowed in the R-5 district (3,240 SF for R-7 vs. 3,200 for R-5). As drafted, the text amendment would keep the three unit per acre density cap in the R-7 district, in order to continue offering a "medium-density residential" district, as recommended in the comprehensive plan. Planning Director Cronin also discussed the four residential communities which have been permitted under the R-5 district, including Oakland Pointe, Pecan Ridge, Springview Meadows and Sutton Mill. Should council elect to approve the text amendment as presented, more than 470 R-5 residential lots would become non-conforming with the new R-7 requirements. A discussion then took place.

Mr. Garver asked what would happen to the individuals who have bought, or will buy homes in the future, within neighborhoods that are currently zoned R-5. Planning Director Cronin stated that if those subdivisions were rezoned to R-7, then future non-conformities would be "grandfathered" under the zoning ordinance; however, any future additions or modifications would be subject to the requirements of the R-7 district, including larger setbacks. Mr. Garver also asked what would happen to the builders if the district changes before new homes are built. Planning Director Cronin stated that all four subdivisions have been entitled, and would be eligible to be built out under the requirements of the R-5 district, regardless of whether the zoning ordinance changes.

Chairman Traynor asked why the town couldn't keep the R-5 district and add a new R-7 district. Planning Director Cronin responded that this would be an option, and that the town attorney is looking into legal considerations regarding whether council can close a district to new rezonings and annexations, or if this would require a formal moratorium. Otherwise, applicants could continue to request R-5 zoning, which staff, the Planning Commission and council would need to continue to process and review. He added that he had communicated via email with a planner from Horry County, which has retained several "legacy" zoning districts; however, as a result, Horry County now has more than 50 zoning districts. This would not be recommended for a community our size, especially considering that the town already has R-5, R-10, R-12, R-15 and R-25 districts.

Mr. Hudgins stated that he liked seeing the addition of a usable open space requirement in the draft language for the R-7 district, but requested further clarification as to what would be considered "usable." Planning Director Cronin stated that the ordinance gave some general criteria as to what constituted usable and unusable open space, but left some discretion for the Planning Commission to interpret what was appropriate. The new UDO is also expected to contain requirements for usable open space in all residential zoning districts. In all likelihood, even if council approves the text amendment, it is not expected that any new R-7 subdivisions will be approved before adoption of the new UDO.

Mr. Petty stated that he thinks density and growth are two separate issues. There tends to be a lot of discussion about controlling or minimizing density, rather than addressing the actual impacts associated with growth. He added that density makes providing public services more efficient for local governments, and that these types of reactions could have unintended negative consequences. He also stated that the comprehensive plan is the tool that guides our work, and if council desires to reduce or eliminate medium density residential, it should first be addressed in the comprehensive plan, and not in the zoning ordinance.

Because consideration of the text amendment has been deferred by town council until May, staff recommended in favor of deferring consideration of this item, as well as rezoning ordinances for the four subdivisions, until the April Planning Commission meeting.

Mr. Petty made a motion to defer consideration of the rezoning ordinance. Mr. Garver seconded the motion. The motion to defer was approved by a vote of 5-0.

5. **Rezoning Request: Oakland Pointe Subdivision:** Planning Director Cronin stated that should council elect to eliminate the R-5 district and replace it with a new R-7 district, the Oakland Pointe subdivision, which is currently zoned R-5, will need to be rezoned to R-7, or some other district. Because consideration of the text amendment has been deferred by town council until May, staff recommended in favor of deferring consideration of this item until the April Planning Commission meeting.

Mr. Petty made a motion to defer consideration of the rezoning ordinance. Mr. Garver seconded the motion. The motion to defer was approved by a vote of 5-0.

6. **Rezoning Request: Pecan Ridge Subdivision:** Planning Director Cronin stated that should council elect to eliminate the R-5 district and replace it with a new R-7 district, the Pecan Ridge subdivision, which is currently zoned R-5, will need to be rezoned to R-7, or some other district. Because consideration of the text amendment has been deferred by town council until May, staff recommended in favor of deferring consideration of this item until the April Planning Commission meeting.

Mr. Petty made a motion to defer consideration of the rezoning ordinance. Mr. Garver seconded the motion. The motion to defer was approved by a vote of 5-0.

7. **Rezoning Request: Springview Meadows Subdivision:** Planning Director Cronin stated that should council elect to eliminate the R-5 district and replace it with a new R-7 district, the Springview Meadows subdivision, which is currently zoned R-5, will need to be rezoned to R-7, or some other district. Because consideration of the text amendment has been deferred by town council until May, staff recommended in favor of deferring consideration of this item until the April Planning Commission meeting.

Mr. Petty made a motion to defer consideration of the rezoning ordinance. Mr. Garver seconded the motion. The motion to defer was approved by a vote of 5-0.

8. **Rezoning Request: Sutton Mill Subdivision**: Planning Director Cronin stated that should council elect to eliminate the R-5 district and replace it with a new R-7 district, the Sutton Mill subdivision, which is currently zoned R-5, will need to be rezoned to R-7, or some other district. Because consideration of the text amendment has been deferred by town council until May, staff recommended in favor of deferring consideration of this item until the April Planning Commission meeting.

Mr. Petty made a motion to defer consideration of the rezoning ordinance. Mr. Garver seconded the motion. The motion to defer was approved by a vote of 5-0.

ITEMS FOR INFORMATION / DISCUSSION

1. **COD/COD-N Design Guidelines Update**: Planning Director Cronin stated that a subcommittee made up of Chairman Traynor, Mr. McMullen and Mr. Petty held a second meeting on March 9th to discuss design guidelines related to landscaping and signage within the COD-N overlay district. The subcommittee also revisited lighting requirements for pedestrian areas. The subcommittee will meet at least once more, and final recommendations are now expected to be submitted in April.
2. **UDO Update**: Planning Director Cronin stated that the final articles of the UDO were delayed due to the resignation of the town's stormwater manager in January. The planning department has now received recommended language for the stormwater section of the UDO from the town engineer. This information was forwarded to the project consultant for inclusion in the UDO. As soon as the final articles are received from the consultant, they will be forwarded to the UDO Advisory Committee for review and comment.

Planning Director Cronin reminded commission members of upcoming term expirations. Mr. Hudgins and Mr. Petty have both applied for reappointment; however, Mr. Garver has decided to roll off the Planning Commission at the end of his term to give another individual an opportunity to serve.

On behalf of staff and Town Council, Planning Director Cronin thanked Mr. Garver for his service to the town over the last 10 years. Chairman Traynor and other members of the commission also recognized Mr. Garver, and thanked him for his contributions to the Planning Commission and the community.

There being no further business, the meeting was adjourned at 8:10 pm.

Respectfully submitted,

Joe Cronin
Planning Director

Planning Commission Meeting

April 19, 2016

Old Business Item

Commercial Appearance Review: QuikTrip

Request from QuikTrip to grant commercial appearance review approval for a proposed gas station/convenience store located at the corner of Highway 160 and Springfield Parkway.

Background / Discussion

The Planning Commission is asked to consider a request from QuikTrip to grant commercial development appearance review approval for a proposed gas station/convenience store located at the corner of Highway 160 and Springfield Parkway. A map and site plan are attached for reference.

The property (Tax Map # Pending), is zoned Highway Commercial (HC) and is also subject to the requirements of the COD-N Corridor Overlay (Node) district.

The Planning Commission provided a preliminary review of the site plan and elevations on 12/16/15 and a full review on 1/19/16 and 2/16/16. The revised regarding signage, landscaping, crosswalks, and lighting are attached for review.

Recommendation

The property is zoned HC and is, therefore, properly zoned for a gas station/convenience store. The COD-N overlay also allows gas stations/convenience stores.

The following paragraphs detail staff's review of the plan's compliance with COD-N requirements. A full copy of the overlay district's requirements will be attached, however certain sections will be included within the text as well (highlighted in grey). Staff has highlighted key requirements but not necessarily all requirements of the COD-N overlay.

Signage

The applicants have provided a revised plan for the monument signage that meets the height, area, and setback requirements of the COD-N overlay district. The revision features a brick base, matching a brick utilized in the principal structure. The signs do feature internal illumination, which the COD-N overlay code notes the following:

Internal lighting of signs, neon, LED, and flashing signs shall not be permitted along the corridor, except that up to 20 percent of the actual sign face may be utilized for LED display of time, temperature, or gas prices. Building floodlighting shall not be permitted, except in COD-N.

However, the applicant has noted that the internal illumination actually is used to provide lighting for the sidewalks, which is required per the code. The Planning Commission shall have the discretion to determine if the proposed plan meets the requirements, and intent, of the COD-N overlay district requirements.

Landscaping

The applicant has supplied a revised landscape plan showing a mixture of species and flowing lines of landscaping as opposed to straight lines. The proposed plan meets or exceeds the minimum requirements of the zoning ordinance. The Planning Commission shall have the discretion to determine if the proposed plan meets the requirements, and intent, of the COD-N overlay district requirements.

Lighting

A lighting plan has been provided by the applicant along with details of the standard light pole and fixture.

The COD-N overlay notes that “Lighting shall be installed within the streetscape zone (the first 15 feet of the setback closest to the corridor)” in accordance with a master plan for the corridor, if it exists. The purpose of the lighting would be to provide a safe pedestrian realm. The applicant has utilized their onsite lighting to provide lighting along the sidewalk, in addition to utilizing the signage lighting to add lighting to the sidewalk areas. The Planning Commission shall have the discretion to determine if the proposed plan meets the requirements, and intent, of the COD-N overlay district requirements.

Lighting within the interior of the project would need to be a maximum of 28’ in height.

Crosswalks

Internal pathways that are to be provided shall be distinguished from asphalt surfaces “through the use of durable, low maintenance, surface materials such as pavers, bricks, or scored, stamped or colored concrete”. The applicant has revised the site plan to show all crosswalk locations and will bring examples to the meeting to show the proposed design and color for the crosswalks. The Planning Commission shall have the discretion to determine if the proposed plan meets the requirements, and intent, of the COD-N overlay district requirements.

District Purpose

As a final note, staff has included the purpose of the COD/COD-N overlay district:

Purpose. The corridor overlay district is established for the purpose of maintaining a safe, efficient, functional and attractive roadway corridor for the Fort Mill Southern Bypass (the "Bypass") and surrounding areas. It is recognized that, in areas of high visibility, the protection of features that contribute to the character of the area and enhancements to development quality promote economic development and stability in the entire community.

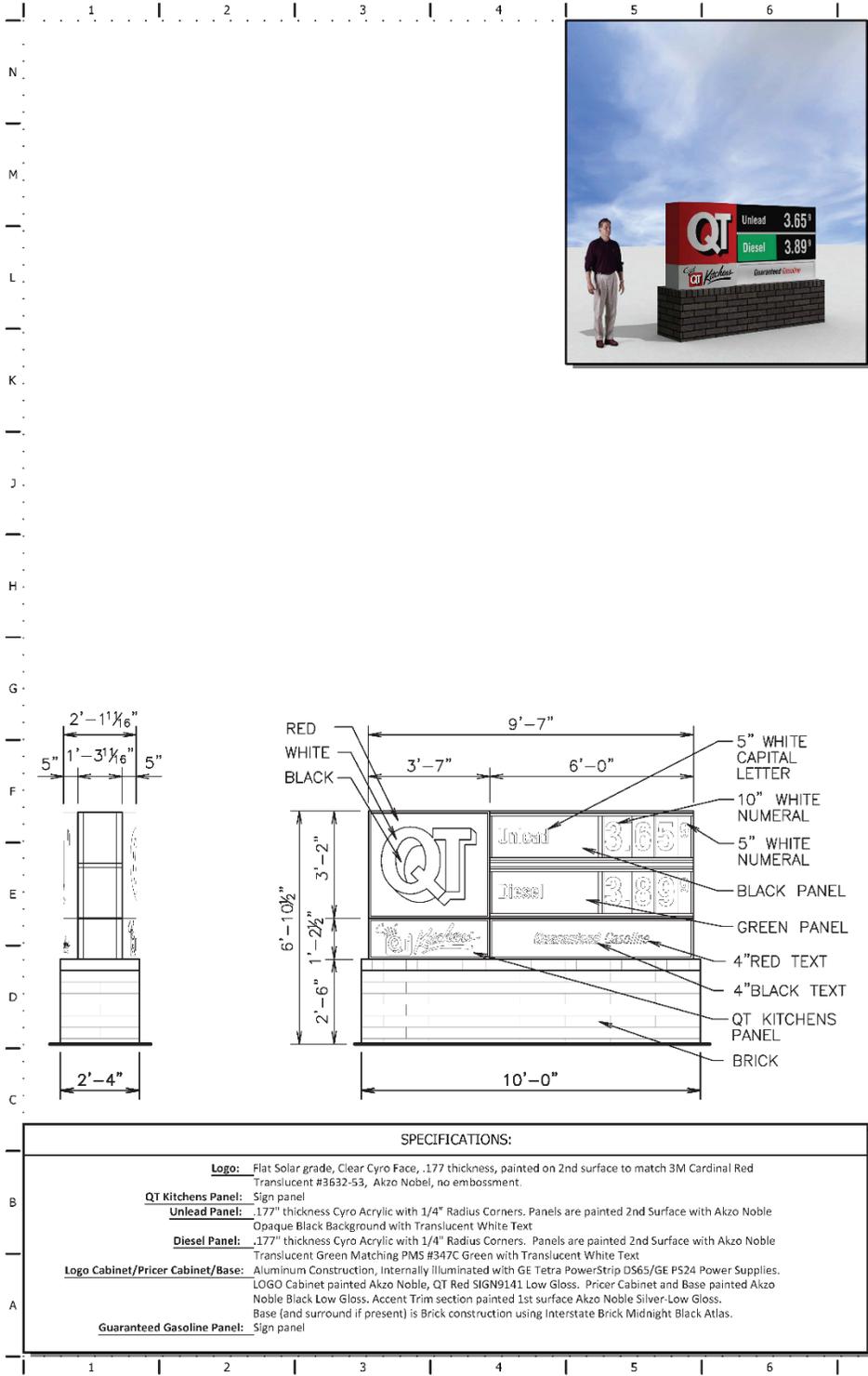
Should the Planning Commission feel as though strict interpretation and application of the requirements creates a hardship, the code does provide a procedure for “alternative means of compliance.”

Chris Pettit, AICP
Assistant Planner
April 15, 2016

Standard Light Pole



C:\Vault_QT\81 Carolina\81-1062\MH10-2PGQ-BB.dwg - L_#00 PlotDate: 3/7/2016 8:40 AM - Kim_Boe



Horizontal Monument Sign
MH10-2PGQ-BB

NOTES:			
		DRAWN BY: JK	ISSUE DATE: 03.07.16

SQUARE FOOTAGE			
TYPEFACE			
INSIDE CAN			
ENTIRE SIGN			42

SPECIFICATIONS:

Logo: Flat Solar grade, Clear Cyro Face, .177 thickness, painted on 2nd surface to match 3M Cardinal Red Translucent #3632-53, Akzo Nobel, no embossment.

QT Kitchens Panel: Sign panel

Unleaded Panel: .177" thickness Cyro Acrylic with 1/4" Radius Corners. Panels are painted 2nd Surface with Akzo Noble Opaque Black Background with Translucent White Text

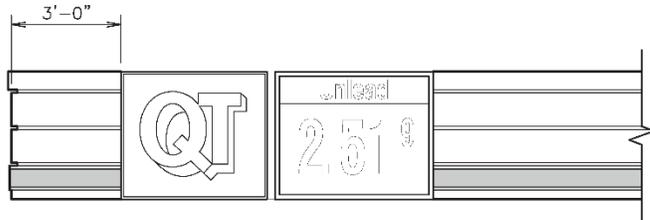
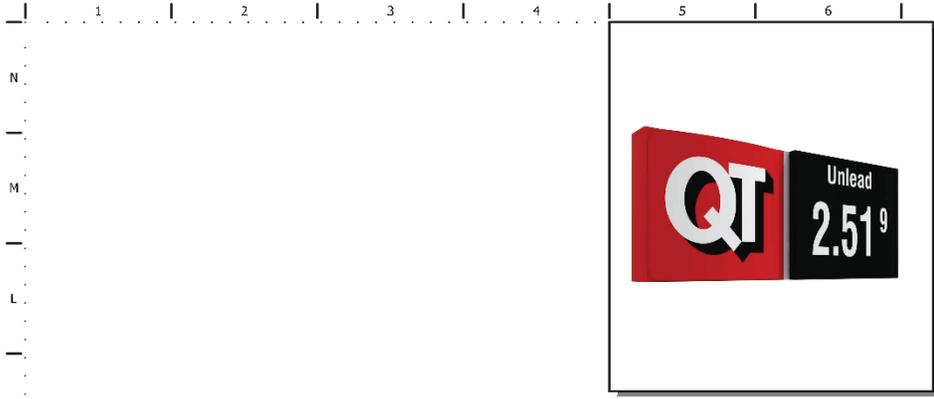
Diesel Panel: .177" thickness Cyro Acrylic with 1/4" Radius Corners. Panels are painted 2nd Surface with Akzo Noble Translucent Green Matching PMS #347C Green with Translucent White Text

Logo Cabinet/Pricer Cabinet/Base: Aluminum Construction, Internally Illuminated with GE Tetra PowerStrip DS65/GE PS24 Power Supplies. LOGO Cabinet painted Akzo Noble, QT Red SIGN9141 Low Gloss. Pricer Cabinet and Base painted Akzo Noble Black Low Gloss. Accent Trim section painted 1st surface Akzo Noble Silver-Low Gloss. Base (and surround if present) is Brick construction using Interstate Brick Midnight Black Atlas.

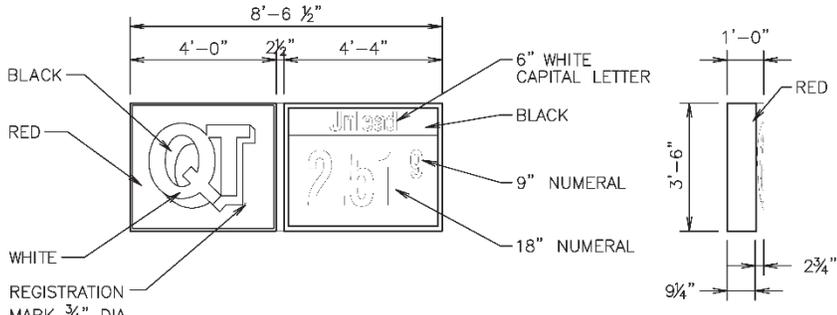
Guaranteed Gasoline Panel: Sign panel

SCALE:	
1/4" = 1'-0"	
SERIAL NUMBER:	MH10-2PGQ-BB
STORE NUMBER:	1062

C:\wsl\07_Library\Presentation\Elevations\Signage\Misc_Signs\IDCP-30UL.dwg - L:\k00_PlotDate: 1/5/2015 3:00 PM - Kim Joe



CANOPY ELEVATION



FRONT ELEVATION

SIDE ELEVATION

**Canopy
Pricer ID
IDCP-30UL**

NOTES:	
DRAWN BY:	
ISSUE DATE:	11/07/12

SQUARE FOOTAGE	
TYPEFACE	14
INSIDE CAN	
ENTIRE SIGN	30

SPECIFICATIONS:

- LOGO - Flat Solar grade, Clear Cyro Face, .177 thickness, painted on 2nd surface to match 3M Cardinal Red Translucent #3632-53 with Akzo Nobel, no embossment.
- Pricer - Flat Solar grade, Clear Cyro Face, .177 thickness, painted on 2nd surface, Akzo Noble Black, Scrolling Price Numerals, White Helvetica Condensed font, Unlead Product Panels, White text area, painted 2nd surface Akzo Nobel Opaque Black.
- LOGO Cabinet/Pricer Cabinet - Aluminum Construction, Internally illuminated with GE Tetra PowerStrip DS65/GE PS24 Power Supplies. LOGO Cabinet painted Akzo Noble, QT Red SIGN9141 Low Gloss. Pricer Cabinet painted Akzo Noble Black Low Gloss. Accent Trim section painted 1st surface Akzo Noble Silver-Low Gloss.

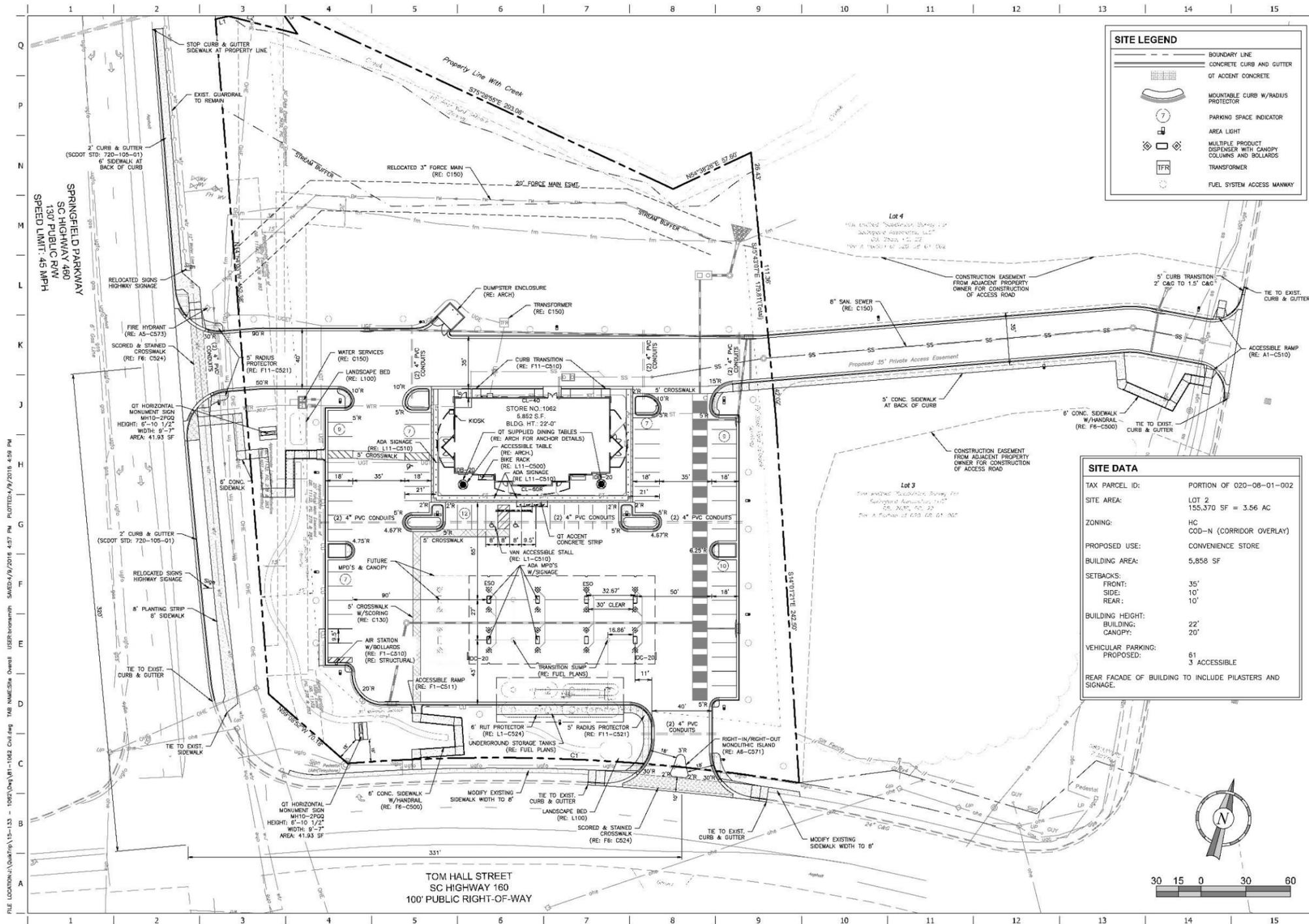
SCALE:

1/4" = 1'-0"

SERIAL NUMBER:

IDCP-30UL

STORE NUMBER:



SITE LEGEND

- BOUNDARY LINE
- CONCRETE CURB AND GUTTER
- QT ACCENT CONCRETE
- MOUNTABLE CURB W/RADIUS PROTECTOR
- PARKING SPACE INDICATOR
- AREA LIGHT
- MULTIPLE PRODUCT DISPENSER WITH CANOPY COLUMNS AND BOLLARDS
- TRANSFORMER
- FUEL SYSTEM ACCESS MANNWAY

SITE DATA

TAX PARCEL ID:	PORTION OF 020-08-01-002
SITE AREA:	LOT 2 155,370 SF = 3.56 AC
ZONING:	HC COD-N (CORRIDOR OVERLAY)
PROPOSED USE:	CONVENIENCE STORE
BUILDING AREA:	5,858 SF
SETBACKS:	FRONT: 35' SIDE: 10' REAR: 10'
BUILDING HEIGHT:	BUILDING: 22' CANOPY: 20'
VEHICULAR PARKING:	61 3 ACCESSIBLE
REAR FACADE OF BUILDING TO INCLUDE PILASTERS AND SIGNAGE.	

PROJ. NO. 15-133
04.11.16

URBAN DESIGN PARTNERS
1314 GLOVERWOOD DRIVE, SUITE 200
FLORENCE, SC 29502 • 704.331.0833
FAX: 704.331.0834
WWW.URBANDSIGN.COM

QuikTrip No. 1062
HIGHWAY 160 & SPRINGFIELD PARKWAY
FORT WILK, SC 29708

© COPYRIGHT © 2016 URBAN DESIGN PARTNERS
ALL RIGHTS RESERVED. NO PART OF THIS PUBLICATION, WITHOUT THE WRITTEN PERMISSION OF URBAN DESIGN PARTNERS, IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.

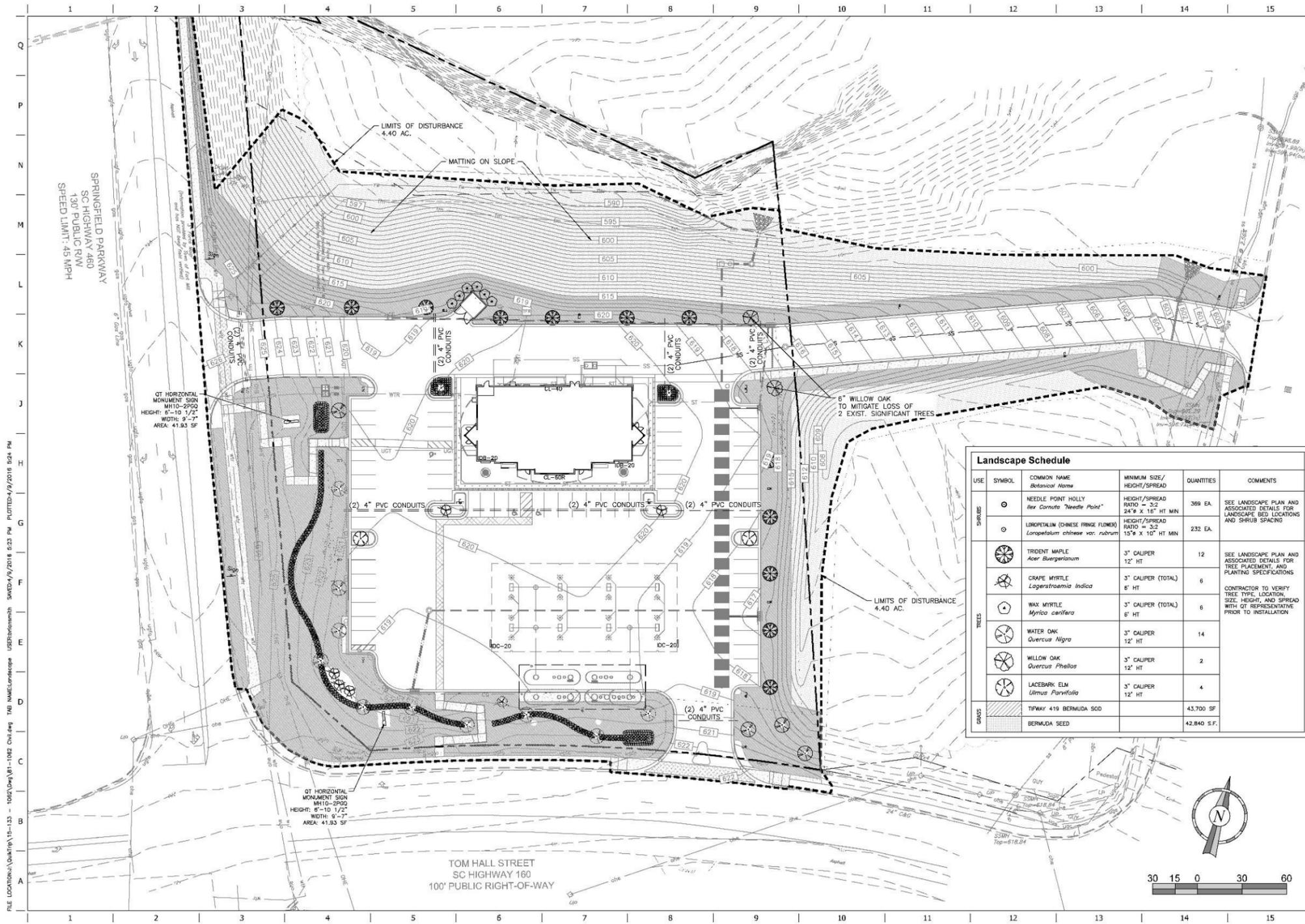
PROTOTYPE: P-06 (02/01/16)
DIVISION: CAROLINA
VERSION: 001
DESIGNED BY: JCF
DRAWN BY: JCF
REVIEWED BY: TK

REV. DATE	DESCRIPTION
1. 04.11.16	PER CITY & QT COMMENTS

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
C100

ORIGINAL ISSUE DATE: 02.17.16



FILE LOCATION: QuikTrip\15-133 - 1062\DWG\15-133 - 1062_Civil.dwg TAD NAME: Landscape USER: tkornblith SW: 04/19/2016 5:23 PM PLOTTED: 4/19/2016 5:24 PM

USE	SYMBOL	COMMON NAME <i>Botanical Name</i>	MINIMUM SIZE/ HEIGHT/SPREAD	QUANTITIES	COMMENTS
SHRUBS	○	NEEDLE POINT HOLLY <i>Ilex Cornuta "Needle Point"</i>	HEIGHT/SPREAD RATIO = 3:2 24" X 16" HT MIN	369 EA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR LANDSCAPE BED LOCATIONS AND SHRUB SPACING
	○	LOROPETALUM (CHINESE FRINGE FLOWERS) <i>Loropetalum chinense var. rubrum</i>	HEIGHT/SPREAD RATIO = 3:2 15" X 10" HT MIN	232 EA.	
TREES	⊗	TRIDENT MAPLE <i>Acer Buergelianum</i>	3" CALIPER 12' HT	12	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR TREE PLACEMENT AND PLANTING SPECIFICATIONS
	⊗	GRAPE MYRTLE <i>Lagerstroemia Indica</i>	3" CALIPER (TOTAL) 8' HT	6	CONTRACTOR TO VERIFY TREE TYPE, LOCATION, SIZE, HEIGHT, AND SPREAD WITH DT REPRESENTATIVE PRIOR TO INSTALLATION
	⊗	WAX MYRTLE <i>Myrica caribaea</i>	3" CALIPER (TOTAL) 8' HT	6	
	⊗	WATER OAK <i>Quercus Nigra</i>	3" CALIPER 12' HT	14	
	⊗	WILLOW OAK <i>Quercus Phellos</i>	3" CALIPER 12' HT	2	
	⊗	LACEBARK ELM <i>Ulmus Parvifolia</i>	3" CALIPER 12' HT	4	
GRASSES	▨	TIPWAY 419 BERMUDA SOID		43,700 SF	
	▨	BERMUDA SEED		42,840 S.F.	



