

**South Carolina Department of Commerce  
Site Certification Report**

for the

**Oliphant No. 1 Industrial Site  
Chester County, South Carolina**

Prepared for:  
Office of Economic Development  
Chester County  
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Project No. 522530

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## EXHIBITS

Exhibit A	Site Location Map
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Exhibit C	County Tax Map
Exhibit D	Boundary Survey
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Exhibit F	Topographic Map
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## 1.0 INTRODUCTION

Wilbur Smith Associates (WSA) was contracted by Chester County, South Carolina, to undertake the process of (Level IV) Industrial Site Certification for up to two (2) industrial sites in each of five (5) South Carolina Counties: Chester, Fairfield, Lancaster, Laurens, Union and Spartanburg-Cherokee. Such certification was completed in accordance with the requirements of the South Carolina Department of Commerce (SCDOC) Certified Sites Program. Additionally, a Master Plan for the future development of each certified site was prepared for presentation to future industrial prospects.

The purpose of (Level IV) Industrial Site Certification for the Oliphant No. 1 Industrial Site is to provide a step-by-step process in evaluating industrial sites so that industrial prospects can be provided with fundamental site assessments and current site data that ensure adequacy of the sites for their potential industrial facilities and use. The compilation and timely presentation of this data to prospects, industrial site search consultants and industrial real estate brokers potentially gives the particular site(s) a competitive edge over others being considered, and for which such data does not exist or has not been assembled. A full description of the SCDOC Site Certification Program is attached in Appendix A.

In an effort to appropriately evaluate candidate industrial sites in Chester County, WSA utilized on-site inspections and searches of land records to determine ownership and property boundaries; existing conditions and site characteristics; surrounding land uses; transportation facilities in the vicinity; and general availability of utilities. Additional site work conducted by WSA resulted in a wetlands assessment and delineation; an endangered species assessment; an archeological/historical assessment; a Phase I Environmental Site Assessment; and geotechnical borings and an accompanying report.

WSA also prepared questionnaires that identified and solicited information required for certification under the SCDOC Certified Industrial Sites Program. The questionnaires were distributed to local economic developers, planning agencies and utility providers, and follow-up telephone and personal interviews were conducted to obtain the detailed site information, particularly with respect to pricing, land use and zoning, utilities and local government services.

WSA also met with local economic developers to discuss the market demand for industrial sites in the area, prior to finalizing a Master Plan for the certified site(s) and preparing cost estimates for infrastructure extensions and/or improvements.

As a result, the (Level IV) Industrial Site Certification for the Oliphant No. 1 Industrial Site focuses on the following:

- Verification of site
  - Name
  - Location/Tax ID
  - Size
  - Ownership/Control
  - Price
  - Site zoning and zoning of surrounding property
- Deed/Option
- Boundary survey
- Rights-of-Way
- Site mapping and aerial photography
- Soils and geotechnical assessment
- Wetlands assessment and delineation
- Threatened and endangered species
- Archeological evaluation
- Phase I ESA
- Utilities
- Public safety
- Transportation
- Master Plan recommendations and cost estimates

The Master Plan should be considered as an instrument that is subject to adaptation and revision based on changing infrastructure availability and the ebb and flow of activity in the industrial marketplace. Revisions to the master plan will be necessary as industries locate within the site, and create additional opportunities and limitations for future development. The ultimate success of the plan – and this industrial site - will rely on the extent to which it reflects realistic economic development goals of the County and continues to meet the needs of appropriate industrial prospects.

## **2.0 EXISTING SITE CONDITIONS**

### **2.1 Location**

Chester County is located in the piedmont region of South Carolina, between Charlotte, North Carolina, and Columbia, South Carolina. Established in 1785 as a part of the Camden District, Chester County is bordered by York, Union, Fairfield, and Lancaster counties with access to I-77. The historic Town of Chester, originally chartered in 1840, is the county seat and is located approximately 11 miles west of I-77. Surrounding municipalities include the cities of York, Rock Hill, Lancaster, and Union. The county currently has a population of 34,000 and has numerous industries located along the Lancaster & Chester Rail Corridor. Nearby is the Chester State Park and Landsford Canal State Park, offering recreation and history.

