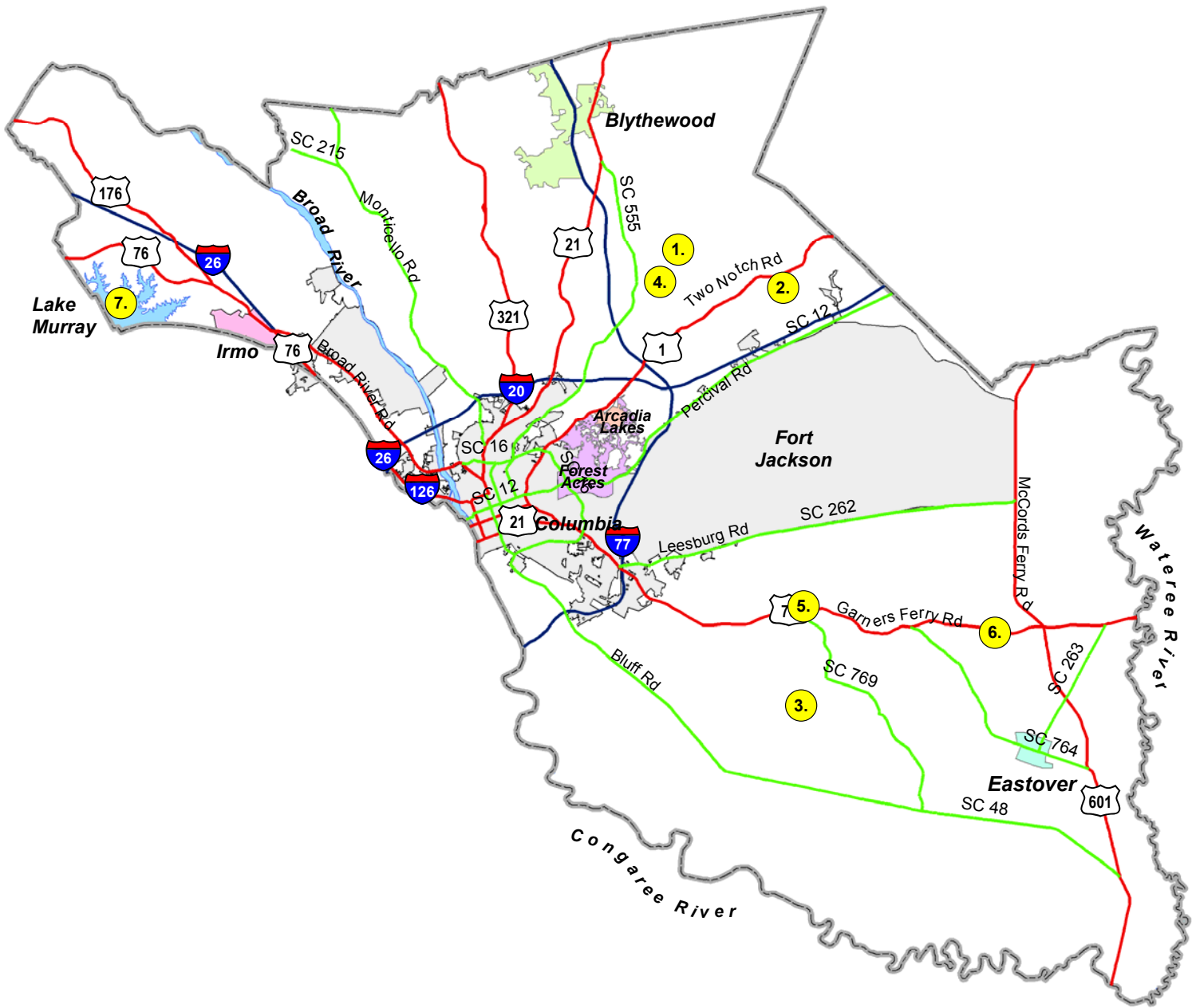


**RICHLAND COUNTY
PLANNING COMMISSION**



DECEMBER 1, 2003

RICHLAND COUNTY PLANNING COMMISSION DECEMBER 1, 2003



CASE NUMBER	APPLICANT	TMS NUMBER	ADDRESS	COUNCIL MEMBER
1. 04-05 MA	Myang Kim	20281-01-21/45	S Side Clemson Rd. west of Hardscrabble Rd.	McEachern
2. 04-21 MA	Robin Dial	25800-04-03 & 25806-03-10	Spears Creek Church Rd. & Jacobs Rd.	Brill
3. 04-22 MA	Faye Davis	24400-02-07/08	Martin Luther King Dr. & Cabin Creek Rd.	Scott
4. 04-23 MA	Brickyard 44, LLC	20100-02-29	Brickyard Rd. east of Hardscrabble Rd.	Brill
5. 04-24 MA	Robert Fuller	24800-04-22/23	Garners Ferry Rd. just east of Horrell Hill Rd.	Mizzell
6. 04-26 MA	Irene Phillips	35200-09-10/38	11447 Garners Ferry Rd.	Mizzell
7. 04-27 MA	John E. Davis	01312-03-09	Rucker Rd. and Johnsons Marina Rd.	Corley

RICHLAND COUNTY PLANNING COMMISSION

Monday, December 1, 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

II. PRESENTATION OF MINUTES FOR APPROVAL

Consideration of the October 6, 2003 minutes

Consideration of the November 10, 2003 minutes

III. AGENDA AMENDMENTS (limited to matters NOT covered by the FOI)

IV. OLD BUSINESS

CASE	04-14 MA	(Referred by Council 10/28/03)	Page
APPLICANT	Larry Gantt		09-18
REQUESTED AMENDMENT	RU to RS-1	(60.8 acres)	
PURPOSE	Single family detached subdivision		
TAX MAP SHEET NUMBER (S)	04200-04-01		
LOCATION	Hollingshed Rd & Kennerly Rd		

CASE	04-19 MA	(deferred from the 11/10/03 mtg)	Page
APPLICANT	Don Lovett		19-29
REQUESTED AMENDMENT	RU to C-1	(2.0 acres)	
PURPOSE	Establish an office in an existing residence		
TAX MAP SHEET NUMBER (S)	17400-06-09		
LOCATION	North Side Clemson Rd west of Killian Green		

CASE	04-20 MA (deferred from the 11/10/03 mtg)	Page
APPLICANT	Dianna Ridgeway	31-42
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 Rd	

V. NEW BUSINESS - SUBDIVISION REVIEW

PROJECT #	SUBDIVISION NAME	LOCATION	UNITS	Page
SD-04-77	The Commons @ Winchester	Behind Winchester S/D TMS # 23000-03-01 (p)	201	43-51
SD-04-87	Park Ridge @ Polo, Ph. 3	Polo Hill Road TMS # 19916-02-49	47	53-61
SD-04-95	Crescent Lake, Ph. VII	Longtown Plantation TMS # 20401-01-03	41	63-70
SD-04-96	Lawhorne Corners	Grover Wilson Rd TMS # 23500-04-02	8	71-79
SD-04-105	Windsor Village	Windsor Lake Blvd TMS # 19803-01-06	88	81-89
SD-04-111	Campbell Minor	Salem Church Road TMS # 02309-02-11/14	4	91-99
SD-04-117	Longtown Park Plaza (minor commercial)	Longtown Rd S. of Lee Road TMS # 20300-04-30	4	101-109
SD-04-118	Cooks Mountain	Wateree River N of US 376 TMS # 39700-01-01 thru 06	6	111-117
SD-04-121	Traditions	Villages @ Longtown TMS # 17500-03-42 (p)	43	119-127
SD-04-122	Elders Common (commercial)	Hardscrabble & Elders Pond TMS # 20200-02-14 & 20300-03-13	10	129-137
SD-04-123	Smythe McCrady (minor)	Buddy Eargle Rd TMS # 01408-01-06	3	139-145

PROJECT #	SUBDIVISION NAME	LOCATION	UNITS	Page
SD-04-125	Windstone Townhomes	Woodcross @ Harbison TMS # 04982-01-27	26	147-154
SD-04-126	Abington Park	Summit Ridge Parkway TMS # 23100-01-01 (p)	89	155-163

VI. NEW BUSINESS - ZONING MAP AMENDMENTS

CASE	1. 04 -05 MA	Page
APPLICANT	Myang Kim	165-174
REQUESTED AMENDMENT	RU to C-2 (3.9 Acres)	
PURPOSE	Martial Arts School & Office Space	
TAX MAP SHEET NUMBER (S)	20281-01-21/45	
LOCATION	S Side Clemson Rd west of Hardscrabble Rd	

CASE	2. 04-21 MA	Page
APPLICANT	Robin Dial	175-184
REQUESTED AMENDMENT	RG-2 to C-2 (4.5 acres)	
PURPOSE	Retail Commercial	
TAX MAP SHEET NUMBER (S)	25800-04-03 & 25806-03-10	
LOCATION	Spears Creek Church Rd & Jacobs Road	

CASE	3. 04 -22 MA	Page
APPLICANT	Faye Davis	185-194
REQUESTED AMENDMENT	RU to C-3 (3.4 Acres)	
PURPOSE	Grocery Store	
TAX MAP SHEET NUMBER (S)	24400-02-07/08	
LOCATION	Martin Luther King & Cabin Creek Rd.	

CASE	4. 04-23 MA	Page
APPLICANT	Brickyard 44, LLC	195-204
REQUESTED AMENDMENT	RU to RS-2 (44.0 acres)	
PURPOSE	Cluster Single Family Residential	
TAX MAP SHEET NUMBER (S)	20100-02-29	
LOCATION	Brickyard Road east of Hardscrabble Rd	

CASE	5. 04 -24 MA	Page
APPLICANT	Robert Fuller	205-216
REQUESTED AMENDMENT	RU/M-2 to PDD (39.2 acres)	
PURPOSE	Expand Coreslab Facilities	
TAX MAP SHEET NUMBER (S)	24800-04-22/23	
LOCATION	Garners Ferry Rd just East of Horrell Hill Rd	

CASE	6. 04-26 MA	Page
APPLICANT	Irene Phillips	217-227
REQUESTED AMENDMENT	RU to PDD (3.0 acres)	
PURPOSE	Restaurant	
TAX MAP SHEET NUMBER (S)	35200-09-10/38	
LOCATION	11447 Garners Ferry Road	

CASE	7. 04-27 MA	Page
APPLICANT	John E. Davis	229-238
REQUESTED AMENDMENT	RU to RS-1 (2.5 acres)	
PURPOSE	Single Family Residences	
TAX MAP SHEET NUMBER (S)	01312-03-09	
LOCATION	Rucker Rd and Johnson Marina Road	

VII. ROAD NAME APPROVALS

- a. Public Hearing (s) - Change Miller Rd to Ingle Rd – Hollingshed Road Area 239
- b. New Road Name Approvals

VIII. OTHER BUSINESS

“In Harmony” determination for proposed condominiums at the Lake Murray Marina

Nominations For Commission Officers for 2004

Discussion of Annual Calendar for 2004

Further Discussion of the DRAFT Land Development Code

IX. ADJOURNMENT

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

December 1, 2003

RC Project # 04-14 MA	Applicant: Larry O. Gantt
General Location: Kennerly Rd & Hollingshed Rd at River Bottom Rd	
Tax Map Number: 04200-04-01	Subject Area: 60.8 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: RS-1
Proposed Use: Single Family Subdivision	PC Sign Posting Date: November 17, 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

Permit residential development of the property for single family housing that is:

- Compatible with existing adjacent land use
- Consistent with land use comprehensive plan
- Appropriate to realize fair market value
- Compliant with housing demand projections

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands
Adjacent North	RU	Large lot residential
Adjacent East	RU	Hollingshed S/D
Adjacent South	RU & RS-1	Large lot residential and Ascot S/D
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 for single family residences with low to medium 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 on minimum 12,000 sq. ft lots and a minimum lot width of 75 feet Customary Accessory 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 subject project is compatible with other subdivision development in the area. However, the project does extend urban development further into an existing 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	Kennerly 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	1197	
Current Volume At The Nearest Count Station #639 Located @SE of site on Hollingshed Road	2700	
Estimated Traffic Count With the Proposed Project	3897	
Volume-To-Capacity Ratio With The Proposed Project	0.45	

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 calculated by dividing the numbers of site acres (60.8) by 30 percent (ave. amt. of land needed for infrastructure) to get the estimated maximum number of development acres times 3 DU/acre (126 units) times 9.5 trips per day per dwelling unit.

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 proposed project will not result in the LOS C of Kennerly Road in this area being exceeded. The southern end of Kennerly Road (near Broad River Road) has a LOS F.

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 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 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 proposed project is estimated to have a density of 2.8 DU/acre upon completion. The proposed Amendment **implements** this Objective.

Principle – Residential development should be limited to individual dwellings on individual lots.

The subdivision will be limited to single family detached residences and their customary accessory uses. The proposed Amendment **implements** this Principle.

Other Relevant Issues

The subject property was presented to the Richland County Planning Commission for rezoning from RU to RS-1A on October 6, 2003. The Planning Commission did not agree with the PDSD and recommended County Council deny the proposed Amendment RC project #04-14 MA. The Richland County County Council deferred this request back to the Planning Commission to be heard as a case from RU to RS-1.

The subject property was presented to the Richland County Planning Commission for rezoning from RU to RS-1A on March 3, 2003. The Planning Commission did not agree with the PDS and recommended County Council deny the proposed Amendment RC project #03-33 MA. Subsequently, the applicant withdrew RC project #03-33 MA from consideration by County Council.

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 # 04-14 MA **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 compatible with the adjacent existing land uses.
3. Kennerly Road near this location will not exceed the LOS C traffic capacity.
4. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
5. The proposed Zoning Map Amendment **is consistent** with the Objectives and Principles of the Northwest 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

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 December 1, 2003, the Richland County Planning Commission did not agree (agreed with) 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 # 04-14 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

In consideration of the proposed Zoning Map Amendment # 04-14 MA, the Planning Commission made the findings of fact summarized below:

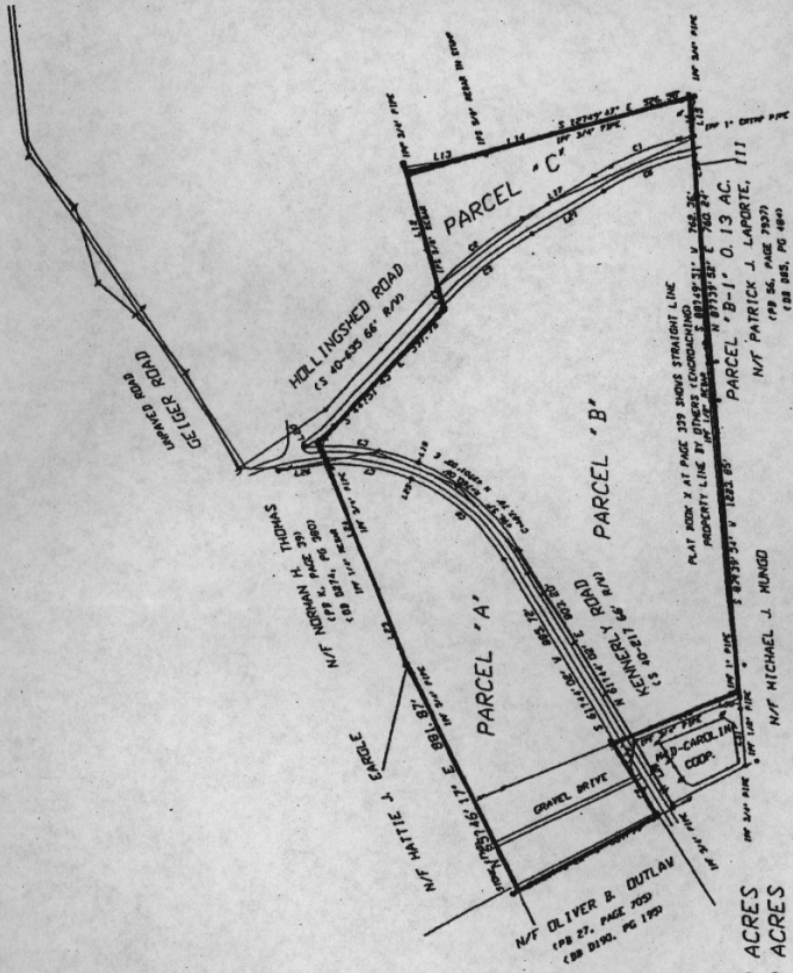
- 1)

Attachment A CASE 04-14 MA

EXHIBIT A

CURVE	ARC	RADIUS	CHORD LENGTH	CHORD BEARING
C1	378.84	1036.35	352.44	N 181°41' 17" V
C2	298.42	1630.71	292.44	N 56°23' 12" V
C3	421.91	804.49	412.12	N 02°14' 37" E
C4	126.96	1584.71	122.47	S 34°01' 47" E
C5	415.79	1030.55	414.57	S 37°19' 00" E
C6	358.03	738.43	354.65	S 19°44' 17" E
C7	215.42	684.05	207.62	S 18°17' 05" V
C8	151.42	684.05	145.48	S 18°17' 05" V
C9	150.49	673.14	180.48	S 61°07' 50" V

LINE	BEARING	DISTANCE
L1	S 207°17' 12" E	150.92
L2	N 87°14' 01" E	159.42
L3	N 87°14' 01" E	231.42
L4	S 37°21' 12" E	124.34
L5	S 77°30' 45" V	52.99
L6	S 78°12' 50" V	46.79
L7	S 80°12' 57" V	126.25
L8	S 77°02' 25" V	240.29
L9	S 77°14' 37" V	305.03
L10	S 77°35' 12" V	420.90
L11	S 78°13' 58" E	431.87
L12	S 04°02' 02" E	207.79
L13	S 14°02' 50" E	245.19
L14	N 88°12' 48" V	124.02
L15	N 88°12' 48" V	124.02
L16	N 88°12' 48" V	124.02
L17	N 88°12' 48" V	124.02
L18	N 88°12' 48" V	124.02
L19	N 88°12' 48" V	124.02
L20	S 27°11' 47" E	14.13
L21	S 27°11' 47" E	286.15
L22	S 27°11' 47" E	1.97
L23	S 27°11' 47" E	308.14
L24	N 207°41' 12" E	423.25
L25	S 24°18' 04" V	3.19
L26	S 24°18' 04" V	178.25
L27	N 21°02' 23" E	105.29
L28	S 61°31' 23" E	145.48
L29	S 79°52' 42" E	29.97
L30	S 27°14' 01" E	204.30
L31	S 27°14' 01" E	51.44
L32	N 18°17' 05" V	267.32
L33	N 18°17' 05" V	803.21
L34	S 09°22' 11" E	15.84



- 'A' - 17.42 ACRES
- 'B' - 37.53 ACRES
- 'B-1' - 0.13 ACRES
- 'C' - 5.73 ACRES

AUG 26 2003

TMS # 04200-04-01

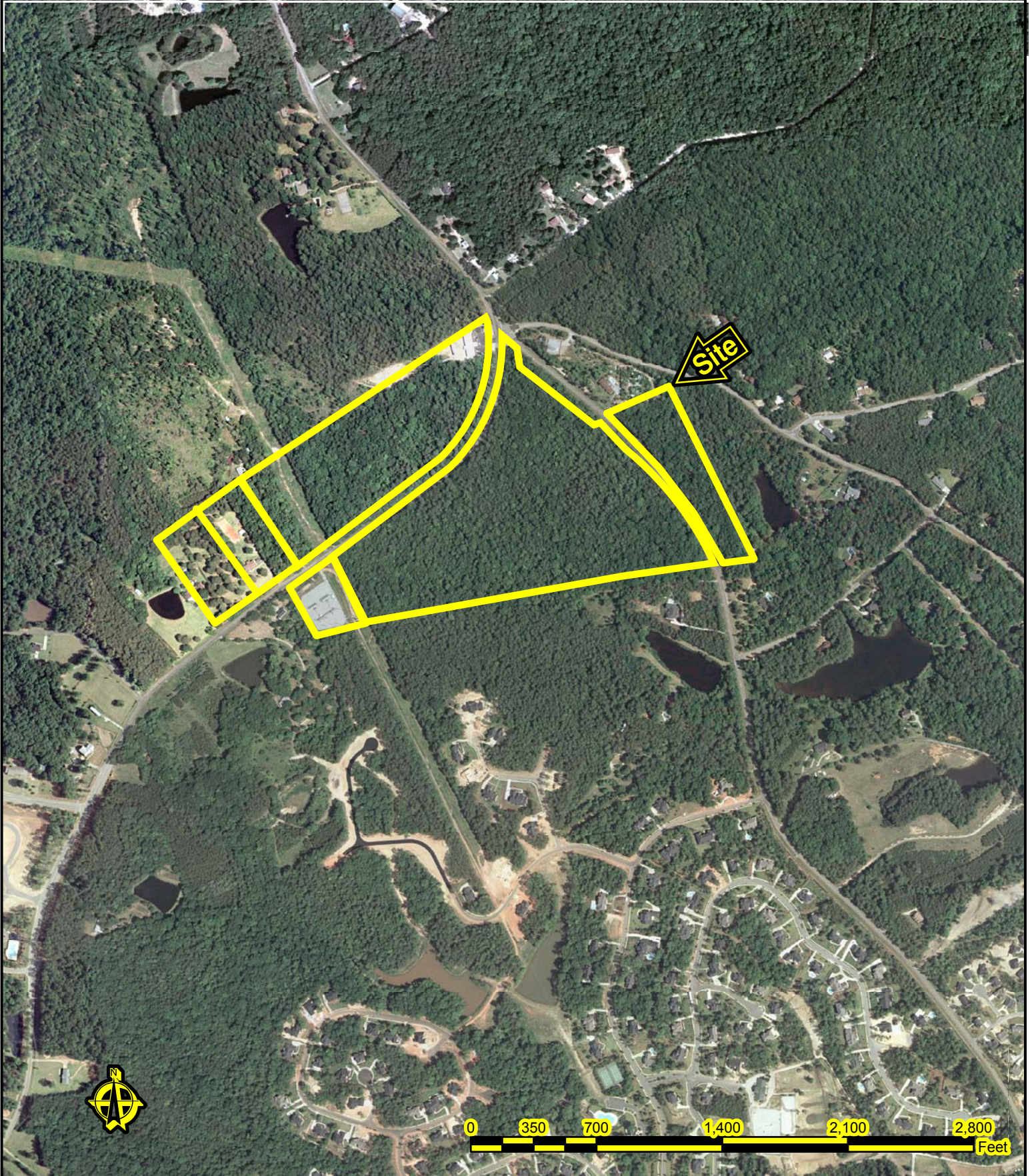
Attachment B
CASE 04-14 MA

Legal Description

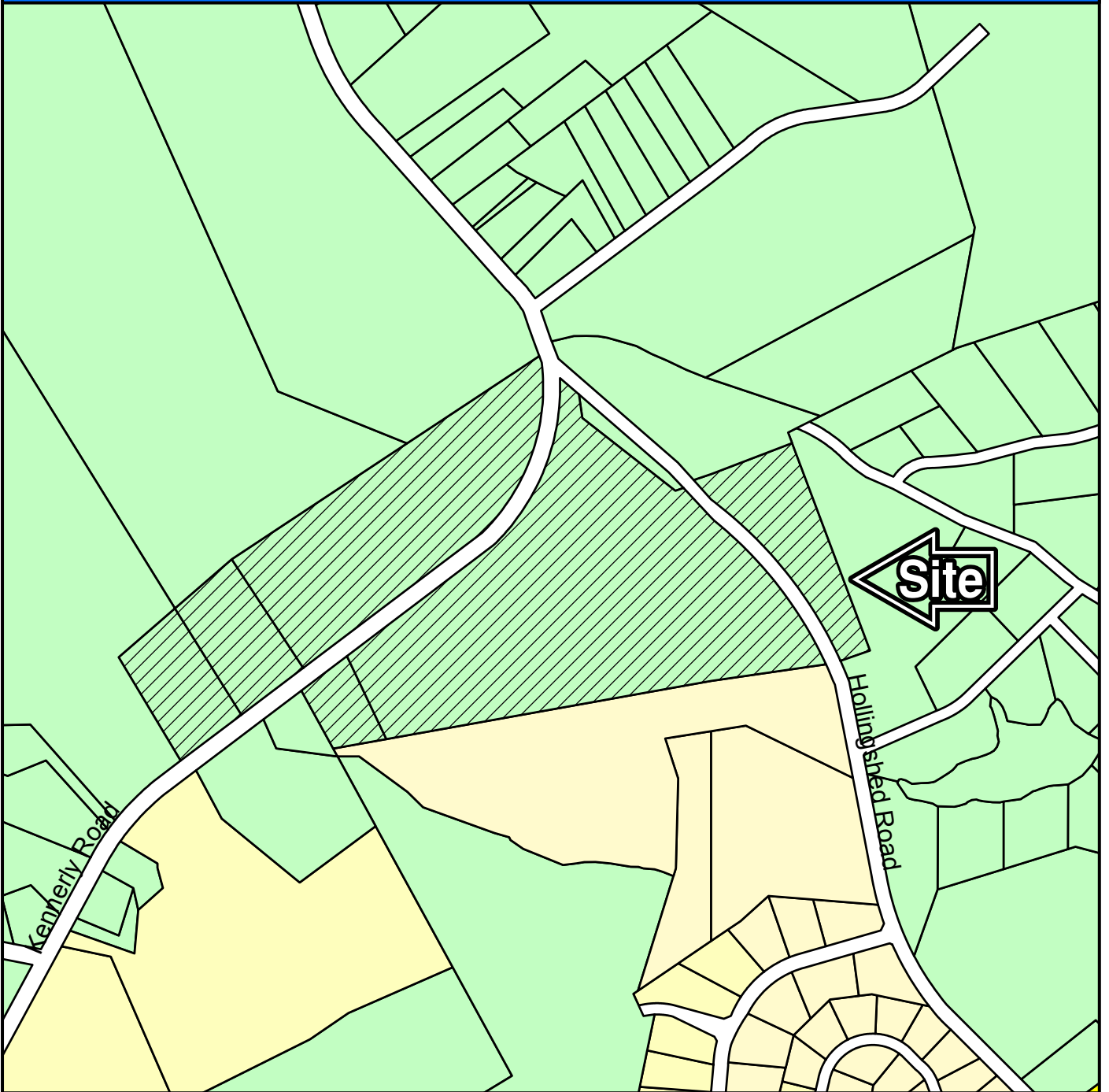
TMS # 04200-04-01

Approximately 61 acres of land located on either side of Kennerly Road, identified as Tracts A, B & C and shown and depicted on that certain plat of survey entitled Boundary Survey for Queenie H. Gantt Estate, dated February 12, 1999, prepared by Whitworth & Associates, Inc.,

