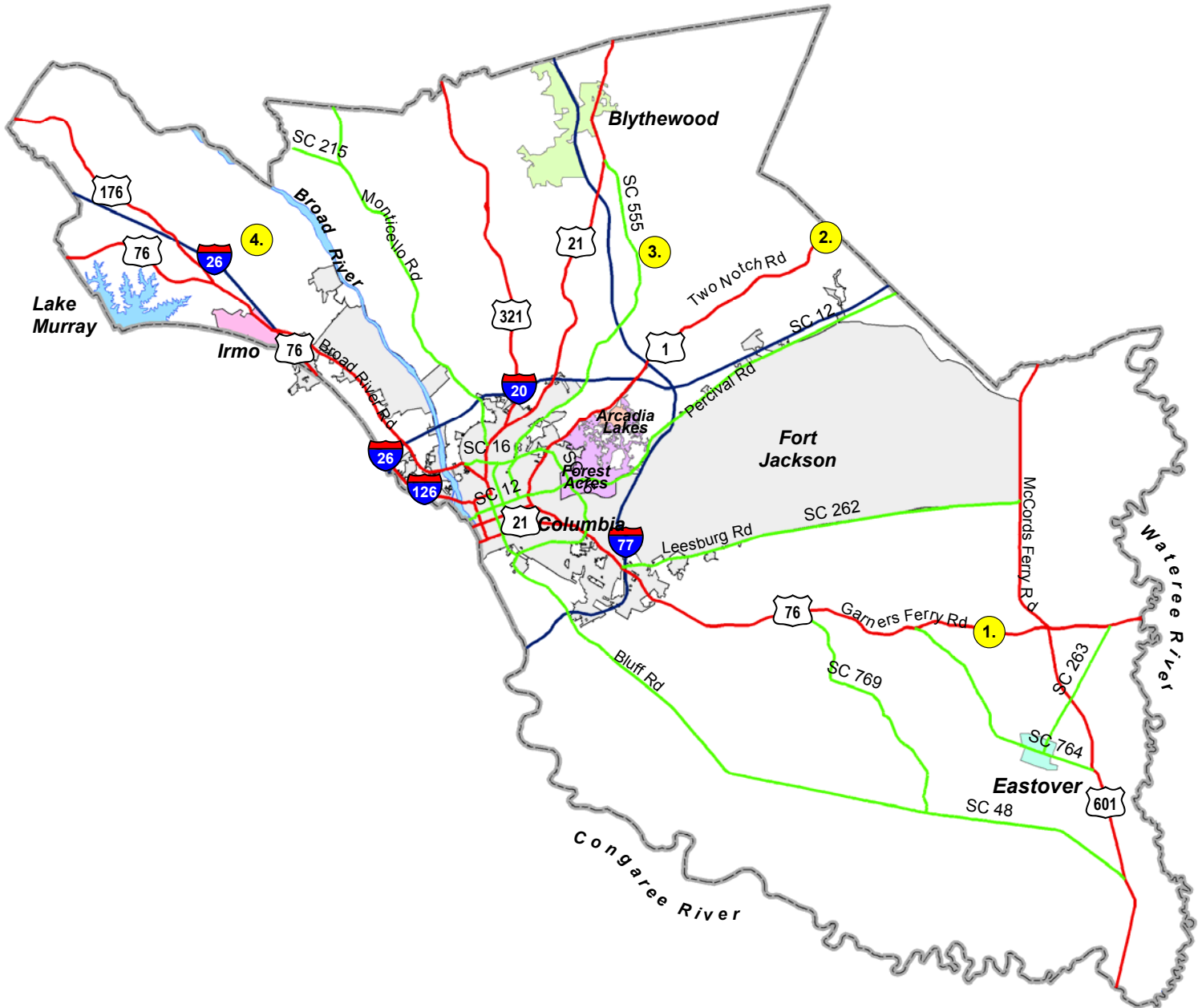


**RICHLAND COUNTY
PLANNING COMMISSION**



NOVEMBER 10, 2003

RICHLAND COUNTY PLANNING COMMISSION NOVEMBER 10, 2003



CASE NUMBER	APPLICANT	TMS NUMBER	ADDRESS	COUNCIL MEMBER
1. 04-02 MA	B & B Trucking	35200-09-06	11315 Garners Ferry Road	Mizzell
2. 04-18 MA	Jack Broome	29100-05-10	Kelly Mill Road and Two Notch Road	Brill
3. 04-19 MA	Donald E. Lovett	17400-06-09	2708 Clemson Road	Tuten
4. 04-20 MA	Dianna Ridgeway	04200-02-05	Wes Bickley Road	Corley

RICHLAND COUNTY PLANNING COMMISSION

Monday, November 10, 2003

Agenda

1:00 PM

STAFF: Michael P. Criss, AICP.....Deputy Planning Director
 John W. Hicks..... Development Services Manager
 Anna Almeida Land Development Administrator
 Carl D. Gosline, AICP Subdivision Administrator

I. PUBLIC MEETING CALL TO ORDER Howard VanDine, Chairperson

Presentation by Yancey McLeod Regarding Conservation Easements

II. PRESENTATION OF MINUTES FOR APPROVAL

Consideration of the October 6, 2003 minutes

III. ADDITIONS/DELETIONS TO THE AGENDA

IV. OLD BUSINESS

CASE	04-15 MA	(deferred from 10/6/03)	Page
APPLICANT	Vendors Supply, Inc.		9-18
REQUESTED AMENDMENT	RS-1 to M-1	(1.0 acres)	
PURPOSE	Expand Existing Warehouse Facility		
TAX MAP SHEET NUMBER (S)	07306-04-01 (p)		
LOCATION	Brevard Street Just Off Broad River Road		

V. NEW BUSINESS - SUBDIVISION REVIEW

PROJECT #	SUBDIVISION NAME	LOCATION	UNITS	Page
SD-03-250	Spears Creek Village (revise as a cluster s/d)	Spears Creek Church Rd TMS # 25800-04-03	75	19-27
SD-04-73	Mason Ridge	Villages @ Longtown TMS # 17500-03-42	42	29-37

SD-04-74	Thomaston	Villages @ Longtown TMS # 17500-03-42	29	39-47
SD-04-90	Courtyards @ Providence Plantation	Farrow Road @ Brickyard Rd TMS # 17300-03-35	65	49-57
SD-04-91	Threat Acres, Ph.2	Piney Branch Road TMS # 33100-05-09	3	59-67
SD-04-71	Jasmine Place, Ph. 1	Hardscrabble Rd West of I-77 TMS # 14600-03-21	115	69-77
SD-04-93	Lee Station (minor)	Lee Road & Hardscrabble Rd TMS # 20300-04-14/15	3	79-87

VI. NEW BUSINESS - ZONING MAP AMENDMENTS

CASE	1. 04 - 02 MA	Page
APPLICANT	B & B Trucking	89-98
REQUESTED AMENDMENT	RU to PDD (2.4 acres)	
PURPOSE	Expand Existing Truck Repair Business	
TAX MAP SHEET NUMBER (S)	35200-09-06	
LOCATION	11315 Garners Ferry Road	

CASE	2. 04 -18 MA	Page
APPLICANT	Jack Broome	99-109
REQUESTED AMENDMENT	RU to C-3 (9.0 acres)	
PURPOSE	Office & Retail Space	
TAX MAP SHEET NUMBER (S)	29100-05-10	
LOCATION	Kelly Mill Road & Two Notch Road	

CASE	3. 04 -19 MA	Page
APPLICANT	Donald E. Lovett	111-120
REQUESTED AMENDMENT	RU to C-1 (2.0 acres)	
PURPOSE	State Farm Insurance	
TAX MAP SHEET NUMBER (S)	17400-06-09	
LOCATION	2708 Clemson Rd	

CASE	4. 04 - 20 MA	Page
APPLICANT	Dianna Ridgeway	121-130
REQUESTED AMENDMENT	RU to RS-1 (27.2 acres)	
PURPOSE	Single Family Detached Subdivision	
TAX MAP SHEET NUMBER (S)	04200-02-05	
LOCATION	Wes Bickley Road	

VII. ROAD NAME APPROVALS

- a. Road Name Change Public Hearing (s) – Need info package by October 17, 2003
- b. New Road Name Approvals – need list by October 17, 2003 131-132

VIII. OTHER BUSINESS

Consideration of a Request to Change the Maximum Lot Coverage in Certain Residential Zoning Districts

IX. ADJOURNMENT

**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION MAP AMENDMENT STAFF REPORT**

November 10, 2003

RC Project # 04-15 MA	Applicant: Vendors Supply, Inc.
General Location: 201 Saluda River Rd, 1 block south of Broad River Road	
Tax Map Number: 07306-04-01 (portion)	Subject Area: 1.0 Acres
Current Parcel Zoning: RS-1	Proposed Parcel Zoning: M-1
Proposed Use: Expand Existing Warehouse Distribution Operation	PC Sign Posting Date: September 11, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

In addition, Chapter 26-402 of the Richland County Code of Ordinances states "...All proposed amendments (*to the Zoning Ordinance*) shall be submitted to the planning commission for study and recommendation..." The Planning Commission shall study such proposals to determine:

- (a) The need and justification for the changes.
- (b) The effect of the change, if any, on the property and on surrounding properties.
- (c) The amount of land in the general area having the same classification as that requested.
- (d) The relationship of the proposed amendments to the purposes of the general planning program, with appropriate consideration as to whether the proposed change will further the purposes of this Ordinance (*the Zoning Ordinance*) and the comprehensive plan

This staff report analyzes the proposed amendment based on the criteria above and identifies of the estimated impact of the proposed project on transportation facilities and services. The appropriate Proposed Land Use Map, Goals, Objectives and Recommendations/Policies of the Comprehensive Plan and other relevant issues will also be presented. A zoning map, the appropriate graphics and other pertinent data are found at the end of this document.

The existing zoning is presumed to be an accurate reflection of the County's desired development for the area and the subject site. **Therefore, the burden of proof is on the applicant to provide facts justifying the need to change the existing zoning.**

Applicant’s Factual Justification For Proposed Change

To expand upon an existing warehouse facility

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RS-1	Vacant woodlands
Adjacent North	M-1 & RS-1	Vendors Supply Inc.
Adjacent East	RS-1 & RG-2	Vacant land and Copperfield Apartments
Adjacent South	RS-1	Vacant Land & single family residences
Adjacent West	RS-1 & RS-2	Single family residences

Part of the determination regarding the compatibility of the proposed project with the surrounding area is a comparison of the existing permitted uses with the uses permitted under the proposed zoning district. The table below summarizes this comparison.

<u>RS-1 Zoning Designation Intent</u> Intended as single family residential areas with low to medium population densities	<u>Proposed M-1 Zoning Designation Intent</u> Intended to accommodate wholesaling, distribution, storage, processing, light manufacturing and general commercial or agricultural uses
<u>Existing RS-1 Zoning Permitted Uses</u> Single family detached residences and their accessory uses	<u>Proposed M-1 Zoning Permitted Uses</u> Wholesaling, distribution & warehousing Freight & passenger terminals Light manufacturing Outdoor Storage Retail, offices and studios Service and repair businesses Eating and drinking establishments Places of worship Communication towers & cemeteries

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-67, respectively of the County Code. Some Special Exception uses are also possible.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Broad River Road via Saluda River Road	
Functional Classification Of This Roadway	Four lane undivided major arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	29,200	
Estimated Traffic Generated By The Proposed Project	112	
Current Volume At The Nearest Count Station #183	24,600	
Estimated Traffic Count With the Proposed Project	24,712	
Volume-To-Capacity Ratio With The Proposed Project	0.85	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993, or the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM), whichever is most appropriate for the requested use.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The estimated project traffic is calculated by multiplying the generation rate for a warehouse business found on page 202 of the TGM times the proposed square footage of the use.

The volume-to-capacity ratio with the proposed project is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity.

The proposed project will not result in the LOS C of Broad River Road being exceeded in this area. The project will result in increased traffic on Saluda River Road for the short distance to Broad River Road.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 2-mile radius of a fire station.

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the I-20 Interbeltway Corridor Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Medium Density Residential. The proposed Zoning Map Amendment **is not consistent** with this land use designation.

The I-20 Interbeltway Corridor Subarea Plan, adopted in November 1994, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 9 and 13 respectively, are discussed below:

Objective – Encourage industrial and commercial uses in selected, concentrated locations where access is appropriate for the use.

Broad River Road is about two blocks away via Saluda River Road, a narrow two lane residential street. The adjacent roadways on the east (Brevard Street) and west (Jefferson Allen Drive) of the site are dirt roads with less than 30 feet of right-of-way.

The Proposed Land Use Map designates the subject site as Medium Density Residential. While there is a shopping center and a variety of general commercial activity along Broad River Road, there is no other industrial activity in the immediate area. The proposed Amendment **does not implement** this Objective.

Objective – Minimize incompatibility between existing and proposed land uses.

The parcels immediately adjacent to the site south and west are vacant with residential areas behind the vacant lands. The Copperfield Apartments are across Saluda River Road from the site. The proposed Zoning Map Amendment will result in further intrusion of the incompatible facility into the residential area. The proposed Amendment **does not implement** this objective.

Principle – Proposed industrial areas should consider the following criteria where they apply;

- A. Land not having more than five percent slope
- B. Access to a major transportation facility with a highway access of at least a collector class road or higher
- C. Large tract sites suitable for facility expansion
- D. Provision of adequate infrastructure to the site
- E. Compatibility with surrounding land uses

- A. The subject site appears to have a slope of more than five percent; and
- B. There is no direct access to a major roadway, but Broad River Road is approximately two blocks away; and
- C. The site expansion site is only one acre. The parcel from which the one acre is derived is four acres in area; and
- D. The site does not have adequate infrastructure because the only road access is via a narrow two lane road to Broad River Road; and
- E. Neither the existing facility, nor the expanded facility, are compatible with the adjacent residential development

The proposed Amendment **does not implement** this Principle.

Other Relevant Issues

I-20 Interbeltway Corridor Statement

The main focus of this Subarea Plan is "...to stabilize existing land patterns and reduce further decay of residential areas...As part of this designation, an associated planning theme is defined with a related goal: ...that the area consists of established neighborhoods, commercial and industrial districts and institutional complexes, with scattered vacant properties and areas of structural decay...The goal is to preserve existing neighborhoods, revitalization of decaying commercial sites and the introduction of buffering in areas with conflicting land uses..." (pg. 11, I-20 Interbeltway Corridor Subarea Plan) The proposed project is contrary to this Goal.

There is a substantial amount of vacant M-1 zoned land throughout the County, most of which has far better access to the major road network. The Shop and Bluff Road area and the Atlas Road areas are just two of many M-1 zoned areas with substantial amounts of vacant land available for users.

If the Zoning Map Amendment is granted, the entire existing, and expanded facility, will be required to complete the site plan review process and meet the requirements of Chapter 27, the Landscaping Ordinance. The site development will be required to install extensive landscaping and walls on the perimeter of the site.

The subject property was brought before the Planning Commission previously as RC project #03-29 MA on February 3, 2003 for a Zoning Map Amendment from RS-1 to M-1. The Planning Commission agreed with the PDS and recommended that the County Council deny the proposed Amendment. The proposed Zoning Map Amendment was deferred by County Council on February 25, 2003 and subsequently withdrawn by the applicant on April 24, 2003.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 04-15 MA **not be changed** from RS-1 to M-1.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is not compatible with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of Broad River Road at this location will not be exceeded.
4. The proposed Amendment is not consistent with Proposed Land Use Map designation in the I-20 Interbeltway Corridor Subarea Plan.
5. The proposed Zoning Map Amendment is consistent with the Objectives and Principles of the I-20 Interbeltway Corridor Subarea Plan discussed herein.
6. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.
7. The proposed project is contrary to the Subarea Plan Goal of preserving existing residential neighborhoods.

SECTION III PLANNING COMMISSION ACTION

Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision provided such written request is received by the Department within 14 days of the Commission's action **and** the Commission finds that:

- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map error is such that it may affect the result of the Commission's action.

At their meeting of October 6, 2003, the Richland County Planning Commission agreed (did not agree) with the PDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-15 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

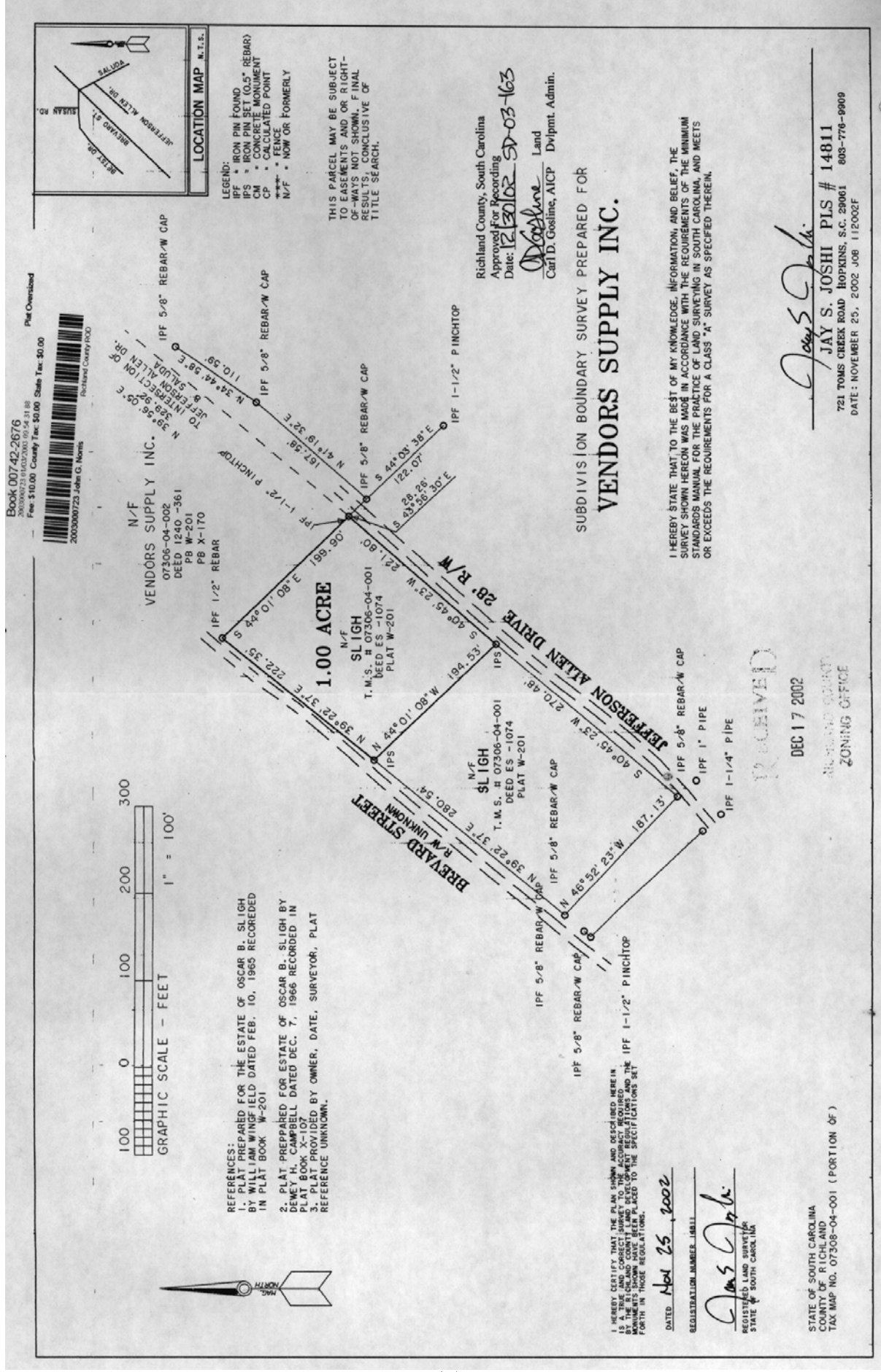
(If the Planning Commission does not agree with the Department's recommendation and/or findings of fact, the reasons for the decision must be clearly stated for the public record.)

In consideration of the proposed Zoning Map Amendment # 04-15 MA, the Planning Commission made the findings of fact summarized below:

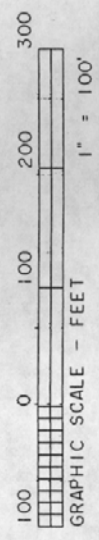
- 1)

Attachment A

CASE 04-15 MA



Book 00742-2676
 2003000723 John G. Norris
 2003000723 John G. Norris
 Plat Overlaid
 Fee \$10.00 County Tax \$0.00 State Tax \$0.00
 2003000723 John G. Norris
 Richland County RCO



- REFERENCES:
1. PLAT PREPARED FOR THE ESTATE OF OSCAR B. SLIGH BY WILLIAM WINGFIELD DATED FEB. 10, 1965 RECORDED IN PLAT BOOK W-201
 2. PLAT PREPARED FOR ESTATE OF OSCAR B. SLIGH BY GENEY H. CAMPBELL DATED DEC. 7, 1966 RECORDED IN PLAT BOOK X-107
 3. PLAT PROVIDED BY OWNER, DATE, SURVEYOR, PLAT REFERENCE UNKNOWN.

LOCATION MAP M.T.S.

LEGEND:

- IPF • IRON PIN FOUND
- IPS • IRON PIN SET (0.5" REBAR)
- CM • CONCRETE MONUMENT
- CP • CALCULATED POINT
- *** • FENCE
- N/F • NOW OR FORMERLY

THIS PARCEL MAY BE SUBJECT TO EASEMENTS AND OR RIGHT-OF-WAYS NOT SHOWN. FINAL REVIEW IS CONCLUSIVE OF TITLE SEARCH.

Richland County, South Carolina
 Approved for Recording
 Date: 12/20/02 SD-03-163
 Land
 Carl D. Gosline, AICP
 Divlpmt. Admin.

SUBDIVISION BOUNDARY SURVEY PREPARED FOR
VENDORS SUPPLY INC.

I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

RECEIVED
 DEC 17 2002
 RICHLAND COUNTY
 ZONING OFFICE

I HEREBY CERTIFY THAT THE PLAT, SHOW AND DESCRIBED HEREIN BY THE RICHLAND COUNTY LAND DEVELOPMENT REGULATIONS AND THE SPECIFICATIONS SET FORTH IN THOSE REGULATIONS.