Oliphant No. 1 Industrial Site is located along the north side of SC Highway 9 and is only 4.5 miles from I-77 and 5.5 miles from the Town of Chester. A Site Map is included as Exhibit A, and a County Highway Map is attached as Exhibit B. The surrounding area is largely rural with scattered homes, but there are several industries on SC Highway 9, which traverses the county east to west. Most commercial development has remained limited to the SC Highway 9 and I-77 interchange and the Town of Chester.

### **2.2 Real Property Characteristics**

The Oliphant Industrial site is 122 acres in size, and is found on Chester County Tax Map #97. The parcel is further identified with Tax ID # 97-00-030. The subject property is privately-owned, but is the subject of a 5-year Option Agreement held by Chester County. The Option Agreement was executed on April 20, 2005, and is in effect until April 20, 2010. A copy of the tax map is included as Exhibit C; the deed and Option Agreement are included in this report as Appendix B; and a copy of the boundary survey is enclosed as Exhibit D.

### **2.3 Site Characteristics**

The subject Site is almost entirely (re)forested with loblolly pines

There is an existing pond in the southeast portion of the property, adjacent to a small creek and apparent area of wetlands. An unpaved path runs adjacent to the pond and marsh lands in a northerly direction. An abandoned, deteriorated structure, thought to be a small school building, is located along the unpaved path and is in close proximity to SC Highway 9. Two houses are located on Agape Drive, and would appear to have no impact on future development. Electric power lines cross Cedarhurst Road and into the site to serve the existing houses, and another power line terminates immediately. These site characteristics are generally illustrated on the aerial photograph included as Exhibit E, and photographs of many of the existing conditions are attached as Appendix K.

## 2.4 Topography

The site is relatively flat with elevations ranging from 500 feet mean sea level towards the east to 530 feet mean sea level at the northern end of the site. The low-elevation eastern edge of the site is wetlands, including a pond towards the southeast. The site topography is illustrated in the USGS topographic map, Exhibit F. The slopes are mild, ranging from approximately 1.5% to 3%. Drainage naturally occurs with the water flowing eastwardly into the pond and marsh area. Pines are arranged in a grid throughout most of the site with moderate underbrush.

## 2.5 Geotechnical Characteristics

According to the Soil Survey of Chester and Fairfield Counties, South Carolina prepared by the United States Department of Agriculture and dated March 1982, the on-site soil is of the Iredell Series and is grouped with the Armenia Series. The actual classification of on-site soils is the Iredell fine sandy loam with slopes of 1 to 6 percent. Iredell fine sandy loam is described as being deep, moderately well drained, gently sloping, and formed along broad ridges. Its surface layer is dark grayish brown fine sandy loam.

Armenia soils are described as being poorly drained, slowly permeable, and having a thick and dark surface layer and gray subsoil. Minor soils in the region are the Chewacla, Mecklenburg, Toccoa, and Winnsboro Series, which characteristically have loamy subsoil. A Soils Map of the site is attached as Exhibit G.

Wilbur Smith Associates conducted a geotechnical evaluation of the site on June 7 and 8, 2005. The evaluation concluded that the existing soil is medium dense and the groundwater is deeper than 35 feet below ground surface. Partially weathered rock was encountered at depths of 5 to 10 feet below existing grade. During the Standard Penetration Tests (STP) done on site, blow counts typically ranged from 10 to 30 blows per foot. Based on retrieved information from the borings, experience with similar development conditions, and site observations, shallow spread column and wall footings should give sufficient bearing capacity. A complete copy of the geotechnical evaluation is included as Appendix C.