CASE 04-14 MA
RU to RS-1
TMS 04200-04-01



CASE 04-14 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

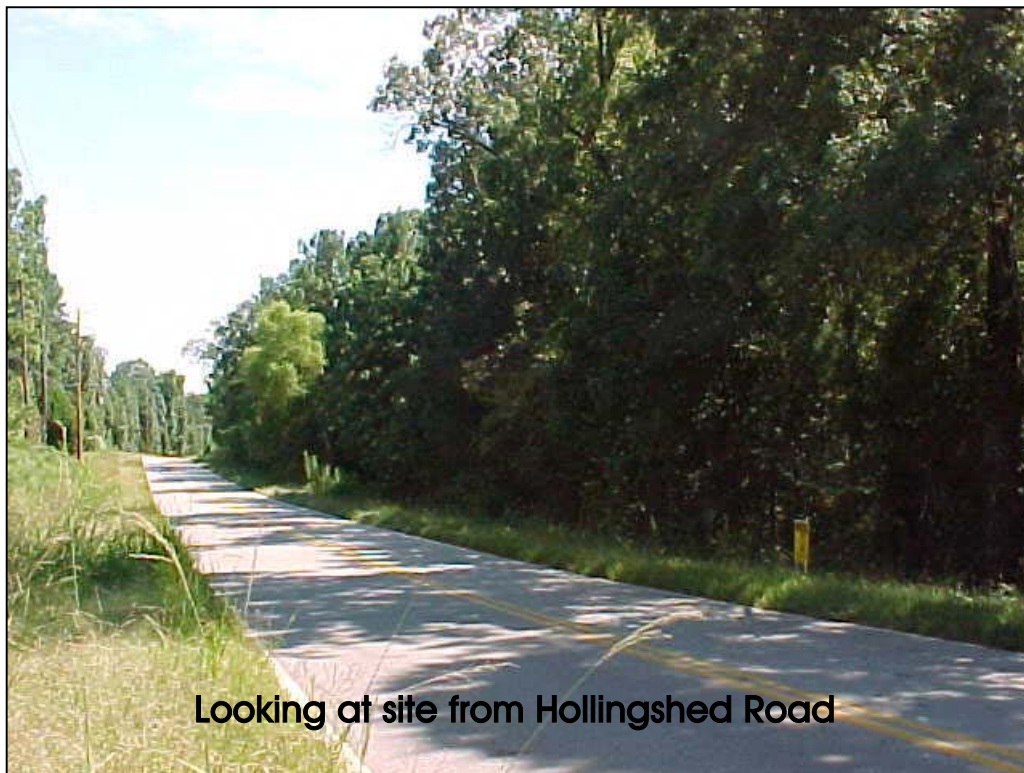


CASE 04-14 MA FROM RU to RS-1

TMS# 04200-04-01 Kennerly Road & Hollingshed Road



Looking at site from Kennerly Road



Looking at site from Hollingshed Road

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

December 1, 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: November 10, 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, and 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 low impact use proposed by the applicant, 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 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 is not in a location to 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 (PDS) 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

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 December 1, 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:

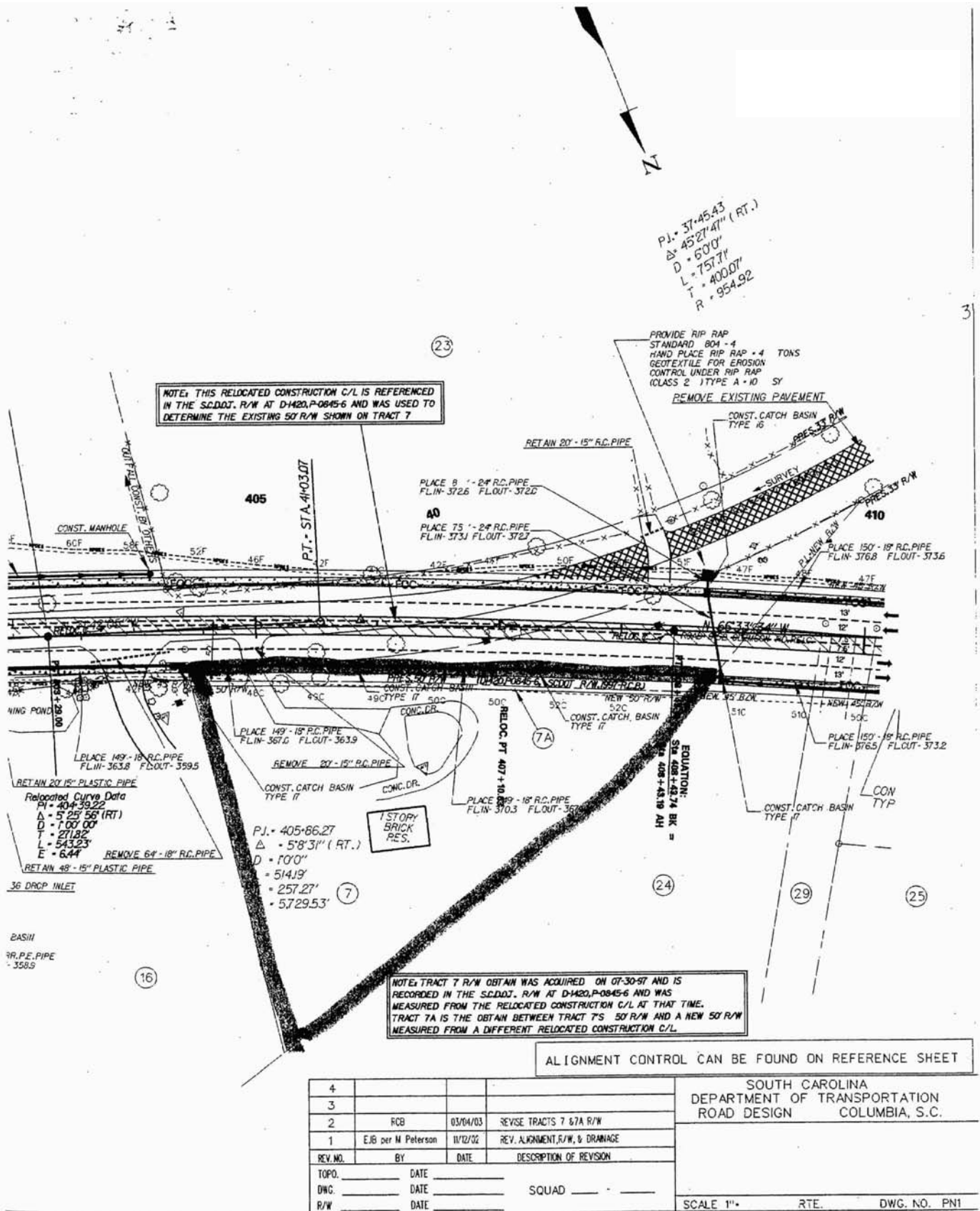
- 1)

Attachment A
CASE 04-19 MA

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

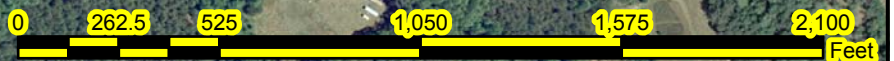
All that certain piece, parcel or lot of land with the improvements thereon, situate, lying and being on the Northern side of S.C. Road S-40-52, near the City of Killian, in the County of Richland, State of South Carolina **KNOWN AS 2708 CLEMSON ROAD**, being more particularly shown and designated as **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.

Attachment B CASE 04-19 MA

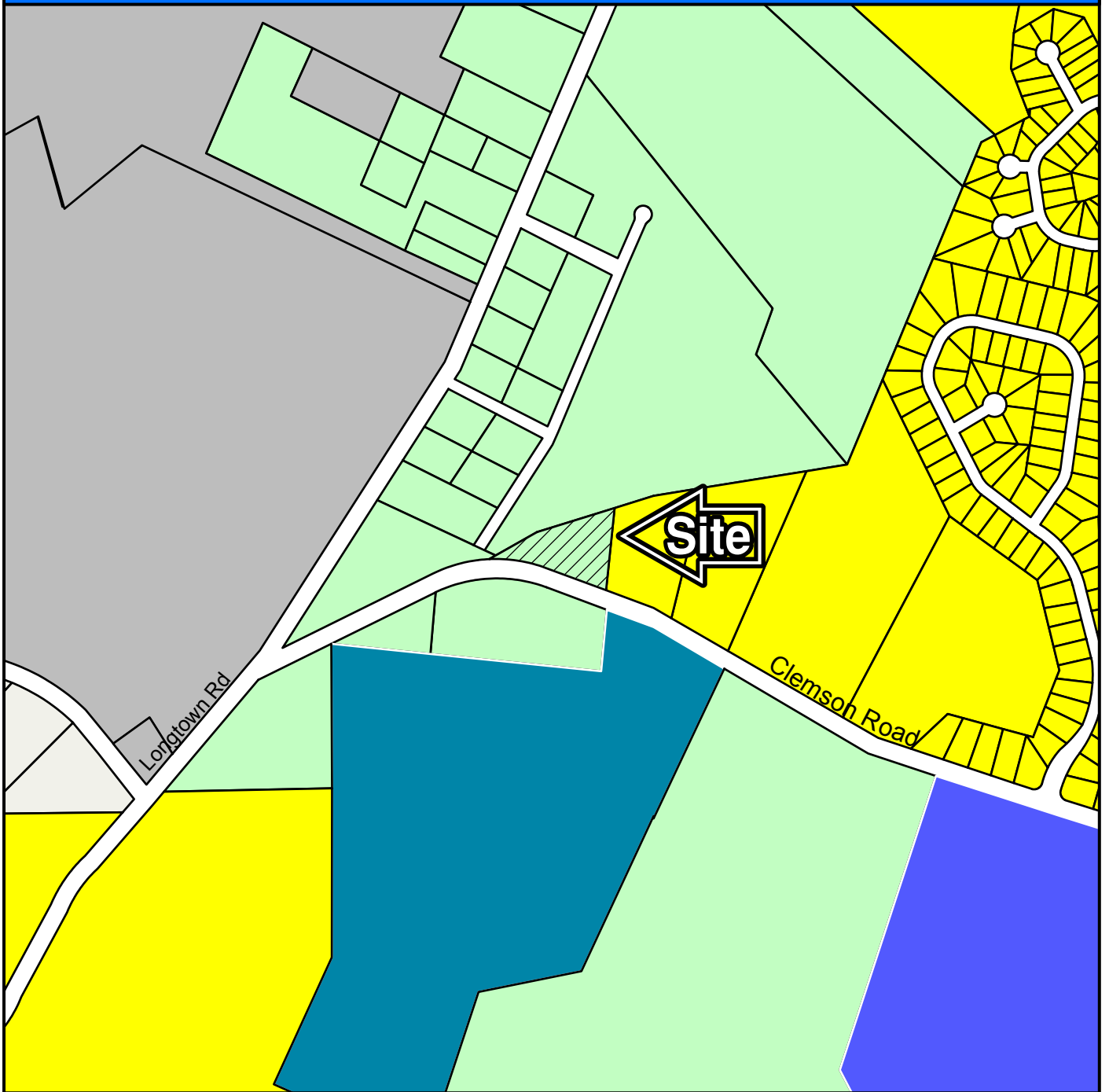


CASE 04-19 MA
DONALD E. LOVETT
TMS 17400-06-09



Site



CASE 04-19 MA FROM RU to C-1



ZONING CLASSIFICATIONS

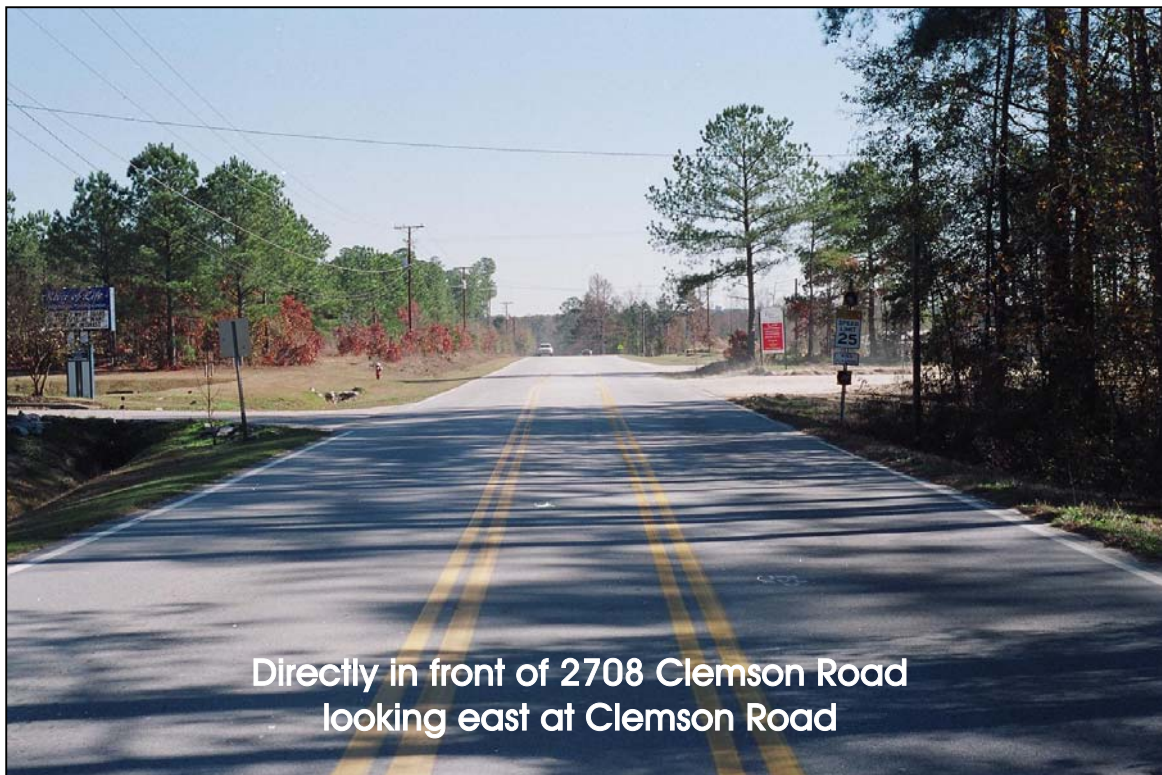
 C-1	 D-1	 MH-1	 PDD	 RG-2	 RS-3
 C-2	 M-1	 MH-2	 PUD	 RS-1	 RU
 C-3	 M-2	 MH-3	 RG-1	 RS-2	 SUBJECT




CASE 04-19 MA FROM RU to C-1

TMS# 17400-06-09

North Side of Clemson Rd. west of Killian Green



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

TO: Planning Commission Members; Interested Parties
FROM: Carl D. Gosline, AICP, Subdivision Administrator 
DATE: November 19, 2003
RE: Project # 04-20 MA – Dianna Ridgeway – Rezoning from RU to RS-1

BACKGROUND

The subject project was scheduled for consideration at the November 10, 2003 Planning Commission meeting. At the applicant's request, the Commission tabled consideration of this matter to the December 1, 2003 meeting, with the condition that a decision would be made at the December meeting and no further deferrals would be granted.

RECOMMENDATION

The Department recommends denial for the reasons discussed in the November 10, 2003 staff report.

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

December 1, 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: November 10, 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 (PDSD) 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

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 December 1, 2003, the Richland County Planning Commission agreed (did not agree) with the PSDS 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.

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 # 04-20 MA, the Planning Commission made the findings of fact summarized below:

- 1)

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:

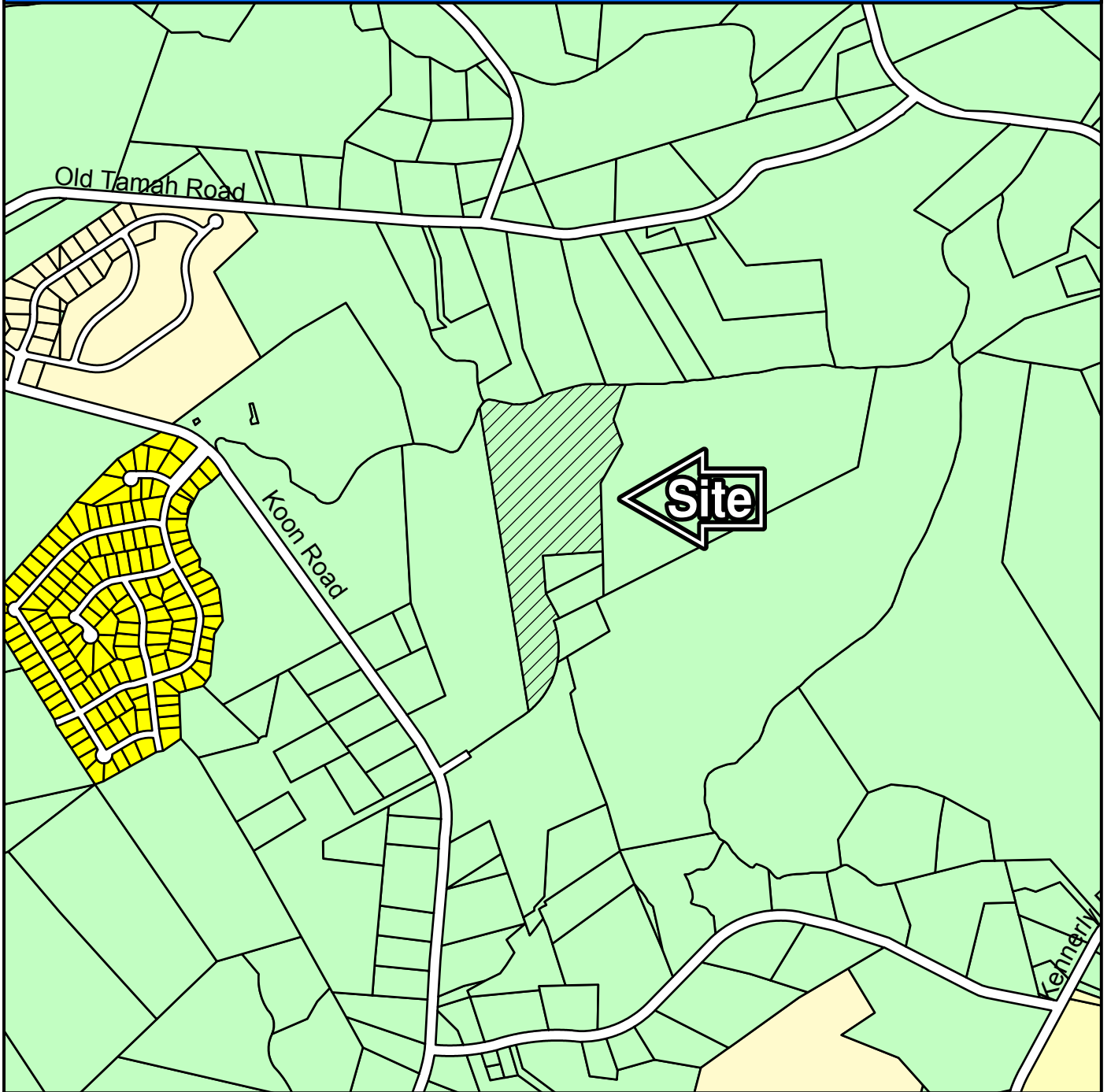
“All that certain piece, parcel or tract of land, together with any improvements thereon, situate, lying and being in the Dutch Fork Section of the County of Richland and State of South Carolina, containing 30.2 acres and being described as follows: commencing at a point in the center of a county road 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

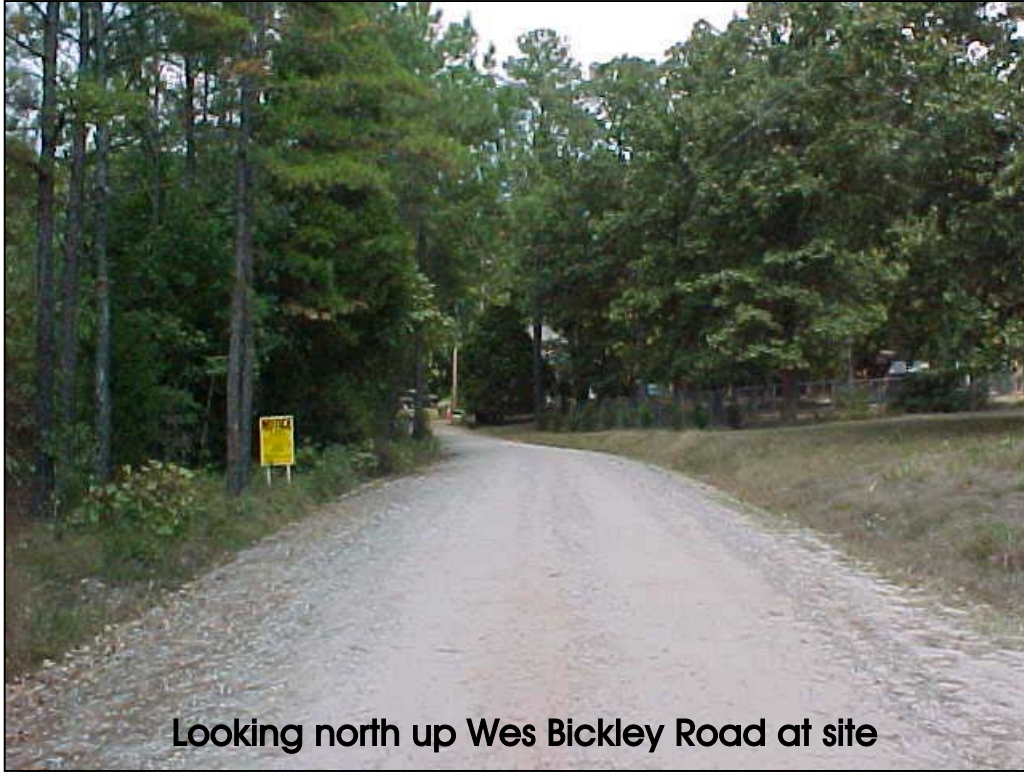
 C-1	 D-1	 MH-1	 PDD	 RG-2	 RS-3
 C-2	 M-1	 MH-2	 PUD	 RS-1	 RU
 C-3	 M-2	 MH-3	 RG-1	 RS-2	 SUBJECT



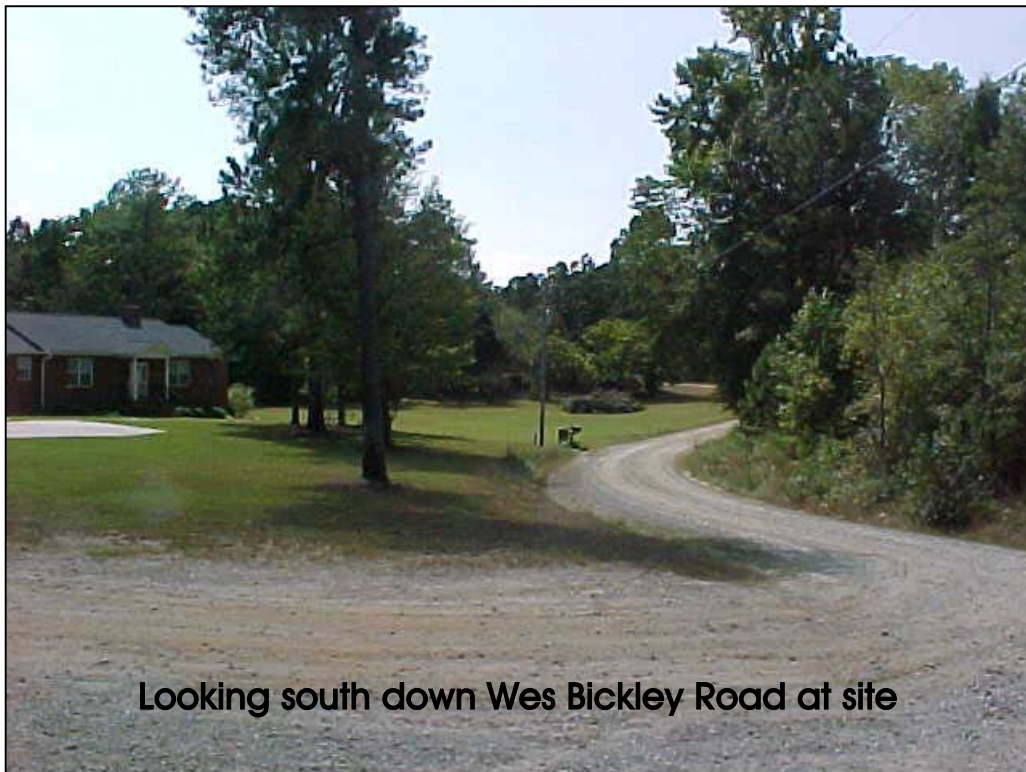
CASE 04-20 MA FROM RU to RS-1

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

December 1, 2003

Applicant: BDH Properties, Inc.		Preliminary Subdivision Plans For: The Commons @ Winchester	
RC Project # : SD-04-77			
General Location: Behind Winchester S/D and Carriage Oaks S/D			
Tax Map Number: 23000-03-01		Number of Residences: 201	
Subject Area: 58.2 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	Clemson Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	24,800	
Estimated Traffic Generated By The Proposed Project	1910	
Current Volume At The Nearest Count Station # 440 Located @ Clemson Rd East of Hardscrabble Road	14,400	
Estimated Traffic Count With the Proposed Project	16,310	
Volume-To-Capacity Ratio With The Proposed Project	0.66	

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 Clemson Road being exceeded at SCDOT count station # 440. However, the Department estimates that when the subdivisions in the area which have been approved since July 2000 are builtout, the V/C ratio on this road segment will greatly exceed 1.35, or a LOS of F.

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	40
Middle School @ 0.13 students per single family DU	26
High School @ 0.12 Students per single family DU	24

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

Existing Site Conditions

The site steeply slopes downward to the north from the end of Alderston Way. Most of the site is vegetated by scrub oak and pine trees. There is a low area in the middle of the site.

Compatibility with the Surrounding Area

Both Carriage Oaks and Winchester are single family detached residential subdivisions. 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 Development on this Map.

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 –Foster new development in areas with adequate infrastructure

The analysis above shows that adequate infrastructure is available to service the proposed development. The proposed project implements this Objective.

Principle – The Established Urban Area should contain overall higher density levels...that these density levels should conform to the Proposed Land Use Map

The existing RS-3 zoning conforms to the density levels on the Proposed Land Use Map. This project implements this Principle.

Other Pertinent Factors

- 1) The Public Works Dept. provided extensive comments to the project engineer on October 31, 2003.
- 2) As of November 14, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of November 14, 2003, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of November 14, 2003, DHEC had not issued a construction permit for the sewer lines.
- 5) As of November 14, 2003, DHEC had not issued a construction permit for the water lines.
- 6) The E-911 Coordinator provided comments to the project engineer on November 11, 2003.

