

**CHAPIN PLANNING COMMISSION
REGULAR MEETING**

**OUR LADY OF THE LAKE
195 AMICKS FERRY RD, CHAPIN, SC**

**September 13, 2022
6:00 P.M.**

AGENDA

1. CALL TO ORDER AND DETERMINE QUORUM
2. STATEMENT OF FREEDOM OF INFORMATION ACT COMPLIANCE
3. APPROVAL OF MINUTES
 - a. August 2, 2022 Work Session Minutes
 - b. August 2, 2022 Meeting Minutes
4. *PUBLIC COMMENTS RELATED TO AGENDA ITEMS

Note: Due to the amount of business on the docket for the evening, the verbal public comment period for this agenda will be limited to one hour, with comments limited to 2 minutes per person. If you submit comments in writing, we ask that you do not sign up to speak as we are limited in the number of speakers we can fit into the allotted time.

5. NEW BUSINESS
 - a. Application Review: Piney Grove Pointe Planned Development & Annexation Petition
6. ADJOURN

* In order to allow for the maximum amount of participation in the public comment portion, the Town has created an additional avenue to provide electronically submitted comments to the Planning Commission in advance of the meeting. Comments submitted prior to Monday, September 12, at 8:30 am will be provided to and considered by the Planning Commission prior to deliberation on agenda items. Comments can be submitted electronically using the following link: <https://Chapin.checkbox.com/Public-Comment-for-Town-of-Chapin>

PUBLIC COMMENT POLICY

PROCEDURE:

Persons wishing to make public comments concerning any municipal matter, with the exception of personnel and contractual matters, shall first sign in with the Municipal Clerk before the meeting and provide the following information:

1. Name, Address, and Contact Information;
2. Topic of Public Comment; and
3. Indicate whether a Chapin Resident, Chapin Water/Sewer Customer, or Reside in the Chapin Water/Sewer District.

Comments are limited to two minutes per person and no personal or verbal attacks will be entertained. The Council is interested in hearing your concerns, but speakers should not expect action or deliberation on subject matter brought up during any Public Comments on the agenda. Topics requiring further investigation may be referred to Town Staff and may be scheduled for a future agenda.

DEFINITIONS:

Chapin Resident: Reside in Town limits.

Chapin Water/Sewer Customer: Customer of the designated Chapin Water/Sewer District - Including an owner or operator of a local business.

Reside in Chapin Water/Sewer District: Reside in the designated Chapin Water/Sewer District – Area of Lexington County north of Lake Murray.

APPEARANCE OF CITIZENS

Town Code 2.212 – Any citizen of the Town shall be entitled to be placed on the agenda of any regular meeting to discuss any municipal matter, with the exception of personnel and contractual matters. Persons desiring to be placed on the agenda shall notify the Municipal Clerk not less than a week prior to the meeting. The request shall be in writing stating the reason therefor.

PLANNING COMMISSION WORK SESSION MINUTES

Tuesday August 2, 2022
3:00 P.M.

Town Hall

Members Present: Chair Rae Davis, Vice Chair Charlie Banks, Member Caleb Pozsik

Members Absent: Member William Lynch and Member Yvonne Hudson

Staff Present: Zoning Administrator (ZA) Kevin Singletary, Public Affairs Director Nicholle Burroughs, and Town Clerk Shannon Bowers

Guests: Mr. David Brandez – E.L. Robinson Engineering, members of the development team for the Columbia Avenue Group development

Call to Order: Chair Davis called the meeting to order at 3:05 p.m., and acknowledged the appropriate notifications in compliance with the SC Freedom of Information Act had been met.

Before the meeting began, Chair Davis moved agenda item 3(b): Preliminary Application Review: Columbia Avenue Group Development to the beginning of the discussions.

Discussion

Preliminary Application Review – Columbia Avenue Group Development: ZA Singletary explained the potential commercial group development to be located on Columbia Avenue. The properties are located across the street from Goodwill and adjacent to Farm Boys.

Mr. David Brandez introduced the project and explained that Caliber Collision has signed a letter of intent to develop. Other uses for the remaining parcels are contingent on potential lease development and feedback from the Planning Commission (PC). He explained several possible uses for the remaining parcels which included coffee shop, quick serve restaurant, and fast-food restaurant (not national chain like McDonald's, Wendy's, etc.). Mr. Brandez explained that the development team has spent considerable time with the SCDOT and Kinley Horne on a traffic impact study in order to make sure the plans reflect the road widening and the traffic impact analysis is up to date with current conditions. Mr. Brandez explained the square footage estimate of each potential development that came from the traffic study: coffee shop: 2500 sq. ft., fast food: 2500 sq. ft., high turnover sit down restaurant: 4900 sq. ft., a medical/dental office: 6,000 sq. ft., and general retail: 11,600 sq. ft., and another general retail space: 10,000 sq. ft., with Caliber Collision using approximately 15,000 sq. ft of space, but generating less traffic. He noted that the traffic impact analysis as it stands to date is out of date and needs revisions and are willing to supply the analysis as requested, but would like flexibility for approvals by staff as more final building plans are submitted.

