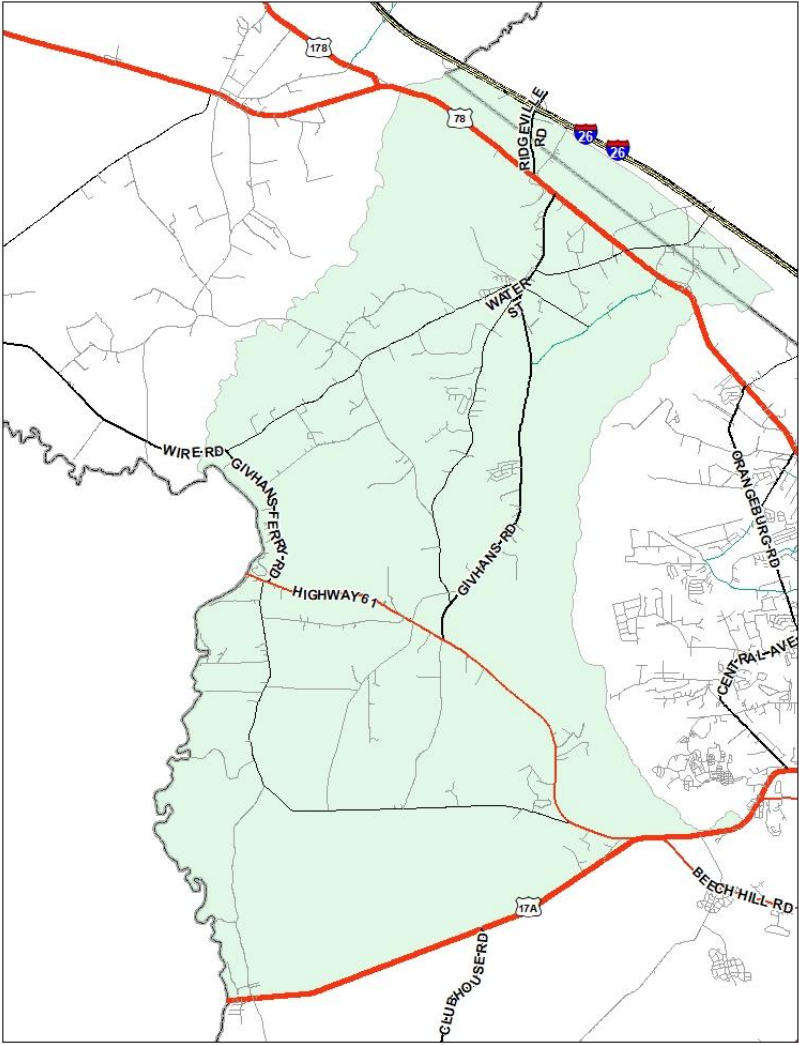


Ridgeville/Givhans Area Growth Management Plan



ADOPTED 12/13/2021

Introduction

The Ridgeville/Givhans area of the County, between Four Hole Swamp and Cypress Swamp, is currently experiencing tremendous growth pressure. The area is characterized by large tracts of land, rural homesites, and limited infrastructure. The majority of this area is zoned Agricultural Residential District which requires a one-acre minimum lot size that limits development to a more rural standard. Until recently, the Agricultural Residential District (fka Absence of Controls District) allowed three units per acre as well as townhomes and apartments. Over the past two years, several text amendments have reigned-in what can be developed under the current zoning, but the County needs to be prudent about where and when rezonings are allowed. While residential growth in this area has been contemplated, particularly to support industrial growth along Highway 78, I-26, and the freight rail corridor, it needs to be incremental and done in a manner that does not overburden the County's ability to provide services or lead to long-lasting negative financial consequences.

It is the intent of this document to provide an overview of previous and current commitments to this area, evaluate current and future infrastructure, and use this information to map out where current and future growth should be allowed.