DATED Nov 25, 2002
 REGISTRATION NUMBER LABEL

 STATE OF SOUTH CAROLINA

STATE OF SOUTH CAROLINA
 COUNTY OF RICHLAND
 TAX MAP NO. 07308-04-001 (PORTION OF)

JAY S. JOSHI PLS # 14811
 721 TOMS CREEK ROAD HOPKINS, S.C. 29061 803-776-9909
 DATE: NOVEMBER 23, 2002 JOB 112002F

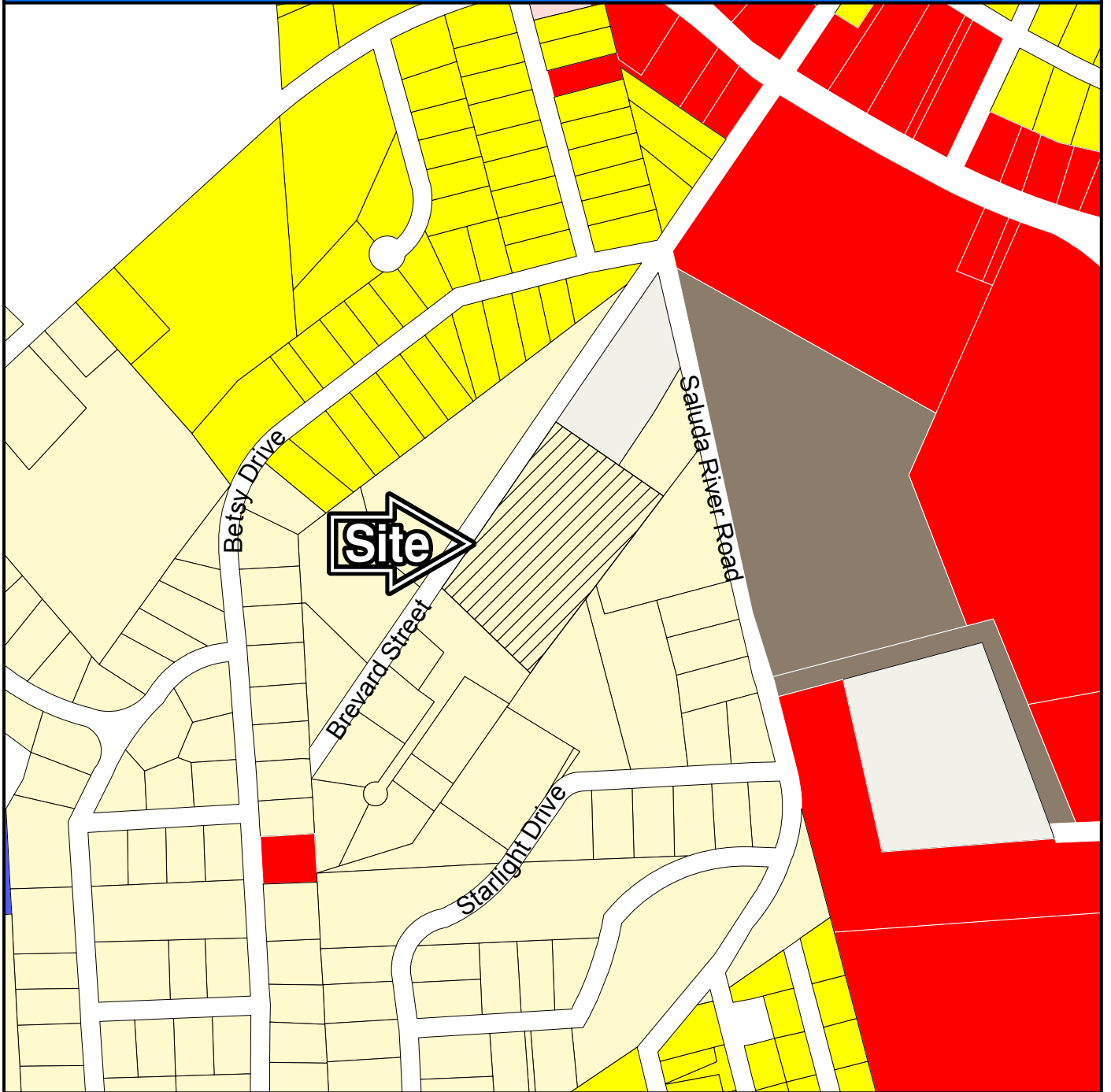
CASE 04-15 MA
RS-1 to M-1
TMS 07306-04-01





















Site



CASE 04-15 MA FROM RS-1 to M-1



ZONING CLASSIFICATIONS

	C-1		D-1		MH-1		PDD		RG-2		RS-3
	C-2		M-1		MH-2		PUD		RS-1		RU
	C-3		M-2		MH-3		RG-1		RS-2		SUBJECT



CASE 04-15 MA FROM RS-1 to M-1

TMS# 07306-04-01(p) Brevard Street just off Broad River Road



Looking at adjacent neighborhood



Looking at site from Saluda Road

**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION SUBDIVISION STAFF REPORT**

November 10, 2003

Applicant: Joe Clark		Preliminary Subdivision Plans For: Spears Creek Village	
RC Project # : SD-03-250			
General Location: Spears Creek Church Rd @ Jacobs Mill Pond Rd			
Tax Map Number: 28800-04-03		Number of Residences: 88	
Subject Area: 13.3 acres	Sewer Service Provider: Palmetto Utilities		
Current Zoning: RG-2	Water Service Provider: City of Columbia		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, **or** opening, of new streets, water or sewer facilities, storm drainage systems, **or** improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Spears Creek Church Rd	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	836	
Current Volume At The Nearest Count Station # 451 Located @ Spears Creek	6100	
Estimated Traffic Count With the Proposed Project	6936	
Volume-To-Capacity Ratio With The Proposed Project	0.81	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic is determined by applying the traffic generation rate presented on pages 9 of the Addendum To The Long Range Major Street Plan for Richland County, adopted by the County in October 1993.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The volume-to-capacity ratio with the proposed project is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project will not result in the LOS C of Spears Creek Church Rd being exceeded in this area.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 2 mile radius of a fire station.

School Impacts

Based on information provided by the District 2 School Board office *, the Department estimates the proposed subdivision will generate the additional school age children described below:

Elementary School @ 0.20 students per single family DU	18
Middle School @ 0.13 students per single family DU	11
High School @ 0.12 Students per single family DU	10

* All Districts assumed to have the same generation rate – rounded to nearest whole number

Existing Site Conditions

The site is currently undeveloped woodlands, mostly pine trees and scrub oaks. Public water and sewer service is available to the site.

Compatibility with the Surrounding Area

The adjacent area to the west is an established residential area. Walden Place subdivision is under development on the adjacent parcels to the east. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Northeast Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as High Density Residential on this Map. Since the project has a density of 6.6 DU/ac, it is consistent with the Map designation.

The Northeast Subarea Plan, adopted in March 1995, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 30 and 35 respectively, are discussed below:

Objective – Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area

The proposed project has higher densities than the adjacent parcels, but is still a single family detached subdivision. The proposed project implements this Objective.

Principle – The Established Urban Area should contain overall higher density levels ...and that these density levels should conform to the Proposed Land Use Map – High Density is 9 DUs/acre or greater

The **proposed 6.6 DU/acre density is not consistent** with the Map designation as required by state statutes. The density should either be increased to be consistent with the land use designation in the Subarea Plan, or its Proposed Land Use Map should be revised through the statutory comprehensive plan amendment process. **The proposed project does not implement this Principle**

Other Pertinent Factors

- 1) As of June 13, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of June 13, 2003, the Flood Hazard Coordinator had not approved the flood elevation statement.
- 3) As of June 13, 2003, the City of Columbia had not approved the water line construction plans.
- 4) As of June 13, 2003, DHEC had not issued a permit for construction of the sewer lines.
- 5) As of June 13, 2003, DHEC had not issued a construction permit for the water lines.
- 6) As of June 13, 2003, the 911 Coordinator had not certified the proposed street names.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends conditional approval of the preliminary plans for a 88 unit single family detached subdivision, known as Spears Creek Village (Project # SD-03-250), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision will not result in the adjacent portion of Spears Creek Church Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is consistent with the Northeast Subarea Plan Map land use designation.
4. The proposed project **does not implement** the relevant Objectives and Recommendations of the Northeast Subarea Plan.

Specific Conditions

- a) The plat must establish the setbacks, either graphically or by notation, for each lot; and
- b) The 911 Coordinator must certify the street names; and
- c) The City of Columbia must approve the water line construction plans; and
- d) DHEC must issue the sewer line construction permits; and
- e) DHEC must issue the water line construction permits; and
- f) **A written certification of compliance with the requirements of Chapter 27 (Landscaping Ordinance), Article 6 – Tree Protection, issued by the Department PRIOR to any site clearance activity; and**

- g) No building permits shall be issued until all of the conditions cited above are met.; and
- h) Plats shall only be recorded by the complete phases identified in the preliminary plan (i.e., all 88 lots); and
- i) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; and
- j) Plats shall not be approved for recording until the City of Columbia approves the water line easement documents; and
- k) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- l) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days of the Commission's action **and** the Commission finds that:

- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map error is such that it may affect the result of the Commission's action.

Appeal

Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt of the written notice of the Planning Commission's action.

Attachment A SD 03-250

DATE: 09/17/03
SCALE: 1" = 40'
DRAWN BY: JAC
CHECKED BY: JAC

SPEAR'S CREEK PARTNERSHIP
Columbia, South Carolina

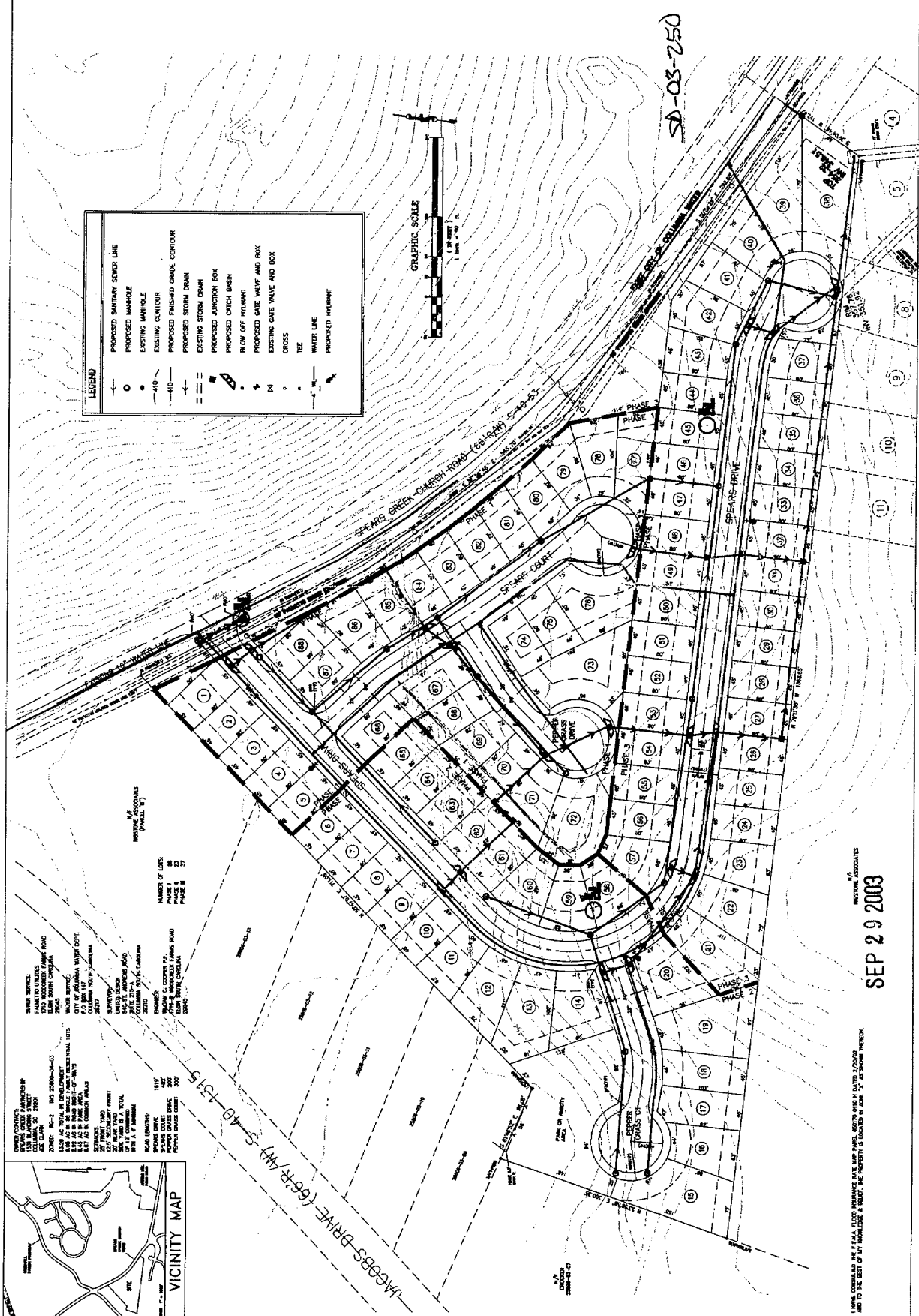
William C. Cooper, P.E.
1712-B Woodstock Farm Road
Columbia, SC 29204
(803) 698-7728 FAX (803) 698-7721

WCC



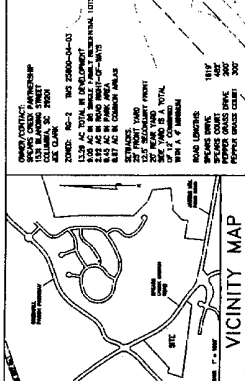
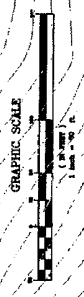
SPEAR'S CREEK TILLAGE
PROPOSED MAP SHEET

DATE: 09/17/03
SCALE: 1" = 40'
DRAWN BY: JAC
CHECKED BY: JAC
PROJECT NUMBER: 03-250
SHEET NUMBER: 1 OF 1



LEGEND

—○—	PROPOSED SANITARY SEWER LINE
—○	PROPOSED MANHOLE
—○—	EXISTING MANHOLE
—○—	EXISTING CONTOUR
—○—	PROPOSED FINISHED GRADE CONTOUR
—○—	PROPOSED STORM DRAIN
—○—	EXISTING STORM DRAIN
—○—	PROPOSED JUNCTION BOX
—○—	PROPOSED CATCH BASIN
—○—	ROW OFF HIGHWAY
—○—	PROPOSED GATE VALVE AND BOX
—○—	EXISTING GATE VALVE AND BOX
—○—	CROSS
—○—	TIE
—○—	WATER LINE
—○—	PROPOSED HYDRANT



SPEAR'S CREEK PARTNERSHIP
1712-B WOODSTOCK FARM ROAD
COLUMBIA, SC 29204
TEL: (803) 698-7728
FAX: (803) 698-7721
WWW.WCC-ENGINEERS.COM

WATER SERVICE
SPEARS CREEK PARTNERSHIP
1712-B WOODSTOCK FARM ROAD
COLUMBIA, SC 29204
TEL: (803) 698-7728
FAX: (803) 698-7721
WWW.WCC-ENGINEERS.COM

SEWER SERVICE
SPEARS CREEK PARTNERSHIP
1712-B WOODSTOCK FARM ROAD
COLUMBIA, SC 29204
TEL: (803) 698-7728
FAX: (803) 698-7721
WWW.WCC-ENGINEERS.COM

STORM DRAIN SERVICE
SPEARS CREEK PARTNERSHIP
1712-B WOODSTOCK FARM ROAD
COLUMBIA, SC 29204
TEL: (803) 698-7728
FAX: (803) 698-7721
WWW.WCC-ENGINEERS.COM

PHASE 1
TOTAL AREA: 1.15 AC
TOTAL LENGTH: 1,150 FT
TOTAL VOLUME: 1,150 CU YD
TOTAL COST: \$1,150,000

PHASE 2
TOTAL AREA: 1.15 AC
TOTAL LENGTH: 1,150 FT
TOTAL VOLUME: 1,150 CU YD
TOTAL COST: \$1,150,000

PHASE 3
TOTAL AREA: 1.15 AC
TOTAL LENGTH: 1,150 FT
TOTAL VOLUME: 1,150 CU YD
TOTAL COST: \$1,150,000

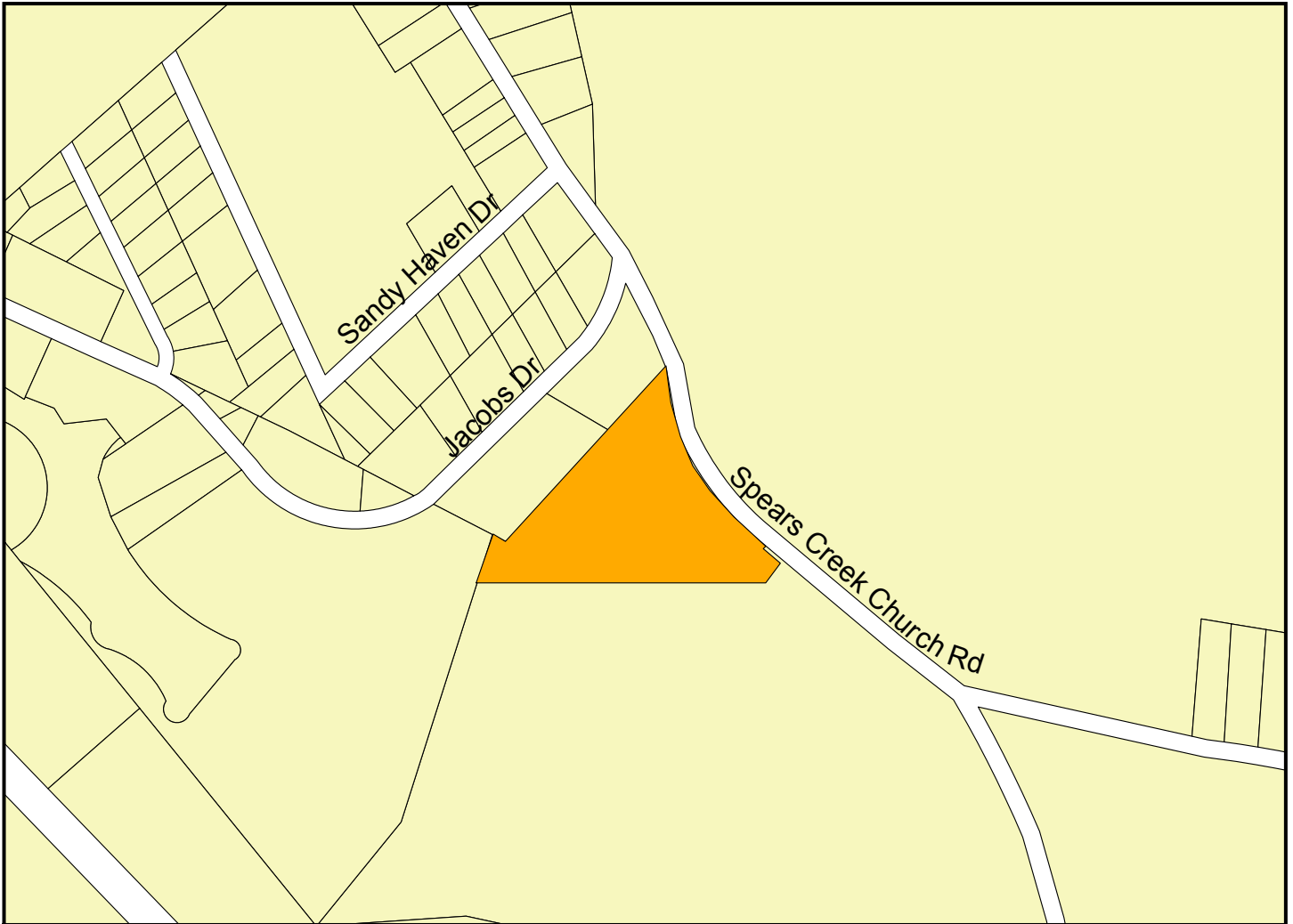
SEP 29 2003
REVISED

I HAVE COMPLETED THE FINAL FLOOD INSURANCE RATE MAP PANEL AND/OR PANELS DATED 2/20/03 AND TO THE BEST OF MY KNOWLEDGE & BELIEF, THE PROPERTY IS LOCATED IN ZONE "X" OF SPECIAL HAZARD.

**SD 03-250
SPEARS CREEK VILLAGE
TMS 25800-04-03**



SD 03-250 SPEARS CREEK VILLAGE



Looking west along Spears Creek Church Road to project entrance



Looking at site interior

**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION SUBDIVISION STAFF REPORT**
November 10, 2003

Applicant: The Mungo Company		Preliminary Subdivision Plans For: Mason Ridge S/D, Phase 1 & 2	
RC Project # : SD-04-73			
General Location: Pongreen Parkway in Villages @ Longtown			
Tax Map Number: 17500-03-42 (p)		Number of Residences: 42	
Subject Area: 16.3 acres		Sewer Service Provider: City of Columbia	
Current Zoning: PUD-2		Water Service Provider: City of Columbia	

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, **or** opening, of new streets, water or sewer facilities, storm drainage systems, **or** improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Longtown Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	399	
Current Volume At The Nearest Count Station # 711 Located @	4300	
Estimated Traffic Count With the Proposed Project	4699	
Volume-To-Capacity Ratio With The Proposed Project	0.55	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic is determined by applying the traffic generation rate presented on pages 9 of the Addendum To The Long Range Major Street Plan for Richland County, adopted by the County in October 1993.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The volume-to-capacity ratio with the proposed project is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project, by itself, will not result in the LOS C being exceeded at count station # 711. However, the Department estimates that upon completion of the Villages @ Longtown project, the traffic on Longtown Road will far exceed the minimum LOS F level.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 1 mile radius of a fire station.

School Impacts

Based on information provided by the District 2 School Board office *, the Department estimates the proposed subdivision will generate the additional school age children described below:

Elementary School @ 0.20 students per single family DU	8
Middle School @ 0.13 students per single family DU	5
High School @ 0.12 Students per single family DU	4

* All Districts assumed to have the same generation rate – rounded to nearest whole number

Existing Site Conditions

The site contains scrub oak and pine trees. Longreen Parkway, the central road in the Villages @ Longtown project, will provide access from the project to Longtown Road.

Compatibility with the Surrounding Area

The proposed project is consistent with the PUD Conceptual Plan, Ordinance # 64-02 HR, for the project now known as Villages @ Longtown

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The I-77 Corridor Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Industrial on this Map.

The **proposed subdivision is not consistent** with the Proposed Land Use Map because it is a residential project located in an area designated for industrial development. The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map. **Even though the County rezoned the entire project to PUD-2, the I-77 Corridor Subarea Plan Proposed Land Use Map was not changed to a residential as required by state law.**

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

Objective – Accommodate in certain higher density residential areas, a full range of housing opportunities, to meet the various needs of area residents

The proposed project will have a density of 2.58 DU/acre. The proposed project implements this Objective.

Principle – Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed Land Use Map

The proposed project is a subdivision in an area designated for industrial development. This project does not implement this Principle.

Other Pertinent Factors

- 1) As of October 17, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of October 17, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of October 17, 2003, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of October 17, 2003, DHEC had not issued a construction permit for the sewer lines.
- 5) As of October 17, 2003, DHEC had not issued a construction permit for the water lines.

All applicants must be aware that the current Code County has strict requirements about not selling lots, or negotiating the sale of lots within subdivisions before the plat is recorded. Specifically, Section 22-71 (a) of the Code states “...Whoever, being the owner or agent of the owner of any land located within a subdivision, **transfers or sells, agrees to sell or negotiates to sell any land by reference to, or exhibition of, or by other use of a plat of a subdivision, before that plat has been approved by the planning commission and recorded in the office of mesne conveyance (*Register of Deeds*), shall be guilty of a misdemeanor.** (b) The description of any such lot or parcel by metes and bounds in the instrument of transfer or other document used in the process of selling or transferring that lot or parcel shall not exempt the transaction from those penalties or remedies herein provided. The county may enjoin such transfer, sale, or agreement by appropriate action...”

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 42 unit single family detached subdivision, known as Mason Ridge (Project # SD-04-73), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Longtown Road operating below a LOS C capacity. **The Department estimates that upon completion of the Villages @ Longtown project, the traffic on Longtown Road will far exceed the minimum LOS F level.**

2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is not consistent with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives of the I-77 Corridor Subarea Plan.
5. The proposed project does not implement the relevant Recommendations of the I-77 Corridor Subarea Plan.

Specific Conditions

- a) The front yard setback shall be a minimum of 25 feet from the street right-of-way; the side yard setbacks shall total 12 feet with a minimum of 6 feet; the rear yard setback shall be a minimum of 20 feet and the maximum lot coverage shall be 25 percent; and
- b) The Department of Public Works (Gordon Greene @ 576-2413) must approve the stormwater management plans; and
- c) The Floodplain Manager (Harry Reed @ 576-2150) must approve the flood elevation statement prior to building permits being issued; and
- d) The City of Columbia must approve the water and sewer line construction plans; and
- e) DHEC must issue the sewer line construction permits; and
- f) DHEC must issue the water line construction permits; and
- g) **No site clearance activity shall commence until this Department has issued a written notice of compliance with the tree protection standards in Chapter 27 of the Code.** Contact Anna Almeida @ 576-2168 for more details; and
- h) No building permits shall be issued until all of the conditions cited above are met; and
- i) Plats shall not be approved for recording until the City of Columbia approves the water & sewer line easement documents; and
- j) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- k) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water & sewer line easement deeds **AND (2)** the County accepts the roads for maintenance; and
- l) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days of the Commission's action **and** the Commission finds that:

- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map error is such that it may affect the result of the Commission's action.

Appeal

Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt of the written notice of the Planning Commission's action.