Mr. Brandez did note that SCDOT required either an offset left for access onto Eagle Chase Drive or a direct line up with the access to Goodwill. The developers decided on the offset left access in preparation for the road widening.

Concerns from the PC were:

- Interconnectivity to properties adjacent to and behind parcels to be developed

- Potential future connected access to the development by adjacent properties (Brighton and Farm Boys) and properties located behind the development. (Director Burroughs noted that Farm Boys was not interested in having a connectivity conversation at the time due to their negotiations with SCDOT for right-of-way access for the Columbia Avenue widening).
- Access to and from Columbia Ave. and Eagle Chase, and how it relates to the SCDOT project for widening Columbia Ave.
- Signage for the development (whether or not each tenant would have their own sign).
- Consideration of the Town of Chapin comprehensive Plan

Mr. Brandez addressed a few of these concerns, stating that the development is not planned to restrict access for connectivity for future development and he explained that a road between two of the properties will run behind the development, design plans will include a future light access at Eagle Chase (Eagle Chase will continue to be a full access), road designs and access will be provided once plans for the Columbia Ave. widening project move forward, and Caliber Collision has expressed a desire to be a part of a multi-tenant sign, rather than an individual tenant sign. Mr. Brandez did note that they had not considered the comprehensive plan when developing these preliminary plans.

Other comments by PC members to the developers were:

- Liked the offset entrances/exits
- Would support a plan for connections between business, with thought to adjacent properties for connectivity (or the potential for connectivity)
- Would want to see a traffic impact analysis and how that would or would not impact future traffic issues
- Emphasized the importance of consistency between the parcels as a development with value to a shared access
- Safe, walkable connectivity for patrons of the businesses within the development
- Would like to see better future planning for potential drive-thru businesses that may locate in that area (preliminary design has potential for traffic build-up inside the development, does not provide a way out or pull over space)

Capital Investment Projects:

ZA Singletary explained that he compiled comments made by previous PC members and the previous capital investment table. He stated that the list was edited to reflect the PC priorities on capital investments with estimated cost of those projects. The PC then discussed the format of the table and items on the table. ZA Singletary noted that several items could be combined into an actionable item (i.e., professional services). Director Burroughs stated that items in this list needed to be put into actionable items that present opportunities as they stand today. ZA Singletary instructed the PC to take the table and set up categories for classification of projects for future discussion.

Open time for PC and Staff:

ZA Singletary noted that staff anticipates an application by the developers of the planned development that the PC preliminarily reviewed at the last meeting. He noted that should that application come through, staff is looking at the possibility of holding separate meetings for public comments on the development as well as an alternative location to accommodate the

public. Director Burroughs emphasized the importance of having a quorum if review of this application comes before the PC.

ZA Singletary also stated the date of the next unified development ordinance meeting will be August 18, 2022 to review the foundation report developed by MRB Group.

Adjournment: Chair Davis adjourned the meeting at 4:02 p.m.

PC APPROVED (Date): _____
Rae Davis, PC Chair

ATTEST: _____
Shannon Bowers, Town Clerk

DRAFT

PLANNING COMMISSION MEETING MINUTES

Tuesday July 12, 2022
4:00 P.M.

Town Hall

Members Present: Chair Rae Davis, Vice Chair Charlie Banks, Member Caleb Pozsik, Member William Lynch

Members Absent: Member Yvonne Hudson

Staff Present: Zoning Administrator (ZA) Kevin Singletary, Public Affairs Director Nicholle Burroughs, and Town Clerk Shannon Bowers

Guests: Robbie Derrick, Director of Community Development and Rebecca Conway, Development Manager – Lexington County

Call to Order: Chair Davis called the meeting to order at 4:08 p.m., determined there was a quorum, and acknowledged the appropriate notifications in compliance with the SC Freedom of Information Act had been met.

Before the meeting proceeded, Chair Davis moved to include a presentation by Lexington County Community Development to agenda item 5 (new business). Member Pozsik seconded the motion. No further discussion. Motion to add the agenda item passed unanimously.