## 2.6 Wetlands and Stream Impacts

The location and boundaries of Waters of the U.S., including perennial and intermittent streams, their impoundments, and any adjacent wetlands, was determined using methods and procedures described in the Corps of Engineers Wetland Delineation Manual. Streams and other open water habitats are identified on the basis of an ordinary high water mark created by standing or flowing water within a defined channel or basin. Wetlands are identified on the basis of soils, vegetation, and hydrology. Information on these parameters was obtained from soils maps, topographic maps, infrared aerial photographs, and an on-site inspection conducted in December 2005. This information was used to

prepare a drawing of the site (see Exhibit H-1) that has been submitted to the Corps for review and verification (see Appendix D).

The Oliphant Industrial Site is drained by Hooper Branch, a relatively large perennial stream that runs along the eastern property boundary. Hooper Branch is contained within a medium-sized, well-defined, moderately incised channel, with no adjacent wetlands. The site contains two small ponds created by impounding Hooper Branch and an unnamed intermittent tributary. There is also a very small intermittent stream located in the southwest portion of the site. The location of these streams and ponds is indicated on the drawing shown in Exhibit H-1.

The Corps of Engineers regulates activities that involve a discharge of fill material into Waters of the U.S. This includes direct placement of fill material for construction of roadbeds, building foundations, and other purposes, as well as indirect placement of fill through mechanized land clearing. Any site development work that requires placing fill into Waters of the U.S. must be authorized by a permit from the Corps.

## **2.7 Threatened and Endangered Species**

An intensive pedestrian survey for threatened and endangered species did not reveal any federally listed species, or habitat suitable for any federally listed species, upon or in the vicinity of the Oliphant site. The full report is included in Appendix E.

## **2.8 Archeological Evaluation**

A reconnaissance cultural resource survey was conducted on the Oliphant Industrial Site. The purpose was to assess existing structures that might be eligible for the National Register for Historic Places, and evaluate the property for potential historic and prehistoric archeological sites.

An investigation of the property indicates the remains of a former schoolhouse that was constructed during or before the 1940's and, based on these remains and a nearby archeological site, the probability is high that additional historic and prehistoric sites in the vicinity of the former schoolhouse could be found; however, any such sites would not be a deterrent to the proposed industrial development of the property.

Attached as Appendix F is a copy of the full survey.

## **2.9 Phase I Environmental Site Assessment**

A Phase I Environmental Site Assessment (ESA) was conducted by Katawba Environmental, Inc., in June 2004. The assessment found three recognizable environmental conditions and one potential recognizable environmental condition. There were two burn piles found on the site containing burned car parts and

ashes, which suggests the possible presence of automotive fluids. The third recognizable environmental condition was the presence of asbestos in the two houses on Agape Road. The potential recognizable environmental condition was the presence of a stand pipe found near the vacant structure adjacent to SC Highway 9. No known contaminants were found within one-half mile of the site. A complete copy of the Phase I ESA is included as Appendix G.

## 2.10 100-Year Flood Plain

According to the Flood Insurance Rate Map (FIRM) (Exhibit I), prepared by the Federal Emergency Management Agency (FEMA), the Site is located in Zone X, an area determined to be outside of the 500-year Floodplain.

## 2.11 Zoning

The zoning for the Oliphant Industrial Site is Limited Industrial (ID-2). Verification of this industrial zoning from the Chester County Planning Director, as well as a list of permitted industrial uses (from the County Zoning Code) are attached in Appendix H. General uses permitted within this zoning classification include agriculture, contractors, manufacturing, transportation, storage, and communication.

Surrounding areas have both industrial and residential zoning. Other land along SC Highway 9 are zoned ID-1: Restrictive Industrial District Uses, while land on SC Highway 9, immediately opposite the site, is also zoned ID-2. Other property in close proximity to the site is zoned R-2: Residential.