Attachment A SD 04-73

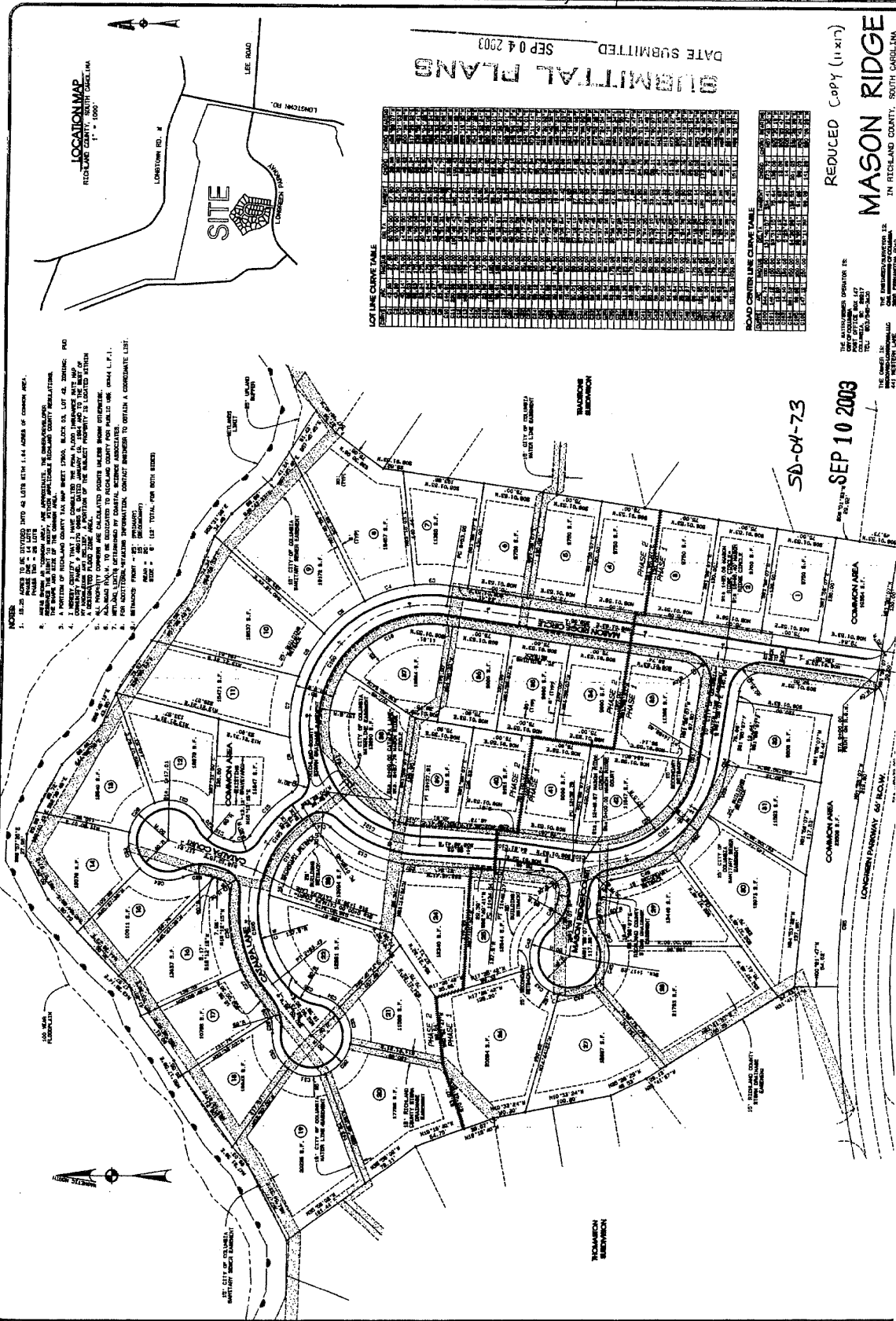
JOB NUMBER: 09087
DATE: 9/10/08
PROJECT: MASON RIDGE

STAKING & ALIGNMENT PLAN

GVL ENGINEERING OF COLUMBIA
CONSULTING ENGINEERING, SURVEYING AND PLANNING

2008 TALLEMONT ROAD, COLUMBIA, SOUTH CAROLINA 29910
803.746.8844 FAX 803.798.8283

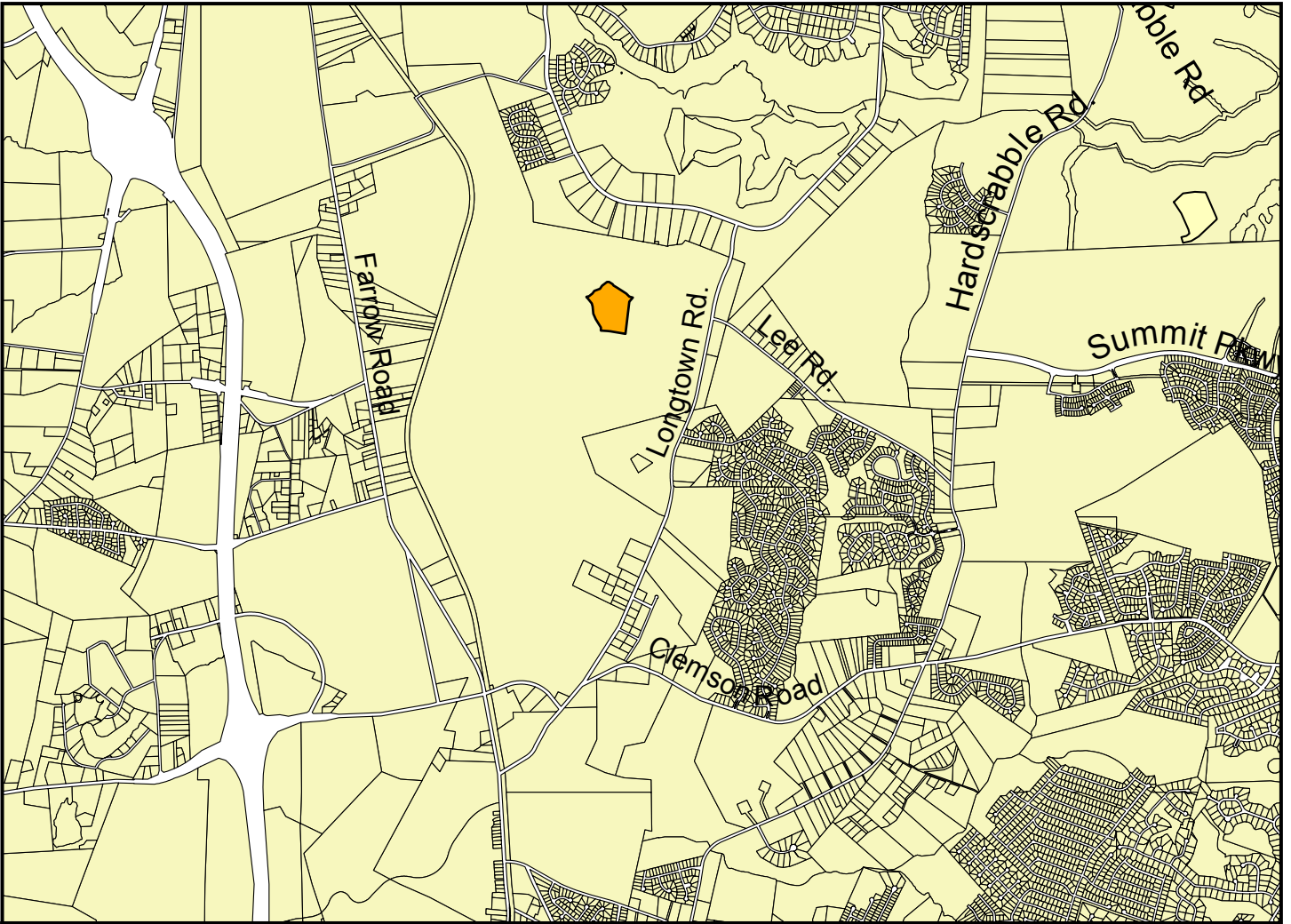
CIVIL ENGINEERING BOARD OF SOUTH CAROLINA
REGISTERED PROFESSIONAL ENGINEER
NO. 12510



SD 04-73
MASON RIDGE
TMS 17500-03-42



SD 04-73 MASON RIDGE



Looking at site from Longreen Parkway



Looking towards Lee Road along Longreen Parkway

**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION SUBDIVISION STAFF REPORT**

November 10, 2003

Applicant: The Mungo Company		Preliminary Subdivision Plans For: Thomaston S/D	
RC Project # : SD-04-74			
General Location: Longreen Parkway in Villages @ Longtown			
Tax Map Number: 17500-03-42 (p)		Number of Residences: 29	
Subject Area: 9.4 acres	Sewer Service Provider: City of Columbia		
Current Zoning: PUD-2	Water Service Provider: City of Columbia		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, **or** opening, of new streets, water or sewer facilities, storm drainage systems, **or** improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Longtown Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	276	
Current Volume At The Nearest Count Station # 711 Located @	4300	
Estimated Traffic Count With the Proposed Project	4576	
Volume-To-Capacity Ratio With The Proposed Project	0.53	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic is determined by applying the traffic generation rate presented on pages 9 of the Addendum To The Long Range Major Street Plan for Richland County, adopted by the County in October 1993.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The volume-to-capacity ratio with the proposed project is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project, by itself, will not result in the LOS C being exceeded at count station # 711. However, the Department estimates that upon completion of the Villages @ Longtown project, the traffic on Longtown Road will far exceed the minimum LOS F level.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 1 mile radius of a fire station.

School Impacts

Based on information provided by the District 2 School Board office *, the Department estimates the proposed subdivision will generate the additional school age children described below:

Elementary School @ 0.20 students per single family DU	6
Middle School @ 0.13 students per single family DU	4
High School @ 0.12 Students per single family DU	3

* All Districts assumed to have the same generation rate – rounded to nearest whole number

Existing Site Conditions

The site contains scrub oak and pine trees. Longreen Parkway, the central road in the Villages @ Longtown project, will provide access from the project to Longtown Road.

Compatibility with the Surrounding Area

The proposed project is consistent with the PUD Conceptual Plan, Ordinance # 64-02 HR, for the project now known as Villages @ Longtown

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The I-77 Corridor Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Industrial on this Map.

The **proposed subdivision is not consistent** with the Proposed Land Use Map because it is a residential project located in an area designated for industrial development. The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map. **Even though the County rezoned the entire project to PUD-2, the I-77 Corridor Subarea Plan Proposed Land Use Map was not changed to a residential as required by state law.**

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

Objective – Accommodate in certain higher density residential areas, a full range of housing opportunities, to meet the various needs of area residents

The proposed project will have a density of 2.58 DU/acre. The proposed project implements this Objective.

Principle – Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed Land Use Map

The proposed project is a subdivision in an area designated for industrial development This project does not implement this Principle.

Other Pertinent Factors

- 1) As of October 17, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of October 17, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of October 17, 2003, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of October 17, 2003, DHEC had not issued a construction permit for the sewer lines.
- 5) As of October 17, 2003, DHEC had not issued a construction permit for the water lines.

All applicants must be aware that the current Code County has strict requirements about not selling lots, or negotiating the sale of lots within subdivisions before the plat is recorded. Specifically, Section 22-71 (a) of the Code states “...Whoever, being the owner or agent of the owner of any land located within a subdivision, **transfers or sells, agrees to sell or negotiates to sell any land by reference to, or exhibition of, or by other use of a plat of a subdivision, before that plat has been approved by the planning commission and recorded in the office of mesne conveyance (*Register of Deeds*), shall be guilty of a misdemeanor.** (b) The description of any such lot or parcel by metes and bounds in the instrument of transfer or other document used in the process of selling or transferring that lot or parcel shall not exempt the transaction from those penalties or remedies herein provided. The county may enjoin such transfer, sale, or agreement by appropriate action...”

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 29 unit single family detached subdivision, known as Thomaston (Project # SD-04-74), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Longtown Road operating below a LOS C capacity. **The Department estimates that upon completion of the Villages @ Longtown project, the traffic on Longtown Road will far exceed the minimum LOS F level.**

2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is not consistent with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives of the I-77 Corridor Subarea Plan.
5. The proposed project does not implement the relevant Recommendations of the I-77 Corridor Subarea Plan.

Specific Conditions

- a) The front yard setback shall be a minimum of 25 feet from the street right-of-way; the side yard setbacks shall total 12 feet with a minimum of 6 feet; the rear yard setback shall be a minimum of 20 feet and the maximum lot coverage shall be 25 percent; and
- b) The Department of Public Works (Gordon Greene @ 576-2413) must approve the stormwater management plans; and
- c) The Floodplain Manager (Harry Reed @ 576-2150) must approve the flood elevation statement prior to building permits being issued; and
- d) The City of Columbia must approve the water and sewer line construction plans; and
- e) DHEC must issue the sewer line construction permits; and
- f) DHEC must issue the water line construction permits; and
- g) **No site clearance activity shall commence until this Department has issued a written notice of compliance with the tree protection standards in Chapter 27 of the Code.** Contact Anna Almeida @ 576-2168 for more details; and
- h) No building permits shall be issued until all of the conditions cited above are met; and
- i) Plats shall not be approved for recording until the City of Columbia approves the water & sewer line easement documents; and
- j) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- k) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water & sewer line easement deeds **AND (2)** the County accepts the roads for maintenance; and
- l) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days of the Commission's action **and** the Commission finds that:

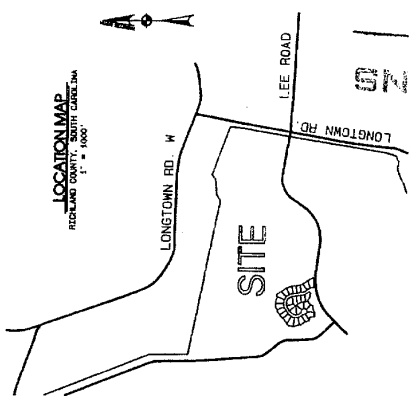
- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map error is such that it may affect the result of the Commission's action.

Appeal

Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt of the written notice of the Planning Commission's action.

Attachment A SD 04-74

	CIVIL ENGINEERING OF COLUMBIA CONSULTING ENGINEERING, SURVEYING AND PLANNING 3408 PENNINGTON ROAD, COLUMBIA, SOUTH CAROLINA 29210 803.733.8200 FAX: 803.733.8225		STAKING AND ALIGNMENT PLAN BRICKYARD-LONGTOWN, LLC 1300 SOUTH EASTMAN COLUMBIA, SOUTH CAROLINA JOB NUMBER: 03041	SHEET NO. 10 OF 10
--	--	--	---	-----------------------



SUBMITTAL PLANS
DATE SUBMITTED SEP 04 2003

- NOTES:**
1. ALL LOTS TO BE DIVIDED INTO 20 LOTS.
 2. ALL LOTS TO BE 100' WIDE.
 3. A PORTION OF RICHLAND COUNTY IS MAP SHEET 17000, BLOCK 65, LOT 45. THEREFORE, THE OWNER SHALL OBTAIN A COPY OF SAID MAP SHEET FROM RICHLAND COUNTY.
 4. THE ENGINEER HAS CONDUCTED THE FIELD PLACEMENT OF THE MONUMENTS AND HAS FOUND THEM TO BE IN ACCORDANCE WITH THE RECORD PLANS.
 5. ALL PROPERTY CORNERS ARE CALCULATED POINTS UNLESS OTHERWISE INDICATED.
 6. ALL ROAD R.O.M.'S TO BE INDICATED TO RICHLAND COUNTY FOR PUBLIC USE (CLASS L.P.F.).
 7. RICHLAND COUNTY TO BE NOTICED BY RICHLAND COUNTY ENGINEERS TO OBTAIN A SUBMITTAL COPY.
 8. FOR ADDITIONAL STAKING INFORMATION, CONTACT ENGINEER TO OBTAIN A SUBMITTAL COPY.

THOMASTON
RICHLAND COUNTY, SOUTH CAROLINA

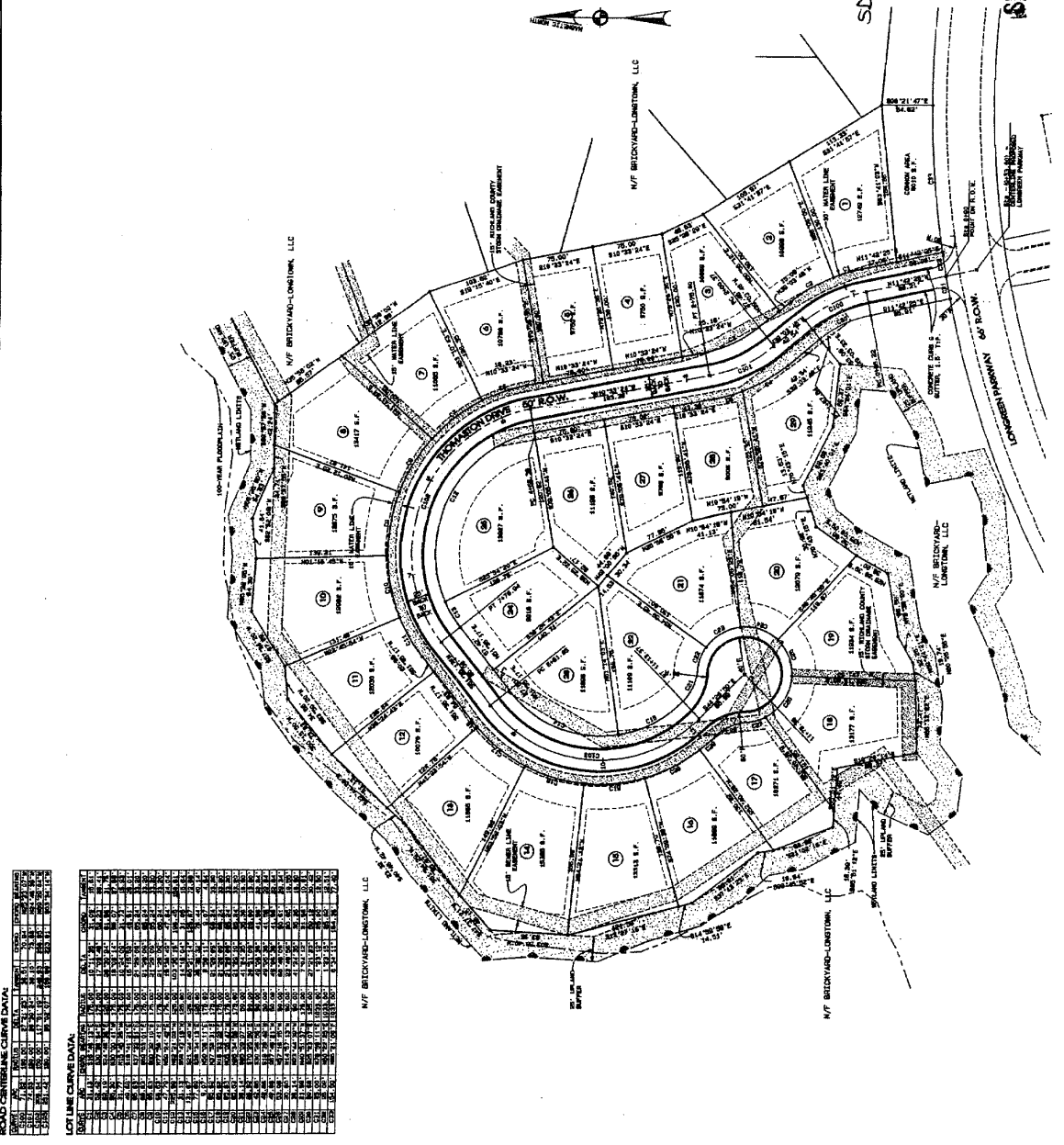
THE OWNER IS:
N/V BRICKYARD-LONGTOWN, LLC
1300 SOUTH EASTMAN
COLUMBIA, SOUTH CAROLINA
TEL: 803.733.8200

THE ENGINEER IS:
CIVIL ENGINEERING OF COLUMBIA
3408 PENNINGTON ROAD
COLUMBIA, SOUTH CAROLINA
TEL: 803.733.8200

THE WATER-RESERVED SUPERVISOR IS:
RICHLAND COUNTY ENGINEERS
1000 EASTMAN
COLUMBIA, SOUTH CAROLINA
TEL: 803.733.8200

SEP 10 2003

SCALE: 1" = 100'



ROAD CENTERLINE CURVE DATA:

STATION	PC	PT	PI	TS	STATION	PC	PT	PI	TS
1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00
1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00

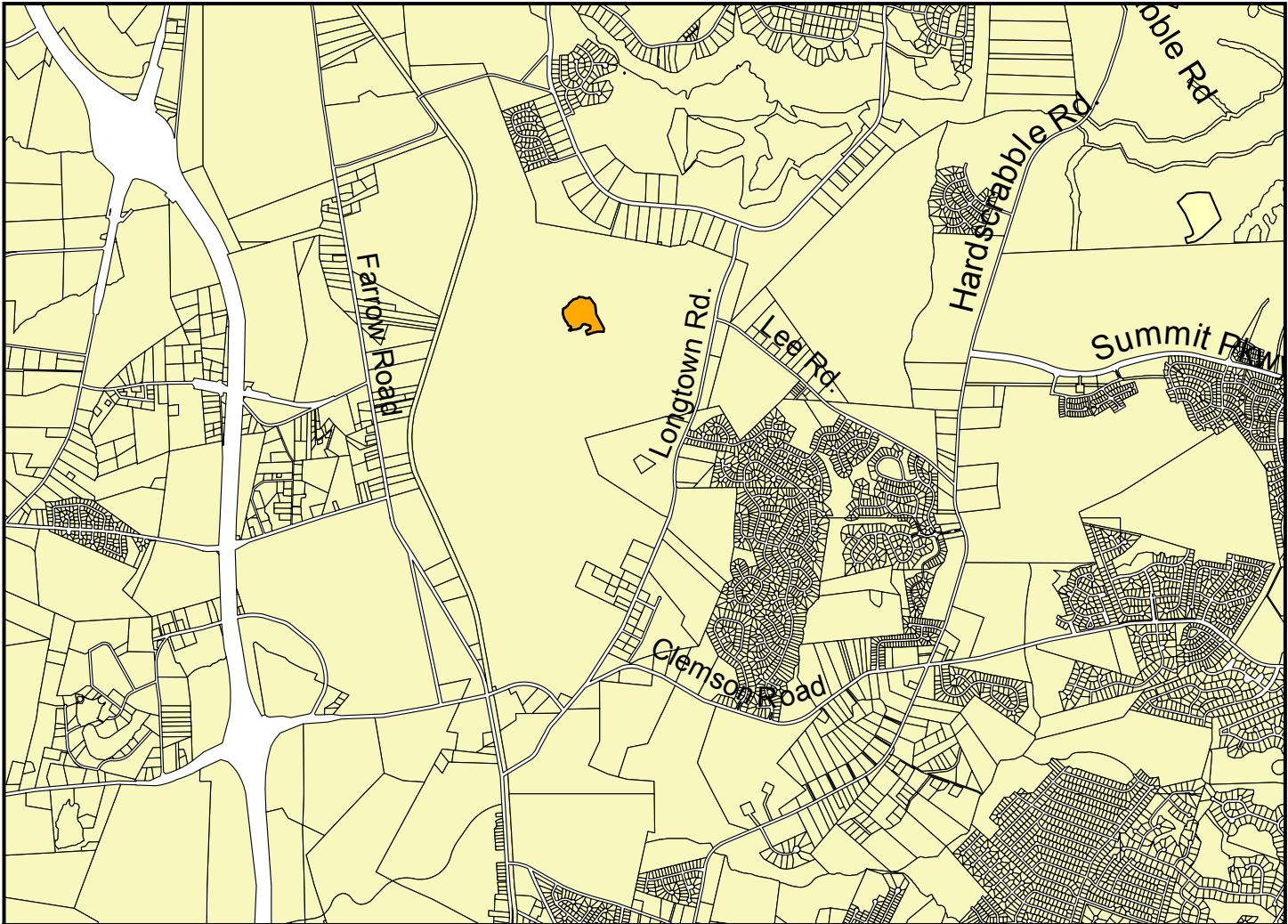
LOT LINE CURVE DATA:

LOT NO.	STATION	PC	PT	PI	TS
1	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00
2	1+00.00	1+00.00	1+00.00	1+00.00	1+00.00

SD 04-74
THOMASTON
TMS 17500-03-42



SD 04-74 THOMASTON



Looking at site from Longreen Parkway



Looking towards Lee Road
along Longreen Parkway

**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION SUBDIVISION STAFF REPORT**

November 10, 2003

Applicant: American Engineering, Inc.		Preliminary Subdivision Plans For: Courtyards @ Providence Plantation	
RC Project # : SD-04-90			
General Location: Farrow Road @ Brickyard Road			
Tax Map Number: 17300-02-04		Number of Residences: 65 (triplexes)	
Subject Area: 10.3 acres	Sewer Service Provider: City of Columbia		
Current Zoning: RG-2	Water Service Provider: City of Columbia		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, or opening, of new streets, water or sewer facilities, storm drainage systems, or improvement to existing streets...." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Farrow Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	618	
Current Volume At The Nearest Count Station # 284 Located @ Farrow Road south of the site	7900	
Estimated Traffic Count With the Proposed Project	8518	
Volume-To-Capacity Ratio With The Proposed Project	0.99	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic is determined by applying the traffic generation rate presented on pages 9 of the Addendum To The Long Range Major Street Plan for Richland County, adopted by the County in October 1993.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The volume-to-capacity ratio with the proposed project is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project, by itself, will not result in the LOS C of Farrow Road being exceeded at count station # 284. However, the Department estimates that when the Villages @ Lakeshore, across Farrow Road from the site is completed, the LOS F level will be far exceeded.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 1 mile radius of a fire station.