PROJECT NO: 15-133 04.11.16
URBAN DESIGN PARTNERS
 150 S. BROADWAY, FLOOR 10, CHARLOTTE, NC 28202
 PHONE: 704.375.1100 FAX: 704.375.1101
 WWW.URBANDSIGNPARTNERS.COM

QuikTrip No. 1062
 HIGHWAY 160 & SPRINGFIELD PARKWAY
 FORT MILL, SC 29708

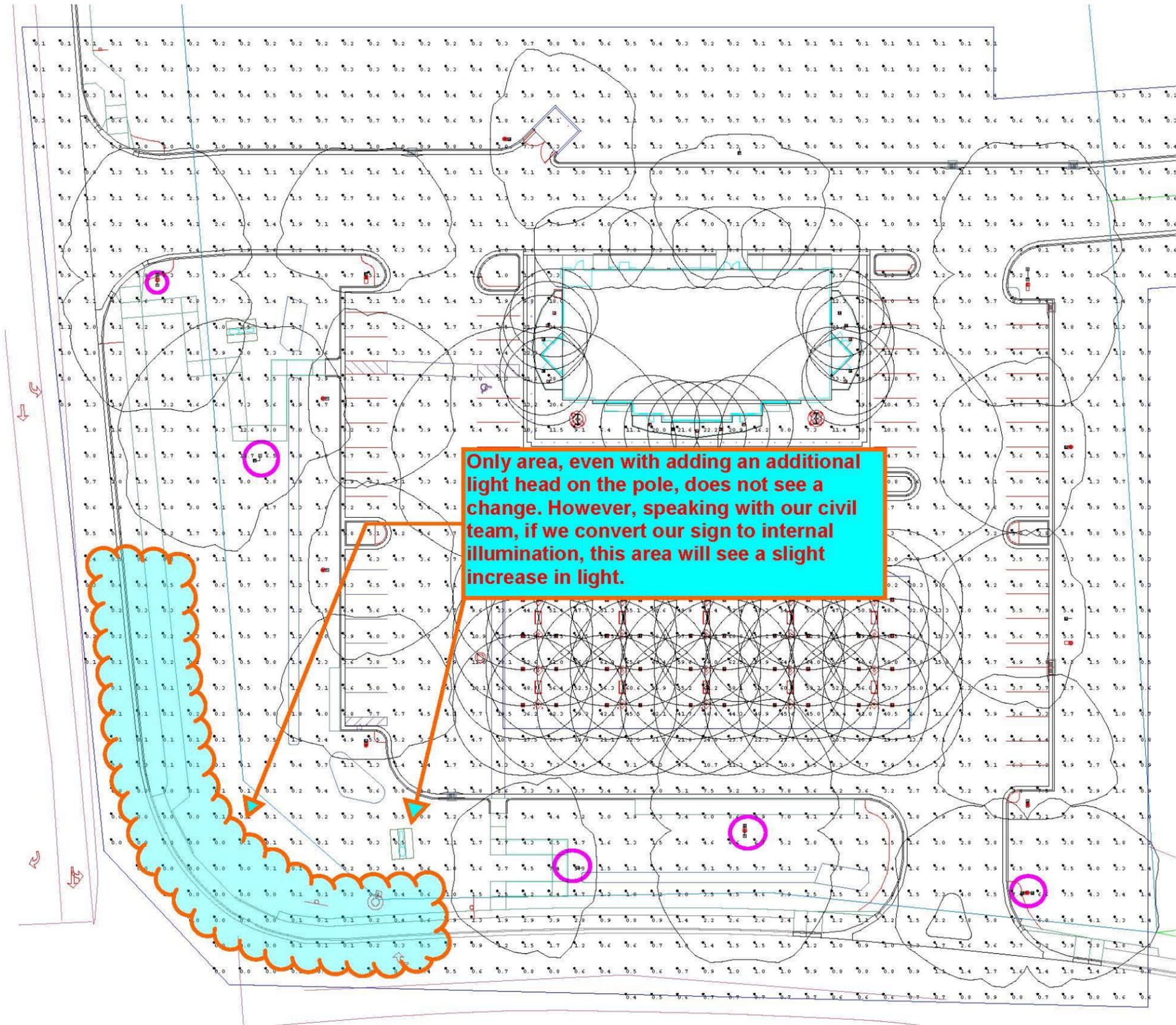


© COPYRIGHT QUARTER CORPORATION 2011
 ALL RIGHTS RESERVED. NO PART OF THIS PUBLICATION MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.
 PROTOTYPE: P-08 (02/02/15)
 DIVISION: CAROLINAS
 VERSION: 001
 DESIGNED BY: LCP
 DRAWN BY: LCP
 REVIEWED BY: TK

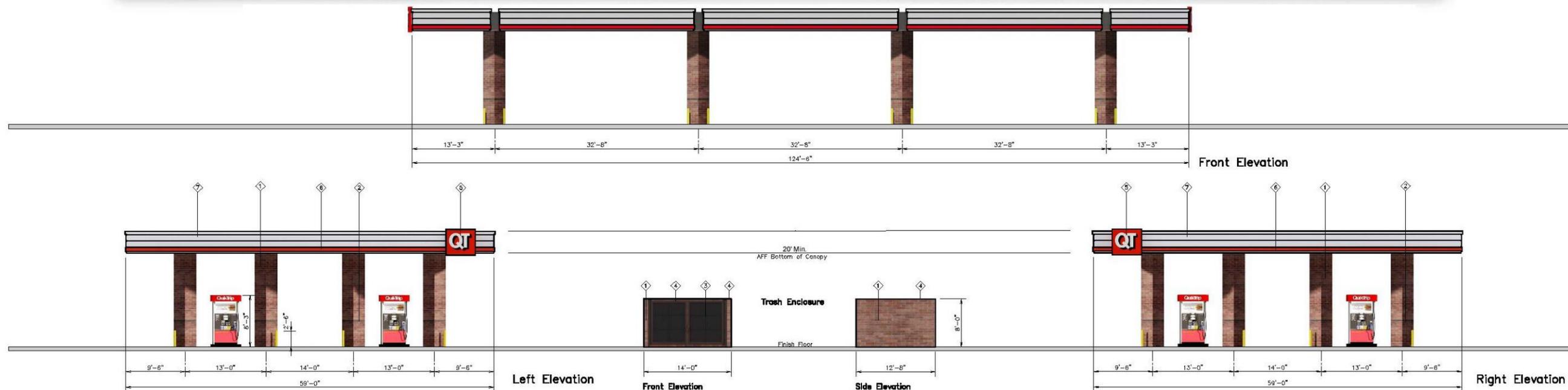
REV#	DATE	DESCRIPTION
1	04.11.16	PER CITY & DT COMMENTS

SHEET TITLE:
 LANDSCAPE PLAN
 SHEET NUMBER:
L100





Only area, even with adding an additional light head on the pole, does not see a change. However, speaking with our civil team, if we convert our sign to internal illumination, this area will see a slight increase in light.



QuikTrip

4705 South 129th East Ave.
 Tulsa, OK 74134-7008
 P.O. Box 3475
 Tulsa, OK 74101-3475
 (918) 612-7700

Store # **1062 Double Stack 8 Canopy Elevations**

Address: **160 HWY & Springfield Parkway**

City, State: **Fort Mill, SC**

Serial # **81-1062-GD08**

Scale: **NTS**

Issue Date: **12/04/15**

Drawn By: **CDC**

Rev/Notes:

COPYRIGHT © 2011 QUIKTRIP CORPORATION. DESIGN PATENTS QUIKTRIP PLANS ARE THE EXCLUSIVE PROPERTY OF QUIKTRIP CORPORATION, TULSA OKLAHOMA. THESE PLANS ARE PROTECTED IN THEIR ENTIRETY BY DOMESTIC AND INTERNATIONAL COPYRIGHT AND PATENT STATUTES. ANY UNAUTHORIZED USE, REPRODUCTION, PUBLICATION, DISTRIBUTION OR SALE IN WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

①	FINISH	MANUFACTURER	SPECIFICATION
1	BRONZESTONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
2	MIDNIGHT BLACK	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
3	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH
4	DARK BRONZE	LANE	METAL/PAIN
5	ISS-50	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
6	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
7	HLZ-ALUMINUM	ALPOLIC	CANOPY

**Planning Commission Meeting
April 19, 2016
Old Business Item**

Text Amendment: Convert R-5 Residential to R-7 Residential

An ordinance amending the Zoning Ordinance for the Town of Fort Mill; Article I, In General; Section 5, Establishment of Districts; so as to amend the list of districts established within the town; and Article II, Requirements by Districts; Section 23, R-5 Residential District; so as to replace the R-5 Residential District with the R-7 Residential zoning district

Background / Discussion

During a recent town council workshop, council directed town staff to prepare a text amendment to eliminate the R-5 Residential zoning district, and to replace it with an R-7 Residential district.

The R-5 District was first established by town council in June 2013. The primary purpose of the R-5 district was to offer a zoning option for areas identified in the town's comprehensive plan as "medium density residential." The comprehensive plan, which was last updated in January 2013, defines "medium density" as three to five dwelling units per acre.

At the time it was created, the R-5 district allowed single-family residential development, with a minimum lot size of 5,000 square feet. The R-5 district also allowed townhomes, with minimum lot sizes of 1,500 square feet per unit.

In September 2014, the R-5 district was amended to remove townhomes from the list of permitted uses. At the same time, three new townhome-specific districts – RT-4, RT-8 and RT-12 – were also created, with allowable densities ranging from 8 to 12 townhome units per acre. In addition, a density cap on single-family residential development was also imposed on the R-5 district. The R-5 district currently limits residential density to three dwelling units per acre by right, and up to five dwelling units per acre with an approved development agreement.

While the R-5 district allows greater flexibility for developers in terms of lot dimensions, there are also several public benefits which have been incorporated into the district, each of which are not currently required in lower density residential districts, including R-10, R-15, and R-25:

- A hard cap on residential density (three DUA by right; up to 5 DUA with an approved development agreement);
- A minimum 20% open space requirement;
- A 35' perimeter buffer requirement;
- Sidewalks required on both sides of all streets; and
- A required traffic impact analysis for all projects with 100 or more residential units, or 500+ vehicle trips per day.

A draft text amendment has been prepared for town council's review. Below is a summary of the modifications:

	R-5 Residential (Current)	R-7 Residential (Proposed)
Allowable Uses	Single-Family Detached, Neighborhood Amenity, Public Facility or Land, and Religious Institution (By Right); Utility Installation (Conditional)	Single-Family Detached, Neighborhood Amenity, Public Facility or Land, and Religious Institution (By Right); Utility Installation (Conditional)
Max. Res. Density	3.0 DUA (By Right) Up to 5.0 DUA (With DA)	3.0 DUA (By Right) Up to 5.0 DUA (With DA)
Min. Lot Area	5,000 ft ²	7,000 ft ²
Min. Lot Width	50' *	60' *
Min. Front Yard	10' (SF) 20' (Other)	15' (SF) 35' (Other)
Min. Side Yard	5' (SF) 10' (Other)	10'
Min. Rear Yard	15' (SF) 20' (Other)	20' (SF) 35' (Other)
Buildable Envelope	3,200 ft ² (SF)	3,240 ft ² (SF)
Max. Bldg. Height	35'	35'
Min. Open Space	20% *	20% * At least one half must be “usable” open space
Perimeter Buffer	35' *	35' *
Sidewalks	Both Sides	Both Sides
TIA Required	Yes (100+)	Yes (100+)

Note: * Indicates the availability of an incentive or reduction.

Recommendation

This text amendment was prepared at council’s request, and is ultimately a policy decision of town council.

There are currently four residential subdivisions which carry the R-5 zoning designation. (A fifth project, the “Patterson Property” on Hensley Road, is currently pending before town council with a requested zoning designation of R-5.) These four subdivisions have all been entitled, either through an approved preliminary plat, or by a development agreement between the developer and the town. Therefore, each project may continue to develop under the zoning requirements which were in place at the time the project was vested.

Subdivision	Zoning	Permitted Lots	Total Acreage	Density (DUA)
Oakland Pointe	R-5	100	28.98	3.45
Pecan Ridge	R-5	192	74.53	2.58
Springview Meadows	R-5	87	46.00	1.89
Sutton Mill	R-5	93	33.50	2.78
TOTAL		472	183.01	2.58

If council should elect to eliminate the R-5 district, then all four projects will need to be rezoned from R-5 to the new R-7 district. As a result, most lots which have been built, or are planned to be

built, within these subdivisions will become non-conforming under the requirements of the new R-7 district.

At full build out, this text amendment is expected to impact a nearly 500 residential properties. Approximately 90 new home permits have been issued to date in the Springview Meadows and Sutton Mill subdivisions, and at least half of those homes have been completed and sold to individual owners. This amendment, if approved, will restrict the ability of current and future property owners within those four subdivisions to modify or add on to their homes, since all future construction and/or modifications must comply with the new R-7 requirements.

As stated above, the R-5 district was created to offer a zoning option for areas identified in the town’s comprehensive plan as “medium density residential,” with targeted densities ranging from three to five units per acre. Among the four projects which have been entitled to date, only one (Oakland Pointe on Kimbrell Road), will exceed three units per acre, as allowed by a 2014 development agreement approved by town council. Even with the reduced lot sizes offered by the R-5 district, the overall residential density for all four projects will be 2.58 dwelling units per acre, which is 14% lower than the targeted density recommended in the comprehensive plan.

Staff understands the concerns which have been expressed by town council, particularly as they relate to residential densities. However, we would note that the town has several other zoning districts which are used far more extensively, and which permit residential densities far greater than the R-5 district. For example, nearly 50% of the property in the town limits is zoned Mixed Use (MXU). The MXU district allows residential lots as small as 2,400 square feet in area (52% smaller than R-5), as well as multi-family densities of nearly 40 units per acre.

Zoning District	% of Town	Single Family		Multi Family
		Density Cap	Min Lot Size	Density Cap
R-5 Residential	1.6%	3.0 DUA (SF) (5.0 DUA w/ DA)	5,000 ft ² (SF)	Not Permitted
MXU Mixed Use	48.1%	No Cap (SF) 39.6 DUA (TH)	2,400 ft ² (SF) 1,100 ft ² (TH)	39.6 DUA (APT)
UD Urban Dev.	< 0.5%	28.0 DUA (TH)	0 ft ² (TH)	28.0 DUA (APT)
TH-8 Townhome	< 0.5%	8.0 DUA (TH)	1,500 ft ² (TH)	Not Permitted
TH-12 Townhome	0.0%	12.0 DUA (TH)	1,500 ft ² (TH)	Not Permitted
GR General Res.	1.5%	No Cap (SF)	10,000 ft ² (SF)	10.0 DUA (APT)
GR-A General Res.	1.7%	No Cap (SF)	10,000 ft ² (SF)	8.0 DUA (APT)
LC Local Comm.	1.7%	No Cap (SF)	10,000 ft ² (SF)	10.0 DUA (APT)

DUA = Dwelling Units Per Acre SF = Single Family Detached TH = Townhome APT = Apartment

In our opinion, it would be preferable to review and update all districts as part of a comprehensive update to the zoning ordinance, taking into account specific guidance and feedback from town council and the public. This, of course, is the purpose of our ongoing UDO update, which is expected to be completed this spring.

For these reasons, staff would recommend one of the following alternatives:

1. Table the proposed text amendment and address modifications to the R-5 district – along with all other zoning districts – in the new UDO. Council does retain the option, at its discretion, to declare a moratorium on all new R-5 rezoning and annexation requests until the UDO can be completed. This would prevent any new R-5 zoned projects from being approved until the new codes go into effect.
2. As an alternative, council could elect to retain the R-5 district for existing projects, thus preventing nearly 500 residential lots from becoming non-conforming. The R-7 district could then be added as a new residential district, either as a text amendment, or as part of the new UDO.
3. Lastly, if council prefers to eliminate medium density residential from the town's future land use map altogether, and instead promote lower density, suburban or rural scale development with two or fewer units per acre, then staff would recommend in favor of amending the comprehensive plan prior to adoption of the UDO.

As stated above, this request is ultimately a policy decision of town council.

Joe Cronin
Planning Director
April 14, 2016

STATE OF SOUTH CAROLINA
TOWN COUNCIL FOR THE TOWN OF FORT MILL
ORDINANCE NO. 2016-___

AN ORDINANCE AMENDING THE ZONING ORDINANCE FOR THE TOWN OF FORT MILL; ARTICLE I, IN GENERAL; SECTION 5, ESTABLISHMENT OF DISTRICTS; SO AS TO AMEND THE LIST OF DISTRICTS ESTABLISHED WITHIN THE TOWN; AND ARTICLE II, REQUIREMENTS BY DISTRICTS; SECTION 23, R-5 RESIDENTIAL DISTRICT; SO AS TO REPLACE THE R-5 RESIDENTIAL DISTRICT WITH THE R-7 RESIDENTIAL ZONING DISTRICT

Pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ENACTED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

SECTION I. The Zoning Ordinance for the Town of Fort Mill; Article I, In General; Section 5, Establishment of Districts; is hereby amended to read as follows:

Sec. 5. – Establishment of Districts

For the purpose of this ordinance, the areas under the jurisdiction of the Fort Mill Planning Commission, Board of Zoning Appeals, Historic Review Board, and the town council are hereby divided into 26 districts:

- R-25 One-family residential
- R-15 One-family residential
- R-12 One-family residential
- R-10 One-family residential
- GR General residential
- GR-A General residential-A
- MHP Mobile home park
- LC Local commercial
- HC Highway commercial
- GI General industrial
- PCD Planned cluster development
- SHPD Scenic highway planned development
- HP Historic preservation
- PND Planned neighborhood development
- RC Resource conservation
- TC Transitional commercial
- LI Limited industrial
- MXU Mixed use development
- MID Municipal improvement
- THCD Tom Hall Street corridor
- UD Urban development
- ~~R-5~~ R-7 Residential

COD/COD-N Corridor Overlay District
RT-4 Residential district
RT-8 Residential district
RT-12 Residential district

SECTION II. The Zoning Ordinance for the Town of Fort Mill; Article II, Requirements by Districts; Section 23, R-5 Residential District, is hereby retitled as the R-7 Residential District, which section is hereby amended to read as follows:

Sec. 23. – ~~R-5~~ R-7 Residential district.

1. *Purpose of district:* It is the intent of this section that the ~~R-5~~ R-7 residential zoning district be developed and reserved for medium density single-family residential purposes. The regulations which apply within this district are designed to encourage the formation and continuance of a stable and healthy residential environment, while allowing for flexibility in design standards, a variety in housing options, and enhanced protection for natural and environmental resources.

2. *Permitted uses:* The following uses shall be permitted in the ~~R-5~~ R-7 zoning district:
 - a. Single-family detached residential dwellings

 - b. Publicly owned building, facility, or land;

 - c. Private uses which are customarily associated with residential development, including:
 1. Clubhouses and activity centers
 2. Pools and poolhouses
 3. Off-street parking facilities
 4. Other amenities related to recreation and/or resident activities

 - d. Accessory use in compliance with the provisions of article I, section 7, subsection G;

 - e. Customary home occupations established under the regulations in article I, section 7, subsection F;

 - f. Religious institutions.

3. *Conditional uses:* The following uses shall be permitted in any ~~R-5~~ R-7 zoning district on a conditional basis:
 - a. Public utility substation or subinstallation, including water towers; provided that:
 1. Such use is enclosed by a fence or wall at least six feet in height above finish grade, or by some other screening material deemed appropriate as part of the appearance review process.
 2. There is neither office nor commercial operation nor storage of vehicles or equipment on the premises, and
 3. A landscaped strip not less than ten feet in width is planted and suitably maintained around the facility;
 - b. Temporary uses in compliance with the provisions of article VI, section 4;
 - c. Daycare facilities or pre-school nursery, provided that any such facility must be licensed or registered by the appropriate state agency.
4. *Other requirements:* Unless otherwise specified elsewhere in this ordinance, uses permitted in ~~R-5~~ R-7 districts shall be required to conform to the following standards:
 - a. Maximum density for new residential subdivisions:
 1. The maximum gross residential density for new residential subdivisions within the ~~R-5~~ R-7 district shall be three (3) dwelling units per acre.
 2. Notwithstanding the preceding paragraph, the town council may authorize a maximum gross residential density of up to five (5) dwelling units per acre by entering into a development agreement with an applicant, based upon terms that are mutually agreeable to both the town and the applicant, consistent with Section 6-31-10 et seq of the South Carolina Code of Laws, 1976, as amended.
 3. For the purpose of this section, “gross residential density” shall be defined as the total number of residential units divided by the total acreage of land within the development.
 - b. Minimum lot area: ~~5,000~~ 7,000 square feet; provided, however, that the minimum lot area may be reduced up to 20% for any single-family detached residential lot with rear alley loaded access.

- c. Minimum lot width, measured at the building line: ~~50~~ 60 feet; provided, however, that the minimum lot width may be reduced up to 20% for any single-family detached residential lot with rear alley loaded access.

- d. Minimum front yard depth, measured from the nearest street right-of-way line:
 - 1. For single-family residential dwellings, the minimum front yard setback shall be ~~10~~ 15 feet.
 - 2. For all other permitted uses within the ~~R-5~~ R-7 district, the minimum front yard setback shall be ~~20~~ 35 feet.
 - 3. Awnings, steps, porches, balconies and eaves may encroach up to 5' into the required front yard setback area, where provided.
 - 4. For exceptions to this requirement, See article I, section 7, subsection E.
 - 5. Line of sight guidelines shall apply for all corner lots and may result in a larger front yard setback.

- e. Minimum side yard:
 - ~~1. For single family residential dwellings, the minimum side yard setback shall be 5 feet.~~
 - ~~2. For all other permitted uses within the R-5 district, the minimum side yard setback shall be 10 feet.~~
 - 1. The minimum side yard setback for all structures within the R-7 zoning district shall be 10 feet.
 - 2. For side yard requirements pertaining to corner lots, see article I, section 7, subsection C.
 - 3. Awnings, steps, eaves, concrete or paver patios, and HVAC equipment may encroach up to ~~50%~~ 5 feet into the required side yard setback area.
 - 4. Line of sight guidelines shall apply for all corner lots and may result in a larger side yard setback.

5. The minimum side yard setback for all accessory uses within the ~~R-5~~ R-7 zoning district shall be 5 feet.
- f. Minimum rear yard:
1. For single-family residential dwellings, the minimum rear yard setback shall be ~~15~~ 20 feet.
 2. For all other permitted uses within the ~~R-5~~ R-7 district, the minimum rear yard setback shall be ~~20~~ 35 feet.
 3. For rear yard requirements pertaining to dual frontage lots, see article I, section 7, subsection D. For the purpose of this section, a private alley shall not be considered a road frontage.
 4. Awnings, steps, eaves, concrete or paver patios, porches, balconies and HVAC equipment may encroach up to 5' into the required rear yard setback area.
 5. The minimum rear yard setback for all accessory uses within the ~~R-5~~ R-7 zoning district shall be 5 feet.
 6. Line of sight guidelines shall apply for all corner lots and may result in a larger rear yard setback.
- g. Maximum building height:
1. The maximum building height for all structures within the ~~R-5~~ R-7 zoning district shall be 35 feet.
 2. For exceptions to height regulations, see article I, section 7, subsection L.
- h. Dedicated open space requirements:
1. For all new developments within the ~~R-5~~ R-7 district, a minimum of 20% of the gross land area of the project shall be set aside as dedicated open space, at least one half of which shall be designated as usable open space.
 - a. For the purpose of this section, the following may be counted towards the usable open space requirement: formal greens, plazas, courtyards and other public or community gathering places; parks and recreation amenities, including ball fields, courts, playgrounds, pocket parks, and trails; and similar uses and/or amenities deemed appropriate by the Planning Commission. Open space areas

shall be of sufficient size, dimension and character to accommodate the intended use; small, odd or remnant parcels will generally not qualify as usable open space, unless the applicant satisfactorily demonstrates special improvements have been made to create a space meeting the intent of this definition. In general, perimeter buffers, floodplain, stormwater detention areas, parking facilities, and areas with steep or unusual topography, will not qualify as usable open space.

2. For all new developments that include rear alley loaded access on at least 75% of all residential units, the open space requirement may be reduced by 25%.
 3. Dedicated open space shall be provided in accordance with Section 19(4)(H), paragraphs 2-11, of the zoning ordinance.
- i. Buffer requirements:
1. For all new developments within the ~~R-5~~ R-7 district, a landscaped buffer at least 35' in width shall be required along all project edges abutting existing residential development, excluding road frontage, and shall be measured perpendicular to the property lines that define the project area. This buffer shall be a natural, undisturbed wooded area where possible, and shall count towards the open space requirement. Where an existing natural, undisturbed wooded area does not exist, a planted buffer shall be required. Planted buffers shall contain a minimum of 9 evergreen trees and 20 evergreen shrubs for each 100 linear feet of buffer area.
 2. The required width of any project boundary buffer may be reduced by 25%, provided a minimum six-foot opaque wall is constructed along the project boundary.
- j. Sidewalk requirements:
1. Notwithstanding other provisions of the zoning ordinance or the Code of Ordinances for the Town of Fort Mill, all new developments within the ~~R-5~~ R-7 district shall include sidewalks at least five (5) feet in width along both sides of any new or existing road frontage (excluding alleys). All sidewalks shall be constructed to comply with the standards of the town, South Carolina Department of Transportation (SCDOT), and the Americans with Disabilities Act (ADA).
 2. New sidewalks shall be constructed in locations that will promote connectivity with existing sidewalk infrastructure. Where no adjacent sidewalk infrastructure exists, new sidewalks shall be stubbed out to locations identified by the zoning

administrator in order to allow for connectivity with future development. These requirements may be waived administratively by the zoning administrator if circumstances exist that make such connections impractical.

k. Traffic improvements.

- 1. A traffic impact analysis (TIA) shall be required for any new development that includes more than one hundred (100) residential units, or for any new development that is expected to generate an average of more than five hundred (500) vehicle trips per weekday. Any traffic improvements recommended by the TIA shall be installed at the developer’s cost.
- 2. Notwithstanding the previous paragraph, the developer shall meet with the zoning administrator and, if warranted, representatives from the SCDOT, prior to project approval for the purpose of reviewing proposed ingress/egress locations and traffic impact. Any traffic improvements recommended by the town and/or SCDOT shall be installed at the developer’s cost.

l. Additional requirements: Uses permitted in ~~R-5~~ R-7 zoning districts shall meet all standards set forth in article I, section 7, subsection I, pertaining to off-street parking, loading, and other requirements.

m. Signs: Signs permitted in the ~~R-5~~ R-7 zoning district, including the conditions under which they may be located, are set forth in article III.

SECTION III. Severability. If any section, subsection, paragraph, clause, or provision of this ordinance shall be deemed to be unconstitutional, unenforceable, or otherwise invalid by the final decision of a court of competent jurisdiction, the validity of the remaining sections, subsections, paragraphs, clauses, or provisions shall not be affected thereby.

SECTION IV. Conflicting Ordinances. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION V. Effective Date. This ordinance shall take effect upon adoption by the Town Council.

SIGNED AND SEALED this ____ day of _____, 2016, having been duly adopted by the Town Council for the Town of Fort Mill on the ____ day of _____, 2016.

First Reading:
Public Hearing:
Second Reading:

TOWN OF FORT MILL

Gynn H. Savage, Mayor

LEGAL REVIEW

Barron B. Mack, Jr, Town Attorney

ATTEST

Virginia C. Burgess, Town Clerk

**Planning Commission Meeting
April 19, 2016
Old Business Item**

Rezoning Ordinance: Oakland Pointe Subdivision

An ordinance amending the Zoning Map of the Town of Fort Mill so as to change the zoning designation for York County Tax Map Numbers 020-11-01-195, 020-11-01-196 and 020-11-01-197 (A/K/A the future Oakland Pointe subdivision), such parcels containing approximately 28.98 +/- acres located at the intersection of Kimbrell Road and N Dobys Bridge Road, from R-5 Residential to R-7 Residential

Background / Discussion

This draft rezoning ordinance corresponds to council's request to eliminate the R-5 Residential zoning district, and replace it with an R-7 zoning district.

The Oakland Pointe subdivision, located at the intersection of Kimbrell Road and N Dobys Bridge Road, is currently zoned R-5. The property was annexed in December 2014 with a zoning designation of R-5. A development agreement, also approved in December 2014, limits the total number of single-family homes to 100 (3.45 dwelling units per acre).

A preliminary plat has been approved for the Oakland Pointe project, which contains 100 residential lots (3.45 dwelling units per acre). By virtue of having a development agreement and an approved plat, the project is vested to develop under the requirements of the R-5 district for a period of five years, regardless of any changes to the town's zoning ordinance.

Recommendation

Should council elect to eliminate the R-5 Residential district, then the Oakland Pointe subdivision will need to be rezoned to R-7, or some other zoning district.

If council chooses to rezone the property, the 100 planned residential lots may still be developed under the requirements of the R-5 district; however, all future residences will become non-conforming with the new R-7 zoning designation.

This request is a policy decision of town council.

Joe Cronin
Planning Director
April 14, 2016

STATE OF SOUTH CAROLINA
TOWN COUNCIL FOR THE TOWN OF FORT MILL
ORDINANCE NO. 2016-___

AN ORDINANCE AMENDING THE ZONING MAP OF THE TOWN OF FORT MILL SO AS TO CHANGE THE ZONING DESIGNATION FOR YORK COUNTY TAX MAP NUMBERS 020-11-01-195, 020-11-01-196 AND 020-11-01-197 (A/K/A THE FUTURE OAKLAND POINTE SUBDIVISION), SUCH PARCELS CONTAINING APPROXIMATELY 28.98 +/- ACRES LOCATED AT THE INTERSECTION OF KIMBRELL ROAD AND N DOBYS BRIDGE ROAD, FROM R-5 RESIDENTIAL TO R-7 RESIDENTIAL

Pursuant to the authority granted by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, BE IT ENACTED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

Section I. The Zoning Map of the Town of Fort Mill is hereby amended to change the zoning designation for York County Tax Map Numbers 020-11-01-195, 020-11-01-196 and 020-11-01-197 (also known as the future “Oakland Pointe” subdivision), such parcels containing a total of 28.98 +/- acres located at the intersection of Kimbrell Road and N Dobys Bridge Road, from R-5 Residential to R-7 Residential. A property map of the parcels subject to this rezoning Ordinance is included in the attached Exhibit A.

Section II. Severability. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section III. Conflicting Ordinances Repealed. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section IV. Effective Date. This ordinance shall be effective from and after the date of adoption.

SIGNED AND SEALED this ____ day of _____, 2016, having been duly adopted by the Town Council for the Town of Fort Mill on the ____ day of _____, 2016.

