

# Sumter City-County Planning Commission

August 26, 2015

## SD-13-01(Rev. 1), Heritage Bay Subdivision(City)

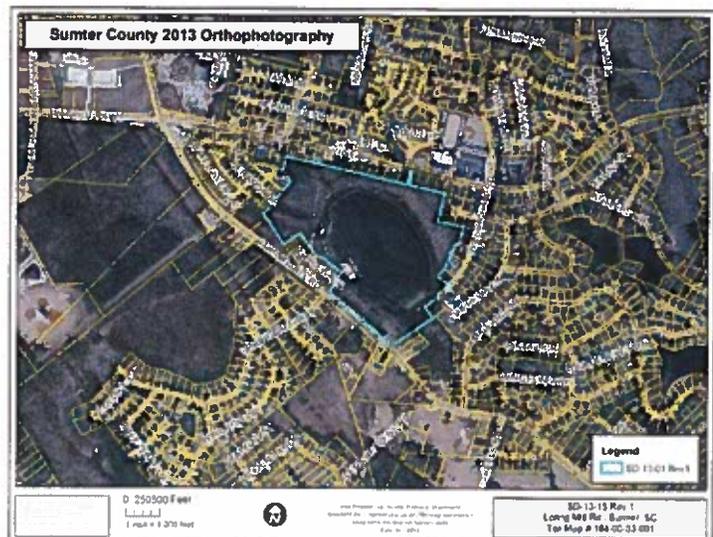
### I. THE REQUEST

<b>Applicant:</b>	Jay Davis, Heritage Bay Development Company, LLC
<b>Status of the Applicant:</b>	Developer
<b>Request:</b>	A request for preliminary plat approval to revise the previously approved Single-Family Residential Subdivision to increase the total number of lots from 156 to 190, revise phasing, and add an additional full access entrance drive on Loring Mill Rd.
<b>Location:</b>	Loring Mill Rd. south of the intersection of Loring Mill Rd. and Patriot Parkway.
<b>Size of Property:</b>	+/- 109 acres
<b>Present Use/Zoning:</b>	Heritage Bay Subdivision/Residential-9 (R-9)
<b>Proposed Use of Property:</b>	Single-Family Residential Subdivision
<b>Tax Map Reference:</b>	184-00-03-001
<b>Adjacent Property Land Use and Zoning:</b>	North – Single-Family/Residential-15 (R-15) South – Loring Mill Rd. & Residential/Residential-15 (R-15) & Planned Development (PD) East – Single-Family/R-15 West – Single-Family/Planned Development (PD)

### II. BACKGROUND

The applicant proposes to amend the approved preliminary plat approval granted under SD-13-01 in order to do the following:

- 1) Increase the total number of lots from 156 to 190;
- 2) Add an additional full access drive on Loring Mill Rd.



3) Revise the previously approved Phasing Plan.

Heritage Bay was granted preliminary plat approval for 156 single-family residential lots on August 28, 2013. To date, 21 lots in Phase 1 have received final plat approval. As of July 31, 2015, 15 of the platted lots have been issued permits to construct and/or have received Certificates of Occupancy. The following photographs show the existing development.



*Main entrance to the subdivision as viewed from the entrance of Timberline Meadows*



*Interior of the subdivision looking north towards the existing development area.*



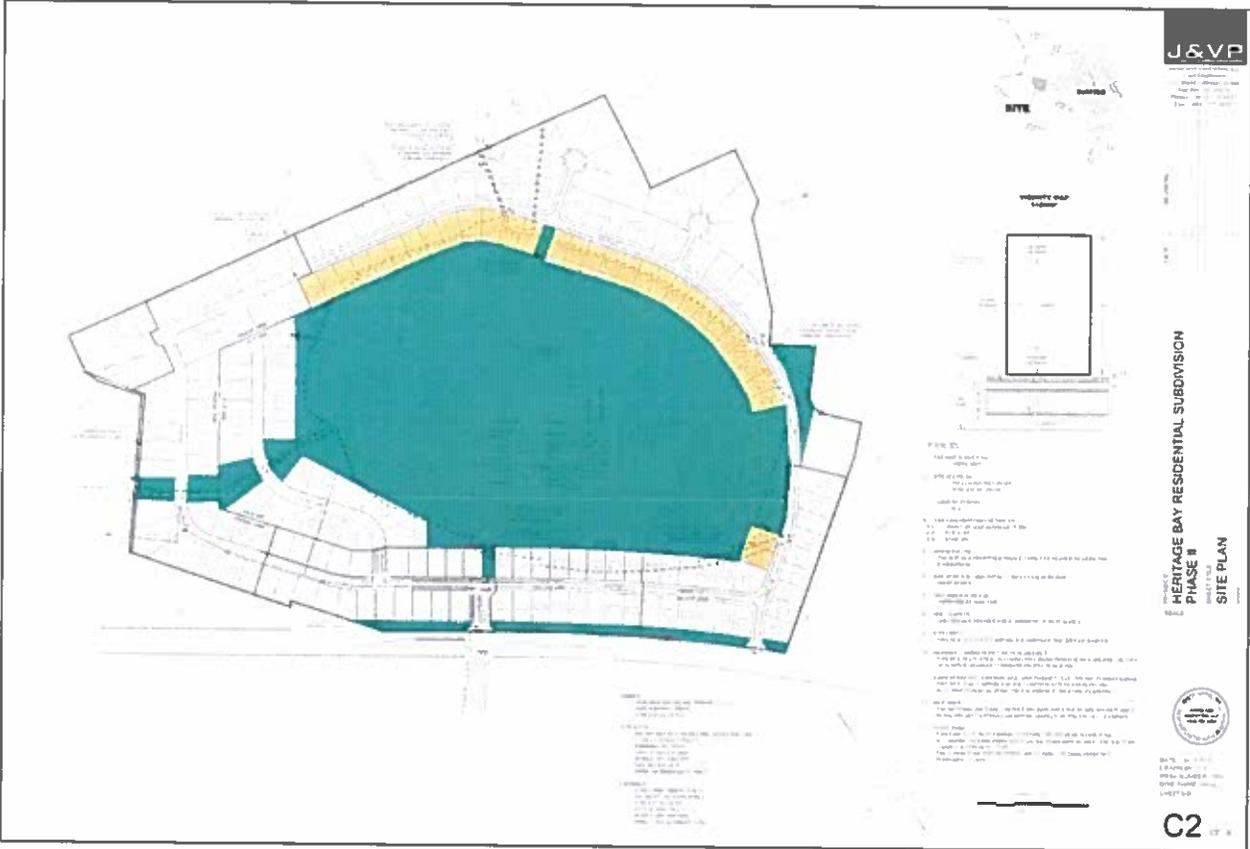
*View of the interior of the Carolina Bay/Open Space*

The development encompasses approximately 109 acres. In 2013 when the initial development proposal was presented, the development plan was heavily influenced by the presence of the centrally located Carolina Bay, which is also an AE floodplain. Since initial approval, the true shape of the floodplain has been determined using real world ground elevations and a LOMA has

been granted by FEMA, changing the shape of the AE zone. This removed some portions of the development area from the regulatory floodplain, reducing the amount of land impacted by the AE zone.

Since the LOMA determination, the project engineer has reworked the lot development plan to allow for additional parcels while still complying with the *City of Sumter Flood Damage Prevention Ordinance*.

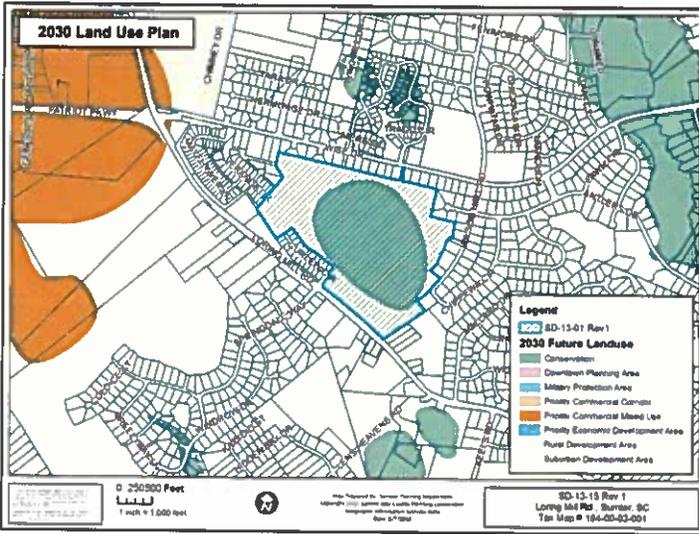
The proposed additional lots are in the areas which are highlighted in yellow on the lot layout plan below. The total lot count will be 190 residential lots. In addition, the plan accounts for over 45 acres of open space with a connected network of community open space which includes sidewalks and other internal connections that all lead to the Carolina Bay as the central open space area for the community.



**III. COMPATIBILITY WITH THE 2030 COMPREHENSIVE PLAN**

The property is influenced by the Suburban Development Planning Area as well as the Conservation Preservation Planning Area.

The primary objective of the Suburban Development designation is to scrutinize and manage the existing development patterns, foster intentional mixed-use development and identify new commercial and industrial locations where form and design are a focus, all in a more efficient manner.