School Impacts

Based on information provided by the District 2 School Board office *, the Department estimates the proposed subdivision will generate the additional school age children described below:

Elementary School @ 0.20 students per single family DU	NAP
Middle School @ 0.13 students per single family DU	NAP
High School @ 0.12 Students per single family DU	NAP

* All Districts assumed to have the same generation rate – rounded to nearest whole number

Existing Site Conditions

The site slopes down to the west toward Cedar Creek. It is mostly cleared land with some trees near the creek.

Compatibility with the Surrounding Area

The subject project is almost twice the density of the adjacent subdivision. However, it is isolated from the remainder of the Providence Plantation project and provides a buffer from the adjacent M-1 zoned land.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The I-77 Corridor Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Industrial on this Map.

The **proposed subdivision is not consistent** with the Map designation as required by state statutes because it is a residential project located in an area designated for industrial development. The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map. **Even though the County rezoned the project to RG-2, the I-77 Corridor Subarea Plan Proposed Land Use Map was not changed to a residential as required by state law.**

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

Objective – Accommodate in certain higher density residential areas, a full range of housing opportunities, to meet the various needs of area residents

The proposed project will have a density of 6.31 DU/acre. The proposed project implements this Objective.

Principle – Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed Land Use Map

The proposed project is a subdivision in an area designated for industrial development. This project does not implement this Principle.

Other Pertinent Factors

- 1) As of October 17, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of October 17, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of October 17, 2003, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of October 17, 2003, DHEC had not issued a construction permit for the sewer lines.
- 5) As of October 17, 2003, DHEC had not issued a construction permit for the water lines.
- 6) As of October 17, 2003, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

All applicants must be aware that the current Code County has strict requirements about not selling lots, or negotiating the sale of lots within subdivisions before the plat is recorded. Specifically, Section 22-71 (a) of the Code states “...Whoever, being the owner or agent of the owner of any land located within a subdivision, **transfers or sells, agrees to sell or negotiates to sell any land by reference to, or exhibition of, or by other use of a plat of a subdivision, before that plat has been approved by the planning commission and recorded in the office of mesne conveyance (*Register of Deeds*), shall be guilty of a misdemeanor.** The description of any such lot or parcel by metes and bounds in the instrument of transfer or other document used in the process of selling or transferring that lot or parcel shall not exempt the transaction from those penalties or remedies herein provided. The county may enjoin such transfer, sale, or agreement by appropriate action...”

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 65 unit triplex subdivision, known as Courtyards @ Providence Plantation (Project # SD-04-90), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

- 1) The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Farrow Road operating below a LOS C capacity. the Department estimates that when the Villages @ Lakeshore, across Farrow Road from the site is completed, the LOS F level will be far exceeded.
- 2) The proposed subdivision is compatible with existing development in the area.
- 3) The proposed project is not consistent with the I-77 Corridor Subarea Plan Map land use designation.
- 4) The proposed project implements the relevant Objectives of the I-77 Corridor Subarea Plan.
- 5) The proposed project does not implement the relevant Recommendations of the I-77 Corridor Subarea Plan.

Specific Conditions

- 6) The E-911 Coordinator (Alfreda Tindal @ 576-2147) must certify the street names have been approved by the Planning Commission **prior to assigning street addresses** for building permits; and
- 7) The Department of Public Works (Gordon Greene @ 576-2413) must approve the stormwater management plans; and
- 8) The Floodplain Manager (Harry Reed @ 576-2150) must approve the flood elevation statement prior to building permits being issued; and
- 9) The City of Columbia must approve the water & sewer line construction plans; and
- 10) DHEC must issue the sewer line construction permits; and
- 11) DHEC must issue the water line construction permits; and
- 12) **No site clearance activity shall commence until this Department has issued a written notice of compliance with the tree protection standards in Chapter 27 of the Code.** Contact Anna Almeida @ 576-2168 for more details; and
- 13) No building permits shall be issued until all of the conditions cited above are met; and
- 14) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water & sewer line easement deeds **AND (2)** the County accepts the roads for maintenance; and
- 15) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

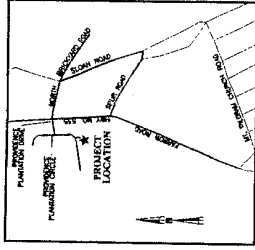
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days of the Commission's action **and** the Commission finds that:

- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map error is such that it may affect the result of the Commission's action.

Appeal

Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt of the written notice of the Planning Commission's action.

Attachment A SD 04-90



OWNER/DEVELOPER
SOUTH CAPITAL GROUP, INC.
1300 17th Street, Suite 100
Cayce, SC 29731
Tel: (803) 791-1400

DATE OF PREPARATION
10-1-2003

DRAWN BY
R. J. WALKER

CHECKED BY
S. A. SHANNON

SCALE
1" = 1000'

PROJECT NAME
THE COURTYARDS AT PROVIDENCE PLANTATION

PROJECT LOCATION
ARROW ROAD, PROVIDENCE, SOUTH CAROLINA

CURBSIDE ZONING
R-1.5

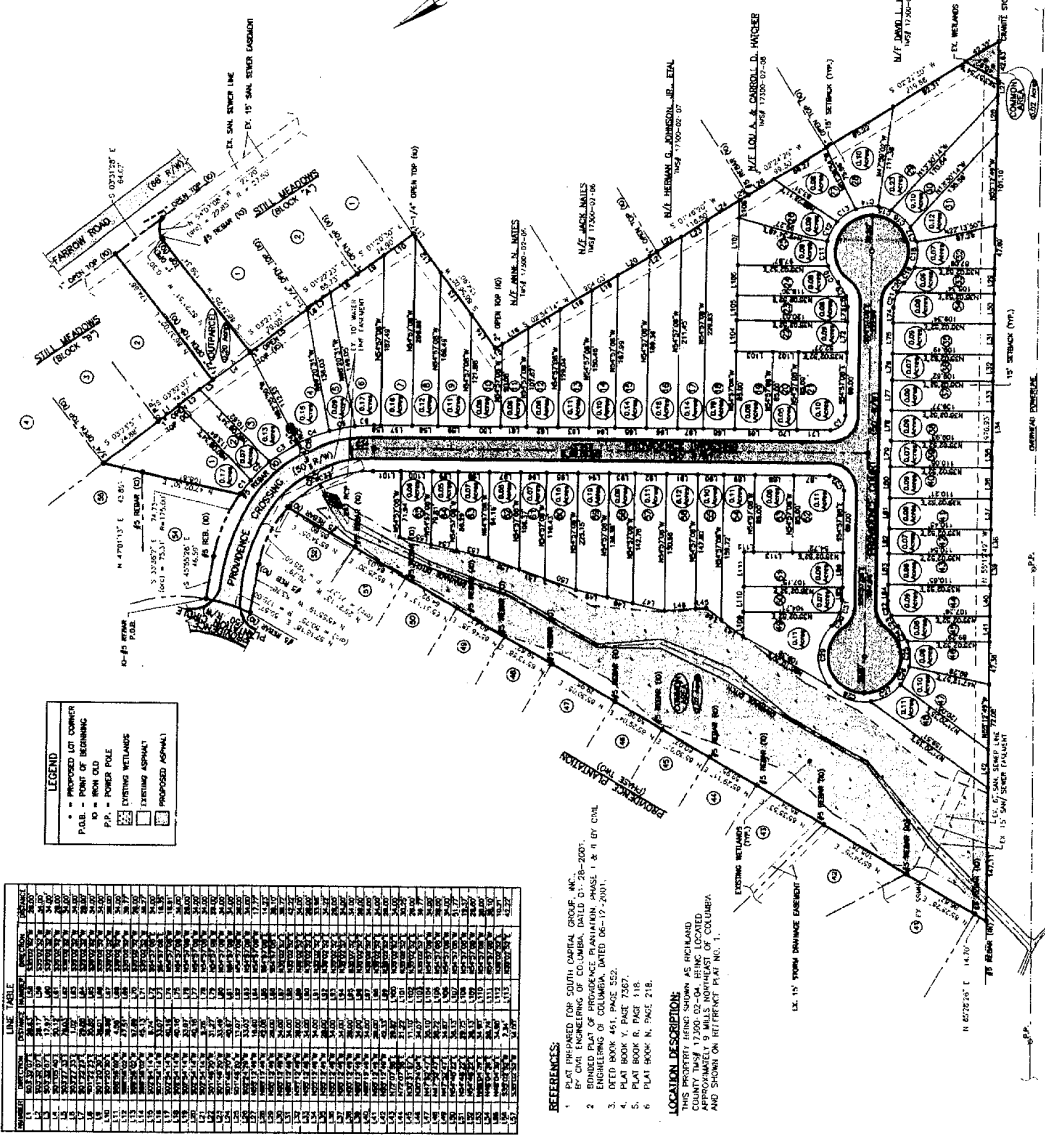
UTILITY AND SANITARY SERVICES PROVIDED
WATER, SEWER, GAS, TELEPHONE, CABLE TV

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, BELIEF AND FAITHFUL OPINION, THE INFORMATION CONTAINED HEREIN WAS MADE ON A REASONABLY BASIS AND THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF SOUTH CAROLINA. I HAVE ALSO REVIEWED THESE PLANS AND I HAVE FOUND THEM TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOUTH CAROLINA ENGINEERING ACT AND I HAVE NO OBJECTION TO THE PROVISIONS SET FORTH IN THESE PLANS.

S. A. SHANNON
REGISTERED PROFESSIONAL ENGINEER
10-1-2003
SOUTH CAROLINA ENGINEERING CONSULTANTS, INC.
1300 17th Street, Suite 100
Cayce, SC 29731
Tel: (803) 791-1400

CURVE TABLE

STATIONING	BEARING	RADIUS (FT)	CHORD BEARING	CHORD LENGTH (FT)	ARC LENGTH (FT)	PIECE POINT STATIONING
1+00	N 00° 00' 00" W	1000	N 89° 59' 59" E	1000.00	157.08	1+157.08
1+157.08	N 89° 59' 59" E	1000	N 00° 00' 00" W	1000.00	157.08	1+314.16
1+314.16	N 00° 00' 00" W	1000	N 89° 59' 59" E	1000.00	157.08	1+471.24
1+471.24	N 89° 59' 59" E	1000	N 00° 00' 00" W	1000.00	157.08	1+628.32
1+628.32	N 00° 00' 00" W	1000	N 89° 59' 59" E	1000.00	157.08	1+785.40
1+785.40	N 89° 59' 59" E	1000	N 00° 00' 00" W	1000.00	157.08	1+942.48
1+942.48	N 00° 00' 00" W	1000	N 89° 59' 59" E	1000.00	157.08	1+1099.56



OCT 01 2003

Scale 1" = 60 ft

R. J. WALKER

LEGEND

PADA - POWER POLE FOR DOWNLINE
P = POWER POLE
PP - POWER POLE FOUNDATION
PPT - POWER POLE TOWER FOUNDATION
PPT - POWER POLE TOWER FOUNDATION

LEGEND:

PROPOSED PROPERTY LINES

EXISTING WETLANDS

EXISTING APPURTENANCES

PROPOSED APPURTENANCES

PROPOSED DRIVE

REFERENCES:

1. PLAT PREPARED FOR SOUTH CAPITAL GROUP - INC. 10-1-2003.
2. ENGINEERED PLAT OF PROVIDENCE PLANTATION PHASE 1 & 2 BY CIVIL ENGINEERING & CONSULTANTS, DATED 06-17-2001.
3. PLAT BOOK Y, PAGE 7327.
4. PLAT BOOK V, PAGE 2127.
5. PLAT BOOK R, PAGE 118.
6. PLAT BOOK N, PAGE 218.

LOCATION DESCRIPTION:

THIS PROJECT SITS ON A PARCEL AS SHOWN AS PARCEL 17208-00-00-00, BEING LOCATED APPROXIMATELY 1/2 MILE SOUTH OF ARROW ROAD AND WEST OF PROVIDENCE ROAD AND SHOWN ON INTERACT PLAT NO. 1.

AMERICAN ENGINEERING CONSULTANTS, INC.
1300 17th Street, P.O. Box 2299, Cayce, SC 29731
Phone: (803) 791-1400 • Fax: (803) 791-8110
www.aec.com • aec@aec.com • info@aec.com

AEC

AMERICAN ENGINEERING CONSULTANTS, INC.

REVISION

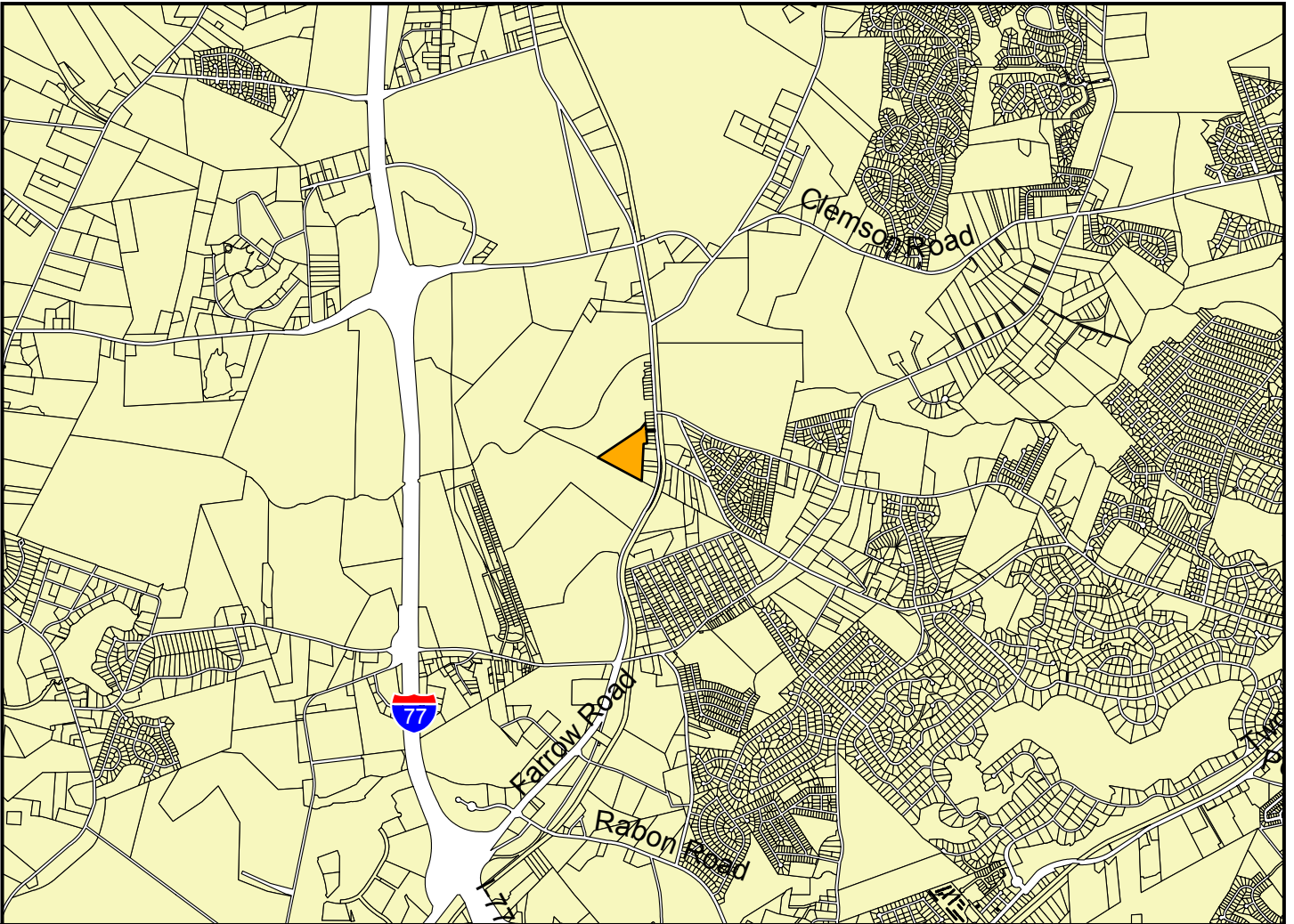
NO.	DATE	REVISION

SD 04-90
COURTYARDS AT PROVIDENCE PLANTATION
TMS 17300-03-35

Site →



SD 04-90 COURTYARDS @ PROVIDENCE PLANTATION



Looking at site from Providence Plantation



Looking from site towards existing Providence Plantation

**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION SUBDIVISION STAFF REPORT**

November 10, 2003

Applicant: Leon Horton		Minor Subdivision Plans For: Threat Acres, Phase 2	
RC Project # : SD-04-91			
General Location: Piney Branch Road , 1 mile North of Garners Ferry Road			
Tax Map Number: 33100-05-09 (p)		Number of Residences: 3	
Subject Area: 8.8 acres	Sewer Service Provider: Septic Tank		
Current Zoning: RU	Water Service Provider: Private Well		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, **or** opening, of new streets, water or sewer facilities, storm drainage systems, **or** improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Piney Branch Road	
Functional Classification Of This Roadway	Not Classified	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	NAp	
Estimated Traffic Generated By The Proposed Project	28	
Current Volume At The Nearest Count Station # Located @	Not Counted	
Estimated Traffic Count With the Proposed Project	NAp	
Volume-To-Capacity Ratio With The Proposed Project	NAp	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic is determined by applying the traffic generation rate presented on pages 9 of the Addendum To The Long Range Major Street Plan for Richland County, adopted by the County in October 1993.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The volume-to-capacity ratio with the proposed project is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The proposed project will generate an insignificant amount of traffic on Piney Branch Road.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 3 mile radius of a fire station.

School Impacts

Based on information provided by the District 2 School Board office *, the Department estimates the proposed subdivision will generate the additional school age children described below:

Elementary School @ 0.20 students per single family DU	NAP
Middle School @ 0.13 students per single family DU	NAP
High School @ 0.12 Students per single family DU	NAP

* All Districts assumed to have the same generation rate – rounded to nearest whole number

Existing Site Conditions

The subject site is undeveloped woodlands. It has a slight slope to the west away from Piney Branch Road.

Compatibility with the Surrounding Area

There are residence scattered throughout the Piney Branch Road area. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Lower Richland Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Rural and Open Space on this Map.

The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 33 and 43 respectively, are discussed below:

Objective – Promote the development, quality housing for all segments of the resident population
The low land cost of rural property offers the opportunity for real affordable housing. The proposed project implements this Objective.

Principle – Low level densities (maximum of 4 DU/ac) are appropriate within the Rural and Open Space area where adequate street access is provided

The density of the proposed project will be less than 1 DU per acre. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends conditional approval of the minor subdivision plans for a 3 unit single family detached subdivision, known as threat Acres (Project # SD-04-91), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Piney Branch Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is consistent with the Lower Richland Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Lower Richland Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- c) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code;** and
- d) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Building Permit for the subject structures until the Department receives a copy of the **recorded** Final Plat.
- e) No building permits shall be issued until all of the conditions cited above are met.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days of the Commission's action **and** the Commission finds that:

- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map error is such that it may affect the result of the Commission's action.

Appeal

Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt of the written notice of the Planning Commission's action.

Attachment A SD 04-91

SUBDIVISION BLK. OF
THREAT ACRES
SB-04-91

RICHMOND COUNTY near COLUMBIA, SOUTH CAROLINA

540 ST. ANDREWS ROAD, COLUMBIA, SC 29210 ■ (803) 750-9142

UNited Design Services, Inc.
LAND SURVEYING SERVICES

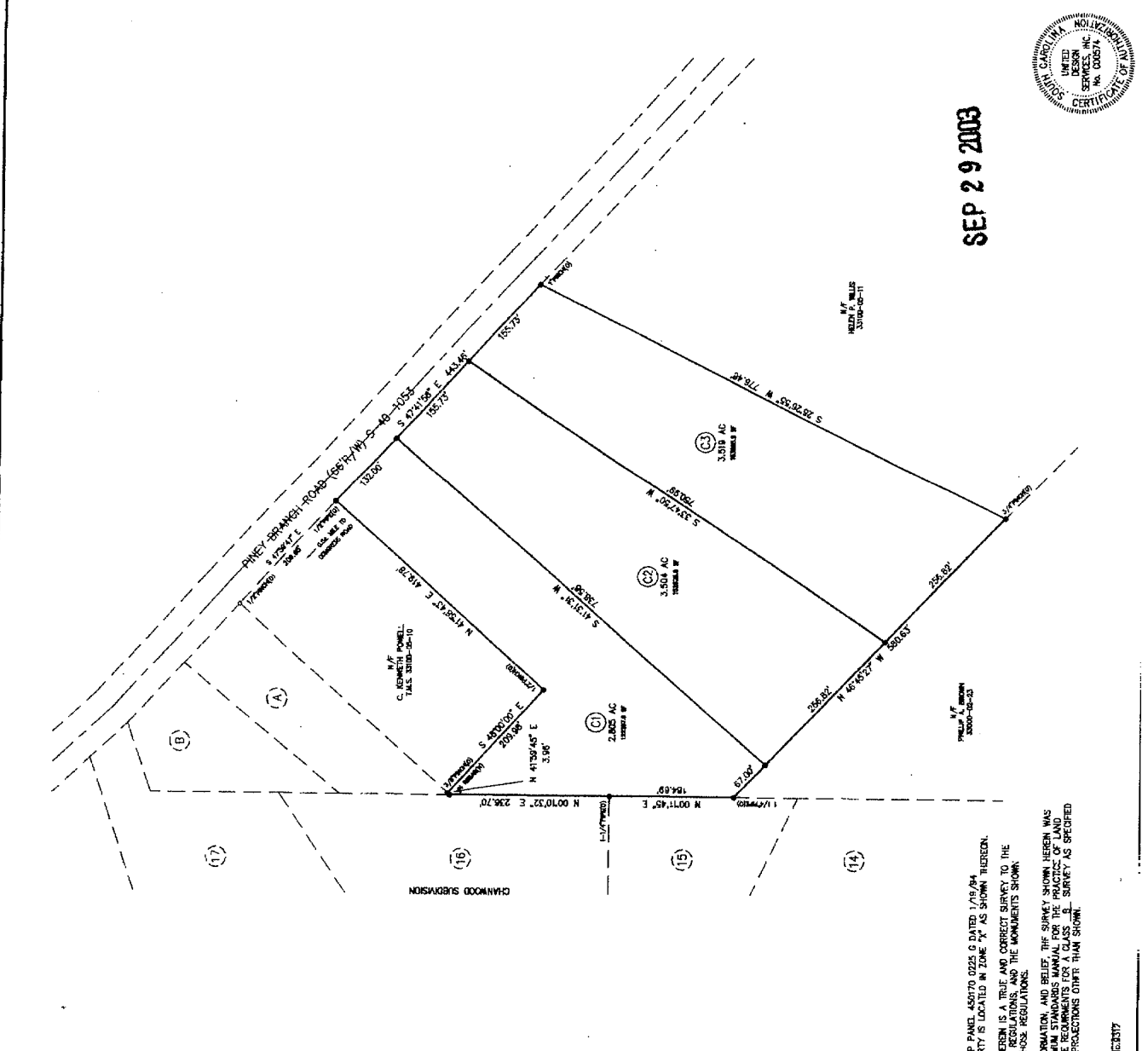
MAG NORTH

SCALE: 1" = 100'

DATE: 23 SEPT 2003
T.M.S.# 33100-05-08
DWS.# US-301-001
SHEET 1



SEP 29 2003



VICINITY MAP

SCALE: 1" = 1000'

UNited Design Services, Inc.
LAND SURVEYING SERVICES

540 ST. ANDREWS ROAD, COLUMBIA, SC 29210 ■ (803) 750-9142

OWNER CONTACT:
UNited Design Services, Inc.
C/O Mr. C. Ken Powell
2231 DEWINE STREET
COLUMBIA, SC 29204
803-750-0754

ZONED: RURAL

8.809 AC TOTAL IN DEVELOPMENT
3 SINGLE FAMILY RESIDENTIAL LOTS

REFERENCE PLATS:
PLAT PREPARED FOR HARRIETTE S. GANTT, BY I. B. COX
PLAT PREPARED FOR C. KENNETH POWELL, BY
COX & DIMMINS, INC. DATED OCTOBER 8, 2002.