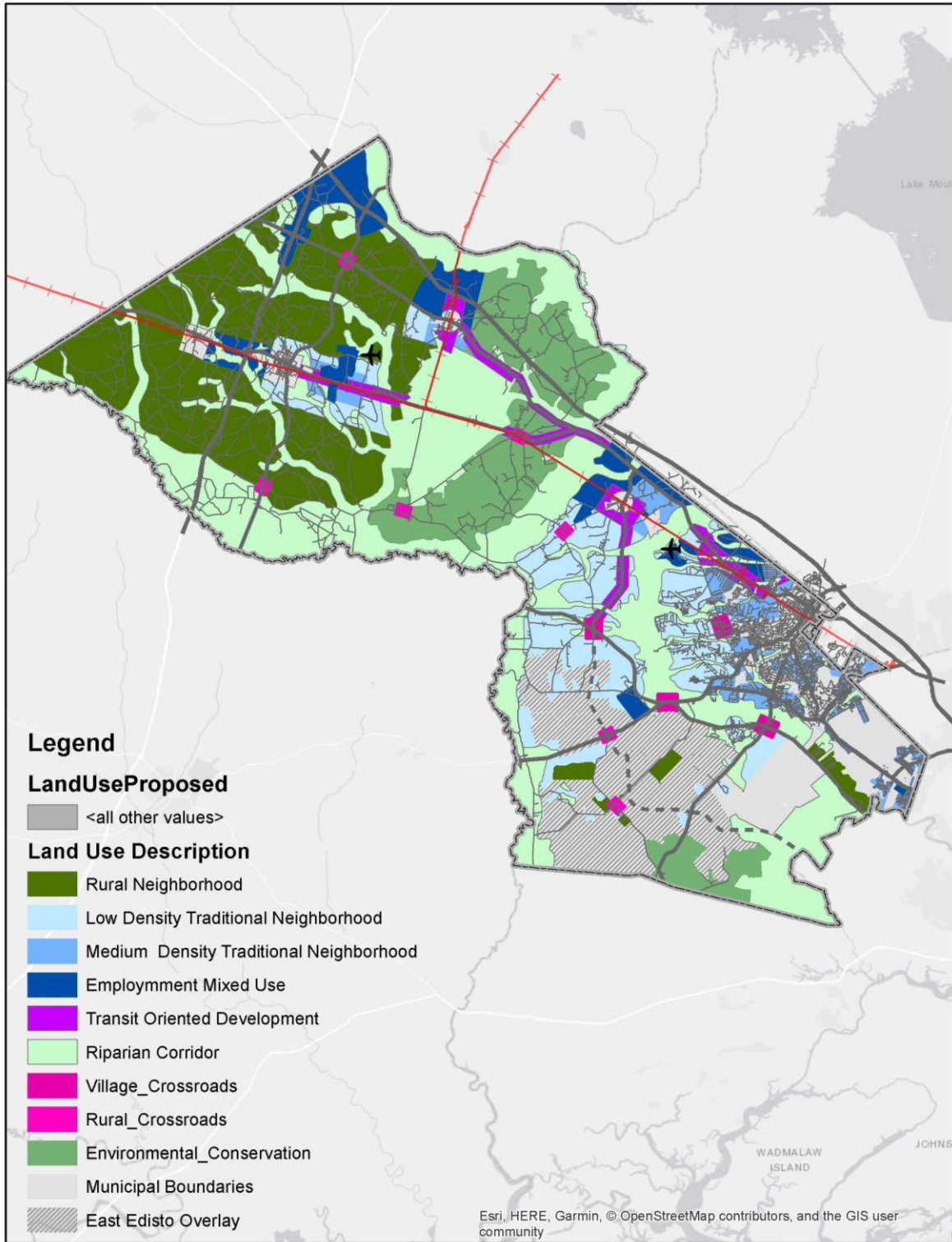
Area Overview & Future Land Use Designations

The Ridgeville/Givhans area traverses the middle of the County and includes the area between Four Hole Swamp and Cypress Swamp from the Berkeley County line down to Highway 17-A. The County's 2018 Comprehensive Plan Future Land Use Map designates this area with a range of settlement types starting with Employment Mixed Use and Medium Density Traditional along Highway 78, transitioning to Transit Oriented Development immediately adjacent to Ridgeville, before stepping down to Low Density Rural and Traditional Neighborhood beyond Ridgeville heading towards Givhans. Highway 27 is designated for Transit Oriented Development while areas abutting the swamps and waterways are designated as Natural Riparian Corridor. These designations provide the basis for decisions regarding growth management, zoning, and the focus of infrastructure investments.

What this map shows is that the areas along Highway 78 and near Ridgeville are slated for commercial/industrial growth with allowances for higher density residential. Heading west outside Ridgeville towards Givhans transitions down to low density residential. For purposes of clarification, it is the County Zoning Administrator's interpretation that the Low Density Rural and Traditional Neighborhood settlement type can be broken down into two subtypes – Low Density Rural and Low Density Traditional Neighborhoods. Agricultural Residential District zoning is appropriate in the Low Density Rural areas while R-1, Single-Family Residential zoning could be supported in Low Density Traditional areas where and when the infrastructure is sufficient. Given the information provided on the following pages, Low Density Rural would generally fall west of Carter Road and west of Wright Road while Traditional Neighborhood would generally fall east of those roads.

When these designations are applied to the amount of land available for development within Givhans/Ridgeville, thousands of acres are available for development representing thousands of homes – in addition to those allowed within East Edisto. This needs to be prepared for. The County needs to have a firm understanding of what levels of growth should be allowed where, and when. Plans for

infrastructure improvements need to be developed, funding identified, timeframes established, and partnerships sought. In identifying these, the County should be the decision maker regarding its growth, not the development community.