Designated Conservation Areas protect and preserve environmentally sensitive areas. Throughout the County, these areas should be preserved to ensure the protection of environmentally sensitive natural resources including floodplains. Protection of these natural areas contributes to the community’s overall health and sustainability.

For residential development such as this, the Plan prioritizes design elements such as open space, access, pedestrian networks, and other quality of life issues. It also encourages diversity in

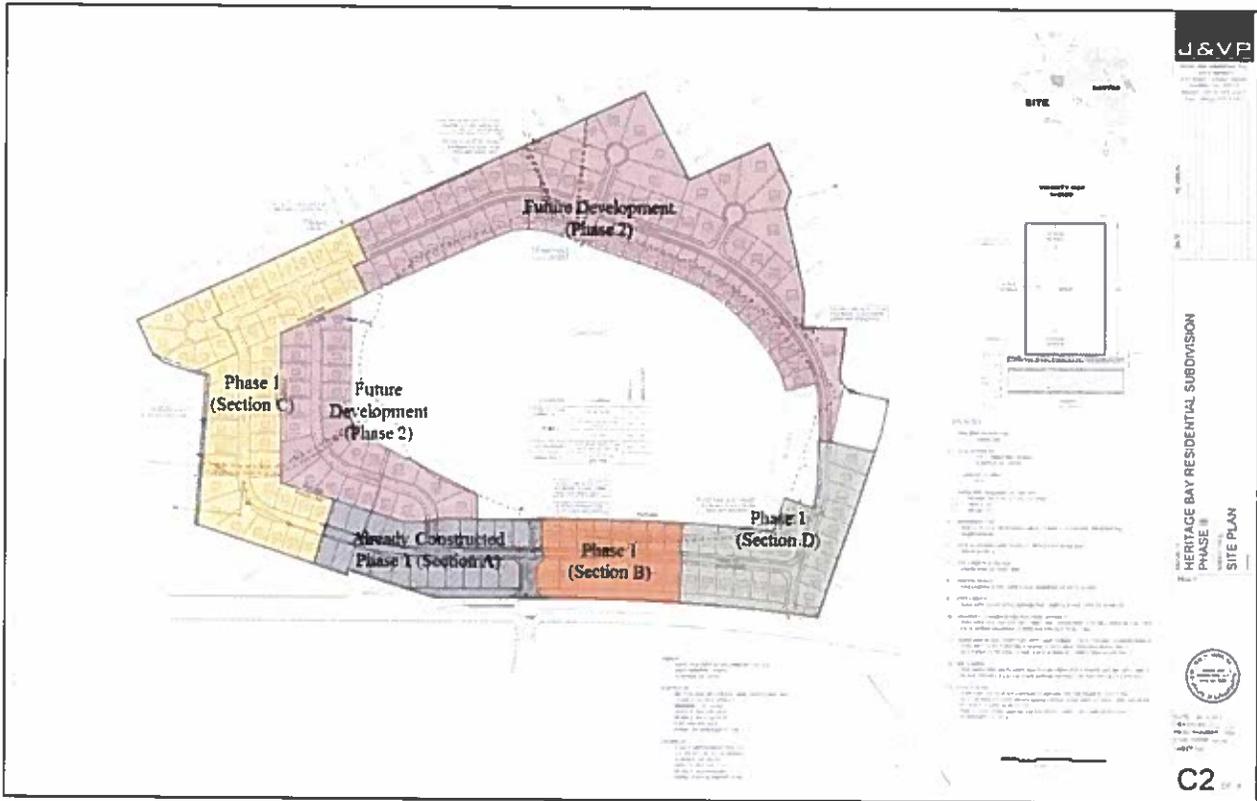
housing products and opportunities for affordability. The submitted proposal, through preservation of the Carolina Bay as the central open space, and the implementation of sidewalks connecting to the greater Sumter sidewalk network support these plan objectives.

#### IV. PRELIMINARY PLAT REVIEW

Based on Article 7, Section 7.d.5, the approval of the preliminary plat constitutes approval of the subdivision as to its character, intensity of development, general layout, and the approximate dimensions of streets, lots and other planned features. This approval binds the developer to the general scheme of the subdivision and permits the developer to proceed with the installation of site improvements, subject to obtaining other necessary permits. An applicant may request final approval for the whole development or for a section of the preliminary plat as long as specific phased approval is granted by the Planning Commission Board.

Based on Planning Staff’s understanding of the preliminary plat submission, the developer is requesting to develop this subdivision in two phases. The infrastructure for Phase 1, Section A has already been installed, received final plat approval, and is currently under construction. Phase 1 of the development has three additional areas, as shown in the graphic on the following page that are proposed for construction as part of Phase 1. Phase 2 is shown as “Future Development” with no sectioning plan in place at this time.

At full development, Phase 1 will have 96 residential lots, both primary access points on Loring Mill Rd. will be fully installed and the emergency access on Wise Dr. will also be installed. The Future Development (Phase 2) will have a total of 94 lots but all accesses into the subdivision will be in place prior to development of Phase 2.



This proposal is for a single-family detached subdivision developed using Residential-9 development standards, and has been reviewed as such.

**Zoning District Requirements**

The purpose of the Residential-9 (R-9) zoning district is to recognize the essential suburban living character of significant portions of the City of Sumter where medium density single-family residential development is the predominant living environment of the existing and future population. Residential permitted uses within the R-9 district include single-family detached dwellings, excluding mobile or manufactured homes and accessory uses such as bathhouses, cabanas, non-commercial greenhouses, private garages and carports, storage buildings, swimming pools, tool sheds and workshops and home occupations. This district also allows accessory apartments subject to the development criteria established in Section 4.g.2 of the City Zoning Ordinance.

The minimum development standards in the R-9 District for Single-family detached dwellings are as follows:

- Minimum Lot Area Per structure: 9,000 sq. ft. (approx. 0.2 acres)
- Minimum Lot Width: 75 ft. at front setback
- Minimum Yards, Per Structure:
  - Front – 25 ft.
  - Side – 10 ft.
  - Rear – 25 ft.
- Maximum Impervious Surface Ratio: 40%
- Maximum Building Height: 35 ft.

The average proposed lot size in this development is 0.26 acres with lots ranging in size from 0.19 acres up to 0.70 acres. All lots meet the minimum lot width of 75 ft. at the minimum building line and are within the required residential width to depth ratio requirement of 1:2.5. Each parcel has enough buildable area to meet all minimum setback standards without exceeding the maximum 40% impervious surface ratio. We note for the record that several lots are irregularly shaped (lots 10, 13, 16, 46, 47, 127). We caution the developer that typical house plans may not fit on several of these lots.

***Tree Protection, Buffering, Landscaping, & Open Space Plans:***

***Tree Preservation***

As previously reviewed, the development site is heavily wooded within the Future Phase 2 development area, as well as within Phase 1, Section B and Phase 1, Section D. As per Article 9, Section 9.d.3. Tree Preservation requires submission of a tree survey as part of any development plans.

The applicant submitted a tree survey as part of preliminary review. It should be noted that no trees within the central open space were surveyed as of publication of this report as it is the intent of the developer to preserve the natural appearance of the bay. Based upon the proposed lot layout, as shown in the graphic on the following page, there are multiple lots within Phase 1 and Phase 2 with significant or historic trees on them. The lots highlighted in orange are all parcels that have significant trees either outside of the buildable area and/or on the common property lines between the two parcels which, with careful planning and dwelling selection should be able to be built upon while preserving some, if not all, of the mature trees on each lot. The parcels highlighted in red would be rendered impractical for development if the trees were preserved due to the location of the trees within the buildable areas and the sizes of each lot.

There are also significant/historic trees located in the red highlighted areas of the proposed right-of-way. The table on the following page details trees within the rights-of-way.

Tree Size	# Within the Right-of-Way <sup>1</sup>	Variety/Species
30" or > DBH <sup>2</sup>	9	Oak, Pine, Gum
20" – 29" DBH	8	Oak
10" – 19"	20	Live Oak, Oak

Notes: One (1) 40" DBH (Diameter at Breast Height) Oak within the right-of-way in Phase 1, Section B and D in addition to the following: (1) 30" Oak, (1) 32", Oak, (1) 30" Pine, (4) 34" Oak, and (1) 30" Gum.

All trees within the right-of-way will be lost due to road construction and change in grade. The areas highlighted in red within the road rights of way will have total tree removal for installation of infrastructure.



The developer has proposed mitigation for trees removed within the right of way through the requirement to plant two trees on each parcel in addition to plantings within the community open spaces. Staff recommends a tree preservation/mitigation plan be submitted prior to land disturbance and infrastructure installation for Phase 1, Section B; Phase 1, Section C, and Phase 1, Section D. In particular, the following lots are the site of protected trees.

Phase 1, Section B: Lots 144, 145, 146, 153, and 154

Phase 1, Section C: Lots 25 and 26

Phase 1, Section D: Lots 130, 131, 132, 162, 163, and 164

Phase 2: Lots 45, 46, 79, 104, 105, 106, 107, 108, 109, 111, 112, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 126, and 126

Additionally, there are large sections of Phase 2 that shall not be mass graded and engineering plans for these areas are required to be designed to protect the existing trees on-site. A comprehensive tree protection plan must be submitted prior to any construction permits for Future Phase 2.