First Reading:
Public Hearing:
Second Reading:

TOWN OF FORT MILL

Gynn H. Savage, Mayor

LEGAL REVIEW

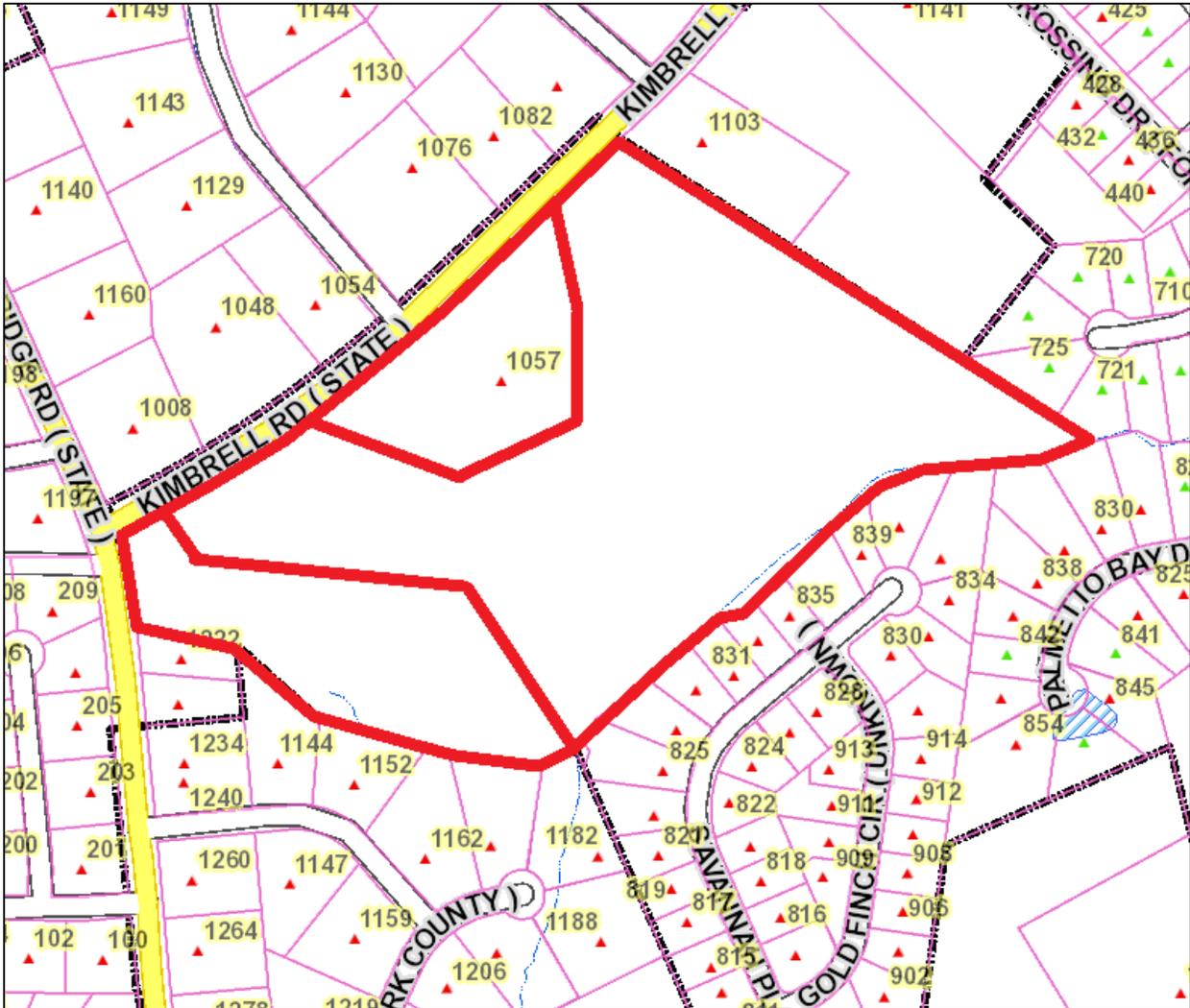
ATTEST

Barron B. Mack, Jr, Town Attorney

Virginia C. Burgess, Town Clerk

Exhibit A

York County Tax Map Numbers 020-11-01-195, 020-11-01-196 and 020-11-01-197
Property Map



Planning Commission Meeting
April 19, 2016
Old Business Item

Rezoning Ordinance: Pecan Ridge Subdivision

An ordinance amending the Zoning Map of the Town of Fort Mill so as to change the zoning designation for York County Tax Map Numbers 020-13-01-067, 020-13-01-068 and 020-13-01-069 (A/K/A the future Pecan Ridge subdivision), such parcels containing approximately 74.53 +/- acres located on Whites Road, from R-5 Residential to R-7 Residential

Background / Discussion

This draft rezoning ordinance corresponds to council's request to eliminate the R-5 Residential zoning district, and replace it with an R-7 zoning district.

The Pecan Ridge subdivision, located on Whites Road, is currently zoned R-5. The property was rezoned from PND to R-5 in January 2014. A development agreement, also approved in January 2014, limits the total number of single-family homes to 200 (2.68 dwelling units per acre).

A preliminary plat has been approved for the Pecan Ridge project, which contains 192 residential lots (2.58 dwelling units per acre). By virtue of having a development agreement and an approved plat, the project is vested to develop under the requirements of the R-5 district for a period of five years, regardless of any changes to the town's zoning ordinance.

Recommendation

Should council elect to eliminate the R-5 Residential district, then the Pecan Ridge subdivision will need to be rezoned to R-7, or some other zoning district.

If council chooses to rezone the property, the 192 planned residential lots may still be developed under the requirements of the R-5 district; however, all future residences will become non-conforming with the new R-7 zoning designation.

This request is a policy decision of town council.

Joe Cronin
Planning Director
April 14, 2016

STATE OF SOUTH CAROLINA
TOWN COUNCIL FOR THE TOWN OF FORT MILL
ORDINANCE NO. 2016-___

AN ORDINANCE AMENDING THE ZONING MAP OF THE TOWN OF FORT MILL SO AS TO CHANGE THE ZONING DESIGNATION FOR YORK COUNTY TAX MAP NUMBERS 020-13-01-067, 020-13-01-068 AND 020-13-01-069 (A/K/A THE FUTURE PECAN RIDGE SUBDIVISION), SUCH PARCELS CONTAINING APPROXIMATELY 74.53 +/- ACRES LOCATED ON WHITES ROAD, FROM R-5 RESIDENTIAL TO R-7 RESIDENTIAL

Pursuant to the authority granted by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, BE IT ENACTED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

Section I. The Zoning Map of the Town of Fort Mill is hereby amended to change the zoning designation for York County Tax Map Numbers 020-13-01-067, 020-13-01-068 and 020-13-01-069 (also known as the future “Pecan Ridge” subdivision), such parcels containing a total of 74.53 +/- acres located on Whites Road, from R-5 Residential to R-7 Residential. A property map of the parcels subject to this rezoning Ordinance is included in the attached Exhibit A.

Section II. Severability. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section III. Conflicting Ordinances Repealed. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section IV. Effective Date. This ordinance shall be effective from and after the date of adoption.

SIGNED AND SEALED this ____ day of _____, 2016, having been duly adopted by the Town Council for the Town of Fort Mill on the ____ day of _____, 2016.

First Reading:
Public Hearing:
Second Reading:

TOWN OF FORT MILL

Guynn H. Savage, Mayor

LEGAL REVIEW

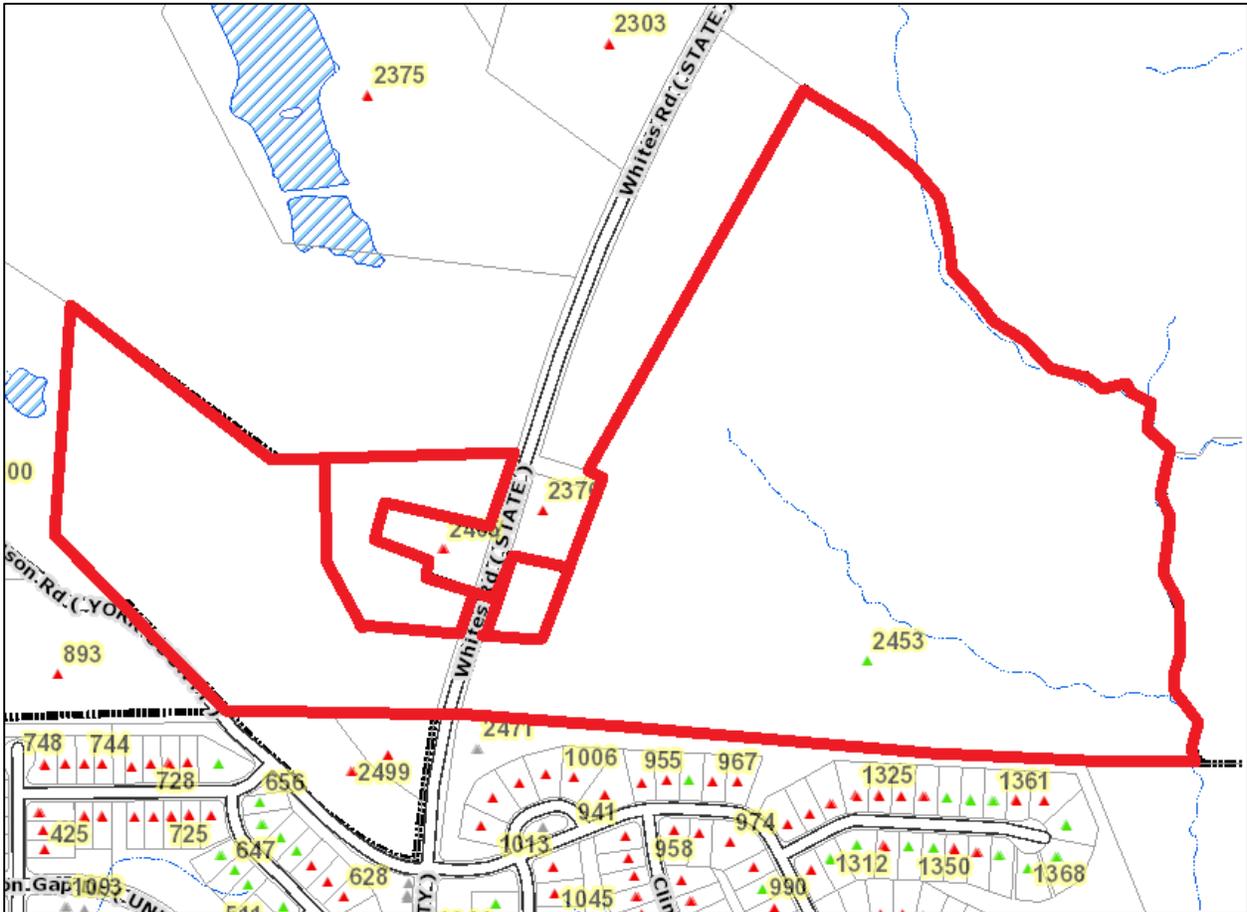
ATTEST

Barron B. Mack, Jr, Town Attorney

Virginia C. Burgess, Town Clerk

Exhibit A

York County Tax Map Numbers 020-13-01-067, 020-13-01-068 and 020-13-01-069
Property Map



Planning Commission Meeting
April 19, 2016
Old Business Item

Rezoning Ordinance: Springview Meadows Subdivision

An ordinance amending the Zoning Map of the Town of Fort Mill so as to change the zoning designation for the Springview Meadows subdivision, containing 97 parcels on approximately 46.0 +/- acres located on Angel Oak Drive, Crescent Moon Drive and Palm Drive, from R-5 Residential to R-7 Residential

Background / Discussion

This draft rezoning ordinance corresponds to council's request to eliminate the R-5 Residential zoning district, and replace it with an R-7 zoning district.

The Springview Meadows subdivision, located off US Hwy 21 Bypass north of Springfield Parkway, is currently zoned R-5. The property was annexed in January 2014 with a zoning designation of R-5.

A preliminary plat has been approved for the Springview Meadows project, which contains 87 residential lots (1.89 dwelling units per acre). All 87 lots have been recorded to date, and nearly half of which have been built out. By virtue of having an approved development plan, the project is vested to develop under the requirements of the R-5 district, regardless of any changes to the town's zoning ordinance.

Recommendation

Should council elect to eliminate the R-5 Residential district, then the Springview Meadows subdivision will need to be rezoned to R-7, or some other zoning district.

If council chooses to rezone the property, the remaining residential lots may still be developed under the requirements of the R-5 district; however, all future residences (87 in total) will become non-conforming with the new R-7 zoning designation.

This request is a policy decision of town council.

Joe Cronin
Planning Director
April 14, 2016

STATE OF SOUTH CAROLINA
TOWN COUNCIL FOR THE TOWN OF FORT MILL
ORDINANCE NO. 2016-___

AN ORDINANCE AMENDING THE ZONING MAP OF THE TOWN OF FORT MILL SO AS TO CHANGE THE ZONING DESIGNATION FOR THE SPRINGVIEW MEADOWS SUBDIVISION, CONTAINING 97 PARCELS ON APPROXIMATELY 46.0 +/- ACRES LOCATED ON ANGEL OAK DRIVE, CRESCENT MOON DRIVE AND PALM DRIVE, FROM R-5 RESIDENTIAL TO R-7 RESIDENTIAL

Pursuant to the authority granted by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, BE IT ENACTED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

Section I. The Zoning Map of the Town of Fort Mill is hereby amended to change the zoning designation for all those parcels referenced in the attached Exhibit A, such parcels containing a total of 46.0 +/- acres located on Angel Oak Drive, Crescent Moon Drive and Palm Drive, from R-5 Residential to R-7 Residential. A property map of the parcels subject to this rezoning Ordinance is included in the attached Exhibit B.

Section II. Severability. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section III. Conflicting Ordinances Repealed. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section IV. Effective Date. This ordinance shall be effective from and after the date of adoption.

SIGNED AND SEALED this ____ day of _____, 2016, having been duly adopted by the Town Council for the Town of Fort Mill on the ____ day of _____, 2016.

First Reading:
Public Hearing:
Second Reading:

TOWN OF FORT MILL

Guynn H. Savage, Mayor

LEGAL REVIEW

ATTEST

Barron B. Mack, Jr, Town Attorney

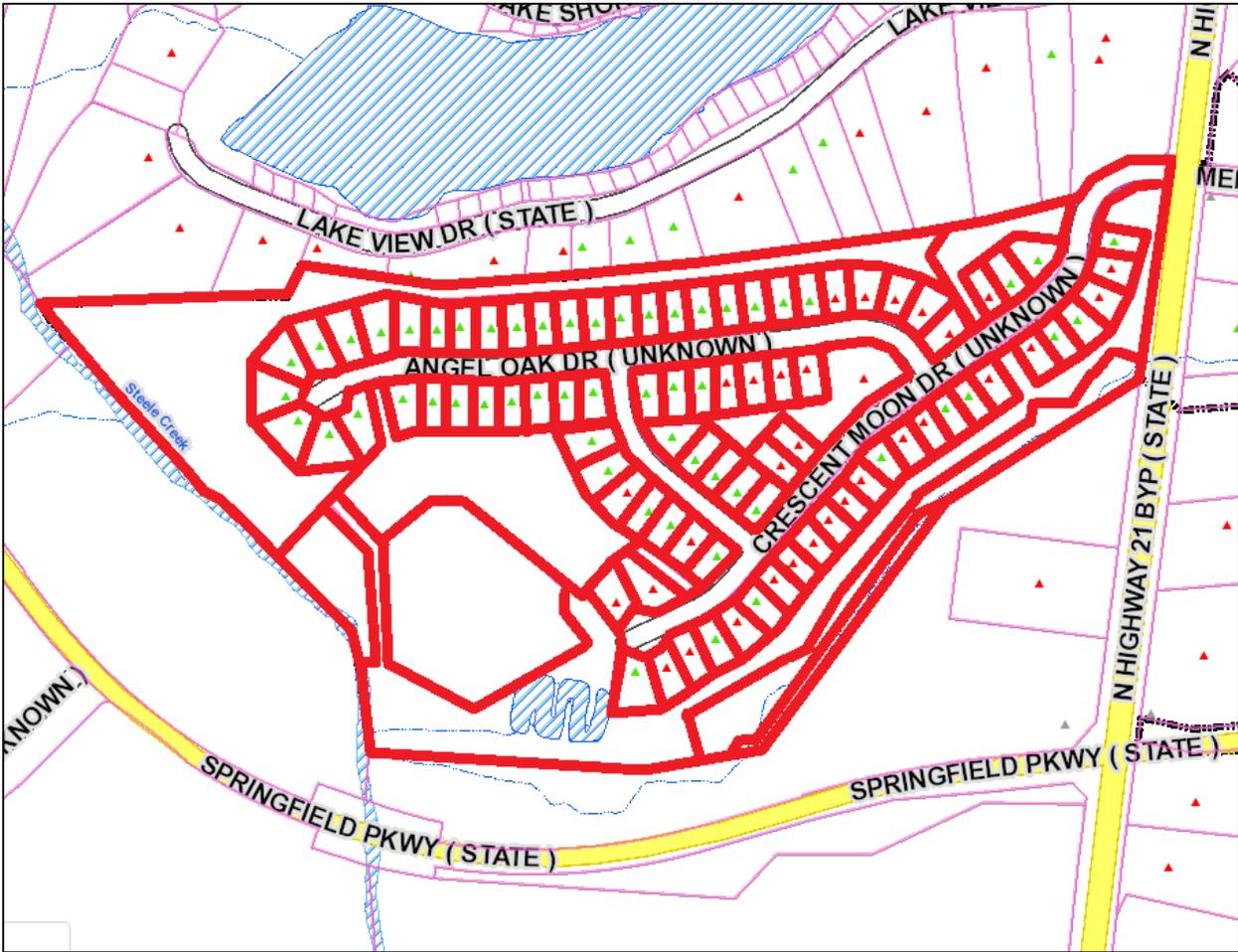
Virginia C. Burgess, Town Clerk

EXHIBIT A

Springview Meadows Subdivision
York County Tax Map Numbers:

020-29-01-001, 020-29-01-002, 020-29-01-003, 020-29-01-004, 020-29-01-005, 020-29-01-006,
020-29-01-007, 020-29-01-008, 020-29-01-009, 020-29-01-010, 020-29-01-011, 020-29-01-012,
020-29-01-013, 020-29-01-014, 020-29-01-015, 020-29-01-016, 020-29-01-017, 020-29-01-018,
020-29-01-019, 020-29-01-020, 020-29-01-021, 020-29-01-022, 020-29-01-023, 020-29-01-024,
020-29-01-025, 020-29-01-026, 020-29-01-027, 020-29-01-028, 020-29-01-029, 020-29-01-030,
020-29-01-031, 020-29-01-032, 020-29-01-033, 020-29-01-034, 020-29-01-035, 020-29-01-036,
020-29-01-037, 020-29-01-038, 020-29-01-039, 020-29-01-040, 020-29-01-041, 020-29-01-042,
020-29-01-043, 020-29-01-044, 020-29-01-045, 020-29-01-046, 020-29-01-047, 020-29-01-048,
020-29-01-049, 020-29-01-050, 020-29-01-051, 020-29-01-052, 020-29-01-053, 020-29-01-054,
020-29-01-055, 020-29-01-056, 020-29-01-057, 020-29-01-058, 020-29-01-059, 020-29-01-060,
020-29-01-061, 020-29-01-062, 020-29-01-063, 020-29-01-064, 020-29-01-065, 020-29-01-066,
020-29-01-067, 020-29-01-068, 020-29-01-069, 020-29-01-070, 020-29-01-071, 020-29-01-072,
020-29-01-073, 020-29-01-074, 020-29-01-075, 020-29-01-076, 020-29-01-077, 020-29-01-078,
020-29-01-079, 020-29-01-080, 020-29-01-081, 020-29-01-082, 020-29-01-083, 020-29-01-084,
020-29-01-085, 020-29-01-086, 020-29-01-087, 020-29-01-088, 020-29-01-089, 020-29-01-090,
020-29-01-091, 020-29-01-092, 020-29-01-093, 020-29-01-094, 020-29-01-095, 020-29-01-096,
& 020-29-01-097

Exhibit B
Springview Meadows Subdivision
Property Map



Planning Commission Meeting
April 19, 2016
Old Business Item

Rezoning Ordinance: Sutton Mill Subdivision

An ordinance amending the Zoning Map of the Town of Fort Mill so as to change the zoning designation for the Sutton Mill subdivision, containing 97 parcels on approximately 33.5 +/- acres located on Brookcrest Lane, Misty Morning Court, Spring Blossom Trail and Still River Way, from R-5 Residential to R-7 Residential

Background / Discussion

This draft rezoning ordinance corresponds to council's request to eliminate the R-5 Residential zoning district, and replace it with an R-7 zoning district.

The Sutton Mill subdivision, located between Sutton Road and Harris Road, is currently zoned R-5. The property was annexed in January 2014 with a zoning designation of R-5.

A preliminary plat has been approved for the Sutton Mill project, which contains 93 residential lots (2.78 dwelling units per acre). A total of 91 lots have been recorded to date, and nearly half of which have been built out. By virtue of having an approved development plan, the project is vested to develop under the requirements of the R-5 district, regardless of any changes to the town's zoning ordinance.

Recommendation

Should council elect to eliminate the R-5 Residential district, then the Sutton Mill subdivision will need to be rezoned to R-7, or some other zoning district.

If council chooses to rezone the property, the remaining residential lots may still be developed under the requirements of the R-5 district; however, all future residences (93 in total) will become non-conforming with the new R-7 zoning designation.

This request is a policy decision of town council.

Joe Cronin
Planning Director
April 14, 2016

STATE OF SOUTH CAROLINA
TOWN COUNCIL FOR THE TOWN OF FORT MILL
ORDINANCE NO. 2016-___

AN ORDINANCE AMENDING THE ZONING MAP OF THE TOWN OF FORT MILL SO AS TO CHANGE THE ZONING DESIGNATION FOR THE SUTTON MILL SUBDIVISION, CONTAINING 97 PARCELS ON APPROXIMATELY 33.5 +/- ACRES LOCATED ON BROOKCREST LANE, MISTY MORNING COURT, SPRING BLOSSOM TRAIL AND STILL RIVER WAY, FROM R-5 RESIDENTIAL TO R-7 RESIDENTIAL

Pursuant to the authority granted by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, BE IT ENACTED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

Section I. The Zoning Map of the Town of Fort Mill is hereby amended to change the zoning designation for all those parcels referenced in the attached Exhibit A, such parcels containing a total of 33.5 +/- acres located on Brookcrest Lane, Misty Morning Court, Spring Blossom Trail and Still River Way, from R-5 Residential to R-7 Residential. A property map of the parcels subject to this rezoning Ordinance is included in the attached Exhibit B.

Section II. Severability. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section III. Conflicting Ordinances Repealed. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section IV. Effective Date. This ordinance shall be effective from and after the date of adoption.

SIGNED AND SEALED this ____ day of _____, 2016, having been duly adopted by the Town Council for the Town of Fort Mill on the ____ day of _____, 2016.

First Reading:
Public Hearing:
Second Reading:

TOWN OF FORT MILL

Guynn H. Savage, Mayor

LEGAL REVIEW

ATTEST

Barron B. Mack, Jr, Town Attorney

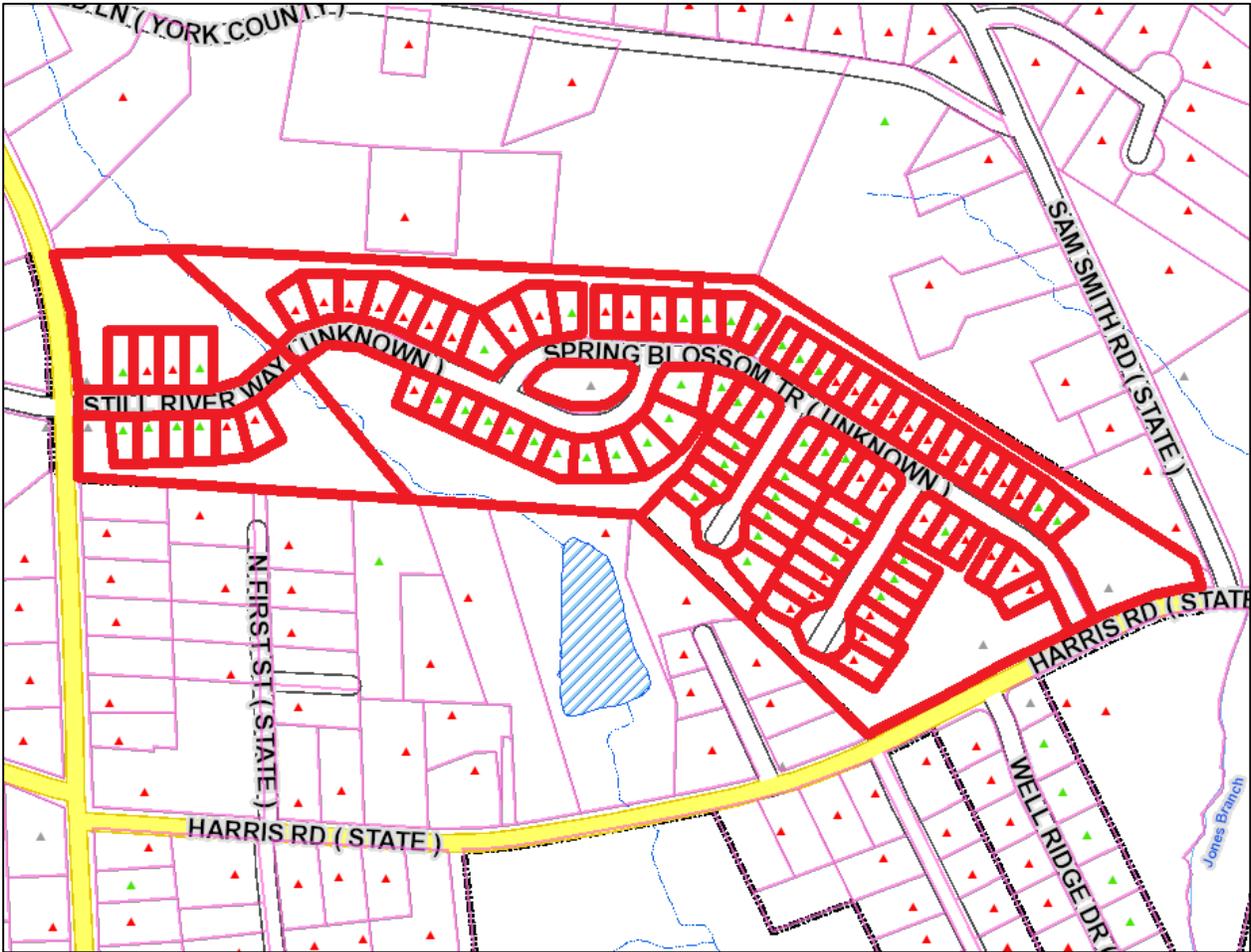
Virginia C. Burgess, Town Clerk

EXHIBIT A

Sutton Mill Subdivision
York County Tax Map Numbers:

020-25-01-029, 020-25-01-030, 020-25-01-031, 020-25-01-032, 020-25-01-033, 020-25-01-034,
020-25-01-035, 020-25-01-036, 020-25-01-037, 020-25-01-038, 020-25-01-039, 020-25-01-040,
020-25-01-041, 020-25-01-042, 020-25-01-043, 020-25-01-044, 020-25-01-045, 020-25-01-046,
020-25-01-047, 020-25-01-048, 020-25-01-049, 020-25-01-050, 020-25-01-051, 020-25-01-052,
020-25-01-053, 020-25-01-054, 020-25-01-055, 020-25-01-056, 020-25-01-057, 020-25-01-058,
020-25-01-059, 020-25-01-060, 020-25-01-061, 020-25-01-062, 020-25-01-063, 020-25-01-064,
020-25-01-065, 020-25-01-066, 020-25-01-067, 020-25-01-068, 020-25-01-069, 020-25-01-070,
020-25-01-071, 020-25-01-072, 020-25-01-073, 020-25-01-074, 020-25-01-075, 020-25-01-076,
020-25-01-077, 020-25-01-078, 020-25-01-079, 020-25-01-080, 020-25-01-081, 020-25-01-082,
020-25-01-083, 020-25-01-084, 020-25-01-085, 020-25-01-086, 020-25-01-087, 020-25-01-088,
020-25-01-089, 020-25-01-090, 020-25-01-091, 020-25-01-092, 020-25-01-093, 020-25-01-094,
020-25-01-095, 020-25-01-096, 020-25-01-097, 020-25-01-098, 020-25-01-099, 020-25-01-100,
020-25-01-101, 020-25-01-102, 020-25-01-103, 020-25-01-104, 020-25-01-105, 020-25-01-106,
020-25-01-107, 020-25-01-108, 020-25-01-109, 020-25-01-110, 020-25-01-111, 020-25-01-112,
020-25-01-113, 020-25-01-114, 020-25-01-115, 020-25-01-116, 020-25-01-117, 020-25-01-118,
020-25-01-119, 020-25-01-120, 020-25-01-121, 020-25-01-122, 020-25-01-123, 020-25-01-124,
& 020-25-01-125

Exhibit B
Sutton Mill Subdivision
Property Map



Planning Commission Meeting
April 19, 2016
New Business Item

Annexation Request: Haire Village

An ordinance annexing York County Tax Map Numbers 738-00-00-045, 738-00-00-046 & 738-00-00-077, containing approximately 48.0 +/- acres located on Haire Road (*Ward 4: Moody*)

Background / Discussion

The town has received an annexation application from Bonnie H. Blanton, Brenda B. Tyson et al, and Billy Ray Haire et al, the owners of record for York County Tax Map Numbers 738-00-00-045, 738-00-00-046 & 738-00-00-077. These parcels contain a total of 48.0 +/- acres located along Haire Road, near N Dobys Bridge Road and the future Phase 2 of the Fort Mill Southern Bypass.

The property is contiguous to land owned by Max Hinson Jr. et al (zoned MXU), Glenrock Baptist Church (zoned R-25) and the Town of Fort Mill (zoned R-10). Therefore, the subject property meets the contiguous requirement as established by state law.

The subject parcels are currently zoned RD-II per York County GIS. The county's RD-II district allows single-family residences (10,000 sf per dwelling), townhomes (2,000 sf per unit), apartments and condominiums. The district also allows child/adult care centers, religious uses, manufactured home subdivisions, parks, nursing facilities and schools. The RD-II District also requires a minimum open space of 20%. The property is currently vacant.

The applicant has requested a zoning designation of MXU Mixed Use. The MXU district allows any mixture of permitted uses proposed by the applicant and approved by the town council. Such uses and densities must be defined and approved in project-specific development standards/conditions, or in a development agreement between the applicant and the town. (Note: The proposed concept plan and development standards/conditions are included as a separate agenda item.)

The minimum lot size for residential uses in the MXU district varies from 2,400 SF for residential "cottages," to 1,100 SF per unit for townhouses, rowhouses and multi-family uses. Commercial, office, and civic uses have no minimum lot area, while industrial uses must be located on lots 20,000 SF or greater. The MXU district contains a minimum open space requirement of 20%, as well as a project edge buffer of 35' along property lines adjacent to existing residential development.

As shown in the attached concept plan and development conditions, the applicant (Catalyst Group LLC) is requesting approval to develop a maximum of 585 residential dwelling units on the property. This would include 305 market rate apartments, 80 age-restricted (55+) attached residential units, and an age restricted (55+) continuing care retirement facility with up to 200 dwelling units. Up to 16,000 square feet of retail, office and/or municipal uses would also be

permitted. The development conditions would also allow for the inclusion of common open space and neighborhood amenities.

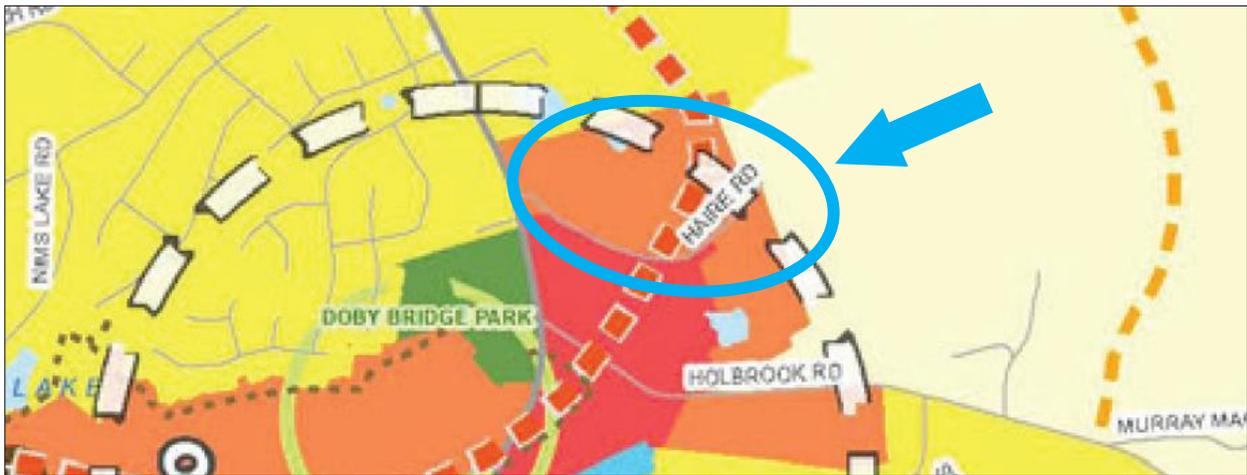
Recommendation

The property is contiguous to the town limits and is, therefore, eligible for annexation.