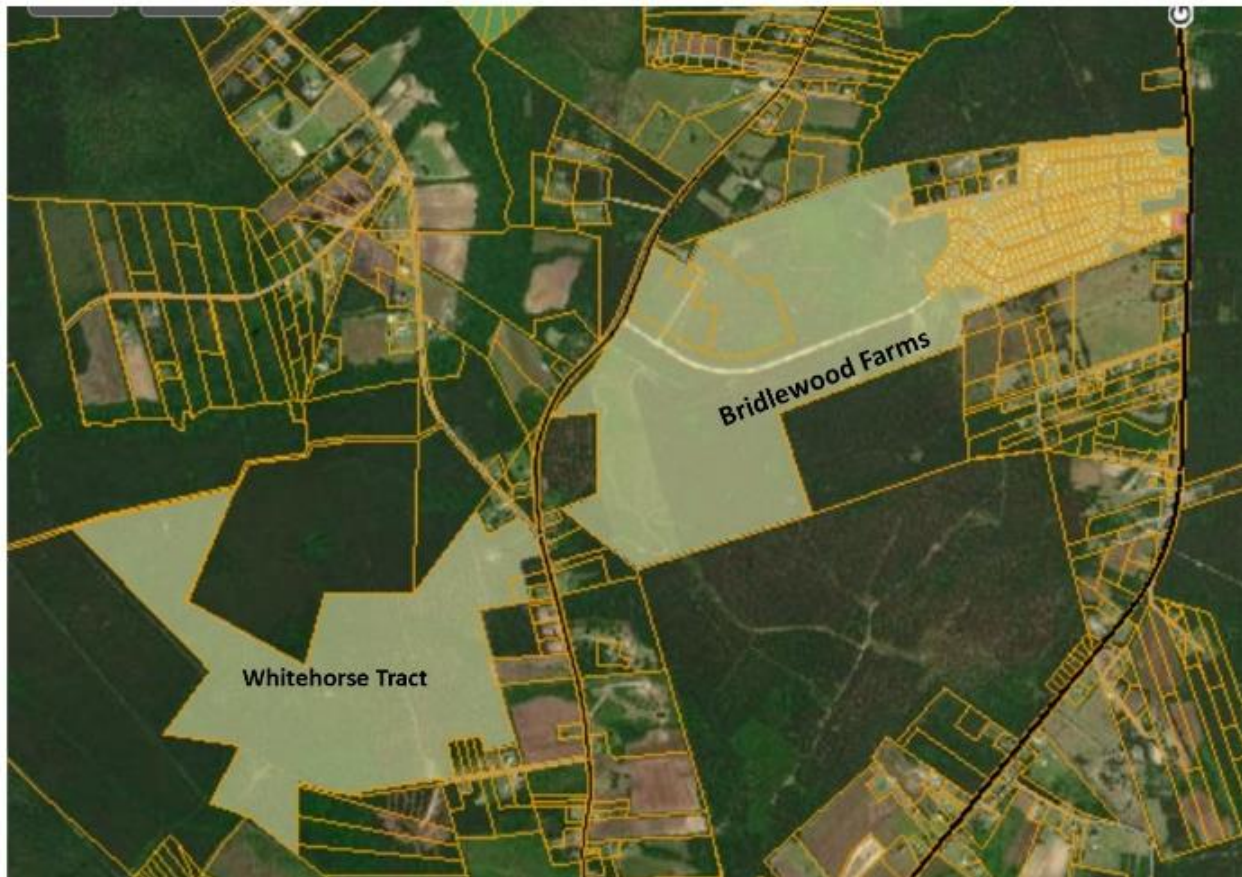


2018 Comprehensive Plan Future Land Use Map

Bridlewood Farms

In 2006, Bridlewood Farms and the Whitehorse Tract were rezoned to R-1, Single-Family Residential District which allows three units to the acre. Bridlewood Farms is currently only half built-out and there has been interest in completing the remaining units (approximately 427 single-family lots according to a proposed development plan). Whitehorse currently has no plans submitted but does have zoning in place that would allow for residential development.

As the County was preparing to enter into the East Edisto Development Agreement, plans were made to help fund the installation of a sewer Force Main through Ridgeville/Givhans. To fund this project, the County pre-sold sewer by allowing WhiteHorse, LLC pre-pay sewer tap fees thereby reserving future capacity. While some of these taps have been provided, the County is still committed to serve 574 ERU's on these tracts, 143 of which must be in Bridlewood.



Above: Bridlewood and Whitehorse Tracts

The infrastructure commitments to these developments, and their ability to meet housing needs, should be considered before making other commitments that may affect the County's ability to serve or meet contractual obligations.