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 201 unit single family detached subdivision, known as The Commons @ Winchester (Project # SD-04-77), **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 Clemson 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 implements 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 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 and sewer 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 site clearance activity shall begin until** the engineer, or surveyor, of record inspects the site and provides the following certification on the plat. Contact Sean Busbee @ 576-2171, or Skip Limbaker @ 576-2188 for more information; 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; 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 & sewer 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) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water and sewer line easement deeds **AND (2)** the County accepts the roads for maintenance; and
- m) 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

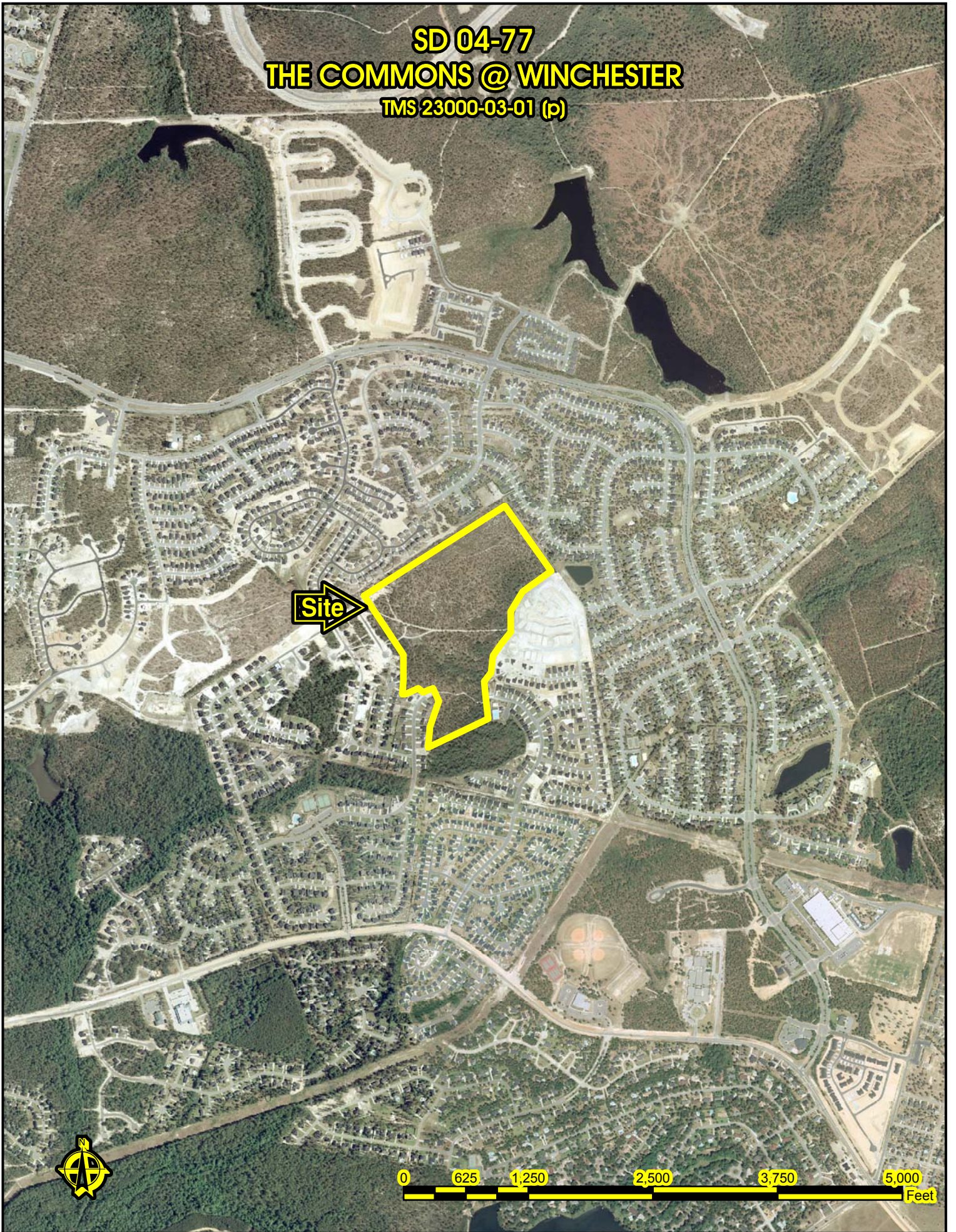
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

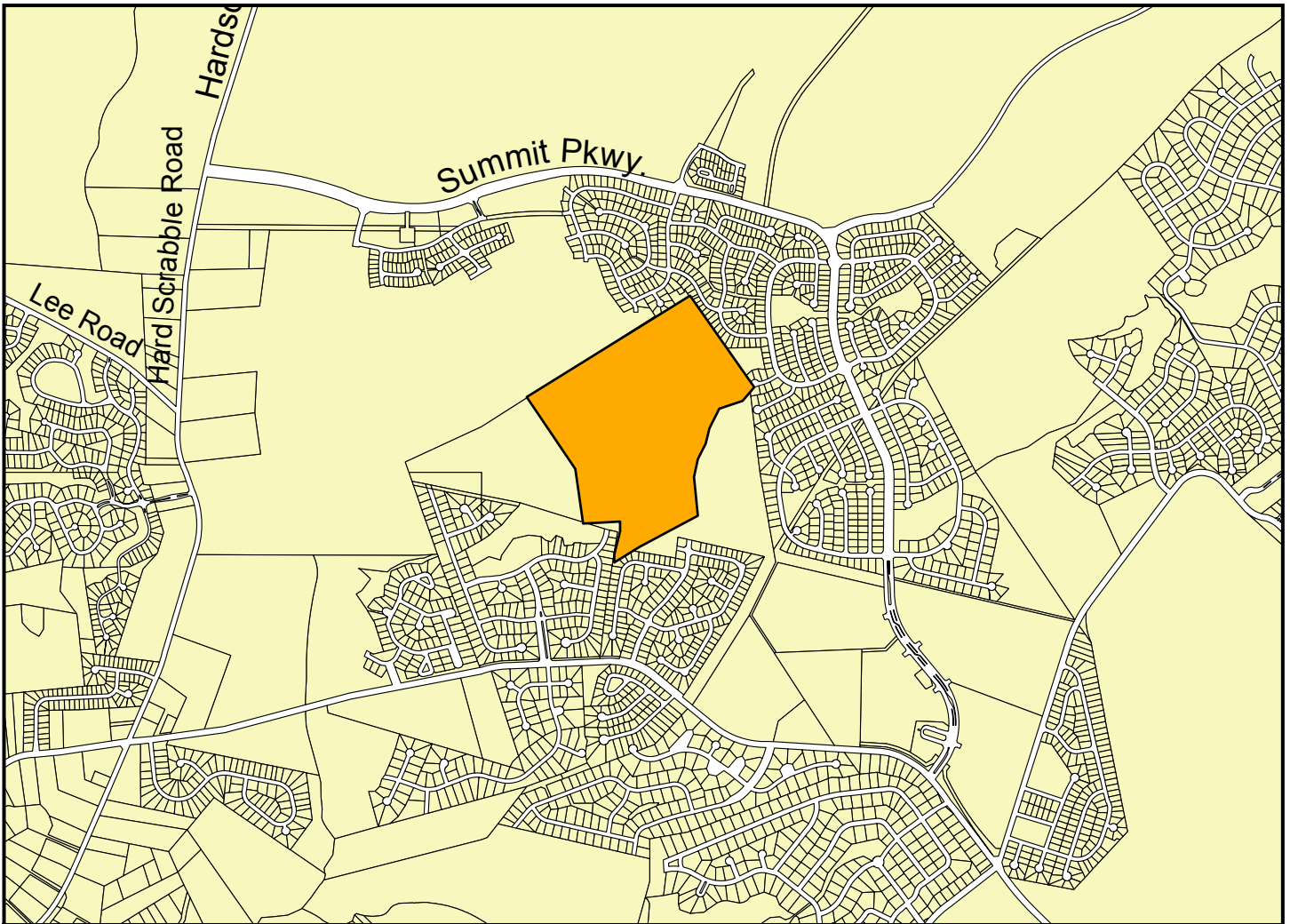
Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt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

SD 04-77
THE COMMONS @ WINCHESTER
TMS 23000-03-01 (p)



SD 04-77

THE COMMONS @ WINCHESTER



Looking at site from end of Alderston Way



Looking at Carriage Oaks from site

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

December 1, 2003

Applicant: Doug Van Schaik		Preliminary Subdivision Plans For: Park Ridge @ Polo, Phase 3
RC Project # : SD-04-87		
General Location: Polo Hill Road off Hope Road near Sesqui Trail		
Tax Map Number: 19916-02-49 (p)		Number of Residences: 47 (8500 sq. ft with 60 ft lot width)
Subject Area: 13.2 acres	Sewer Service Provider: East Richland	
Current Zoning: RS-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	Polo 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	447	
Current Volume At The Nearest Count Station # 803 Located @ Polo Road south of Hope Road	7100	
Estimated Traffic Count With the Proposed Project	7547	
Volume-To-Capacity Ratio With The Proposed Project	0.88	

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 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 Polo Road being exceeded at SCDOT count station # 803. However, the Department estimates that when the subdivisions in the area which have been approved since July 2000 are builtout, the V/C ratio on this road segment will exceed a LOS of D.

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	9
Middle School @ 0.13 students per single family DU	6
High School @ 0.12 Students per single family DU	5

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

Existing Site Conditions

The site is on a high sandy ridge behind the Two Notch Road commercial at Polo Road. It overlooks a portion of the Sesqui Trail subdivision.

Compatibility with the Surrounding Area

The project is a continuation of an existing single family detached residential subdivision. It 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 Low Density Residential on this Map.

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 – Foster new development in areas with adequate infrastructure

The subject project is the last phase of a single family detached residential subdivision. The proposed project implements this Objective.

Principle – The Established Urban Area should contain overall higher density levels...that these density levels should conform to the Proposed Land Use Map

The existing RS-2 zoning conforms to the density levels on the Proposed Land Use Map. This project implements this Principle.

Other Pertinent Factors

- 1) As of November 14, 2003, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of November 14, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of November 14, 2003, the City of Columbia had not approved the water line construction plans.
- 4) As of November 14, 2003, DHEC had not issued a construction permit for the sewer lines.
- 5) As of November 14, 2003, DHEC had not issued a construction permit for the water lines.
- 6) As of November 14, 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 (PDS) recommends conditional approval of the preliminary subdivision plans for a 47 unit single family detached subdivision, known as Park ridge @ Polo, Phase 3 (Project # SD-04-87), **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 Polo 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 implements 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 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 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 begin until** the engineer, or surveyor, of record inspects the site and provides the following certification on the plat. Contact Sean Busbee @ 576-2171, or Skip Limbaker @ 576-2188 for more information; and
- i) No building permits shall be issued until all of the conditions cited above are met; 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) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water line easement deeds **AND (2)** the County accepts the roads for maintenance; and
- m) 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

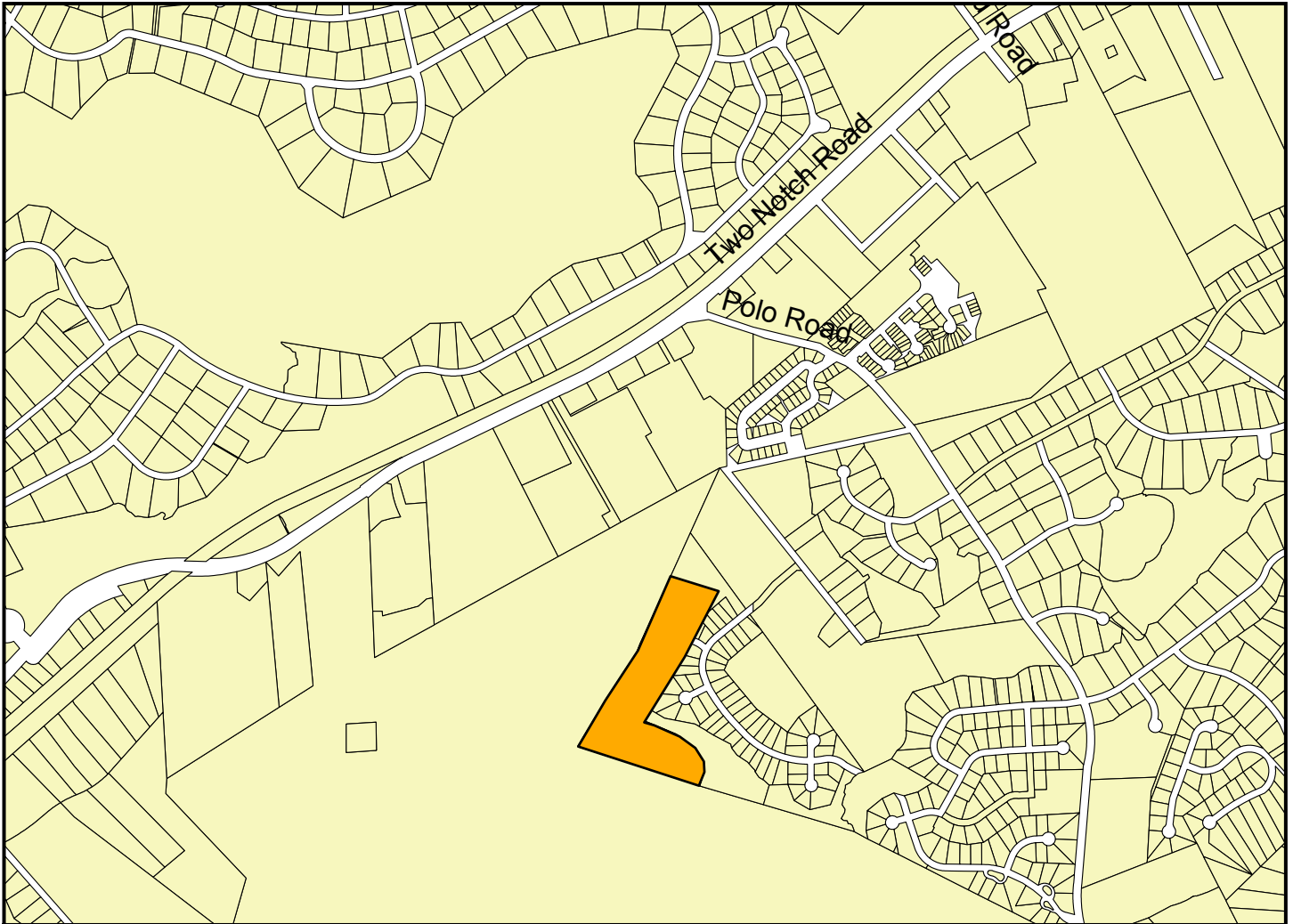
Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt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

SD 04-87
PARK RIDGE @ POLO, PHASE 3
TMS 19916-02-49

Site →



SD 04-87 PARK RIDGE @ POLO, PHASE 3



Looking at site from end of Polo Rd.



Looking from site down to Sesqui Trail

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

December 1, 2003

Applicant: John Bakhaus		Preliminary Subdivision Plans For: Crescent Lake, Phase VII
RC Project # : SD-04-95		
General Location: Longtown West Road in Longtown Plantation		
Tax Map Number: 20401-01-03		Number of Residences: 41
Subject Area: 20.0 acres	Sewer Service Provider: City of Columbia	
Current Zoning: RS-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 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	340	
Current Volume At The Nearest Count Station # 711 Located @ South of Lee Road	4000	
Estimated Traffic Count With the Proposed Project	4340	
Volume-To-Capacity Ratio With The Proposed Project	0.50	

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 Longtown Road being exceeded at SCDOT count station # 711. However, the Department estimates that when the subdivisions in the area which have been approved since July 2000 are builtout, the V/C ratio on this road segment will greatly exceed 1.35, or a LOS of F.

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.

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 slopes steeply downward toward Crescent Lake. Public water and sewer service is available in the area

Compatibility with the Surrounding Area

The subject project is the continuation of an existing single family detached subdivision. The 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 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 project is consistent with the Map.

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 – None Applicable

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

The proposed project is zoned RS-2 which is a compatible with the land use designation on the Map. This project implements this Principle.

Other Pertinent Factors

- 1) The Public Works Dept. provided its stormwater management plan comments on October 24, 2003.
- 2) As of November 14, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of November 14, 2003, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of November 14, 2003, DHEC had not issued a construction permit for the sewer lines.
- 5) As of November 14, 2003, DHEC had not issued a construction permit for the water lines.
- 6) As of November 14, 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 41 unit single family detached subdivision, known as Crescent Lake, Phase VII (Project # SD-04-95), **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. However, the Department estimates that when the subdivisions approved since July 2000 in the area are builtout, the V/C ratio at this SCDOT count station will far exceed 1.35 or a LOS of F.

2. The proposed subdivision is compatible with existing development in the area.
3. The project is 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) **PRIOR to any site clearance activity being initiated**, the subdivision plats shall include tree protection certification statements provided by the Department. and
- b) The plat must establish the setbacks, either graphically or by notation, for each lot; and
- c) The E-911 Coordinator must certify the street names have been approved by the Planning Commission **prior to assigning street addresses** for building permits; and
- d) The Department of Public Works must approve the stormwater management plans; and
- e) The Floodplain Manager must approve the flood elevation statement; and
- f) The City of Columbia must approve the water & sewer line construction plans; and
- g) DHEC must issue the sewer line construction permits; and
- h) DHEC must issue the water line construction permits; and
- i) No building permits shall be issued until all of the conditions cited above are met; and
- j) Plats shall not be approved for recording until the City of Columbia approves the water & sewer 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) 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
- m) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy for residences 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

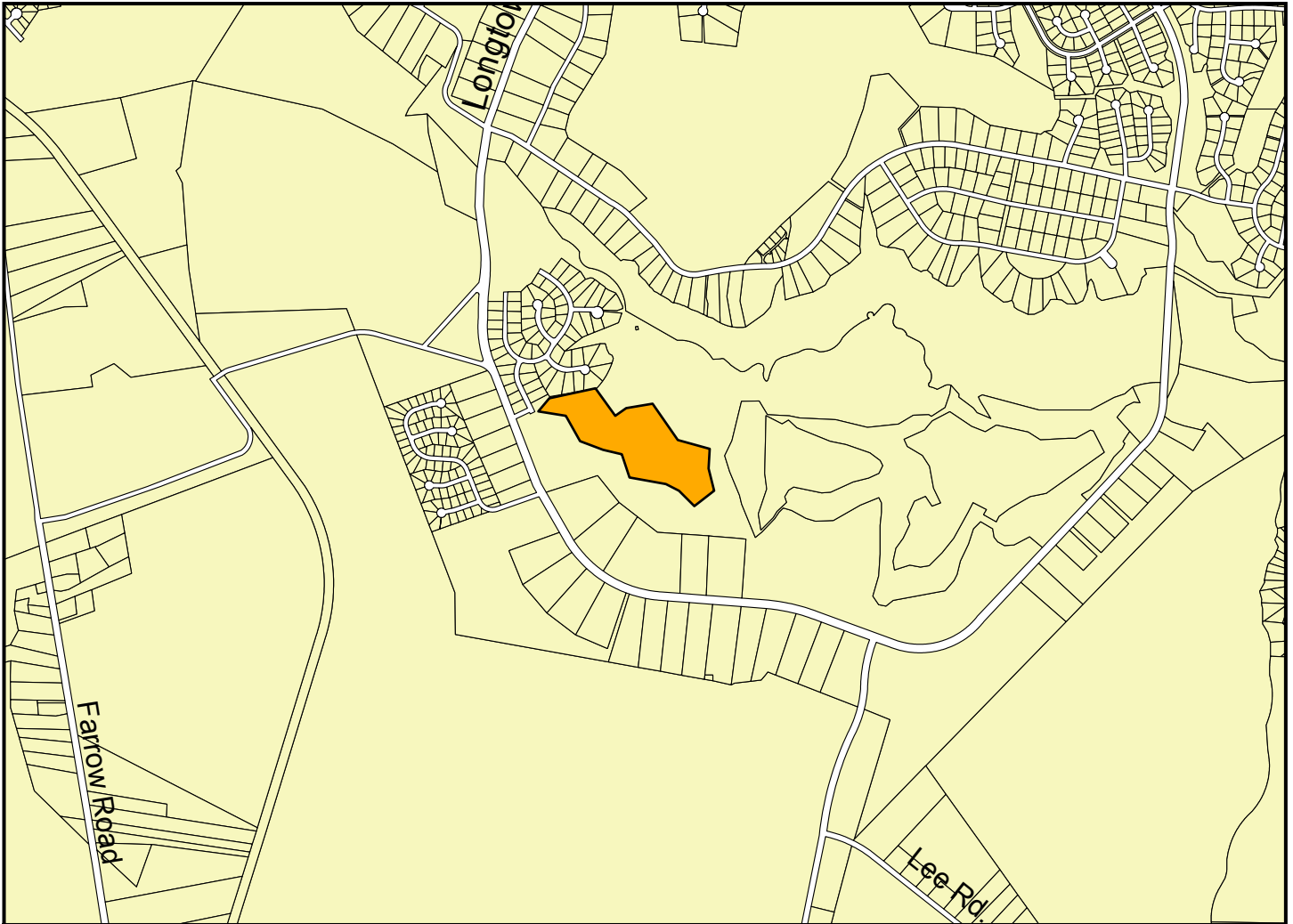
Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt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

**SD 04-95
CRESCENT LAKE, PHASE VII
TMS 20401-01-03**

Site →



SD 04-95 CRESCENT LAKE, PHASE VII



Looking at existing development from interior of site



Looking at site from Beaumont Park Circle

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

December 1, 2003

Applicant: AGI, Inc.		Minor Subdivision Plans For:	
RC Project # : SD-04-96		Lawhorn Corners	
General Location: Lawhorn Road and Grover Wilson Road			
Tax Map Number: 23500-04-02		Number of Residences: 5	
Subject Area: 4.3 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	Grover Wilson 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	48	
Current Volume At The Nearest Count Station # 497 Located @	1000	
Estimated Traffic Count With the Proposed Project	1048	
Volume-To-Capacity Ratio With The Proposed Project	0.12	

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 Grover Wilson Road being exceeded at SCDOT count station # 497.

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	1
Middle School @ 0.13 students per single family DU	0
High School @ 0.12 Students per single family DU	0

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

Existing Site Conditions

The site slopes downward to a small creek traversing lot 1 near the intersection of Lawhorn Road and Grover Wilson Road. The area between the creek and intersection is very low and is likely not buildable. Portions of the remainder of the site appear to have been timbered.

Compatibility with the Surrounding Area

There are some residences in the area on varying lot sizes. The project is compatible with the development in the area.

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 Low Density Residential on this Map. The project is consistent with the Map.

The Map designates this portion of the I-77 Corridor Subarea as Rural, but it is colored yellow to signify Low Density Residential development, i.e., up to 4 DU/acre. Four DU/acre is clearly NOT a rural land use designation. **Therefore, the Map is NOT consistent with the text of the Subarea Plan as required by state statutes.**

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 42 respectively, are discussed below:

Objective – None Applicable

Principle –None Applicable

Other Pertinent Factors

- 1) The Public Works Dept. commented that Lot 3 may be subject to flooding and that lot 3 must include a 20-foot wide drainage easement.
- 2) As of November 14, 2003, the Floodplain Manager had not approved the flood elevation statement.

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 speed limit on this portion of Grover Wilson road is 55 mph. The speed limit on Lawhorn Road approaching the Grover Wilson Road intersection is reducing from 45 mph to 0 mph. The driveways on lots 4 and 5 would need to be 350 feet apart to conform to the SCDOT driveway separation requirements. The access to lots 2 and 3 can meet the SCDOT separations requirements because the traffic on Lawhorn Road is slowing down for the stop sign at the intersection. The access to lot 1 should be limited to Lawhorn Road to meet the SCDOT separation requirements.

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 5 unit single family detached subdivision, known as Lawhorn Corners (Project # SD-04-96), **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 Lawhorn Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.

3. The project is 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) **PRIOR to any site clearance activity being initiated**, the subdivision plats shall include tree protection certification statements provided by the Department. and
- b) The Department of Public Works must approve the stormwater management plans; and
- c) The Floodplain Manager must approve the flood elevation statement; and
- d) The plat should be revised as follows:
 1. Limit the access to lot 1 from Lawhorn Road; and
 2. Depict driveway locations on lots 4 and 5 that are a minimum of 350 feet apart; and
 3. Show the driveway locations for lots 1 and 2
- e) No building permits shall be issued until the Department receives a copy of the revised, **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

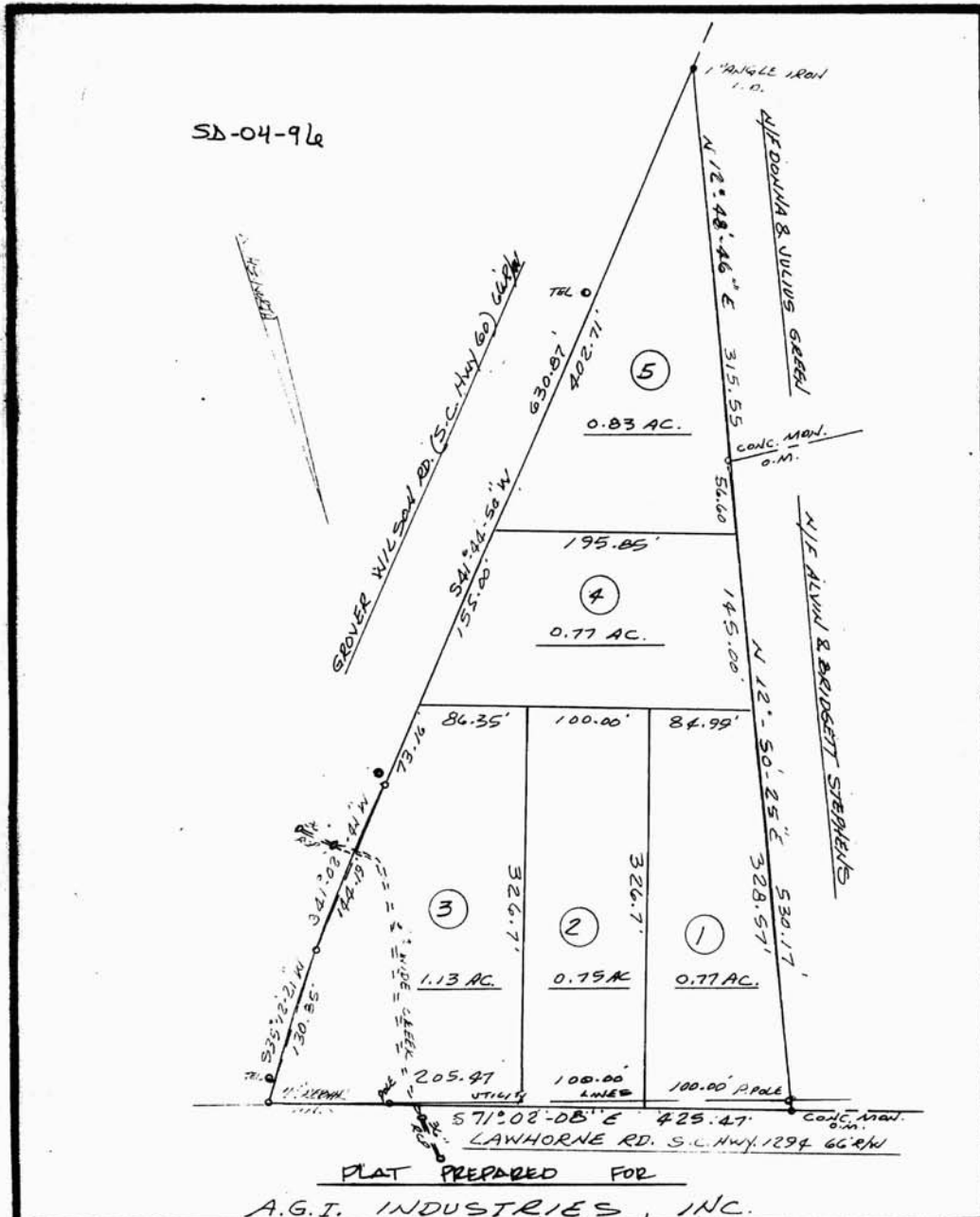
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days 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 04-96



A.G.I. INDUSTRIES, INC.

PROPOSED LAYOUT OF LOTS - NOT FOR RECORDING

REFERENCE PLAT AND DEED: PLAT FOR EVAN NORD AND C.J. LEESE; DEED BOOK 01225 PG. 413, DEED BOOK 1077 PG. 129, DEED BOOK 1096 PG. 20. PLAT BOOK 52 PG. 8975.

DRAWN BY: T.M.S. 23500-09-01802 (P.O.) NEAR COLUMBIA RICHMOND COUNTY

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 PRACTICE OF LAND 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.