Chair Rae Davis:	Yes	Vice Chair Charlie Banks:	Yes
Member Caleb Pozsik:	Yes	Member William Lynch:	Yes

Approval of Minutes: Before approving the minutes, Chair Davis requested several important points to be included in the minutes. In the July 12, 2022 work session minutes, the presenter indicated that the development is typically a high end product (referenced products in Florida and Charleston) and indicated the site choice was due to the proximity of the Publix and Lowes Foods, a majority of the units would be 2-bedroom units with a maximum height of 3 stories, at the time of the preliminary review developers had not yet purchased the parcels, and that the developer was willing to work with the Town over time with the commercial elements to include more local businesses. Vice Chair Banks also requested to add that the developers stated that there would be on-site management of the property. Vice Chair Banks made the motion to approve the July 12, 2022 work session and July 12, 2022 regular meeting minutes, including the above stated additions. Member Pozsik seconded the motion. No further discussion was had. Motion passed unanimously.

Chair Rae Davis:	Yes	Vice Chair Charlie Banks:	Yes
Member Caleb Pozsik:	Yes	Member William Lynch:	Yes

Public Comments related to agenda items:

There were no public comments.

New Business

Robbie Derrick, Director of Community Development for Lexington County, gave a brief presentation to the Planning Commission (PC) on updates to the county zoning over the last 12 months. He included population maps highlighting past, present, future, and long-term projections for the growth in Lexington County. He noted that there has been an increase in site-built and mobile homes in the last few years with a significant spike of site-built homes that were completed or applied for in 2020 and 2021. He also explained that a majority of homes being built were already in the pipeline for development before any changes had been implemented. He then explained changes to county zoning ordinances:

- 20-18: Amendments to the County zoning ordinance at the direction of County Council on May 11, 2021,
- Ordinance 21-02: Moratorium on new development in unincorporated Lexington County,
- Ordinance 2108: Zoning Map amendment to update and change street classifications for development control that passed on September 28, 2021,
- Ordinance 21-13 that created the Lake Murray Residential District designed to help protect the lake district that passed on November 30, 2021,
- Ordinance 21-14 Amending the County Landscape and open space ordinance that passed on November 30, 2021, and
- Ordinance 21-19 that amended the County Land Development manual to limit disturbed acreage during construction that is currently under review by County Council.

He also stated that during this process, Lexington County updated their comprehensive plan that passed on June 7, 2022. Currently staff at the County are working towards an update to the Land Development manual at the direction of County Council, and Mr. Derrick anticipates that to be a 2–3-year process. Mr. Derrick will provide staff with a copy of the presentation to be included with the minutes for this meeting.

Staff and PC members thanked Mr. Derrick for the information and staff expressed their desire for future workings with the County.

Adjournment: Vice Chair Banks moved the adjourn the meeting. Member Pozsik seconded the motion. The meeting was adjourned at 4:47 p.m.

PC APPROVED (Date): _____

Rae Davis, PC Vice Chairman

ATTEST: _____
Shannon Bowers, Town Clerk

MEMORANDUM

To: Planning Commission
From: Kevin Singletary, Planning & Zoning Manager
Date: September 13, 2022
Re: Piney Grove Pointe Planned Development & Annexation Petition

Property Location: Amicks Ferry Rd.
Tax Map Numbers: 000700-07-(097, 098, 004)
Property Owners: Buccaneer Limited, Patricia A Dorsey, Amicks Ferry Road LLC
Property Size (Acres): 2.97, 1.5, 8.95, Total: 13.42
Land Use Category: Village
Property Zoning Districts: Intensive Development (ID) unincorporated properties, General Commercial (GC) incorporated property
Property Overlay District: Gateway
Proposed Zoning District: Planned Development
Proposed Overlay District: N/A
Applicant: Armada Development
Date Submitted: August 23, 2022
Rezoning Permit #: 22-08-23-001
Annexation Petitions #: 22-08-22-(001, 002)

Background

Armada Development is proposing the development of a mixed-use development (multifamily housing and commercial retail space) on three adjacent properties located off of Amicks Ferry Rd. totaling in 13.42 acres. Armada Development is proposing this development (Piney Grove Pointe) be done as a Planned Development (PD) in compliance with the Town of Chapin Zoning Ordinance and Subdivision Regulations. A PD Narrative has been submitted by the applicant detailing the proposal for the PD. Submitted along with the PD Narrative for the property located within the Town of Chapin is a rezoning permit. 100% annexation petitions have been submitted for the two properties not currently incorporated into the Town of Chapin.