Infrastructure Overview

Transportation

The main roads in the Ridgeville/Givhans area are Highway 78, Highway 61, Highway 27, Carter Road, Ridge Road and Highway 17-A. They are currently all two-lane rural roads, owned and maintained by SCDOT. Like Orangeburg Road, these roads were not designed or built to support suburban levels of traffic volume with vehicles and trucks. None of these roads are currently in the County's CIP.

Highway 78. This arterial is currently being widened between the two swamps and will facilitate the movement of people and freight between both sides of the County.

Highway 17-A. Highway 17-A is currently a two-lane rural road and has been identified in the East Edisto Development Agreement for widening. Funding is not addressed in the Development Agreement and falls on the County.

Highway 61 and Highway 27. Although a Traffic Impact Analysis would need to be conducted to determine the exact impacts, it can be reasonably inferred that growth out of Summerville and East Edisto will predominately impact Highway 61 and Highway 27, capturing traffic headed towards Ridgeville, Highway 78 and I-26. While all roads will be impacted, these two will bear a greater burden and the County should seek to minimize impacts to other roads and focus infrastructure improvements to these roads by adding them to the CIP. To facilitate the flow of traffic along these roads, steps should be taken to limit the number of encroachments or driveway cuts allowed along it with requirements for shared access as tracts begin to develop.

The intersection of Highway 61 and Highway 27 is currently a dangerous all-way stop. Due to the current alignment and roadway widths, this intersection sees many accidents. As growth continues, this intersection will need to be realigned and eventually signalized when warranted.

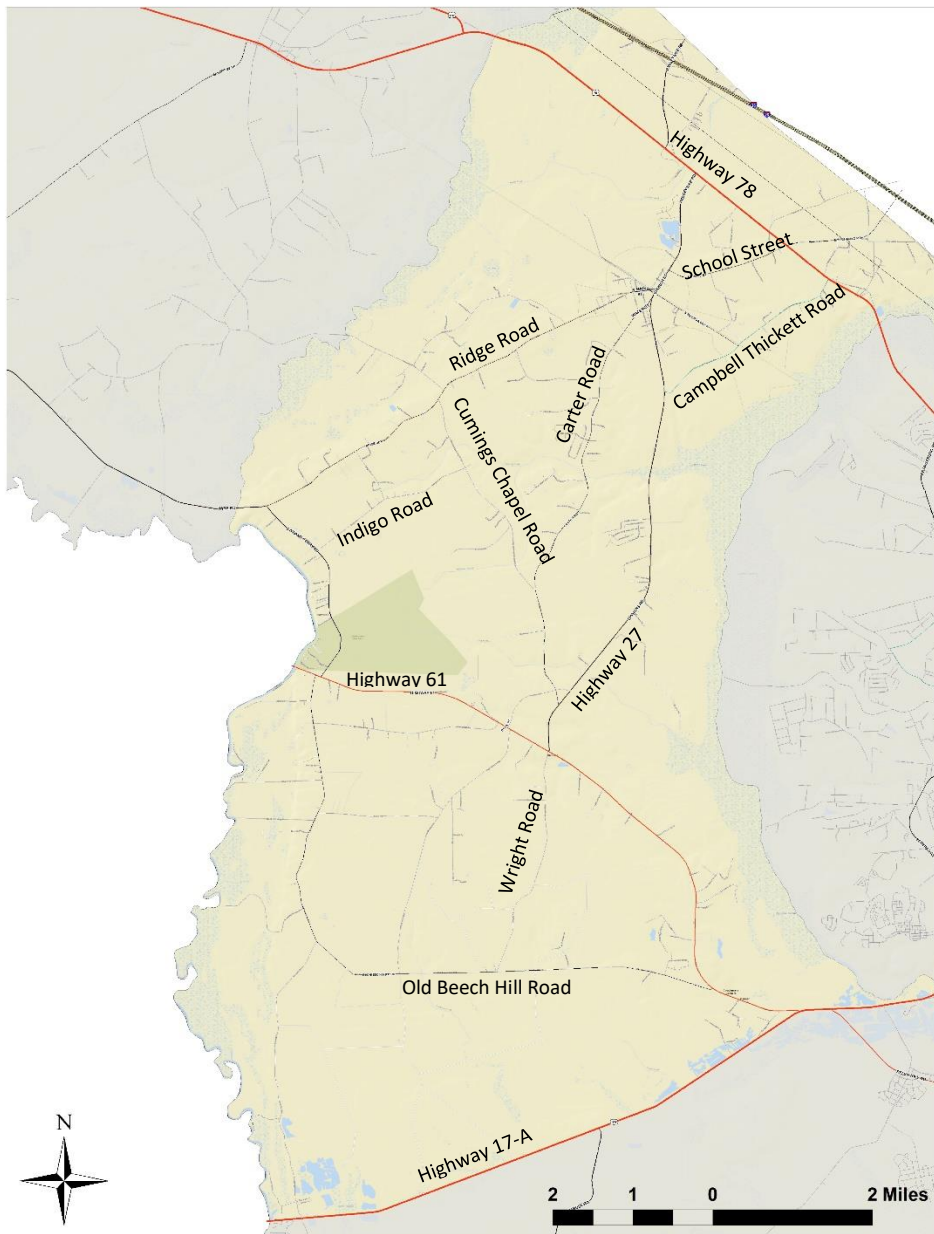
Cummings Chapel Road and Ridge Road. These rural roads move traffic around the main thoroughfares and have developed with rural lots along the lengths of the roads. As these areas should remain rural, impacts to these roads should be limited. Ridge Road also serves to move traffic coming from the western part of the County and should not be burdened with development outside of the Ridgeville vicinity.