### **3.0 EXISTING UTILITIES**

Wilbur Smith Associates evaluated the Oliphant No. 1 Industrial Site and surrounding area to assess the existing utilities, which will be vital to industrial development. These utilities, including water, sewer, natural gas, telecommunications, and electricity, were analyzed based upon field observation, meetings with local utility providers, and meetings with the director of economic development. Fire and police protection to the site were also evaluated.

#### **3.1 Water**

Water service for the site is available from the Chester Metropolitan District (CMD), servicing the Towns of Chester, Lando, Fort Lawn, Great Falls, Richburg, and surrounding areas. A 24" water main runs parallel to SC Highway 9 through the median in front of the site and a 12" water main tees off onto the eastern side of Cedarhurst Road, adjacent to the site. A fire hydrant located on the corner of Cedarhurst Road and SC Highway 9, which is on the site, had a static pressure, residual pressure, and flow of 82 psi, 72 psi, and 1444 gpm, respectively. Another hydrant is located further north along Cedarhurst Road as approaching Agape Drive.

Two (2) one-million gallon elevated storage tanks are located where SC Highway 909 forms a triangle with SC Highway 9, approximately 2.5 miles from the site.

The Chester Water Treatment Plant (WTP) draws water from the Catawba River and has a treatment capacity of 7.5 mgd. Current allocations are at 4.0 mgd, thereby leaving an unallocated, available capacity of 3.5 mgd. The Chester WTP is initiating changes to use chloramines in the disinfection system, which will result in lower costs, reduced odor, taste benefits, and a reduction in disinfection by-products (DBP). Past reports show that the Chester WTP is within acceptable levels for DBP and turbidity.

Verification of the water facilities, as well as the published water rates are furnished by the provider in Appendix I.

#### **3.2 Wastewater**

The Chester Sewer District provides sewer service to the Towns of Chester, Lando, Richburg, and surrounding areas. The nearest sewer main is located at the Katherine Plant of Springs Industries, Inc., 7,200 feet west from the site on the south side of SC Highway 9. The estimated cost to extend the force main (and pumping station) to the site is \$351,600. A detailed cost estimate for this off-site sewer extension is provided in Appendix J. The Chester Sewer District has three treatment facilities, including the Rocky Treatment Plant, which has a full capacity of 1.36 MGD, a present allocated capacity of .92 mgd, and a remaining, available capacity of 444,000 GPD. The Rocky Treatment Plant would service the Oliphant No. 1 Industrial Site.

Verification of the above wastewater facilities, as well as the published sewer rates are furnished by the provider in Appendix I.

### **3.3 Electricity**

Electricity is provided to the site by Duke Power. The site has three-phase service and two-way feed capabilities. The nearest substation is less than 1 mile from the site. Power lines are located along Agape Drive and south of the pond near SC Highway 9. Any electric need demanded by an industry would be met by Duke Power.

Verification of the above electric capabilities is furnished by the provider in Appendix I.

### **3.4 Natural Gas**

Natural Gas is available within 300-feet of the site and is provided by the Chester County Natural Gas Authority. The 4" gas line services Oliphant's Warehouse north of the site and could easily be extended to service the Oliphant No. 1 Industrial Site. An 8" gas line was used to cross under the CSX Railroad as to avoid crossing the tracks twice if an upgrade was needed. Two 6" gas lines run along SC Highway 9 and end at Beltline Road, approximately ½ mile, which could provide even additional natural gas service.

Verification of the above natural gas capabilities is furnished by the provider in Appendix I.

### **3.5 Telecommunications**

Telecommunications service is provided by Chester Telephone Company. Several telephone boxes are located along the perimeter of the site on Cedarhurst Road and SC Highway 9. One telephone box is located on site near Agape Drive and Cedarhurst Road. A fiber optic cable is located across from the site, adjacent to SC Highway 9. Broadband and digital transmission switching service is also available.

Verification of the above telecommunication facilities and capabilities is furnished by the provider in Appendix I.