OCT 03 2003

100 0 100 200

SCALE: 1" = 100'

APRIL 22, 2003

Robert E. Caldwell

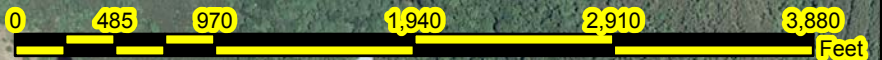
G.C. REGISTERED SURVEYOR NO. 4513

P.O. BOX 2058 W. COLUMBIA, S.C. 29171

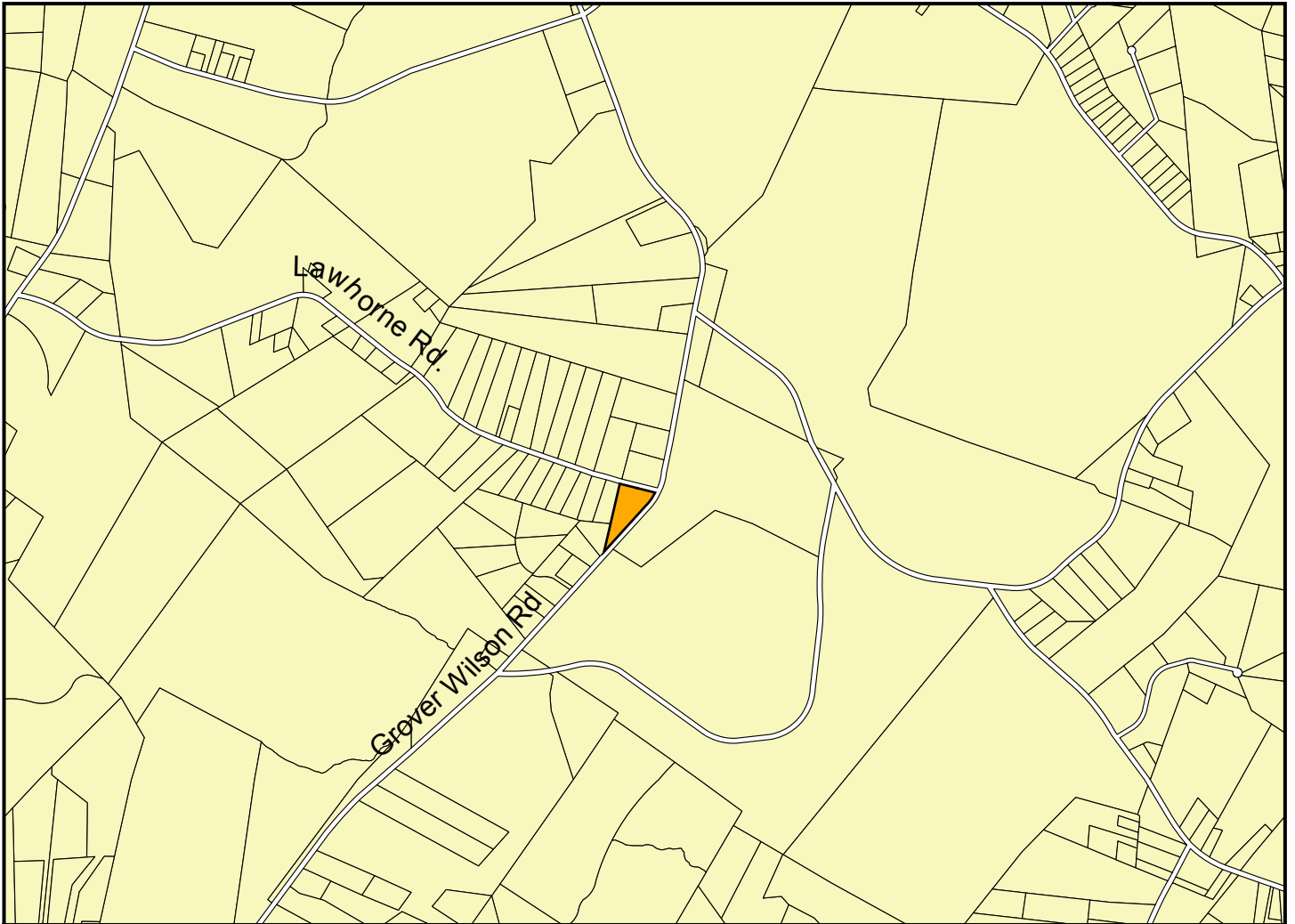
TEL. NO. (803) 735-2116

SD 04-96
LAWHORNE CORNERS
TMS 23500-04-02

Site →



SD 04-96 LAWHORNE CORNERS



Looking at site from Lawhorne Rd.



Looking south along Grover Wilson Rd.

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

December 1, 2003

Applicant: Harold Pickrel		Preliminary Subdivision Plans For: Windsor Village	
RC Project # : SD-04-105			
General Location: Windsor Lake Blvd across from Windsor Lake			
Tax Map Number: 19803-01-06		Number of Residences: 88	
Subject Area: 13.4 acres		Sewer Service Provider: East Richland	
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	Windsor Lake Blvd.	
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 # 499 Located @ Windsor Lake	7800	
Estimated Traffic Count With the Proposed Project	8636	
Volume-To-Capacity Ratio With The Proposed Project	1.00	

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 Windsor Lake Blvd being exceeded at SCDOT count station # 499.

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 heavily wooded site is located between I-77 and Windsor Lake Blvd. A preliminary site inspection indicates the possibility of several protected trees. Public water and sewer service is available to the area.

Compatibility with the Surrounding Area

There is single family detached residential development in the adjacent area. The proposed project is compatible with the residential development in the area.

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 Medium Density Residential on this Map. The project is consistent with the Map.

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 – Foster new development in areas with adequate infrastructure

The subject project is an infill site located between Windsor Lake Blvd and I-77. The proposed project implements this Objective.

Principle – The Established Urban Area should contain overall higher density levels such as permitted in the RG-2 zoning district

The site is zoned RG-2. This project implements this Principle.

Other Pertinent Factors

- 1) On November 14, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) On November 14, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) On November 14, 2003, the City of Columbia had not approved the water line construction plans.
- 4) On November 14, 2003, DHEC had not issued a construction permit for the sewer lines.
- 5) On November 14, 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.** 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 88 unit single family detached subdivision, known as Windsor Village (Project # SD-04-105), **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 Windsor Lake Blvd Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The project is consistent with the Northeast Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northeast Subarea Plan.

Specific Conditions

- a) **PRIOR to any site clearance activity being initiated**, the subdivision plats shall include tree protection certification statements provided by the Department; and
- b) The plat must be revised to show the street names approved by the E 911 Coordinator; and
- c) 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 0 feet; the rear yard setback shall be a minimum of 15 feet and the maximum lot coverage shall be 30 percent; and
- d) The Department of Public Works must approve the stormwater management plans; and
- e) The Floodplain Manager must approve the flood elevation statement; and
- f) The City of Columbia must approve the water line construction plans; and
- g) DHEC must issue the sewer line construction permits; and
- h) DHEC must issue the water line construction permits; and
- i) The developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Greenfield Road from lots 86, 87 and 88; to Windsor Lake Blvd from lot 1; and to the Frontage road from lot 24; and
- j) No building permits shall be issued until all of the conditions cited above are met; and
- k) Plats shall not be approved for recording until the City of Columbia approves the water 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 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

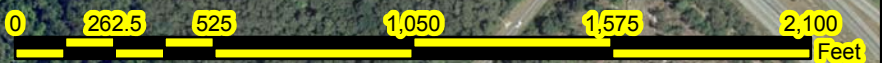
Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt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

Attachment A SD 04-105

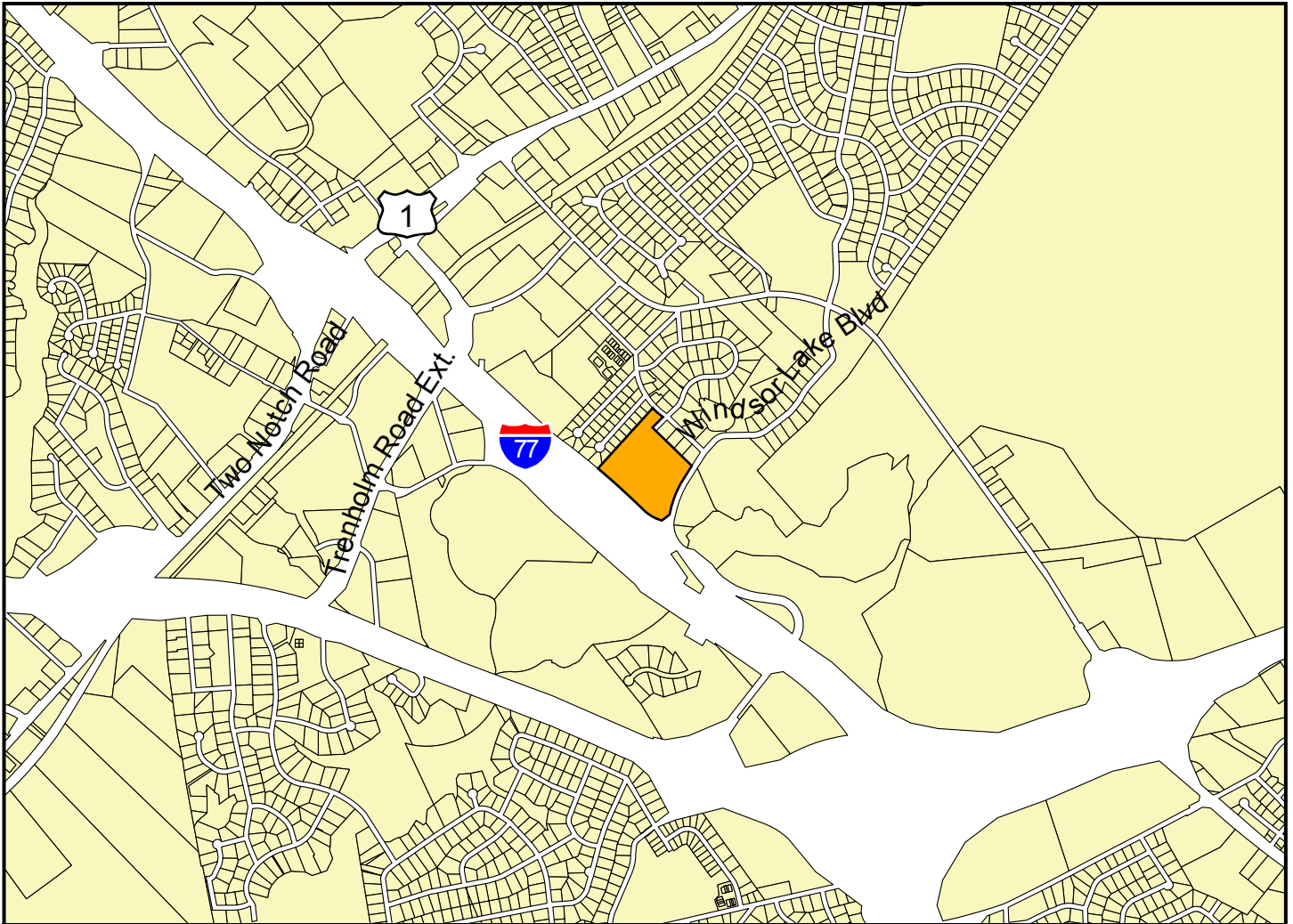


SD 04-105
WINDSOR VILLAGE
TMS 19803-01-06

Site →



SD 04-105 WINDSOR VILLAGE



Looking at site from Windsor Lake Drive



Looking north along Windsor Lake Dr. from site

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

December 1, 2003

Applicant: Edith Campbell		Minor Subdivision Plans For: Campbell Minor Subdivision
RC Project # : SD-04-111		
General Location: Salem Church Road, Ballentine		
Tax Map Number: 02309-02-11/14		Number of Parcels: 4
Subject Area: 3.3 acres	Sewer Service Provider: Carolina Water	
Current Zoning: RS-1	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	Salem Church 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	28	
Current Volume At The Nearest Count Station # 559 Located @ Forest Shealy Road	1800	
Estimated Traffic Count With the Proposed Project	1828	
Volume-To-Capacity Ratio With The Proposed Project	0.21	

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 Salem Church Road being exceeded at SCDOT count station # 559.

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.

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	0
Middle School @ 0.13 students per single family DU	0
High School @ 0.12 Students per single family DU	0

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

Existing Site Conditions

The subject site has an existing residence. The moderately vegetated site slopes downward toward the Lake.

Compatibility with the Surrounding Area

There are residences on varying sized lots throughout the area. The project will create 3 residential sites and a common area to be used as a driveway.

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 Northwest 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 Low Density Residential on this Map. The project is consistent with the Map.

The Northwest Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 29 and 36 respectively, are discussed below:

Objective – In areas with environmentally sensitive lands of limited infrastructure, low density development is encouraged

The subject project will create 3 residential lots on 3.3 acres. 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 project is a low-density subdivision in conformance with the Map's land use designation. This project implements this Principle.

Other Pertinent Factors

- 1) As of November 14, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of November 14, 2003, the flood elevation statement had not been approved.
- 3) As of November 14, 2003, the City of Columbia had not approved the water line construction plans.
- 4) As of November 14, 2003, DHEC had not issued a sewer line construction permit.
- 5) As of November 14, 2003, DHEC had not issued a water line construction permit.

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 (PDS) recommends conditional approval of the minor subdivision plans for a 4 parcel subdivision, known as Campbell S/D (Project # SD-04-111), **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 Salem Church Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The project is consistent with the Northwest Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northwest Subarea Plan.

Specific Conditions

- a) **PRIOR to any site clearance activity being initiated**, the subdivision plats shall include tree protection certification statements provided by the Department. and
- b) The Department of Public Works must approve the stormwater management plans; and
- c) The Floodplain Manager must approve the flood elevation statement; and
- d) The City of Columbia must approve the water 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) Plats shall not be approved for recording until the City of Columbia approves the water line easement documents; and
- h) No building permits may be issued until the criteria above is met and 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 04-111

540 ST. ANDREWS ROAD, COLUMBIA, SC 29210 M (803) 750-9142
UNITED DESIGN SERVICES, INC.
 LAND SURVEYING SERVICES

EDITH B. CAMPBELL



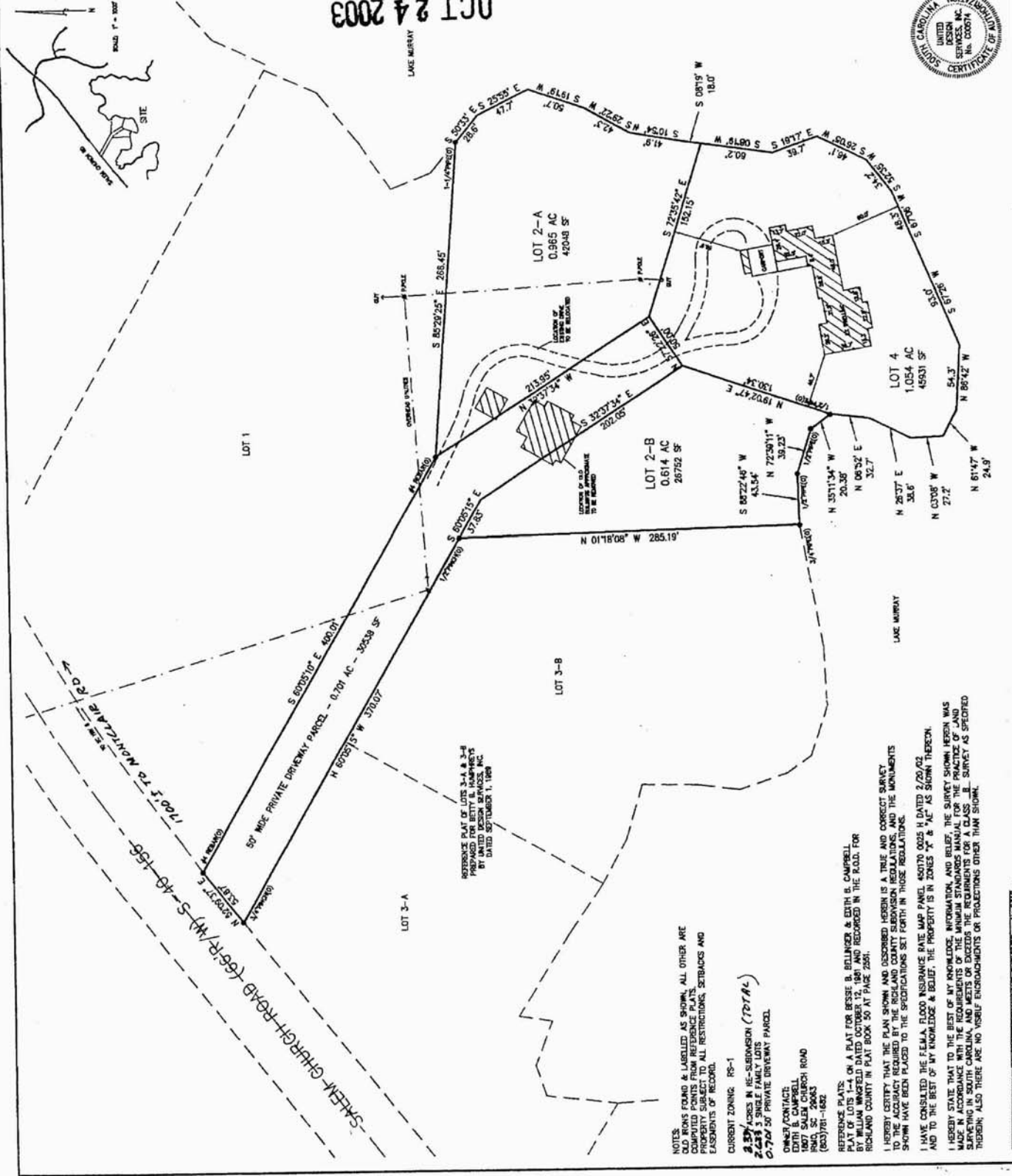
SCALE: 1" = 50'
 DATE: 20 OCT 2003

TUG# 2308-03-11414
 DWG.# US-372-068
 SHEET

1 of 1



OCT 24 2003



NOTES:
 OLD IRONS FOUND & LABELLED AS SHOWN, ALL OTHER ARE COMPUTED POINTS FROM REFERENCE PLATS.
 PROPERTY SUBJECT TO ALL RESTRICTIONS, EASEMENTS AND EASEMENTS OF RECORD.
 CURRENT ZONING: RS-1
 2.5% GROSS IN USE-SUBDIVISION (TOTAL)
 2.43% SINGLE FAMILY LOTS
 0.70% 50' PRIVATE DRIVEWAY PARCEL

DWYER P. CAMPBELL
 1807 SALEM CHURCH ROAD
 FPO, SC 29063
 (803) 781-1682

REFERENCE PLATS:
 PLAT OF LOTS 1-4 ON A PLAT FOR BESSE B. BELINGER & EDITH B. CAMPBELL BY WILLIAM WINGFIELD DATED OCTOBER 12, 1991 AND RECORDED IN THE BOOK FOR RICHLAND COUNTY IN PLAT BOOK 50 AT PAGE 258.
 I HEREBY CERTIFY THAT THE PLAT SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT SURVEY TO THE ACCURACY REQUIRED BY THE RICHLAND COUNTY SUBDIVISION REGULATIONS, AND THE MONUMENTS SHOWN HAVE BEEN PLACED TO THE SPECIFICATIONS SET FORTH IN THOSE REGULATIONS.
 I HAVE CONSULTED THE F.E.M.A. FLOOD INSURANCE RATE MAP PAKEL 450170 0025 H DATED 2/20/02 AND TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE PROPERTY IS IN ZONES 'X' & 'AE' AS SHOWN THEREON.
 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 'B' SURVEY AS SPECIFIED THEREON; ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

WILLIAM M. BRIDGEMAN, PROFESSIONAL LAND SURVEYOR - 162302Z

SD 04-111
CAMPBELL (MINOR)
TMS 02309-02-11/14

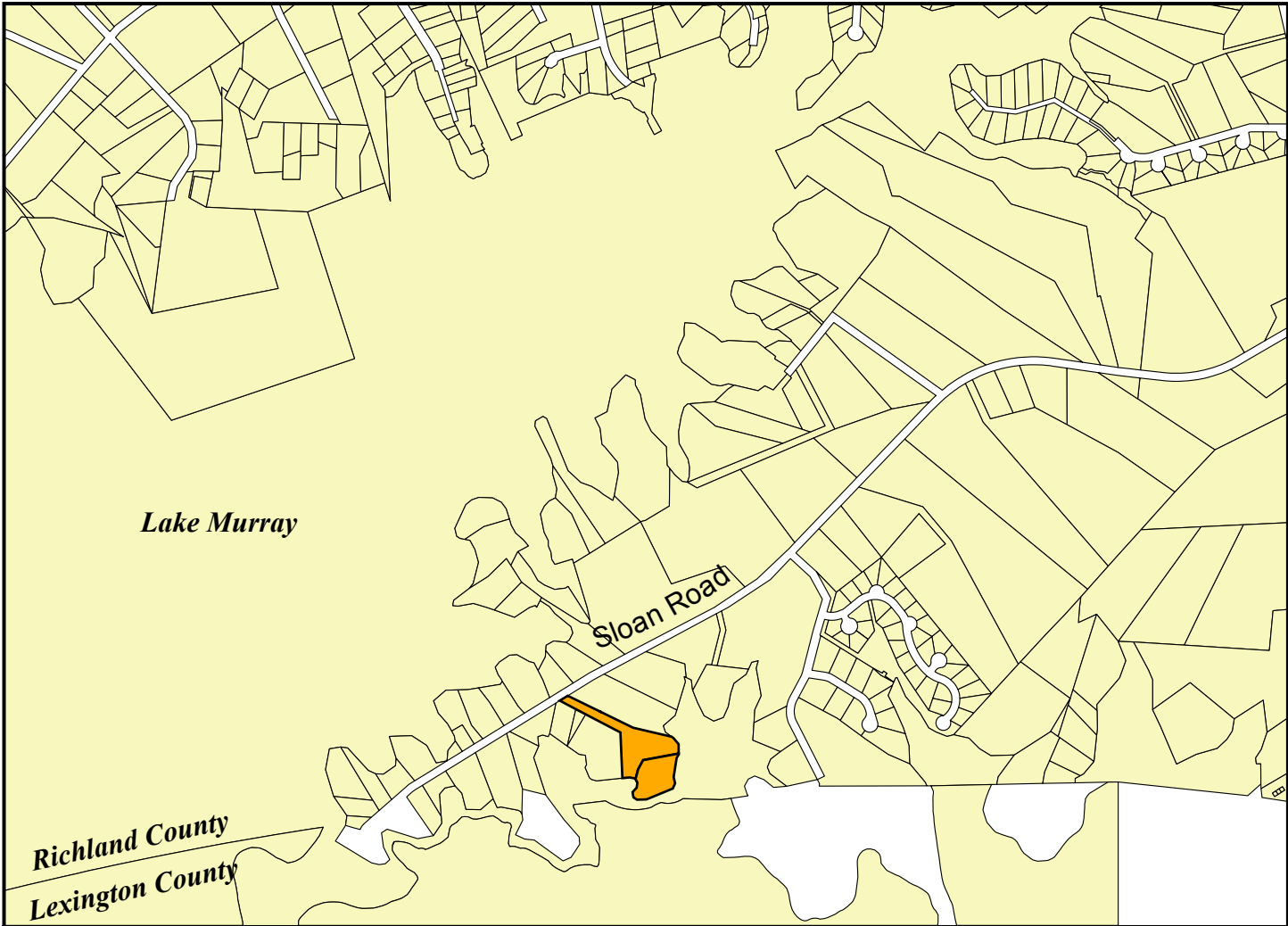
Richland County

Lexington County

Site →



SD 04-111 CAMPBELL (MINOR)



Looking at interior of site



Looking at site from Salem Church Road

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

December 1, 2003

Applicant: Todd Morris		Minor Subdivision Plans For: Longtown Park Plaza (commercial)
RC Project # : SD-04-117		
General Location: East Side of Longtown Road 1/2 mile south of Lee Road		
Tax Map Number: 20300-04-30		Number of Parcels:
Subject Area: 7.5 acres	Sewer Service Provider: City of Columbia	
Current Zoning: M-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	NP	
Current Volume At The Nearest Count Station # 711 Located @ the subject site	4000	
Estimated Traffic Count With the Proposed Project	NP	
Volume-To-Capacity Ratio With The Proposed Project	NP	

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

NP = Not Possible because proposed uses not specified

The proposed project will not result in the LOS C of Longtown Road being exceeded at SCDOT count station # 711. However, the Department estimates that when the subdivisions in the area which have been approved since July 2000 are builtout, the V/C ratio on this road segment will greatly exceed 1.35, or a LOS of F.

Section 6-29-1120 (3) of the SC Code of Laws states that one of the functions of land development regulations (subdivision regulations) is "...to assure the adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in and through new land developments..." In addition, Chapter 22-21 (t) of the County Code provides "...In order to reduce traffic congestion, marginal access streets (*frontage roads*) may be required in residential, commercial or industrial subdivisions..." Furthermore, the SCDOT Access and Roadside Management Guidelines document promulgates driveway separation standards based on the stopping distance at various travel speeds.

The speed limit in this portion of Longtown Road is 45 mph. This portion of Longtown Road is relatively narrow with substandard sight distances at either end of the subject site.

The adoption of the Villages @ Longtown PUD across Longtown Road from the subject site, in effect, changed the I-77 Corridor Subarea Proposed Land Use Map to include commercial land uses on the west side of the Road. The commercial activity approved for the Villages PUD significantly increases the need for a comprehensive access management program in the entire Longtown Road corridor.

It appears that the proposed driveway locations between the southernmost driveway of parcel A and Parcel B do not meet the SCDOT separation standard of 250 feet for a 45 mph speed limit. The separation distance between parcel B and C as well as parcel C and the northernmost driveway of parcel D do not meet the SCDOT separation standard.

The vehicular and pedestrian safety of the project could be significantly improved by one of the following actions:

- 1) Limit parcels A and D to one driveway each, thereby allowing the driveway separations between all the parcels could be adjusted to meet the SCDOT standards; OR
- 2) Construct a frontage road with single access points to the site at the north and south ends of the site.

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	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 a wooded area that slopes downward to the back of the Ashley Ridge subdivision on the east. Ashley Ridge has experienced significant flooding problems since normal rainfall has occurred. This portion of Longtown Road is located in a wooded area with a hill at the north end and a curve at the south end.

Compatibility with the Surrounding Area

The subject project is not compatible with the adjacent residential area to the east. Commercial activity is planned on the west side of Longtown Road in the Villages @ Longtown PUD project.

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 non-residential project located in an area designated for commercial/light 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 M-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 40 respectively, are discussed below:

Objective – Encourage the development and location of industrial uses in those areas identified by the Plan, and where possible, protect such areas with industrial zoning

The M-2 zoning is not consistent with the Map designation. **The proposed project does not implement this Objective.**

Principle – In general, industrial activities should be confined to areas identified on the Proposed Land Use Map and that meet the following provisions:

A. Land not having more than five percent slope

B. Access to major transportation facilities with 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 site appears to have a slope of less than five percent.

(B) Longtown Road is classified as a two lane undivided collector.

(C) The subject site is not conducive to industrial development. Unfortunately, the current M-2 zoning allows virtually any type of development to occur.

(D) The City of Columbia has water and sewer service available to the site.

(E) The proposed project is not compatible with the adjacent residential development.