Wright Road. A future connection through East Edisto from Wright Road to Clubhouse Road is also likely. Wright Road is also the only road in this area identified in the CIP. Wright Road, which runs through the East Edisto development and has been contemplated as a possible connection to the Future Glenn McConnell is listed for widening and extending from the intersection at Highway 61 and 27 down to Old Beech Hill Road. While it has been contemplated that this could be a possible connection to the Future Glenn McConnell, an alternative connection would be to have it connect down to Clubhouse Road or possibly Clay Field Trail (depending on alignments). Once completed, this roadway will channel traffic up through East Edisto and to Highway 27 to connect up to Highway 78. While the County is obligated to fund the Glenn McConnell, if Wright Road was extended to Clubhouse or Clayfield, it could be completed by the developer. Early discussions with them indicate an openness to this idea.

Ridgeville. Traffic headed towards Highway 78 along Highway 27 or Carter Road are either channeled through the Town of Ridgeville or along Campbell Thicket. Neither of these options can serve the

anticipated level of development in the next 20-30 years. Joint planning should be conducted with the Town of Ridgeville to address traffic through and around the town. Upgrades to the dirt section of Campbell Thicket need to be addressed, and an alternative connection from Campbell Thicket to Highway 78 should be explored to protect the existing residential community near that intersection.

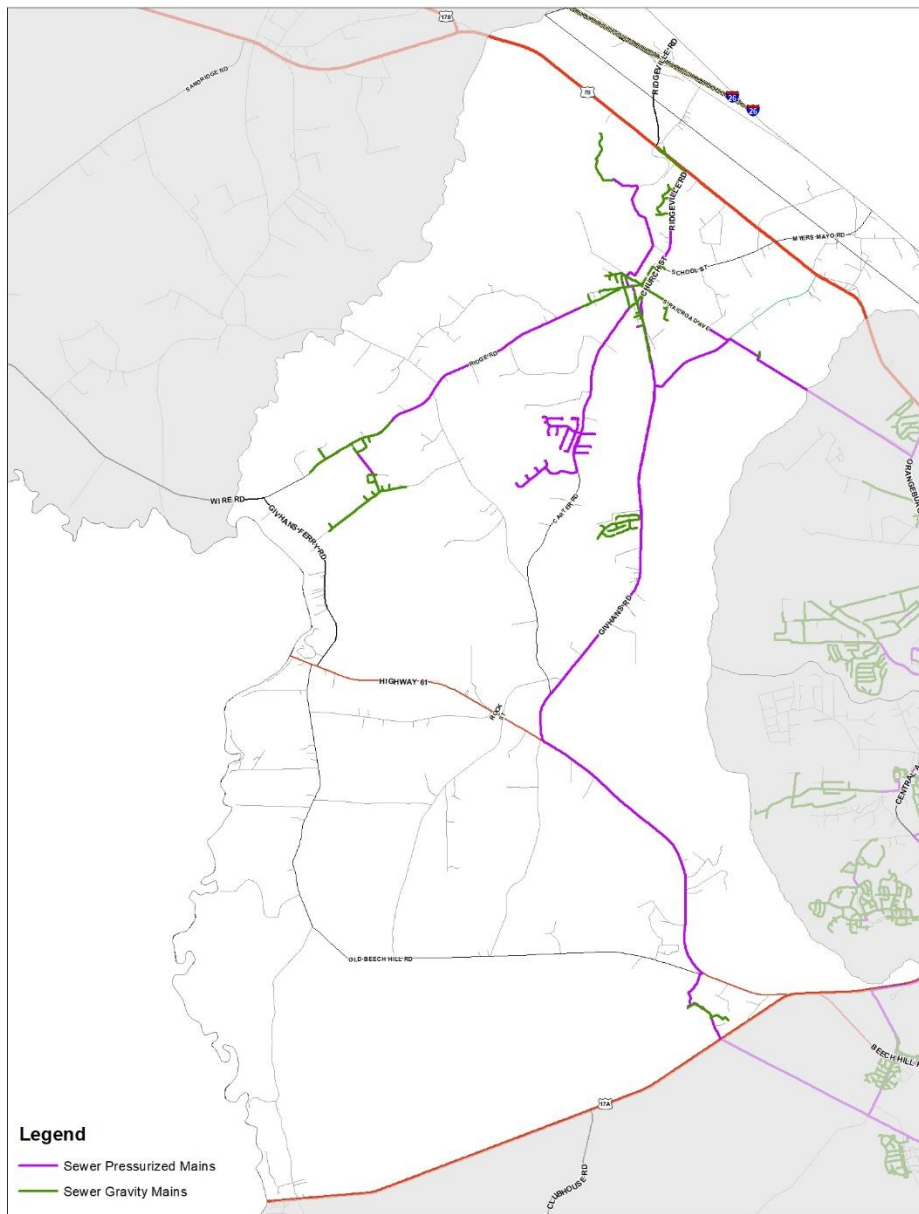
Due to the limited road capacity in this area and lack of road maintenance funding, growth outside of East Edisto should be focused along Highway 61 and 27 to limit the number of roads impacted by development. These two roads should be added to the CIP and collaborative options to fund/construct improvements should be explored. Future traffic patterns around Ridgeville also need to be identified and addressed early on.