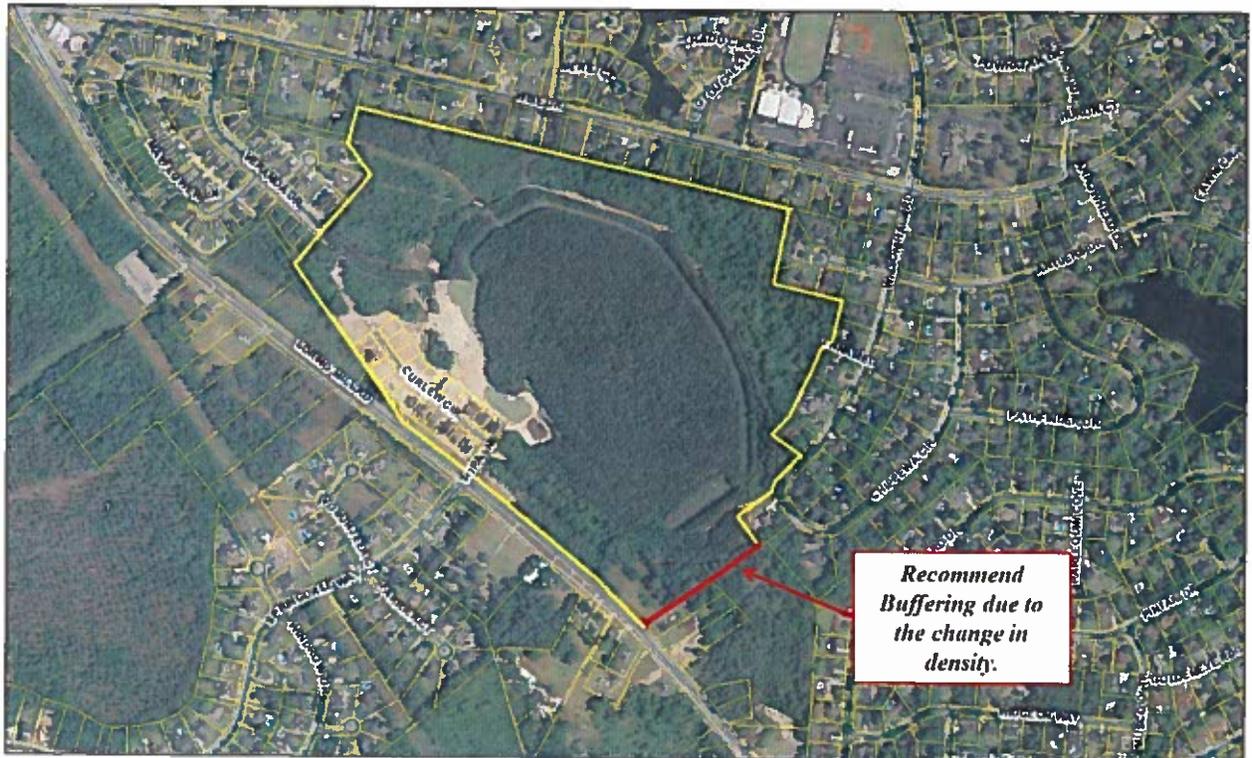
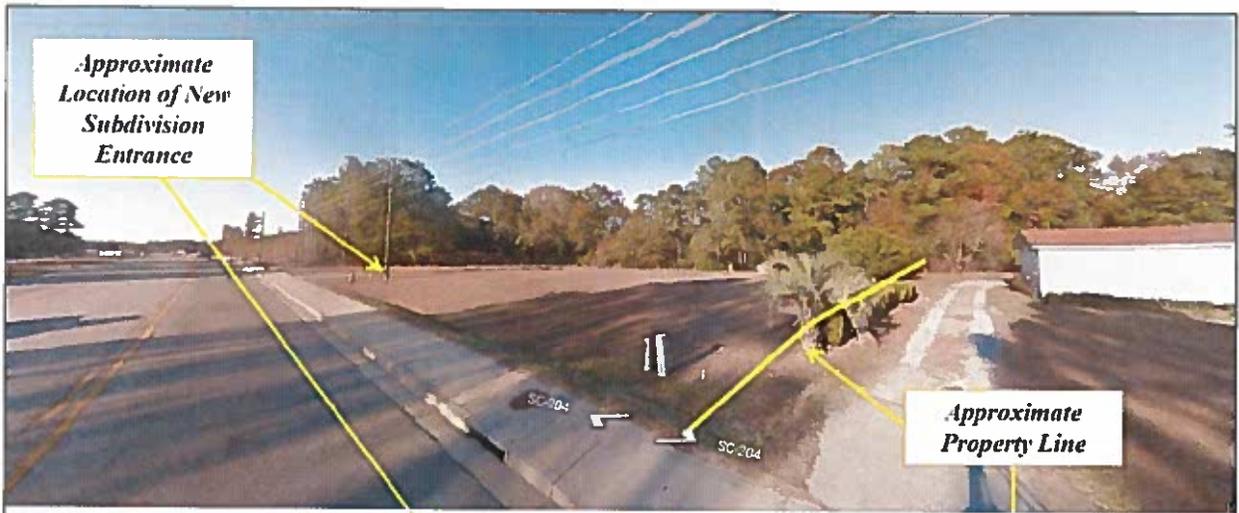
### *Buffering & Landscaping*

Landscaping for residential subdivision development is governed by *Article 9, Section 9.c.6*, which spells out planting requirements for subdivision entrances, subdivision front bufferyard street landscaping requirements, as well as side bufferyard requirements. This preliminary plat approval is a modification to a previously approved development plan. The subdivision entrance, street landscaping along Loring Mill Rd. has been partially constructed, and the first section of Phase 1 has been platted with 15 houses under construction. The applicant intends to continue the street landscaping berm along the remainder of the Loring Mill Rd. frontage to match that which has

already been installed. Staff finds this to be acceptable, as the proposed planting plan will continue the established rhythm along Loring Mill Rd. The following photographs show the existing plantings along the entrance on Loring Mill Rd.



*As per Section 9.c.6.c. Side bufferyards shall be consistent with Table 9-1 and Section 9.b.4. of this ordinance, in the Landscaping and Buffer Requirements section. In accordance with Table 9-1 Landscaping Chart, when residential uses abut residential uses, side buffers are not required except in accordance with Notes 1 and 2. As per Note #2 under Table 9-1, "For any residential single-family subdivision, Planning Commission may require additional landscaping and buffering to mitigate the impacts of the development on adjacent uses. As shown in the Google Street View images and the 2015 USDA Orthophotography, this development abuts a long-lot single-family home situated on approximately one acre.*



As proposed, the development will have the backyards of 5 lots abutting the common property line shared with 735 Loring Mill Rd. Due to how the existing dwelling is situated on its parcel as well as the shape of the parcel, Staff believes that some form of mitigation should be required within the areas indicated by the red line in the 2015 Orthophotography image.

Due to the limited amount of space and because this subdivision layout was under previous regulatory requirements, as well as the spacing requirements for the second full access driveway, Staff recommends installation of a 6 ft. tall privacy fence along the full length of the area indicated in red. The fence should be the same material and design through the full length of the area to be buffered.

No additional interior buffering is recommended. Other areas within the development that abut single-family dwellings are of a similar density and layout. With implementation of the Phase 2 tree protection plan additional mitigation measures should not be necessary.

### *Street Trees*

*In accordance with Section 9.c.6.d., all individual lots within a subdivision shall have at least one tree located within ten (10) feet of the front property line. Such trees shall meet the minimum requirements for canopy trees as set forth in Section 9.d.2.*

Each dwelling within the subdivision shall have one (1) 2” caliper canopy tree within the first 10 ft. of the front yard. Additionally the developer is mitigating tree removal through the requirement of planting a second tree on each parcel.