A Planned Development District is a form of zoning established in the South Carolina Code of Laws, Title 6 Chapter 29, South Carolina Local Government Comprehensive Planning Enabling Act of 1994. A Planned Development District is defined in Section 6-29-720 (C) (4) *“planned development district” or a development project comprised of housing of different types and densities and of compatible commercial uses, or shopping centers, office parks, and mixed-use developments. A planned development district is established by rezoning prior to development and is characterized by a unified site design for a mixed use development.”*

Planned Development Districts are often used and necessary when proposing a mixed use development as many zoning districts may not permit a mix of residential and commercial uses. In this instance, the GC zoning present on the incorporated property does not permit residential uses.

As Planned Development Districts are established via rezoning, their process of approval is unique to the average residential or commercial development. Whereas most residential developments would go before the Planning Commission for review for compliance with the Ordinances, and if compliant, approved, a PD first goes before the Planning Commission for review as a rezoning. The role of the Planning Commission is to evaluate the characteristics and

specifics of the proposed PD, as a zoning district, and the corresponding master plan. The Planning Commission upon review and deliberation provides to Town Council a recommendation on the rezoning/adoption of the PD. This recommendation may be for approval, approval with amendments, the disapproval of the rezoning/adoption, or tabling the item for additional specific evaluation or information in agreement with the applicant.

As with all rezoning applications the Planning Commission would evaluate the identified Future Land Use category of the specific property(s), in the Town's Comprehensive Plan, to determine if the proposed PD is compatible with the Land Use Category, and if it is more compatible than the existing zoning. Upon receipt of the Planning Commission's recommendation, Town Council would review the proposed PD. For a PD to be approved it would need to go through a public hearing with Town Council and two readings of Council. If the PD does not pass the first or second reading, then the rezoning and adoption of the PD master plan would not be approved.

A PD may change, in small or large part, during this process based upon the recommendation of the Planning Commission and/or the actions of Council. PDs are unique in this attribute, as they are the only form of development that Council is involved in the approval process and if approved is done so as an agreement between the developer and Council. If A PD rezoning is approved then the specifics of the PD zoning regulate the development of the property(s). The developer will follow the standard development application and review process for the development. In this instance it would be reviewed by the Planning Commission for compliance with the PD zoning.

Proposal

The language below is taken from portions of the Piney Grove Pointe PD Narrative submitted by Armada Development on August 23, 2022. Please see the full Narrative for comprehension of the full proposal.

2.1 Development Summary

This PD includes 13.42 acres to be developed as a common development in multiple phases with an anticipated construction duration of approximately 24-36 months. Construction plans shall be phased and sequenced such that completed portions of the PD may receive Certificates of Occupancy and be occupied prior to completion of all proposed construction. The proposed commercial element must be completed concurrently or prior to completion of the final residential building. The duration for completion and sequence of all proposed development is subject to change based on market conditions. The project will include a mix of uses including multi-family dwelling units and Commercial space.

2.4 Property Ownership and Management

All portions of the Piney Grove Pointe PD will be subject to a common management regime and all portions of the development will be operated and maintained by a professional property management company.

3.2 Land Use Summary

The table below summarizes the proposed land use within the PD.

Land Use Summary	
Multi-Family Dwelling Units and Commercial	10.07 Acres Max. (75%)
Open Space	3.35 Acres Min. (25%)

3.3 Net Densities Allowed

The table below summarizes the proposed net density for the PD.

Density	
Multi-Family Dwelling Units	216 Units Max.
Commercial	10,000 – 25,000 SF

4.2 Piney Grove Pointe PD District Uses

Residential Areas: Multi-family dwellings

Commercial Areas: Multi-family dwellings

Retail business

Personal services

Governmental, business, professional or general-purpose office

Religious, grantmaking, civic, professional and similar organizations

Dry cleaning or laundry pickup agency

Conditional Uses: Delicatessen, restaurant, soda fountain, bars allowing on premises

consumption of alcohol, including microbreweries, or other

eating/drinking establishments

Food Trucks

School of dance, art, music, drama, martial arts, etc.

Special Exceptions: Private kindergarten or preschool nursery

Extended care facilities or adult day care centers

Examples of Prohibited Uses: Single Family Residential, Tattoo Parlors, Check Cashing Business, Sexually Oriented Businesses (As defined in Article 6 of the Town of Chapin Zoning Ordinance), Pawn Shops, Vape Shops, Auto Repair and/or Sales including oil change shops, and Fast-Food Drive Thru establishment.