The majority of subject property is located within, and adjacent to, an area that has been designated as “High Density Residential” on the Town of Fort Mill’s Future Land Use Map, last updated in January 2013. High Density is generally defined as six or more dwelling units per acre, and may include a mix of single- and multi-family development.

The majority of the property is located in Node 8. The Comprehensive Plan recommends the following types of development within Node 8:

“Development in Node 8 will primarily be higher density residential near the center of the node and along the Fort Mill Southern Bypass, with neighborhood commercial near the intersection of Doby’s Bridge Road and the Bypass, and medium density residential near the periphery including townhomes and apartments, transitions to single family detached homes to the east and south near the river.”



The Planning Department believes that the following items should warrant additional discussion and/or consideration:

Density / Zoning Designation

The proposed development conditions for the Haire Village MXU project include up to 585 residential units on approximately 48.0 +/- acres, or approximately 11.94 dwelling units per acre. Continuing care retirement facilities are often classified as “commercial” development. If the proposed 200 continuing care units are removed from the total unit count, the overall density would drop to 7.86 units per acre. Both of these densities are generally consistent with the recommendations of the comprehensive plan.

Traffic Impact

A traffic impact analysis (TIA) shall be required prior to the approval of any site specific development plans. Because phase 2 of the Fort Mill Southern Bypass will bisect the property, the majority of the traffic impact will likely be on the bypass; however, additional impact would be expected on N Dobys Bridge Road and Haire Road. Of the 585 proposed units, 34.2% will be continuing care units, and 13.7% will be age-restricted single-family units. According to ITE Trip Generation Rates, the traffic impact of age-restricted units is significantly less than non-age restricted units.

The table below illustrates the anticipated traffic impact (daily, AM hour and PM hour) for all proposed development types:

Development Type	ITE Weekday Trips	Projected Trips
Apartment	6.65 / DU	2,028 (Daily) 156 (AM) / 189 (PM)
Senior Adult Housing-Attached	3.44 / DU	275 (Daily) 16 (AM) / 20 (PM)
Congregate Care Facility	2.02 / DU	404 (Daily) 12 (AM) / 34 (PM)
Commercial (General Office)	11.03 / 1,000 SF	176 (Daily) 25 (AM) / 24 (PM)
TOTAL		2,883 (Daily) 209 (AM) / 267 (PM)

* For comparison purposes, a single-family residence generates 9.52 trips per day (ITE)

Utility Impact

The subject property is located in the town's service area, and would be served by the town's water and sewer system. As with all other projects, any upgrades necessary to serve the project (including upgrades to existing facilities) would be borne by the applicant.

Fire Service

The subject property is located approximately 2.5 miles (ordinary driving distance) from the town's main fire station on Tom Hall Street. This would be within the ISO recommended distance of 5 miles. The town's recently adopted CIP identifies a need for a second fire station in the southeastern region. The developer has offered to make a 2.1 acre site available within the project for a future fire station.

School Impact

The property is planned to contain a mixture of market rate and age-restricted housing. Residential units will be subject to the School District's \$2,500 impact fee per residence

(\$762,500 for 305 apartments and \$200,000 for 80 single-family units), as well as the school district's bond millage. Age-restricted units are not projected to have any enrollment impact to the school district, while the 305 market-rate apartments are projected to generate 70 elementary school students, 31 middle school students, and 46 high school students.

Based on the future land use map and recommendations from the 2013 Comprehensive Plan update, staff believes that the zoning designation requested (and accompanying concept plan) are consistent with previously adopted plans. Therefore, staff recommends in favor of annexation with a zoning designation of MXU.

Nothing in this report shall be deemed a guarantee that water and/or sewer service/capacity will be available at the time of development. The property shall also be subject to a TIA prior to approval of a preliminary plat. Any improvements deemed necessary as a result of the TIA would be the responsibility of the applicant.

Joe Cronin
Planning Director
April 15, 2016

TOWN OF FORT MILL
APPLICATION FOR ZONING MAP AMENDMENT

APPLICANT(S):

NAME	ADDRESS	PHONE NUMBER
<i>GA</i>		
The Catalyst Group	5000 Research Ct, Ste 750 Summerville, GA 30024	404-428-7084

Area of Subject Property: 13.56 acres and/or _____ square feet

What is the CURRENT zoning for the parcel(s)? RD-II

What is the proposed zoning for the parcel(s)? MXU

Does the applicant own all of the property within the zoning proposal? Yes

State the proposed change and reason(s) for request: (Attach additional sheets if needed)

Re-zone for Continuing care retirement center, apartments and retail.

As Owner(s) of the property described below, I/we request that our property be rezoned as indicated.

TAX MAP NUMBER	PROPERTY ADDRESS	OWNER	OWNER'S SIGNATURE
7380000045	1966 Haise Rd /		
	1822 Doby Bridge Rd	Dawn H. Alantor	<i>Dawn H. Alantor</i>

Please return application and fee to: Town of Fort Mill, PO Box 159, Fort Mill, SC 29716

TOWN OF FORT MILL
APPLICATION FOR ZONING MAP AMENDMENT

APPLICANT(S):

NAME	ADDRESS	PHONE NUMBER
The Catalyst Group	5000 Research Ct, Suwanee, Georgia	404-428-7081

Area of Subject Property, 12.71 acres and/or _____ square feet

What is the CURRENT zoning for the parcel(s)? RD II

What is the proposed zoning for the parcel(s)? MXU

Does the applicant own all of the property within the zoning proposal? No

State the proposed change and reason(s) for request: (Attach additional sheets if needed)

Annexed into city of Ft Mill and rezoning into a mixed use 40 acre project featuring markets, retail and a senior community.

All Owner(s) of the property described below, I/we request that our property be rezoned as indicated.

TAX MAP NUMBER	PROPERTY ADDRESS	OWNER	OWNER'S SIGNATURE
734000000.77	2040 Haire Rd	Billy R Haire	Billy R Haire
"	TGD "	CARL L. HAIRE, JR	Carl L. Haire, Jr
"	"	Susan L Haire	Susan L Haire
"	"	Dena C Haire	Dena C Haire
"	"	Averitt Ashworth	Averitt Ashworth
"	"	Roxanne H. Nivens	Roxanne H. Nivens
"	"	Priscilla Haire Putman	Priscilla Haire Putman

Please return application and fee to: Town of Fort Mill, P.O. Box 159, Fort Mill, SC 29716

Date:

Dennis Pieper
Town Manager
Town of Fort Mill
PO Box 159
Fort Mill, SC 29716

Re: Request for Annexation

Dear Mr. Pieper:

As the owners of the property indicated below, I/we respectfully request that the Town of Fort Mill annex the property into the Town limits. I/we also request that the property be zoned upon annexation as indicated. Thank you for your consideration.

Property Address: _____

Tax Map Number: 73 0000 0046

Total Acreage: _____

Zoning Designation Requested: MXU (Mixed Use)

Property Owners:

Print Name(s):

Signature(s):

Lynnell Simmons Bailey

Lynnell Simmons Bailey

John W. Maye

John W. Maye

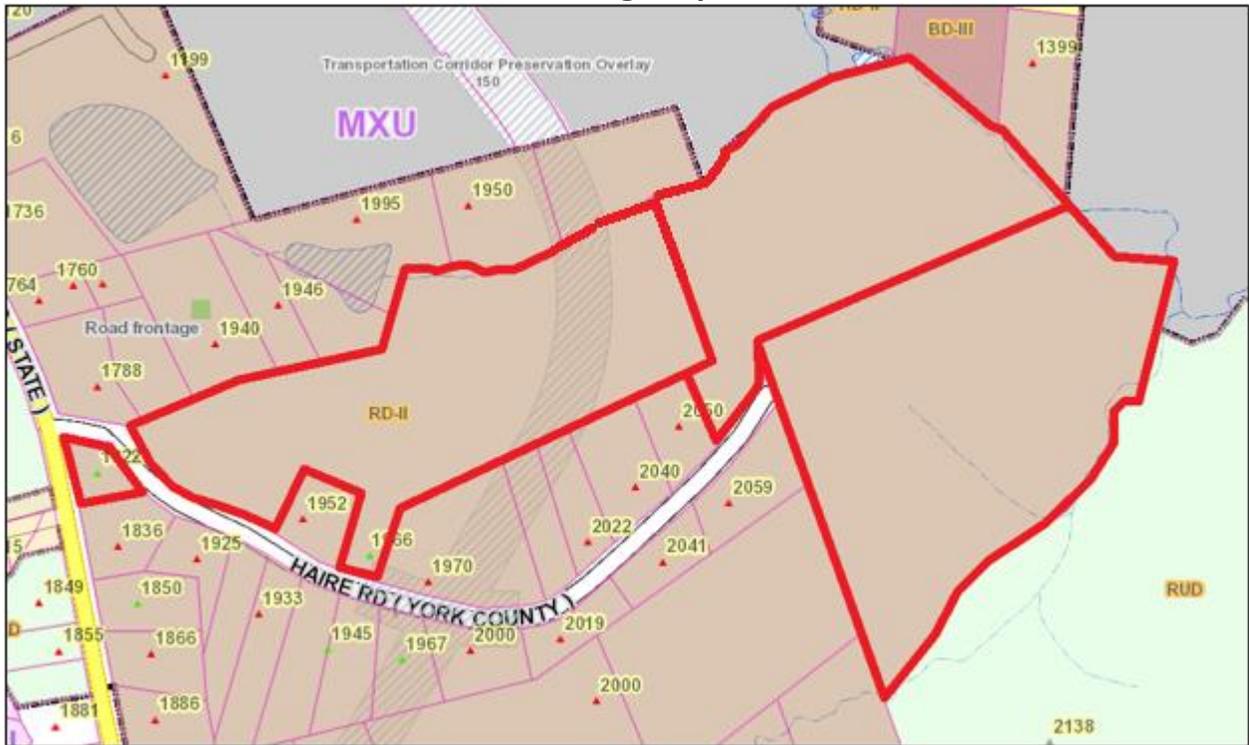
Brenda B. Tyson

Brenda B. Tyson

Ronald H. Bailey

Ronald H. Bailey

Zoning Map



Aerial Image



STATE OF SOUTH CAROLINA
TOWN COUNCIL FOR THE TOWN OF FORT MILL
ORDINANCE NO. 2016-___

AN ORDINANCE ANNEXING YORK COUNTY TAX MAP NUMBERS 738-00-00-045, 738-00-00-046 & 738-00-00-077, CONTAINING APPROXIMATELY 48.0 +/- ACRES LOCATED ON HAIRE ROAD

WHEREAS, a proper petition was submitted to the Fort Mill Town Council on April 6, 2016, by Bonnie H. Blanton, Brenda B. Tyson et al, and Billy Ray Haire et al (the "Property Owners"), requesting that York County Tax Map Numbers 738-00-00-045, 738-00-00-046 & 738-00-00-077, said parcels being owned fully by the Property Owners, be annexed to and included within the corporate limits of the Town of Fort Mill under the provisions of S.C. Code Section 5-3-150(3); and

WHEREAS, the Planning Commission of the Town of Fort Mill, in a duly called meeting on April 19, 2016, made its recommendation in favor of annexation, and that upon annexation, the aforesaid area shall be zoned under the Town's Zoning Code, as follows: MXU Mixed Use; and

WHEREAS, a public hearing was advertised and held at 7:00 pm on May 9, 2016, 2016, during a duly called regular meeting of the Town Council of the Town of Fort Mill; and

WHEREAS, Section 5-3-150(3) of the Code of Laws of the State of South Carolina, as amended, provides that any area or property which is contiguous to a municipality may be annexed to the municipality by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation. Upon the agreement of the governing body to accept the petition and annex the area, and the enactment of an ordinance declaring the area annexed to the municipality, the annexation is complete; and

WHEREAS, using the definition of "contiguous" as outlined in S.C. Code Section 5-3-305, the Town Council has determined that the above referenced property is contiguous to property that was previously annexed into the corporate limits of the Town of Fort Mill; and

WHEREAS, the Town Council has determined that annexation would be in the best interest of both the property owner and the Town of Fort Mill;

NOW, THEREFORE, BE IT ORDAINED by the Town Council of the Town of Fort Mill in Council assembled:

SECTION I. Annexation. It is hereby declared by the Town Council of the Town of Fort Mill, in Council assembled, that the incorporated limits of the Town of Fort Mill shall be extended so as to include, annex and make a part of said Town, the described area of territory above referred to, being more or less 48.0 +/- acres, the same being fully described in Exhibit "A" attached hereto, and contiguous to land already within the Town of Fort Mill. Pursuant to S.C. Code Section 5-3-110, this annexation shall include the whole or any part of any street, roadway, or highway abutting the above referenced property, not exceeding the width thereof, provided such street, roadway or

highway has been accepted for and is under permanent public maintenance by the Town of Fort Mill, York County, or the South Carolina Department of Transportation.

SECTION II. Zoning Classification of Annexed Property. The above-described property, upon annexation into the corporate limits of the Town of Fort Mill, shall be zoned, as follows: MXU Mixed Use.

SECTION III. Voting District. For the purpose of municipal elections, the above-described property, upon annexation into the incorporated limits of the Town of Fort Mill, shall be assigned to and made a part of Ward Four (4).

SECTION IV. Notification. Notice of the annexation of the above-described area and the inclusion thereof within the incorporated limits of the Town of Fort Mill shall forthwith be filed with the Secretary of State of South Carolina (SCSOS), the South Carolina Department of Public Safety (SCDPS), and the South Carolina Department of Transportation (SCDOT), pursuant to S.C. Code § 5-3-90(E).

SECTION V. Severability. If any section, subsection, or clause of this ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

SECTION VI. Effective Date. This ordinance shall be effective from and after the date that the Property Owners transfer the above-described property to the Catalyst Group, LLC, through a deed recorded in the Office of the Register of Deeds, York County, South Carolina. If the property is not transferred within one hundred and twenty (120) days from the date of adoption, this ordinance shall be of no force or effect.

SIGNED AND SEALED this ____ day of _____, 2016, having been duly adopted by the Town Council for the Town of Fort Mill on the ____ day of _____, 2016.

First Reading:
Public Hearing:
Second Reading:

TOWN OF FORT MILL

Gynn H. Savage, Mayor

LEGAL REVIEW

ATTEST

Barron B. Mack, Jr, Town Attorney

Virginia Burgess, Town Clerk

EXHIBIT A

Property Description

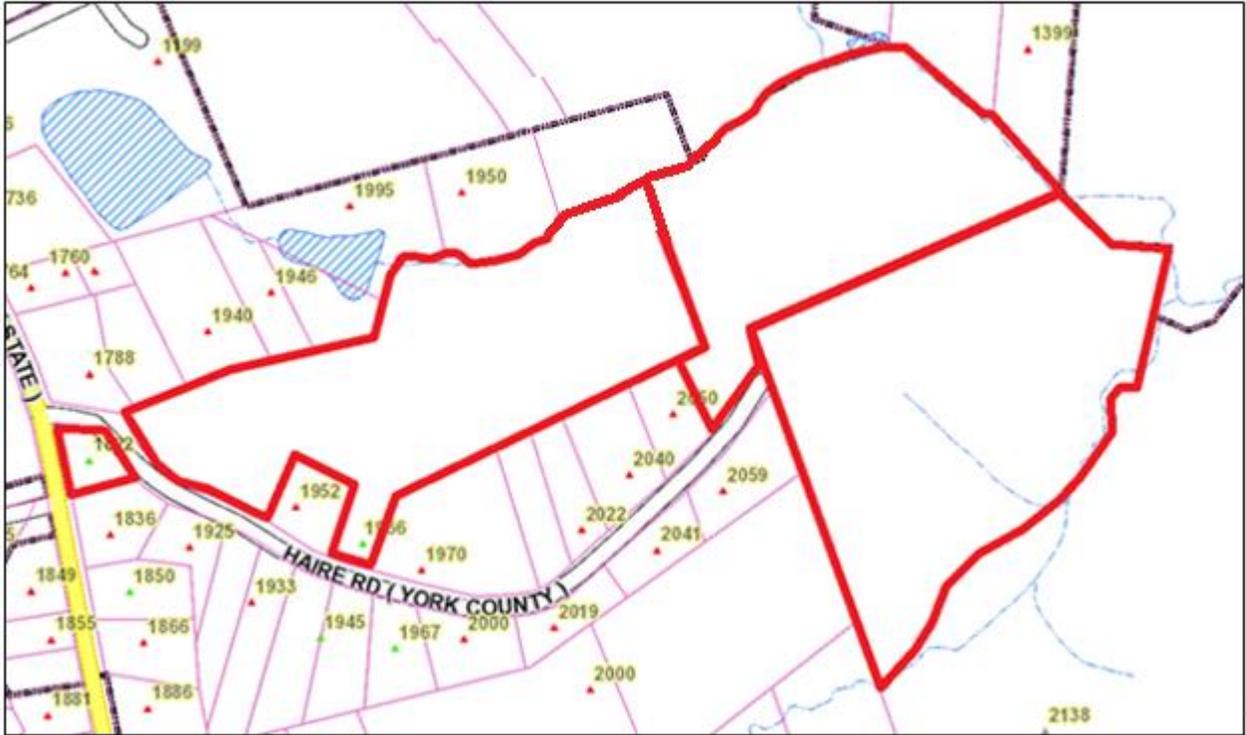
All those certain pieces, parcels or tracts of land lying, being and situate in Fort Mill Township, County of York, State of South Carolina, containing 48.0 +/- acres, more or less, containing all the property shown in the map attached as Exhibit B, and being more particularly described as York County Tax Map Numbers 738-00-00-045, 738-00-00-046 & 738-00-00-077.

Pursuant to S.C. Code Section 5-3-110, this annexation shall include the whole or any part of any street, roadway, or highway abutting the above referenced property, not exceeding the width thereof, provided such street, roadway or highway has been accepted for and is under permanent public maintenance by the Town of Fort Mill, York County, or the South Carolina Department of Transportation.

EXHIBIT B

Property Map

York County Tax Map Numbers
738-00-00-045, 738-00-00-046 & 738-00-00-077



**Planning Commission Meeting
April 19, 2016
New Business Item**

Mixed Use Concept Plan & Development Conditions: Haire Village MXU Project

An ordinance adopting a Mixed Use Concept Plan & Development Conditions for the Haire Village MXU Project

Background / Discussion

The Planning Commission is asked to review and provide a recommendation on a proposed mixed use concept plan and development conditions for the Haire Village MXU Project, located on York County Tax Map Numbers 738-00-00-045, 738-00-00-046 & 738-00-00-077. These parcels contain a total of 48.0 acres located on Haire Road, near N. Dobys Bridge and phase 2 of the future Fort Mill Southern Bypass. The property owners have requested annexation of these parcels into the town limits with a zoning designation of MXU Mixed Use. The annexation request is listed as a separate action item on the agenda.

As shown in the attached concept plan and development conditions, the applicant is requesting approval to develop a maximum of 585 residential dwelling units on the property. This would include 305 market rate apartments, 80 age-restricted (55+) single-family attached residential units, and an age restricted (55+) continuing care retirement facility with up to 200 dwelling units. Up to 16,000 square feet of retail, office and/or municipal uses would also be permitted. The development conditions would also allow for the inclusion of common open space and neighborhood amenities.

As required by the MXU ordinance, the project will require a minimum of 20% open space. Additional development standards, including lot dimensions and setbacks, are shown in the proposed development conditions.

New residential development on the property will be accessed by Fort Mill Parkway (under construction), Haire Road, and N Dobys Bridge Road. A traffic impact analysis will be required prior to the commencement of any land clearing or development activities.

The draft concept plan and development conditions requested by the applicant are attached for consideration.

Recommendation

As noted in the previous agenda item, the majority of the property is located within an area that has been designated as “High Density Residential” on the Town of Fort Mill’s Future Land Use Map, last updated in January 2013. The comprehensive plan identifies “High Density” as six or more dwelling units per acre. The proposed density is consistent with the recommendations of the 2013 Comprehensive Plan update.

In reviewing the proposed development conditions, staff would recommend the following modifications:

- 2(B)(iii): Retail, office or municipal: In the area at the southeast corner of the entrance road to the market rate apartments and Fort Mill Parkway, no more than 10,000 square feet of single story, office or municipal use shall be allowed having minimum dimensional standards as specified in section 15, along with any incidental or accessory uses in connection therewith, which are permitted by right or under prescribed conditions in the Mixed Use Zoning District or as part of the Haire Village MXU Development. In the event the city of Fort Mill determines that it has a desired use for this portion of the development, Developer will transfer this parcel (up to 2.1 acres) to the city of Fort Mill. *We need to specify whether this will be a property donation, as well as the time frame for such donation to take place (ie. at the time of preliminary plat approval)*
- 15(d)(ii): Minimum side yard: 5 feet. *This would apply in the event where multiple units are located on a single lot (such as duplexes, triplexes, etc.). Single-family attached units (such as townhomes) are generally located on individual lots, however. In instances where a shared wall is located on a property line, no side yard setback should required.*
- 15(f): Perimeter Buffer Yards: Perimeter Buffer yards between the Haire Farms Mixed Use Development and adjacent properties will be in accordance with Article II, Section 19.4(K) of the Zoning Ordinance. The buffer shall be a natural, undisturbed wooded area where possible, and shall count towards the provision of open space for the development where the buffer is not platted and made part of an individual, privately owned lot. Where an existing natural, undisturbed wooded area does not exist, a planted buffer shall be required in conformance with the buffer standards of Article II, Section 19.4(K) of the Zoning Ordinance. *Perimeter buffers are not shown on portions of the concept plan. These should be included.*
- New Section *All streams and waterways on the Haire Village MXU Project drain to an impaired waterway (Sugar Creek). Therefore, a natural buffer of 45' (average) shall be provided on each side of all streams and waterways.*
- New Section Corridor Overlay District (COD/COD-N)
Portions of the Haire Village MXU project are located within the Corridor Overlay District. As such, development on the site shall be subject to the requirements of Article II, Section 24 (COD/COD-N Corridor Overlay District Standards. In the event that the requirements of the overlay district are stricter than those in the underlying zoning district or the proposed development conditions established within these Development

Conditions, then the provisions of the overlay district shall apply. The provisions of the “COD-N” overlay shall apply to all portions of the property which fall within the Corridor Overlay District, including areas which may be located outside a “Node,” as defined in the Town’s Comprehensive Plan.

New Section *Architectural Requirements & Building Materials*

Primary exterior building materials for the proposed structures that are to be constructed on site shall include a combination of the following materials: brick, stone, fiber cement siding, and other high quality materials. As part of the Corridor Overlay District, building elevations for commercial and multi-family structures will be subject to appearance review before the Planning Commission.

Joe Cronin
Planning Director
April 15, 2016

STATE OF SOUTH CAROLINA
TOWN COUNCIL FOR THE TOWN OF FORT MILL
ORDINANCE NO. 2016-__

AN ORDINANCE ADOPTING A MIXED USE CONCEPT PLAN & DEVELOPMENT
CONDITIONS FOR THE HAIRE VILLAGE MXU PROJECT

WHEREAS, the parcels currently or formerly known York County Tax Map Numbers 738-00-00-045, 738-00-00-046 & 738-00-00-077, containing approximately 48.0 +/- acres located on Haire Road, was annexed to and made a part of the Town of Fort Mill by ordinance adopted on _____, 2016; and

WHEREAS, by ordinance of the Fort Mill Town Council, the above referenced parcel was zoned as follows: MXU Mixed Use; and

WHEREAS, Article II, Section 19(5)(D)(1)(a), of the Zoning Ordinance for the Town of Fort Mill, requires as part of the approval process that a Mixed Use Development Project shall contain a concept plan and, if applicable, development conditions; and

WHEREAS, the applicant has submitted Development Conditions as shown within the attached "Exhibit A," and a Concept Plan as shown within the attached "Exhibit B," both of which have been reviewed by the Fort Mill Planning Commission and the Fort Mill Town Council and found to be consistent with the Town's Comprehensive Plan;

NOW, THEREFORE, pursuant to the authority granted by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, BE IT ORDAINED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

Section I. Pursuant to Article II, Section 19(5)(D)(3), of the Zoning Ordinance for the Town of Fort Mill, the Development Conditions for the Haire Village MXU project are hereby adopted as shown within the attached "Exhibit A." Where any conflicts exist between the Development Conditions and the Subdivision Ordinance or Zoning Ordinance for the Town of Fort Mill, the provisions specified within the Development Conditions shall apply. A copy of these development conditions shall be maintained on file in the office of the Town Clerk and the Zoning Administrator.

Section II. Pursuant to Article II, Section 19(5)(D)(4), of the Zoning Ordinance for the Town of Fort Mill, the Concept Plan for the Haire Village MXU project is hereby adopted as shown within the attached "Exhibit B." A copy of this Concept Plan shall be maintained on file in the office of the Town Clerk and the Zoning Administrator.

Section III. The provisions of this ordinance shall apply to the parcels currently or formerly known as York County Tax Map Numbers 738-00-00-045, 738-00-00-046 & 738-00-00-077, containing approximately 48.0 +/- acres located on Haire Road.

Section IV. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section V. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section VI. Effective Date. This ordinance shall be effective from and after the date that the Property Owners transfer the above-described property to the Catalyst Group, LLC, through a deed recorded in the Office of the Register of Deeds, York County, South Carolina. If the property is not transferred within one hundred and twenty (120) days from the date of adoption, this ordinance shall be of no force or effect.

SIGNED AND SEALED this ____ day of _____, 2016, having been duly adopted by the Town Council for the Town of Fort Mill on the ____ day of _____, 2016.

First Reading:
Public Hearing:
Second Reading:

TOWN OF FORT MILL

Gynn H. Savage, Mayor

LEGAL REVIEW

ATTEST

Barron B. Mack, Jr, Town Attorney

Virginia Burgess, Town Clerk

Exhibit A.

**Development Standards & Conditions
Haire Village MXU Project**

DRAFT
DEVELOPMENT STANDARDS & CONDITIONS
Haire Village MXU Project

Project Development Standards

1. Purpose of District

The purpose of the mixed-use development (MXU) district is to encourage flexibility in the development of land in order to promote its most appropriate use; to improve the design, character, and quality of new development; to facilitate the provision of infrastructure, and to preserve the natural and scenic features of open areas. This district is intended for the appropriate integration of a wide range of residential and non-residential uses. The district is intended for use in connection with developments where the town has determined that the quality of a proposed new development will be enhanced by flexibility in the planning process.

2. Platting Requirements

Platting requirements will be in accordance with Article II-PLAT REQUIREMENTS, of Chapter 32-SUBDIVISIONS, of the Town of Fort Mill Municipal Ordinance. Where possible, plats will comply with Article II, Section 19.3(C) of the Zoning Ordinance.

3. Bonding Requirements

Bonding requirements will be in accordance with Section 32.104-SURETY BOND, Article IV- REQUIRED IMPROVEMENTS, of Chapter 32, of the Town of Fort Mill Municipal Ordinance.

Haire Village MXU Conditional Notes

1. General Provisions

Each proposal for the development under MXU district is anticipated to be unique. Except as provided by this section, an MXU district shall be subject to all of the applicable standards, procedures and regulations in other sections of the zoning ordinance.

The development depicted on the Mixed Use Development Concept Plan is intended to reflect the arrangement of proposed uses on the site, but the final configuration, placement and the size of individual site elements may be altered or modified within the limits of the Ordinance and the standards established on the Development Standards Sheet during design development and construction phases. Street alignment and lot layout width and depth dimensions may be modified to accommodate final building layout and lot locations. The Petitioner reserves the right to modify the total number of lots identified within individual parcels or phases, reallocate units from a parcel or phase to another, or reconfigure lots and

street layouts, provided the total number of lots for the entire residential development does not exceed the maximum total number permitted.

These standards, as established by the Technical Sheet, as set out below and as depicted on the Mixed Use Development Concept Plan shall be followed in connection with development taking place on the site. Standards established by the Sutton Road Development Standards Sheet and Sutton Road Mixed Use Development Concept Plan shall supersede the Fort Mill Subdivision Ordinance and Zoning Ordinance in effect at the date of approval.

2. Permitted Uses

A) Residential

- i) Subject to the requirements set out below, a maximum of 585 residential units and its attendant parking may be constructed on the site either attached or detached.
- ii) Apartments: Market rate apartments shall be limited to 305 units anywhere in the area east of Fort Mill Parkway having minimum dimensional standards as specified in section 15, along with any incidental or accessory uses in connection therewith, which are permitted by right or under prescribed conditions in the Mixed Use Zoning District or as part of the Haire Village MXU Development.
- iii) Continuing Care Retirement Community: A maximum of 200 units of for sale or for rent, age restricted (minimum 55+ years of age, excepting management employees) residential units shall be allowed in the area of the development between Dobys Bridge Road and Fort Mill Parkway having minimum dimensional standards as specified in section 15, along with any incidental or accessory uses in connection therewith, which are permitted by right or under prescribed conditions in the Mixed Use Zoning District or as part of the Haire Village MXU Development.
- iv) Seniors For Sale Housing: A maximum of 80 units of attached, age restricted (minimum 55+ years of age) residential units shall be allowed in area of the development east of Fort Mill Parkway having minimum dimensional standards as specified in section 15, along with any incidental or accessory uses in connection therewith, which are permitted by right or under prescribed conditions in the Mixed Use Zoning District or as part of the Haire Village MXU Development.
- v) Common Open Space: May include landscaping, active and passive recreation, pedestrian, golf cart paths and bicycle paths.
- vi) Amenities: Amenity buildings, pool and pool facilities, athletic fields, trails, playground equipment, picnic shelters and other accessory uses commonly associated with amenity facilities.

B) Retail, Office or Municipal Use

- i) Subject to the requirement set out below, a maximum of 16,000 square feet of retail, office or Municipal Use may be constructed on the site.
- ii) Retail/office: In the site area bound by Dobys Bridge Road and Haire Road, no more than 6,000 square feet of single story, for rent retail/office shall be allowed having minimum dimensional standards as specified in section 15, along with any incidental or accessory uses in connection therewith, which are permitted by right or under prescribed conditions in the Mixed Use Zoning District or as part of the Haire Village MXU Development.
- iii) Retail, office or municipal: In the area at the southeast corner of the entrance road to the market rate apartments and Fort Mill Parkway, no more than 10,000 square feet of single story, office or municipal use shall be allowed having minimum dimensional standards as specified in section 15, along with any incidental or accessory uses in connection therewith, which are permitted by right or under prescribed conditions in the Mixed Use Zoning District or as part of the Haire Village MXU Development. In the event the city of Fort Mill determines that it has a desired use for this portion of the development, Developer will transfer this up to 2.1 acres to the city of Fort Mill.

3. Density

The maximum Gross Residential Unit density will not exceed 15.0 units per acre and/or 585 total units. Individual phases may have higher or lower densities, but the overall project may not exceed 15.0 units per acre. Open space areas shall be included in the calculations for gross residential density.

The maximum Retail/Office density will not exceed more than 10,000 square feet per acre and or 16,000 total square feet.

4. Streets

Minimum dimensions and design standards for each street type shall follow a consistent standard. The standards for each street shall follow one of the following:

- a) Public Residential Street: In accordance with the Town standards outlined in the Fort Mill Subdivision Ordinance.
- b) All Residential Streets: Shall be designed to provide a stop condition no more than 1,000 feet apart. This will be accomplished by "T" intersections where practical. Where this is

not practical due to site constraints, posted stop signs at intersection (s) within the 1,000-foot street length will be installed.