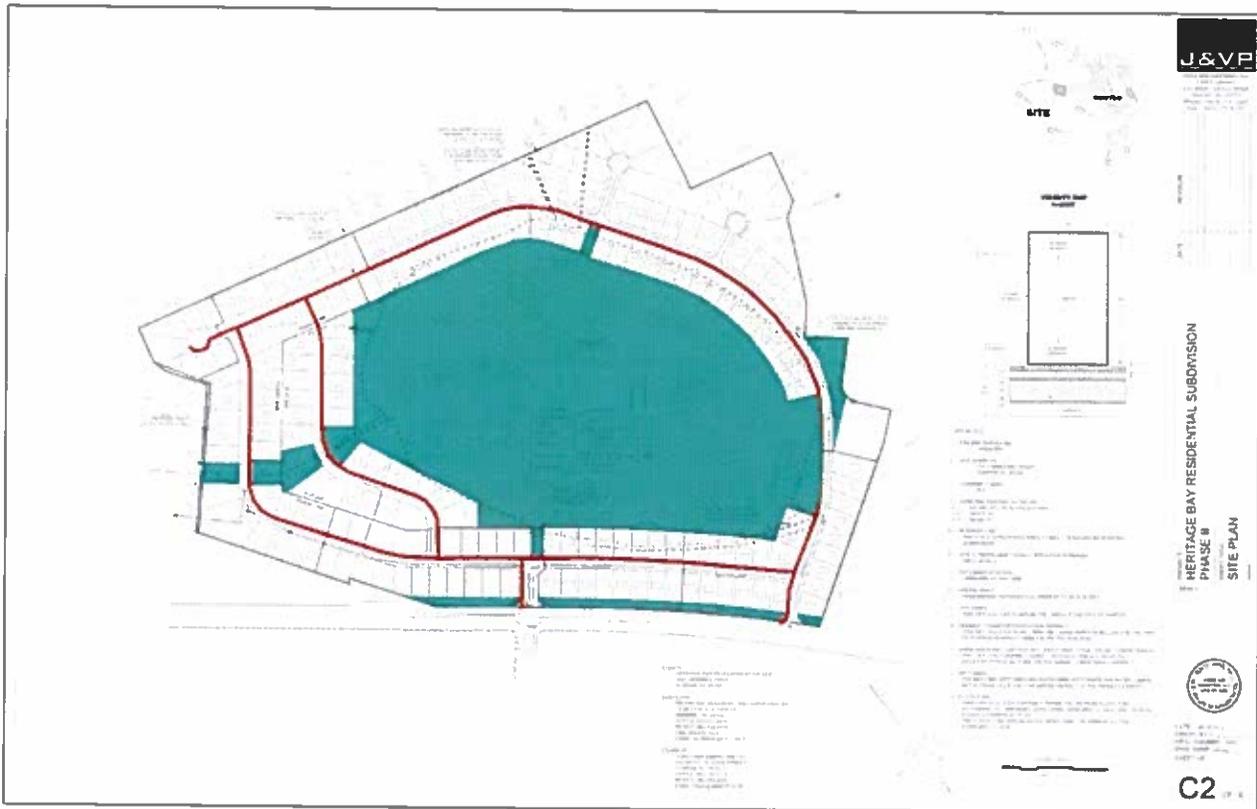
### *Stormwater Management*

Stormwater management facilities are located within the Carolina Bay and will be kept in a natural state. No fencing is proposed. These facilities are located within the interior of the development and are not visible from the public right of way. The facilities are being installed as part of the community amenity.

Proposed Roadway/Sidewalks – The roadways are/will be asphalt with concrete curbing, as a reminder to the applicant, all driveways shall utilize depressed curbing at the street. The intensity of development based on average lot width as per section 8.d.3.b is “medium” intensity. As per Exhibit 8-1 and 8-2, due to the projected traffic of approximately 9.57 average weekday trips per dwelling unit, the proposed road is considered to be a residential subcollector street.

Residential subcollector streets in medium intensity developments with off-street parking are required to have two 10 ft. travel lanes with no parking lane resulting in a total pavement width of 20 ft. As indicated on the submitted application, the proposed street will have concrete curbing. When doing conventional concrete curbing, a 12 month maintenance guarantee is required as part of final approval.

Sidewalks are a requirement on at least one side of the street based on the current development proposal and street profile in the City. The applicant has submitted plans showing the proposed location for all sidewalks as shown in the graphic on the following page in red.



All sidewalks shall be constructed in accordance with Article 8, Section 8.d.5. as follows:

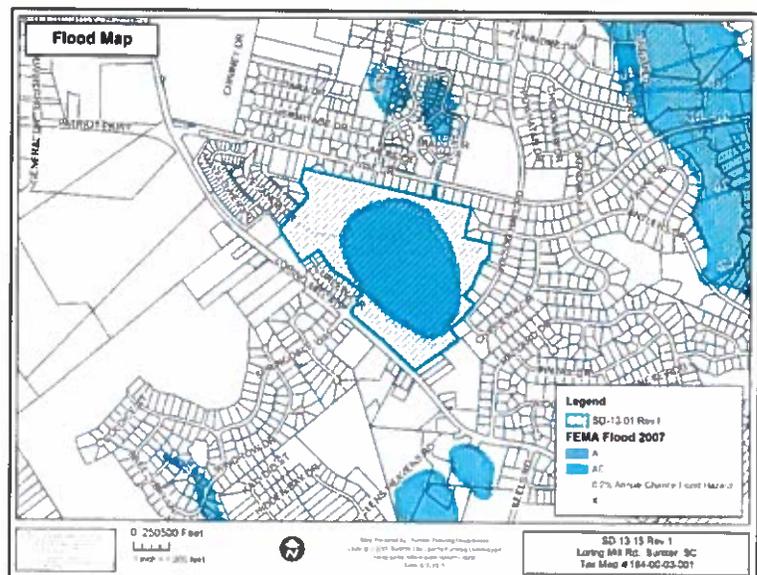
*b. Sidewalks shall measure four and one-half (4 ½ ft.) feet in width; wider widths may be necessary near traffic generators.*

*d. All pedestrian areas must be compliant with ADA (Americans with Disabilities Act) standards in accordance with ANSI 117.1, the City of Sumter Design Standards for Sidewalks, and SCDOT standards as applicable.*

*e. All driveways in subdivisions or private housing shall be depressed at the street.*

### ***Environmental Issues***

This development area is influenced by a Carolina Bay/AE Flood Zone that encompasses approximately 53 acres of the 109 acre development area. The property is shown on Firm Panel: 45085C0291d; Effective Date: 2-16-2007. The applicant submitted a Letter of Map Amendment (LOMA) to FEMA which modified the shape of the floodplain under LOMA 1-04-2299A, Effective February 11, 2014.



Additionally they have received non-jurisdictional determination from the US Army Corps of Engineers (USACE) based upon the 2013 wetlands delineation that was submitted at time of initial development. This approval is on-file as part of SD-13-01.

In accordance with the City of Sumter Flood Damage Prevention Ordinance, properties developed in a Special Flood Hazard Area (SFHA) are required to meet a higher standard of development. Properties in a SFHA may also be required to purchase mandatory flood insurance on any structures that carry a federally backed mortgage. As shown in the graphic below, there are 16 lots within Phase 1 that are influenced by the AE flood zone and 37 lots in Phase 2. In addition, areas of proposed right-of-way and sidewalks are shown within the SFHA. The base flood elevation (BFE) for this Carolina Bay is 175 ft.



The applicant has already changed the shape of the floodplain to show the true impact on the development through the LOMA process, however; due to continual changes in Federal regulations and substantial increases in flood insurance for citizens, Planning Staff recommends that no residential lots proposed within the subdivision be within any designated SFHA. This will necessitate going through the appropriate process to remove portions of the impacted lots from the floodplain through appropriate engineering by adding certified fill and satisfying the compensatory storage requirement of the Flood Damage Prevention Ordinance. Removal of lots from the flood plain can only be done by and through the approval of FEMA through the LOMR-F process.

As proposed, the Carolina Bay is being utilized for stormwater management in addition, staff recommends that the stormwater facilities be designed to meeting the requirements for and required compensatory storage for the placement of fill within the floodplain.

*Stormwater Management Plan:*

Stormwater management plans have been reviewed and approved by the City of Sumter Stormwater Utility as well as DHEC.

*Public Safety:*

Fire – The proposed plan was reviewed by Robbie Rickard, Fire Inspector with the Sumter Fire Department. It has been determined that the additional full access drive on Loring Mill Rd. in addition to the proposed secondary gated access onto Wise Dr. meets minimum fire safety requirements so long as the full length of the fire access is paved with asphalt. A gate with a Knox-Box will be required by the Fire Department as part of this secondary fire access. Within residential subdivisions fire hydrants shall be no less than 1000 ft. apart.

**V. UTILITIES**

Utility plans are not required for preliminary plat approval however as this is a revision to a development under construction; the development is already served by the City of Sumter for Sewer and Water, Black River Electric for power, and Farmers Telephone Cooperative for telephone service.

**VI. TRAFFIC REVIEW**

Per Section 7.d.10 of the City of Sumter – Zoning & Development Standards Ordinance, any development that generates more than 100 vehicle trips during the peak hours of the day requires a submission of a Traffic Impact Study (TIS). Because this project has more than 90 single family residential units, it exceeds the threshold requirements for providing a TIS. The Applicant submitted a traffic impact study titled, “Traffic Impact and Access Study Heritage Bay Residential Development Sumter County, South Carolina,” dated July 2, 2013 and updated July 29, 2015 prepared by SRS Engineering.

As planned, direct access to/from the site will be provided via two (2) driveways to/from Loring Mill Road. One access is directly opposite the existing Springdale Way, with the other access approximately 1000 ft. south east further down Loring Mill Road. It should be noted that an “Emergency Only” access will also be provided to/from Wise Drive. This access will be gated and will not be operational on a daily basis. As per the TIS, the recommended lineage/geometrics and traffic control for the primary direct access point is as follows:

***Loring Mill Road at Springdale Way/Site Access – Mitigation for this access point, with the exception of performing a traffic signal warrant study was completed prior to final plat approval for the first section of Phase 1 in the development.***

- ***Northbound (Loring Mill Road) Approach:***
  - Maintain existing separate left turn lane.
  - Maintain existing single through lane from which right-turn movements into the site will now be made.