4.3 Parking Standards

Off-Street Parking facilities required by this PD shall be provided within the boundaries of the PD district. The parking area shall be surfaced with an all-weather impervious material (asphalt) or pervious material (interlocking grids filled with stone) and spaces shall be marked with painted lines (asphalt pave areas) or plastic caps (pervious parking areas). Designated parking areas shall be subject to all buffering, landscaping, and lighting requirements. Bicycle parking spaces are not required. Parking of recreational, commercial, and unlicensed vehicles for periods greater than 24-hours is not permitted.

4.4 Open Space

For this PD, Open Space is defined as any parcel or area of land or water and set aside, dedicated, designated, or reserved for public or private use or enjoyment or for the use and enjoyment of owners, occupants, and their guests of land adjoining or neighboring such open space. Open spaces shall include, but not be limited to: amenity buildings, dog parks, event space, open lawns, perimeter buffers, playgrounds, stormwater ponds, and swimming pools. Open space areas shall be owned by the property owner and maintained by a professional management company.

4.5 Buffers

A minimum 10' wide Type B buffer, per the Town of Chapin Zoning Ordinance shall be provided or maintained around the perimeter of the Piney Grove Pointe PD where the PD abuts adjacent parcels. Internal buffers between land uses are not required within the Piney Grove Pointe PD. A buffer is not required along the Amicks Ferry Road frontage. The Property Owner shall be responsible for ownership and maintenance of the buffer areas in accordance with Town of Chapin Standards.

4.6 Tree Protection

Protected trees may be removed in accordance with the Article 7 requirements of the Town of Chapin Zoning Ordinance as of the time of this PD as approved by Town Council. Tree Mitigation is as required by the Town of Chapin Ordinance as of the time of this PD as approved by Town Council.

SECTION 5: Architectural Standards

All architectural design will be subject to the review and approval by the Town of Chapin Architecture Review Board, per Article 10 of the Town of Chapin Zoning Ordinance in addition to these supplemental requirements for the Piney Grove Pointe PD.

5.1 General

The architecture of the structures within this planned development are important to protect the public from the impact of adverse visual experiences. It is the intent to maintain the appearance and character of a single project. It is not the intent to stifle architectural design innovation.

All buildings and structures shall utilize a uniform architecture theme that supports the overall architectural theme. Buildings shall not be required to be identical or look alike but rather create a coordinated aesthetic through the use of mass, scale, proportion, detail, material, color, site planning and landscaping.

5.2 Materials

Allowable materials shall be those identified in Article 10 of the Town of Chapin Zoning Ordinance. Additionally, the following materials shall be allowed: ACM (Aluminum Composite Metal) Panels. Prohibited Materials: Vinyl Siding and Soffits.

Appendix G

...the project can be expected to generate a total of 2,840 two-way vehicular trips on a weekday daily basis, of which a total of 120 trips (35 entering, 85 exiting) can be expected during the AM peak-hour. During the PM peak-hour, 194 total trips (107 entering, 87 exiting) can be expected.

Given the location of the site in relation to the regional roadway network, it is assumed that the vast majority of site traffic will travel to/from the north in an effort to access US 76 (Chapin Road) and/or Columbia Avenue (S-48).

PROPOSED MITIGATION

As previously stated, it is assumed that the vast majority of site traffic will travel to/from the north in an effort to access US 76 (Chapin Road) and/or Columbia Avenue (S-48).

Given this anticipated travel pattern, the predominant movements at the site access driveways

will be right-turn movements exiting the site onto Amicks Ferry Road and left-turn movements entering the site from Amicks Ferry Road.

Per direct coordination with SCDOT Permitting & Traffic Engineering staff, the following improvement measure(s) have been agreed to by the Applicant to mitigate the project impacts along Amicks Ferry Road:

Widen Amicks Ferry Road to provide for separate southbound left-turn lanes at each of the proposed access driveways.

Based on a review of Figure 9.5-L of the Highway Design Manual, a minimum storage length of 150 to 200-feet is recommended for each of the proposed separate left-turn lanes with an associated taper/transitions length calculated for the design speed, type of widening selected, lane width(s), etc.

Given the recommended minimum storage length(s), coupled with the separation distance between the proposed access driveways, a continuous three-lane cross-section should be provided between the proposed access driveways with the final striping/pavement marking plan to be discussed with/approved by SCDOT staff.

The design of the separate southbound left-turn lane at the northernmost access driveway will also need to consider the separate distance from the Broomstraw Road/Bennington Court intersection and ensure it can be designed with recommended storage and typical bay/transition tapers without encroaching upon the Broomstraw Road/Bennington Court intersection.