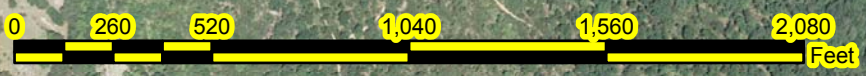
I HAVE CONSULTED THE F.L.M.A. FLOOD INSURANCE RATE MAP PANEL 450770 0225, D DATED 1/19/04 AND TO THE BEST OF MY KNOWLEDGE & BELIEF, THE PROPERTY IS LOCATED IN ZONE "X" AS SHOWN THEREON.

I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREIN IS A TRUE AND CORRECT SURVEY TO THE ACCURACY REQUIRED BY THE RICHMOND COUNTY SUBDIVISION REGULATIONS AND THE MONUMENTS SHOWN HAVE BEEN PLACED TO THE SPECIFICATIONS SET FORTH IN THOSE REGULATIONS.

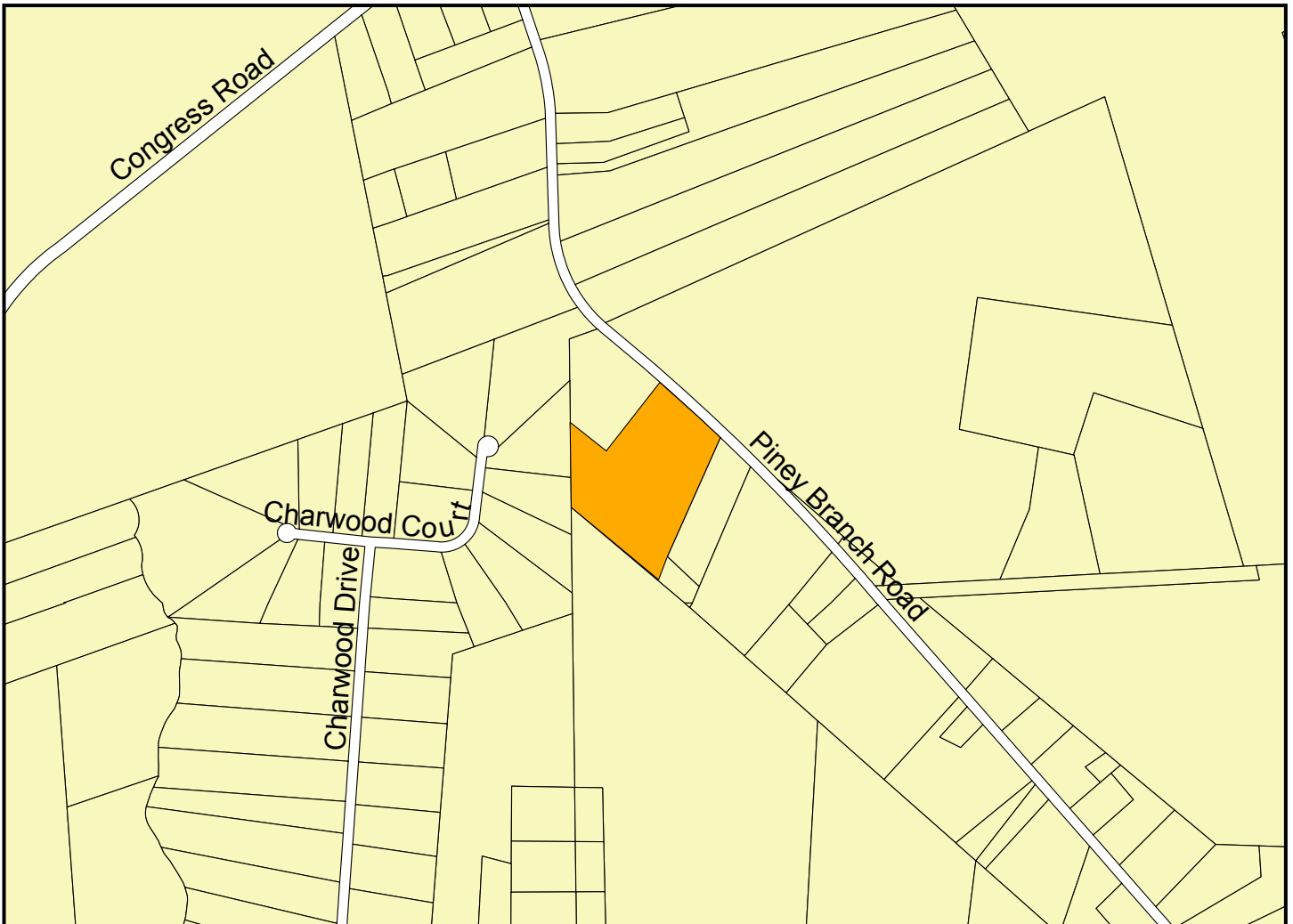
I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PROFESSIONAL SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED THEREIN; ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

WILLIAM N. ROBINSON, PROFESSIONAL LAND SURVEYOR - RICHMOND

SD 04-91
THREAT ACRES
TMS 33100-05-09



SD 04-91 THREAT ACRES, PHASE 2



Looking at site from adjacent parcel



Looking across Piney Branch Road from site

**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION SUBDIVISION STAFF REPORT**

November 10, 2003

Applicant: W. K. Dickson		Preliminary Subdivision Plans For: Jasmine Place, Phase 1	
RC Project # : SD-04-71			
General Location: North side of Hardscrabble Road, just west of Powell Road			
Tax Map Number: 14600-03-21		Number of Residences: 70 (minimum 5000 sq. ft & 50 width)	
Subject Area: 31.3 acres	Sewer Service Provider: City of Columbia		
Current Zoning: RS-3	Water Service Provider: City of Columbia		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, **or** opening, of new streets, water or sewer facilities, storm drainage systems, **or** improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Hardscrabble Road	
Functional Classification Of This Roadway	Two lane minor arterial	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	10,800	
Estimated Traffic Generated By The Proposed Project	665	
Current Volume At The Nearest Count Station # 439 Located @ in front of the site	2400	
Estimated Traffic Count With the Proposed Project	3065	
Volume-To-Capacity Ratio With The Proposed Project	0.28	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic is determined by applying the traffic generation rate presented on pages 9 of the Addendum To The Long Range Major Street Plan for Richland County, adopted by the County in October 1993.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The volume-to-capacity ratio with the proposed project is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The subject project will not result in the LOS C of Hardscrabble Road being exceeded at count station # 439.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 2 mile radius of a fire station.

School Impacts

Based on information provided by the District 2 School Board office *, the Department estimates the proposed subdivision will generate the additional school age children described below:

Elementary School @ 0.20 students per single family DU	14
Middle School @ 0.13 students per single family DU	9
High School @ 0.12 Students per single family DU	8

* All Districts assumed to have the same generation rate – rounded to nearest whole number

Existing Site Conditions

The site is currently undeveloped woodlands and fields. The site slopes downward toward a creek on the north side of the property.

Compatibility with the Surrounding Area

The proposed project is not compatible with the adjacent development. The adjacent development is all single family residences on large lots.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The I-77 Corridor Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Industrial, Commercial, Technological on this Map.

The **proposed subdivision is not consistent** with the Proposed Land Use Map because it is a residential project located in an area designated for industrial development. The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map. **Even though the County rezoned the entire project to RS-3, the I-77 Corridor Subarea Plan Proposed Land Use Map was not changed to a residential as required by state law.**

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

Objective – Accommodate in certain planned higher density residential areas, a full range of housing opportunities, to meet the various needs of area residents

The subject project is zoned RS-3. The minimum lot size in RS-3 is 5000 sq. ft. with a minimum 50 ft lot width. All of the proposed lots exceed 8500 sq. ft. in area. The proposed project implements this Objective.

Principle – Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed Land Use Map

The proposed subdivision is not consistent with the Proposed Land Use Map because it is a residential project located in an area designated for industrial development. This project does not implement this Principle.

Other Pertinent Factors

- 1) As of October 17, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of October 17, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of October 17, 2003, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of October 17, 2003, DHEC had not issued a construction permit for the sewer lines.
- 5) As of October 17, 2003, DHEC had not issued a construction permit for the water lines.
- 6) As of October 17, 2003, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

All applicants must be aware that the current Code County has strict requirements about not selling lots, or negotiating the sale of lots within subdivisions before the plat is recorded. Specifically, Section 22-71 (a) of the Code states “...Whoever, being the owner or agent of the owner of any land located within a subdivision, **transfers or sells, agrees to sell or negotiates to sell any land by reference to, or exhibition of, or by other use of a plat of a subdivision, before that plat has been approved by the planning commission and recorded in the office of mesne conveyance (*Register of Deeds*), shall be guilty of a misdemeanor.** The description of any such lot or parcel by metes and bounds in the instrument of transfer or other document used in the process of selling or transferring that lot or parcel shall not exempt the transaction from those penalties or remedies herein provided. The county may enjoin such transfer, sale, or agreement by appropriate action...”

The application for the subject project states that Phase 1 is 70 lots on 31.3 acres. The Sketch Plan for the entire project stated Phase 1 is 60 lots on 24.2 acres. This discrepancy should be resolved one way or the other so the application material will be consistent.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 70 unit single family detached subdivision, known as Jasmine Place, Phase 1 (Project # SD-04-71), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Hardscrabble Road operating below a LOS C capacity.
2. The proposed subdivision is not compatible with existing development in the area.
3. The proposed project is not consistent with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project implements the cited Objectives of the I-77 Corridor Subarea Plan.
5. The proposed project does not implement the cited Principles of the I-77 Corridor Subarea Plan.

Specific Conditions

- a) The plat must establish the setbacks, either graphically or by notation, for each lot; and
- b) The E-911 Coordinator (Alfreda Tindal @ 576-2147) must certify the street names have been approved by the Planning Commission **prior to assigning street addresses** for building permits; and
- c) The Department of Public Works (Gordon Greene @ 576-2413) must approve the stormwater management plans; and
- d) The Floodplain Manager (Harry Reed @ 576-2150) must approve the flood elevation statement prior to building permits being issued; and
- e) The City of Columbia must approve the water and sewer line construction plans; and
- f) DHEC must issue the sewer line construction permits; and
- g) DHEC must issue the water line construction permits; and
- h) No site clearance activity shall commence until this Department has issued a written notice of compliance with the tree protection standards in Chapter 27 of the Code.** Contact Anna Almeida @ 576-2168 for more details; and
- i) No building permits shall be issued until all of the conditions cited above are met; and
- j) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; and
- k) Plats shall not be approved for recording until the City of Columbia approves the water & sewer line easement documents; and
- l) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- m) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water & sewer line easement deeds **AND (2)** the County accepts the roads for maintenance; and

- n) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

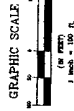
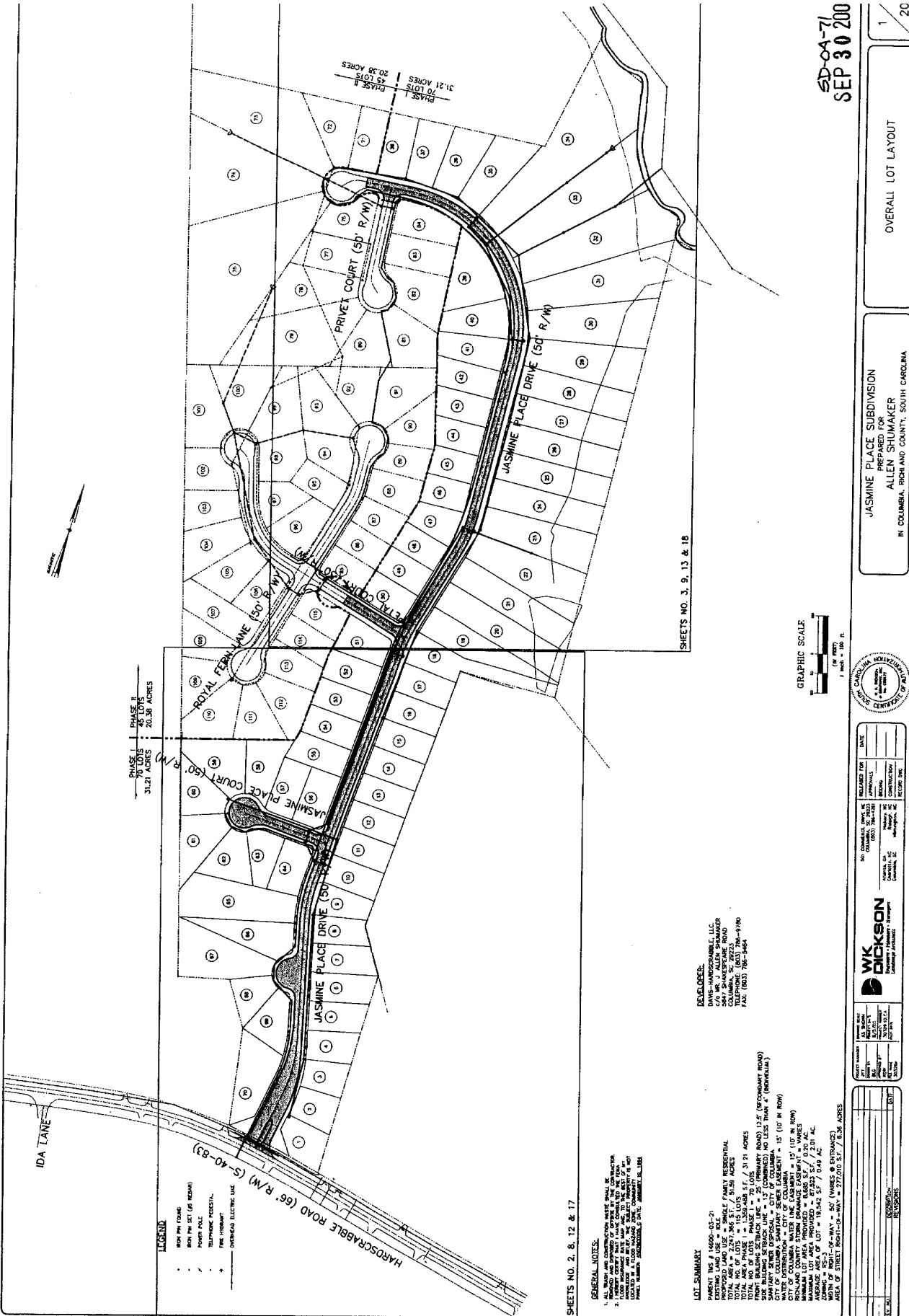
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days of the Commission's action **and** the Commission finds that:

- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map error is such that it may affect the result of the Commission's action.

Appeal

Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt of the written notice of the Planning Commission's action.

Attachment A SD 04-71



SHEETS NO. 3, 9, 13 & 18

DEVELOPER:
DAVIS-HARDSCARBLE, LLC
2500 W. WINDYBROOK DR.
5947 SHAKESPEARE ROAD
COLUMBIA, SC 29211
TELEPHONE: (803) 796-3490
FAX: (803) 796-3498

LOT SUMMARY
PARENT TRS. # 14800-03-21
PROPOSED LOTS: 165
PROPOSED LOTS WITH EASEMENTS: 1
TOTAL NO. OF LOTS: 166
TOTAL AREA: 272,085 S.F. / 6.21 ACRES
FRONT BUILDING SETBACK LINE = 25' (PRIMARY ROAD) 15' (SECONDARY ROAD)
FRONT BUILDING SETBACK LINE = 25' (PRIMARY ROAD) 15' (SECONDARY ROAD)
CITY OF COLUMBIA SANITARY SEWER DISCHARGE = 15' (10' IN ROW)
CITY OF COLUMBIA WATER LINE EASEMENT = 15' (10' IN ROW)
MINIMUM LOT AREA PROVIDED = 6,665 S.F. / 0.20 AC.
MINIMUM LOT AREA PROVIDED = 6,665 S.F. / 0.20 AC.
AVERAGE AREA OF LOT = 16,452 S.F. / 0.37 AC.
TOTAL AREA OF LOT = 272,085 S.F. / 6.21 AC.
AREA OF STREET RIGHT-OF-WAY = 277,000 S.F. / 6.36 ACRES

GENERAL NOTES:
1. ALL LOTS AND DIMENSIONS MUST BE AS SHOWN ON THIS PLAN.
2. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF COLUMBIA.
3. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION.
4. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE SOUTH CAROLINA DEPARTMENT OF ENVIRONMENTAL AND NATURE RESOURCES.
5. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE SOUTH CAROLINA DEPARTMENT OF SOCIAL SERVICES.
6. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE SOUTH CAROLINA DEPARTMENT OF HEALTH AND NURSING LICENSING BOARD.
7. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE SOUTH CAROLINA DEPARTMENT OF LABOR, EMPLOYMENT AND TRAINING.
8. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE SOUTH CAROLINA DEPARTMENT OF REVENUE.
9. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE SOUTH CAROLINA DEPARTMENT OF WILDLIFE, FORESTRY AND PARKS.
10. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE SOUTH CAROLINA DEPARTMENT OF METEOROLOGY AND GEOSPATIAL INFORMATION.

SHEETS NO. 2, 6, 12 & 17

SD-04-71
SEP 30 2000

1 / 20

JASMINE PLACE SUBDIVISION
PREPARED FOR
ALLEN SHUMAKER
IN COLUMBIA, RICHLAND COUNTY, SOUTH CAROLINA

OVERALL LOT LAYOUT

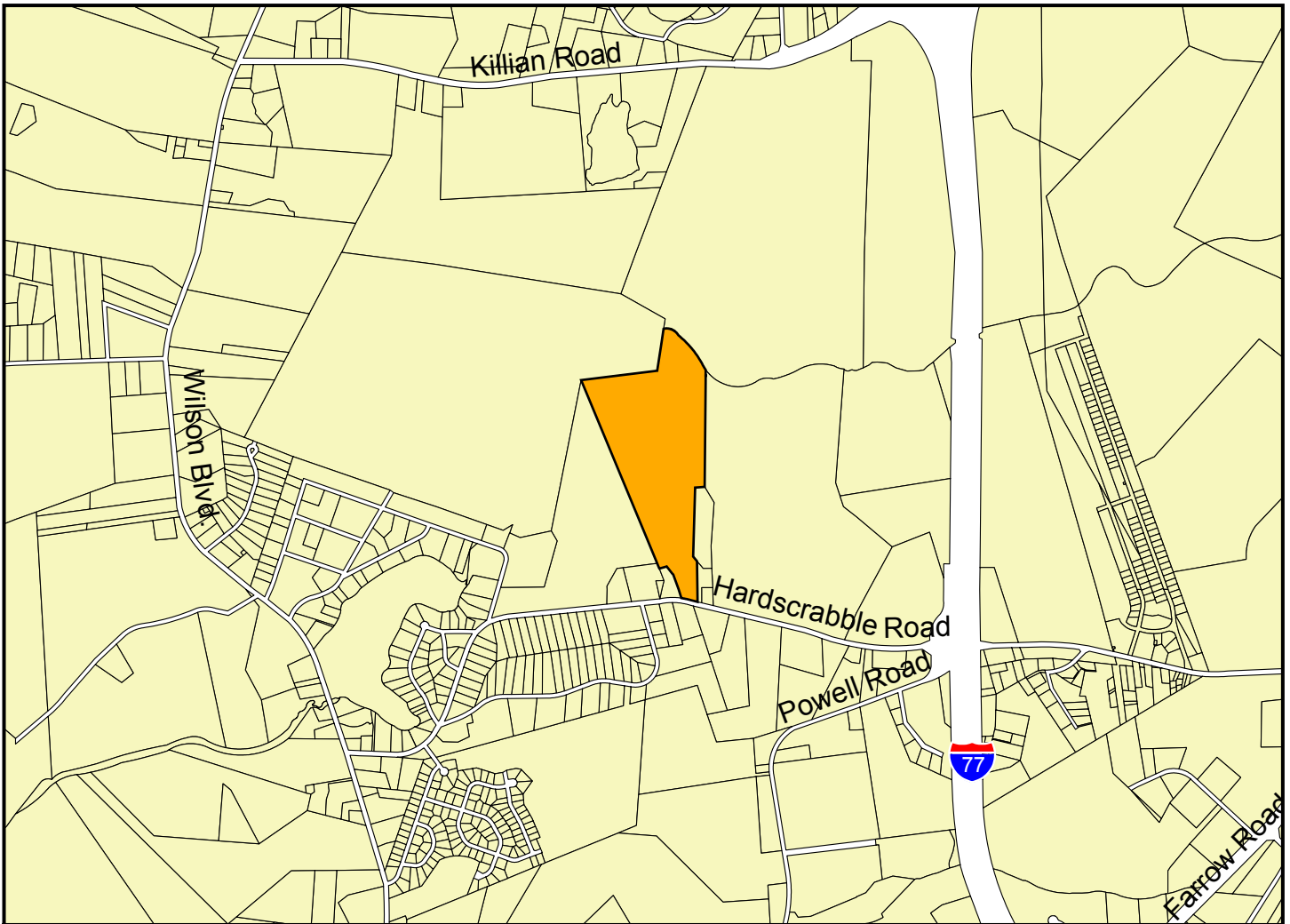
WK DICKSON <small>ENGINEERS & ARCHITECTS</small>	PROJECT NUMBER: AS-165-1	DATE: SEP 30 2000	SCALE: AS SHOWN	REVISIONS:
	CLIENT: DAVIS-HARDSCARBLE, LLC	PROJECT NAME: JASMINE PLACE SUBDIVISION	CITY: COLUMBIA, SC	DRAWN BY: J. HARRIS
APPROVED FOR: ALLEN SHUMAKER		APPROVED BY: J. HARRIS		

SD 04-71
JASMINE PLACE, PHASE 1
TMS 14600-03-21

Site



SD 04-71 JASMINE PLACE, PHASE 1



Looking across Hardscrabble Road from site

Looking at site from across Hardscrabble Road

**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION SUBDIVISION STAFF REPORT**

November 10, 2003

Applicant: Bill Owen		Minor Subdivision Plans For: Lee Station	
RC Project # : SD-04-93			
General Location: SW corner of Lee Road and Hardscrabble Road			
Tax Map Number: 20300-04-14/15		Number of parcels: 3 (commercial)	
Subject Area: 4.8 acres	Sewer Service Provider: Palmetto Utilities		
Current Zoning: PDD	Water Service Provider: City of Columbia		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, or opening, of new streets, water or sewer facilities, storm drainage systems, or improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Hardscrabble Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	6750	
Current Volume At The Nearest Count Station # 437 Located @ Lee Road & Hardscrabble Road	9500	
Estimated Traffic Count With the Proposed Project	16,250	
Volume-To-Capacity Ratio With The Proposed Project	1.88	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic is determined by applying the traffic generation rates for two 10,000 sq. ft. high turnover, sitdown restaurants (205 trips/1000 sq. ft. on pg. 1268) and a 10,000 sq. ft. drive-in bank (265 trips /1000 sq. ft. on pg. 1497) in the Institute of Traffic Engineers Traffic Generation Manual, 5th Edition.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The volume-to-capacity ratio with the proposed project is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity

The traffic analysis shows that Hardscrabble Road is already over the LOS C capacity. The subject project, by itself, will result in the LOS F at count station 437 being exceeded by 28 percent. **In addition, upon buildout of the subdivisions and other commercial projects approved to date upstream of the proposed project, more than 32,000 vehicle trips will be on a road designed for 8600 trips.**

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 3 mile radius of a fire station.

School Impacts

Based on information provided by the District 2 School Board office *, the Department estimates the proposed subdivision will generate the additional school age children described below:

Elementary School @ 0.20 students per single family DU	NAP
Middle School @ 0.13 students per single family DU	NAP
High School @ 0.12 Students per single family DU	NAP

* All Districts assumed to have the same generation rate – rounded to nearest whole number

Existing Site Conditions

The site is currently being developed for two restaurants and a bank. The site will have a retention pond as part of a buffer for the adjacent residences,

Compatibility with the Surrounding Area

The subject project is not compatible with the adjacent residences to the west and south. It is compatible with the commercial land use at the NW corner of Hardscrabble Rd and Lee Rd

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The I-77 Corridor Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Medium Density Residential on this Map.

The **proposed subdivision is not consistent** with the Proposed Land Use Map because it is a commercial project located in an area designated for medium density residential development. The state law requires projects to be consistent with the provisions of the Comprehensive Plan, including the Map. **Even though the County rezoned the entire project to PDD, the I-77 Corridor Subarea Plan Proposed Land Use Map was not changed to a residential as required by state law.**

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 31 and ?? respectively, are discussed below:

Objective – Establish commercial pockets or clusters as needed to serve the area

Even though Proposed Land Use Map designates the subject site for medium density residential development, the County rezoned the subject to PDD for commercial development about two years ago. The proposed project implements this Objective.