This project does not implement this Principle.

Other Pertinent Factors

- 1) As of November 14, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of November 14, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of November 14, 2003, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of November 14, 2003, DHEC had not issued a sewer line construction permit.
- 5) As of November 14, 2003, DHEC had not issued a water line construction permit.

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 **denial** of the minor subdivision plans for a 5 parcel non-residential subdivision, known as Longtown Park Plaza (Project # SD-04-117), **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 Longtown Road operating below a LOS C capacity.
2. No separations –therefor no adequate safety
3. The proposed project **is not compatible** with the adjacent Ashley Ridge subdivision.
4. The proposed project **is not consistent** with the I-77 Corridor Subarea Plan Map land use designation as required by state statutes.
5. The proposed project **does not implement** the relevant Objectives and Recommendations of the I-77 Corridor Subarea Plan.

Specific Conditions for Possible Conditional Approval

- 1) **PRIOR to any site clearance activity being initiated**, the subdivision plats shall include tree protection certification statements provided by the Department. And
- 2) The Department of Public Works must approve the stormwater management plans; and
- 3) The Floodplain Manager must approve the flood elevation statement; and
- 4) The City of Columbia must approve the water & sewer line construction plans; and
- 5) DHEC must issue the sewer line construction permits; and
- 6) DHEC must issue the water line construction permits; and
- 7) Plats shall not be approved for recording until the City of Columbia approves the water & sewer line easement documents; and
- 8) The plat must be revised to show a frontage road with single access points to Longtown Road at the north and south ends of the site; and
- 9) No building Permits shall be issued until all of the above conditions are met and the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

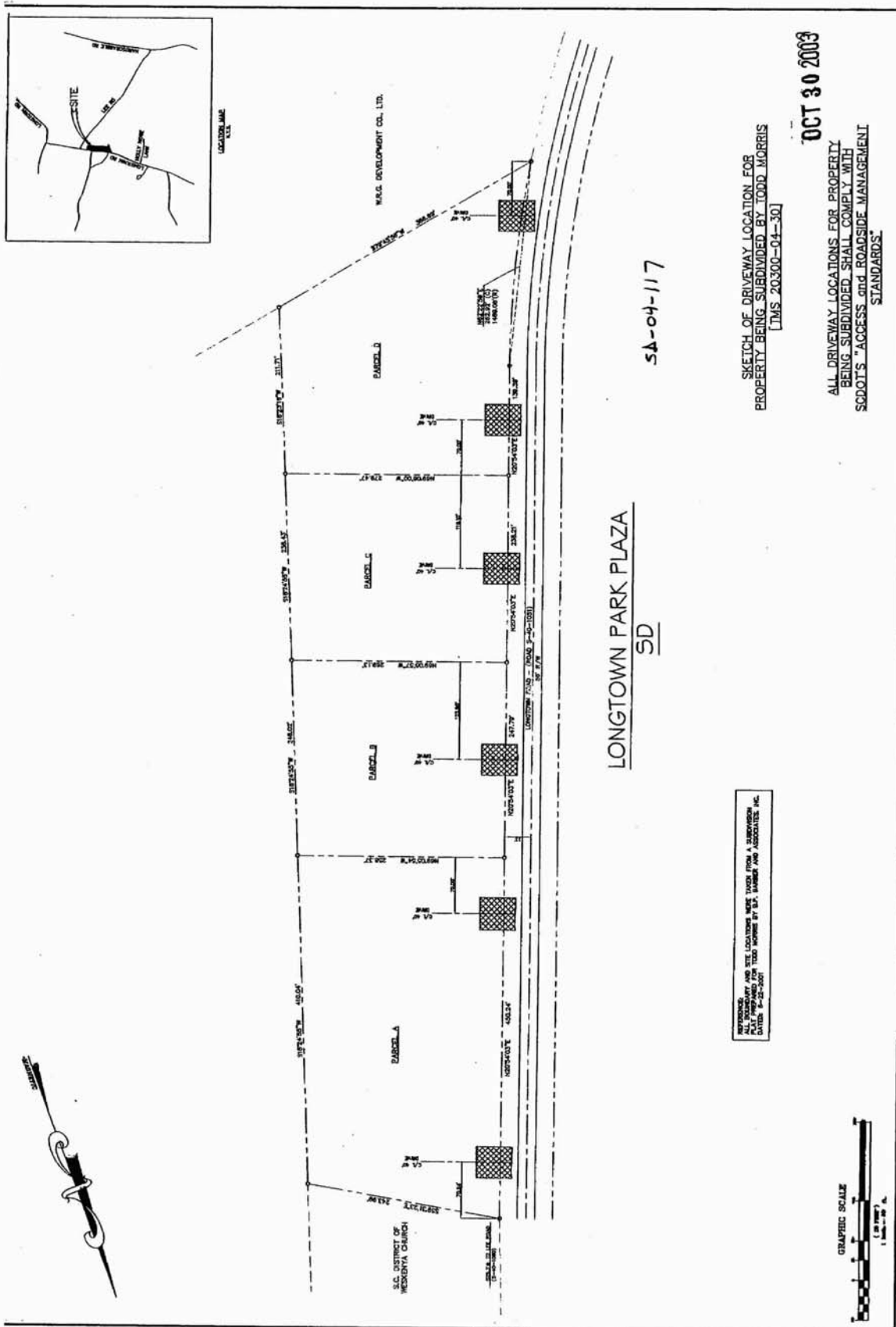
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days 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 04-117



SKETCH OF DRIVEWAY LOCATION FOR
PROPERTY BEING SUBDIVIDED BY TODD MORRIS
[TMS 20300-04-30]

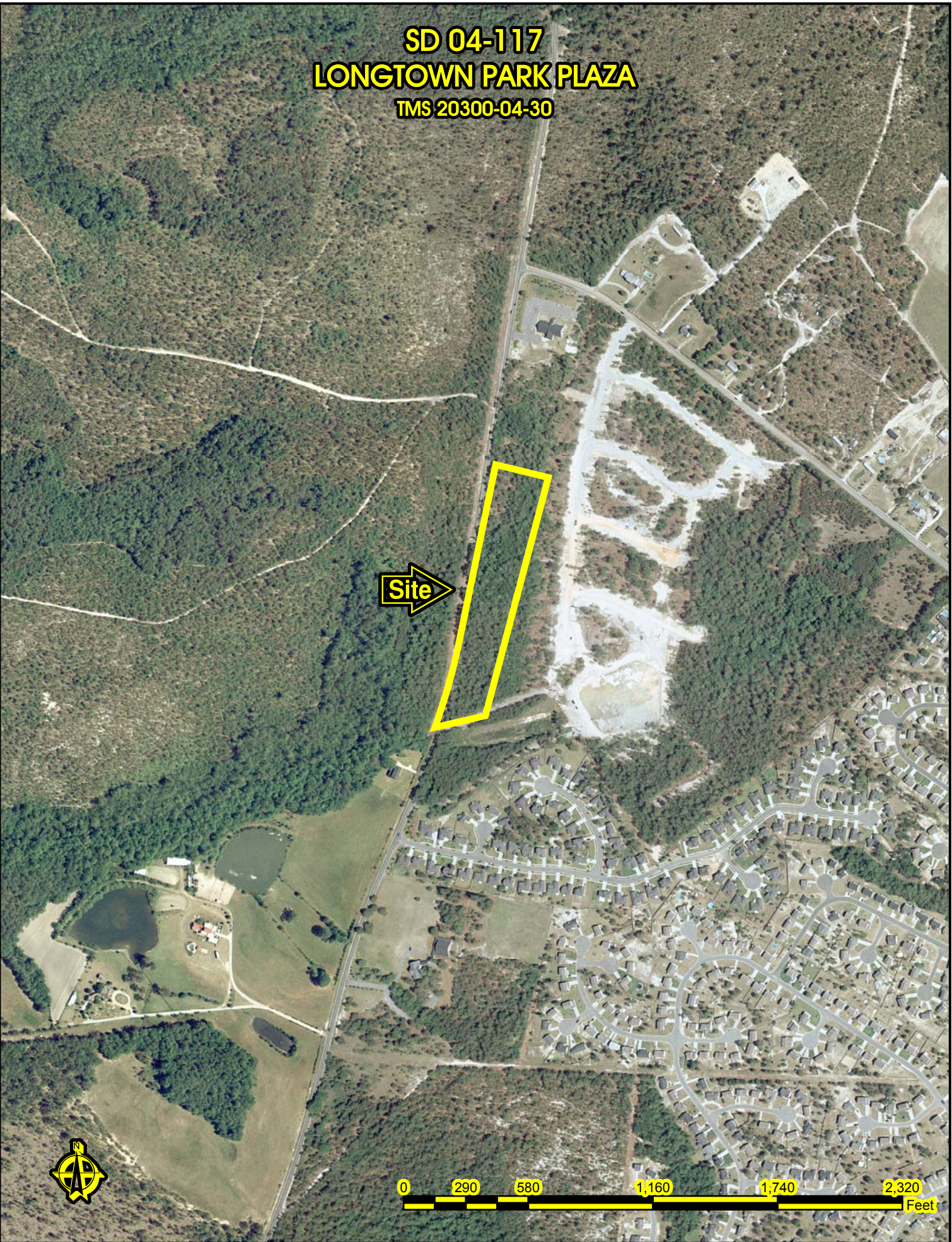
OCT 30 2003

ALL DRIVEWAY LOCATIONS FOR PROPERTY
BEING SUBDIVIDED SHALL COMPLY WITH
SCDDOT'S "ACCESS and ROADSIDE MANAGEMENT
STANDARDS"

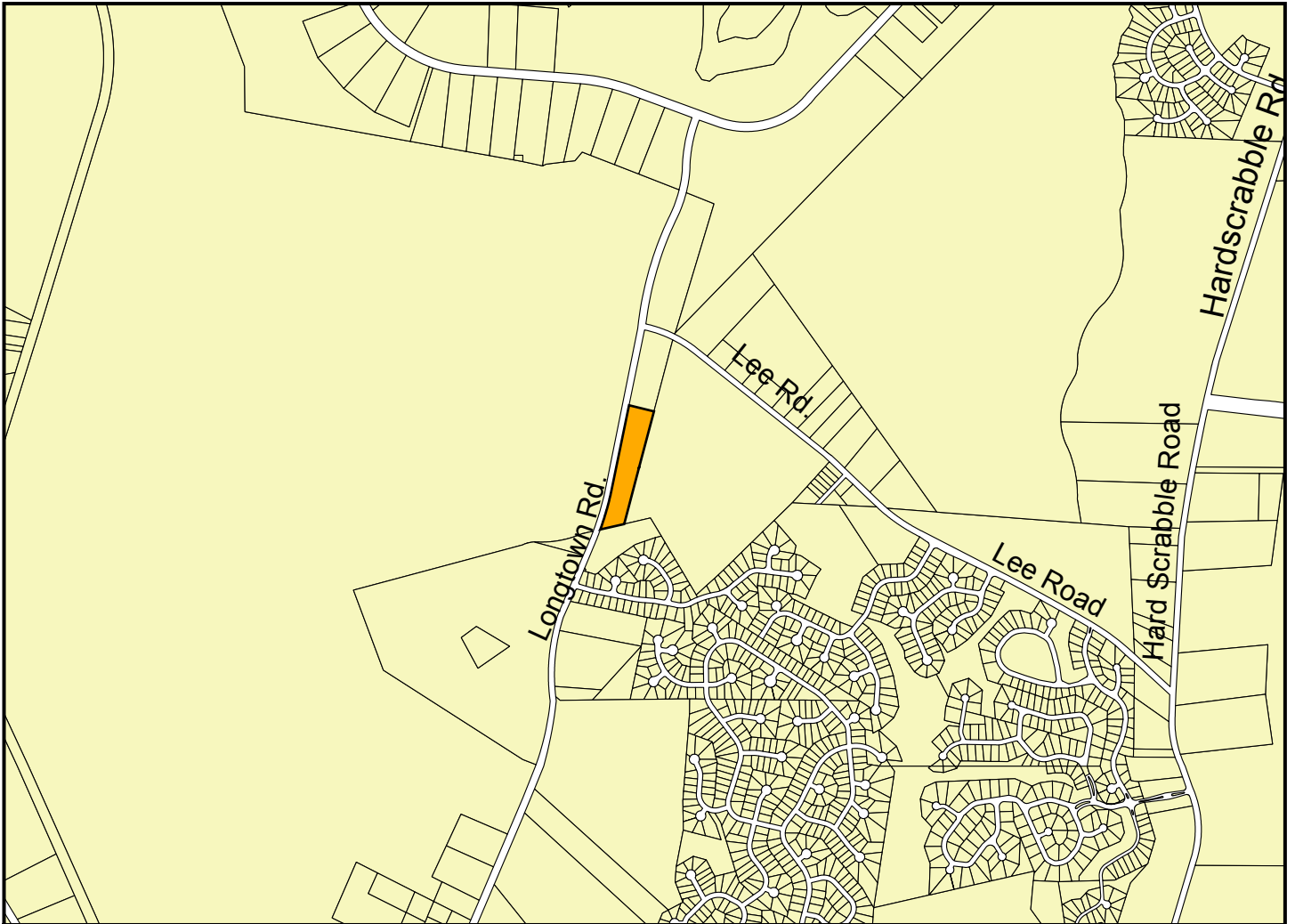


SD 04-117
LONGTOWN PARK PLAZA
TMS 20300-04-30

Site →



SD 04-117 LONGTOWN PARK PLAZA



Looking south along Longtown Rd.



Looking at site from Longtown Rd.

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

December 1, 2003

Applicant: Michael W. Tighe		Minor Subdivision Plans For: Cooks Mountain
RC Project # : SD-04-118		
General Location: North of Garners Ferry Road and East of US 601 on the Wateree River		
Tax Map Number: 39700-01-01/02,03/04/05		Number of Parcels: 7
Subject Area: 1045 acres	Sewer Service Provider: Septic Tank	
Current Zoning: RU	Water Service Provider: Private Wells	

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	Garners Ferry Road via Cates Road	
Functional Classification Of This Roadway	Four divided major arterial	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	33,600	
Estimated Traffic Generated By The Proposed Project	47	
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 subject project will not result in the Level-of-Service on this portion of Garners Ferry Road being reduced below C.

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.

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	1
Middle School @ 0.13 students per single family DU	0
High School @ 0.12 Students per single family DU	0

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

Existing Site Conditions

The 1045 acre site is completely undeveloped woodlands, except for five residential home sites, on a sandstone “mountain” adjacent to the Wateree River floodplain. The residences are each served by septic tanks and wells. Access to the site is via a recorded 66-foot wide easement through the International Paper Co property from the end of Cates Road to a gated driveway.

Compatibility with the Surrounding Area

The proposed project will have 5 home sites and a privately maintained driveway and common area surrounded by a conservation easement of 1000 MOL acres. The project is compatible with the rural character of the area.

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 on this Map. The proposed subdivision is consistent with the Map’s land use designation.

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 – None Applicable

Principle –None Applicable

Other Pertinent Factors

None

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 5 unit single family detached subdivision, known as Cook’s Mountain (Project # SD-04-118), **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 Garners Ferry Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The 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) 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.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

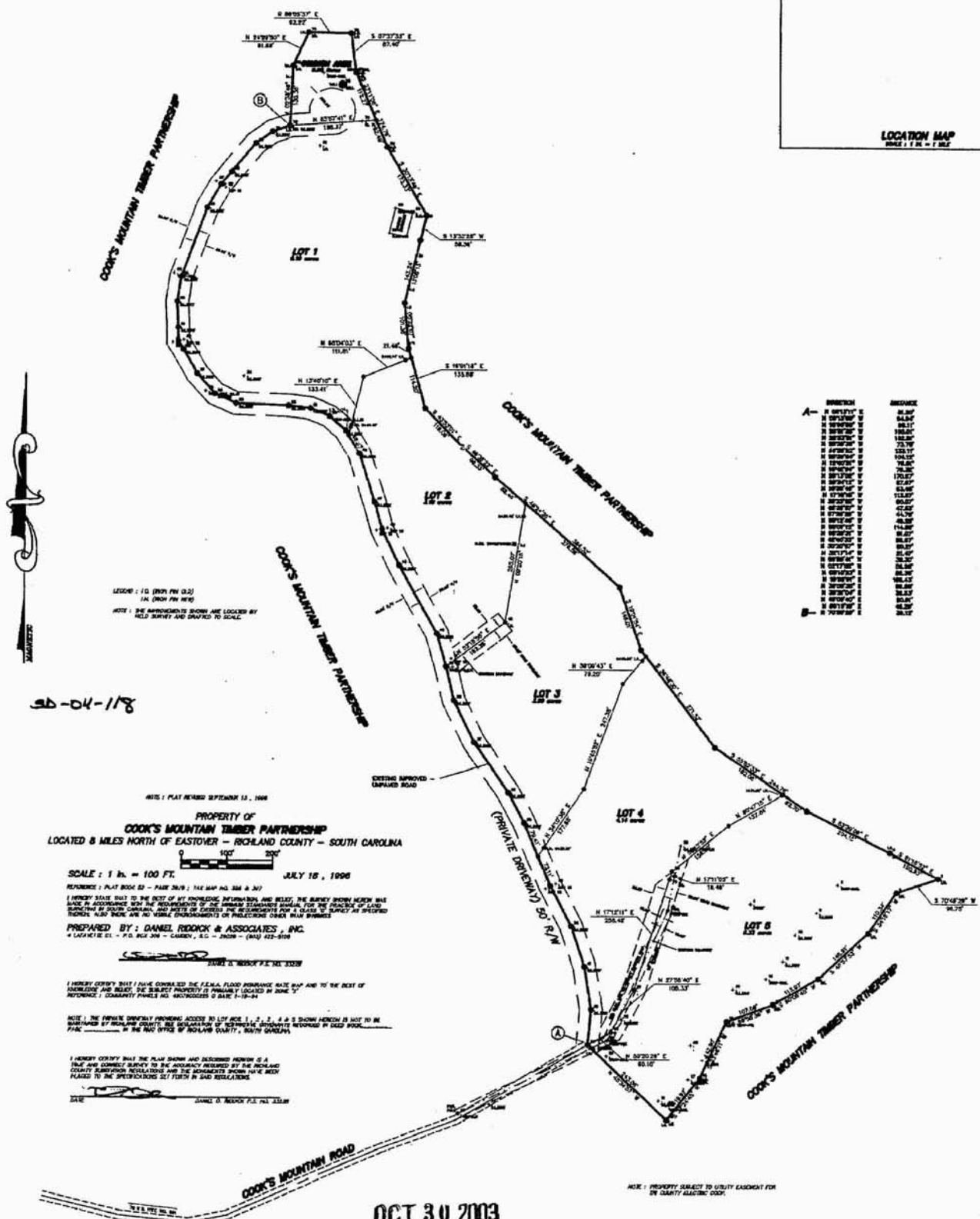
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days 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 04-118



LOCATION MAP
SCALE: 1 IN. = 1 MILE

SECTION	AREA
A	10.00
B	10.00
C	10.00
D	10.00
E	10.00
F	10.00
G	10.00
H	10.00
I	10.00
J	10.00
K	10.00
L	10.00
M	10.00
N	10.00
O	10.00
P	10.00
Q	10.00
R	10.00
S	10.00
T	10.00
U	10.00
V	10.00
W	10.00
X	10.00
Y	10.00
Z	10.00

SD-04-118

NOTE: PLAT REVISION SEPTEMBER 13, 1998

**PROPERTY OF
COOK'S MOUNTAIN TIMBER PARTNERSHIP**

LOCATED 8 MILES NORTH OF EASTOVER - RICHLAND COUNTY - SOUTH CAROLINA

SCALE: 1 in. = 100 FT. JULY 18, 1998

REFERENCE: PLAT BOOK 52 - PAGE 2819; TAX MAP NO. 336 & 347

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 ANTI-SURVEYORSHIP ACT, THE FEDERAL LAND SURVEYING ACT, AND THE RULES OF THE BOARD OF SURVEYING AND MAPPING, AND THAT THE SURVEY IS CORRECT AND ACCURATE.

PREPARED BY: DANIEL RIDDOCK & ASSOCIATES, INC.
4 LANTANA DR. - P.O. BOX 308 - COLUMBIA, S.C. - 29208 - (803) 432-0108

NOTE: THE FLOOD HAZARD INFORMATION SHOWN ON THIS MAP IS BASED ON THE BEST AVAILABLE DATA AND IS NOT A GUARANTEE OF ACCURACY. THE USER OF THIS MAP SHOULD CONSULT THE FLOOD HAZARD MAPS OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FOR FURTHER INFORMATION.

NOTE: THE PRIVATE DRIVEWAY SHOWN ACCESS TO LOT ONE, TWO, THREE, FOUR AND FIVE IS SHOWN HEREON IS NOT TO BE CONSIDERED AS A PUBLIC DRIVEWAY UNLESS OTHERWISE INDICATED BY A DEDICATION INSTRUMENT FILED IN THE PUBLIC OFFICE OF RICHLAND COUNTY, SOUTH CAROLINA.

I HEREBY CERTIFY THAT THE PLAT SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT COPY OF THE ORIGINAL AS SUBMITTED TO THE RICHLAND COUNTY SURVEYING REGULATIONS AND THE INSTRUMENTS SHOWN HAVE BEEN FILED TO THE RECORDS OF RICHLAND COUNTY, SOUTH CAROLINA.

DATE: _____ DANIEL R. RIDDOCK, P.E., PLS. 2338

NOTE: PROPERTY SUBJECT TO UTILITY EASEMENT FOR DE QUARTY ELECTRIC COOP.

OCT 30 2003

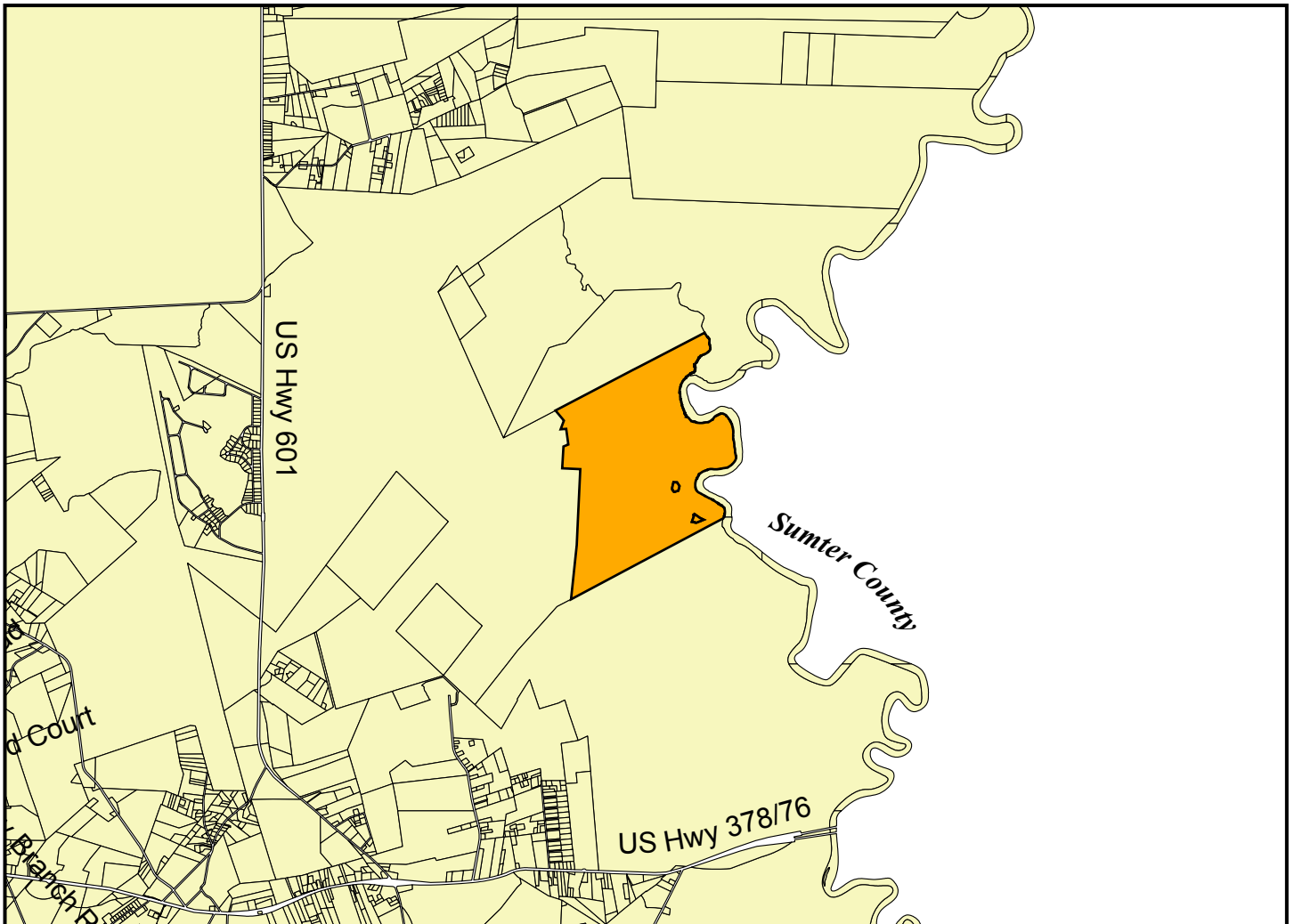
SD 04-118
COOKS MOUNTAIN
TMS 39700-01-01 thru 06

Site →

Sumter County
Richland County



SD 04-118 COOKS MOUNTAIN



Virgin Natural Area

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

December 1, 2003

Applicant: Brickyard-Longtown, Inc.		Preliminary Subdivision Plans For: Traditions	
RC Project # : SD-04-121			
General Location: Longreen Parkway in Villages @ Longtown			
Tax Map Number: 17500-03-42 (p)		Number of Residences: 43	
Subject Area: 14.5 acres		Sewer Service Provider: City of Columbia	
Current Zoning: PUD		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	409	
Current Volume At The Nearest Count Station # 711 Located @ Lee Road	4000	
Estimated Traffic Count With the Proposed Project	4409	
Volume-To-Capacity Ratio With The Proposed Project	0.51	

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 SCDOT 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 to the project from 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 land use designation as required by state law.**

The I-77 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 2.96 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) Although the Public Works Dept. approved the Street, Storm Drainage & Erosion Control Plans on November 17, 2003, the applicant must still conform to the tree protection requirements in Chapter 27 of the County Code.
- 2) As of November 14, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of November 14, 2003, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of November 14, 2003, DHEC had not issued a sewer line construction permit.
- 5) As of November 14, 2003, DHEC had not issued a water line construction permit.