### **3.6 Police and Fire Protection**

The Oliphant No. 1 Industrial Site is under the jurisdiction of the Chester County Sheriff's Department. The area is periodically patrolled by the Department's 27 sworn officers, and the Department will respond in the event of an emergency. In addition, the Oliphant No. 1 Industrial Site has fire service through the Chester Fire Department Substation, which is located on the outskirts of town approximately 3 miles from the site. The Chester Fire Department has an ISO Rating of 4, services approximately 38 square miles, and has a staff of 24 paid personnel and 18 volunteers.

## 4.0 EXISTING TRANSPORTATION

Wilbur Smith Associates evaluated the accessibility of the Oliphant No. 1 Industrial Site in regard to several different modes of transportation: road, rail, air, and waterway. These criteria are crucial to potential business tenants in terms of the transportation requirements associated with their industries. The Oliphant No. 1 Industrial Site is within reasonable proximity to Charlotte, North Carolina (40 miles) and Columbia, South Carolina (60 miles), allowing for prime access via interstate and airport. Following is an evaluation of the different modes of transportation to the site.

### 4.1 Roadway Network

The Oliphant No. 1 Industrial Site is located on SC Highway 9, approximately 5 ½ miles west of Interstate 77 Exit 65. I-77 provides access to other major interstates and much of the eastern United States. Columbia and Charlotte are both located approximately an hour from the site via I-77. This close proximity to a major interstate is a significant benefit to the site.

SC Highway 9 provides access to the site once off the interstate. SC Highway 9 is a four-lane State Highway with a divided median. SC Highway 9 has low traffic volume and sufficient geometry, which gives suitable access to the site. The western boundary of the site is Cedarhurst Road (S-12-186), a two-lane State Road already serving Oliphant’s Warehouse north of the site. Truck traffic uses Cedarhurst Road frequently in transit to and from the warehouse. SC Highway 72 connects to I-385 to the north, which leads to Greenville, SC (85 miles). Spartanburg, SC, is 50 miles away via SC Highway 9.

In 2002, the South Carolina Department of Transportation conducted traffic counts at various locations in Chester County, revealing the volume of traffic along each roadway. This information is useful in determining the best trucking and transportation routes. The roadways below were analyzed and the annual average daily traffic counts were determined for the key locations.

Route Designation	Route No.	Route Name	No. of Lanes	AADT	Location by Route Number	Location by Road Name
SC	9	SC Highway 9	4	11400	S.C.72 to S-56	Saluda Rd. to Old Richburg Rd.
SC	9	SC Highway 9	4	9600	S.C.72 to SC-909	Saluda Rd. to Rodman Rd.
SC	72	SC Highway 72	2	7100	S.C. 97/ S-275 to S-186	S.C. 97/ S-275 to Cedarhurst Rd.

Route Designation	Route No.	Route Name	No. of Lanes	AADT	Location by Route Number	Location by Road Name
SC	72	SC Highway 72	2	5200	S-186 to S.C. 909	Cedarhurst Rd. to Rodman Rd.
SC	909	SC Highway 909	2	750	S.C.72 to S-496	Saluda Rd. to South Fork Rd.
SC	909	SC Highway 909	2	850	S-496 to S-50	South Fork Rd. to Millen Rd.
SC	909	SC Highway 909	2	1100	S-50 to S.C. 9	Millen Rd. to Lancaster Highway

In total, the existing road structure is ideal for a potential industry. I-77 gives the site excellent access to major nearby cities, and SC Highway 9 can sufficiently accommodate necessary truck traffic.

## 4.2 Airports

Airport access to the Oliphant No. 1 Industrial Site is available primarily through two airports: Columbia Metropolitan Airport and the Charlotte Douglas International Airport. Local airports are available but the Columbia and Charlotte airports are better suited for accommodating industry requirements.