- c) Cul-de-sacs: Shall conform to standards in the Fort Mill Subdivision Ordinance, except that alternative cul-de-sacs and loop streets shall be permitted to have landscaped islands, provided that the dimensions of these islands will accommodate the turn-around of fire trucks without backing up. Subdrains will be provided behind the island curb if irrigation is installed within the cul-desac island. Cul-de-sac lengths may vary as shown on the Haire Village MXU Concept Plan. Haire Village Mixed Use Development will provide landscaped island where feasible. Landscaped islands are subject to approval of the Town of Fort Mill Fire department.
- d) Sidewalks: Will be installed on at least one side of all public streets. At the Developer's option, additional sidewalks may be installed. Where possible, the Developer shall install sidewalk and/or trail connections from the development to the neighboring school property.
- e) Block Lengths: Block lengths shall be a maximum of 1,000 feet.

5. Vehicular Access and Road Improvements

- a) Vehicular access: Access shall be provided to Fort Mill Parkway, Haire Road and Dobys Bridge Road., in the general locations as shown on the Mixed Use Development Concept Plan. Minor adjustments to the locations of street and driveway entrances may occur, as required to meet state and local agency standards, or as a result of further site investigation and coordinate with final subdivision and site plan design.
- b) Improvements to Existing Roads: A traffic impact analysis (TIA) shall be completed prior to the commencement of any land clearing or construction activities. The developer shall be responsible for installing any necessary public roadway improvements identified within the TIA as required by SCDOT and the Town of Fort Mill, to the extent such improvements are found necessary to accommodate future traffic from the Haire Village project.
- c) Coordination: The developer shall coordinate where feasible with neighboring property owners regarding stub road locations and future roadway connections.

6. Landscaping

Landscaping will be provided in accordance with Article II, Section 19.4(J) of the Zoning Ordinance. Existing vegetation will be retained and maintained to the extent feasible.

7. Open Space

Common open space will be provided, to be platted and recorded separately from other uses. Open space (excluding dedicated greenways) will be owned and maintained by a

Homeowner's Association or Property Owners Association. Any dedicated greenways will be included in allowable open space calculations. A minimum of 20% of the total development area shall be open space.

8. Parking and Loading

Parking, loading, and other requirements for each permitted use and platted lot will be in accordance with the requirements of Article I, Section 7, Subsection I for the Fort Mill Zoning Ordinance subject to the petitioner's ability to include parking spaces located within units with garages as eligible spaces meeting said requirements.

9. Access to Lots

Access (curb cuts) to each platted lot must comply with standards set forth in the Fort Mill Zoning and Subdivision Ordinances.

10. Signage

A proposed project signage package shall be provided for approval by the town. All signs shall meet the requirements of Article II, Section 19.4(1), Subsections 1, and 2 of the Zoning Ordinance. Approval to not be unreasonably withheld.

11. Building Heights

Proposed building heights will not exceed 60 feet. Building height shall be measured in accordance with Article II, Section 19.4(D) of the Zoning Ordinance.

12. Improvements

The developer will be responsible for installation of required streets, utilities, common areas, amenity improvements, open space, storm drainage, and buffer yards, which pertain specifically to the project.

13. Changes

- a) Petitioner/Developer understands that upon approval of the Mixed Use Development by the Town Council, any changes that are proposed which are considered to be of a minor nature such as adjustments or relocation of streets, lots, and open space; or adjustments to interior parcel boundaries, parcel sizes, or lot sizes and quantities, may be approved by the Fort Mill staff through an administrative review process. Other minor changes may be made to the list of permitted uses, unit mixture, reallocation of unit types, relocation of uses, buffer yards, landscaping and open space standards throughout the project, shall be subject to review and approval through an administrative process by the Fort Mill staff.

- b) Significant changes to the Mixed Use Development Concept Plan which include changes increasing overall project dwelling unit count, land use summary, location of primary access points to the property and adding acreage are all considered to be major site plan changes and are subject to approval by the Town Council in accordance with Chapter 32 of the Fort Mill Municipal Ordinance.

14. Construction Schedule and Phasing

This development will be constructed in phases. Proposed phasing will be determined and approved during the Preliminary Plat process.

15. Development Standards

Design Standards-Storm drainage and utilities (including sanitary sewer, gas, electric, telephone and cable television) may occur within landscape corridors.

- a) Maximum Residential Density: 15.0 dwelling units per acre
- b) Maximum Retail/Office Density: 10,000 square feet per acre
- c) Impervious Surface Ratio: 80% for single family detached, 85% remaining uses
- d) Residential Development
 - i. Minimum front building setbacks (from street r/w): 20 feet
 - ii. Minimum side yard: 5 feet
 - iii. Minimum side yard at corner lots (from street r/w): 10 feet
 - iv. Minimum rear yard: 20 feet
 - v. Minimum street frontage: 30 feet
 - vi. Minimum lot size: 2,400
- e) Office/Retail Development
 - i. Minimum front building setbacks (from street r/w): 30 feet
 - ii. Minimum side yard: 5 feet
 - iii. Minimum side yard at corner lots (from street r/w): 10 feet
 - iv. Minimum rear yard: 20 feet
 - v. Minimum street frontage: 80 feet
 - vi. Minimum lot size: 20,000
- f) Buffer Yards: Perimeter Buffer yards between the Haire Village Mixed Use Development and adjacent properties will be in accordance with Article II, Section 19.4(K) of the Zoning Ordinance. The buffer shall be a natural, undisturbed wooded area where possible, and shall count towards the provision of open space for the development where the buffer is not platted and made part of an individual, privately owned lot. Where an existing natural, undisturbed wooded area does not exist, a planted

buffer shall be required in conformance with the buffer standards of Article II, Section 19.4(K) of the Zoning Ordinance

- g) Petitioner reserves the right to construct a minimum 6-foot high opaque fence, wall, berm, or combination thereof in order to satisfy buffer and/or screening requirements. In the event that the petitioner or their assignee decides to install a fence, wall, or berm, they may reduce buffer area dimensions by 25%. Buffer Yards will be designed in a manner to allow openings of an appropriate width in order to allow pedestrian connectivity. Utilities and right of ways are allowed to be located in buffer areas where needed.

16. Model Homes

Model homes may be constructed within residential areas at the developer's discretion. Mobile temporary sales offices shall be allowed on site at the developer's discretion. Model Homes with offices or mobile temporary sales offices and mobile temporary construction offices are limited to one per every 50 units.

17. Lot Transfer and Recording

Lots may be transferred or recorded by means of posting appropriate surety bonds as referenced in Sec. 32.104.

18. Water and Sewer

The Developer understands that water and sewer will be provided by the Town of Fort Mill for all lots within the Mixed Use Development. The Developer shall construct or cause to be constructed at Developer's cost all necessary water and sewer service infrastructure to, from, and within the Property. The developer will comply with all DHEC and the Town of Fort Mill water and sewer specifications. The Property shall be subject to all current and future water connection/capacity fees imposed by the Town, provided such fees are applied consistently and in the same manner to all similarly-situated property within the Town limits. A water and sewer "willingness and capability letter" must be received from the Town of Fort Mill Engineering Department prior to obtaining a grading permit for any portion of the development utilizing the Town of Fort Mill water and sewer. Treatment capacity at the Town's municipal wastewater treatment plant will not be reserved until a sewer system construction permit has been issued for the Project by the South Carolina Department of Health and Environmental Control (SCDHEC). Notwithstanding the provisions referenced above, nothing in these Development Conditions shall preclude the Town and Developer from entering into a separate Utility Agreement for cost-sharing of sewer transmission systems when such agreement may be of mutual benefit to both parties. In the event that a utility agreement is reached with the petitioner and the Town of Fort Mill, that agreement shall be implemented into the project design based on the requirements and specifications outlined in the agreement.

19. Applicable Ordinances

This development will be subject to the standards and requirements for the Fort Mill Subdivision Ordinance and Zoning Ordinance in effect at the date of approval by the Town of Fort Mill or as superseded by the provisions of the Haire Village Mixed Use Development Concept Plan and Technical Data Sheet, as approved by the Town of Fort Mill.

20. Ten Year Vested Right

Due to the size of the proposed development and the level of Petitioner's investment, the Petitioner requests and has been granted a ten (10) year vested right for construction of this project. The ten year vesting period shall commence upon final approval of these development conditions.

21. Annexation

Land parcels comprising Haire Village is currently a part of unincorporated York County and will be subject to these Development Standards & Conditions if annexed into the city of Fort Mill, South Carolina.

22. Binding Effect of the Rezoning Documents

If this Rezoning Petition is approved, all conditions applicable to development of the site imposed under the Rezoning Concept Plan and Development Standards Sheet will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the site and their respective successors in interest and assigns. Upon approval of the Rezoning Concept Plan and Development Standards Sheet by the Town of Fort Mill the Petitioner agrees to record above listed documents at the York County register of deeds office within 120 days of annexation of the subject property into Fort Mill, South Carolina.

23. Restrictive Covenants

Covenants will be created and recorded with the office of the county clerk of court prior to the approval of a plat or issuance of a building permit for a vertical building on the property. Covenants shall be in accordance with Article II, Section 19.3(D) of the Fort Mill Zoning Ordinance. 24. Municipal Tax District (MID) Option The petitioner reserves the right to have the ability to pursue a Municipal Tax District (MID) for the Haire Village MXU project, with the cooperation of the Town of Fort Mill; for the use of on and off site infrastructure improvements. MID District shall be in accordance with state and local government requirements.

24. Development Impact Fees

The Property shall be subject to all current and future development impact fees imposed by the Town, provided such fees are applied consistently and in the same manner to all similarly-situated property within the Town limits. For the purpose of this Agreement, the term

“development impact fees” shall include, but not be limited to, the meaning ascribed to such term in the South Carolina Development Impact Fee Act, Sections 6-1-910, et seq, of the SC Code of Laws. 15 Exhibit B.

Exhibit B.

**Concept Plan
Haire Village MXU Project**



ILLUSTRATIVE PLAN



LOCATION MAP



**Planning Commission Meeting
April 19, 2016
New Business Item**

Street Renaming Request: Self Street (3 Segments)

Request from York County Department of Public Safety Communications to rename three segments of road currently named “Self Street” in the Town of Fort Mill

Background / Discussion

The Planning Commission is asked to review and approve new names for three street segments currently named “Self Street” behind and adjacent to Walter Y. Elisha Park in Fort Mill. While in the past it is possible these street connected, their current configuration is segmented to create separate streets with the duplicate name.

Section 6-29-1200(A) of the SC Code of Laws Requires the following:

A local planning commission created under the provisions of this chapter shall, by proper certificate, approve and authorize the name of a street or road laid out within the territory over which the commission has jurisdiction. It is unlawful for a person in laying out a new street or road to name the street or road on a plat, by a marking or in a deed or instrument without first getting the approval of the planning commission. Any person violating this provision is guilty of a misdemeanor and, upon conviction, must be punished in the discretion of the court.

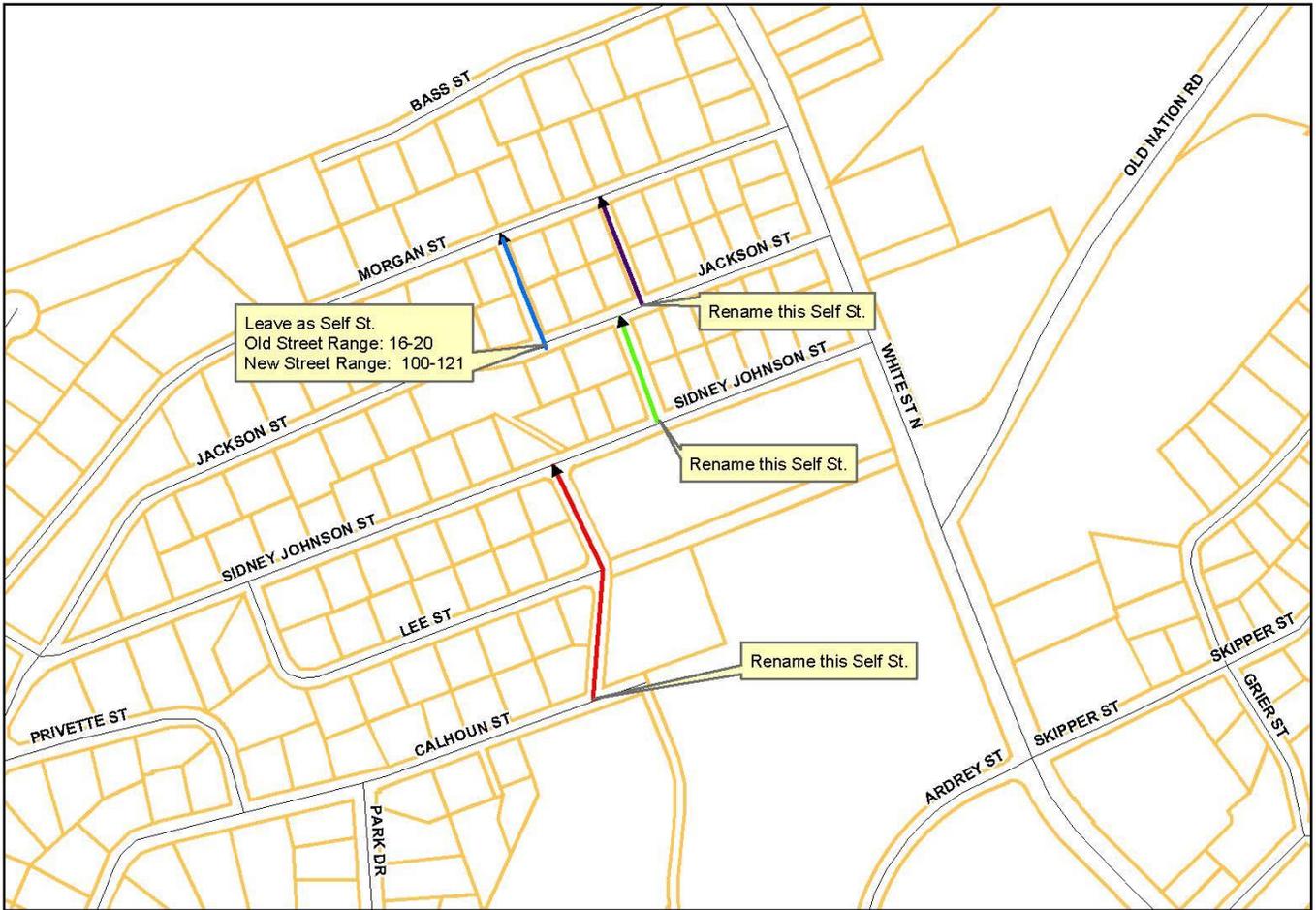
The three segments that require renaming are marked on the attached map in purple, green, and red. The county has approved and reserved the following list of names for the consideration of the Planning Commission:

- Millport Street
- Looms Way
- Spindle Street
- Bobbin Street
- Spools Way

Recommendation

Staff recommends in favor of renaming the three segments of Self Street using any combination of street names chosen from the county’s approved list. The names selected shall be at the Planning Commission’s discretion.

Chris Pettit, AICP
Assistant Planner
April 15, 2016



**Self Street Edits
Fort Mill SC 29715**



**Planning Commission Meeting
April 19, 2016
New Business Item**

Capital Improvements Plan Amendment

An ordinance adopting a second amendment to the Town of Fort Mill Capital Improvements Plan for FY 2015-16 through FY 2019-2020

Background / Discussion

The Planning Commission is asked to consider an ordinance adopting a second amendment to the Town of Fort Mill Capital Improvements Plan, which was originally adopted by council on August 24, 2015 (Ordinance No. 2015-13). The CIP was adopted in conjunction with the enactment of the development impact fee ordinance, as was required by state law.

The original plans for the relocation of Town Hall anticipated the acquisition of land and construction of a new facility. The town is currently in contractual negotiations on the purchase of an existing building. Assuming the town closes on the property, it is the town's intent to relocate town hall functions into this facility, and to expand the facility shortly thereafter. Upon relocation of the town's administrative functions, the town would then expand the Fort Mill Police Department into the existing space at 112 Confederate Street.

The attached document includes amendments to the town's existing five-year CIP. These changes include amendments to the planned relocation of town as well as modifications to the estimated budget for renovating the existing town hall to serve the Police Department. Both projects would be eligible for funding from Municipal Facilities and Equipment Impact Fees.

As with all projects on the CIP, council would have the *ability* to use impact fee revenues to fund all or part of the project; however, council will not be *obligated* to use impact fee revenues, or even to complete the project. This decision will require a subsequent vote of council.

Since impact fees went into effect on October 1, 2015, the town has generated approximately \$104,000 in Municipal Facilities & Equipment Impact Fees. Currently, there are insufficient funds to fully fund either project solely through impact fee collections. Council would either need to pay for the project from an alternate funding source, and then reimburse from future impact fees; fund only a portion of the project from impact fees; or bond future impact fee revenues to finance the project.

Recommendation

Should council elect to use impact fee funds for the town hall relocation and expansion project, as well as the renovation of the existing town hall facility for use by the Police Department, then both projects **must** be included on the town's CIP.

Below is a summary of the changes included in this second amendment to the CIP:

Municipal Facilities

- Amend Original Project Name: New Town Hall
Original Cost Estimate: \$9,387,656 (YOE)
- New Project Name: Town Hall Relocation & Expansion
New Cost Estimate: \$2,577,840 (YOE)
- Amend Original Project Name: Law Enforcement Center Conversion
Original Cost Estimate: \$2,265,834 (YOE)
- New Project Name: No Change
New Cost Estimate: \$301,250 (YOE)

No work related to either project – design, land acquisition, or construction – will be eligible for impact fee funding unless the projects are included in the CIP.

Joe Cronin
Planning Director
April 15, 2016

STATE OF SOUTH CAROLINA
TOWN COUNCIL FOR THE TOWN OF FORT MILL
ORDINANCE NO. 2016-___

AN ORDINANCE ADOPTING A SECOND AMENDMENT TO THE TOWN OF FORT MILL CAPITAL IMPROVEMENTS PLAN FOR FY 2015-16 THROUGH FY 2019-2020

WHEREAS, the Town of Fort Mill Capital Improvements Plan was adopted by the Mayor and Council of the Town of Fort Mill on August 24, 2015 (Ordinance No. 2015-13); and

WHEREAS, the Town of Fort Mill Capital Improvements Plan was amended on February 8, 2016 (Ordinance No. 2016-02); and

WHEREAS, the Mayor and Council now wish to amend the Capital Improvements Plan so as to modify the plans for the relocation of Fort Mill Town Hall and expansion of the Fort Mill Police Department; and

WHEREAS, S.C. Code § 6-1-960(C) requires that changes in the Capital Improvements Plan must be approved in the same manner as approval of the original plan, to include Planning Commission review and recommendation, a public hearing, and adoption of an ordinance; and

WHEREAS, the Fort Mill Planning Commission reviewed the proposed changes to the Town of Fort Mill Capital Improvements Plan on April 19, 2016, and recommended in favor of adoption; and

WHEREAS, a public hearing was advertised and conducted on _____, 2016; and

WHEREAS, it is fitting and proper to update the Town of Fort Mill Capital Improvements Plan so as to modify the plans for the relocation of Fort Mill Town Hall and expansion of the Fort Mill Police Department;

NOW, THEREFORE, pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ORDAINED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

SECTION I. Adoption of the Amended Town of Fort Mill Capital Improvements Plan. The amended version of the Town of Fort Mill Capital Improvements Plan, attached hereto as Exhibit A, is hereby adopted. The Capital Improvements Plan shall be reviewed on an annual basis, and may, from time to time, be updated and amended by ordinance adopted by the Mayor and Town Council, pursuant to the Act.

SECTION II. Severability. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

SECTION III. Conflicting Ordinances. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION IV. Effective Date. This ordinance shall be effective from and after the date of adoption.

SIGNED AND SEALED this ____ day of _____, 2016, having been duly adopted by the Town Council for the Town of Fort Mill on the ____ day of _____, 2016.

First Reading:
Public Hearing:
Second Reading:

TOWN OF FORT MILL

Gynn H. Savage, Mayor

LEGAL REVIEW

ATTEST

Barron B. Mack, Jr, Town Attorney

Virginia C. Burgess, Town Clerk

EXHIBIT A

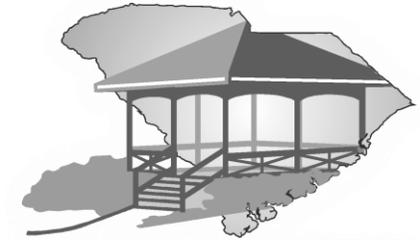
Town of Fort Mill Capital Improvements Plan
(Second Amendment)



Town of Fort Mill

Capital Improvements Plan

FY 2015-16 to 2019-20



FORT MILL

TOWN OF FORT MILL CAPITAL IMPROVEMENTS PLAN FY 2015-16 to 2019-20

Fort Mill Town Council

<i>Mayor of Fort Mill</i>	Guynn Savage
<i>Councilman Ward 1</i>	James Shirey
<i>Councilman Ward 2</i>	Ronnie Helms
<i>Councilman Ward 3</i>	Larry Huntley
<i>Councilman Ward 4</i>	Chris Moody
<i>Councilman At-Large</i>	Lisa McCarley
<i>Councilman At-Large</i>	Trudie Heemsoth

Fort Mill Town Staff

<i>Town Manager</i>	Dennis Pieper
<i>Finance Director</i>	Chantay Bouler
<i>Engineering Director</i>	Paul Mitchell
<i>Operations Director</i>	Jeff Hooper
<i>Parks & Rec. Director</i>	Brown Simpson
<i>Planning Director</i>	Joe Cronin
<i>Public Works Director</i>	Davy Broom
<i>Fire Chief</i>	Chipper Wilkerson
<i>Police Chief</i>	Jeff Helms

Prepared By:
Joseph M. Cronin
Planning Director
June 23, 2015

Adopted By:
Fort Mill Town Council
Original Version: August 24, 2015 (Ord. 2015-13)
Current Version: _____, 2016 (Ord. 2016-__)

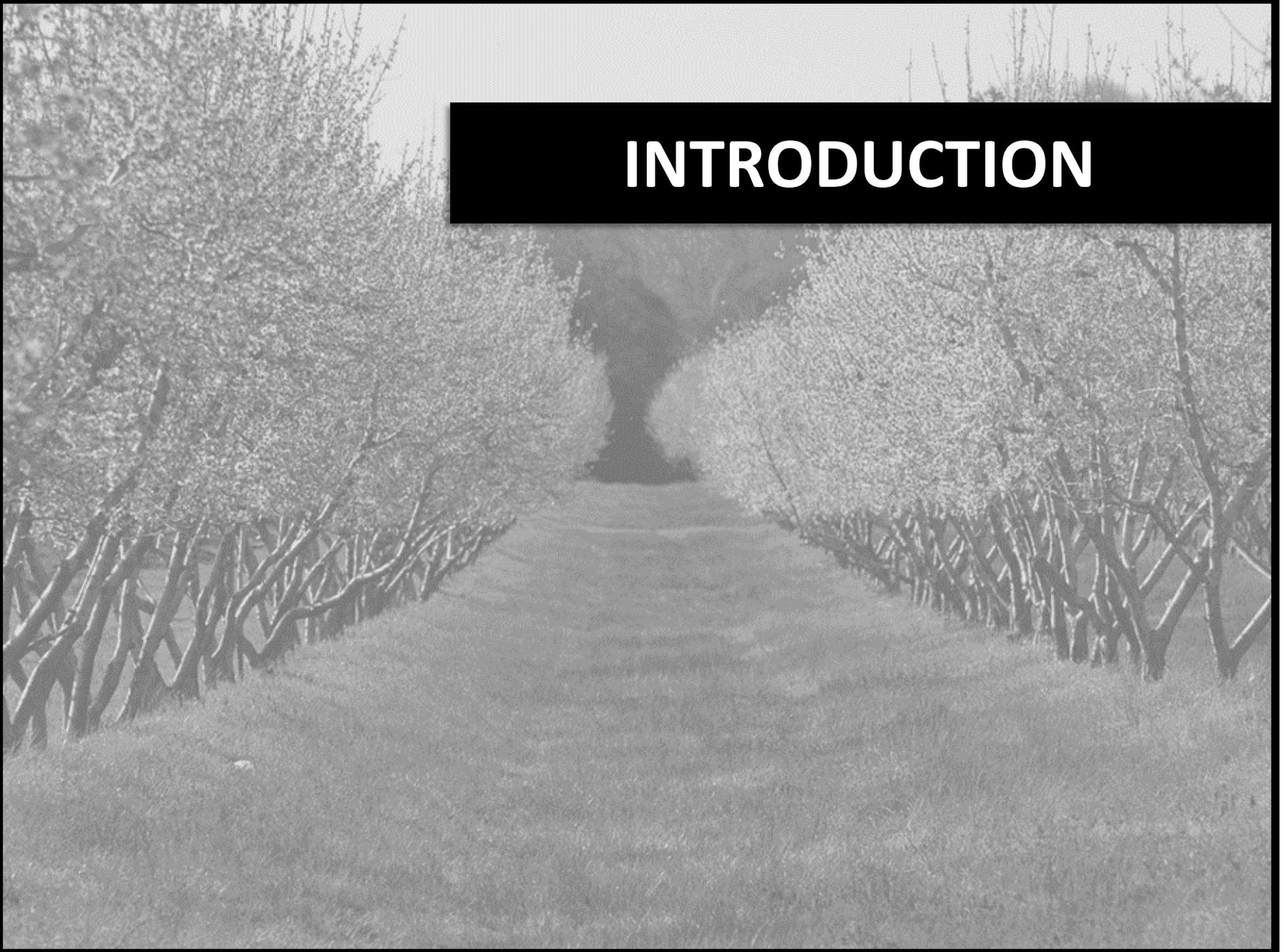


INDEX

- Chapter 1 **Introduction**
- Chapter 2 **Fire Protection**
- Fire Station #2 (Southern Region)
 - Fire Station #3 (Northern Region)
 - ISO Class 1 Fire Engine
 - Heavy Rescue Apparatus
- Chapter 3 **Parks & Recreation**
- Waterside Park
 - Gymnasium
 - Land for Future Parks (Land Only)
- Chapter 4 **Municipal Facilities**
- **Town Hall Relocation & Expansion**
 - Law Enforcement Center Conversion
 - Police Substation (Southern Region)
 - Police Substation (Northern Region)
 - Downtown Parking Enhancements
 - Public Works Operations Center (Land Only)
 - Asphalt Paving Equipment
 - Fully Automated Refuse Trucks (Garbage)
 - Knuckle Boom Trucks
 - Tandem Dump Truck
 - Track Hoe

- Chapter 5 **Transportation**
- Full Improvements:
- N Dobys Bridge Road (Phase 1)
 - N Dobys Bridge Road (Phase 2)
 - S Dobys Bridge Road
 - Springfield Parkway (Phase 1)
 - Springfield Parkway (Phase 2)
 - Tom Hall Street / SC Highway 160
 - N White Street / SC Highway 160
 - Whites Road
- Interim Improvements:
- N Dobys Bridge Road (Phase 1A/2A)
 - Springfield Parkway (Phase 2A)
 - N White Street / SC Hwy 160 (Phase 1)
 - Whites Road (Phase 1)
- Chapter 6 **Appendices**
- A – FY 2016-2020 CIP Summary
 - B – Project Funding Sources
 - C – 10 Year Build-Out Projection (Residential)
 - D – 10 Year Build-Out Projection (Non-Res.)
 - E – Service Unit Table
 - F – Required Contents of the CIP

INTRODUCTION



INTRODUCTION

What are Impact Fees?

As communities grow, the demands placed on surrounding infrastructure continue to rise. Eventually, these demands will necessitate additional capacity improvements to maintain adequate levels of public service.

Impact fees represent financial payments made from a developer to the local government to offset the costs of certain off-site capital improvements needed to accommodate future growth. Fees may be collected for many different public facilities and services, including: transportation, water, sewer, municipal facilities (such as public works, planning, building, engineering and general administration), storm water, police and fire protection, and parks. Impact fees generally provide a means for orderly development by mitigating the negative impacts of new growth, while passing the costs associated with new development onto developers, rather than existing taxpayers. Impact fees are most useful in communities that are experiencing rapid growth and have significant land available for development.

Many of the fastest growing communities in the state of South Carolina have adopted impact fees, including: the municipalities of Beaufort, Charleston, Goose Creek, Hilton Head Island, Mount Pleasant, Myrtle Beach, Rock Hill and Summerville; and the Counties of Beaufort, Berkeley and Dorchester. The Fort Mill School District is one of few school districts in the state that implemented an impact fee (\$2,500 per housing unit) before such fees were prohibited by the state legislature for funding school facilities.

On August 24, 2015, the Fort Mill Town Council adopted an ordinance imposing impact fees for *fire protection, parks and recreation, municipal facilities* and *transportation*, on all new development (residential and non-residential) within the town limits.

Basis for Impact Fees

The State of South Carolina grants cities and counties the authority to collect impact fees on new development pursuant to the rules and regulations set forth in the South Carolina Development Impact Fee Act (Section 6-1-910 et seq. of the SC Code of Laws).

As part of the process for developing an impact fee program, a city or county must prepare and adopt the following:

- An impact fee study report that documents existing conditions, future capital needs, replacement and implementation costs. The study also identifies the maximum allowable impact fees (by category) which may be charged in accordance with the rules and requirements of the Act. (See *Development Impact Fee Study Report for Fort Mill*, adopted by Fort Mill Town Council on April 27, 2015)
- A report that estimates the effect of impact fees on the availability and affordability of housing. (See *Housing Affordability Analysis in Support of a Development Impact Fee Study Report in Fort Mill*, adopted by Fort Mill Town Council on April 27, 2015)
- A development impact fee ordinance. (See *Ordinance No 2015-12*, adopted by Fort Mill Town Council on August 24, 2015); and
- A *Capital Improvements Plan* (CIP) that identifies capital improvements, equipment and vehicles that qualify for impact fee funding. Eligible costs may include design, engineering, acquisition, financing and construction costs. (Administrative and operating costs are not eligible for impact fee funding).

INTRODUCTION

Purpose of the Capital Improvements Plan

A Capital Improvements Plan (CIP) identifies major capital projects and equipment purchases that are anticipated to be implemented over one or more future fiscal years. Therefore, a CIP will have a longer-term horizon than an annual operating budget, typically ranging from four (4) to ten (10) years. CIP projects may be funded by local sources, such as property taxes, fees or other revenue sources; or by outside sources, such as grants and appropriations; project financing (including general obligation and/or revenue bonds); or through cost-sharing agreements with other public and/or private entities. CIP projects are typically implemented, in whole or in part, as funds become available in each fiscal year's budget. CIP's are generally reviewed and updated every one to two years, or as new capital projects are identified or completed. A CIP will also function as a management tool, a long-term financial guide, and a public statement of community goals and priorities.

This CIP document has been prepared and adopted in accordance with Section 6-1-920(3) of the South Carolina Development Impact Fee Act. This CIP is intended to identify capital improvements and capital equipment and vehicle purchases for which development impact fees may be used as a funding source.

Capital Improvements: Improvements with a useful life of five years or more, by new construction or other action, which increase or increased the service capacity of a public facility. (Section 6-1-920(2))

Capital Equipment and Vehicles: Equipment and vehicle purchases with an individual unit purchase price of not less than one hundred thousand dollars including, but not limited to, equipment and vehicles used in the delivery of public safety services, emergency preparedness services, collection and

disposal of solid waste, and storm water management and control. (Section 6-1-920(18)(g))

Eligible costs may include design, acquisition, engineering, and financing attributable to projects that qualify for impact fee funding, provided those projects have been identified within the CIP. Revenues collected by the town may not be used for administrative or operating costs, or for costs associated with imposing and enforcing the fee itself.

Revenues from impact fees must be maintained in a separate, interest-bearing account. All monies not spent within three years of the date they are scheduled to be encumbered in the CIP must be returned to the owner of record of the property for which the impact fee was collected. All refunds to private land owners must include the pro rata portion of interest earned while on deposit in the impact fee account. State law also requires that impact fee studies must be reviewed and updated no less than once every five years.

CIP Methodology

All project costs contained within the CIP are based on three factors: 2015 cost estimate, anticipated year-of-expenditure and inflation rate.