The above-cited proposed mitigation/improvement measure(s) will be fully funded and implemented by the Applicant. Per my understanding, Cypress Engineering is serving as the site/civil engineer for the Applicant and will be preparing the formal construction plans for the cited mitigation/improvement measure(s). In advance of the formal construction plans, a Concept Design Plan has been prepared by Cypress Engineering to generally depict the proposed improvement measure(s).

In addition to the previously cited major-street geometric design recommendations, the following general geometric/traffic control characteristics are recommended for the minor-street approach at the proposed site access driveways:

- It is anticipated that the site access approaches will provide a single lane entering the development and a single lane exiting the development.
- The site access approaches are to be placed under STOP (R1-1) sign control with all appropriate pavement markings, etc.
- The major-street (Amicks Ferry Road) approaches will continue to operate as “free-flow” without formalized control.
- The site access intersections are to comply with SCDOT Access & Roadside Management Standards (ARMS) manual spacing/design requirements. This information should be depicted on all appropriate project submittals by the Applicant and/or the site/civil engineer representative.
- The site access intersections should be designed/constructed to meet all current applicable City/County/SCDOT standards and/or guidelines in terms of

horizontal/vertical sight distance and heavy vehicle circulation. This information should be depicted on all appropriate project submittals by the Applicant and/or the site/civil engineer representative.

Staff Review

The above provided background and proposal are not all of the information that has been evaluated by Town Staff (Planning & Zoning Manager) but does provide an orientation of the process and a significant summary of the proposal, respectively. Staff review was of the entire submitted PD Narrative, so as to evaluate the proposal and provide an informed recommendation to the Planning Commission. Given the significance, novelty, interest, and importance of this proposed PD, this staff review section of the memo will provide an expanded thought process behind the recommendation that is to follow.

When considering a development that is the first of its kind in a community, and one that has captured local attention, the responsible action of staff is to evaluate the proposal as objectively, dispassionately, and expertly as possible. This approach is one that should always be taken when providing any recommendation to the Planning Commission, but is emphasized in such a case where emotions can impact the perception of a development, and thus its review.

The State of South Carolina municipalities and counties are required to engage in a process called comprehensive planning. The major aspect of comprehensive planning is the production of a Comprehensive Plan, which is rewritten and adopted every ten years, with a review at least every five years. The adoption of this document is a process that includes public input, public surveys, public meetings, Committee review, cooperative drafting, Planning Commission review, Town Council review, and Town Council adoption. In many instances communities will hire third party experts to advise and assist in this process. The Town of Chapin adopted a new Comprehensive Plan in December of 2021. The preparation and adoption of this document was one that achieved all of the aspects described above, achieving a level of public input through surveys that exceeded six-hundred responses. The entire process took approximately a year and produced a document, Envision Chapin, that Mayor and Council adopted unanimously. Envision Chapin provides guidance to the Town of Chapin in future development, and rezoning, including PDs, such as this one.

One of the most significant Elements in the Comprehensive Plan regarding zoning and development is Element 7: Land Use. This element establishes a future land use map for the area in and around Town, and a description of that land use. The properties that constitute this proposed PD are identified as “Village”. Village is described as follows in the Comprehensive Plan: *Villages are mixed-use areas which are more dense than the neighborhood future land use category, serving as a transition between residential and non-residential areas. The focus of this category is on the design and layout of future development, and the ability of roadway and utility infrastructure to support it. This area encourages walkability with townhomes and upper story residential in mixed-use buildings with dedicated neighborhood commercial uses on the ground floor. Greenspaces and connectivity to pathways support a live-work-play environment, and the greatest portion of building area is for residential uses.*

When reviewing this proposed PD compatibility with the Village land use is present. The Piney Grove Pointe PD is a mixed-use, majority residential, dense development, that water and sewer infrastructure can support. Roadway infrastructure can and would be upgraded to be compliant with the standards of the Authority Having Jurisdiction, in this case SCDOT. The proposed

properties where this PD are located are adjacent to both commercial and residential areas, and would serve as a transition into the more dense Town from the less dense unincorporated County. The proposed commercial uses are compatible with what is traditionally considered to be appropriate in a neighborhood commercial area. The current zoning on the property in the Town is General Commercial, a zoning that is broadly accepting of a wide range of commercial uses that are potentially non-compatible with residential areas, and is non-permitting of any form of residential. As such the proposed PD is more in line with the village land use than the existing zoning.

Early in the Envision Chapin Comprehensive Plan seven goals are identified. In reviewing the proposed PD four of the seven goals are acknowledged and furthered by this proposed PD, goals; 2, 3, 5, and 7.