It should be noted that the need for consideration of a separate right-turn lane was investigated. Per Figure 15.5A of the SCDOT *Highway Design Manual*, project volumes during the AM peak-hour fall below the defined threshold whereas projected volumes during the PM peak-hour fall just above the defined threshold level. The need for a separate right-turn lane was discussed with SCDOT District #1 Traffic Engineering staff and is not being recommended or required at this time.

- ***Southbound (Loring Mill Road) Approach:***
  - Construct/stripe separate left-turn lane within the existing TWLTL. Per Figure 15.5F of the SCDOT *Highway Design Manual*, consideration of separate left-turn lane is required. From Figures 15.5J and 15.5H on the SCDOT *Highway Design Manual*, the separate left-turn lane should be designed to provide 200 feet (minimum) of full-width storage with a 180 foot taper (straight) length.
  - Maintain existing shared through/right-turn lane
- ***Eastbound (Springdale Way) Approach:***
  - Re-stripe the existing approach to provide a separate left-turn lane and a shared through/right-turn lane. Ensure proper alignment of left-turn and through movements with opposing approach.
- ***Westbound (Site Access) Approach:***
  - Construct/stripe approach to provide a separate left-turn lane and a shared through/right-turn lane. Ensure proper alignment of left-turn and through movement with opposing approach.
- ***Traffic Control:*** Place existing eastbound (Springdale Way) and proposed westbound (Site Access) approaches under STOP sign control.

### **Loring Mill Road at Secondary Site Access**

This access is to be located along Loring Mill Road, approximately 1,000 ft. (inside edge to inside edge) south of the existing Springdale Way (and Main Access) intersection. It is proposed as a full-movement access. It should be noted that the separation distance from the nearest applicable upstream/downstream intersecting roadway has been reviewed and determined to be in compliance with the most up-to-date SCDOT *Access and Roadside Management Standards (ARMS)* manual, Figure 3-7/3-9. Recommended geometrics and traffic control is as follows:

- ***Northbound (Loring Mill Road) Approach*** – Provide for a single shared through/right-turn lane. Consideration of separate right-turn lane is not required per Figure 15.5A of the SCDOT *Highway Design Manual*.
- ***Southbound (Loring Mill Road) Approach*** – Provide for a separate left-turn and a separate through lane. Construct/stripe separate left-turn lane within the existing TWLTL. From Figures 15.5J and 15.5H of the SCDOT *Highway Design Manual*, the separate left-turn lane should be designed to provide 200 ft. (minimum) of full-width storage with a 180 ft. taper (straight) length.

- **Westbound (Secondary Access) Approach** – Construct/stripe new southbound approach leg to create intersection. Provide a single approach lane to accommodate both left-turn and right-turn movements exiting the site.
- **Traffic Control** – Place new westbound (Secondary Access) approach leg under STOP sign control for all movements exiting the site.

The following *Table 4* depicts the operational characteristics of the proposed site access intersections assuming the geometrics and traffic control described above. As per *Table 4* of the TIS shown below, the Loring Mill Road at Springdale Way/Site Access is projected to operate at a marginally unacceptable LOS E during the AM peak-hour and a LOS F during the PM peak-hour. The secondary access intersection is shown to operate acceptably during the AM and PM peak-hour time period.

**Table 4**  
**LEVEL-OF-SERVICE SUMMARY**  
**SITE ACCESS INTERSECTIONS**  
*Heritage Bay Residential Development*

<u>Unsignalized Intersections</u>	<u>Time Period</u>	<b>2019 BUILD MITIGATED</b>	
		<u>Delay<sup>a</sup></u>	<u>LOS<sup>b</sup></u>
Loring Mill Road at Springdale Way/Main Access	AM	49.4	E
	PM	238.7	F
Loring Mill Road at Secondary Access	AM	17.6	C
	PM	19.5	C

- a. Delay in seconds-per-vehicle.  
b. LOS = Level-of-Service.

**GENERAL NOTES:**

1. For unsignalized intersections, Delay is representative of worst minor street approach.

The unacceptable service levels at the main access can be directly attributed to the high volume of traffic along Loring Mill Road coupled with the fact that, with the incorporation of a fourth approach leg, the ability to complete two-step left-turns from the minor-street is no longer available. This level of operation is not uncommon for four-legged unsignalized intersections along major arterials during peak-hour flows.

The TIS contends that upon cursory review, the minor-street approach volumes at this intersection are likely to not meet typical warrant (MUTCD Warrant #1A, #1B, #2, #3) thresholds for the consideration of the installation of traffic signal control. Although volume thresholds may be met during the peak hours, volumes lessen significantly throughout the other hours of the day due to the fact that only residential land uses are present. It should be noted that future phases of development are planned along Springdale Way. The TIS further contends that when/if additional development within Timberline Meadows is realized, consideration of a traffic control signal may need to be revisited.

Planning Staff has significant concerns about installation of the Loring Mill Road at Springdale Way/Site Access intersection as an unsignalized access. *Table 4* shows operation delay (LOS E during AM peak period and LOS F during PM peak period) at Loring Mill Road at Springdale Way/Site Access. Under the principles of access management as reflected in the SCDOT ARMS

Manual, determination of access point location must consider the number of vehicle turning conflicting movements. Under this proposed site access plan, there are at least ten (10) vehicular turning movement conflicts at the Main Access drive based upon the proposed configuration. From a local standpoint, implementation of this intersection under STOP sign control with no time-frame on installation of a traffic signal is not in the interest of public health and safety.

As required in the first review of this subdivision (SD-13-01), Planning Staff continues to recommend that a Signal Warrant Study be undertaken by the applicant prior to approval of any development permits for Phase 2 of the Heritage Bay development. The Applicant agreed to this condition at time of initial approval. If at the time of study, a signal is warranted, a signal shall be installed prior to any plat approvals for Phase 2 of the development.

## **VII. SUBDIVISION-PLANNED DEVELOPMENT REVIEW – AUGUST 6, 2015**

There are no outstanding issues from technical review.

## **VIII. STAFF RECOMMENDATION**

Staff recommends approval of SD-13-01 (Revision 1) subject to the future subdivision submissions meeting all Zoning Ordinance and development standards, consistent with the preliminary plat (Attachment #1), and the recommended conditions in the attached “Conditions of Approval” for SD-13-01 (Revision 1).

## **IX. DRAFT MOTION**

- 1) I move that the Planning Commission approve SD-13-01 (Revision 1), subject to the preliminary plat titled, “Heritage Bay Subdivision Master Site Plan” dated 06-23-2015, prepared by Jones & Van Patten, LLC, and the Conditions of Approval dated August 26, 2015.
- 2) I move an alternate motion.

## **X. PLANNING COMMISSION – AUGUST 26, 2015**

**SD-13-01 (Revision 1), Heritage Bay Subdivision (City)**  
**August 26, 2013**

**Conditions of Approval**

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1. The property shall be developed in substantial conformance to the preliminary lot layout shown in the plan titled, "Heritage Bay Subdivision Master Site Plan" dated 06-23-2015, prepared by Jones & Van Patten, LLC.
2. Floodplain – All proposed residential lots within the Heritage Bay Development impacted by Floodplain shall be properly engineered to be removed from the floodplain. It shall be the developer's responsibility to acquire proper approvals from FEMA to remove each proposed lot from the floodplain prior to final plat approval for said lots.
3. Development of a tree protection/preservation plan in accordance with Article 9, Section 9.d.3. for the remainder of Phase 1. A separate plan may be submitted for Phase 2 of the development. Upon receipt and review of the tree protection plan for each phase, development of an overall landscape plan that mitigates removal of any of the identified trees that cannot be saved through site adjustment shall be completed. The Tree Protection/Tree Mitigation plans shall be submitted and reviewed/approved prior to issuance of Land Disturbance for the remainder of Phase 1 of the development, and prior to issuance of Land Disturbance for Phase 2. *Landscape plan development shall address the following:*
  - *Berm along Loring Mill Road*
  - *Bufferyards*
  - *Common Area Landscaping*
  - *Tree Preservation/Mitigation Plan*

All landscaping along the berm, at the site entrance and within the integrated open space shall have irrigation systems installed to ensure survival of plantings.

4. Street Trees – every dwelling shall have one canopy tree installed prior to the issuance of Certificate of Occupancy. Trees shall be a minimum of 2 in. caliper in size, planted within 10 ft. of the front property line.
5. Timeline for installation of landscaping:
  - a. *Loring Mill Rd. Street Front Planting* – all street front buffer plantings within Phase 1 of the development shall be installed prior to final plat approval for any additional Section within Phase 1 of the development.
  - b. *Privacy Fence Adjacent to TMS#s 184-05-02-001 & 184-00-03-003*: Installation of a 6 ft. tall privacy fence along the rear of lot #s 128, 129, 130, 131, 132, 133, 134, 135, and 136. The fence shall be the same material and design through the full length of the area to be buffered. Said fence shall be installed prior to issuance of Certificate of Occupancy for each referenced parcel.