Sewer

All sewer in this area is within the Dorchester County Water and Sewer service area and pumped to the Lower Wastewater Treatment Plant in North Charleston. The County's Lower Wastewater Treatment Plant is currently in the process of being upgraded and expanded and is expected to be complete in 2025. This will alleviate the current capacity concerns but may not be enough to serve projected growth. To better serve the growth on the lower end of the County, property has been acquired for the construction of a Central Wastewater Treatment Plant within the Pine Hill Business Campus. No timeframe for this project currently exists but is at least ten years away.

Because of these unknowns and the development projections within East Edisto, careful consideration needs to be given to appropriate densities and locations of development. Given the size of this area, the



need to minimize future maintenance requirements should also be a factor when considering sewer line extensions with consideration given towards providing sewer to developments sited along, or in close proximity to, the existing diversion line along Highway 27 and Highway 61 that the County invested in. Cluster subdivisions should also be encouraged to limit the amount of sewer lines within neighborhoods.

Also in this area, a 6" Sewer Force Main runs along Ridge Road but it is difficult to tie into and should not be relied on for sewer connections.

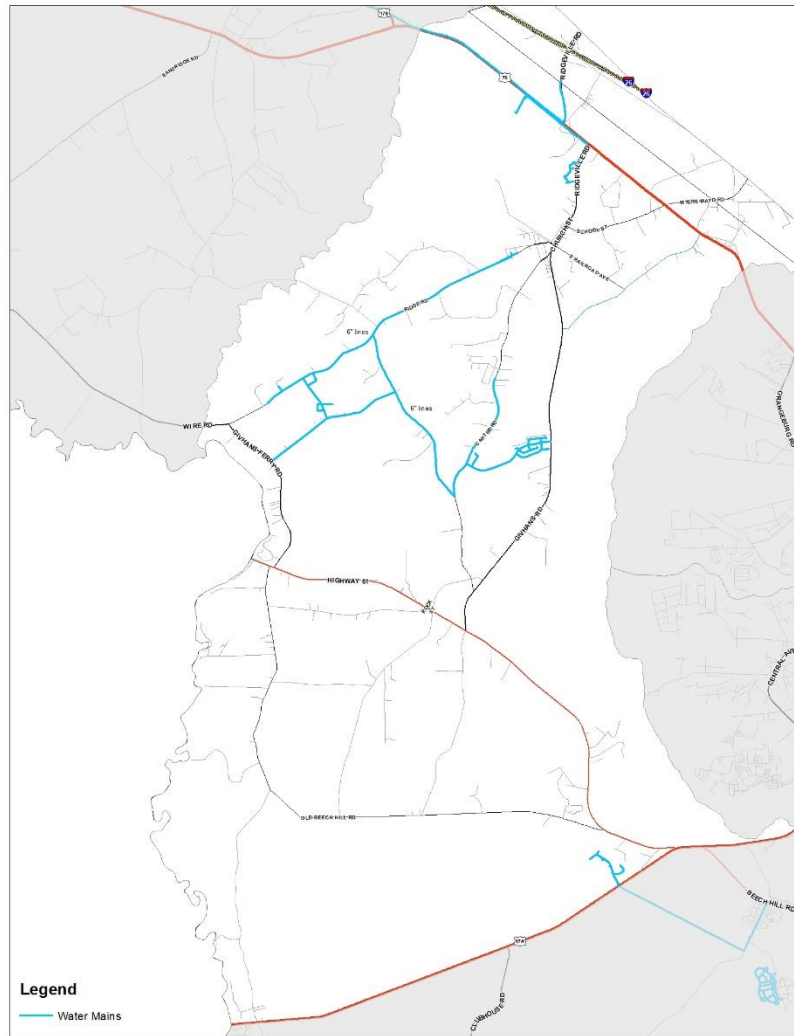
Water

Water is severely lacking in this area and is dependent on future connections to the Lake Marion Regional Water Line (LMRWL) to serve. Outside the Town of Ridgeville there is very limited capacity available and only a certain amount of development can be accommodated until the LMRWL is completed. Because of this, growth should be consolidated and located within a proposed urban growth boundary line.