The anticipated year-of-expenditure (YOE) is based on the estimated fiscal year in which an existing facility, vehicle or piece of equipment will be over capacity, using the residential and non-residential build out projections contained within Appendix C and Appendix D of the CIP.

The following inflation rates were utilized to estimate YOE costs:

- Vehicles and equipment: 3% annually
- Land, right-of-way, and professional services: 5% annually
- Construction, site work and utility relocation: 10% annually

INTRODUCTION

Growth & Land Use Assumptions

This five-year CIP is based on residential and non-residential growth projections between 2015 and 2025, and will cover the town’s fiscal years of 2015-16 through 2019-20. The town operates on a federal fiscal year (October 1 – September 30).

The base year data contained within *Development Impact Fee Study Report for Fort Mill* includes a population estimate of 15,472 and a total employment estimate of 3,579. These estimates were drawn from the Rock Hill-Fort Mill Area Transportation Study (RFATS) Annual Socio-Economic Data Update Program (2013 Data Release).

By 2025, the town is projected to add a total of 12,703 new residents, an increase of 82.1% compared to the base year. The town is also projected to add 6,583 new employees, an increase of 183.9%. Combined, the total number of residents and employees within the town limits is expected to grow from 19,051 in 2015 to 38,337 in 2025, a net increase of 19,286, or 101.2%

The charts below provide a summary of population and employment growth projections (by land use) within the Town of Fort Mill between 2015 and 2025:

Projected Growth: Population & Employees (2015-2025)

YEAR	2015	2025	GROWTH #	GROWTH %
Population	15,472	28,175	12,703	82.1%
Employees	3,579	10,162	6,583	183.9%
TOTAL	19,051	38,337	19,286	101.2%

Residential Growth Assumptions & Population Projections

TYPE	UNITS	POP/HH	PROJ. POP.
Single-Family	3,639	2.69	9,789
Townhomes	510	2.69	1,372
Multi-Family	1,234	1.25	1,543
TOTAL	12,703	-----	12,703

Pop/HH = Population/Household (US Census Bureau)

Non-Residential Growth Assumptions & Employee Projections

TYPE	UNITS	ESR	PROJ. EMP.
Comm/Office (SF)	1,456,000	3.28	4,776
Industrial (SF)	350,000	2.04	714
Hospital (Beds)	100	2.88	288
Hotel (Rooms)	350	0.57	200
Restaurant (SF)	50,000	5.64	282
School (SF)	460,000	0.65-0.84	324
TOTAL			6,583

ESR = Employee Square Foot Ratio (ITE)

Updates & Amendments

Pursuant to Ordinance No 2015-13, adopted by Fort Mill Town Council on August 24, 2015, this CIP shall be reviewed on an annual basis, and may, from time to time, be updated and amended by ordinance adopted by the Mayor and Town Council, pursuant to the South Carolina Development Impact Fee Act.

FIRE PROTECTION



FIRE PROTECTION

Fire Station #2 (Southern Region)

<p>Project To Be Determined</p> <p>Location Dobys Bridge Road / Fort Mill Parkway Corridor</p>	<p>Estimated Project Cost 2015 Estimate: \$1,464,000 (High Option) YOE Estimate: \$1,584,900 (High Option)</p>
<p>Project Description Construction of new fire station to serve the southern portion of the town limits, including the Dobys Bridge Road, Fort Mill Parkway, Banks Road, Holbrook Road and Whites Road corridors. Option #1 (high option) would include the acquisition of land (estimated 3.0 +/- acres) and construction of new fire station (estimated at 6,000 square feet). Option #2 (low option) would include construction of a new bay (estimated at 2,700 square feet) and interior upgrades to convert an existing structure at 1881 N Dobys Bridge Road into a fully operational, 24/7 fire station. Both options may also house a co-located police substation.</p>	<p>2015 Estimate: \$659,258 (Low Option) YOE Estimate: \$721,662 (Low Option)</p> <p>Project Timeline Commence: FY 2015-16 (High Option) Completed: FY 2016-17 (High Option)</p> <p>Commence: FY 2015-16 (Low Option) Completed: FY 2015-16 (Low Option)</p>
<p>Project Justification The Fort Mill Fire Department responded to 211 service calls in the southern portion of the town limits in 2014. Between 2015 and 2025, an additional 2,733 single-family detached homes, 118 townhomes, and 608 apartments are projected to be built in the southern portion of the town limits, ranging from Sutton Road in the west to Dobys Bridge Road in the East. Up to 350,000 square feet of industrial development is projected to be developed within Bradley Industrial Park on Banks Road, and a new high school is anticipated to be constructed on Fort Mill Parkway by 2020. Portions of the town's service area, including the Preserve at River Chase subdivision, are located more than 5 miles away from the downtown station, which may trigger an automatic ISO rating of 10. In addition, traffic volumes on all major corridors are expected to increase between 2013 and 2033, which will add to the number of fire and emergency rescue calls.</p>	<p>Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, MID, TIF, York County, Proceeds from the Sale of Existing Property</p>

FIRE PROTECTION

Fire Station #2 (Southern Region) – Continued

Option #1 (High Option) – New Construction

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	337,500	321,429	5%	337,500	-	-	-	-	-
Professional Services	103,950	99,000	5%	103,950	-	-	-	-	-
Site Development	103,950	90,000	10%	49,500	54,450	-	-	-	-
Construction	1,039,500	900,000	10%	495,000	544,500	-	-	-	-
TOTAL	1,584,900	1,464,000		985,950	598,950	-	-	-	-

Option #2 (Low Option) – Add Bay to Existing Structure at 1881 N Dobys Bridge Road

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	139,973	130,450	5%	139,973	-	-	-	-	-
Site Development	165,556	150,505	10%	165,556	-	-	-	-	-
Construction	416,133	378,303	10%	416,133	-	-	-	-	-
TOTAL	721,662	659,258		721,662	-	-	-	-	-

FIRE PROTECTION

Fire Station #3 (Northern Region)

Project To Be Determined
Location Springfield Parkway / US Highway 21 Bypass Corridor

Project Description Construction of new fire station (estimated at 8,000 square feet on 3.0 +/- acres of land) to serve the northern portion of the town limits, including the Springfield Parkway, US Highway 21 Bypass and Pleasant Road corridors. This site may also house a co-located police substation.

Project Justification The Fort Mill Fire Department responded to 94 service calls in the northern portion of the town limits in 2014 (105 including mutual aid). Between 2015 and 2025, an additional 797 single-family detached homes and 235 townhomes are projected to be built along the Springfield corridor, an increase of 131% compared to 2015. Up to 375,000 square feet of new commercial development is anticipated at the intersection of Springfield Parkway and US Highway 21 Bypass. A future middle school and nearly 700 apartments are also planned for property on Pleasant Road. As new neighborhoods such as Springview Meadows, Carolina Orchards and the Pleasant/Vista property are built out, ordinary driving distances may approach, or even exceed, five miles from the existing downtown station, triggering an automatic ISO rating of 10 for affected property owners. In addition, traffic volumes on Springfield Parkway are projected to increase by as much as 150% between 2013 and 2033, which will generate additional first responder, accident and rescue calls.

Estimated Project Cost 2015 Estimate: \$2,202,000
YOE Estimate: \$2,689,950

Project Timeline Commence: FY 2015-16
Completed: FY 2017-18

Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, MID, TIF, York County

FIRE PROTECTION

Fire Station #3 (Northern Region) – Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	787,500	750,000	5%	787,500	-	-	-	-	-
Professional Services	145,530	132,000	5%	-	145,530	-	-	-	-
Site Development	159,720	120,000	10%	-	-	159,720	-	-	-
Construction	1,597,200	1,200,000	10%	-	-	1,597,200	-	-	-
TOTAL	2,689,950	2,202,000		787,500	143,530	1,756,920	-	-	-

FIRE PROTECTION

ISO Class 1 Fire Engine

Project Fire Station #3
Location Springfield Station

Estimated Project Cost 2015 Estimate: \$675,000
 YOE Estimate: \$716,108

Project Description Purchase of an ISO Class 1 Fire Engine to supply the necessary equipment for the provision of emergency fire suppression, rescue, and first responder services in the northern portion of the town limits.

Project Timeline Est. Purchase: FY 2016-17
 Est. Delivery: FY 2017-18

Project Justification To receive full ISO credit for the new Fire Station #3, a fully equipped fire engine will need to be stationed at the new facility. This vehicle, in conjunction with the new station, will ensure adequate coverage in the rapidly growing Springfield Parkway, US Highway 21 Bypass and Pleasant Road corridors See project justification for Fire Station #3 (Springfield Station) for additional information.

Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, Lease Purchase, York County

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Vehicle Purchase	716,108	675,000	3%	-	716,108	-	-	-	-
TOTAL	716,108	675,000		-	716,108	-	-	-	-

FIRE PROTECTION

Heavy Rescue Apparatus

Project Town Wide
Location Housed at the Tom Hall Street Fire Station

Estimated Project Cost 2015 Estimate: \$800,000
 YOE Estimate: \$874,182

Project Description Purchase of a Heavy Rescue Apparatus vehicle to supply the necessary equipment for the provision of technical rescue and emergency response services on a town-wide basis.

Project Timeline Est. Purchase: FY 2017-18
 Est. Delivery: FY 2018-19

Project Justification A Heavy Rescue Vehicle is a specialized apparatus designed to carry equipment for a variety of technical rescue situations, including auto accidents, building collapses, confined space rescues, and other emergencies. A Heavy Rescue Apparatus can also serve as a mobile incident command unit, provide support in the event of HazMat incidents, provide light and air support, and assist in urban search and water rescues. In 2015, the volunteer-based Fort Mill Rescue Squad announced its intent to focus on medical transport, leaving the town without dedicated technical rescue capabilities. As of 2015, the town serves an estimated population of 15,471 and 3,579 employees (19,051 total). By 2025, the population is expected to grow by 12,703, while employment will grow by 6,583 (19,286 total). Therefore, the proportion attributed to new growth (50.3%), will be eligible for impact fee funding.

Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, Lease Purchase, York County

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Vehicle Purchase	874,182	800,000	3%	-	-	874,182	-	-	-
TOTAL	874,182	800,000		-	-	874,182	-	-	-

An aerial photograph of a sports complex. The central feature is a large baseball field with a distinct infield and outfield. To the right of the field is a large parking lot with many marked spaces. Further to the right, there is a building, possibly a clubhouse or maintenance facility, and another smaller parking area. The entire complex is surrounded by a dense forest of trees. A black banner with white text is overlaid on the top right portion of the image.

PARKS & RECREATION

PARKS & RECREATION

Waterside Park

Project 25.023 Acre Tract
Location Waterside at the Catawba Subdivision

Project Description Construction of a new park on a 25.023 acre tract located near Banks Road within the Waterside at the Catawba subdivision. Conceptual plans for the park call for construction of one synthetic multi-purpose field, two baseball/softball fields, six tennis courts, an ADA accessible playground, a picnic pavilion, half-mile walking trail, and permanent restroom facilities. Professional services and site development costs are also included in the estimated project costs. A new gymnasium may also be constructed on the site.

Project Justification Between 2015 and 2025, the town's population is expected to grow by 12,703 residents, or 82.1%. To maintain the current level of service, the town must spend at least \$6.7 million on new facilities and equipment over the next ten years. Because the impact fee for parks and recreation was based on consumption (ie. per capita replacement value), impact fee funds may be used toward the purchase of any eligible facility, land or equipment. The primary purpose of Waterside Park will be to replace leased facilities at the Leroy Springs Recreation Complex, including one multi-purpose field, three baseball/softball fields, and six tennis courts. The current lease agreement will terminate in the spring of 2020. (NOTE: Because LSC facilities are leased, their value was not included in the formula used to determine per capita replacement values. Therefore, eligible projects may be classified as new facilities, rather than replacement facilities.)

Estimated Project Cost 2015 Estimate: \$4,331,250
YOE Estimate: \$6,459,378

Project Timeline Commence: FY 2016-17
Completed: FY 2019-20

Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, Hospitality Tax, Lease Purchase, Sponsorships, TIF, York County

PARKS & RECREATION

Waterside Park – Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	238,950	206,250	5%	-	75,797	79,587	83,566	-	-
Site Development	1,762,244	1,200,000	10%	-	-	532,400	585,640	644,204	-
Const. – MP Field	1,903,330	1,300,000	10%	-	-	-	1,903,330	-	-
Const. – BB/SB Field	1,127,357	700,000	10%	-	-	-	-	1,127,357	-
Const. – Tennis Courts	644,204	400,000	10%	-	-	-	-	644,204	-
Const. – Playground	183,013	125,000	10%	-	-	-	183,013	-	-
Const. – Picnic Pavilion	161,051	100,000	10%	-	-	-	-	161,051	-
Const. – Walking Trail	219,615	150,000	10%	-	-	-	219,615	-	-
Const. - Restrooms	219,615	150,000	10%	-	-	-	219,615	-	-
TOTAL	6,459,378	4,331,250		-	75,597	611,987	3,194,779	2,576,816	-

PARKS & RECREATION

Gymnasium

Project 25.023 Acre Tract
Location Waterside at the Catawba Subdivision

Estimated Project Cost 2015 Estimate: \$4,235,000
YOE Estimate: \$5,805,030

Project Description Construction of a new 30,000-40,000 square foot gymnasium, with indoor basketball/volleyball courts, classroom space, office space, and meeting facilities. The cost estimate assumes that the gym will be constructed on a 25.023 acre tract located off of Banks Road, and co-located with a new park constructed within the Waterside at the Catawba subdivision. Professional services and site development costs are also included in the estimated project costs.

Project Timeline Commence: FY 2016-17
Completed: FY 2018-19

Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, Hospitality Tax, Lease Purchase, Sponsorships, TIF, York County

Project Justification Between 2015 and 2025, the town's population is expected to grow by 12,703 residents, or 82.1%. To maintain the current level of service, the town must spend at least \$6.7 million on new facilities and equipment over the next ten years. Because the impact fee for parks and recreation was based on consumption (ie. per capita replacement value), impact fee funds may be used toward the purchase of any eligible facility, land or equipment. The primary purpose of the new gymnasium will be to replace the current Banks Street Gym, which is leased by the town from Leroy Springs & Co. The current lease is scheduled to terminate in the spring of 2020. (NOTE: Because LSC facilities are leased, their value was not included in the formula used to determine per capita replacement values. Therefore, eligible projects may be classified as new facilities, rather than replacement facilities.)

PARKS & RECREATION

Gymnasium - Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	424,463	385,000	5%	-	424,463	-	-	-	-
Site Development	489,143	350,000	10%	-	-	232,925	256,218	-	-
Construction	4,891,425	3,500,000	10%	-	-	2,329,250	2,562,175	-	-
TOTAL	5,805,030	4,235,000		-	424,463	2,562,175	2,818,393	-	-

PARKS & RECREATION

Future Park (Land Only)

Project Location To Be Determined

Project Description Purchase of approximately 20 acres for development as future parks and recreational facilities. Land acquisitions may be located in one or more areas within the town limits. Exact locations will be determined by a needs assessment conducted by town council, as well as the availability and cost of land.

Project Justification Between 2015 and 2025, the town’s population is expected to grow by 12,703 residents, or 82.1%. To maintain the current level of service, the town must spend at least \$6.7 million on new facilities and equipment over the next ten years. Because the impact fee for parks and recreation was based on consumption (ie. per capita replacement value), impact fee funds may be used toward the purchase of any eligible facility, land or equipment. The primary purpose of the additional land purchase(s) will be to acquire property for development as future parks and recreational facilities.

Estimated Project Cost 2015 Estimate: \$2,000,000
 YOE Estimate: \$2,552,563

Project Timeline Commence: FY 2019-20
 Completed: FY 2019-20

Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, Hospitality Tax, Lease Purchase, Sponsorships, York County

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	2,552,563	2,000,000	5%	-	-	-	-	2,552,563	-
Professional Services	-	-	5%	-	-	-	-	-	-
Site Development	-	-	10%	-	-	-	-	-	-
Construction	-	-	10%	-	-	-	-	-	-
TOTAL	2,552,563	2,000,000		-	-	-	-	2,552,563	-

MUNICIPAL FACILITIES

A large, light-colored stone sign with a pedimented top. It features a circular seal on the left and the text "FORT MILL" and "TOWN HALL" in a serif font, separated by a horizontal line.

 FORT MILL
TOWN HALL



MUNICIPAL FACILITIES

Town Hall Relocation & Expansion

Project Location To Be Determined

Estimated Project Cost 2015 Estimate: \$2,348,280
YOE Estimate: \$2,577,840

Project Description Acquisition of a 12,000 to 15,000 square foot building to house administrative offices and customer service functions, as well as additional storage and meeting space. The project estimate anticipates the purchase of an existing building on a 2-3 acre site, which may be expanded by 4,000 to 6,000 square feet. Professional services and site development costs are also included in the project budget. If an existing building cannot be acquired, the project may include the purchase of land and construction of a new facility.

Project Timeline Commence: FY 2016-17
Completed: FY 2017-18

Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Gross Revenue Fund, Lease Purchase, Special Source Revenue Bond, Stormwater Fund, TIF

Project Justification Between 2015 and 2025, the town's population is projected to increase by 12,708 (82.1%). During the same period, the number of employees within the town limits is expected to increase by 6,583 (183.9%). These increases are expected to double the demand on town services over the next decade, and will precipitate the need for additional space for administrative offices and customer service functions, as well as meeting and storage space. The administrative portion of the existing town hall facility contains approximately 11,000 square feet and is currently near 100% capacity. Based on current growth projections, a 20,000 square foot facility will provide sufficient space to accommodate growth among multiple departments for at least the next 10 years. The facility is also anticipated to include a new town council chambers, as well as meeting facilities.).



MUNICIPAL FACILITIES

New Town Hall – Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land/Facility Acquisition	1,500,000	1,428,500	5%	-	1,500,000	-	-	-	-
Professional Services	118,440	104,161	5%	-	50,000	68,440	-	-	-
Site Development	87,218	74,119	10%	-	25,000	62,218	-	-	-
Construction	872,182	741,500	10%	-	250,000	622,182	-	-	-
TOTAL	2,577,840	2,348,280		-	1,825,000	752,840	-	-	-

Note: Acquisition anticipated in FY 2016-17; expansion anticipated in FY 2017-18.



Municipal Facilities

Law Enforcement Center Conversion

Project 112 Confederate Street
Location Current Town Hall

Estimated Project Cost 2015 Estimate: \$1,650,000
 YOE Estimate: \$2,265,834

Project Description Upon completion of the relocation of Town Hall, the town will renovate the space currently occupied by administrative and customer service-related functions at 112 Confederate Street. Approximately 11,000 square feet of existing office and storage space will be converted for use by the Fort Mill Police Department. The existing council chambers will also be retrofitted for full-time use as a municipal courtroom.

Project Timeline Commence: FY 2016-17
 Completed: FY 2016-17

Funding Source(s) Development Impact Fees, Capital Projects Fund, General Fund, General Obligation Bond

Project Justification Between 2015 and 2025, the town's population is projected to increase by 12,708 (82.1%). During the same period, the number of employees within the town limits is expected to increase by 6,583 (183.9%). These increases are expected to double the demand on law enforcement services over the next decade, and will precipitate the need for additional office space, as well as storage space for evidence and equipment. The current police department contains approximately 12,000 square feet and is near 100% capacity.

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	26,250	25,000	5%	-	26,250	-	-	-	-
Site Development	-	-	10%	-	-	-	-	-	-
Construction	275,000	250,000	10%	-	275,000	-	-	-	-
TOTAL	301,250	275,000		-	301,250	-	-	-	-

Municipal Facilities

Police Substation (Southern Region)

Project	To Be Determined	Estimated	2015 Estimate: \$235,071 (High Option)
Location	Dobys Bridge Road / Fort Mill Parkway Corridor To be co-located with Fire Station #2 (Southern Region)	Project Cost	YOE Estimate: \$264,150 (High Option)
Project Description	Construction of new police substation to serve the southern portions of the town limits, including the Banks Road, Dobys Bridge Road, Fort Mill Parkway, Spratt Street, Sutton Road, and Whites Road corridors. Option #1 (high option) would include the acquisition of land (estimated 3.0 +/- acres) and construction of new substation (estimated at 1,000 square feet). Option #2 (low option) would include construction of additional offices and storage space (estimated at 250 square feet) at the town's existing building located at 1881 N Dobys Bridge Road. Both options are anticipated to be co-located with Fire Station #2 (Southern Region).		2015 Estimate: \$74,545 (Low Option) YOE Estimate: \$81,728 (Low Option)
		Project Timeline	Commence: FY 2015-16 (High Option) Completed: FY 2016-17 (High Option)
			Commence: FY 2015-16 (Low Option) Completed: FY 2015-16 (Low Option)
		Funding Source(s)	Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond
Project Justification	Between 2015 and 2025, an additional 2,733 single-family detached homes, 118 townhomes, and 356 apartments are projected to be built in the southern portion of the town limits, ranging from Sutton Road in the west to Dobys Bridge Road in the East. Up to 350,000 square feet of industrial development is projected to be developed within Bradley Industrial Park on Banks Road, and a new high school is anticipated to be constructed on Fort Mill Parkway by 2020. In addition, traffic volumes on all major corridors are expected to increase between 2013 and 2033, which will generate additional accident and emergency call volumes. A substation in the southern region of the town limits will improve response times, and lessen travel times for officers to the main police department headquarters in Downtown Fort Mill.		

Municipal Facilities

Police Substation (Southern Region) – Continued

Option #1 (High Option) – New Construction

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	56,250	53,571	5%	56,250	-	-	-	-	-
Professional Services	17,325	16,500	5%	17,325	-	-	-	-	-
Site Development	17,325	15,000	10%	8,250	9,075	-	-	-	-
Construction	173,250	150,000	10%	82,500	90,750	-	-	-	-
TOTAL	264,150	235,071		164,325	99,825	-	-	-	-

Option #2 (Low Option) – Add to Existing Structure at 1881 N Dobys Bridge Road

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	5,728	5,455	5%	5,728	-	-	-	-	-
Site Development	16,000	14,545	10%	16,000	-	-	-	-	-
Construction	60,000	54,545	10%	60,000	-	-	-	-	-
TOTAL	81,728	74,545		81,728	-	-	-	-	-

Municipal Facilities

Police Substation (Northern Region)

Project To Be Determined
Location Co-Located with Fire Station #3 (Springfield Station)

Estimated Project Cost 2015 Estimate: \$288,750
YOE Estimate: \$378,328

Project Description Construction of new police substation (estimated at 1,000-1,500 square feet) to serve the northern portion of the town limits, including the Springfield Parkway, US Highway 21 Bypass and Pleasant Road corridors. The project estimate anticipates that the substation will be co-located with Fire Station #3 (Springfield Station).

Project Timeline Commence: FY 2016-17
Completed: FY 2017-18

Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond

Project Justification Between 2015 and 2025, an additional 797 single-family detached homes and 235 townhomes are projected to be built along the Springfield Parkway corridor, an increase of 131% compared to 2015. Up to 375,000 square feet of new commercial development is anticipated at the intersection of Springfield Parkway and US Highway 21 Bypass. A future middle school and nearly 700 apartments are also planned for property on Pleasant Road. In addition, traffic volumes on Springfield Parkway are projected to increase by as much as 150% between 2013 and 2033, which will generate additional accident and emergency call volumes. A substation in the northern region of the town limits will improve response times, and lessen travel times for officers to the main police department headquarters in Downtown Fort Mill.

Municipal Facilities

Police Substation (Northern Region) – Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	28,941	26,250	5%	-	28,941	-	-	-	-
Site Development	16,638	12,500	10%	-	-	16,638	-	-	-
Construction	332,750	250,000	10%	-	-	302,500	-	-	-
TOTAL	378,328	288,750		-	28,941	349,388	-	-	-

Municipal Facilities

Downtown Parking Enhancements

Project 2.4 +/- Acres on N White Street
Location Hinson Family Property (Leased)

Project Description Construction of a new 70,000 square foot parking lot on a 2.4 acre parcel near the intersection of N White Street and Main Street. The project estimate includes curb and gutter, stormwater and erosion control, sidewalks, landscaping and lighting.

Project Justification The town currently owns two parking lots in the downtown area with a total of approximately 80 spaces. An additional lot with approximately 50 spaces is also leased from a private individual for municipal parking purposes. At peak times during evenings and weekends, parking in various downtown lots is at or near capacity. As the downtown area continues to attract new businesses and customers, additional public parking facilities will be required.

Estimated Project Cost 2015 Estimate: \$627,200
 YOE Estimate: \$748,160

Project Timeline Commence: FY 2015-16
 Completed: FY 2016-17

Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Lease Purchase, TIF

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	70,560	67,200	5%	70,560	-	-	-	-	-
Site Development	-	-	10%	-	-	-	-	-	-
Construction	677,600	560,000	10%	-	677,600	-	-	-	-
TOTAL	748,160	627,200		70,560	677,600	-	-	-	-

Municipal Facilities

Public Works Operations Center (Land Only)

Project Location To Be Determined

Project Description Purchase of approximately 10 acres for development of a future Public Works Operations Center. The exact location will be determined by a needs assessment conducted by town council, as well as the availability and cost of land.

Project Justification The town’s current Public Works Maintenance Facility, located at 307 E Hill Street, sits on a parcel approximately four acres in size. The current facility includes a 4,150 square foot maintenance shop, 3,800 square foot pole shelter, 725 square foot office trailer, and storage space for dirt, gravel, debris, white goods, and other materials. A variety of vehicles and equipment are also housed at the current facility, including: three sanitation trucks, one recycling truck, three dump trucks, a knuckle boom truck, leaf and landscape trucks, street sweeper, back hoe, street loader, and eight pickup trucks. Between 2015 and 2025, the town’s population and employee base is expected to double, necessitating the purchase of additional vehicles, equipment, and storage capacity. In addition, the number of streets and public infrastructure owned by the town and maintained by the Public Works Department is projected to increase by approximately 125% over the next 10 years. The existing facility is landlocked, and about 25% of the site is unusable due to abnormal lot dimensions and neighboring residential uses. To maintain current service levels and meet additional demands related to growth, a larger facility will be required.

Estimated Project Cost 2015 Estimate: \$600,000
 YOE Estimate: \$765,769

Project Timeline Commence: FY 2019-20
 Completed: FY 2019-20

Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Gross Revenue Fund

Municipal Facilities

Public Works Operations Center (Land Only) – Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	765,769	600,000	5%	-	-	-	-	765,769	-
Professional Services	-	-	5%	-	-	-	-	-	-
Site Development	-	-	10%	-	-	-	-	-	-
Construction	-	-	10%	-	-	-	-	-	-
TOTAL	765,769	600,000		-	-	-	-	765,769	-

Municipal Facilities

Asphalt Paving Equipment

Project Town Wide (Town Owned & Maintained Streets)
Location Housed at Public Works Maintenance Facility

Estimated Project Cost 2015 Estimate: \$250,000
 YOE Estimate: \$273,182

Project Description Purchase of Asphalt Paving Equipment (wheeled or track) to allow for the in-house maintenance, repair and resurfacing of town-owned streets.

Project Timeline Est. Purchase: FY 2017-18
 Est. Delivery: FY 2017-18

Project Justification The town currently owns and maintains approximately 120 public streets, with an estimated 36 miles (190,000 linear feet) of asphalt. As of 2015, active and approved subdivisions are projected to add at least 168 additional roads, with an estimated 45 miles (238,000 linear feet) of asphalt. By 2025, new growth is projected to account for 55.6% of all town owned and maintained roads. Maintenance of public roads is currently provided by private contractors. Should the town choose to bring these services in-house, up to 55.6% of the project cost may be eligible for impact fee funding. This item will be used in conjunction with the Tandem Dump Truck and Track Hoe for road maintenance purposes.

Funding Source(s) Development Impact Fees, Capital Projects Fund, General Fund, General Obligation Bond, Lease Purchase

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Equipment Purchase	273,182	250,000	3%	-	-	273,182	-	-	-
TOTAL	273,182	250,000		-	-	273,182	-	-	-

Municipal Facilities

Fully Automated Refuse Trucks (Garbage)

Project Town Wide
Location Housed at Public Works Maintenance Facility

Estimated Project Cost 2015 Estimate: \$300,000 Per Truck
 YOE Estimate: \$309,000 & \$337,653

Project Description Purchase of two Fully Automated Refuse Trucks to allow for the maintenance of existing service levels for future garbage customers.

Project Timeline Est. Purchase: FY 2015-16 & FY 2018-19
 Est. Delivery: FY 2015-16 & FY 2018-19

Project Justification The town currently has two refuse trucks serving approximately 4,100 residential and small business customers. One truck is operating 5 days per week, while the second is operating 4.5 days per week. The two trucks are currently operating at 95% capacity. To maintain current service levels, additional trucks will need to be purchased at approximately 4,300 customers and 6,500 customers. Based on current build out projections, additional trucks will be needed in FY 2015-16 and FY 2018-19.

Funding Source(s) Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Lease Purchase

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Vehicle #1 Purchase	309,000	300,000	3%	309,000	-	-	-	-	-
Vehicle #2 Purchase	337,653	300,000	3%	-	-	-	337,653	-	-
TOTAL	646,653	600,000		309,000	-	-	337,653	-	-

Municipal Facilities

Knuckle Boom Trucks

Project Town Wide
Location Housed at Public Works Maintenance Facility

Estimated Project Cost 2015 Estimate: \$150,000
 YOE Estimate: \$154,500

Project Description Purchase of a Knuckle Boom Truck to provide residential curbside collection of bulk items and yard debris.

Project Timeline Est. Purchase: FY 2015-16
 Est. Delivery: FY 2015-16

Project Justification The town currently has one Knuckle Boom Truck serving approximately 4,000 residential customers. The existing Knuckle Boom Truck is operating five days per week at 100% capacity. To maintain current service levels, an additional truck will need to be purchased in FY 2015-16. Based on projected residential growth rates, a third Knuckle Boom Truck will not be needed until beyond FY 2019-20.

Funding Source(s) Development Impact Fees, Capital Projects Fund, General Fund, General Obligation Bond, Lease Purchase

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Vehicle Purchase	154,500	150,000	3%	154,500	-	-	-	-	-
TOTAL	154,500	150,000		154,500	-	-	-	-	-

Municipal Facilities

Tandem Dump Truck

Project Town Wide (Town Owned & Maintained Streets)
Location Housed at Public Works Maintenance Facility

Estimated Project Cost 2015 Estimate: \$125,000
 YOE Estimate: \$136,591

Project Description Purchase of a Tandem Dump Truck to be used for hauling asphalt, soil, debris, and other materials related to the in-house maintenance, repair and resurfacing of town-owned streets. The Tandem Dump Truck may also be used for hauling capacity following emergency situations such as ice storms, tornadoes, hurricanes, etc.

Project Timeline Est. Purchase: FY 2017-18
 Est. Delivery: FY 2017-18

Funding Source(s) Development Impact Fees, Capital Projects Fund, General Fund, General Obligation Bond, Lease Purchase

Project Justification The town currently owns and maintains approximately 120 public streets, with an estimated 36 miles (190,000 linear feet) of asphalt. As of 2015, active and approved subdivisions are projected to add at least 168 additional roads, with an estimated 45 miles (238,000 linear feet) of asphalt. By 2025, new growth is projected to account for 55.6% of all town owned and maintained roads. Maintenance of public roads is currently provided by private contractors. Should the town choose to bring these services in-house, up to 55.6% of the project cost may be eligible for impact fee funding. This item will be used in conjunction with the Asphalt Paving Equipment and Tandem Dump Truck. A portion of the project cost may be allocated to other funds (such as stormwater and utilities) on a pro-rata basis.

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Vehicle Purchase	136,591	125,000	3%	-	-	136,591	-	-	-
TOTAL	136,591	125,000		-	-	136,591	-	-	-

Municipal Facilities

Track Hoe

Project Town Wide (Town Owned & Maintained Streets)
Location Housed at Public Works Maintenance Facility

Estimated Project Cost 2015 Estimate: \$500,000
 YOE Estimate: \$579,637

Project Description Purchase of a Track Hoe to be used for digging, excavating and loading of asphalt, soil and other materials related to the in-house maintenance, repair and resurfacing of town-owned streets. The Track Hoe may also be used for ditch digging, clearing, and water/sewer projects and repairs.