- c. *Community Open Space/Stormwater Management Areas:*  
Designated green space and stormwater management areas within the development shall be planted in accordance with the final overall landscape plan once it has been approved. Green space/stormwater management areas shall be planted with appropriate vegetation prior to final plat approval for any given phase of development.
- d. *Street Trees* – No individual dwelling will be granted a certificate of occupancy until the required street tree has been planted.

6. Timeline for Sidewalk Installation:

- a. Phase 1 – Sidewalks shall be installed at time of construction of each individual dwelling. Final Certificate of Occupancy shall not be granted on any lot where a sidewalk is required but has not been installed.

Phase 2 – sidewalks that are not directly in front of a residential lot on the same side of the street shall be installed at the time of road installation. Sidewalks that are located in front of individual dwellings may be installed at the time of construction of each dwelling.

- b. Final plat recordation shall follow the phasing proposed on the preliminary plat. All sidewalks shall be installed for Phase 1 of development prior to final plat approval for any subsequent sections in Phase 2.

7. Site Access:

- a. All recommended mitigation measures from the submitted traffic impact study titled, “Traffic Impact and Access Study Heritage Bay Residential Development Sumter County, South Carolina,” dated July 2, 2013, updated July 29, 2015 prepared by SRS Engineering.
  - i. Mitigation at the main access at the intersection of Springdale Way and Loring Mill Rd. has been installed.
  - ii. The Secondary Loring Mill Rd. access drive with all recommended mitigation measures shall be installed, properly inspected and accepted by SCDOT prior to issuance of final plat approval for any lots within Phase 1, Section D.
- b. The Developer shall commission a Signal Warrant Study for the Loring Mill Road at Springdale Way/Site Access prior to final plat approval for any lots in Phase 2. If at that time a traffic signal is warranted, the Developer shall install said signal prior to final plat approval for any lots in Phase 2 of the development.

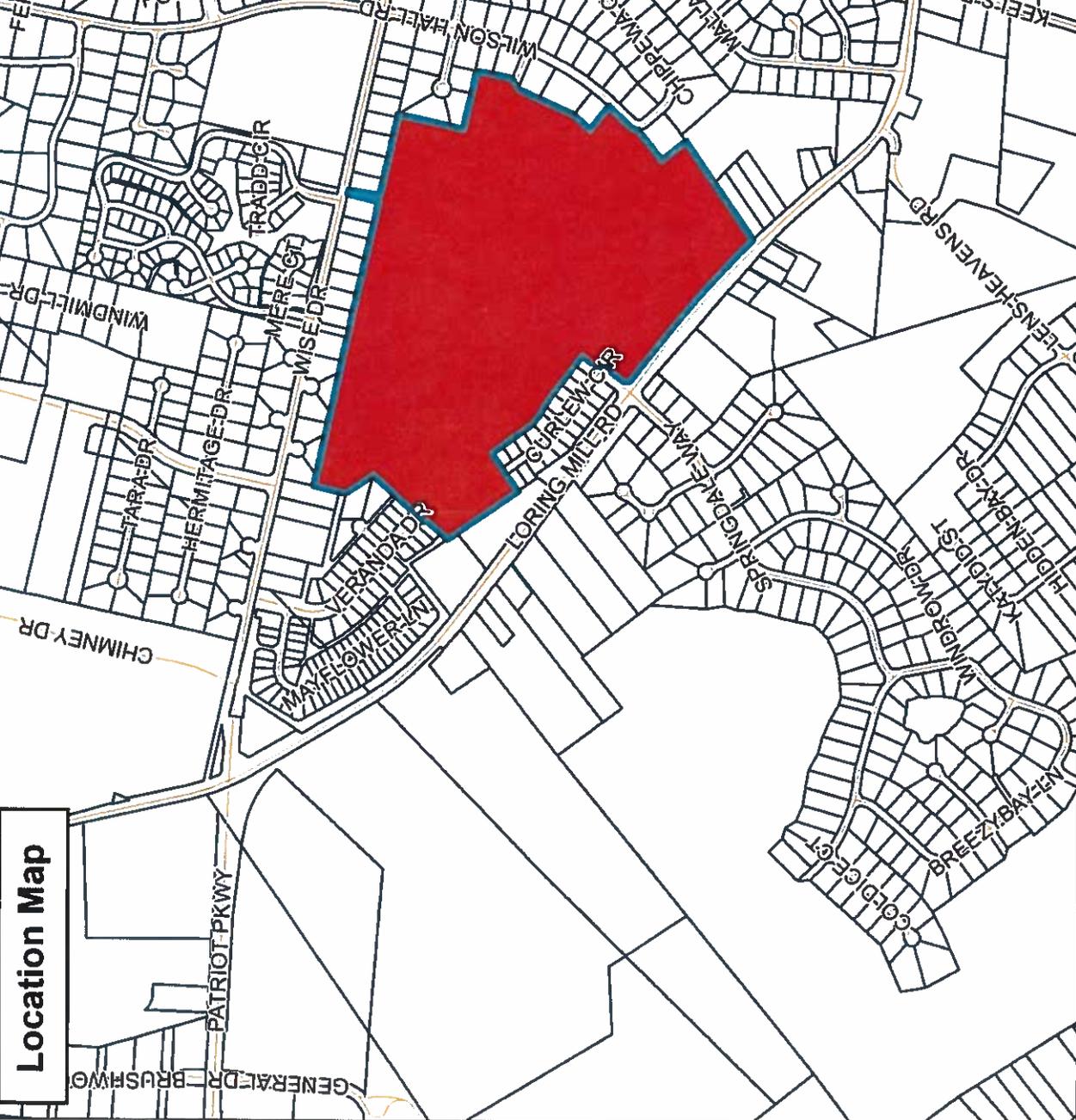
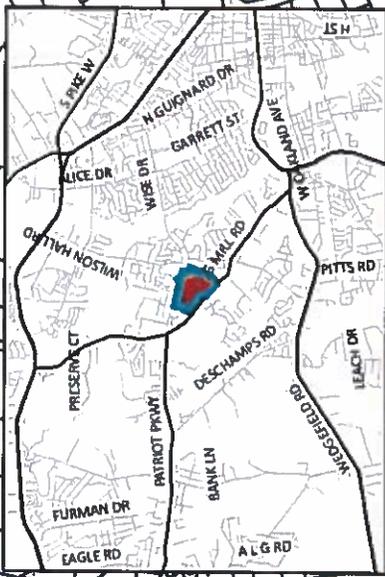
8. Any/all applicable conditions agreed to by Richard M. Knowlton, Jr. on August 28, 2013 still apply.

Agreed:

\_\_\_\_\_  
Jay Davis  
Heritage Bay Development Company, LLC

\_\_\_\_\_  
Date

**Location Map**



**Legend**

SD-13-01 Rev1

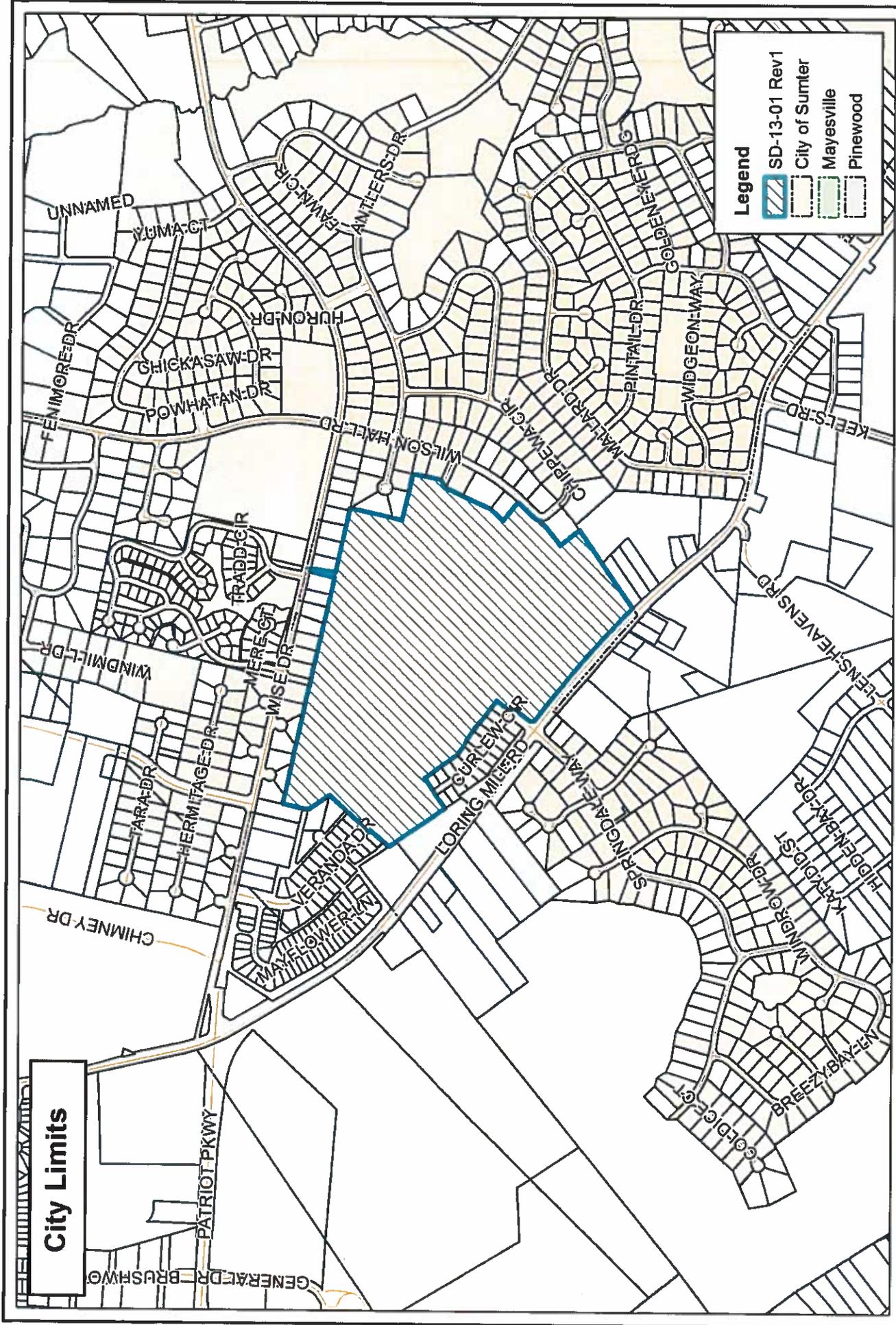
0 250500 Feet  
 1 inch = 1,000 feet



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SD-13-15 Rev 1  
 Loring Mill Rd., Sumter, SC  
 Tax Map # 184-00-03-001

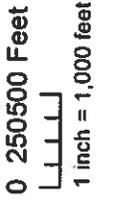
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**Legend**

- SD-13-01 Rev 1
- City of Sumter
- Mayesville
- Pinewood

**City Limits**

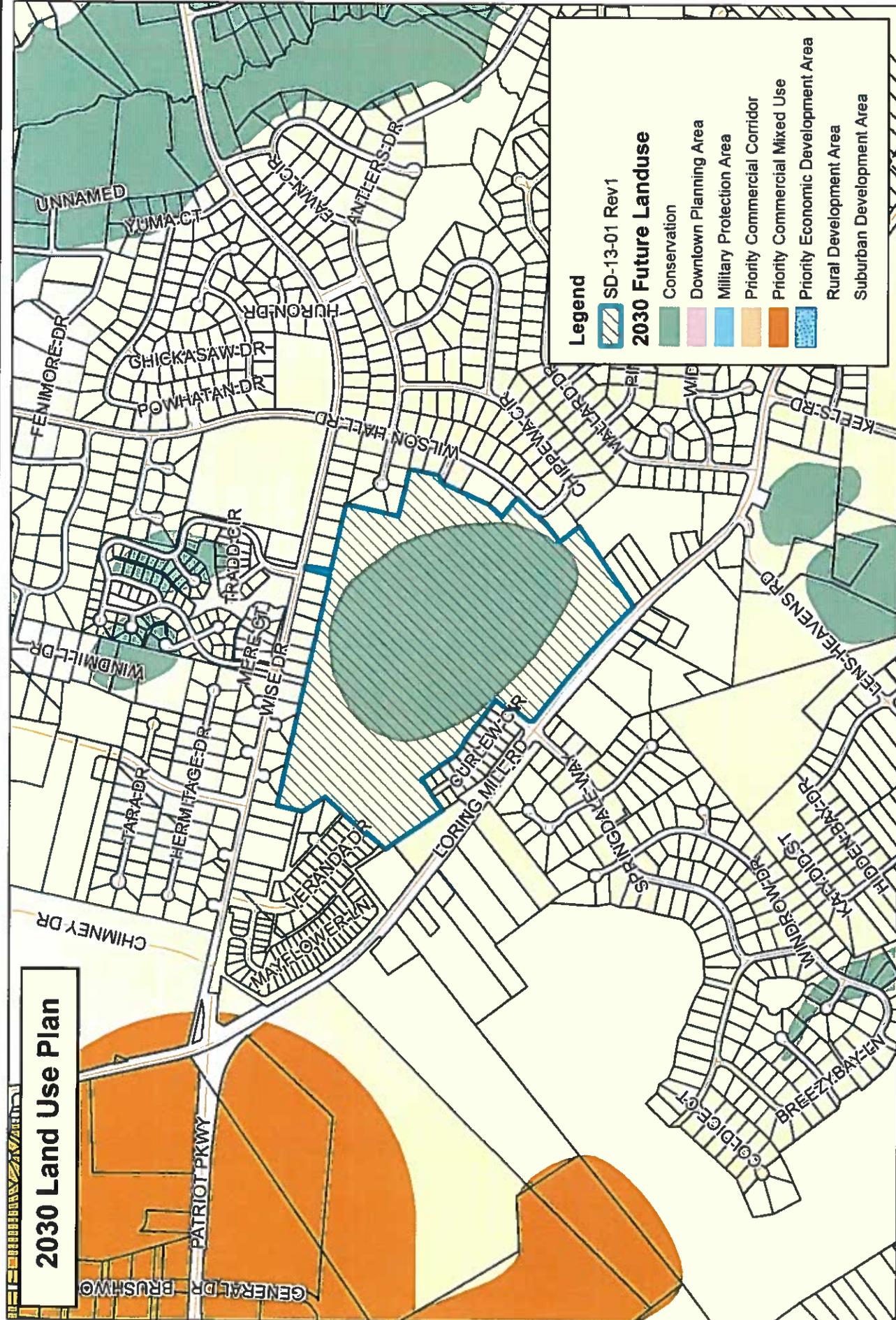


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# 2030 Land Use Plan

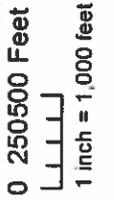


**Legend**

SD-13-01 Rev1

**2030 Future Landuse**

- Conservation
- Downtown Planning Area
- Military Protection Area
- Priority Commercial Corridor
- Priority Commercial Mixed Use
- Priority Economic Development Area
- Rural Development Area
- Suburban Development Area

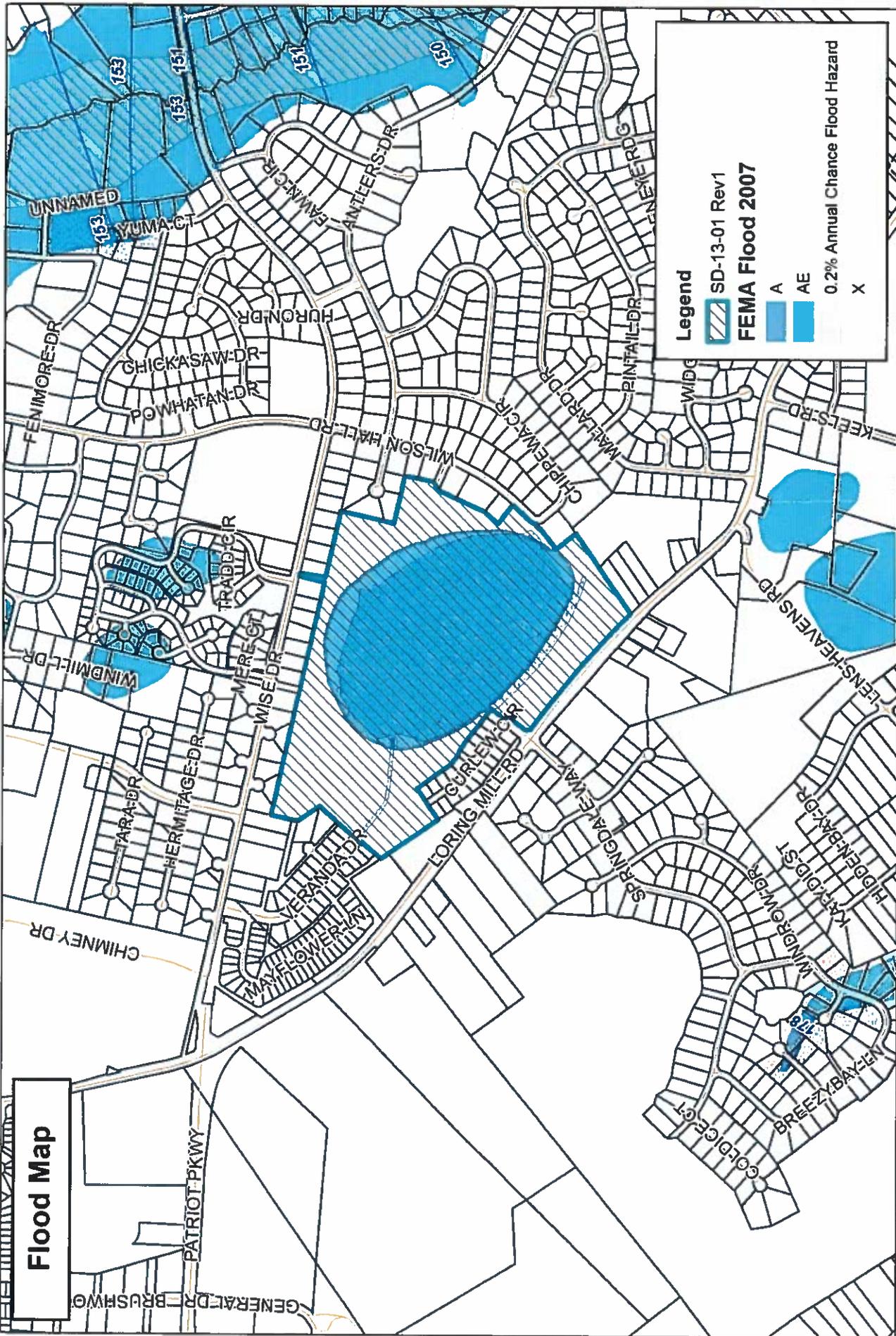


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# Flood Map



### Legend

-  SD-13-01 Rev1
-  FEMA Flood 2007 A
-  FEMA Flood 2007 AE
-  0.2% Annual Chance Flood Hazard