Principle – In general, commercial and office activities should be confined to or expanded at, existing clusters and/or locations as identified on the Proposed Land Use Map

See the discussion above. This project implements this Principle.

Other Pertinent Factors

- 1) As of October 17, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of October 17, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of October 17, 2003, the City of Columbia had not approved the water (and sewer) line construction plans.
- 4) As of October 17, 2003, DHEC had not issued a construction permit for the sewer lines.
- 5) As of October 17, 2003, DHEC had not issued a construction permit for the water lines.

All applicants must be aware that the current Code County has strict requirements about not selling lots, or negotiating the sale of lots within subdivisions before the plat is recorded. Specifically, Section 22-71 (a0 of the Code states “...Whoever, being the owner or agent of the owner of any land located within a subdivision, **transfers or sells, agrees to sell or negotiates to sell any land by reference to, or exhibition of, or by other use of a plat of a subdivision, before that plat has been approved by the planning commission and recorded in the office of mesne conveyance (*Register of Deeds*), shall be guilty of a misdemeanor.** The description of any such lot or parcel by metes and bounds in the instrument of transfer or other document used in the process of selling or transferring that lot or parcel shall not exempt the transaction from those penalties or remedies herein provided. The county may enjoin such transfer, sale, or agreement by appropriate action...”

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the minor subdivision plans for a 3 parcel commercial subdivision, known as Lee Station (Project # SD-04-93), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. **The subject project, by itself, will result in the LOS F at count station 437 being exceeded by 28 percent. In addition, upon buildout of the subdivisions and other commercial projects approved to date upstream of the subject project, more than 32,000 vehicle trips will be on a road designed for 8600 trips.**
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is not consistent with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the I-77 Corridor Subarea Plan.

Specific Conditions

- a) The Department of Public Works (Gordon Greene @ 576-2413) must approve the stormwater management plans; and
- b) The Floodplain Manager (Harry Reed @ 576-2150) must approve the flood elevation statement prior to building permits being issued; and
- c) The City of Columbia must approve the water line construction plans; and
- d) DHEC must issue the sewer line construction permits; and
- e) DHEC must issue the water line construction permits; and
- f) No building permits shall be issued until all of the conditions cited above are met; and
- g) Plats shall not be approved for recording until the City of Columbia approves the water line easement documents; and
- h) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- i) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water line easement deeds; and
- j) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

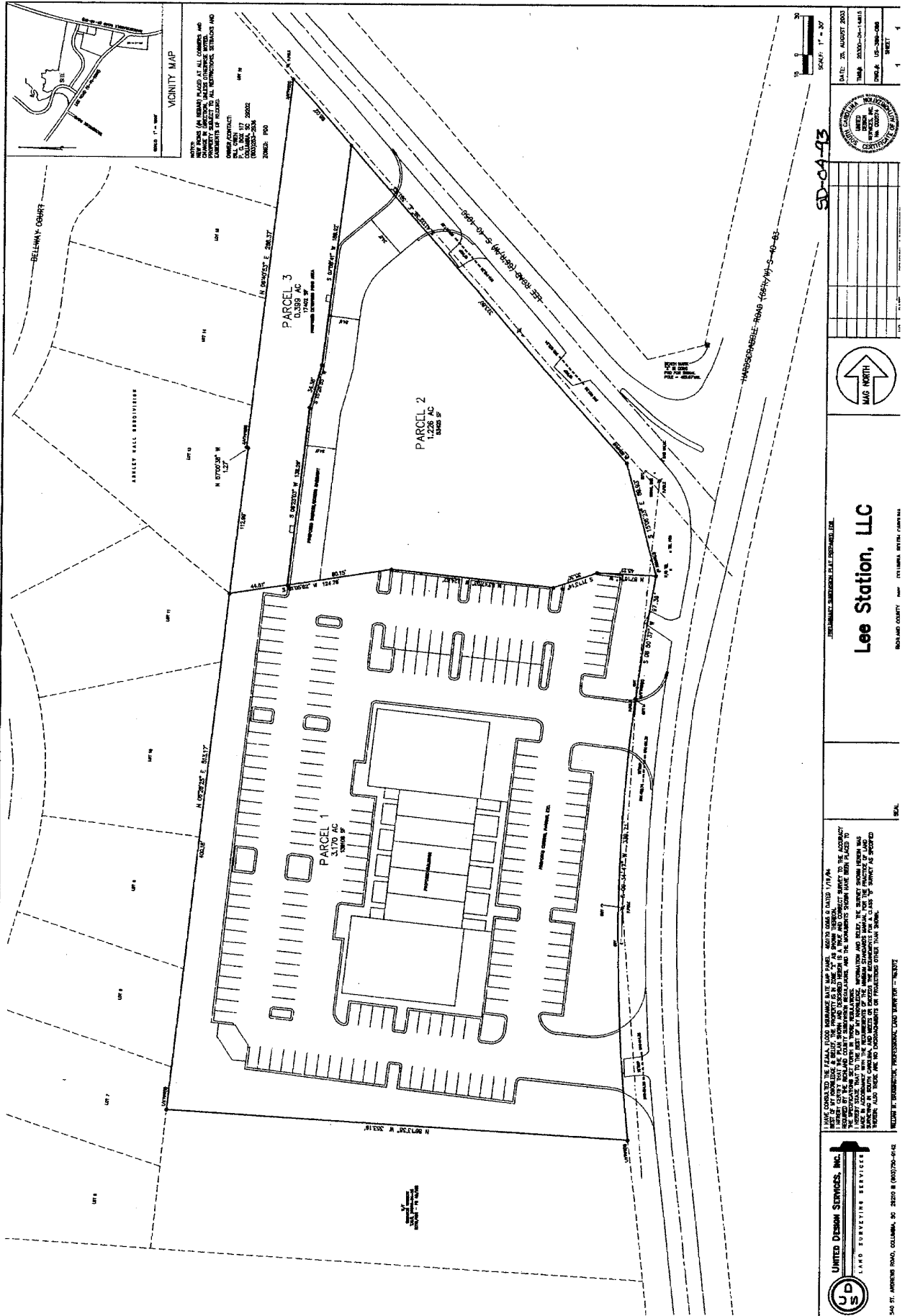
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days of the Commission's action **and** the Commission finds that:

- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map error is such that it may affect the result of the Commission's action.

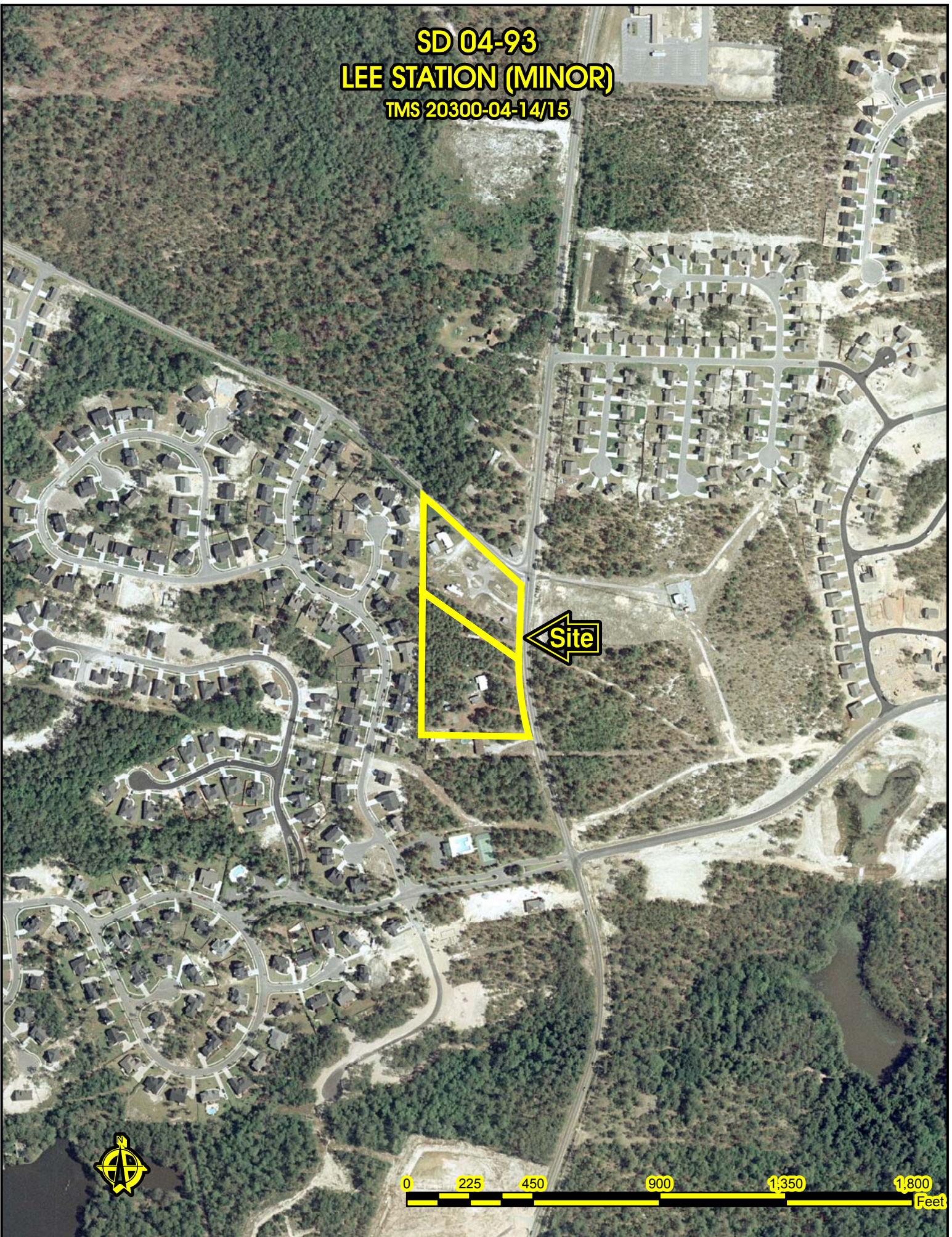
Appeal

Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt of the written notice of the Planning Commission's action.

Attachment A SD 04-93



SD 04-93
LEE STATION (MINOR)
TMS 20300-04-14/15



SD 04-93 LEE STATION (MINOR)



Looking at site from Lee Road

**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION MAP AMENDMENT STAFF REPORT**

November 10, 2003

RC Project # 04-02 MA	Applicant: B & B Trucking of Columbia, Inc.
General Location: 11315 Garners Ferry Road – between Piney Branch Rd & Chain Gang Rd	
Tax Map Number: 35200-09-06	Subject Area: 2.4 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-3
Proposed Use: Expand An Existing Truck Repair Garage	PC Sign Posting Date: August 19, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

In addition, Chapter 26-402 of the Richland County Code of Ordinances states "...All proposed amendments (*to the Zoning Ordinance*) shall be submitted to the planning commission for study and recommendation..." The Planning Commission shall study such proposals to determine:

- (a) The need and justification for the changes.
- (b) The effect of the change, if any, on the property and on surrounding properties.
- (c) The amount of land in the general area having the same classification as that requested.
- (d) The relationship of the proposed amendments to the purposes of the general planning program, with appropriate consideration as to whether the proposed change will further the purposes of this Ordinance (*the Zoning Ordinance*) and the comprehensive plan

This staff report analyzes the proposed amendment based on the criteria above and identifies of the estimated impact of the proposed project on transportation facilities and services. The appropriate Proposed Land Use Map, Goals, Objectives and Recommendations/Policies of the Comprehensive Plan and other relevant issues will also be presented. A zoning map, the appropriate graphics and other pertinent data are found at the end of this document.

The existing zoning is presumed to be an accurate reflection of the County’s desired development for the area and the subject site. **Therefore, the burden of proof is on the applicant to provide facts justifying the need to change the existing zoning.**

Applicant’s Factual Justification For Proposed Change

To bring an existing non-conforming truck repair garage into zoning compliance to permit expansion

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Restaurant and truck repair garage – both non-conforming uses
Adjacent North	RU	Vacant community care facility, vacant property, and undeveloped woodlands across Garners Ferry Road
Adjacent East	RU	Tri-county Electric office and storage yard – a non-conforming use
Adjacent South	RU	Tri-county Electric facilities
Adjacent West	RU	Undeveloped woodlands

Part of the determination regarding the compatibility of the proposed project with the surrounding area is a comparison of the existing permitted uses with the uses permitted under the proposed zoning district. The table below summarizes this comparison.

<p><u>RU Zoning Designation Intent</u> Intended to protect and encourage agricultural endeavors; promote wise use of prime agricultural and forest communities; protect and encourage the integrity of existing rural communities; protect valuable natural and cultural resources; and maintain open space and scenic areas contiguous to development</p>	<p><u>Proposed C-3 Zoning Designation Intent</u> Intended to accommodate a wide variety of general commercial and nonresidential uses characterized by retail, office, and service establishments and oriented primarily to major traffic arteries</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwellings</p>	<p><u>Proposed C-3 Zoning Permitted Uses</u> Service and repair establishments Eating and drinking establishments Automobile service stations Offices, studios, & financial institutions Wholesale/Distribution uses < 8000 sq. ft. Private clubs, lodges and the like Places of worship Enclosed recycle collections & transfer uses</p>

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-67, respectively of the County Code. Some Special Exception uses are also possible.

The existing facility and the adjacent Tri-County Electric facilities are both non-conforming uses that have operated in this location for some time. While they are compatible with each other, they are, by definition, not compatible with the adjacent rural area.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Garners Ferry Road	
Functional Classification Of This Roadway	4 Lane Divided Major Arterial	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	33,600	
Estimated Traffic Generated By The Proposed Project	No change	
Current Volume At The Nearest Count Station #173 Located @W of site on Garners Ferry Road	15,400	
Estimated Traffic Count With the Proposed Project	No change	
Volume-To-Capacity Ratio With The Proposed Project	0.46	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993, or the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM), whichever is most appropriate for the requested use.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The volume-to-capacity ratio with the proposed project is the current traffic count plus the estimated traffic generated divided by the LOS C design capacity.

The existing use and the proposed expansion would not have a significant effect on traffic on Garners Ferry Road. The LOS C design capacity count is 33,600 and the current traffic count is 15,400. The volume to capacity ratio is 0.46, which is well under the LOS C design capacity.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 4-mile radius of a fire station.

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the Lower Richland Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Rural and Open Space. The proposed Zoning Map Amendment **is not consistent** with this land use designation.

The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 33 and 43 respectively, are discussed below:

Objective – Provide areas with commercial and industrial facilities and services that are related to each other in an efficient manner, served by adequate infrastructure and readily accessible to the public.

The adjacent Tri-County Electric Company facility is a commercial facility of an equipment storage yard, general offices and the associated parking area. The existing truck facility fronts onto Garners Ferry Road. Both facilities use septic tanks and private wells. The proposed Amendment **implements** this Objective.

Principle - In general, commercial and office activities should be confined to the intersections of major streets and specifically proposed locations where the following apply:

1. Areas identified on the Future Land Use Plan Map with the appropriate scale

The Future Land Use Map designates a commercial center at the Chain Gang Road/Garners Ferry Road intersection approximately 1 mile to the east. Another commercial center is designated at the US 601 and Garners Ferry Road intersection, approximately 3 miles to the east. The subject is not located at a major road intersection. Therefore, the proposed amendment **does not implement** this Principle

Other Relevant Issues

Section 26-51.1 of the County Code states "...It is the intent of this ordinance (*the Zoning Ordinance*) to permit these nonconformities to continue until they are removed, **but not to encourage their survival**. Nonconforming uses are declared by this ordinance to be incompatible with permitted uses in the districts involved. It is further the intent of this ordinance that **nonconformities shall not be enlarged upon, expanded or extended**, reconstructed to continue nonconformity after major damage, or used as grounds for adding other structures or uses prohibited elsewhere in the same district..." The existing truck repair facility may continue to operate indefinitely, provided it doesn't expand the current size of the structure.

It is clearly the policy of the County to discourage continuation of nonconforming uses. A Proposed Land Use Map that does not designate the subject area for commercial development reinforces this policy.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 04-02 MA **not be changed** from RU to C-3.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment **is not compatible** with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of 33,600 at this location will not be exceeded.
4. The proposed Amendment **is not consistent** with Proposed Land Use Map designation in the Lower Richland Subarea Plan.
5. The proposed Zoning Map Amendment is consistent with the cited Objective of the Lower Richland Subarea Plan.
6. The proposed Zoning Map Amendment **is not consistent** with the cited Objective of the Lower Richland Subarea Plan.
7. It is clearly the policy of the County to discourage continuation of nonconforming uses.
8. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION
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Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision provided such written request is received by the Department within 14 days of the Commission's action **and** the Commission finds that:

- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map error is such that it may affect the result of the Commission's action.

Commission Findings of Fact/Recommendations

(If the Planning Commission does not agree with the Department's recommendation and/or findings of fact, the reasons for the decision must be clearly stated for the public record.)

In consideration of the proposed Zoning Map Amendment # 04-02 MA, the Planning Commission made the findings of fact summarized below:

- 1)

Attachment A
04-02 MA

B & B TRUCKING OF COLUMBIA, INC.

PARCEL A: All that certain piece, parcel and lot of land, with improvements thereon, situate, lying and being on the southside of U. S. Highway No. 76 near the City of Columbia, in the County of Richland, State of South Carolina; said lot being more particularly shown and designated as a 2.4 acre lot or tract of land on a plat prepared for Austin and Mary Hill by Douglas E. Platt, Sr., R.S., dated December 30, 1970, and recorded in the Office of the Register of Mesne Conveyance for Richland County in Plat Book 39 at Page 23; said lot having the following boundaries and measurements to-wit: bounded on the southeast by lands now or formerly of J. H. Campbell, as shown on said plat, whereon it measures in a broken line for a distance of 594 feet; on the southwest by lands now or formerly of Austin Hill and Mary F. Hill, as shown on said plat, whereon it measures for a distance of 284.2 feet; on the northwest by lands now or formerly of Bert Walling, as shown on said plat, wherein it measures for a distance of 89 feet; and on the north by U. S. Highway No. 76, as shown on said plat, wherein it fronts and measures for a distance of 774.6 feet. Being the same premises heretofore conveyed to the within Grantor by Deed of Austin Hill and Mary Frances Hill dated June 30, 1976, and recorded June 4, 1976, in the Office of the Register of Mesne Conveyance for Richland County in Deed Book D 386 at Page 765.

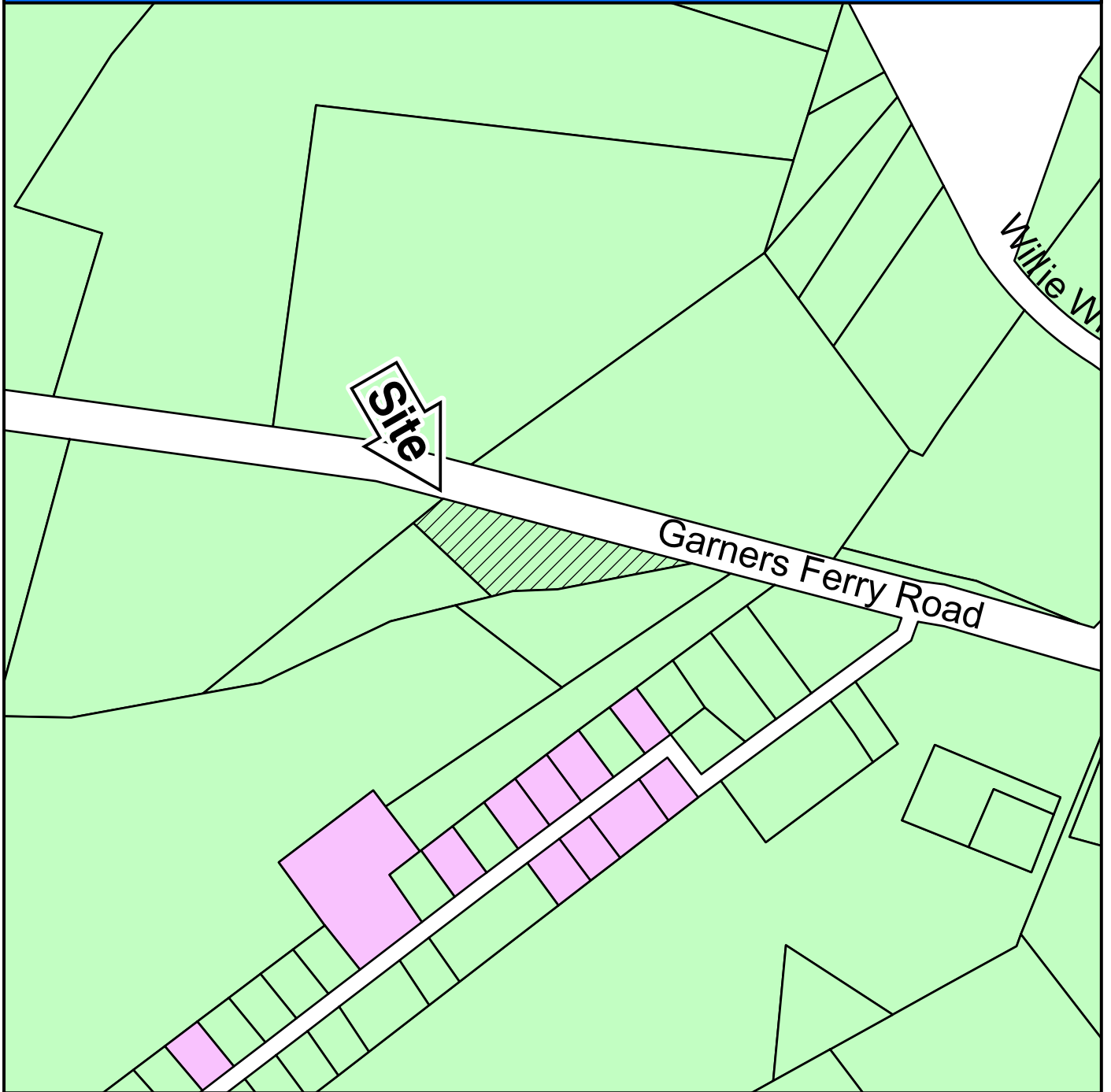
PARCEL B: All that certain piece, parcel and lot of land, with improvements thereon, situate, lying and being on the southeastern side of Glenhaven Drive, near the City of Columbia, in the County of Richland, State of South Carolina, and composed of and embracing Lot No. 45, Block A as shown on a plat of "The Glenhaven Manor" made by William Wingfield, on May 25, 1955, and revised on June 2, 1955, and recorded in the Office of the Register of Mesne Conveyance for Richland County, Plat Book "Q" at Page 212, and having the following boundaries and measurements to-wit: on the northeast by Lot No. 41 of said Lot No. 45, as shown on said plat, whereon it measures for a distance of 165.4 feet, on the southeast by Lot No. 71 and a portion of Lot No. 72 of said Block, as shown on said plat whereon it measures for a distance of 125 feet; on the southwest by Lot No. 44 of said Block, as shown on said plat, whereon it measures for a distance of 150 feet; and on the northwest by Glenhaven Drive, whereon it fronts for a distance of 150 feet. Being the same premises conveyed to Grantor by Deed of Cuthbert Bostic, dated October 10, 1967, and recorded in the Office of the Register of Mesne Conveyance for Richland County in Deed Book 86 at Page 403.

CASE 04-02 MA
B & B TRUCKING
TMS 35200-09-06

Site



CASE 04-02 MA FROM RU TO PDD



ZONING CLASSIFICATIONS

 C-1	 D-1	 MH-1	 PD	 PUD-C	 RG-2	 RS-3
 C-2	 M-1	 MH-2	 PDD	 PUD-1R	 RS-1	 RU
 C-3	 M-2	 MH-3	 PUD-2	 RG-1	 RS-2	 SUBJECT



CASE 04-02 MA FROM RU to PDD

TMS# 35200-09-06 11315 Garners Ferry Road



**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION MAP AMENDMENT STAFF REPORT**

November 10, 2003

RC Project # 04-18 MA	Applicant: Jackie L. Broome
General Location: Northeast corner of Kelly Mill Road and Two Notch Road	
Tax Map Number: 29100-05-10	Subject Area: 9.0 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-3
Proposed Use: Office/Retail	PC Sign Posting Date: October 2, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

In addition, Chapter 26-402 of the Richland County Code of Ordinances states "...All proposed amendments (*to the Zoning Ordinance*) shall be submitted to the planning commission for study and recommendation..." The Planning Commission shall study such proposals to determine:

- (a) The need and justification for the changes.
- (b) The effect of the change, if any, on the property and on surrounding properties.
- (c) The amount of land in the general area having the same classification as that requested.
- (d) The relationship of the proposed amendments to the purposes of the general planning program, with appropriate consideration as to whether the proposed change will further the purposes of this Ordinance (*the Zoning Ordinance*) and the comprehensive plan

This staff report analyzes the proposed amendment based on the criteria above and identifies of the estimated impact of the proposed project on transportation facilities and services. The appropriate Proposed Land Use Map, Goals, Objectives and Recommendations/Policies of the Comprehensive Plan and other relevant issues will also be presented. A zoning map, the appropriate graphics and other pertinent data are found at the end of this document.