Project Timeline Est. Purchase: FY 2019-20
 Est. Delivery: FY 2019-20

Project Justification The town currently owns and maintains approximately 120 public streets, with an estimated 36 miles (190,000 linear feet) of asphalt. As of 2015, active and approved subdivisions are projected to add at least 168 additional roads, with an estimated 45 miles (238,000 linear feet) of asphalt. By 2025, new growth is projected to account for 55.6% of all town owned and maintained roads. Maintenance of public roads is currently provided by private contractors. Should the town choose to bring these services in-house, up to 55.6% of the project cost may be eligible for impact fee funding. This item will be used in conjunction with the Asphalt Paving Equipment and Tandem Dump Truck. A portion of the project cost may be allocated to other funds (such as stormwater and utilities) on a pro-rata basis.

Funding Source(s) Development Impact Fees, Capital Projects Fund, General Fund, General Obligation Bond, Lease Purchase

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Equipment Purchase	579,637	500,000	3%	-	-	-	-	579,637	-
TOTAL	579,637	500,000		-	-	-	-	579,637	-

TRANSPORTATION



TRANSPORTATION

N Dobys Bridge Road (PHASE 1)

Full Improvement

Project N Dobys Bridge Road
Location Widening: Tom Hall Street / SC 160 to Fairway Drive

Estimated Project Cost 2015 Estimate: \$2,905,125
 YOE Estimate: \$5,032,655+

Project Description Widening of N Dobys Bridge Road, between Tom Hall Street / SC Highway 160 and Fairway Drive, from an existing two-lane undivided facility to a two-lane undivided facility with a center left turn lane. The approximate length of this project is 0.99 mile.

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

Project Justification SCDOT's AADT count at this location was 11,900 in 2013. The maximum service capacity of the existing roadway is 12,500 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 14,722 by 2033, for a future volume to capacity ratio of 118%.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	264,102	5%	-	-	-	-	-	353,922
ROW Acquisition	-	-	5%	-	-	-	-	-	-
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	2,641,023	10%	-	-	-	-	-	4,678,733
TOTAL	-	2,905,125		-	-	-	-	-	5,032,655

TRANSPORTATION

N Dobys Bridge Road (PHASE 2)

Full Improvement

Project N Dobys Bridge Road
Location Widening: Fairway Drive to Fort Mill Parkway

Estimated Project Cost 2015 Estimate: \$2,552,989
 YOE Estimate: \$4,422,637+

Project Description Widening of N Dobys Bridge Road, between Fairway Drive and Fort Mill Parkway, from an existing two-lane undivided facility to a two-lane undivided facility with a center left turn lane. The approximate length of this project is 0.87 mile.

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

Project Justification SCDOT's AADT count at this location was 9,100 in 2013. The maximum service capacity of the existing roadway is 14,200 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 17,734 by 2033, for a future volume to capacity ratio of 125%.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	232,090	5%	-	-	-	-	-	311,023
ROW Acquisition	-	-	5%	-	-	-	-	-	-
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	2,320,899	10%	-	-	-	-	-	4,111,614
TOTAL	-	2,552,989		-	-	-	-	-	4,422,637

TRANSPORTATION

S Dobys Bridge Road

Full Improvement

Project S Dobys Bridge Road
Location Widening: Fort Mill Parkway to Crofton Drive

Estimated Project Cost 2015 Estimate: \$6,778,626
 YOE Estimate: \$11,742,864+

Project Description Widening of S Dobys Bridge Road, between Fort Mill Parkway and Crofton Drive, from an existing two-lane undivided facility to a two-lane undivided facility with a center left turn lane. The approximate length of this project is 2.31 miles.

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

Project Justification SCDOT's AADT count at this location was 7,757 in 2013. The maximum service capacity of the existing roadway is 14,200 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 15,639 by 2033, for a future volume to capacity ratio of 110%.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	616,239	5%	-	-	-	-	-	825,819
ROW Acquisition	-	-	5%	-	-	-	-	-	-
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	6,162,387	10%	-	-	-	-	-	10,917,044
TOTAL	-	6,778,626		-	-	-	-	-	11,742,864

TRANSPORTATION

Springfield Parkway (PHASE 1)

Full Improvement

Project Springfield Parkway
Location Widening: US Highway 21 Bypass to Old Nation Road

Estimated Project Cost 2015 Estimate: \$5,902,685
 YOE Estimate: \$10,006,874+

Project Description Widening of Springfield Parkway, between US Highway 21 Bypass and Old Nation Road, from an existing two-lane facility with center turn lanes (where appropriate) to a four-lane divided facility with a raised center median and left turn lanes (where appropriate). The approximate length of this project is 0.99 mile.

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

Project Justification SCDOT's AADT count at this location was 13,900 in 2013. The maximum service capacity of the existing roadway is 17,700 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 19,430 by 2033, for a future volume to capacity ratio of 110%.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	485,951	5%	-	-	-	-	-	651,221
ROW Acquisition	-	557,220	5%	-	-	-	-	-	746,728
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	4,859,514	10%	-	-	-	-	-	8,608,925
TOTAL	-	5,902,685		-	-	-	-	-	10,006,874

TRANSPORTATION

Springfield Parkway (PHASE 2)

Full Improvement

Project Springfield Parkway
Location Widening: Old Nation Road to Steele Street

Estimated Project Cost 2015 Estimate: \$12,930,670
 YOE Estimate: \$22,347,736+

Project Description Widening of Springfield Parkway, between Old Nation Road and Steele Street, from an existing two-lane facility with center left turn lanes (where appropriate) to a four-lane divided facility with a raised center median and left turn lanes (where appropriate). The approximate length of this project is 2.37 miles.

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

Project Justification SCDOT's AADT count at this location was 15,200 in 2013. The maximum service capacity of the existing roadway is 17,700 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 22,794 by 2033, for a future volume to capacity ratio of 129%.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	1,163,338	5%	-	-	-	-	-	1,558,984
ROW Acquisition	-	133,950	5%	-	-	-	-	-	179,506
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	11,633,382	10%	-	-	-	-	-	20,609,246
TOTAL	-	12,930,670		-	-	-	-	-	22,347,736

TRANSPORTATION

Tom Hall Street / SC Highway 160

Full Improvement

Project Tom Hall Street / SC Highway 160
Location Widening: N Dobys Bridge Road to Springfield Parkway

Estimated Project Cost 2015 Estimate: \$5,186,616
 YOE Estimate: \$8,771,948+

Project Description Widening of Tom Hall Street / SC Highway 160, between N Dobys Bridge Road and Springfield Parkway, from an existing two-lane facility with center left turn lanes (where appropriate) to a four-lane divided facility with a raised center median and left turn lanes (where appropriate). The approximate length of this project is 0.86 mile.

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

Project Justification SCDOT's AADT count at this location was 13,100 in 2013. The maximum service capacity of the existing roadway is 15,600 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 15,984 by 2033, for a future volume to capacity ratio of 102%.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	422,140	5%	-	-	-	-	-	565,708
ROW Acquisition	-	543,080	5%	-	-	-	-	-	727,779
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	4,221,396	10%	-	-	-	-	-	7,478,461
TOTAL	-	5,186,616		-	-	-	-	-	8,771,948

TRANSPORTATION

N White Street / SC Highway 160

Full Improvement

Project N White Street / SC Highway 160
Location Widening: US 21 Bypass to Clebourne Street

Estimated Project Cost 2015 Estimate: \$5,475,526
 YOE Estimate: \$9,328,546+

Project Description Widening of N White Street / SC Highway 160, between US Highway 21 Bypass and Clebourne Street, from an existing two-lane undivided facility with center left turn lanes (where appropriate) to a four-lane divided facility with a raised center median and left turn lanes (where appropriate). The approximate length of this project is 0.94 mile.

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

Project Justification SCDOT's AADT count at this location was 15,200 in 2013. The maximum service capacity of the existing roadway is 15,600 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 19,675 by 2033, for a future volume to capacity ratio of 126%.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	461,408	5%	-	-	-	-	-	618,331
ROW Acquisition	-	400,034	5%	-	-	-	-	-	536,084
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	4,614,084	10%	-	-	-	-	-	8,174,131
TOTAL	-	5,475,526		-	-	-	-	-	9,328,546

TRANSPORTATION

Whites Road

Full Improvement

Project Whites Road
Location Widening: Fort Mill Parkway to JW Wilson Road

Estimated Project Cost 2015 Estimate: \$5,293,090
 YOE Estimate: \$8,980,951+

Project Description Widening of Whites Road, between Fort Mill Parkway and JW Wilson Road, from an existing two-lane undivided facility to a four-lane undivided facility with center left turn lanes (where appropriate). The approximate length of this project is 0.88 mile.

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

Project Justification SCDOT does not maintain AADT counts for Whites Road, so no baseline data was available. The maximum service capacity of the existing roadway is 12,500 trips per day at LOS E. Future year traffic volumes were projected using approved and anticipated development projects along Whites Road, as well as existing traffic studies (where available). A total of 20,518 daily trips are projected by 2033, for a future volume to capacity ratio of 164%.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, Fort Mill School District, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	437,510	5%	-	-	-	-	-	586,305
ROW Acquisition	-	480,480	5%	-	-	-	-	-	643,889
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	4,375,100	10%	-	-	-	-	-	7,750,757
TOTAL	-	5,293,090		-	-	-	-	-	8,980,951

TRANSPORTATION

N Dobys Bridge Road (PHASE 1A/2A)

Interim Improvement

Project Location N Dobys Bridge Road & Fairway Drive Intersection Improvement

Estimated Project Cost 2015 Estimate: \$918,040 (20% = \$183,608)
 YOE Estimate: \$1,555,052+ (20% = \$311,010+)

Project Description Intersection improvement at N Dobys Bridge Road and Fairway Drive, to accommodate the installation of dedicated left turn lane from northbound lane of N Dobys Bridge Road onto Fairway Drive. The approximate length of this project is 0.26 mile. Anticipated CMAQ eligible project (80% federal/20% local match).

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

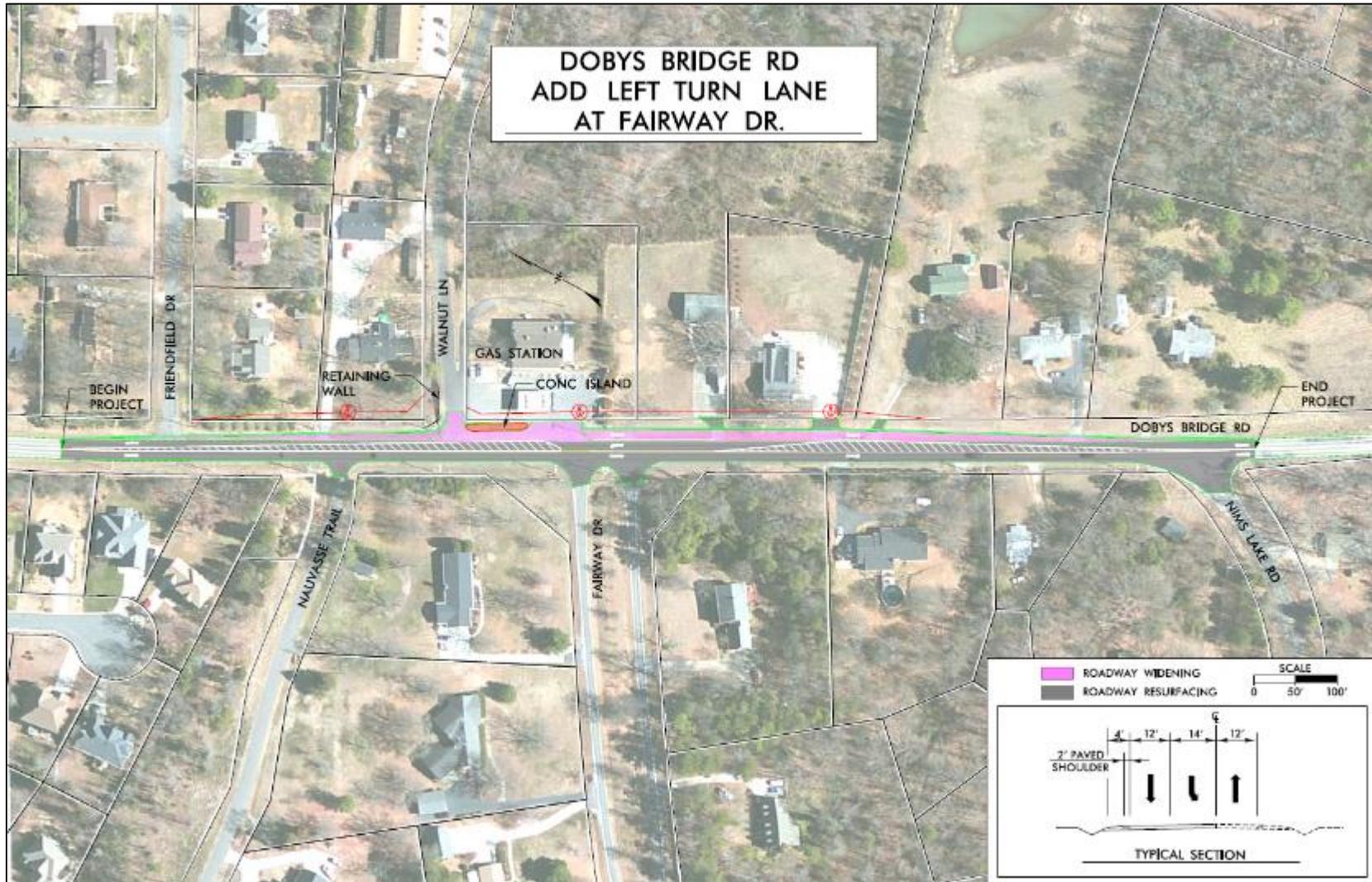
Project Justification This project is intended to be an interim improvement related to the future widening (two-lane with center left turn lanes) of N Dobys Bridge Road (Phases 1 and 2) between Tom Hall Street / SC Highway 160 and Fort Mill Parkway. This improvement will remove left turning traffic from the existing through lane, thereby improving the flow of northbound traffic along N Dobys Bridge Road.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	83,457	5%	-	-	-	-	-	111,841
ROW Acquisition	-	81,820	5%	-	-	-	-	-	109,646
Utility Relocation	-	18,300	10%	-	-	-	-	-	32,419
Construction	-	734,463	10%	-	-	-	-	-	1,301,146
TOTAL	-	918,040		-	-	-	-	-	1,555,052

TRANSPORTATION

N Dobys Bridge Road (PHASE 1A/2A) – Conceptual Rendering



TRANSPORTATION

Springfield Parkway (PHASE 2A)

Interim Improvement

Project Springfield Parkway
Location Railroad Overpass Widening (West of AO Jones Boulevard)

Estimated Project Cost 2015 Estimate: \$1,862,660
 YOE Estimate: \$3,215,653+

Project Description Widening of an existing two-lane railroad overpass, west of AO Jones Boulevard, to accommodate the future widening of Springfield Parkway. The approximate length of this project is 0.13 mile. If the town elects to complete design, engineering, utility relocation and right-of-way acquisition only, the estimated project cost will be \$276,977.

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

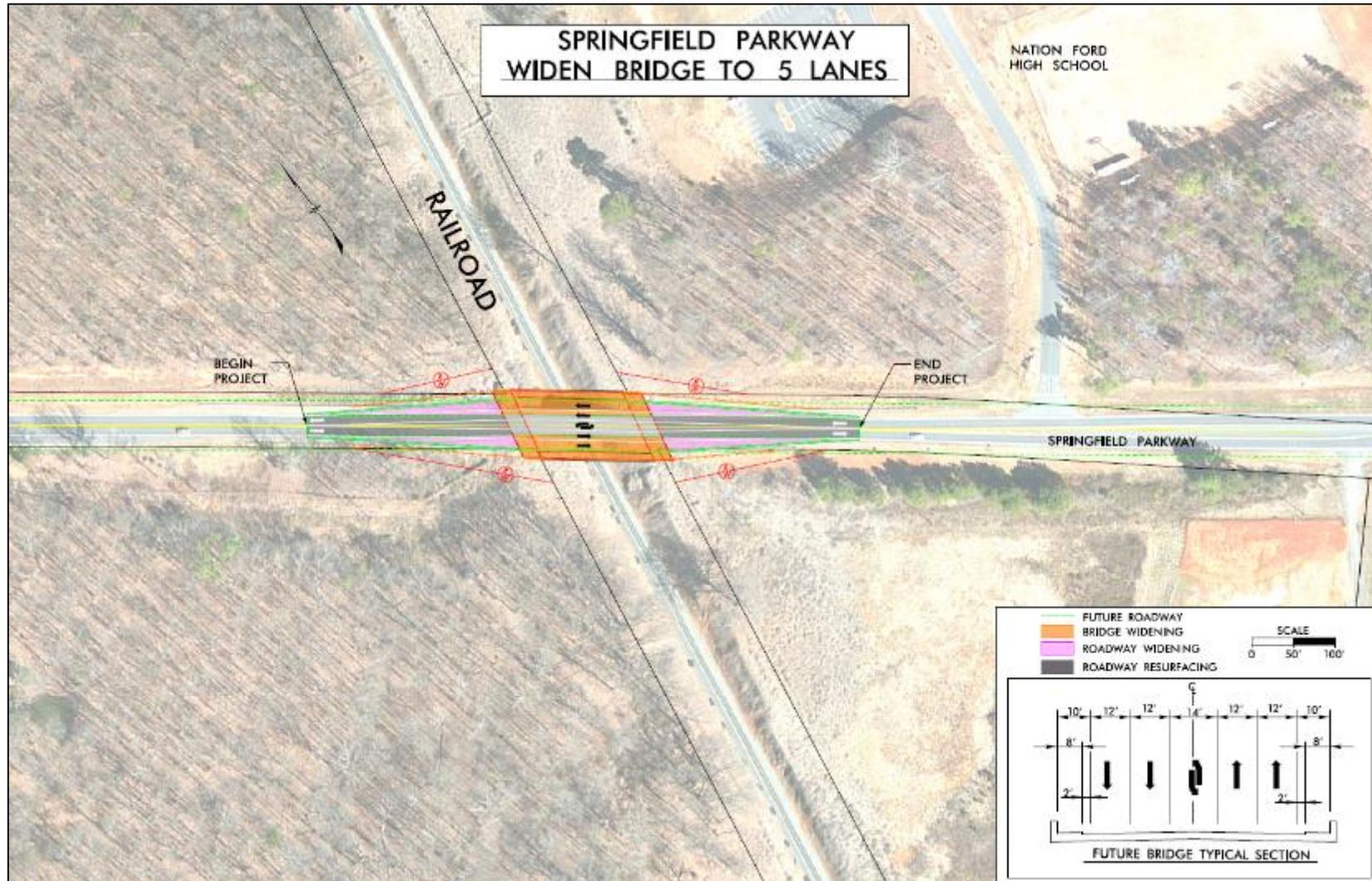
Project Justification This project is intended to be an interim improvement related to the future widening (four-lane divided) of Springfield Parkway (Phase 2), between Old Nation Road and Steele Street. Should York County Council elect to place the widening of Springfield Parkway on a future Pennies for Progress sales tax referendum (perhaps as early as 2017), this project would allow the town to partner with the county in an effort to accelerate the bridge widening portion, thereby expediting the timeline for permitting and construction.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	169,332	5%	-	-	-	-	-	226,921
ROW Acquisition	-	25,730	5%	-	-	-	-	-	34,481
Utility Relocation	-	23,790	10%	-	-	-	-	-	42,145
Construction	-	1,643,808	10%	-	-	-	-	-	2,912,106
TOTAL	-	1,862,660		-	-	-	-	-	3,215,653

TRANSPORTATION

Springfield Parkway (PHASE 1A) – Conceptual Rendering



TRANSPORTATION

N White Street / SC Highway 160 (PHASE 1)

Interim Improvement

Project N White Street / SC Highway 160
Location Widening: Bass Street to Old Nation Road

Estimated Project Cost 2015 Estimate: \$784,850 (20% = \$156,970)
 YOE Estimate: \$1,359,624+ (20% = \$271,925+)

Project Description Widening of N White Street / SC Highway 160, between Bass Street and Old Nation Road, to accommodate the installation of a center left turn lane onto Bass Street, Morgan Street, Jackson Street, and Sidney Johnson Street. The approximate length of this project is 0.26 mile. Anticipated CMAQ eligible project (80% federal/20% local match).

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

Project Justification This project is intended to be an interim improvement related to the future widening (four-lane divided) of N White Street / SC Highway 160, between US Highway 21 Bypass and Clebourne Street. This improvement will remove left turning traffic from the existing westbound through lane, thereby improving the flow of outbound traffic along N White Street / SC Highway 160.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	71,350	5%	-	-	-	-	-	95,616
ROW Acquisition	-	-	5%	-	-	-	-	-	-
Utility Relocation	-	47,580	10%	-	-	-	-	-	84,291
Construction	-	665,920	10%	-	-	-	-	-	1,179,717
TOTAL	-	784,850		-	-	-	-	-	1,359,624

TRANSPORTATION

N White Street / SC Highway 160 (PHASE 1) – Conceptual Rendering



TRANSPORTATION

Whites Road (PHASE 1) Interim Improvement

Project Whites Road & Fort Mill Parkway
Location Realignment, Partial Widening & Roundabout

Estimated Project Cost 2015 Estimate: \$5,462,270
 YOE Estimate: \$9,003,542+

Project Description The existing intersection of Whites Road & Fort Mill Parkway will move approximately 1,000 linear feet to the west and will become a signalized intersection. A new four-lane undivided facility will be installed between Fort Mill Parkway and a new roundabout. The roundabout will provide free-flowing access from Whites Road to/from the future high school site. The approximate length of this project is 0.60 mile.

Project Timeline Commence: Future Year (Beyond 2020)
 Completed: Future Year (Beyond 2020)

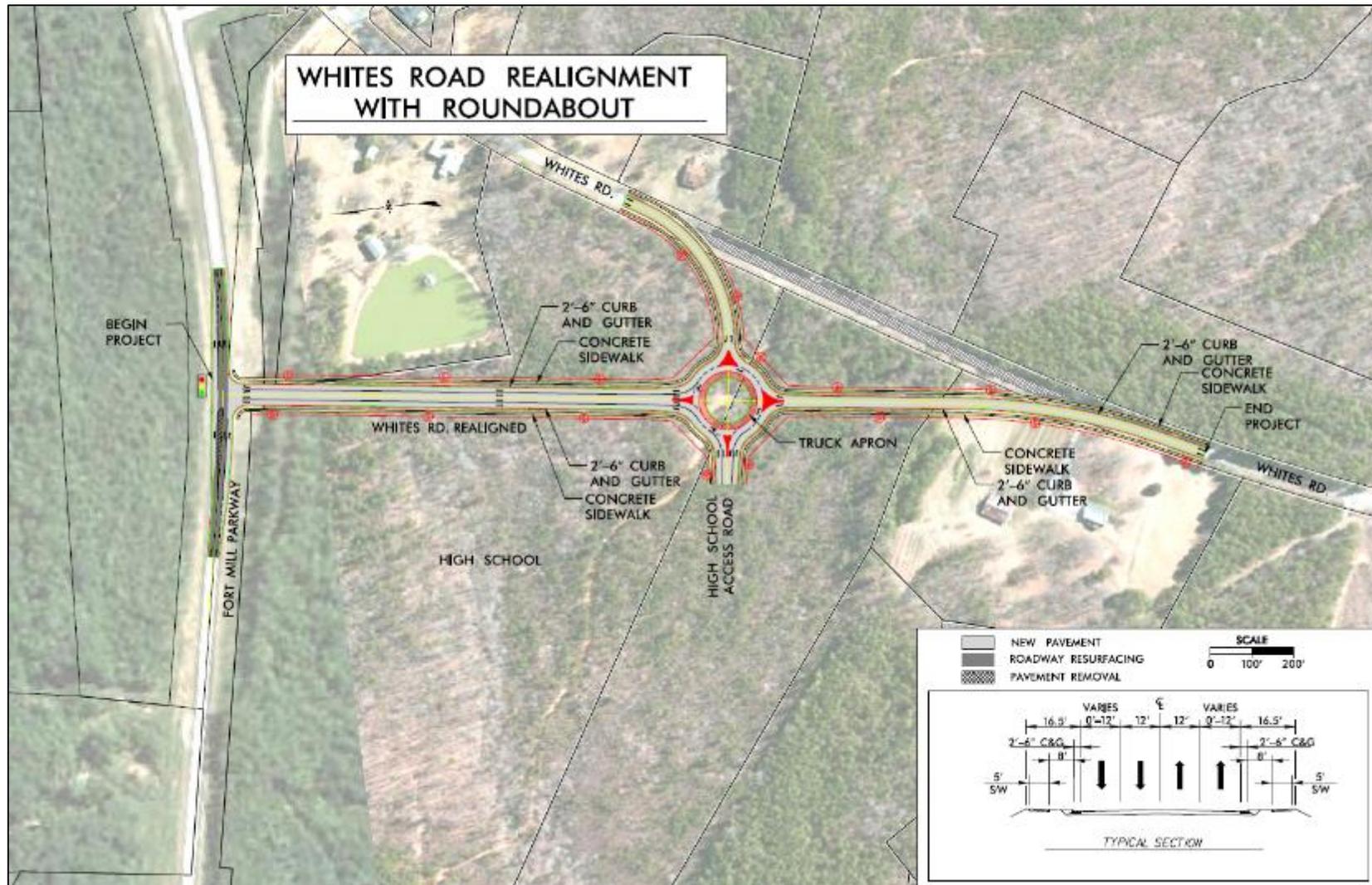
Project Justification This project is intended to be an interim improvement related to the future widening (four-lane undivided) of Whites Road from Fort Mill Parkway to JW Wilson Road. This improvement will accommodate more than 1,200 planned residential units at Waterside at the Catawba & Pecan Ridge, as well as a future high school. This project will also improve traffic flow on Fort Mill Parkway by eliminating the need for 1-2 traffic signals.

Funding Source(s) Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, Fort Mill School District, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

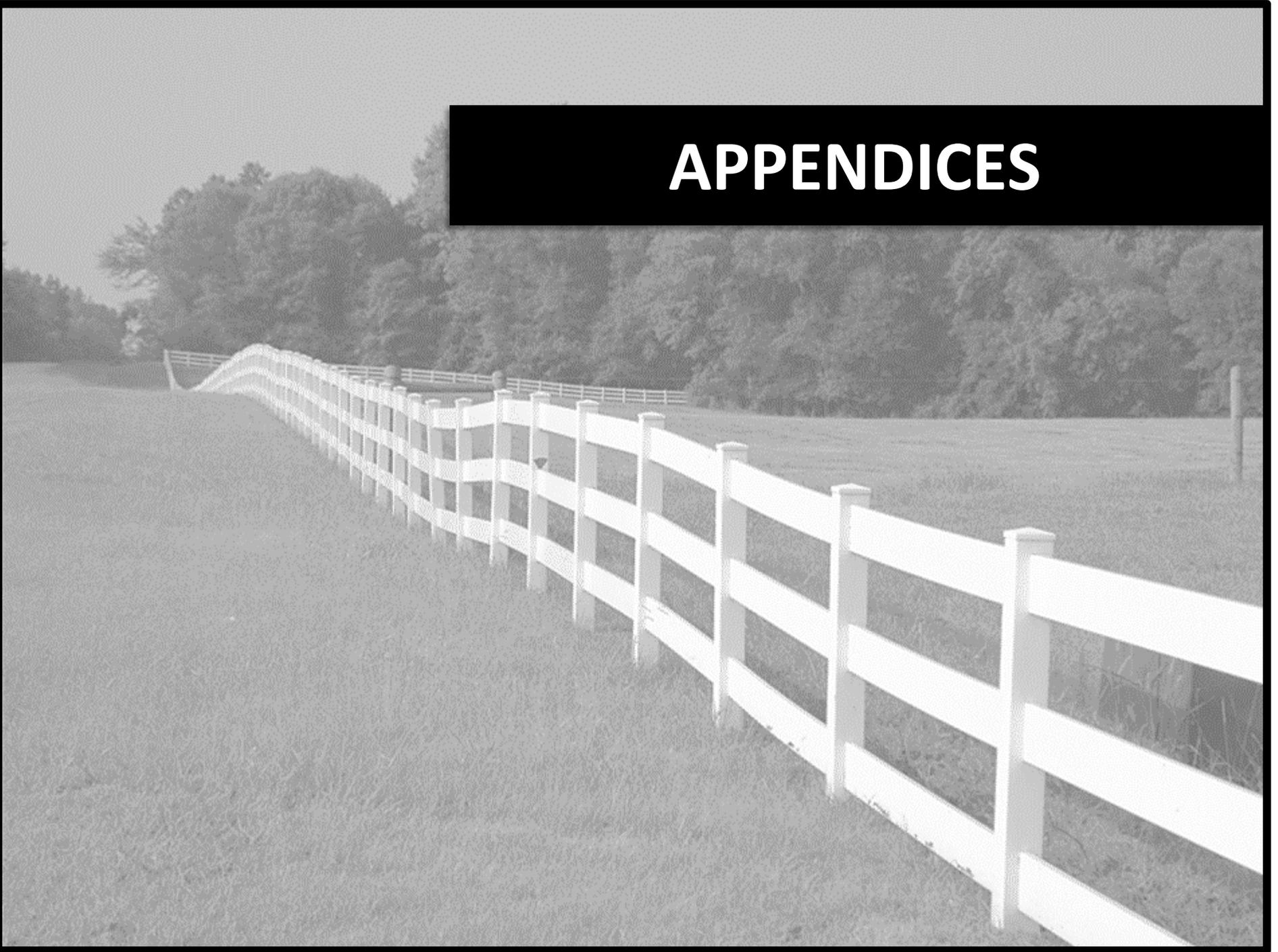
Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	496,569	5%	-	-	-	-	-	665,450
ROW Acquisition	-	1,064,010	5%	-	-	-	-	-	1,426,009
Utility Relocation	-	27,450	10%	-	-	-	-	-	48,629
Construction	-	3,874,241	10%	-	-	-	-	-	6,863,454
TOTAL	-	5,462,270		-	-	-	-	-	9,003,542