Water lines are currently being constructed along Highway 61 to serve the Tucker Tract and Tuggle Tract developments from the Pine Hill Business Park. Capacity in this line is limited however and intended to be short term until the LMRWL is constructed. Similarly, any development in East Edisto in this area will be limited in capacity and water service will be only temporary until the Lake Marion Regional Water Line can connect.

The Lake Marion Regional Water Line is planned to run down to serve Bridlewood Farms and eventually continue down to serve East Edisto. Although the exact location is yet to be determined, it will likely run along Carter Road to tie into the well at the back of Bridlewood Farms. This project is still 5- 10 years away. The location of the future LMRWL needs to be carefully considered and not be driven by prospective development. As this project will open the area up to development, residential rezonings should not be allowed until it is in place.

Existing lines in the Givhans/Ridgeville area consist of several 6" lines that are insufficient to provide adequate flow. Concern should be noted about the lack of water and pressure in these lines to support fire-fighting efforts. These include the 6" water line running down Ridge Road that was constructed as an emergency connection for the Edisto Tribal Council wells. Other 6" water lines are along Cumings Chapel and Carter Roads. Bridlewood Farms is served by their own well. The Edisto Tribal Council tank is being constructed to provide storage and flow for existing developments but will have limited extra capacity.



Public Safety

Givhans is served by the Givhans Fire Station off Highway 61 near its intersection with Highway 27. Although currently staffed, funding is being sought for additional personnel. Closer towards Ridgeville, the area is served by the Ridgeville Station which is moving towards full-time personnel.

The Development Agreement with East Edisto requires the developer(s) to donate up to four 2-acre sites to the County for public service facilities. Plans are currently being reviewed for a joint Fire/EMS station within Summers Corner along Clay Field Trail that may provide service to some areas, but additional locations will need to be evaluated as growth impacts this area. Funding for the initial fire station in Summers Corner was addressed in the Development Agreement with a monetary contribution from the developer. However, funding was not addressed for the remaining sites, only the donation of land.

Parks & Greenspace

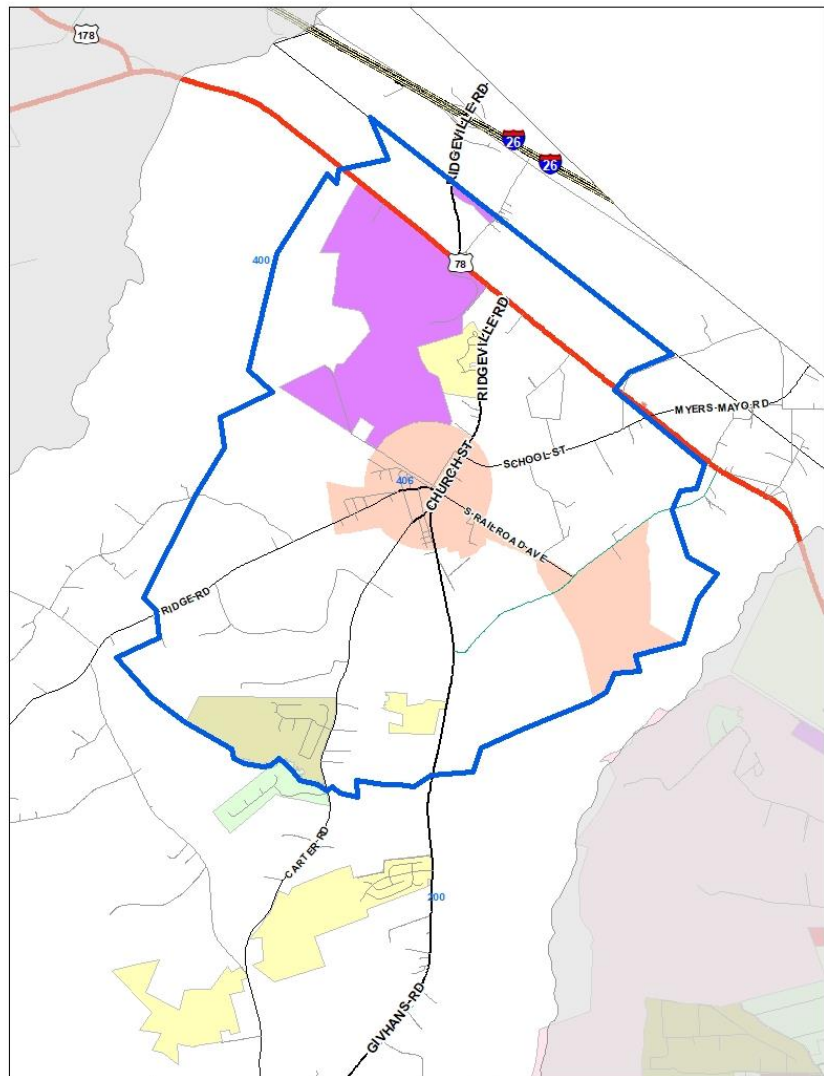
Givhans Ferry State Park is the main park facility in this area and offers opportunities for passive recreation and non-motorized water access. Other water-based opportunities to recreate outdoors include Edisto River Adventures (private) located on Gator Walk and a public boat launch located on the Edisto at Messervy Boat Landing. Parks for active recreation are limited to the Ridgeville Town Park and the Givhans Community Park. Land was set aside at the back of Bridlewood Farms for a Future County Park but has not been master planned. Based on growth estimates for this area, the current 15 acre site will not be sufficient (even if jointly developed with the school on the adjacent 20 acres) and additional park space will be needed.