The existing zoning is presumed to be an accurate reflection of the County's desired development for the area and the subject site. **Therefore, the burden of proof is on the applicant to provide facts justifying the need to change the existing zoning.**

Applicant’s Factual Justification For Proposed Change

For the establishment of a real estate office and at a later date some other small businesses

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Vacant (previously cleared)
Adjacent North	RU	Single family residences & undeveloped woodlands
Adjacent East	RU	Undeveloped woodlands
Adjacent South	RU & C-1	Single family residences
Adjacent West	RU	Vacant residence & Restaurant/Bar

Part of the determination regarding the compatibility of the proposed project with the surrounding area is a comparison of the existing permitted uses with the uses permitted under the proposed zoning district. The table below summarizes this comparison.

<p><u>RU Zoning Designation Intent</u> Intended to protect and encourage agricultural endeavors; promote wise use of prime agricultural and forest communities; protect and encourage the integrity of existing rural communities; protect valuable natural and cultural resources; and maintain open space and scenic areas contiguous to development areas.</p>	<p><u>Proposed C-3 Zoning Designation Intent</u> Intended to accommodate a wide variety of general commercial and nonresidential uses characterized by retail, office, and service establishments and oriented primarily to major traffic arteries</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwelling</p>	<p><u>Proposed C-3 Zoning Permitted Uses</u> Retail, service, repair, & personal services Offices, studios, & financial institutions Eating and drinking establishments Wholesale/Distribution uses < 8000 sq. ft. Private clubs, lodges and the like Automobile service stations Places of worship Enclosed recycle collections & transfer uses</p>

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-67, respectively of the County Code. Some Special Exception uses are also possible.

The area surrounding the subject site consists mainly of single-family residences with a few scattered businesses. Some of these businesses have been in operation prior to the enactment of zoning regulations and some have been zoned commercial via the Amendment process. For example, a 3 acre parcel to the east was rezoned from RU to C-3 in 2000.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Two Notch Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8,600	
Estimated Traffic Generated By The Proposed Project	NP	
Current Volume At The Nearest Count Station #119 Located @NW of site on Two Notch Road	9,100	
Estimated Traffic Count With the Proposed Project	NP	
Volume-To-Capacity Ratio With The Proposed Project	1.06	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic was determined by applying the traffic generation rates presented on page 1067 under single tenant office building of the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM). The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

NP = Not possible to determine the generation rate from the TGM (use not specific enough)

Without a more specific idea of the intended use, it is not possible to estimate the traffic that could be generated by the use of the site for general commercial uses. For example, the TGM has factors for retail commercial use ranging from 4.8 trips per 1000 sq. ft for unspecified general commercial to 688 trips 1000 sq. ft for a drive-in restaurant to 1855 trips per 1000 sq. ft. GLA for a convenience store with gas pumps.

Two Notch Road is operating at a LOS D. The proposed map amendment could have an insignificant effect on the traffic depending upon the proposed use.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 5-mile radius of a fire station.

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the Northeast Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Development. The proposed Zoning Map Amendment **is consistent** with this land use designation.

The Northeast Subarea Plan, adopted in March 1995, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 30 and 35 respectively, are discussed below:

Objective – Limit commercial development to select locations such as major intersections, reducing the effects of non-residential intrusion in neighborhoods.

Kelly Mill Road and Two Notch Road is not a major intersection. There is a major intersection in the vicinity at Spears Creek Church Road and Two Notch Road that has ample space for commercial activity and is designated as General Commercial by the Map. The proposed Amendment **does not implement** this Objective.

Principle - In general, commercial and office activities should be confined to existing zoned areas and/or proposed locations where the following apply:

- 1) Areas identified on the Proposed Land Use Map.
The area is designated as Development by the Map. The Development designation is not clearly defined in the Northeast Subarea Plan which allows for subjectivity when dealing with Amendments in Development designated areas. The proposed Amendment **implements** this Principle.

Other Relevant Issues

The Planning Commission considered a request to change the zoning on the subject property in 1998 (Case # 98-50). The Commission denial of the request and it was subsequently withdrawn prior to County Council Zoning Public Hearing.

The subject site was again submitted for rezoning from RU to C-3 in 1999. The applicant withdrew the submittal prior to the Planning Commission hearing the case.

There has been no substantial change in the facts involved in the proposed rezoning since the last attempt to change the zoning. The applicant has not provided any new information to give the County a reason to change the zoning at this time.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-18 MA **not be changed** from RU to C-3.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is not compatible with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C capacity of Two Notch Road at this location is currently being exceeded.
4. The proposed Amendment is consistent with Proposed Land Use Map designation in the Northeast Subarea Plan.
5. The proposed Zoning Map Amendment is not consistent with the Objectives and is consistent with the Principles of the Northeast Subarea Plan discussed herein.
6. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION
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At their meeting of November 10, 2003, the Richland County Planning Commission did not agree (agreed with) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-18 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

In consideration of the proposed Zoning Map Amendment # 04-18 MA, the Planning Commission made the findings of fact summarized below:

- 1)

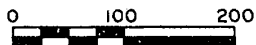
Attachment A
CASE 04-18 MA

Legal Description- Richland County Tax Map Number 29100-05-10

All that piece, parcel or lot of land, situate, lying and being near the Town of Pontiac, County of Richland, State of South Carolina and being shown and delineated as 9.0 acres, on a plat prepared for Carey W. Shealy and Suzanne Shealy by Daniel Riddick and Associates, Inc. dated March 31, 1988, and recorded in the RMC Office for Richland County in Plat Book 52, at Page 5590, the incorporation of which is made by specific reference thereto. Said property having the following boundaries: on the **NORTH** by Kelly Mill Road and Easement to CSX Transportation; on the **EAST** by property now or formerly of Richard Maile; on the **SOUTH** by U.S. No. 1 Highway; and on the **WEST** by Kelly Mill Road.

Attachment B CASE 04-18 MA

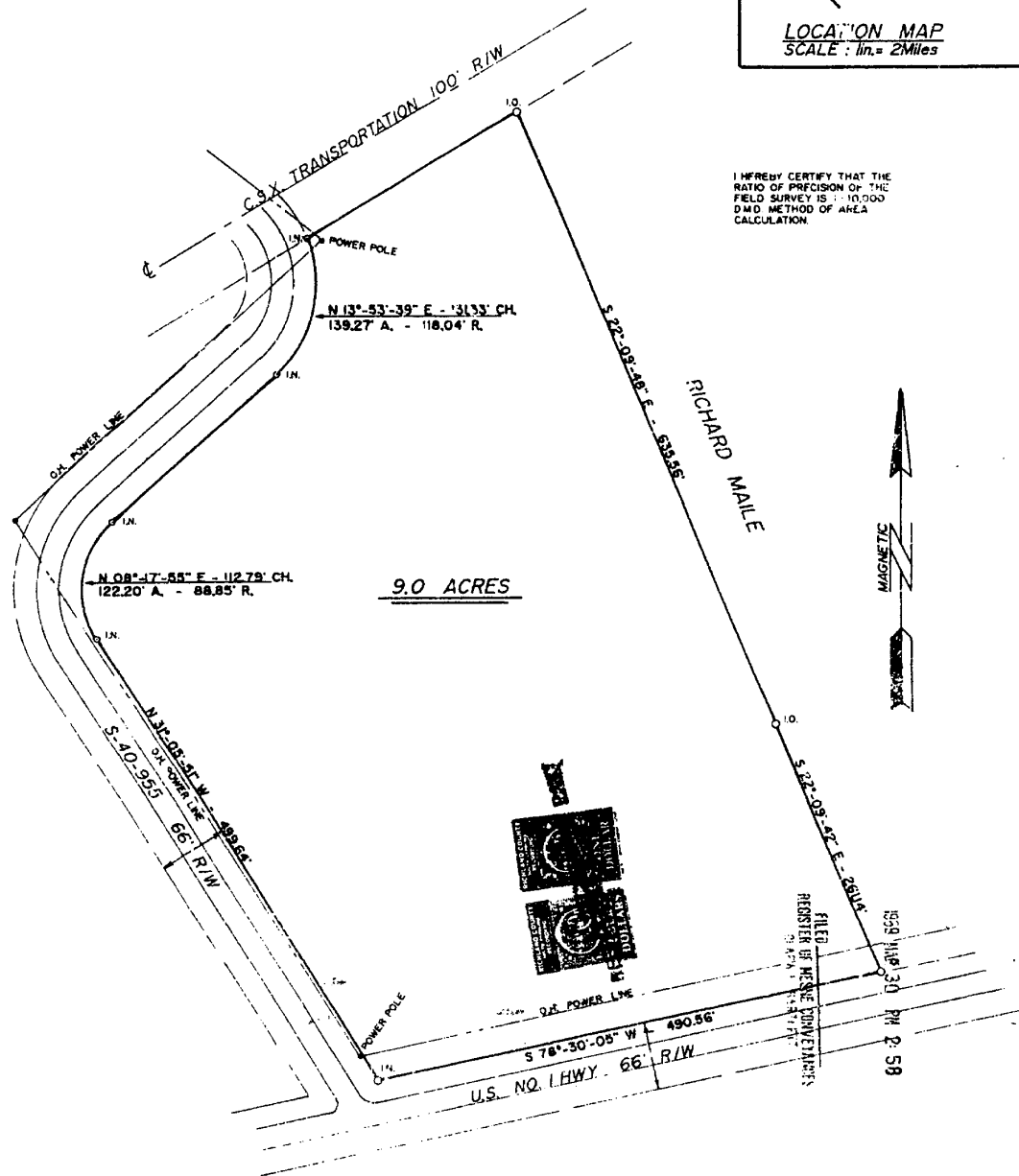
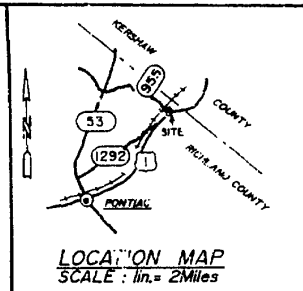
Tabc N-5



BOOK 52 PAGE 5590

LEGEND : (O) (IRON PIN OLD)
LN. (IRON PIN NEW)

TAX MAP NO. 29100 - 05 (RICHLAND COUNTY)



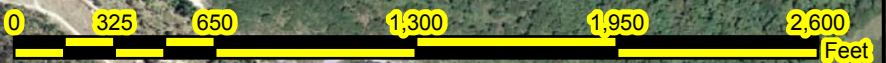
I HEREBY CERTIFY THAT THE RATIO OF PRECISION OF THE FIELD SURVEY IS : 10,000
D.M.D. METHOD OF AREA CALCULATION.

FILED IN MAP 30 PM 2:58
REGISTER OF MESSRS CONVEYANCES
OF RICHLAND COUNTY

PROPERTY OF
CAREY W SHEALY AND SUZANNE SHEALY
LOCATED 2 MILES NORTHEAST OF PONTIAC - RICHLAND COUNTY
SOUTH CAROLINA - SCALE : 1 IN. = 100 FT. - MARCH 31, 1988
PREPARED BY : DANIEL RIDDICK & ASSOCIATES, INC.

BOOK 52 PAGE 5590
B. 26 p 67
DANIEL D. RIDDICK P.S. NO. 332P2


CASE 04-18 MA
JACK BROOME
TMS 29100-05-10



CASE 04-18 MA FROM RU to C-3



ZONING CLASSIFICATIONS

	C-1		D-1		MH-1		PDD		RG-2		RS-3
	C-2		M-1		MH-2		PUD		RS-1		RU
	C-3		M-2		MH-3		RG-1		RS-2		SUBJECT



CASE 04-18 MA FROM RU to C-3

TMS# 29100-05-10 Kelly Mill Road & Two Notch Road



Looking at site from Two Notch Road



Looking SE from site down Two Notch Road

**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION MAP AMENDMENT STAFF REPORT**

November 10, 2003

RC Project # 04-19 MA	Applicant: Donald E. Lovett
General Location: 2708 Clemson Road (between Longtown Road and Hardscrabble Road)	
Tax Map Number: 17400-006-09	Subject Area: 2.06 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-1
Proposed Use: Insurance office	PC Sign Posting Date: October 2, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

In addition, Chapter 26-402 of the Richland County Code of Ordinances states "...All proposed amendments (*to the Zoning Ordinance*) shall be submitted to the planning commission for study and recommendation..." The Planning Commission shall study such proposals to determine:

- (a) The need and justification for the changes.
- (b) The effect of the change, if any, on the property and on surrounding properties.
- (c) The amount of land in the general area having the same classification as that requested.
- (d) The relationship of the proposed amendments to the purposes of the general planning program, with appropriate consideration as to whether the proposed change will further the purposes of this Ordinance (*the Zoning Ordinance*) and the comprehensive plan

This staff report analyzes the proposed amendment based on the criteria above and identifies of the estimated impact of the proposed project on transportation facilities and services. The appropriate Proposed Land Use Map, Goals, Objectives and Recommendations/Policies of the Comprehensive Plan and other relevant issues will also be presented. A zoning map, the appropriate graphics and other pertinent data are found at the end of this document.

The existing zoning is presumed to be an accurate reflection of the County's desired development for the area and the subject site. **Therefore, the burden of proof is on the applicant to provide facts justifying the need to change the existing zoning.**

Applicant’s Factual Justification For Proposed Change

For the establishment of a State Farm Insurance Agency

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Existing 2 story single family residence
Adjacent North	RU	Undeveloped woodlands, single family residences, and programmed Clemson Road extension
Adjacent East	RS-2	Kingdom Hall of Jehovah’s Witnesses
Adjacent South	RU & PUD-1	Single family residence, Killian Green S/D, & Killian Elementary
Adjacent West	RU	Undeveloped woodlands & Long Creek Presbyterian Church

Part of the determination regarding the compatibility of the proposed project with the surrounding area is a comparison of the existing permitted uses with the uses permitted under the proposed zoning district. The table below summarizes this comparison.

<p><u>RU Zoning Designation Intent</u> Intended to protect and encourage agricultural endeavors; promote wise use of prime agricultural and forest communities; protect and encourage the integrity of existing rural communities; protect valuable natural and cultural resources; and maintain open space and scenic areas contiguous to development areas.</p>	<p><u>Proposed C-1 Zoning Designation Intent</u> Intended to accommodate office, institutional, and certain types of residential uses in areas whose characteristic is neither general commercial nor exclusively residential in nature.</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwelling</p>	<p><u>Proposed C-1 Zoning Permitted Uses</u> Offices, studios, nursing homes Theaters & schools, Places of worship High-rise structures, Single & two-family residences Multi-family dwellings</p>

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-67, respectively of the County Code. Some Special Exception uses are also possible.

The adjacent developments are undeveloped woodlands, single family residences, Killian Green Subdivision and churches. The programmed Clemson Road extension is to run directly to the north of the site. Due to the variety of uses in the area and the proposed low intensity office use, the proposed amendment is compatible with the adjacent developments.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Clemson Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	22	
Current Volume At The Nearest Count Station #442 Located @directly below site on Clemson Road	9400	
Estimated Traffic Count With the Proposed Project	9422	
Volume-To-Capacity Ratio With The Proposed Project	1.10	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic is determined by applying the traffic generation rates presented on page 1067 under single tenant office building of the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM). A rate of 3.62 trips per employee is used multiplied by 6 employees = 22 average trips.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The volume-to-capacity ratio with the proposed project is the current traffic count plus the estimated traffic generated by the LOS C design capacity.

Clemson Road at this site is currently operating at a LOS D. The programmed Clemson Road extension will reduce the traffic on Old Clemson Road and divert it to the new five-lane road.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 1-mile radius of a fire station.

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the I-77 Corridor Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as High Density Residential in a Developing Urban Area. The proposed Zoning Map Amendment **is not consistent** with this land use designation.

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

Objective – Establish commercial pockets or clusters as needed to serve the area.

The proposed Amendment is considered to be a neighborhood commercial use. The proposed Amendment **implements** this Objective.

Principle – In general, commercial and office activities should be confined to or expanded at existing clusters, and/or locations as identified on the Proposed Land Use Map.

2) Sites that don't encroach or penetrate established residential areas.

The site is surrounded by a variety of uses including churches, a residential subdivision, undeveloped woodlands, and single family residences. The site will encroach upon an established residential area. The site has frontage and main access directly on Clemson Road. The proposed Amendment **implements** this Principle.

Other Relevant Issues

The intent of the C-1 district is to accommodate office, institutional, and certain types of residential uses in areas whose characteristic is neither general commercial nor exclusively residential in nature. The proposed amendment typifies the area of Clemson Road where the subject site is located. The subject property would not be conducive to a High Density Residential use as designated by the Map due to relatively small size of the parcel.

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the appropriate Subarea Plan's Proposed Land Use Map. Specifically, Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter (*Chapter 6-29, SC Code of Laws*)..."

The **existing RU zoning is NOT consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be RG-2 to be consistent with the High Density Residential land use designation.

The **proposed C-1 zoning is NOT consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be RG-2 to be consistent with the High Density Residential land use designation.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-19 MA **be changed** from RU to C-1.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is compatible with the adjacent existing land uses.
3. The traffic analysis shows that the Clemson Road at this site is operating at a LOS D.
4. The proposed Amendment is not consistent with Proposed Land Use Map designation in the I-77 Corridor Subarea Plan.
5. The proposed Zoning Map Amendment is consistent with the Objectives and Principles of the I-77 Corridor Subarea Plan discussed herein.
6. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

At their meeting of November 10, 2003, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed amendment) for RC Project # 04-19 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

In consideration of the proposed Zoning Map Amendment # 04-19 MA, the Planning Commission made the findings of fact summarized below:

- 1)

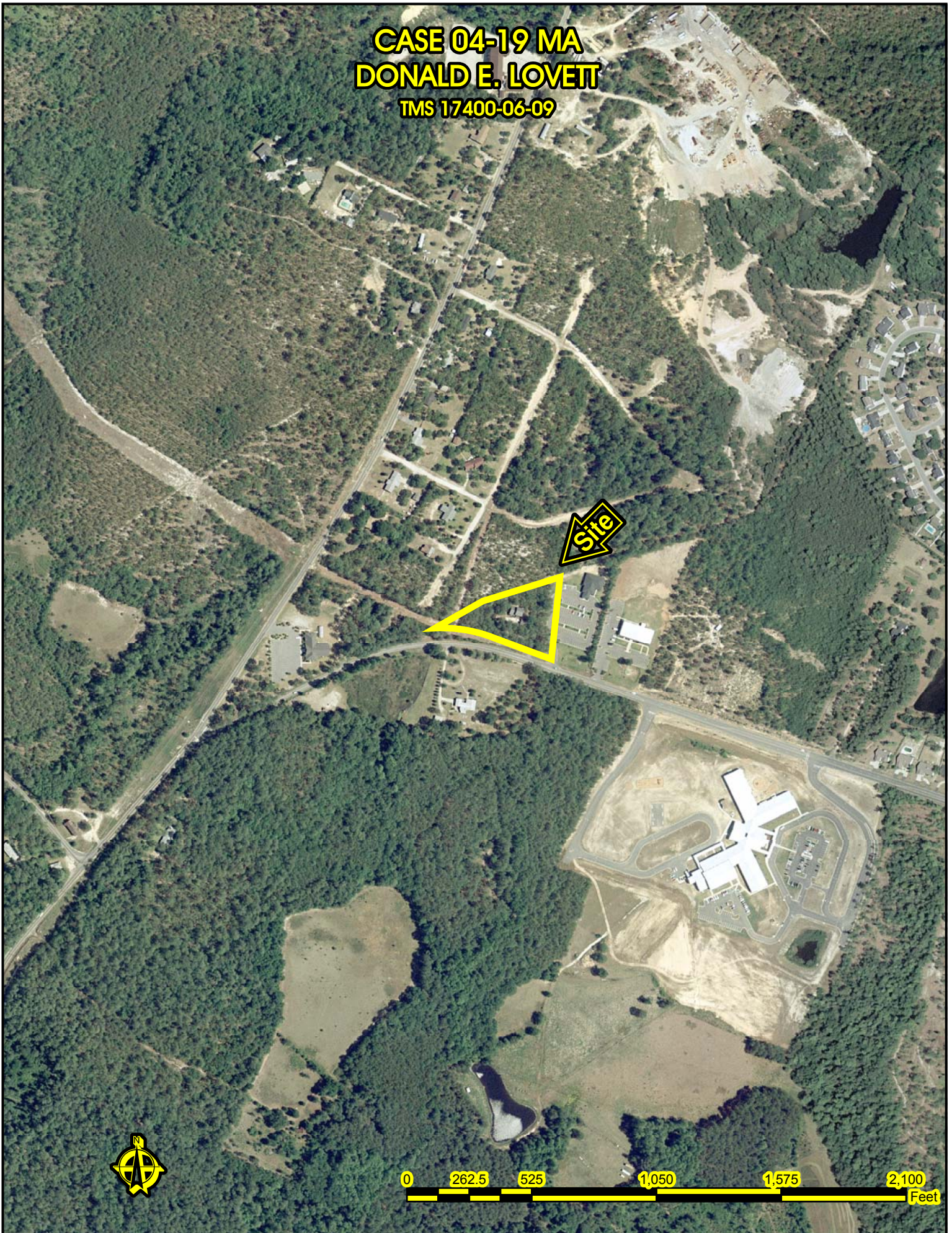
Attachment A
CASE 04-19 MA

Legal Description - 2703 Clemson Road, Columbia, South Carolina 29223-8033

All that certain piece, parcel or lot of land with the improvements thereon, situate, lying and being on the Northern side of S.C. Road S-40-52, near the City of Killian, in the County of Richland, State of South Carolina **KNOWN AS 2708 CLEMSON ROAD**, being more particularly shown and designated as **PARCEL "A"** and **CONTAINING 2.55 ACRES, MORE OR LESS**, as shown on plat for Wayne D. Lovett prepared by William Wingfield, dated July 21, 1962, and recorded in the Office of the Clerk of Court for Richland County in **PLAT BOOK 20** at **PAGE 145**. Said lot having the following measurements and boundaries as shown--on the said plat, to wit: Beginning at a nail and cap in the center line of S.C. Road S-40-52 and running N62°35'E 107.7 feet to an iron on the northern right-of-way of S.C. Road S-40-52 and continuing N62°35'E for a distance of 307.0 feet along the boundary of land now or formerly of B.E. Jackson to an iron stake, thence turning and running N73°31' E for a distance of 353.0 feet along the boundary line of property now Or formerly of B.E. Jackson; thence turning and running in a southwardly direction 58°03'W for a distance of 329.5 feet along the boundary line of property now or formerly of W.A. McCrary to an iron stake on the northern right-of-way of S.C. Road S-40-52 and continuing 58°03'W for a distance of 33.8 feet to the nail and cap in the center line of S.C. Road S-40-52, then turning and running in a westwardly direction along the center line curve of S.C. Road S-40-52 for a distance of 669.8 feet to the point of beginning.

Included in the above description is a portion of S.C. Road S-40-52 right-of-way and this conveyance conveys such interest as the grantor may have therein.