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 (PDS) recommends conditional approval of the preliminary subdivision plans for a 43 unit single family detached subdivision, known as Traditions (Project # SD-04-121), **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) **PRIOR to any site clearance activity being initiated**, the subdivision plats shall include tree protection certification statements provided by the Department; and
- b) 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
- c) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- d) The City of Columbia must approve the water & 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 building permits shall be issued until all of the conditions cited above are met; and
- h) Plats shall not be approved for recording until the City of Columbia approves the water & sewer line easement documents; and
- i) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- j) 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
- k) 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

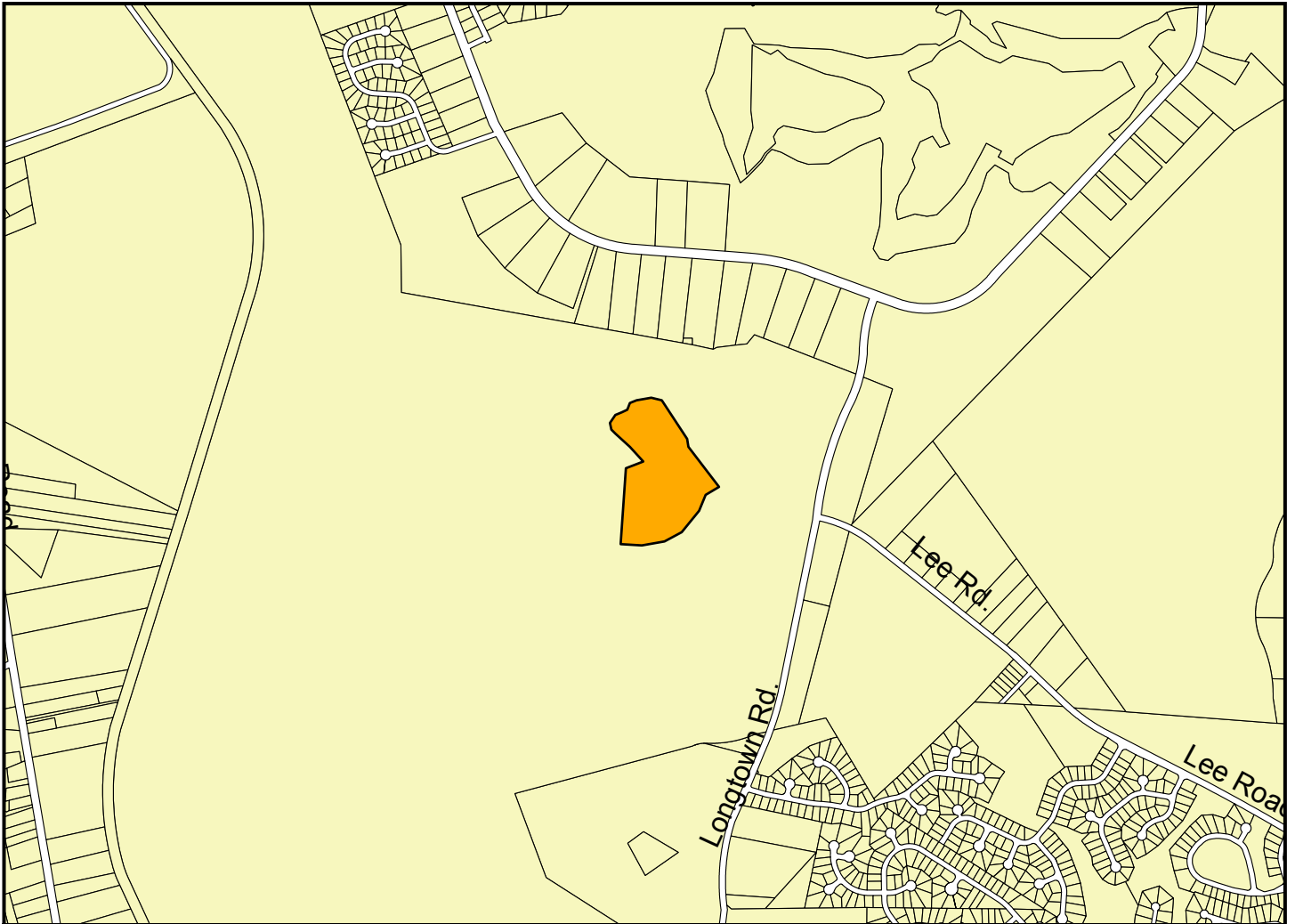
Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt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

SD 04-121
TRADITIONS
TMS 17500-03-42 (p)

Site →



SD 04-121 TRADITIONS



Looking at site from Longreen Parkway

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

December 1, 2003

Applicant: Jim Futter		Minor Subdivision Plans For: Elders Common (commercial & MF residential sites)
RC Project # : SD-04-122		
General Location: East Side Hardscrabble Road @ Elders Pond Road		
Tax Map Number: 20200-02-14		Number of Parcels: 10 (8 office commercial & 2 MF residential)
Subject Area: 34.5 acres	Sewer Service Provider: City of Columbia	
Current Zoning: PUD	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 C Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	3809	
Current Volume At The Nearest Count Station # 437 Located @ Lee Road	9500	
Estimated Traffic Count With the Proposed Project	13309	
Volume-To-Capacity Ratio With The Proposed Project	1.54	

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 for general office use (11.01 ADTs/1000 sq. ft. Gross Leasable Area) found on page 1052 of the Institute of Traffic Engineering, Traffic Generation Manual, 6th Edition times an assumed GLA of 8000 sq. ft. per acre [8000 sq. ft. x 34.5 acres = 276,000 GLA]

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, even without the subject project, 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. **In addition, upon buildout of the subdivisions and other commercial projects approved to date upstream of the proposed project, the Department projects that more than 32,000 ADTs will be on a road designed for 8600 average daily 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 undeveloped sandy pine woodlands. City of Columbia has water and sewer service available to the site. The applicant, SCDOT and the developer of the Elders Pond S/D adjacent to the subject site on the west have an agreement to install right-turn lanes across the front of the site and a traffic light at Elders Pond Road within the next year.

Compatibility with the Surrounding Area

The proposed office commercial subdivision is compatible with The Summit Master Plan for commercial activity in this location.

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 Development on this Map.

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

The Summit Master Plan designated the subject parcel for commercial development. The proposed project implements this Objective.

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

1. Sites identified on the Proposed Land Use Map; or
2. Sites that don't encroach or penetrate established residential areas; or
3. Sites of major traffic junctions and cluster locations opposed to strip development

The subject project implements the first two of these conditions. It does not implement the third condition because the commercial portion of the site is essentially more strip commercial development, even though it is intended for office rather than retail uses. This project implements this Principle.

State statutes charge local governments with the responsibility to make land development decisions that protect public health, safety and welfare. More specifically, Section 6-29-1120, SC Code of Laws states, in part "...the regulation of land development by municipalities, counties or consolidated political subdivisions is authorized for the following purposes, among others...to assure the adequate provision of safe and convenient traffic access and circulation, both vehicular and pedestrian, in and through new land developments..." More specifically, Section 22-21 (t) of the County Code states "...In order to reduce traffic congestion, marginal access streets (*frontage roads*) may be required in residential, commercial or industrial subdivisions..."

In the Spring of 2003, the Department convened a meeting with the developers of the subject project, the Elders Pond subdivision (adjacent to the subject project on the east), the strip commercial project on the west side of Hardscrabble Road and SCDOT in an attempt to coordinate the access points among the various projects. One of the results of this meeting is that SCDOT has executed an agreement with the Elders Pond developer and the applicant to construct a right turn lane along the east side of Hardscrabble Road from the south end of the subject property to the Elders Pond Road entrance. A traffic light will also be installed at the Elders Pond Road/Hardscrabble Road intersection.

The Department stated in this meeting, and in subsequent meetings with the applicant, that the access to the subject project must be limited to Elders Pond Road and the apartments entrance. Access to proposed lots 1, 2, 3 and 4 can be accomplished by an access easement, a sort of reverse frontage road, across the east side of lots adjacent to the apartments and limiting the access to these lots to the apartment entrance and Elders Pond Road via the access easement. The access to lot 6 should also be limited to Elders Pond Road.

Unfortunately, the applicant submitted a proposed plat depicting a joint driveway between lots 3 and 4. This proposed driveway would result in another significant conflicting movement with traffic trying to exit the subject site across the northbound right turn lane for Elders Pond Road. The apartment entrance also results in the same conflicting traffic movement across the northbound right turn lane. Statistics consistently show that conflicting traffic movements, such as driveways entering the traffic flow, are the cause of most accidents.

On May 5, 2003, the Commission approved a plat for Gibson Tract commercial S/D [SD-03-243] directly across Hardscrabble Road with 4 driveway cuts to 7 commercial parcels. The apartment entrance and Elders Pond Road already result in 6 points of conflicting movement within 1200 feet, or so, of each other.

As described above, the projected traffic on this portion of Hardscrabble Road will exceed 32,000 vehicles per day. In addition, these entrances are all for commercial, i.e., relatively high traffic generators, land uses. In summary, this portion of Hardscrabble Road will have an extraordinarily high volume of traffic with far too many access points for reasonably safe driving conditions.

Other Pertinent Factors

- 1) As of November 14, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 2) As of November 14, 2003, the City of Columbia had not approved the water and sewer line construction plans.
- 3) As of November 14, 2003, DHEC had not issued a sewer line construction permit.
- 4) As of November 14, 2003, DHEC had not issued a water line construction permit.

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 (PDS) recommends **denial** of the minor subdivision plans for a 10 parcel office commercial/multi-family residential subdivision, known as Elders Common (Project # SD-04-122), **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 analysis shows that, even without the subject project, 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. **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.**
2. The proposed subdivision is compatible with existing development in the area.
3. The project is consistent with the Northeast Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northeast Subarea Plan.
5. The proposed driveway between lots 3 and 4 is creates a safety hazard for both pedestrians and vehicles, particularly since alternative access is available via Elders Pond Road or the apartment complex entrance.

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

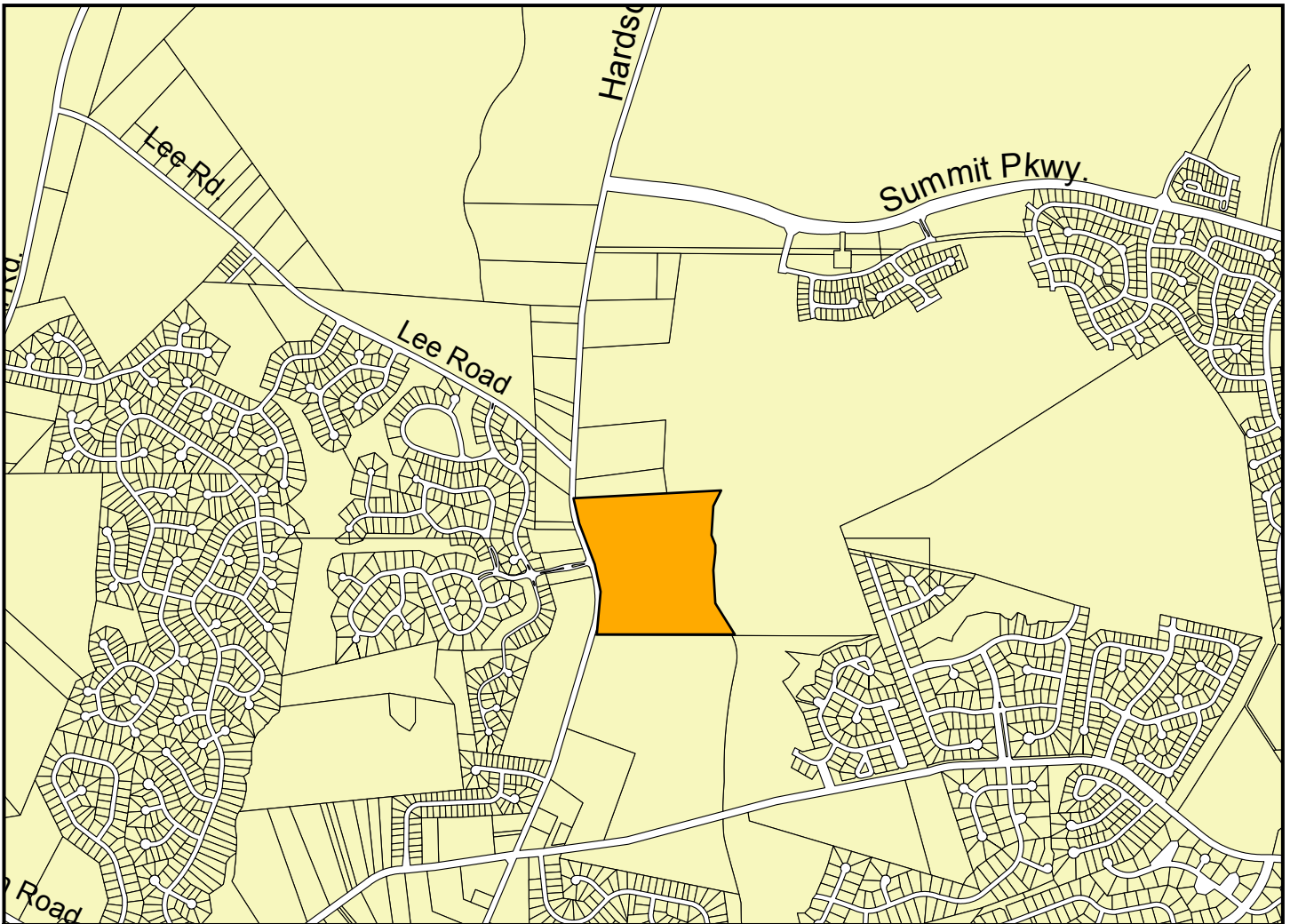
Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt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

SD 04-122
ELDERS COMMONS (COMMERCIAL)
TMS 20200-02-14 & 20300-03-13

Site →



SD 04-122 ELDERS COMMONS



Looking south on Hardscrabble Rd.
at proposed entrance



Looking at site from grill

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

December 1, 2003

Applicant: Symth McCrady		Minor Subdivision Plans For:	
RC Project # : SD-04-123		Smyth McCrady S/D	
General Location: Buddy Eargle Road near Forrest Shealy Road			
Tax Map Number: 01408-01-08		Number of Residences: 3	
Subject Area: 4.7 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	Johnson Marina Rd via Forrest Shealy 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	28	
Current Volume At The Nearest Count Station # 559 Located @ Forrest Shealy Rd	1800	
Estimated Traffic Count With the Proposed Project	1828	
Volume-To-Capacity Ratio With The Proposed Project	0.21	

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 being exceeded at SCDOT count station 559.

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	0
Middle School @ 0.13 students per single family DU	0
High School @ 0.12 Students per single family DU	0

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

Existing Site Conditions

The thinly wooded site slopes downward to the west toward Lake Murrary. An existing residence will occupy one of the sites.

Compatibility with the Surrounding Area

There is varying sizes of residential lots in the general area. The 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 Northwest 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 Low Density Residential on this Map. The proposed project is consistent with this land use designation.

The Northwest Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 29 and 36 respectively, are discussed below:

Objective – In areas with environmentally sensitive lands of limited infrastructure, low density development is encouraged

The project will have a density of 1.5 DU/acre. The proposed project implements this Objective.

Principle – None Applicable

Other Pertinent Factors

- 1) As of November 14, 2003, the flood elevation statement had not been approved.

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 unit single family detached subdivision, known as Smyth McCrady subdivision (Project # SD-04-123), **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 Forrest Shealy or Johnson Marina Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The project is consistent with the Northwest Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northwest Subarea Plan.

Specific Conditions

- a) **PRIOR to any site clearance activity being initiated**, the subdivision plats shall include tree protection certification statements provided by the Department; and
- b) The flood elevation statement must be approved prior to issuing building permits; and
- c) 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.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

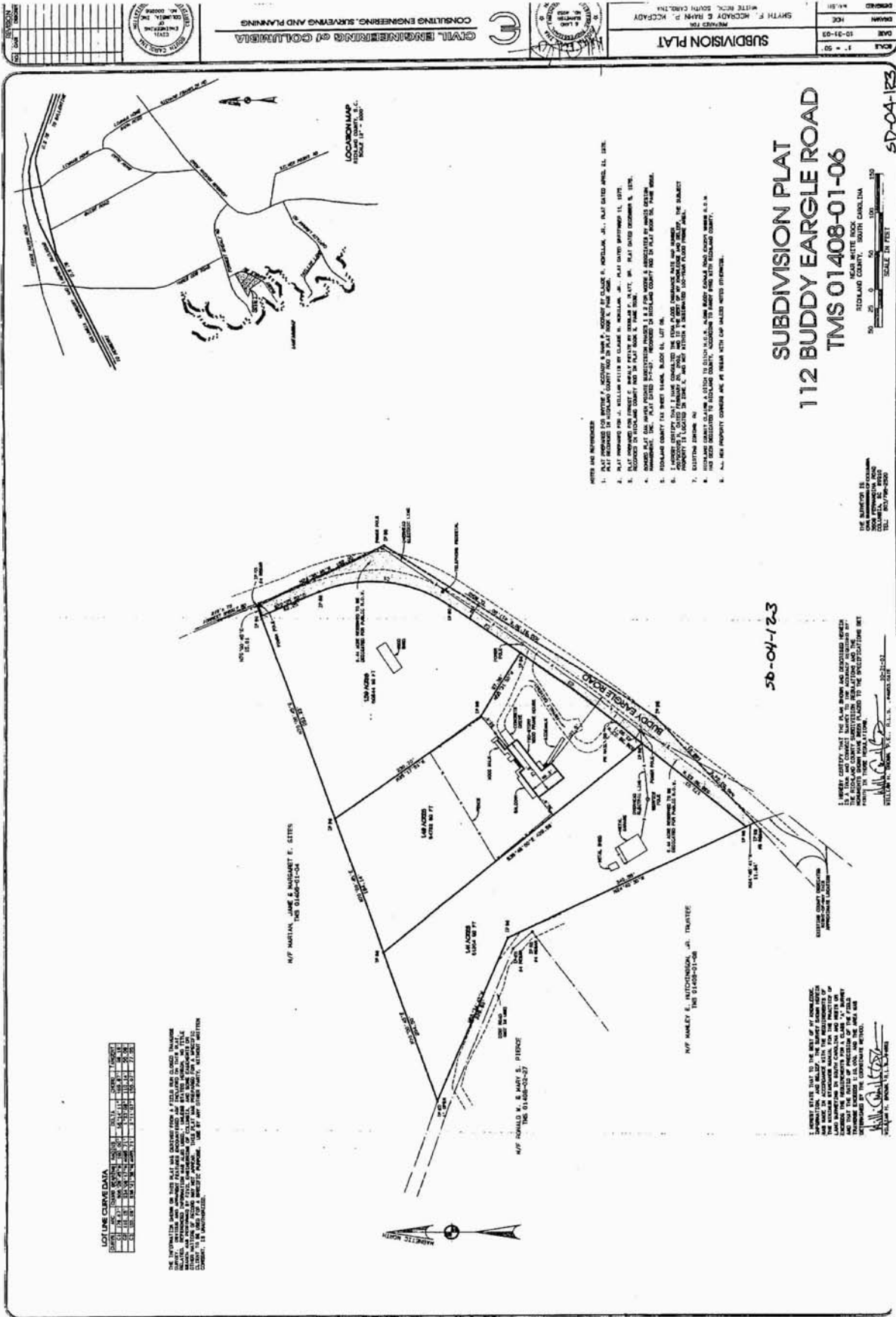
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days 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 04-123



LOT USE CURVE DATA

LOT NO.	AREA (SQ. FT.)	PERCENT
1	10,000	10.00
2	10,000	10.00
3	10,000	10.00
4	10,000	10.00
5	10,000	10.00
6	10,000	10.00
7	10,000	10.00
8	10,000	10.00
9	10,000	10.00
10	10,000	10.00
11	10,000	10.00
12	10,000	10.00
13	10,000	10.00
14	10,000	10.00
15	10,000	10.00
16	10,000	10.00
17	10,000	10.00
18	10,000	10.00
19	10,000	10.00
20	10,000	10.00
21	10,000	10.00
22	10,000	10.00
23	10,000	10.00
24	10,000	10.00
25	10,000	10.00
26	10,000	10.00
27	10,000	10.00
28	10,000	10.00
29	10,000	10.00
30	10,000	10.00
31	10,000	10.00
32	10,000	10.00
33	10,000	10.00
34	10,000	10.00
35	10,000	10.00
36	10,000	10.00
37	10,000	10.00
38	10,000	10.00
39	10,000	10.00
40	10,000	10.00
41	10,000	10.00
42	10,000	10.00
43	10,000	10.00
44	10,000	10.00
45	10,000	10.00
46	10,000	10.00
47	10,000	10.00
48	10,000	10.00
49	10,000	10.00
50	10,000	10.00

THESE CURVES WERE COMPUTED BY THE CIVIL ENGINEERING DEPARTMENT OF THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL. THE CURVES WERE CHECKED BY THE CIVIL ENGINEERING DEPARTMENT OF THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL. THE CURVES WERE CHECKED BY THE CIVIL ENGINEERING DEPARTMENT OF THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL.

5b-04-123

- NOTES AND REFERENCES:**
1. PLAT PREPARED FOR RECORD BY MESSRS. J. W. HARRIS & SONS, INC., PLAT DATED APRIL 11, 1928.
 2. PLAT PREPARED FOR RECORD BY MESSRS. J. W. HARRIS & SONS, INC., PLAT DATED SEPTEMBER 11, 1928.
 3. PLAT PREPARED FOR J. W. HARRIS & SONS, INC., PLAT DATED SEPTEMBER 11, 1928.
 4. PLAT PREPARED FOR J. W. HARRIS & SONS, INC., PLAT DATED SEPTEMBER 11, 1928.
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 8. PLAT PREPARED FOR J. W. HARRIS & SONS, INC., PLAT DATED SEPTEMBER 11, 1928.
 9. PLAT PREPARED FOR J. W. HARRIS & SONS, INC., PLAT DATED SEPTEMBER 11, 1928.
 10. PLAT PREPARED FOR J. W. HARRIS & SONS, INC., PLAT DATED SEPTEMBER 11, 1928.

SUBDIVISION PLAT 112 BUDDY EARGLE ROAD TMS 01408-01-06

NEAR WHITE ROCK
ROWAN COUNTY, NORTH CAROLINA

SCALE IN FEET
1" = 100'

SD-04-123

I HEREBY CERTIFY THAT THE SAME SHOWS AND DESCRIBES THE PLAT AS SHOWN ON THE ABOVE PLAT AND THAT THE SAME IS IN ACCORDANCE WITH THE ACTS OF THE LEGISLATURE OF THE STATE OF NORTH CAROLINA IN THIS RESPECT.

WITNESSED AND SUBSCRIBED AT CHAPEL HILL, NORTH CAROLINA, THIS 11th DAY OF SEPTEMBER, 1928.

CIVIL ENGINEERS OF NORTH CAROLINA
CONSULTING ENGINEERING, SURVEYING AND PLANNING

REGISTERED PROFESSIONAL ENGINEERS
SMITH F. MCCRAY & M. MCCRAY
WHITE ROCK, SOUTH CAROLINA

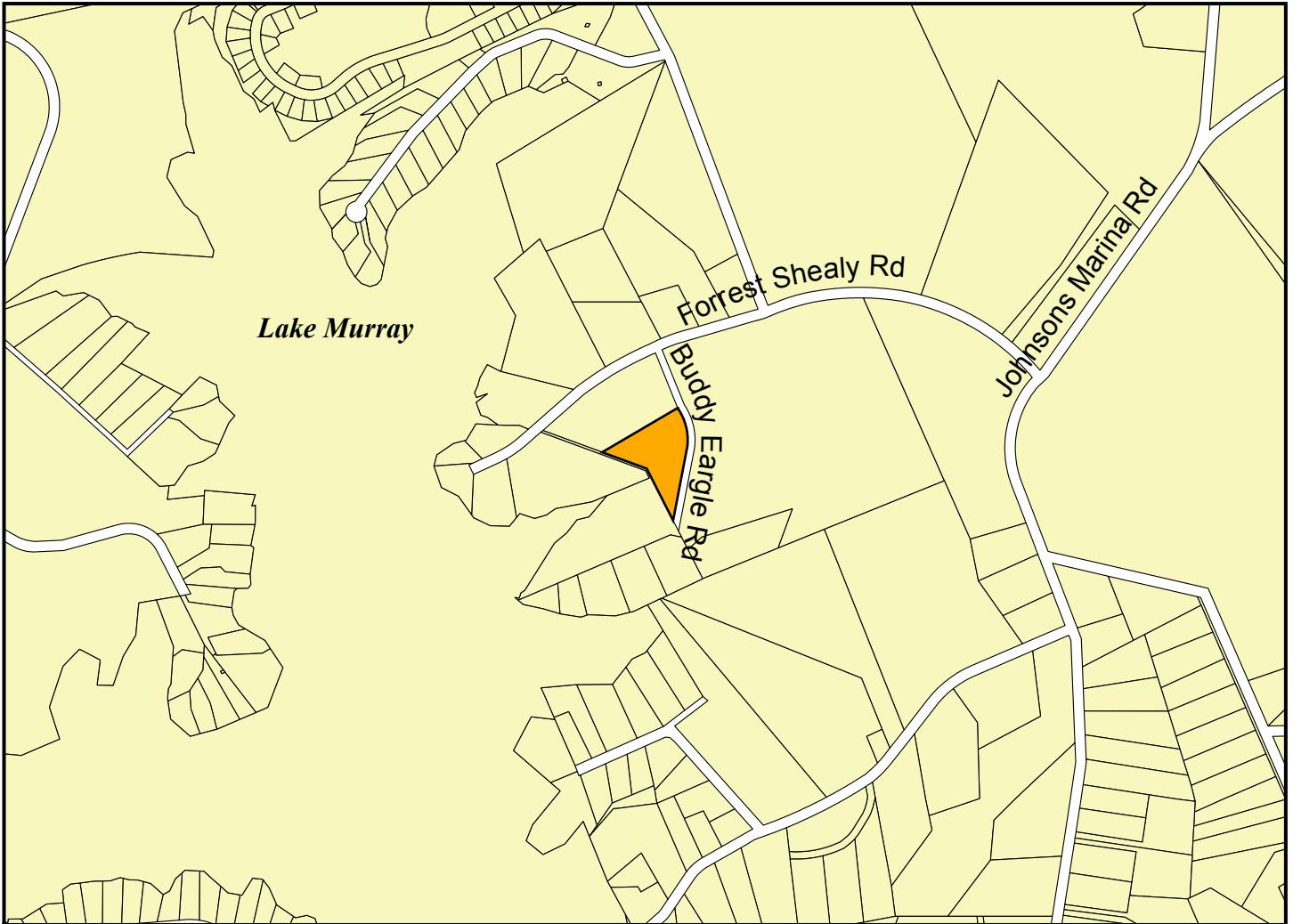
DATE: 10-1-28
SCALE: 1" = 50'

SD 04-123
SMYTHE McCRADY (MINOR)
TMS 01408-01-06



SD 04-123

SMYTHE McCRADY (MINOR)



Looking at site from Buddy Eargle Rd.



Looking along Buddy Eargle Rd. towards Forrest Shealy Rd.

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

December 1, 2003

Applicant: Centex Homes		Preliminary Subdivision Plans For: Windstone Townhomes S/D	
RC Project # : SD-04-125			
General Location: Harbison Blvd at Woodcross Drive			
Tax Map Number: 04982-01-27		Number of Residences: 26	
Subject Area: 3.2 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	Harbison Blvd	
Functional Classification Of This Roadway	Five Lane Undivided Minor Arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	28,600	
Estimated Traffic Generated By The Proposed Project	172	
Current Volume At The Nearest Count Station # 463 Located @ near the site	10,400	
Estimated Traffic Count With the Proposed Project	10,572	
Volume-To-Capacity Ratio With The Proposed Project	0.37	

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 SCDOT count station 463.

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	5
Middle School @ 0.13 students per single family DU	3
High School @ 0.12 Students per single family DU	2

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

Existing Site Conditions

The existing site is a wooded area that slopes down away from Harbison Blvd toward a lake behind the adjacent apartments. Water and sewer service is available from the City of Columbia. A portion of the walking trails present throughout the Harbison area is adjacent to the site.