The Columbia Metropolitan Airport (CAE) is located approximately 70 miles from Oliphant No. 1 Industrial Site and five miles southwest of downtown Columbia. CAE has second-level bridge boarding, fourteen (14) departure gates, and Federal Inspection Stations (FIS) consisting of Customs, Immigration, and Agriculture. The airport serves several commercial carriers, including Continental Airlines, Delta Air Lines, Delta Connection, Northwest Airlines, Independence Air, United Express, and US Airways Express. CAE maintains jet freight carriers, two (2) fixed-base operators, and various charter flights. Air operations are conducted on an 8600' x 150' runway, an 8000' x 150' runway, and a 50' x 50' concrete helipad. Annually, the airport serves more than 1.2 million passengers and processes more than 168,000 tons of air cargo. United Parcel Service opened an \$80 million Southeastern Regional Hub at the airport. The hub offers next-day, second-day and third-day air service. The buildings encompass 352,000 square feet, and the 44-acre ramp is large enough to hold 22 DC-8 aircraft. The hub can process 42,000 packages an hour. Other major air cargo companies serving the airport include Airborne Express, Emery Worldwide, and Federal Express.

A 108-acre foreign-trade zone (FTZ 127) is also located at the airport. A foreign-trade zone is a duty-free, quota-free, secure area in a Customs Port of Entry considered to be outside the U.S. Customs territory.

Both domestic and foreign goods can be brought to an FTZ for assembly, manufacture, display, storage, or processing without formal Customs entry. Duty payments are not required until the merchandise leaves the zone for domestic consumption.

Charlotte Douglas International Airport (CLT) is approximately 45 miles and approximately 35 minutes from Oliphant No. 1 Industrial Site via I-77. The airport has a 1.7-million square foot terminal with five concourses and 85 gates, and is adjacent to a Foreign Trade Zone. CLT serves several domestic and international commercial airlines and regional carriers, including American Airlines, Continental Airlines, Delta Air Lines, Independence Air, Northwest Airlines, United Airlines, US Airways, Air Tran Airways, Air Canada, and Lufthansa German Airlines. The airport has an extensive ground transport system that incorporates shuttle, taxi service, public transit, and courtesy vehicle pick-up. The airport serves more than 25 million passengers annually, processed 190,000 tons of air cargo in 2004, and reportedly has 558 daily departures.

Charlotte Air Cargo Center consists of approximately 500,000 square feet of facilities and over 50 acres of aircraft ramp space. The area is adjacent to the airport's three runways, which can accommodate all types of aircraft and measure 10,000 feet, 8,845 feet, and 7,500 feet. To further support air cargo operations, Charlotte Douglas has a full complement of international service support organizations, including U.S. Customs, U.S. Department of Immigration and Naturalization, and U.S. Department of Agriculture. The Charlotte Air Cargo Center is further strengthened by more than 70 freight forwarders.

In conclusion, the Oliphant No. 1 Industrial Site is located within an hour drive to two competent and international airports for transportation. For marketing the site, potential industries should be made aware of the advantages of their range of services available through these airports and the distances from the site.

### **4.3 Rail Access**

Railroad is within close proximity to the site. Approximately 1000 feet north of the site, a CSX track runs longitudinally, with the possibility of a rail spur branching off to serve the site. A 450-foot radius spur could branch off the main track to the site. The existence of wetlands and the necessity of an easement along the eastern boundary, however, pose limitations to the rail access. Wetlands could restrict the geometry of the spur as they lie on the eastern boundary of the site. The spur would impede upon the adjacent property before entering the site, which would require approximately a 60-foot easement along the property edge (the adjacent property is owned by a family member). The construction of a rail spur into the site would also allow for a team dock/track serving as a multi-owner facility. Under this arrangement, multiple owners could utilize rail service and share the construction and maintenance responsibilities of the facility. A proposed rail plan is illustrated in the Master Plan, enclosed as Exhibit K.