Goal 2: Facilitate Well-Planned Growth

While our town has a small population, we provide utilities to a much larger area outside of our official Town limits. As we are impacted by growth around the Town, we will have a greater influence on that growth – in order to ensure appropriate and compatible development. To that end, we will collaborate with our neighbors to coordinate growth and adopt policies that further our desire to influence growth patterns.

One of, if not the most significant challenge the Town of Chapin has faced with recent development is the outdated nature of the Zoning Ordinances and Subdivision Regulations. The Comprehensive Plan recommends an update/rewrite of existing regulations to address this issue. As the Commission is aware, this is a task the Town Council has contracted out for, and created the UDO Steering Committee to oversee, which the Commission is currently engaged with. A major advantage a Planned Development presents is the creation of an entirely new zoning district that the Planning Commission and Town Council have opportunity to engage with, and ultimately decide on approval. The Commission therefore has the opportunity to provide in its recommendation to Council requirements/regulations beyond what existing zoning districts would permit. The required annexation of two properties would fill a currently existing “doughnut hole” in the jurisdictional boundary of the Town, expanding the Commission’s ability to influence growth patterns.

Goal 3: Improve Transportation Connections

Our future will be greatly influenced on how easily we will be able to move around our community. We will proactively work with SCDOT and other agencies to improve our current roadway infrastructure and relieve our congested roadways, while also providing opportunities for alternative modes of transportation, particularly bicycles and pedestrians to become a walkable community.

With traffic being a major concern in the Town, and residential development being one of the largest contributors to traffic, a Planned Development located at this location of Amicks Ferry Road provides several advantages. The required upgrades to the infrastructure to mitigate this development, in compliance with the standards of SCDOT, would alleviate the estimated impact. The proximity to the existing roadways that lead to the central area of Town, and thus inbound and outbound points of the Town, reduce the area of impact additional trips would bring. This proposed development is also located in significant proximity to SCDOT’s planned new roads, which will address the inbound and outbound traffic on several of the Town’s major streets, including Amicks Ferry. The proximity to these projects means that the location of this proposed

development is positioned to fully utilize local and State investment into the road infrastructure. Future

Goal 5: Expand Housing Options

As a growing community, we aim to provide a range of housing options and choices to support the needs of our entire community. While we have a significant range of single-family housing options, we need to create housing opportunities for aging residents and essential workers. To achieve this, we will facilitate the development of a broader spectrum of housing options that are attractive and affordable.

At present there is no form of multifamily housing in the Town of Chapin, and very little in the broadest interpretation of the “Chapin area”. The Chapin area has very little housing available to renters. As the population in the Chapin area has grown there has been an increase of businesses in the service industry that have located in Town. Many people who contribute to the economy of Chapin, and service our community, whether that be as service industry or public service workers are challenged to acquire housing in the Chapin area. This proposed Planned Development represents an opportunity to further this important goal, and improve the range of housing options in our community. As stated in strategy 2 of this goal “*It is the community’s desire for these developments to incorporate upper floor residential above commercial / office space with well-designed amenities and attractive public spaces.*” This proposal is the first such proposal the town has ever received, and is located in a land use area that is designated for such forms of development.

Goal 7: Grow Our Local Economy

We value small, locally owned and operated businesses that contribute to our authentic sense of place. We build strong community partnerships with a variety of local and regional organizations to encourage entrepreneurial growth and community development, helping to create a business friendly environment. We hope to expand our downtown beyond its current footprint, providing opportunities for new businesses and civic activities. We support the activation and development of the Chapin Business and Technology Park to help diversify our economic base.

One of the most significant challenges that has been identified for Economic Development is the lack of existing spaces to facilitate the desired business investment that many individuals wish to make by locating their existing and new businesses in the Town of Chapin. Smaller and new businesses tend to lack for the capital needed for land development, particularly when property is highly valued, such as in the Chapin area. The proposed PD would provide for the development of commercial spaces that would not only facilitate the growth of the local economy, but provide a strong partnership between our community and business by locating residential and commercial within a single development. This development would expand the footprint of the downtown, providing space for residents to have a walkable mixed use community, with dedicated greenspaces and amenities.