TRANSPORTATION

Whites Road (PHASE 1) – Conceptual Rendering



APPENDICES





APPENDIX A

FY 2016-2020 Capital Improvements Plan Summary

ITEM	5 Year CIP	2015 Cost	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future
FIRE								
Fire Station #2 (Southern Region)	1,584,900	1,464,000	895,950	598,950	-	-	-	-
Fire Station #3 (Northern Region)	2,689,950	2,202,000	787,500	143,530	1,756,920	-	-	-
ISO Class 1 Fire Engine	716,108	675,000	-	716,108	-	-	-	-
Heavy Rescue Apparatus	874,182	800,000	-	-	874,182	-	-	-
TOTAL FIRE	5,865,140	5,141,000	1,683,450	1,458,588	2,631,102	-	-	-
PARKS & RECREATION								
Waterside Park	6,459,378	4,331,250	-	75,597	611,987	3,194,779	2,576,816	-
Gymnasium	5,805,030	4,235,000	-	424,463	2,562,175	2,818,393	-	-
Land for Future Parks (Land Only)	2,552,563	2,000,000	-	-	-	-	2,552,563	-
TOTAL PARKS & RECREATION	14,816,971	10,566,250	-	500,060	3,174,162	6,013,172	5,129,379	-
MUNICIPAL FACILITIES								
New Town Hall	2,577,840	2,348,280	-	1,825,000	752,840	-	-	-
Law Enforcement Center Conversion	301,250	275,000	-	301,250	-	-	-	-
Police Substation (Southern Region)	264,150	235,071	164,325	99,825	-	-	-	-
Police Substation (Northern Region)	378,328	288,750	-	28,941	349,388	-	-	-
Downtown Parking Enhancements	748,160	627,200	70,560	677,600	-	-	-	-
Public Works Operations Center (Land Only)	765,769	600,000	-	-	-	-	765,769	-
Asphalt Paving Equipment	273,182	250,000	-	-	273,182	-	-	-
Fully Automated Refuse Trucks (Garbage)	646,653	600,000	309,000	-	-	337,653	-	-
Knuckle Boom Trucks	154,500	150,000	154,500	-	-	-	-	-
Tandem Dump Truck	136,591	125,000	-	-	136,591	-	-	-
Track Hoe	579,637	500,000	-	-	-	-	579,637	-
TOTAL MUNICIPAL FACILITIES	6,826,060	5,999,301	698,385	2,932,616	1,512,001	337,653	1,345,406	-
TRANSPORTATION								
N Dobys Bridge Road (Phase 1)	-	2,905,125	-	-	-	-	-	5,032,655
N Dobys Bridge Road (Phase 2)	-	2,552,989	-	-	-	-	-	4,422,637
S Dobys Bridge Road	-	6,778,626	-	-	-	-	-	11,742,864
Springfield Parkway (Phase 1)	-	5,902,685	-	-	-	-	-	10,006,874
Springfield Parkway (Phase 2)	-	12,930,670	-	-	-	-	-	22,347,736
Tom Hall Street/SC Highway 160	-	5,186,616	-	-	-	-	-	8,771,948
N White Street/SC Highway 160	-	5,475,526	-	-	-	-	-	9,328,546
Whites Road	-	5,293,090	-	-	-	-	-	8,980,951
N Dobys Bridge Road (Phase 1A/2A)	-	918,040	-	-	-	-	-	1,555,052
Springfield Parkway (Phase 2A)	-	1,862,660	-	-	-	-	-	3,215,653
N White Street/SC Highway 160 (Phase 1)	-	784,850	-	-	-	-	-	1,359,624
Whites Road (Phase 1)	-	5,462,270	-	-	-	-	-	9,003,542
TOTAL TRANSPORTATION	-	56,053,147	-	-	-	-	-	95,768,082
GRAND TOTAL	27,508,171	77,759,698	2,381,835	4,891,264	7,317,265	6,350,825	6,474,785	95,768,082

APPENDIX B

Project Funding Sources

	ITEM	DIF	CMAQ	CPF	DEV	FMSD	GF	GOB	GRA	GRF	HTAX	LP	MID	PFP	SDOT	SPON	SSRB	SWF	TIF	YC	
FACILITIES	FIRE PROTECTION																				
	Fire Station #2 (Southern Region)	•		•	•		•	•	•				•						•	•	
	Fire Station #3 (Northern Region)	•		•	•		•	•	•				•						•	•	
	PARKS & RECREATION																				
	Waterside Park	•		•	•		•	•	•		•	•	•			•			•	•	
	Gymnasium	•		•	•		•	•	•		•	•	•			•			•	•	
	Land for Future Parks	•		•	•		•	•	•		•	•	•			•			•	•	
	MUNICIPAL FACILITIES																				
	New Town Hall	•		•	•		•	•			•		•					•	•	•	
	Law Enforcement Center Conversion	•		•			•	•													
	Police Substation (Southern Region)	•		•	•		•	•													
	Police Substation (Northern Region)	•		•	•		•	•													
Downtown Parking Enhancements	•		•	•		•	•					•	•						•		
Public Works Operations Center (Land)	•		•	•		•	•			•								•			
	ITEM	DIF	CMAQ	CPF	DEV	FMSD	GF	GOB	GRA	GRF	HTAX	LP	MID	PFP	SDOT	SPON	SSRB	SWF	TIF	YC	
VEHICLES & EQUIPMENT	FIRE PROTECTION																				
	ISO Class 1 Fire Engine	•		•	•		•	•	•			•									•
	Heavy Rescue Apparatus	•		•	•		•	•	•			•									•
	MUNICIPAL FACILITIES																				
	Asphalt Paving Equipment	•		•			•	•					•								
	Fully Automated Refuse Trucks (Gar.)	•		•	•		•	•					•								
	Knuckle Boom Trucks	•		•			•	•					•								
	Tandem Dump Truck	•		•			•	•					•								
Track Hoe	•		•			•	•					•									
	ITEM	DIF	CMAQ	CPF	DEV	FMSD	GF	GOB	GRA	GRF	HTAX	LP	MID	PFP	SDOT	SPON	SSRB	SWF	TIF	YC	
TRANSPORTATION	TRANSPORTATION																				
	N Dobys Bridge Road (Phase 1)	•	•	•	•		•	•					•	•	•				•		
	N Dobys Bridge Road (Phase 2)	•	•	•	•		•	•					•	•	•				•		
	S Dobys Bridge Road	•	•	•	•		•	•					•	•	•				•		
	Springfield Parkway (Phase 1)	•	•	•	•		•	•					•	•	•				•		
	Springfield Parkway (Phase 2)	•	•	•	•		•	•					•	•	•				•		
	Tom Hall Street/SC Highway 160	•	•	•	•		•	•					•	•	•				•		
	N White Street / SC Hwy 160	•	•	•	•		•	•					•	•	•				•		
	Whites Road	•	•	•	•	•	•	•					•	•	•				•		
	N Dobys Bridge Road (Phase 1A/2A)	•	•	•	•		•	•					•	•	•				•		
	Springfield Parkway (Phase 1A)	•	•	•	•		•	•					•	•	•				•		
N White Street / SC Hwy 160 (Phase 1)	•	•	•	•		•	•					•	•	•				•			
Whites Road (Phase 1)	•	•	•	•	•	•	•					•	•	•				•			

APPENDIX C

Ten Year Build-Out Projections (Residential)

RESIDENTIAL UNITS												
Project	Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
Forest at Fort Mill	SF	21	0	0	0	0	0	0	0	0	0	21
Kimbrell Crossing	SF	14	13	0	0	0	0	0	0	0	0	27
Massey	SF	70	70	70	70	70	70	70	70	70	44	674
Preserve at Riverchase	SF	50	50	50	0	0	0	0	0	0	0	150
Springfield	SF	40	23	0	0	0	0	0	0	0	0	63
Springview Meadows	SF	30	30	9	0	0	0	0	0	0	0	69
Sutton Mill	SF	30	30	16	0	0	0	0	0	0	0	76
Waterside (SF)	SF	100	100	100	100	100	100	100	100	41	0	841
Well Ridge	SF	0	0	0	0	0	10	9	0	0	0	19
Kimbrell Property	SF	25	25	25	25	0	0	0	0	0	0	100
Mason's Bend - 2 (SF)	SF	60	60	60	60	60	60	45	0	0	0	405
Mason's Bend - 1 (SF)	SF	0	30	30	30	30	30	30	30	29	0	239
Pecan Ridge	SF	40	40	40	40	40	0	0	0	0	0	200
Willis Property (SF)	SF	0	0	0	0	0	30	30	30	30	3	123
Carolina Orchards	SF-A	100	100	100	100	100	100	32	0	0	0	632
Waterside (TH)	TH	0	0	0	0	0	40	40	38	0	0	118
Kingsley (TH)	TH	0	11	0	0	0	0	0	0	0	0	11
Rutledge Property (TH)	TH	0	0	50	50	50	50	35	0	0	0	235
Willis Property (TH)	TH	0	0	0	0	0	30	30	30	30	26	146
Kingsley (MF)	MF	108	108	0	0	0	0	0	0	0	0	216
Mason's Bend - 1 (MF)	MF	0	0	0	0	0	120	120	116	0	0	356
Willis Property (MF)	MF	100	0	0	0	0	120	120	120	120	82	662
Total Single Family (SF)												
		580	571	500	425	400	400	316	230	170	47	3,639
Total Townhomes (TH)												
		0	11	50	50	50	120	105	68	30	26	510
Total Multi-Family (MF)												
		208	108	0	0	0	240	240	236	120	82	1,234
Total All Types												
		788	690	550	475	450	760	661	534	320	155	5,383

BASELINE (2015)	Pop
Residential	15,472

RESIDENTIAL	P/HH	UNITS	PROJ. POP
Single-Family	2.69	3,639	9,789
Townhomes	2.69	510	1,372
Multi-Family	1.25	1,234	1,543
TOTAL		5,383	12,703

POP GROWTH (%)
82.1%

APPENDIX D

Ten Year Build-Out Projections (Non-Residential)

NON-RESIDENTIAL							
Project	Type	Hotel	Rest.	Com/Office	Hospital	Industrial	School
Kingsley	Com	250	40,000	1,165,000	0	0	0
Springfield Town Ctr	Com	0	0	141,000	0	0	0
Mason's Bend - 1	Com	0	0	20,000	0	0	0
Rutledge Property	Com	0	0	20,000	0	0	0
Willis Property	Com	0	0	10,000	0	0	0
Bradley Park	Com	0	0	0	0	350,000	0
Hospital Site	Com	0	0	0	100	0	0
Other	Com	100	10,000	100,000	0	0	460,000
TOTAL		350	50,000	1,456,000	100	350,000	460,000

BASELINE	EMP.
Non-Residential	3,579

NON-RESIDENTIAL	ESR	UNITS	PROJ. EMP.
Hotel (Rooms)	0.57	350	200
Restaurant (SF)	5.64	50,000	282
Commercial/Office (SF)	3.28	1,456,000	4,776
Hospital (Beds)	2.88	100	288
Industrial (SF)	2.04	350,000	714
School - Middle/High (SF)	0.65-0.84	460,000	324
TOTAL			6,583

EMPLOYEE GROWTH (%)
183.9%

APPENDIX E

Service Unit Table

CATEGORY	RESIDENTIAL	NON-RESIDENTIAL
FIRE		
Approach	Consumption (Replacement Value)	Consumption (Replacement Value)
Unit of Analysis	Net New Dwelling Units (NNDU)	Varies (SF, Rooms, Beds, Etc)
Total Replacement Cost - Existing Facilities & Equip.	\$3,297,951	\$3,297,951
% Attributed to Category	53%	47%
Replacement Cost by Category	\$1,747,914	\$1,550,037
Population (Res.) / Employees (Non-Res.)	15,472	3,579
Replacement Cost Per Capita / Per Employee	\$112.97	\$433.09
Impact Fee Formula	(NNDU) x (P/HH) x (COST) x (TDR)	(NNSF/1000) x (ESR) x (COST) x (TDR)
PARKS & RECREATION		
Approach	Consumption (Replacement Value)	N/A
Unit of Analysis	Net New Dwelling Units (NNDU)	N/A
Total Replacement Cost - Existing Facilities & Equip.	\$8,183,386	N/A
% Attributed to Category	100%	N/A
Replacement Cost by Category	\$8,183,386	N/A
Population (Res.) / Employees (Non-Res.)	15,472	N/A
Replacement Cost Per Capita / Per Employee	\$528.81	N/A
Impact Fee Formula	(NNDU) x (P/HH) x (COST) x (TDR)	N/A
MUNICIPAL FACILITIES		
Approach	Consumption (Replacement Value)	Consumption (Replacement Value)
Unit of Analysis	Net New Dwelling Units (NNDU)	Varies (SF, Rooms, Beds, Etc)
Total Replacement Cost - Existing Facilities & Equip.	\$5,417,061	\$5,417,061
% Attributed to Category	81% (Plus 100% Sanitation)	19%
Replacement Cost by Category	\$4,488,519	\$928,542
Population (Res.) / Employees (Non-Res.)	15,472	3,579
Replacement Cost Per Capita / Per Employee	\$290.11	\$259.44
Impact Fee Formula	(NNDU) x (P/HH) x (COST) x (TDR)	(NNSF/1000) x (ESR) x (COST) x (TDR)
TRANSPORTATION		
Approach	Improvement (Project Cost)	Improvement (Project Cost)
Unit of Analysis	Trips	Trips
Total Cost of Eligible Improvements	\$49,060,849	\$49,060,849
Total Cost After Pass-Thru & Trip End Discounts	\$23,689,031	\$23,689,031
Replacement Cost Per Trip	\$99.53	\$99.53
Impact Fee Formula	(NNDU) x (TRIPS) x (COST) x (TDR)	(NNSF/1000) x (TRIPS) x (COST) x (TDR)

VARIABLE	DESCRIPTION
COST	Total system-wide replacement cost per capita, employee or trip
ESR	Average employee space ratio developed using information published in the <i>ITE Trip Generation, Ninth Edition</i>
NNDU	Total number of net new dwelling units generated by new development
NNSF	Total amount of new non-residential square footage generated by new development
P/HH	Average number of persons per household as published by the US Census Bureau for various dwelling unit categories
TDR	Percentage of maximum the allowable fee charged for new development (100% - Discount Rate)
TRIPS	The number of new average daily trips generated by the proposed development taking into account the rate of pass-by capture published in the most current edition of the <i>ITE Trip Generation Handbook</i>

NOTE

The impact fee for Fire Protection, Parks & Recreation and Municipal Facilities, is based on the replacement value (per capita or per employee) to maintain current levels of service on a system-wide basis. It is town council's intent that impact fee funds may be used for any eligible expenditure (facility or equipment) within these categories, as long as the expenditure serves to increase the town's capacity to meet the needs related to population and/or employment growth.

APPENDIX F

SC Development Impact Fee Act Required Contents of the Capital Improvements Plan

SECTION 6-1-960. Recommended capital improvements plan; notice; contents of plan.

- (A) The local planning commission shall recommend to the governmental entity a capital improvements plan which may be adopted by the governmental entity by ordinance. The recommendations of the commission are not binding on the governmental entity, which may amend or alter the plan. After reasonable public notice, a public hearing must be held before final action to adopt the ordinance approving the capital improvements plan. The notice must be published not less than thirty days before the time of the hearing in at least one newspaper of general circulation in the county. The notice must advise the public of the time and place of the hearing, that a copy of the capital improvements plan is available for public inspection in the offices of the governmental entity, and that members of the public will be given an opportunity to be heard.
- (B) The capital improvements plan must contain:
- (1) a general description of all existing public facilities, and their existing deficiencies, within the service area or areas of the governmental entity, a reasonable estimate of all costs, and a plan to develop the funding resources, including existing sources of revenues, related to curing the existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage;
 - (2) an analysis of the total capacity, the level of current usage, and commitments for usage of capacity of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards;
 - (3) a description of the land use assumptions;
 - (4) a definitive table establishing the specific service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural, and industrial, as appropriate;
 - (5) a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration;

- (6) the total number of service units necessitated by and attributable to new development within the service area based on the land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;
- (7) the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years;
- (8) identification of all sources and levels of funding available to the governmental entity for the financing of the system improvements; and
- (9) a schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan.

(C) Changes in the capital improvements plan must be approved in the same manner as approval of the original plan.

HISTORY: 1999 Act No. 118, § 1.

**Planning Commission Meeting
 April 19, 2016
 New Business Item**

Comprehensive Plan Amendment

An ordinance amending the 2008 Comprehensive Plan for the Town of Fort Mill, as amended on January 14, 2013, August 24, 2015, and February 8, 2016, so as to amend the Future Land Use Map contained within Volume 2: Fort Mill Tomorrow; and so as to incorporate an amended version of the Town of Fort Mill Capital Improvements Plan as an addendum to the Priority Investment Element, contained within Volume 2, Fort Mill Tomorrow

Background / Discussion

The Planning Commission is asked to consider an amendment to the town’s comprehensive plan so as to amend the Future Land Use Map contained within Volume 2: Fort Mill Tomorrow. The current comprehensive plan was adopted on March 10, 2008, and was previously amended on January 14, 2013, August 24, 2015, and February 8, 2016.

The South Carolina Local Government Comprehensive Planning Enabling Act, specifically § 6-29-510(D)(7), requires that a municipal comprehensive plan shall include a land use element which considers existing and future land use by categories, including residential, commercial, industrial, agricultural, forestry, mining, public and quasi-public, recreation, parks, open space, and vacant or undeveloped.

The Planning Commission and staff are currently in the process of finalizing a draft Unified Development Ordinance for council’s review and approval. Once adopted, this ordinance will revise and consolidate all zoning regulations and land development standards within the town into a single, updated document.

As part of this process, staff anticipates a town-wide rezoning to apply all zoning modifications contained within the UDO, including new and repealed zoning districts. Going forward, the Future Land Use Map will serve as a guide for these changes.

Below is a summary of the proposed amendments to the Future Land Use Map, which is located on Page 7 of Volume 2: Fort Mill Tomorrow:

Location	Current Map	Proposed Map
<p><u>Banks Road Property</u></p> <ul style="list-style-type: none"> Changed existing residential areas along Banks Road from “Employment” to “Medium Density Residential” to reflect the residential character of this section of Banks Road 		

<p><u>Dobys Bridge Elementary School</u></p> <ul style="list-style-type: none"> Changed label from “Proposed School” to “Existing School” due to the completion of Dobys Bridge Elementary School within Phase 4 of the Massey Subdivision 		
<p><u>Former Riverview Elementary School Site (Harris Street)</u></p> <ul style="list-style-type: none"> Removed “Existing School” label from the former Riverview Elementary School site due to the school’s relocation to 1300 Spratt Street and expansion of Fort Mill High School on the former Riverview site 		
<p><u>Fort Mill Reserve Property</u></p> <ul style="list-style-type: none"> Changed from “High Density Residential” to “Medium Density Residential” due to the property’s location outside of a development node 		
<p><u>Future School Site (Masons Bend)</u></p> <ul style="list-style-type: none"> Changed from “Mixed Use” to “Institutional” due to a planned school at this location Moved “Proposed School” label to property now owned by the school district Adjusted location of future road to reflect planned route of Masons Bend Drive 		
<p><u>Future School Site (Whites Road)</u></p> <ul style="list-style-type: none"> Changed from “Medium Density Residential” to “Institutional” due to a planned school at this location Added “Proposed School” label 		

<p><u>Pleasant Knoll Middle School (Pleasant Road)</u></p> <ul style="list-style-type: none"> • Changed from “Mixed Use” to “Institutional” due to a planned middle school at the intersection of Pleasant and Vista Roads 		
<p><u>Riverview Elem. School (Spratt Street)</u></p> <ul style="list-style-type: none"> • Changed future land use from “Employment” to “Institutional” to reflect the new school at this location • Added “Existing School” label • Added a “Potential Park” label at the proposed location of the school district’s athletic fields 		
<p><u>Spratt Property</u></p> <ul style="list-style-type: none"> • Changed from “Employment” to “Mixed Use” and “Open Space/Parks” in the areas closest to Nodes 5 and 7b. • Added a “Potential Trail Head” label on Brickyard Road, near Spratt Cemetery • Added a “Proposed Trail” section from “Potential Trail Head” label to Catawba River 		
<p><u>Waterside Park Location</u></p> <ul style="list-style-type: none"> • Moved “Potential Park” label from Fort Mill Parkway (adjacent to the future high school site) to a 25-acre site near Banks Road in the Waterside at the Catawba subdivision, which is now owned by the town 		
<p><u>Future Shopping Center</u></p> <ul style="list-style-type: none"> • Changed future Harris Teeter site from “High Density Residential” to “Commercial” 		

Additional changes may be made to the Future Land Use Map at the discretion of the Planning Commission and Town Council.

In addition to the map changes, the draft ordinance includes an amendment to the Priority Investment Element, so as to incorporate proposed revisions to the town's CIP. These revisions are related to the Relocation and Expansion of Town Hall, as well as the Law Enforcement Center Conversion project.

The purpose of this amendment is to incorporate an amended version of the CIP (which is attached as a separate action item) to the Priority Investment Element, so as to ensure conformity between the comprehensive plan and the amended CIP.

The South Carolina Local Government Comprehensive Planning Enabling Act, specifically § 6-29-510(C)(9), requires that a municipal comprehensive plan shall include a priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools.

Recommendation

Staff recommends in favor of modifying the comprehensive plan to update the Future Land Use Map contained within Volume 2: Fort Mill Tomorrow. Should council elect to amend the CIP, then staff also recommends in favor of amending the Priority Investment Element so as to incorporate those revisions.

Joe Cronin
Planning Director
April 15, 2016

STATE OF SOUTH CAROLINA
TOWN COUNCIL FOR THE TOWN OF FORT MILL
ORDINANCE NO. 2016-___

AN ORDINANCE AMENDING THE 2008 COMPREHENSIVE PLAN FOR THE TOWN OF FORT MILL, AS AMENDED ON JANUARY 14, 2013, AUGUST 24, 2015, AND FEBRUARY 8, 2016, SO AS TO AMEND THE FUTURE LAND USE MAP CONTAINED WITHIN VOLUME 2: FORT MILL TOMORROW; AND SO AS TO INCORPORATE AN AMENDED VERSION OF THE TOWN OF FORT MILL CAPITAL IMPROVEMENTS PLAN AS AN ADDENDUM TO THE PRIORITY INVESTMENT ELEMENT, CONTAINED WITHIN VOLUME 2, FORT MILL TOMORROW

WHEREAS, the Mayor and Council for the Town of Fort Mill adopted the town's current comprehensive plan on March 10, 2008 (Ordinance No. 2008-03); and

WHEREAS, the Mayor and Council adopted a five-year update to the 2008 comprehensive plan on January 14, 2013 (Ordinance No. 2013-01); and

WHEREAS, the Mayor and Council amended the comprehensive plan on August 24, 2015, so as to add the Town of Fort Mill Capital Improvements Plan as an addendum to the Priority Investment Element contained within Volume 2, Fort Mill Tomorrow, following the enactment of Development Impact Fees (Ordinance No. 2015-14); and

WHEREAS, the Mayor and Council subsequently amended the Priority Investment Element contained within Volume 2, Fort Mill Tomorrow, so as to add Fire Station #2 to the list of eligible projects for impact fee funding (Ordinance No. 2016-01); and

WHEREAS, the Mayor and Council now wish to amend the Future Land Use Map contained within Volume 2, Fort Mill Tomorrow; and

WHEREAS, § 6-29-510(D)(7) of the South Carolina Local Government Comprehensive Planning Enabling Act requires that a municipal comprehensive plan shall include a land use element which considers existing and future land use by categories, including residential, commercial, industrial, agricultural, forestry, mining, public and quasi-public, recreation, parks, open space, and vacant or undeveloped; and

WHEREAS, the Town of Fort Mill Capital Improvements Plan was amended by the Mayor and Council on _____, 2016, so as to amend the Relocation and Expansion of Town Hall and the Law Enforcement Center Conversion Projects (Ordinance No. 2016-__); and

WHEREAS, § 6-29-510(C)(9) of the South Carolina Local Government Comprehensive Planning Enabling Act requires that a municipal comprehensive plan shall include a priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools; and

WHEREAS, a public hearing was advertised and conducted on _____, 2016, pursuant to S.C. Code § 6-29-530; and

WHEREAS, it is fitting and proper to update the Town of Fort Mill’s comprehensive plan to incorporate amendments to the Town of Fort Mill Future Land Use Map and Capital Improvements Plan;

NOW, THEREFORE, pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ORDAINED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

SECTION I. Adoption of Comprehensive Plan Update. The Comprehensive Plan for the Town of Fort Mill, Volume 2, Fort Mill Tomorrow; is hereby amended so as to replace the Future Land Use Map adopted on January 14, 2013, with the Future Land Use Map attached hereto as Exhibit A. The Comprehensive Plan for the Town of Fort Mill, Volume 2, Fort Mill Tomorrow; is further amended so as to incorporate, by reference, the amended Town of Fort Mill Capital Improvements Plan adopted on _____, 2016, in place of the Town of Fort Mill Capital Improvements Plan adopted on February 8, 2016, within the Priority Investment Element. These updates, together with any unchanged sections, maps or materials from the 2008 plan, as amended, shall comprise the Comprehensive Plan for the Town of Fort Mill, South Carolina.

SECTION II. Severability. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

SECTION III. Conflicting Ordinances. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION IV. Effective Date. This ordinance shall be effective from and after the date of adoption.

SIGNED AND SEALED this _____ day of _____, 2016, having been duly adopted by the Town Council for the Town of Fort Mill on the _____ day of _____, 2016.

First Reading: April 11, 2016
Public Hearing:
Second Reading:

TOWN OF FORT MILL

Guynn H. Savage, Mayor

LEGAL REVIEW

ATTEST

Barron B. Mack, Jr, Town Attorney

Virginia C. Burgess, Town Clerk

Exhibit A

Future Land Use Map
(Amended)

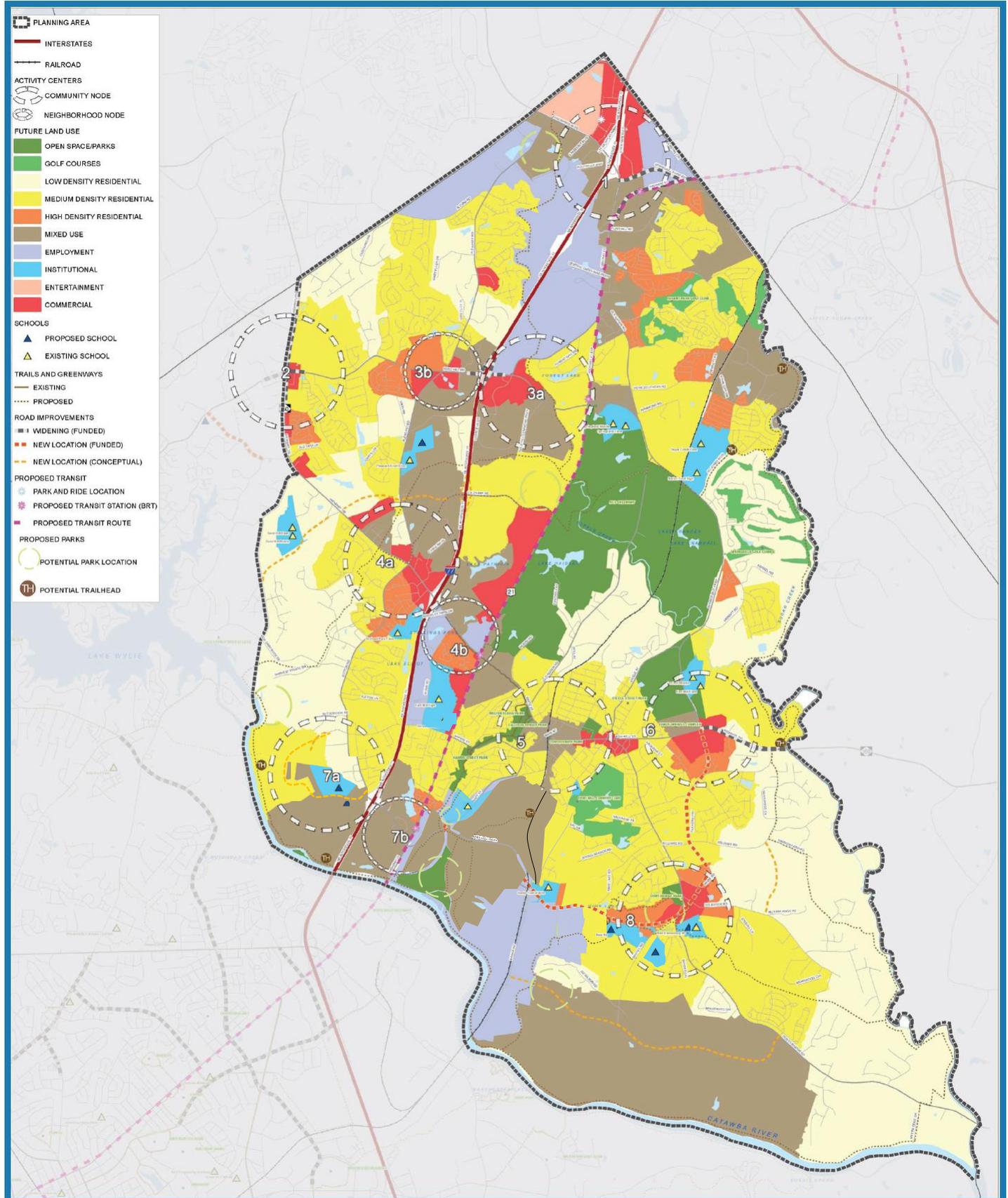


Figure 2.1 - Comprehensive Plan Map

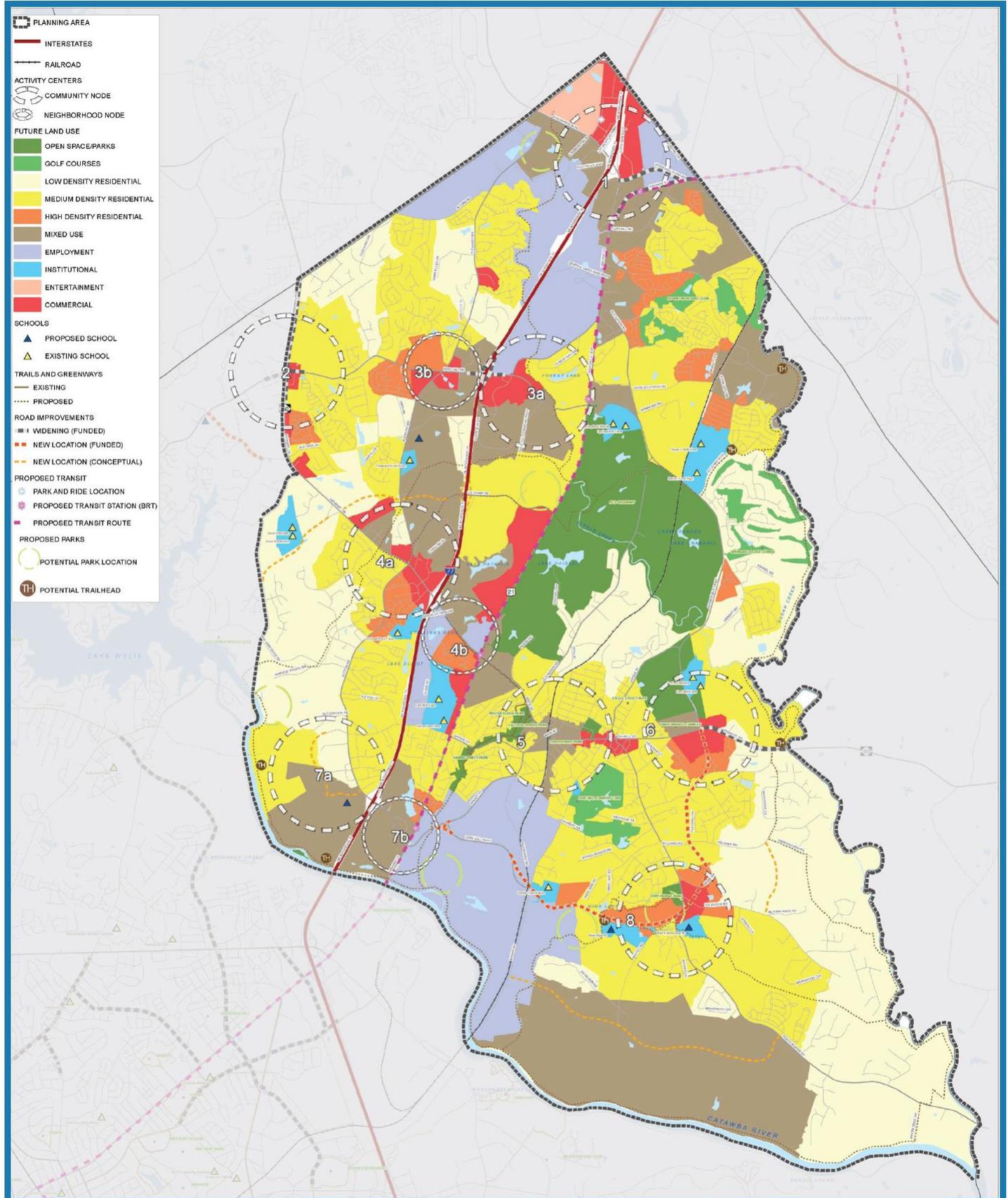


Figure 2.1 - Comprehensive Plan Map