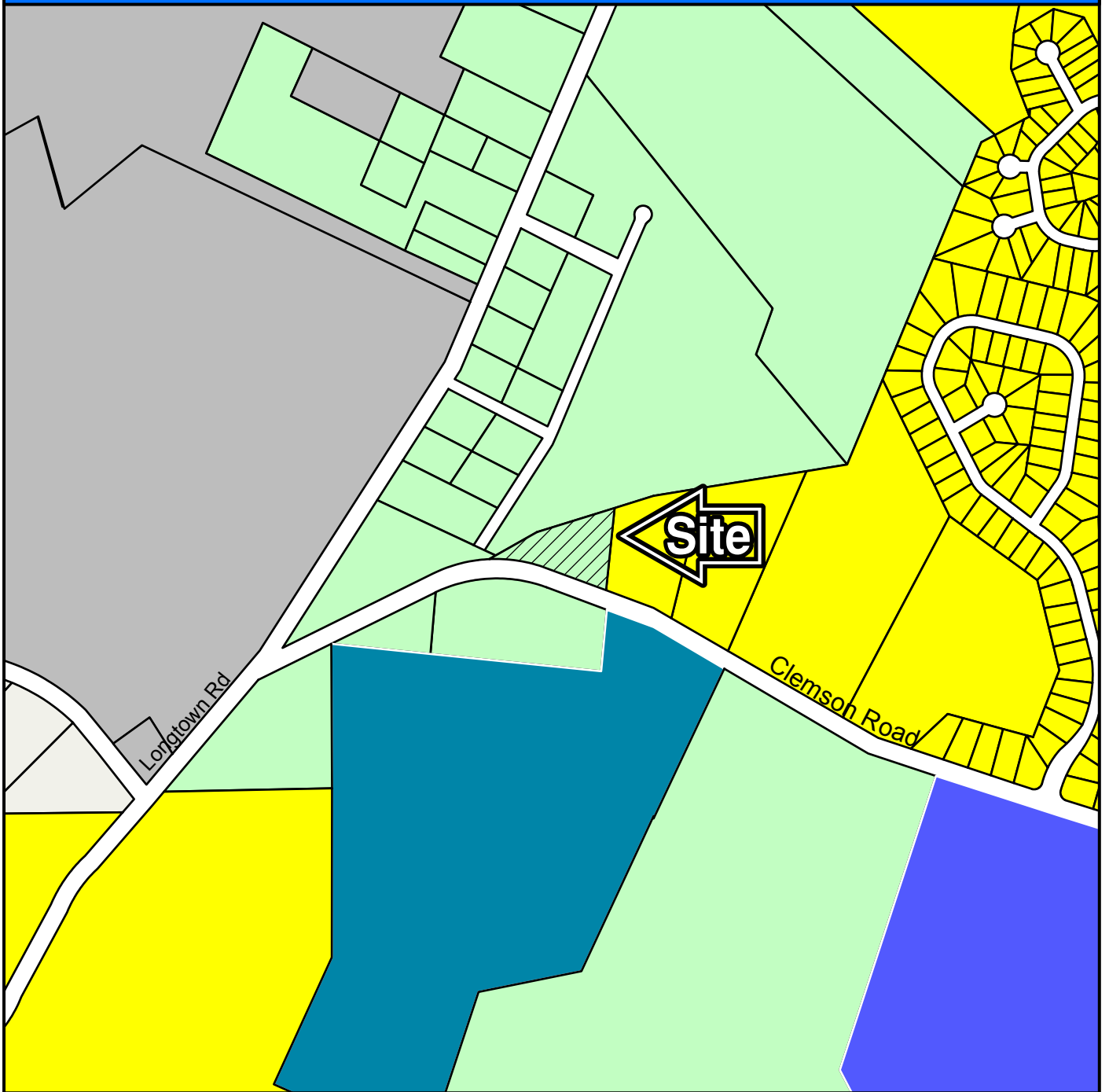
CASE 04-19 MA
DONALD E. LOVETT
TMS 17400-06-09





Site



CASE 04-19 MA FROM RU to C-1



ZONING CLASSIFICATIONS

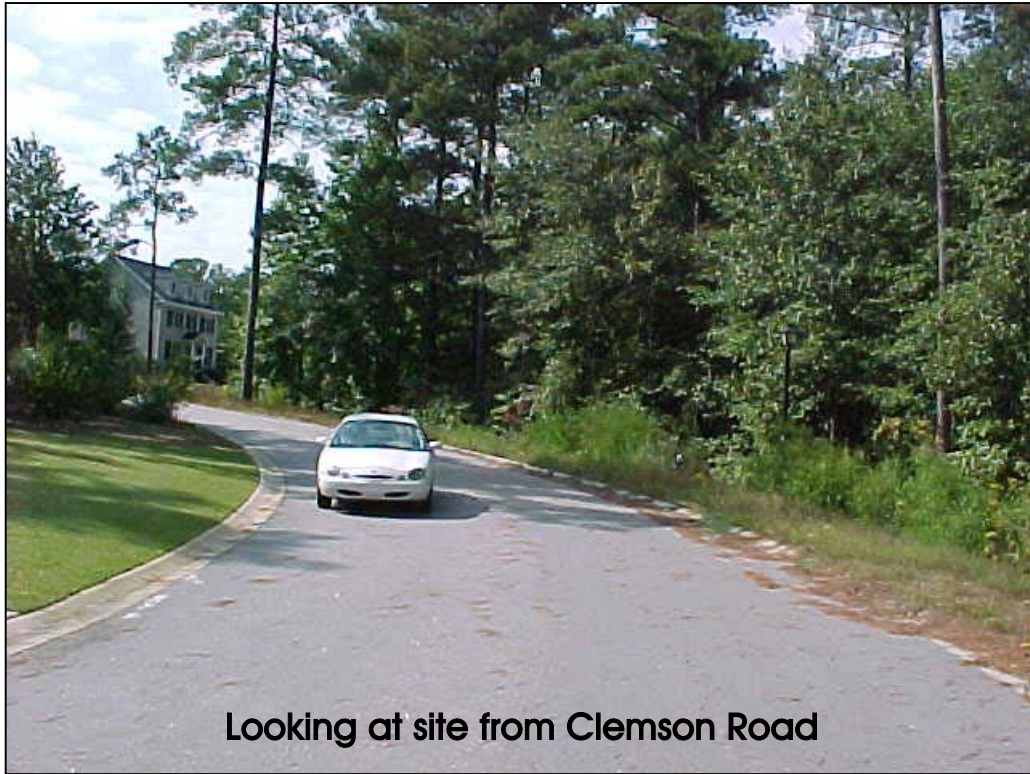
	C-1		D-1		MH-1		PDD		RG-2		RS-3
	C-2		M-1		MH-2		PUD		RS-1		RU
	C-3		M-2		MH-3		RG-1		RS-2		SUBJECT



CASE 04-19 MA FROM RU to C-1

TMS# 17400-06-09

2708 Clemson Road



**RICHLAND COUNTY PLANNING &
DEVELOPMENT SERVICES DEPARTMENT
PLANNING COMMISSION MAP AMENDMENT STAFF REPORT**

November 10, 2003

RC Project # 04-20 MA	Applicant: Dianna Ridgeway
General Location: Wes Bickley Road off of Koon Road	
Tax Map Number: 04200-02-05	Subject Area: 27.2 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: RS-1
Proposed Use: Residential Subdivision	PC Sign Posting Date: October 2, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

In addition, Chapter 26-402 of the Richland County Code of Ordinances states "...All proposed amendments (*to the Zoning Ordinance*) shall be submitted to the planning commission for study and recommendation..." The Planning Commission shall study such proposals to determine:

- (a) The need and justification for the changes.
- (b) The effect of the change, if any, on the property and on surrounding properties.
- (c) The amount of land in the general area having the same classification as that requested.
- (d) The relationship of the proposed amendments to the purposes of the general planning program, with appropriate consideration as to whether the proposed change will further the purposes of this Ordinance (*the Zoning Ordinance*) and the comprehensive plan

This staff report analyzes the proposed amendment based on the criteria above and identifies of the estimated impact of the proposed project on transportation facilities and services. The appropriate Proposed Land Use Map, Goals, Objectives and Recommendations/Policies of the Comprehensive Plan and other relevant issues will also be presented. A zoning map, the appropriate graphics and other pertinent data are found at the end of this document.

The existing zoning is presumed to be an accurate reflection of the County's desired development for the area and the subject site. **Therefore, the burden of proof is on the applicant to provide facts justifying the need to change the existing zoning.**

Applicant’s Factual Justification For Proposed Change

Establish a single family detached residential subdivision.

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands
Adjacent North	RU	Large lot single family residences, undeveloped woodlands and Hope Creek
Adjacent East	RU	Large lot single family residences & undeveloped woodlands
Adjacent South	RU	Undeveloped woodlands & large lot single family residences
Adjacent West	RU	Undeveloped woodlands

Part of the determination regarding the compatibility of the proposed project with the surrounding area is a comparison of the existing permitted uses with the uses permitted under the proposed zoning district. The table below summarizes this comparison.

<p><u>RU Zoning Designation Intent</u> Intended to protect and encourage agricultural endeavors; promote wise use of prime agricultural and forest communities; protect and encourage the integrity of existing rural communities; protect valuable natural and cultural resources; and maintain open space and scenic areas contiguous to development areas.</p>	<p><u>Proposed RS-1 Zoning Designation Intent</u> Intended as single family residential areas with low to medium population densities</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwellings</p>	<p><u>Proposed RS-1 Zoning Permitted Uses</u> Single family detached residences or modular houses on individual lots</p>

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-67, respectively of the County Code. Some Special Exception uses are also possible.

The adjacent developments are either undeveloped woodlands or large lot single-family residences. Most of Wes Bickley Road is an unpaved road maintained by the County. The site slopes significantly downward toward the creek at the north end of the subject site. The proposed subdivision, with a minimum lot size of 12,000 sq. ft, is **not compatible** with the adjacent large lot residential development.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Koon Road via Wes Bickley Road	
Functional Classification Of This Roadway	2 lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	950	
Current Volume At The Nearest Count Station #632 Located @ Koon Rd north of Wes Bickley Rd	2800	
Estimated Traffic Count With the Proposed Project	3750	
Volume-To-Capacity Ratio With The Proposed Project	0.44	

Notes:

The functional classification of the roadway is taken from the Richland County Long Range Major Street Plan, adopted in October 1993 as part of the regional traffic planning process.

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993.

The current traffic counts were received from SCDOT on May 23,2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 2-mile radius of a fire station.

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the Northwest Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Medium-Low Density Residential. The proposed Zoning Map Amendment is **not consistent** with this land use designation.

The Northwest Subarea Plan, adopted in September 1993, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 29 and 36 respectively, are discussed below:

Objective – Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area.

The vast majority of land surrounding the subject parcel consists of existing residential subdivisions, undeveloped woodlands, and large lot residences. Since the proposed project would result in a single-family detached subdivision on minimum 12,000 sq. ft. lots, the proposed Amendment **implements** this Objective.

Principle – Mixed residential densities are appropriate within the Developing Urban Area and should conform to the Proposed Land Use Map.

The site is designated for medium-low density residential on the Proposed Land Use Map. The proposed Amendment **does not implement** this Principle.

Other Relevant Issues

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the appropriate Subarea Plan's Proposed Land Use Map. Specifically, Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter (*Chapter 6-29, SC Code of Laws*)..."

The **existing RU zoning is NOT consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be either RS-2, or RS-3 to be consistent with the Medium Low Density Residential land use designation.

The **proposed RS-1 zoning is NOT consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be either RS-2, or RS-3 to be consistent with the Medium Low Density Residential land use designation

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 04-20 MA **not be changed** from RU to RS-1.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment **is not compatible** with the adjacent existing land uses.
3. The proposed project is will not result in the LOS C of Koon Road being exceeded in this location.
4. The proposed Amendment **is not consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
5. The proposed Zoning Map Amendment **is consistent** with the cited Objective of the Northwest Subarea Plan.
6. The proposed Zoning Map Amendment **is not consistent** with the cited Principle of the Northwest Subarea Plan.
7. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

At their meeting of November 10, 2003, the Richland County Planning Commission agreed (did not agree) with the PDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the map amendment process (deny the proposed amendment) for RC Project # 04-20 MA at the next available opportunity.

Attachment A
CASE 04-20 MA

Legal Description of Hope Creek Preserve
(Transcribed from deed to Ben S. Brawley)

We request a zoning of RS-1 for the following parcel:

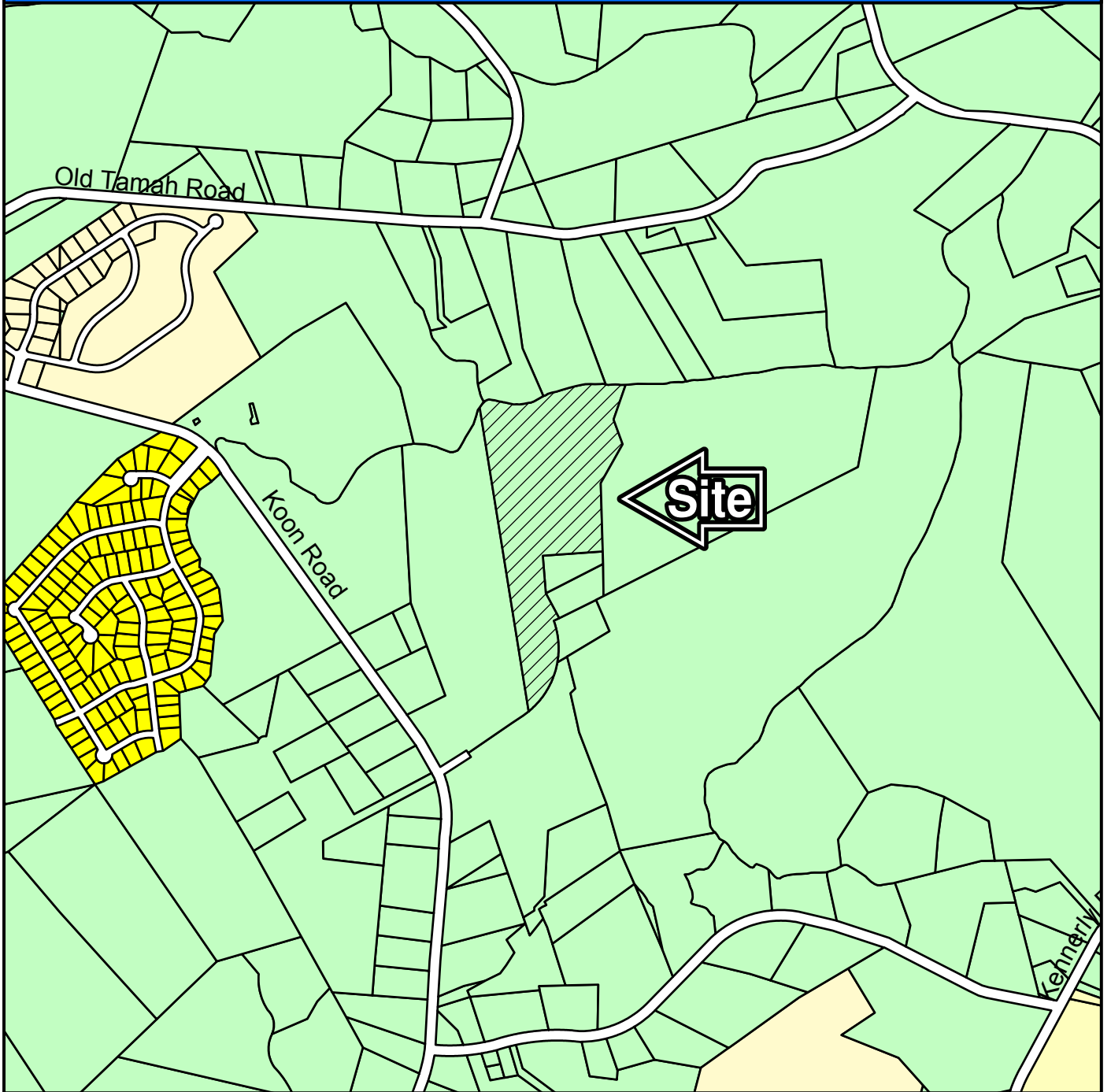
“All that certain piece, parcel or tract of land, together with any improvements thereon, situate, lying and being in the Dutch Fork Section of the County of Richland and State of South Carolina, containing 30.2 acres and being described as follows: commencing at a point in the center of a county road thirteen feet from an iron stake on the western boundary line, as shown on plat herein referred to and running North Ten Degrees Thirty Minutes West for a distance of 1790 feet to a point in the center of Hokes Creek, which point is fifteen feet from an iron stake on said line, as shown on said plat; thence turning and running and meandering along the center of said Hokes Creek for a distance of 1200 feet to a point in the center of said creek; thence turning and running along a ditch, the same being the line, for a distance of 400 feet to an iron stake; thence turning and running South Thirty Two Degrees Thirty Minutes West for a distance of 211.5 feet to a point; thence turning and running South One Degree Thirty Minutes East for a distance of 911 feet to an iron stake; thence turning and running South Sixty Six Degrees Forty Five Minutes West for a distance of 347 feet to a point in the center of said county road, thence turning and running along the center of said road for a distance of 650 feet to the point of beginning, all of which will, more fully appear by reference to a certain plat of said property prepared for A. T. Paul, Jr., dated January 23, 1954, by Evett and Finley, Engineers and Surveyors, which plat is recorded in the Office of the Clerk of Court for Richland County in Plat Book 4 at page 301; and being the same tract of land conveyed to A. T. Paul, Jr. by Charles C. Wright by deed dated February 12, 1954, and recorded in the Office of the Clerk of Court for Richland County in Deed Book 127 at page 403.”

CASE 04-20 MA
DIANNA RIDGEWAY
TMS 04200-02-05

Site →



CASE 04-20 MA FROM RU to RS-1



ZONING CLASSIFICATIONS

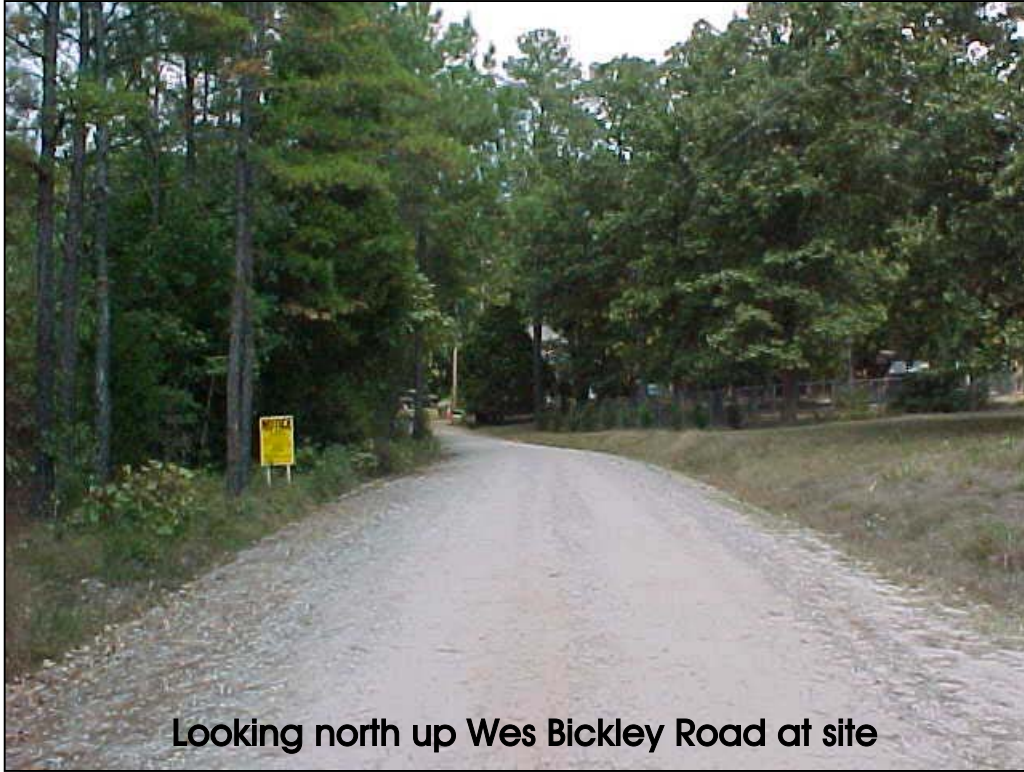
C-1	D-1	MH-1	PDD	RG-2	RS-3
C-2	M-1	MH-2	PUD	RS-1	RU
C-3	M-2	MH-3	RG-1	RS-2	SUBJECT



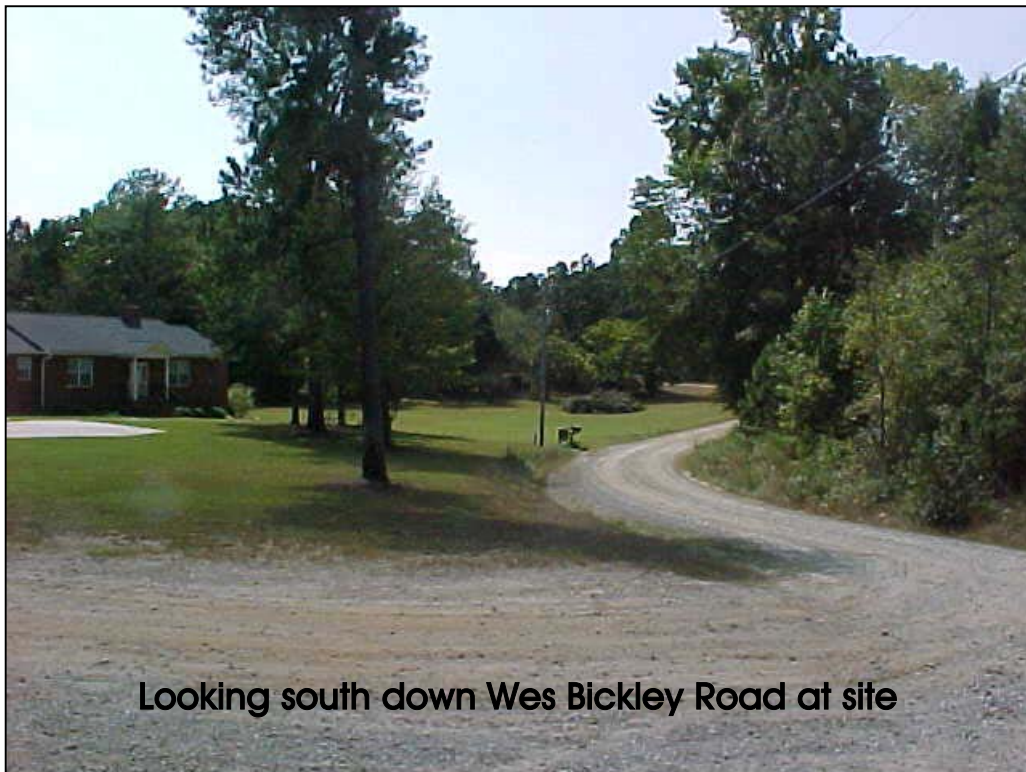
CASE 04-20 MA FROM RU to RS-1

TMS# 04200-02-05

Wes Bickley Road



Looking north up Wes Bickley Road at site



Looking south down Wes Bickley Road at site

**RICHLAND COUNTY, SOUTH CAROLINA
PLANNING & DEVELOPMENT SERVICES DEPARTMENT
Development Services Division Memo**

TO: Planning Commission Members
FROM: Carl D. Gosline, AICP, Land Development Administrator
DATE: October 28, 2003
RE: Subdivision and Street Name Approval



Background

Section 6-29-1200 (A), SC Code of Laws requires the Planning Commission to approve street names. Specifically, the statute states "...A local planning commission created under the provisions of this chapter shall, by proper certificate, approve and authorize the name of a street or road laid out within the territory over which the commission has jurisdiction..."

The attached list of proposed street/road names has been certified by Alfreda Tindal, Richland County E-911 Addressing Coordinator, as being in compliance with the E-911 system requirements. A list of proposed subdivision names is included for your information.

Action Requested

The Department recommends the Commission approve the attached street/road name list. The subdivision names are for information only. No Commission action is necessary

APPROVED SUBDIVISION NAMES	GENERAL LOCATION
Seaton Ridge	Rimer Pond Road
Jasmine Place	Hardscrabble Road, west of Farrow Rd
Longtown Estates	Longtown West Road

**Planning Commission Meeting
November 10, 2003**

PROPOSED STREET NAMES	SUBDIVISION/ROAD LOCATION
Allerton Court	Seaton Ridge
Bacchiris Drive	Seaton Ridge
Bird Springs Court	Fisher Woods
Castleford Court	Seaton Ridge
Fryston Lane	Seaton Ridge
Harvest Moon Court	Crescent Lake
Hickory Woods Court	Fisher Woods
Holly Berry Circle	Ashley Oaks
Holly Berry Court	Ashley Oaks
Jasmine Place Court	Jasmine Place
Jasmine Place Drive	Jasmine Place
Nut Hatch Court	Fisher Woods
Osgoodby Court	Seaton Ridge
Palm Crescent Court	Crescent Lake
Petal Drive	Jasmine Place
Polo Park Court	Park Ridge @ Polo
Pond Side Court	Fisher Woods
Privet Court	Jasmine Place
Royal Fern Drive	Jasmine Place
Sourwood Court	Ashley Oaks
Winding oak Way	Ashley Oaks
Willow Tree Drive	Willow Tree
Willow Tree Court	Willow Tree
Walnut Woods Trail	Longtown Estates
Walnut Woods Court	Longtown Estates