The County needs to make plans for park space in this area. A plan for a potential linear greenway with a public trail system could be developed along Cypress Swamp. The County's current cluster development option could facilitate this and partnerships explored with land conservation agencies to manage it. This greenway could incorporate a trail system which is another identified goal in the Parks Master Plan. A partnership could also be explored with the East Edisto developers in this area to incorporate a public/county park within their footprint.

Conclusion

Given the current unavailability of infrastructure in the greater Givhans/Ridgeville area combined with the County's current development obligations, rezonings in this area should be limited. Some rezoning requests in the immediate vicinity of the Town of Ridgeville could be allowed as a means to support the industrial growth in that area. This could be accomplished through the establishment of an Urban Growth Boundary Line that is adopted as an amendment to the County's Comprehensive Plan, last adopted in 2019. An Urban Growth Boundary Line is a tool used to manage growth and limit sprawl by allowing land within its boundaries to develop under urban/suburban standards while preserving the land outside the boundary for natural area or agricultural. A potential Urban Growth Boundary Line could be established outside Ridgeville utilizing natural features and existing developments to create a natural boundary. This would not prevent development of one-acre lot subdivisions on parcels zoned Agricultural Residential (AR) or the development of lots on tracts already zoned Single-Family Residential (R-1) but it gives the County a firm reason to deny new rezonings requests for suburban levels of density. This boundary also roughly represents the level of development that can be served with the existing water capacity. In the future, once infrastructure improvements have been made that would support additional development, the Urban Growth Boundary can be extended to allow incremental growth into this area.

During the intervening time, a more detailed plan for funding and implementing infrastructure improvements can be developed. A general framework for the future growth and development of the area is provided below to realize the vision of the Comprehensive Plan: accommodating growth, preserving rural areas, and protecting the natural and cultural resources. This is based on the current infrastructure parameters detailed on the previous pages and can be further refined as plans for infrastructure improvements are developed and constructed.



Map showing proposed Urban Growth Boundary Line

Growth Management Plan Recommendations

Immediate

1. Establish an Urban Growth Boundary Line around Ridgeville. Only allow rezonings on parcels that fall within that boundary. Outside the Town of Ridgeville, East Edisto is anticipated to meet much of the housing demand. Residential rezonings in the Givhans area cannot and should not be supported at this time.
2. Update the CIP to include improvements to Highway 61 and Highway 27 as referenced above.
3. Partner with the East Edisto developer(s) in this area on master planning efforts to share the cost of improvements such as a County park or the Wright Road improvements.

Ongoing

1. Focus future rezonings to take advantage of infrastructure in place or planned. This will limit the area of impact and the amount of infrastructure improvements/upgrades needed. Rezoning should be incremental to avoid overstressing the County's ability to review, inspect, and serve within a certain period of time. Residential rezonings should be focused along Highway 61 from Highway 17-A to Highway 27, and along Highway 27.
2. A commercial node should be established at the intersection of Highway 61 and Highway 27 but commercial rezonings should otherwise be limited so as to not pull away from East Edisto or the Town of Ridgeville and negatively impact their ability to redevelop. Commercial and Industrial rezonings can be supported along Highway 78.
3. Plan for intersection improvements where Highway 61 and Highway 27 intersect.
4. Make plans for Campbell Thicket Road to address the unpaved section and the realignment of Campbell Thicket Road at a new intersection with Highway 78.
5. Develop plans for incorporating park space.
6. Work with the Conservation Commission and land conservation organizations to identify and protect tracts for conservation efforts.
7. Work with historical societies to look at identification of cultural resources and preservation of historical structures.