The most significant impacts that this development represents to the Town and the Chapin area are; increased traffic, change in historic development patterns and characteristic, and density of housing. The increase in traffic is primarily addressed by the required improvements to Amicks Ferry Rd. As previously identified the development is also located near already planned improvements to the road infrastructure and traffic patterns of the Town. It is also noteworthy that traffic is often a concern with proposed new multifamily development projects, however per

the Institute of Transportation Engineers (ITE) and their Trip Generation Manual, single-family detached residential produces more trips per day than multifamily housing of all types. As identified in the Comprehensive Plan the proposed PD, while a change in the historic development pattern and form of development, it is in line with what is identified as appropriate for this area in the Comprehensive Plan, as well as meets many of the goals identified in the Comprehensive Plan. The change in historic development pattern and characteristic may be addressed with additional amendment to the plan regarding landscaping along Amicks Ferry Rd. This may also mitigate the nature of the increased density of the development, and the resulting aesthetics. It should be noted that a significant advantage of the increased density is that demand for residential housing options in our area may be address with less land disturbance than would be required for a less dense housing option.

In section 705.1 A. of the Town Zoning Ordinance it states *“In developments with 20 or more multi-family residential units (including townhouses and patio homes) or manufactured home parks with more than nine manufactured homes, open space shall account for a minimum of 20 percent of the total land area of the site.”* As this development provides for a minimum of 25 percent open space the requirement that would be present for a multifamily development in compliance with the zoning ordinance is exceeded by the proposal. The interconnect sidewalks as shown in the proposal also ensure that the entire development may take advantage and access the open space areas.

Staff Recommendation

After review it is the recommendation of the Planning & Zoning Manager, that annexation petitions 22-08-22-001 and 22-08-22-002 be recommended to Town Council for approval by the Planning Commission. As the annexation petitions above identify the proposed zoning as “PD”, it is recommended that the Planning Commission recommend the adoption of the Piney Grove Pointe PD Zoning District and master plan as described in the Piney Grove Pointe PD Narrative to Town Council for approval with the following amendments;

- Pg. 6 Section 2
 - “13.62-acre” **be amended to** “13.42-acre”,
- Pg. 6 Section 2.1
 - “The Piney Grove Pointe PD Rendered Concept Plan below shows a possible layout for the proposed PD area. This conceptual rendering is provided for illustrative purposes only and is subject to change.” **Be amended to** “The Piney Grove Pointe PD Rendered Concept Plan below shows a possible layout for the proposed PD area. This conceptual rendering is provided for illustrative purposes only and is subject to change. Changes that would increase the number of residential units and/or buildings, significantly alter the layout and/or character of the development, or remove any feature or amenity shown in this Narrative would be subject to the review of the Town of Chapin Planning Commission for recommendation and the approval of the Chapin Town Council.”,
- Pg. 12 Section 4.2
 - **Be amended to add** “NAICS CODE are provided in reference, not regulatory in nature. Uses would be subject to the interpretation of the Town of Chapin Planning & Zoning Manager.”,
- Pg. 15 Section 4.3
 - “Bicycle parking spaces are not required.” **Be amended to** “Bicycle parking spaces are not required; however, bicycle racks will be provided adjacent to

amenities, the commercial/mixed use building(s), and adjacent to at least three residential structures. Bicycle racks shall be spaced so as to provide adequate ability to securely store bicycles throughout the development.”,

- “Alternatively, the minimum number of parking spaces required within the PD district where shared parking strategies are proposed may be determined by a study prepared by the applicant following the procedures of the Urban Land Institute Shared Parking Report, ITE Shared Parking Guidelines, or other procedures approved by the Zoning Administrator.” **Be amended to** “Alternatively, the minimum number of parking spaces required within the PD district where shared parking strategies are proposed may be determined by a study prepared by the applicant following the procedures of the Urban Land Institute Shared Parking Report, ITE Shared Parking Guidelines, or other procedures approved by the Planning Commission.”,
- Pg. 16 Section 4.5
 - “A buffer is not required along the Amicks Ferry Road frontage.” **Be amended to** “A buffer is not required along the Amicks Ferry Road frontage. The space between Amicks Ferry Road and any building wall face fronting on Amicks Ferry Road will be landscaped and subject to the approval of the Architectural Review Board at the time of Architectural Review.”
- Pg. 20 Section 5.8
 - **Be amended to add** “Signage shall be subject to the review and approval of the Planning & Zoning Manager in compliance with Article 9 “Sign Regulation” of the Town of Chapin Zoning Ordinance.”,
- Pg. 21 Section 6.2
 - **Be amended to add** “where drive aisles interrupt continuous sidewalks, pedestrian crossing striping shall be provided.”,
- Pg. 23 Section 7
 - **Be amended to add** “a covered bus stop, as identified in Appendix B, shall be erected for the purpose of providing a safe, accessible, internal location for Lexington-Richland School District 5 students to be picked up and dropped off by a District 5 school bus. Exact location would be subject to the approval of Lexington-Richland School District 5.