Compatibility with the Surrounding Area

The project is an infill site located between the Timberlake Apartments and the Woods Edge Apartments. The 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 Northwest 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. The proposed project is consistent with this land use designation.

The Northwest Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 29 and 34 respectively, are discussed below:

Objective –Promote new development in areas with adequate infrastructure

The analysis above shows that adequate infrastructure is available to serve this project. The proposed project implements this Objective.

Principle –The Established Urban Area should contain overall higher density levels

The density of the subject project is 8.2 DU/acre. This project implements this Principle.

Other Pertinent Factors

- 1) As of November 14, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of November 14, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of November 14, 2003, the City of Columbia had not approved the water and sewer line construction plans.
- 4) As of November 14, 2003, DHEC had not issued a sewer line construction permit.
- 5) As of November 14, 2003, DHEC had not issued a water line construction permit.

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 subdivision plans for a 26 unit townhouse subdivision, known as Windstone Townhomes (Project # SD-04-125), **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 Harbison Blvd operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The project is consistent with the Northwest Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northwest Subarea Plan.

Specific Conditions

- a) **PRIOR to any site clearance activity being initiated**, the subdivision plats shall include tree protection certification statements provided by the Department; and
- b) The Department of Public Works must approve the stormwater management plans; and
- c) The Floodplain Manager 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 building permits shall be issued until all of the conditions cited above are met; and

- h) Plats shall not be approved for recording until the City of Columbia approves the water and sewer line easement documents; and
- i) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- j) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water and sewer line easement deeds **AND (2)** the County accepts the roads for maintenance; and
- k) 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

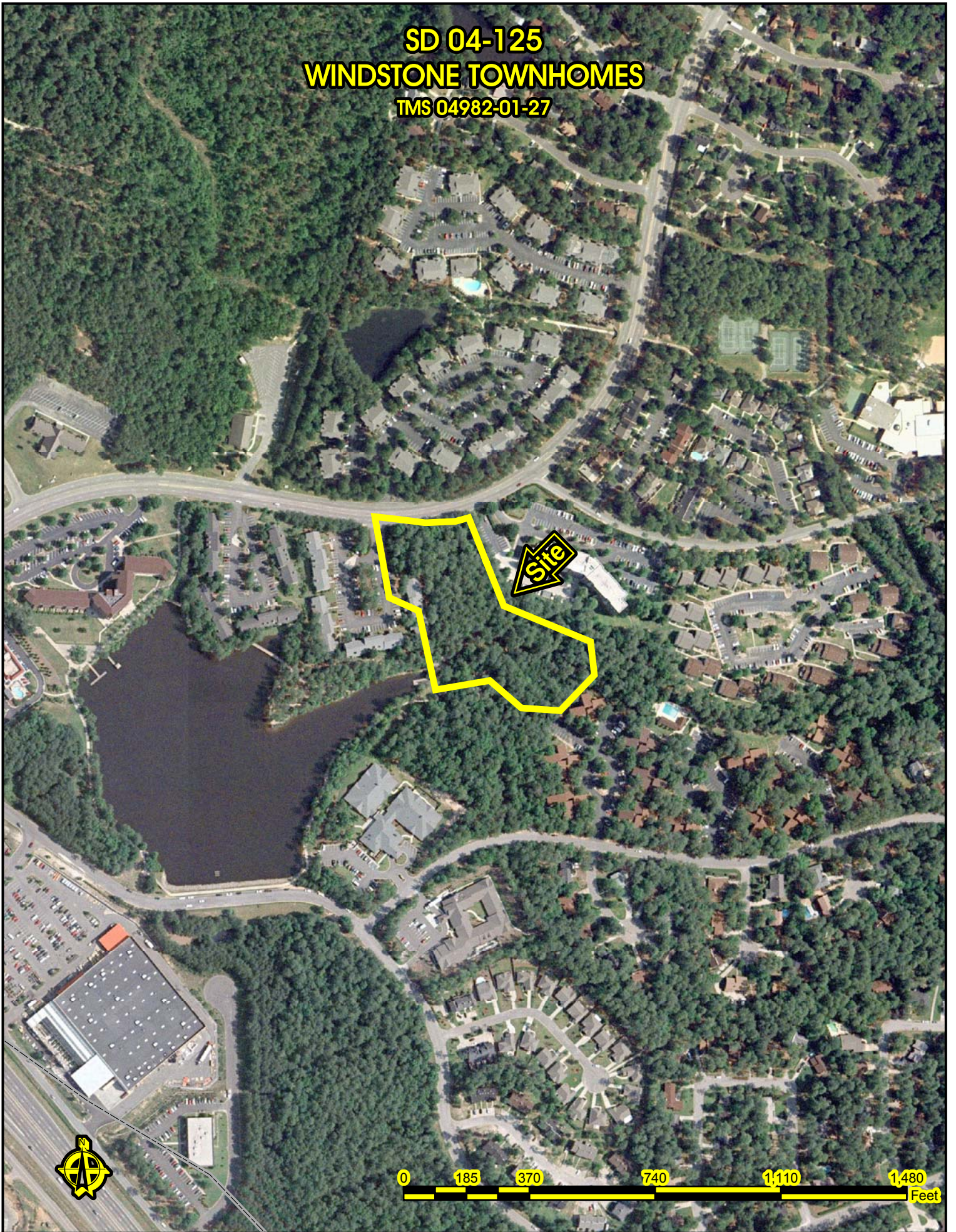
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

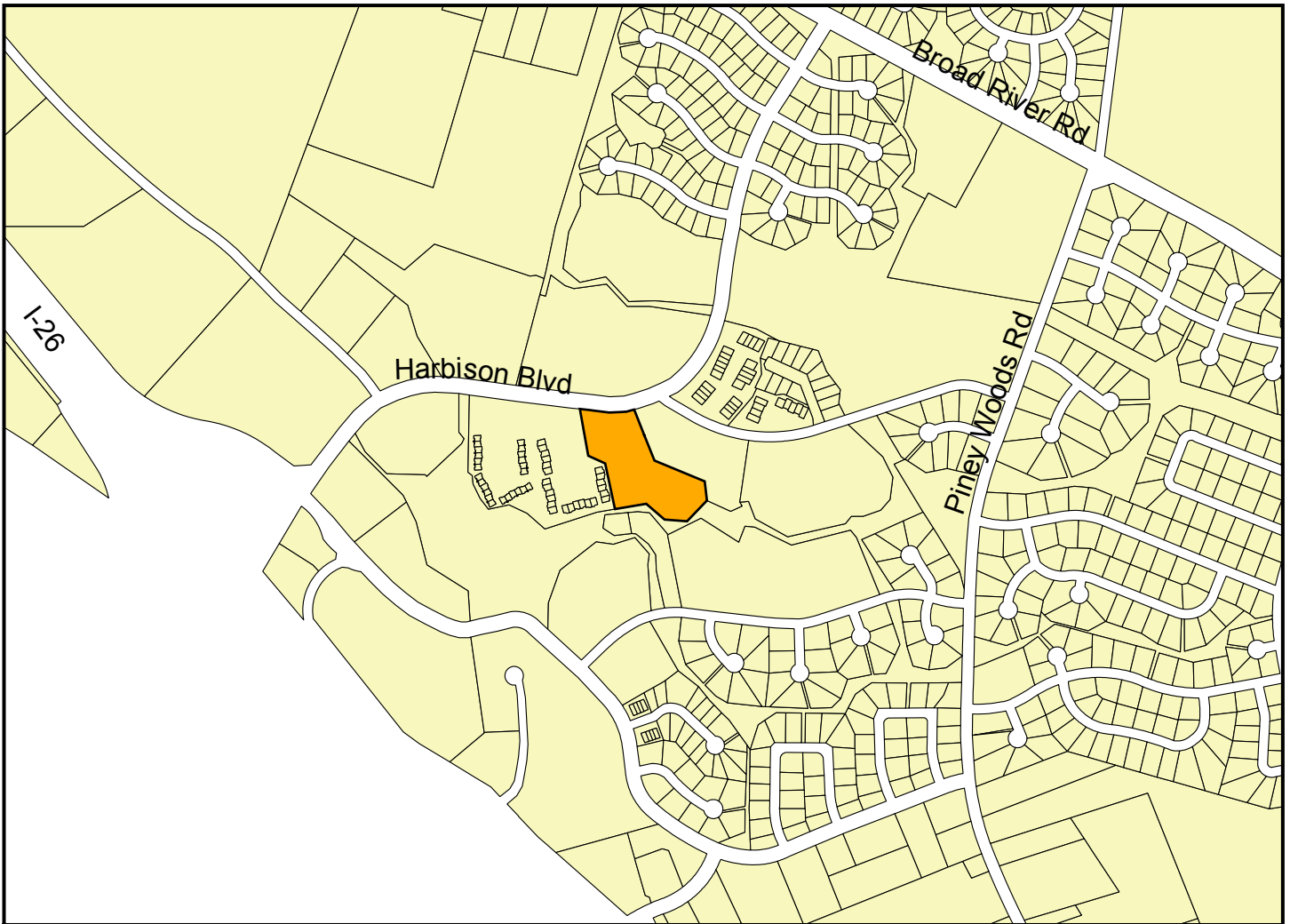
Appeal

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.

SD 04-125
WINDSTONE TOWNHOMES
TMS 04982-01-27



SD 04-125 WINDSTONE TOWNHOMES



Looking at site from Woods Edge Apts.

Looking at site from across Harbison Blvd.

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

December 1, 2003

Applicant: Clif Kinder		Preliminary Subdivision Plans For: Abington Park	
RC Project # : SD-04-126			
General Location: South Side Summit Ridge Parkway across from Hidden Pines			
Tax Map Number: 23100-01-01		Number of Residences: 89	
Subject Area: 24.0 acres		Sewer Service Provider: Palmetto Utilities	
Current Zoning: PUD		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	Clemson Road via Summit Parkway	
Functional Classification Of This Roadway	Five lane undivided minor arterial	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	28,600	
Estimated Traffic Generated By The Proposed Project	846	
Current Volume At The Nearest Count Station # 441 Located @ east of Rhame Road	14,300	
Estimated Traffic Count With the Proposed Project	15,146	
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 SCDOT count station 441. However, **the Department estimates that upon buildout of the approved subdivisions in the area, the traffic on Clemson 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 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	18
Middle School @ 0.13 students per single family DU	12
High School @ 0.12 Students per single family DU	11

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

Existing Site Conditions

The site gently slopes downward to the east. It is vegetated with scrub oak and pine trees.

Compatibility with the Surrounding Area

Abington Park is essentially Phase 2 of the Abington @ Summit Ridge subdivision approved approximately 18 months ago. The applicant decided to change the approved plat and construct a different housing product on “phase 2”. For marketing reasons, they also changed the name of “phase 2” to Abington Park. 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 Development on this Map. The proposed project is consistent with this land use 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 will have a density of 3.7 DU/acre. The proposed project implements this Objective.

Principle – None Applicable

Other Pertinent Factors

- 1) As of November 14, 2003, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of November 14, 2003, the flood elevation statement had not been approved.
- 3) As of November 14, 2003, the City of Columbia had not approved the water line construction plans.
- 4) As of November 14, 2003, DHEC had not issued a sewer line construction permit.
- 5) As of November 14, 2003, DHEC had not issued a water line construction permit.

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 (PDS) recommends conditional approval of the preliminary subdivision plans for a 89 unit single family detached subdivision, known as Abington Park (Project # SD-04-126), **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 Clemson Road operating below a LOS C capacity. **The Department estimates that upon buildout of the approved subdivisions in the area, the traffic on Clemson Road will far exceed the minimum LOS F level.**
2. The proposed subdivision is compatible with existing development in the area.
3. The project is consistent with the Northeast Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northeast Subarea Plan.

Specific Conditions

- a) **PRIOR to any site clearance activity being initiated**, the subdivision plats shall include tree protection certification statements provided by the Department; and
- b) The front yard setback shall be a minimum of 25 feet from the street right-of-way; the side yard setbacks shall total 13 feet with a minimum of 4 feet; the rear yard setback shall be a minimum of 20 feet; and the maximum lot coverage shall be 25 percent; and
- c) The Department of Public Works must approve the stormwater management plans; and
- d) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- e) The City of Columbia must approve the water 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 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 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 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

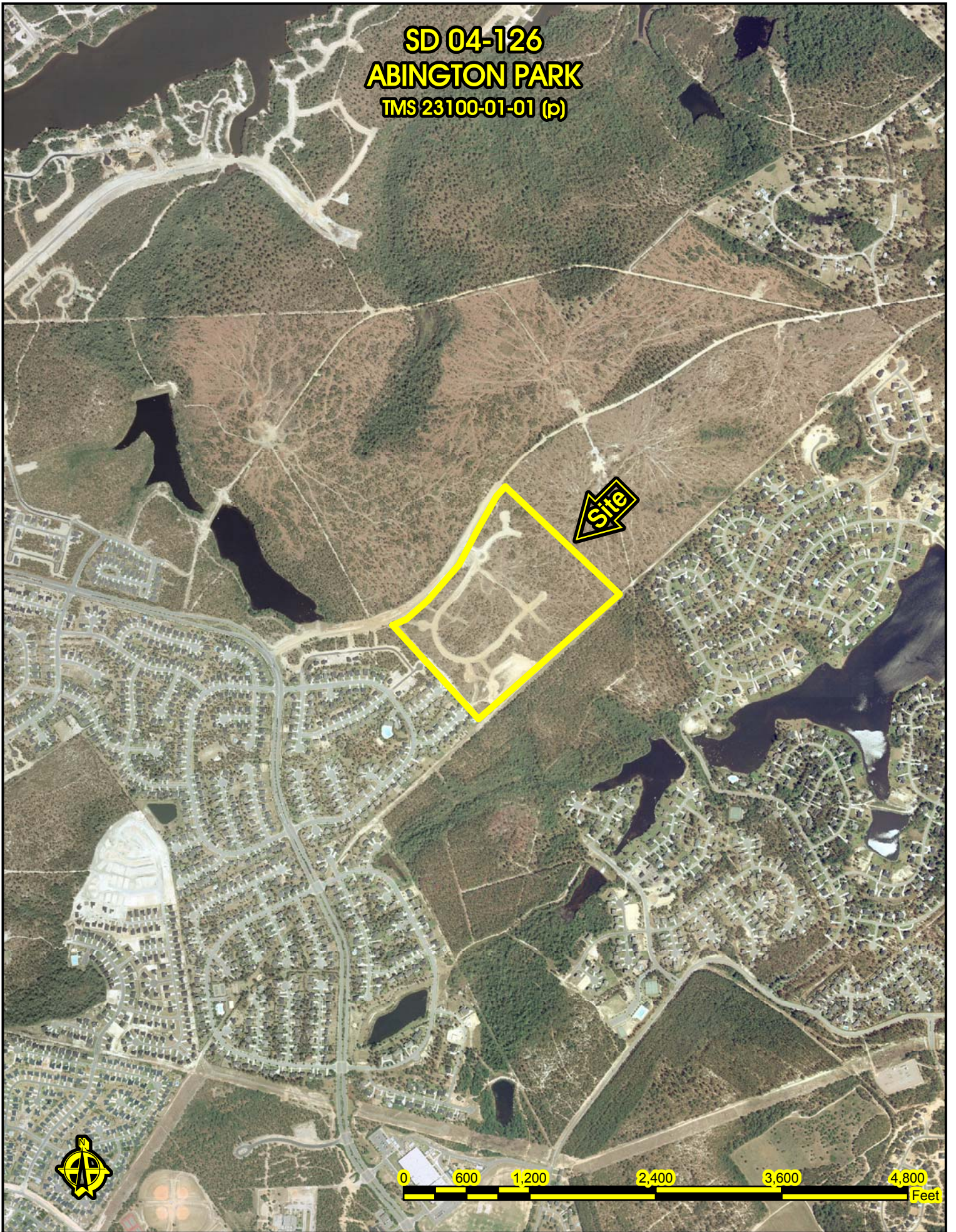
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

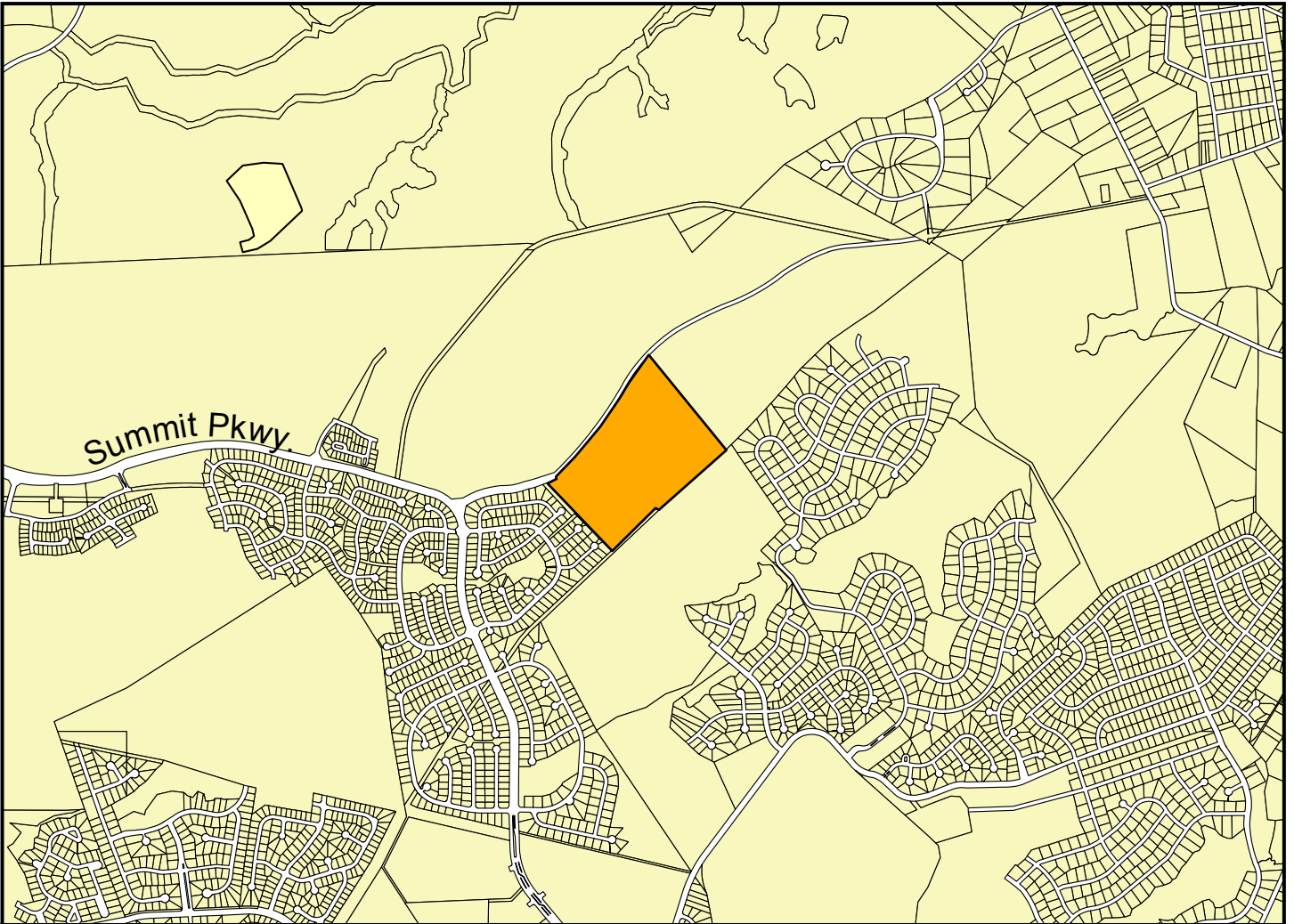
Appeal

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.

SD 04-126
ABINGTON PARK
TMS 23100-01-01 (p)



SD 04-126 ABINGTON PARK



Looking east off the end of Summit Ridge Circle

Looking at proposed Abington Park

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

December 1, 2003

RC Project # 04-05 MA	Applicant: Myung Chan Kim & Andrew Harrison
General Location: Clemson Road west of Hard Scrabble Road	
Tax Map Number: 20281-01-21,45	Subject Area: 3.76 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-2
Proposed Use: Martial Arts School, Office Space	PC Sign Posting Date: November 13, 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 martial arts studio and office space.

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Two single family residences
Adjacent North	RS-2	Timbervale Subdivision and vacant property
Adjacent East	RU	Eastwood Baptist Church
Adjacent South	RU	Undeveloped woodlands and large lot single family residences
Adjacent West	RU	Large lot 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>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.	<u>Proposed C-2 Zoning Designation Intent</u> Intended to accommodate commercial and service uses oriented primarily to serving the needs of persons who live or work in nearby areas.
<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	<u>Proposed C-2 Zoning Permitted Uses</u> Limited price variety stores limited to 10,000 sq. ft. of floor area Retail food stores limited to 10,000 sq. ft. Garden Supply Stores Art Studios Beauty and barber shops

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 would be not be suitable for a commercial development due to the surrounding residential subdivision and large lot single-family residences.

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	Five Lane Undivided Minor Arterial	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	24,800	
Estimated Traffic Generated By The Proposed Project	93.57+	
Current Volume At The Nearest Count Station #442 Located @ west of site on Clemson Road	9400	
Estimated Traffic Count With the Proposed Project	24,894	
Volume-To-Capacity Ratio With The Proposed Project	0.38	

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 (31.19) for a day care center with 3 employees found on page 914 of the TGM. A day care center was the closest match in the TGM to a martial arts studio.

*This figure does not include any available office or retail space.

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 establishment of a martial arts studio/retail center at this site would not have a significant effect on the Level of service design capacity for Clemson 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 Medium 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 Map identifies the subject site as Medium Density Residential in a Developing Urban area. The surrounding area is comprised of mainly single-family residences and a residential subdivision. Commercial pockets currently exist on Hard Scrabble and Clemson Road which is in agreement with the Map. The proposed Amendment **does not implement** 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.

1. Areas identified on the Proposed Land Use Map;
2. Sites that don't encroach or penetrate established residential areas; and
3. Sites of major traffic junctions and cluster locations as opposed to strip development.

As stated in the Objectives, the site is designated as Medium Density Residential in a Developing Urban Area by the Map. A commercial site would not be conducive to the existing surrounding single-family residences. The site is not located at a major traffic junction. The proposed Amendment **does not implement** this Principle.

Other Relevant Issues

The topography of the site situates it at a higher elevation than Clemson Road. This poses a problem for ingress and egress to the site. The hill poses a visual hazard in addition to the blind curve on Clemson Road. The attached site photos depict the view of the curve from the driveway. This hazard would be a serious impedance to traffic for a commercial site such as the Proposed Amendment.

Currently ample commercial space exists on Hard Scrabble Road. More commercial sites will be available with the development of the recently approved PUD located approximately 6 lots to the west consisting of approximately 17 acres appropriated for commercial use. The constraints of the site are not conducive for a commercial project.

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, RS-3, or RG-1 to be consistent with the Medium Density Residential land use designation.

The **proposed C-2 zoning is not consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be either RS-2, RS-3, or RG-1 to be consistent with the Medium 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 # 04-05 MA **not be changed** from RU to C-2.

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 Clemson Road at this location will not be exceeded.
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 not 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

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 December 1, 2003, the Richland County Planning Commission agreed (did not agree) with the PDSD 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 # 04-05 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.)

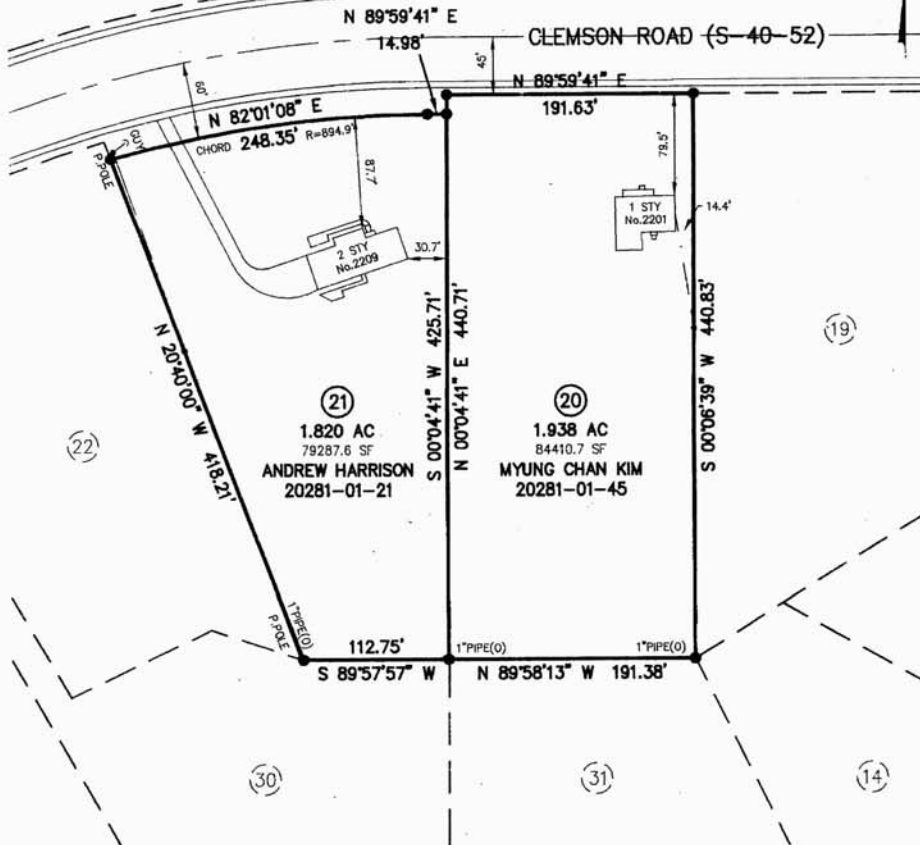
In consideration of the proposed Zoning Map Amendment # 04-05 MA, the Planning Commission made the findings of fact summarized below:

- 1)

Attachment A

CASE 04-05 MA

NOTES:
 NEW IRONS (#4 REBAR) PLACED AT ALL CORNERS AND CHANGE IN DIRECTION, EXCEPT WHERE OTHERWISE NOTED. PROPERTY SUBJECT TO ALL RESTRICTIONS, SETBACKS AND EASEMENTS OF RECORD. SURVEY BASED ON REFERENCED SUBDIVISION PLAT OF RECORD AND S.C.D.O.T. HIGHWAY PLANS FILE 40.395A PROJECT BST-COMB(001) SHEET 15.



PLAT PREPARED FOR
MYUNG CHAN KIM & ANDREW HARRISON

RICHLAND COUNTY near COLUMBIA, SOUTH CAROLINA
 THE SAME BEING DESIGNATED AS THE REMAINING PORTION OF LOTS 20 & 21 AS SHOWN ON A PLAT OF PEPPERTREE SUBDIVISION, BY CIVIL ENGINEERING OF COLUMBIA, DATED SEPTEMBER 24, 1980 AND RECORDED IN THE R.O.D. FOR RICHLAND COUNTY IN PLAT BOOK "Y" PAGE 9773.

OCTOBER 28, 2003 50 0 100 SCALE: 1" = 100'

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 PRACTICE OF LAND 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.

I HAVE CONSULTED THE F.E.M.A. FLOOD INSURANCE RATE MAP, PANEL 450170 0105 G DATED 1/19/94 AND TO THE BEST OF MY KNOWLEDGE & BELIEF, THE PROPERTY IS LOCATED IN ZONE "X" AS SHOWN THEREON.