0 250500 Feet

1 inch = 1,000 feet

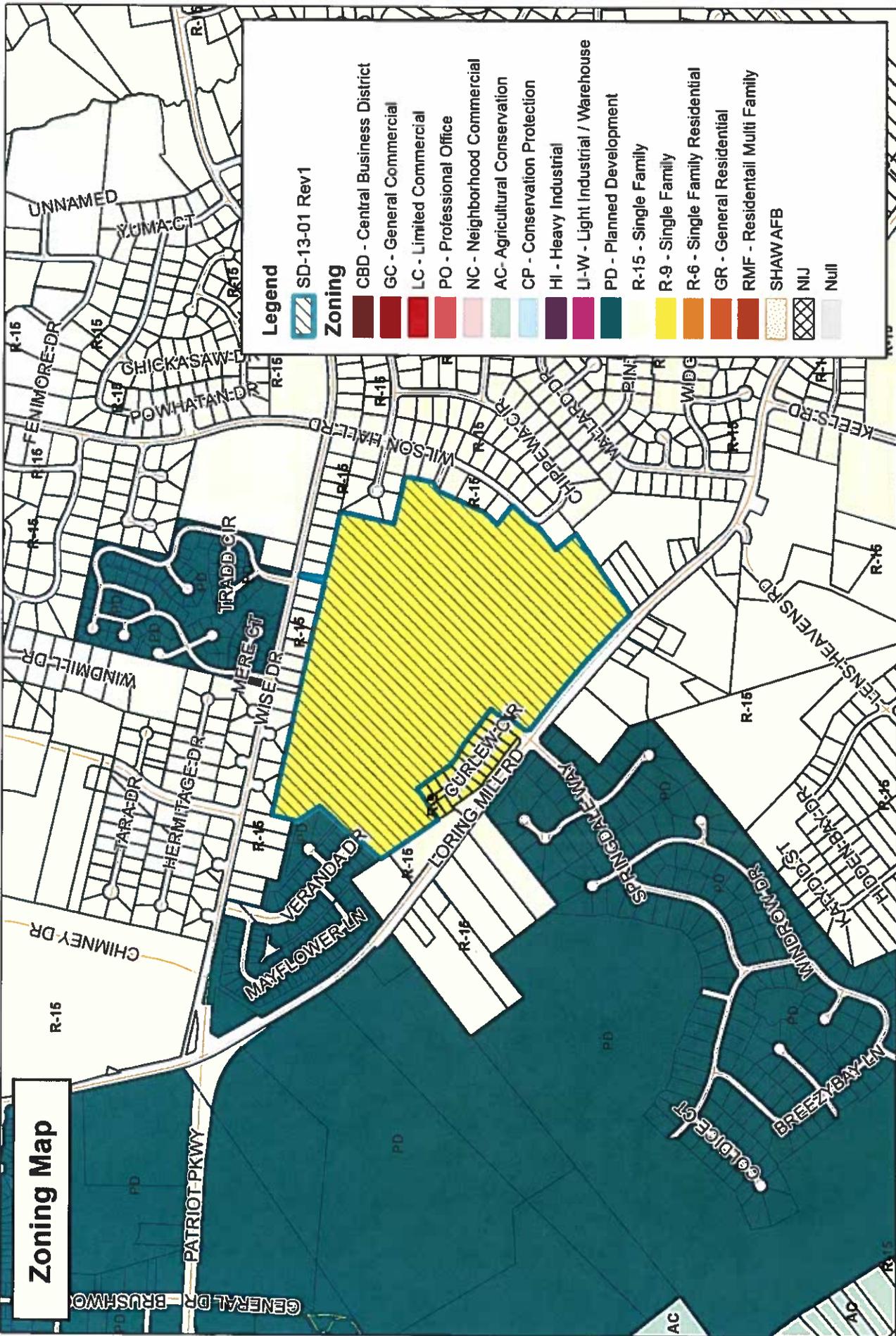
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# Zoning Map

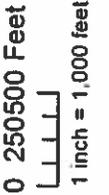


## Legend

SD-13-01 Rev 1

## Zoning

- CBD - Central Business District
- GC - General Commercial
- LC - Limited Commercial
- PO - Professional Office
- NC - Neighborhood Commercial
- AC - Agricultural Conservation
- CP - Conservation Protection
- HI - Heavy Industrial
- LI-W - Light Industrial / Warehouse
- PD - Planned Development
- R-15 - Single Family
- R-9 - Single Family
- R-6 - Single Family Residential
- GR - General Residential
- RMF - Residential Multi Family
- SHAW AFB
- NIJ
- Null

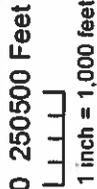
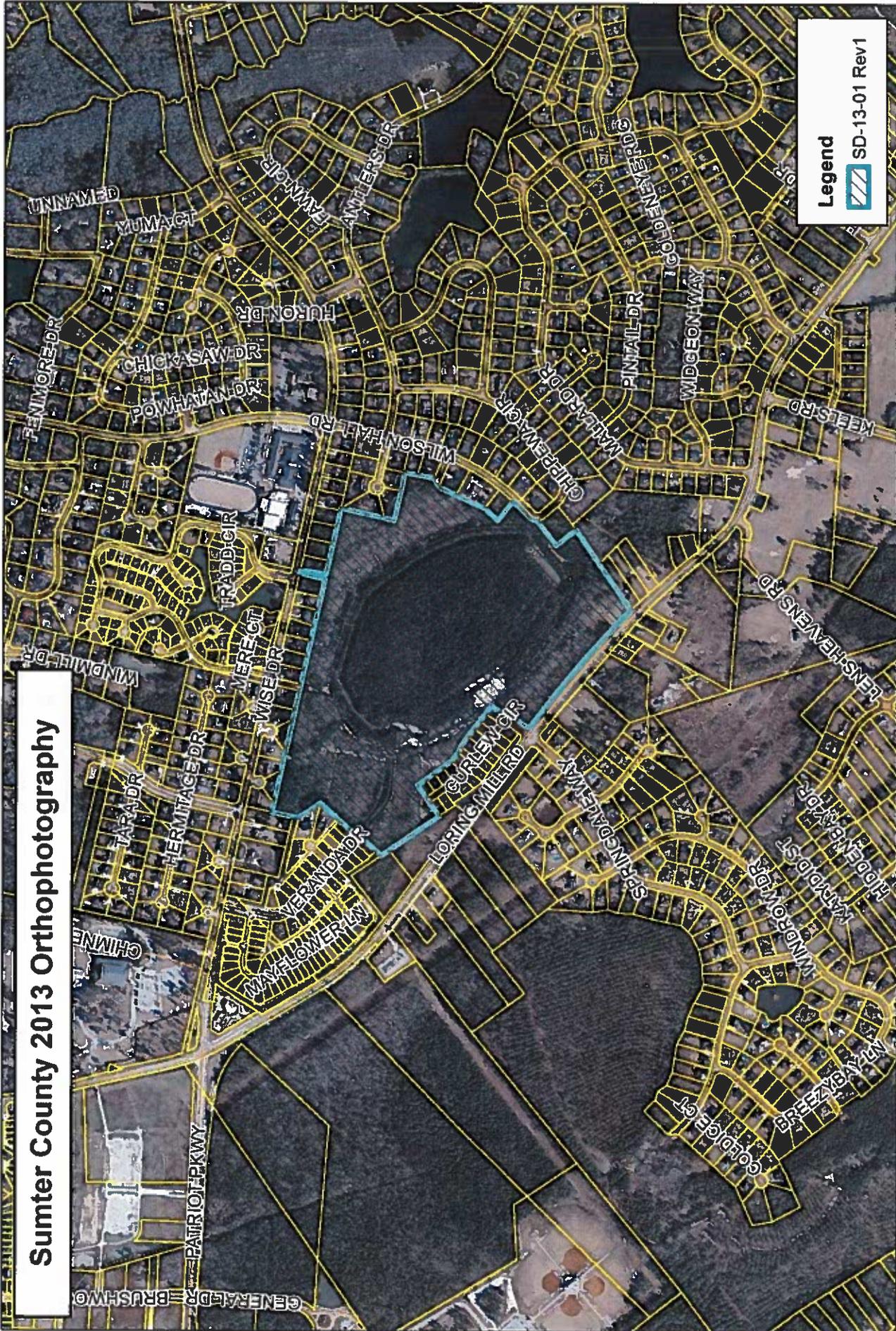


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# Sumter County 2013 Orthophotography



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