#### 4.4 Port Access

The Port of Charleston, often recognized as the east coast's most efficient port, is located approximately 150 miles (three hours) south of Chester County. The Port of Charleston is the busiest container port along the southeast coast and ranks fourth nationally. In 2002, the Port handled over 1.5 million 20-ft equivalent units and over 488,000 tons of cargo. The Port was instrumental in attracting BMW to the Upstate and can benefit other industries looking to locate in Chester County. From a national standpoint, the Oliphant No. 1 Industrial Site is in close proximity to the Port of Charleston.

## 5.0 RECOMMENDATIONS

The approach to master planning the Oliphant industrial site will attempt to preserve the opportunities for large-scale industrial and distribution projects and, at the same time, provide for the potential subdivision of the property to meet the acreage needs of small- to medium-size companies, requiring a minimum of infrastructure construction.

The southern portion of the 122-acre site, fronting on SC Hwy 9, is an excellent area for a large manufacturing facility or a “big box” distribution center. In order to preserve this opportunity and not “split” the large site, primary access to the site should occur from Cedar Hurst Road, via SC Hwy 9, where there is an existing full intersection.

The access would be by way of Road “A”, into the site from Cedar Hurst Road. This would provide direct access to the portion of the site north of the planned road, which area could be subdivided into industrial sites of less than 5-acres. Rail service can be brought to the eastern edge of this area of the site, so long as an easement can be obtained along the eastern edge of the property, adjacent to the subject site. Additionally, a “team track” and loading dock could be constructed east of the terminus of Road “A”, so that all future occupants of the Park could access this facility to receive a rail shipment from time-to-time.

The approximately 80-acre portion of the site south of the proposed “Road A” should be maintained for as long as possible for a large manufacturing or distribution facility. The site can accommodate a distribution building of up to 750,000 square-feet which, given the site’s direct access and proximity to I-77 (just 6 miles away via SC Hwy 9), can be an opportunity for the County in competing for industrial facilities of this size.

At the time that it is decided to subdivide the large site, in favor of smaller projects that are determined to be of significant economic benefit to the community, Road “A” should be extended, as necessary, in a southerly direction to provide vehicular and utility access to the smaller parcels.

Stormwater management for the proposed roadway(s) and possible “team track” loading area would be located in the vicinity of the existing pond and stream. Each future site will accommodate stormwater management on-site; however, to the extent that the proposed stormwater management facility for the road(s) and rail dock can be expanded to accommodate adjacent or nearby sites, such would be encouraged.

An illustrative Master Plan is included in Exhibit K, and detailed cost estimates for off-site and on-site infrastructure improvements are attached as Appendix J.

Under any circumstances, restrictive covenants and landscaping plans should be in place to maintain a visual quality throughout and around the Park. In the event that large distribution buildings are eventually developed in the southern portion of the Park, along SC Hwy 9, additional buffers, including berming and/or landscaping requirements should be considered to preclude undesirable views into loading dock and trailer storage areas. Appendix H includes general restrictive covenants that can be used as guidelines for preparing specific ones for the Oliphant No. 1 Industrial Site.

## 6.0 KEY CONTACTS

One of the most important issues for industries looking to locate in an area is to quickly establish contact with important utility and economic entities. Included below is a list of economic and infrastructure contacts that potential industrial park tenants may find helpful.

### **Chester County Office of Economic Development**

Karlisa Parker, Director

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Chester, SC 29706

(803) 377-1216 (w)

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### **Chester County Planning Department**

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### **Duke Power**

Jim Rogers, Director of Economic Development

808 Duncan Reidville Road

(864) 439-5924 (w)

Website: [www.dukepower.com](http://www.dukepower.com)



### **Chester Metropolitan Water and Sewer District**

Mike Medlin, Engineer

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Website: [www.chestertel.com](http://www.chestertel.com)



### **Chester Natural Gas Authority**

Mike Enoch

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**Chester County**  
natural gas authority

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