William M. Brasington
 WILLIAM M. BRASINGTON
 PROFESSIONAL LAND SURVEYOR - No.9312

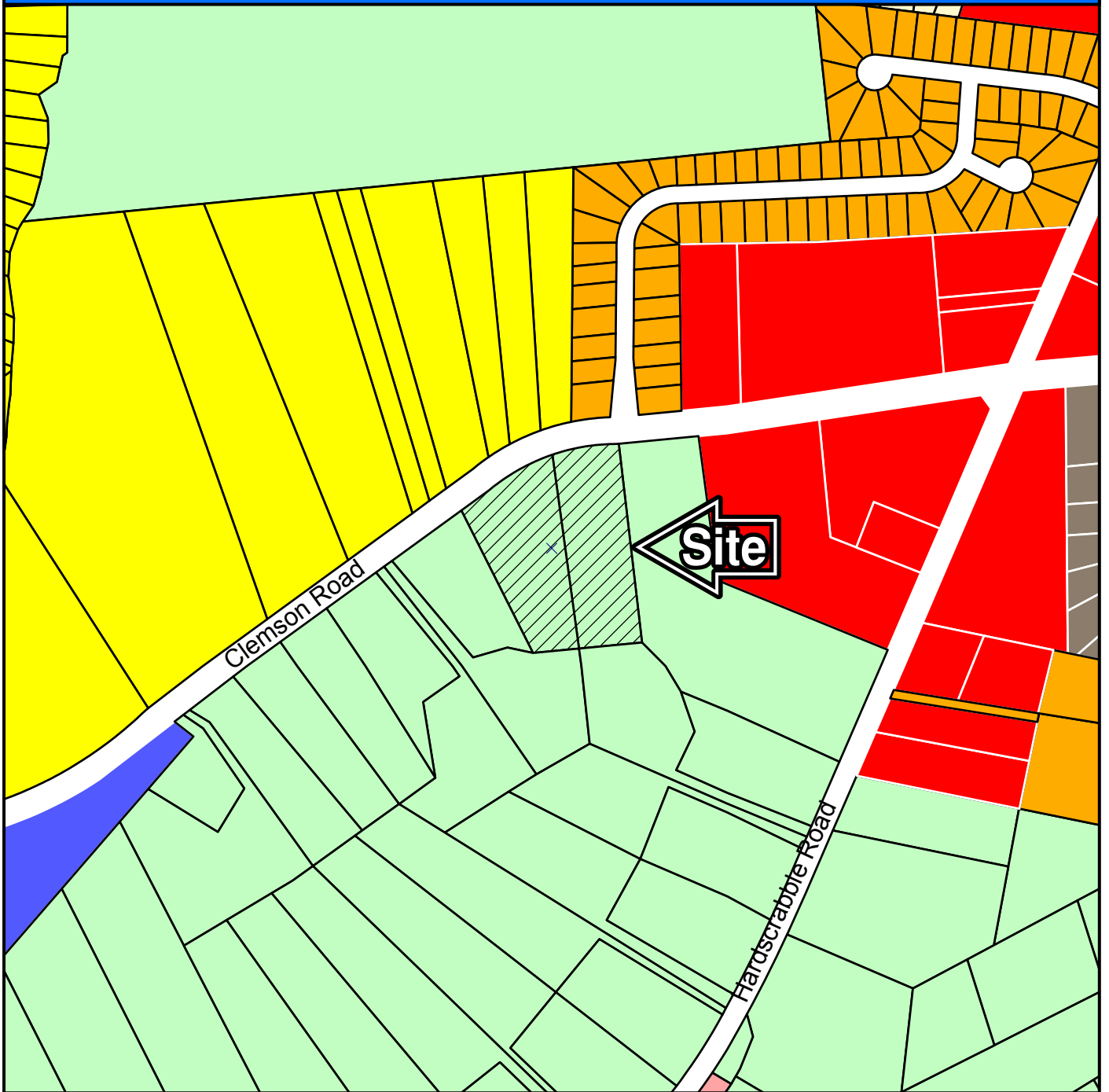


UNITED DESIGN SERVICES, INC.
 540 SAINT ANDREWS ROAD, COLUMBIA, SC 29210
 PH: (803)750-9142 ■ FAX: (803)750-9142

CASE 04-05 MA
MYANG KIM
TMS 20281-01-21/45



CASE 04-05 MA FROM RU to C-2



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 04-05 MA FROM RU to C-2

TMS# 20281-01-21/45

S side of Clemson Rd. west of Hardscrabble Rd



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

December 1, 2003

RC Project # 04-21MA	Applicant: Robin H. Dial
General Location: Southwest corner of Jacobs Drive and Spears Creek Church Road	
Tax Map Number: 25800-04-03 (p), 25806-03-10,11,12,13	Subject Area: 4.5 Acres
Current Parcel Zoning: RG-1/RG-2	Proposed Parcel Zoning: C-2
Proposed Use: Retail Development	PC Sign Posting Date: November 10, 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 retail center

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RG-1/RG-2	Multi-family residences and vacant property
Adjacent North	PUD	North Greenhill Parish S/D across Spears Creek Road
Adjacent East	RG-2	Undeveloped woodlands
Adjacent South	RG-2	Undeveloped woodlands
Adjacent West	RS-1	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>RG-1/RG-2 Zoning Designation Intent</u> Intended to as medium and high density residential areas, characterized by single family detached, two family detached, multiple family structures, garden type apartments, and high rise apartments.	<u>Proposed C-2 Zoning Designation Intent</u> Intended to accommodate commercial and service uses oriented primarily to serving the needs of persons who live or work in nearby areas.
<u>Existing RG-1/RG-2 Zoning Permitted Uses</u> Single family detached dwellings Multiple family dwellings Cluster Housing Developments Two family detached dwellings	<u>Proposed C-2 Zoning Permitted Uses</u> Limited price variety stores limited to 10,000 sq. ft. of floor area Gift, novelty, and souvenir stores Drug stores limited to 5,000 sq. ft. floor area Beauty and barber shops

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 residential subdivision across Spears Creek Church Road. Due to the residential nature of the area, a commercial use would not be conducive to the 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	Spears Creek Church Road via Jacobs Dr	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	8,600	
Estimated Traffic Generated By The Proposed Project	NP	
Current Volume At The Nearest Count Station #451 Located @SE of the site on Spears Creek Church Road	6100	
Estimated Traffic Count With the Proposed Project	NP	
Volume-To-Capacity Ratio With The Proposed Project	0.71	

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.

The proposed map amendment could have a significant 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 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 Northeast 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 an Established Urban Area. The proposed Zoning Map Amendment **is not 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.

Jacobs Drive and Spears Creek Church Road is not a major intersection. There is a major intersection in the vicinity of the site 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. Commercial activity in this area would intrude into the existing residential areas. 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 High Density Residential by the Map. As previously stated, commercially zoned areas exist in the vicinity of Spears Creek Church Road and Two Notch Road. The Plan also designates this area as General Commercial. The proposed Amendment **does not implement this** Principle.

Other Relevant Issues

The City of Columbia recently approved a rezoning request for commercial on Spears Creek Church Road across from the entrance to Woodcreek Farms. With this approval and the Map designation of the subject site being High Density Residential, the proposed Amendment is not recommended in order to prevent strip commercial zoning.

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the Northeast Subarea Plan's Proposed Land Use Map (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*)..." Therefore, if either the existing, or proposed zoning, **is not consistent** with the land use designation on the Map, the Map should be amended through the statutory comprehensive plan amendment process in order to ensure compliance with Section 6-29-720 (B), SC Code of Laws.

The **existing RG-1/RG-2 zoning is consistent** with the Map designation as required by state statutes.

The **proposed C-2 zoning is NOT consistent** with the Map designation as required by state statutes. The zoning should be either RG-1 or 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 # 04-21 MA **not be changed** from RG-1/RG-2 to C-2.

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 Spears Creek Church Road at this location could be exceeded with the project.
4. The proposed Amendment **is not 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 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

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 December 1, 2003, the Richland County Planning Commission agreed (did not agree with) with the PSDS 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 # 04-21 MA at the next available opportunity.

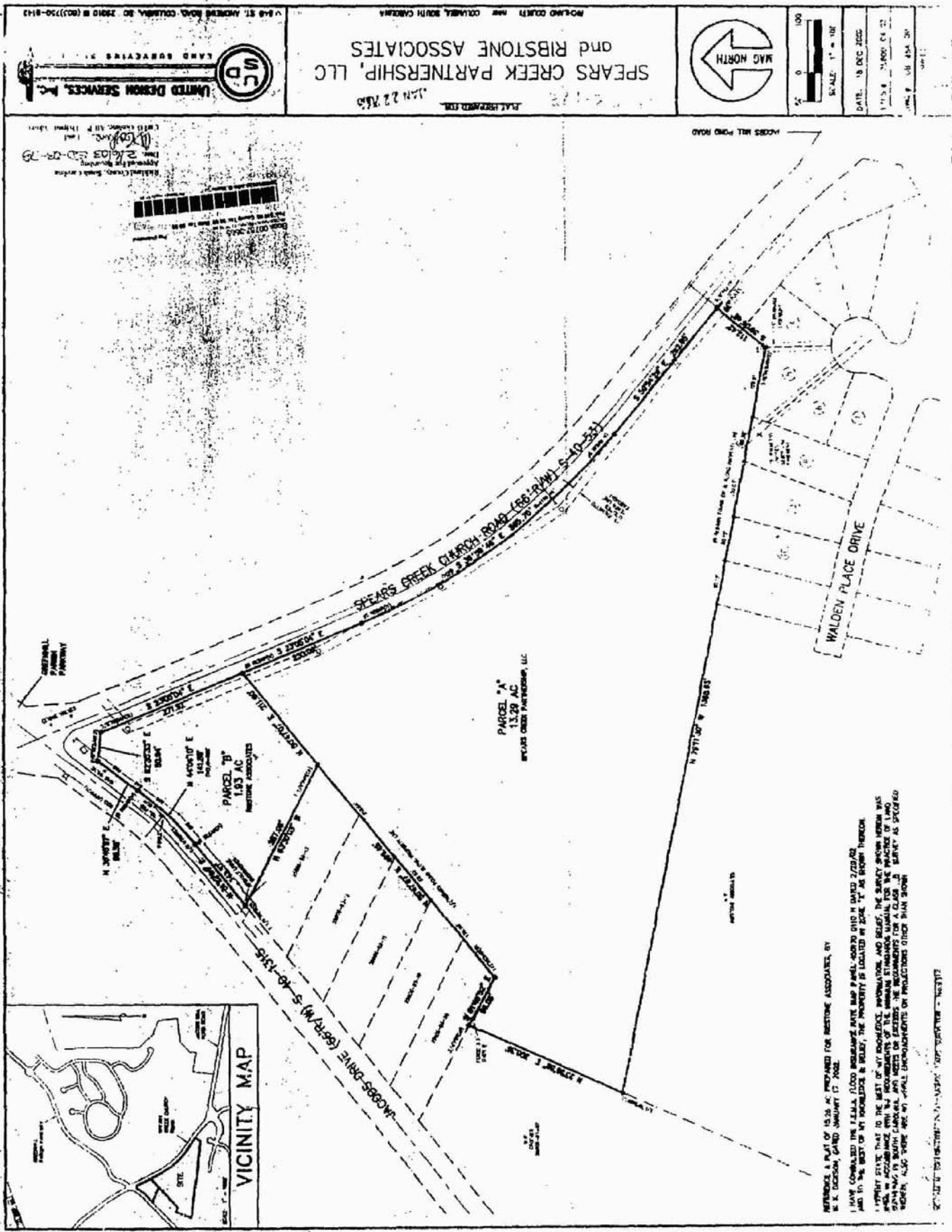
Commission Findings of Fact/Recommendations

(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 # 04-21 MA, the Planning Commission made the findings of fact summarized below:

- 1)

Attachment A CASE 04-21 MA



CASE 04-21 MA
ROBIN DIAL
TMS 25800-04-03 & 25806-03-10



Site

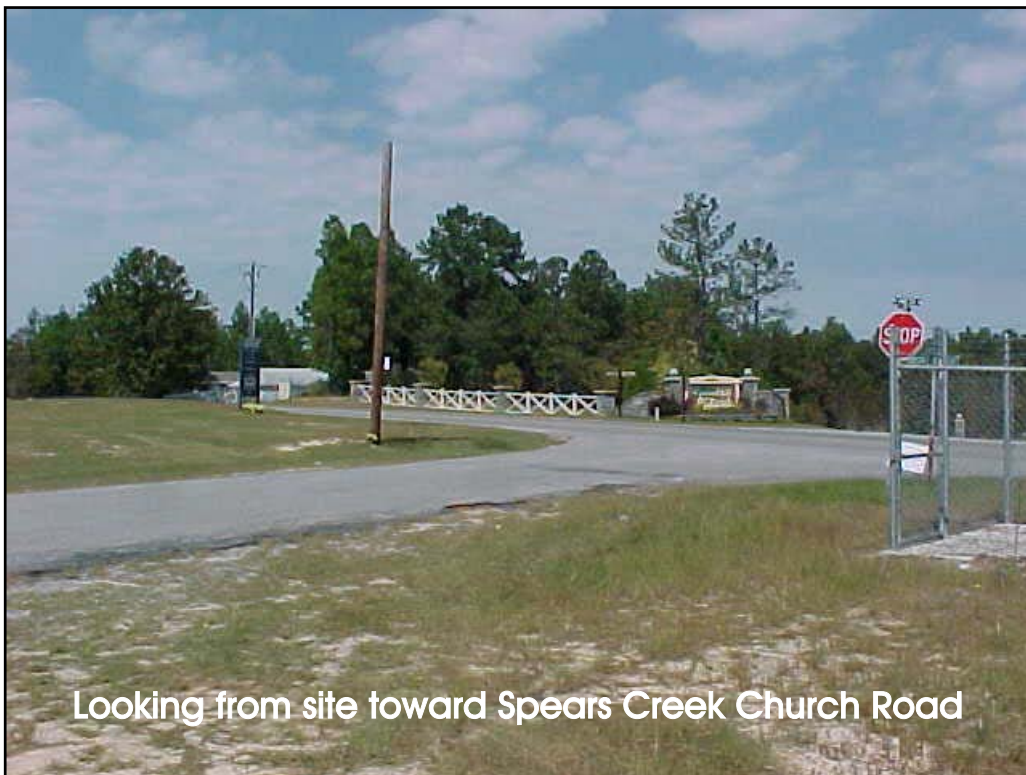


CASE 04-21 MA FROM RG-2 to C-3

TMS# 25800-04-03 & 25806-03-10
Spears Creek Church Rd. & Jacobs Rd.



Looking at site from Spears Creek Church Road



Looking from site toward Spears Creek Church Road

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

December 1, 2003

RC Project # 04-22 MA	Applicant: Faye B. Davis
General Location: Southwest corner of Cabin Creek Road and Martin Luther King Road	
Tax Map Number: 24400-02-07,08	Subject Area: 3.4 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-2
Proposed Use: Retail	PC Sign Posting Date: November 13, 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 small convenience store

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Vacant concrete building and existing garage (non-conforming)
Adjacent North	RU	Cabin Creek Farms S/D and single family residences
Adjacent East	RU	Single family residences
Adjacent South	RU	Single family residences
Adjacent West	RU	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>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.	<u>Proposed C-2 Zoning Designation Intent</u> Intended to accommodate commercial and service uses oriented primarily to serving the needs of persons who live or work in nearby areas.
<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	<u>Proposed C-2 Zoning Permitted Uses</u> Limited price variety stores limited to 10,000 sq. ft. of floor area Gift, novelty, and souvenir stores Drug stores limited to 5,000 sq. ft. floor area Beauty and barber shops

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.

Based on the existing adjacent land use of single-family residences, the Department feels that this proposed amendment to C-2 is not compatible with the existing adjacent land use. The proposed Amendment is not compatible with the adjacent development in the 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	Cabin Creek Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	8,600	
Estimated Traffic Generated By The Proposed Project	180	
Current Volume At The Nearest Count Station #407 Located @SE of site on Cabin Creek Road	1,600	
Estimated Traffic Count With the Proposed Project	1,780	
Volume-To-Capacity Ratio With The Proposed Project	0.21	

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 1541 under Convenience Market (Open 15-16 Hours) of the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM), a rate of 31.02 trips per 1000 sq. ft of gross floor area during peak hours. Therefore, 528 sq. ft. for subject site = 180 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.**

Cabin Creek Road is far below the LOS C design capacity and this project would not cause this classification to be 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 3-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 subject area is mainly encompassed by single-family residences on Cabin Creek Road and Martin Luther King Road. There are no similar facilities adjacent to the site. The proposed Amendment **does not implement** 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.

- 2) Sites located on the fringe of residential areas which do not encroach upon or penetrate the neighborhood and are in keeping with the character of the area;

One of the principal goals of the Plan is to confine commercial activity to intersections of major roads. The Plan designates a site to the west at the intersection of Cabin Creek Road and Lower Richland Boulevard as commercial and to the east at Cabin Creek Road and Minervaville Road and to the south at Clarkson Road and Martin Luther King Road. The proposed Amendment **does not implement** this Principle.

Other Relevant Issues

A similar type of business called Joe's Market Place is located 0.3 of a mile to the east from this site on Cabin Creek Road, although larger in square footage it has recently gone out of business. The property is currently vacant with a for sale sign posted out front. This site is located in an area designated Commercial by the Map and is appropriate for commercial activity. Approximately 3 miles northwest from the site on Garners Ferry Road and Lower Richland Boulevard is the Food Lion grocery store (approximately 49,271 sq. ft.) currently under construction.

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the Lower Richland Subarea Plan's Proposed Land Use Map (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*)..." "...". Therefore, if either the existing, or proposed zoning, **is not consistent** with the land use designation on the Map, the Map should be amended through the statutory comprehensive plan amendment process in order to ensure compliance with Section 6-29-720 (B), SC Code of Laws.

The **existing RU zoning is consistent** with the Map designation as required by state statutes.

The **proposed C-2 zoning is NOT consistent** with the Map designation as required by state statutes. The zoning should be RU to be consistent with the Rural in an Open Space District 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 # 04-22 MA **not be changed** from RU to C-2.

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 8,600 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 not consistent with the Objectives and Principles of the Lower Richland 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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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 December 1, 2003 the Richland County Planning Commission agreed (did not agree with) with the PDSO 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 #04-22 MA at the next available opportunity.

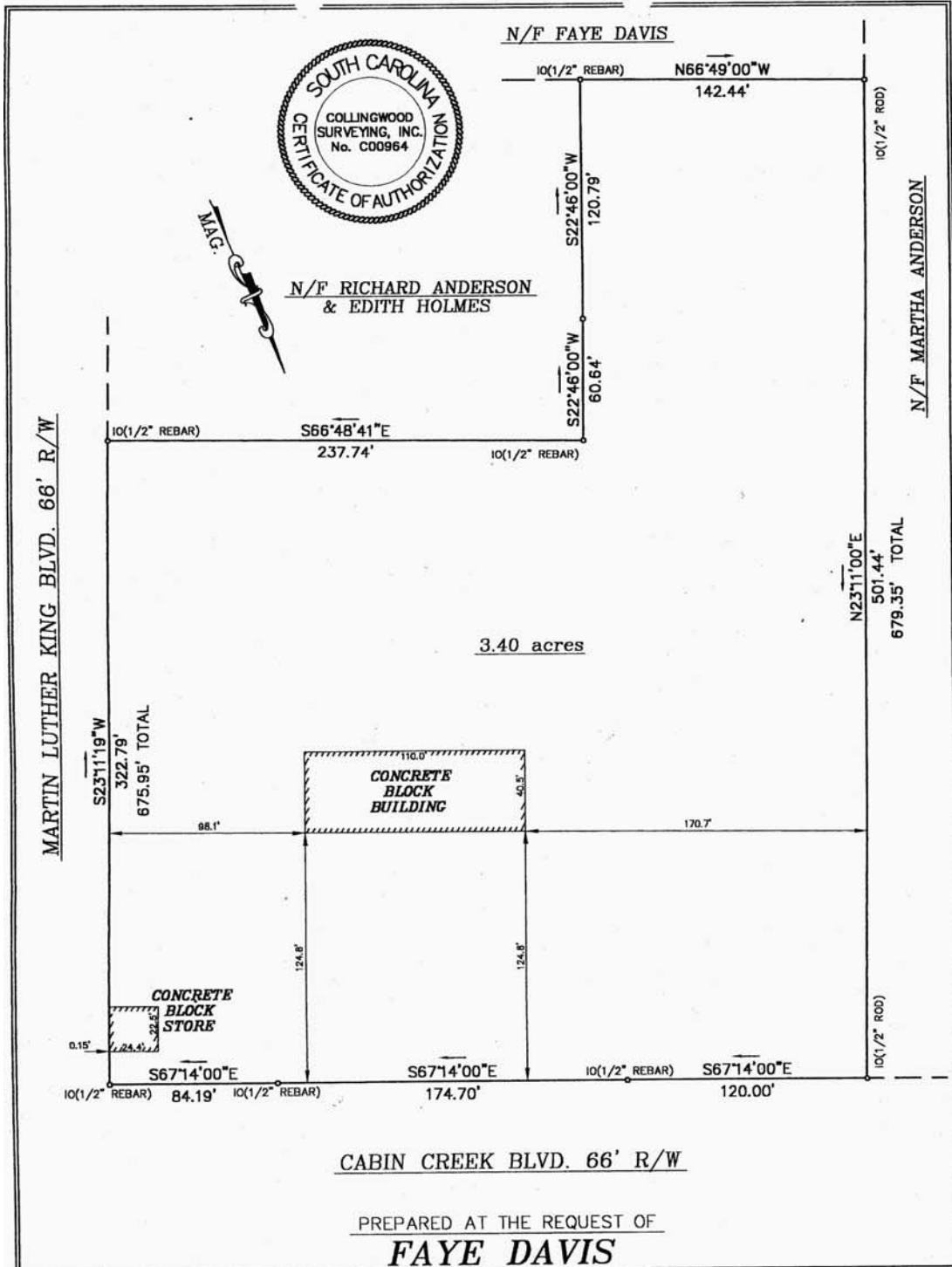
Commission Findings of Fact/Recommendations

(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 # 04-22 MA, the Planning Commission made the findings of fact summarized below:

- 1)

Attachment A CASE 04-22 MA



THE SAME BEING A PORTION OF TRACTS 1, 2, & 3 ON A PLAT OF "THE DIVISION OF THE ESTATE OF HORACE H. BRAZZELL" BY WILLIAM WINGFIELD DATED DECEMBER 3, 1968.

PREPARED BY:
COLLINGWOOD SURVEYING, INC.

TMS # 24400-02-08 & P.O. 07 & 09

NEAR HOPKINS, S.C.
IN RICHLAND COUNTY

THIS PLAT WAS MADE FROM PREVIOUS SURVEYS DONE BY US, AND IS FOR ZONING PURPOSES ONLY.



DWG: D.BOLAND	SCALE: 1" = 60'
CKD:	OCTOBER 17, 2003
JOB: HOLMES	

Robert E. Collingwood, Jr.
S.C. REGISTERED SURVEYOR No. 2318
P.O. BOX 3053 W. COLUMBIA, S.C. 29171
TELE. No. (803) 796-3916

















CASE 04-22 MA
FAYE DAVIS
TMS 24400-02-07/08



CASE 04-22 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 04-22 MA FROM RU to C-3

TMS# 24400-02-07/08 Martin Luther King & Cabin Creek Rd



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

December 1, 2003

RC Project # 04-23 MA	Applicant: Brickyard 44, LLC
General Location: Northeast corner of North Brickyard Road and Hard Scrabble Road	
Tax Map Number: 20100-02-29	Subject Area: 44 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: RS-2 (8500 sq. ft. lots)
Proposed Use: Single Family Subdivision	PC Sign Posting Date: November 13, 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 single family subdivision

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Single family residence and undeveloped woodlands
Adjacent North	RU	Azalea Gardens S/D and undeveloped woodlands
Adjacent East	RS-1	Single family residences and undeveloped woodlands
Adjacent South	RS-1/RS-2	Clear Springs S/D and single family residences
Adjacent West	RS-1	Single family residences and 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-2 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-2 Zoning Permitted Uses</u> Single family detached dwellings or modular building units located 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 area surrounding the subject site consists mainly of single-family residences with residential subdivisions across Brickyard Road and to the north. A residential subdivision would be consistent with the existing character of the 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	Hard Scrabble Road via North Brickyard	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	8,600	
Estimated Traffic Generated By The Proposed Project	1,510	
Current Volume At The Nearest Count Station #445 Located @SE of the site on Brickyard Road	9,200	
Estimated Traffic Count With the Proposed Project	10,710	
Volume-To-Capacity Ratio With The Proposed Project	1.25	

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 pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County.

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 proposed map amendment will cause the V/C of Brickyard Road to increase from 1.06 to 1.25. This increases the LOS design to E, well above its design capacity of C.

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 Northeast 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 in an Established Urban Area. 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 – Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area.

The surrounding area is comprised of single family residences which is in keeping with the character of the area. The proposed Amendment **implements** this Objective.

Principle – The Established Urban Area should contain overall higher density levels than the Developing Urban or Rural Areas of the County and that these density levels should conform to the Proposed Land Use Map. Compatible zoning classifications include:

B) Medium Density (minimum 5 to maximum 9 dwellings/acre: RS-2, RS-3, RG-1, RG-2, PUD-1, PUD-2, and PDD.

The area is designated as Medium Density Residential by the Map. The proposed Amendment consists of 5 DU/Acre. The proposed Amendment **implements** this Principle.

Other Relevant Issues

The applicant has stated that cluster housing is an option they are interested in pursuing for the site. However, in a RS-2 district a special exception is required under Chapter 26 Section 26.63.4 of the Richland County Zoning Ordinance for the allowance of cluster housing development. If the Proposed Map Amendment is approved the applicant will be required to appear before the Richland County Board of Zoning Appeals to receive a special exception for the establishment of cluster housing on the site.

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the Northeast Subarea Plan's Proposed Land Use Map (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*)..." "...". Therefore, if either the existing, or proposed zoning, **is not consistent** with the land use designation on the Map, the Map should be amended through the statutory comprehensive plan amendment process in order to ensure compliance with Section 6-29-720 (B), SC Code of Laws.

The **existing RU zoning is not consistent** with the Map designation as required by state statutes. The zoning should be either RS-2, RS-3, RG-1 or RG-2 to be consistent with the Medium Density Residential land use designation.

The **proposed RS-2 zoning is consistent** with the Map designation as required by state statutes.

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 # 04-23 MA **be changed** from RU to RS-2.

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 LOS C capacity of Brickyard Road at this location will be currently exceeded and will be further exceeded with the project.
4. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the Northeast Subarea Plan.
5. The proposed Zoning Map Amendment **is consistent** with the Objectives and 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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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 December 1, 2003, the Richland County Planning Commission agreed (did not agree with) with the PDSO 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 # 04-23 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 # 04-23 MA, the Planning Commission made the findings of fact summarized below:

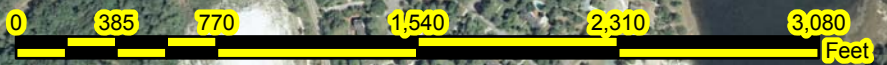
- 1)

ATTACHMENT A
CASE 04-23 MA

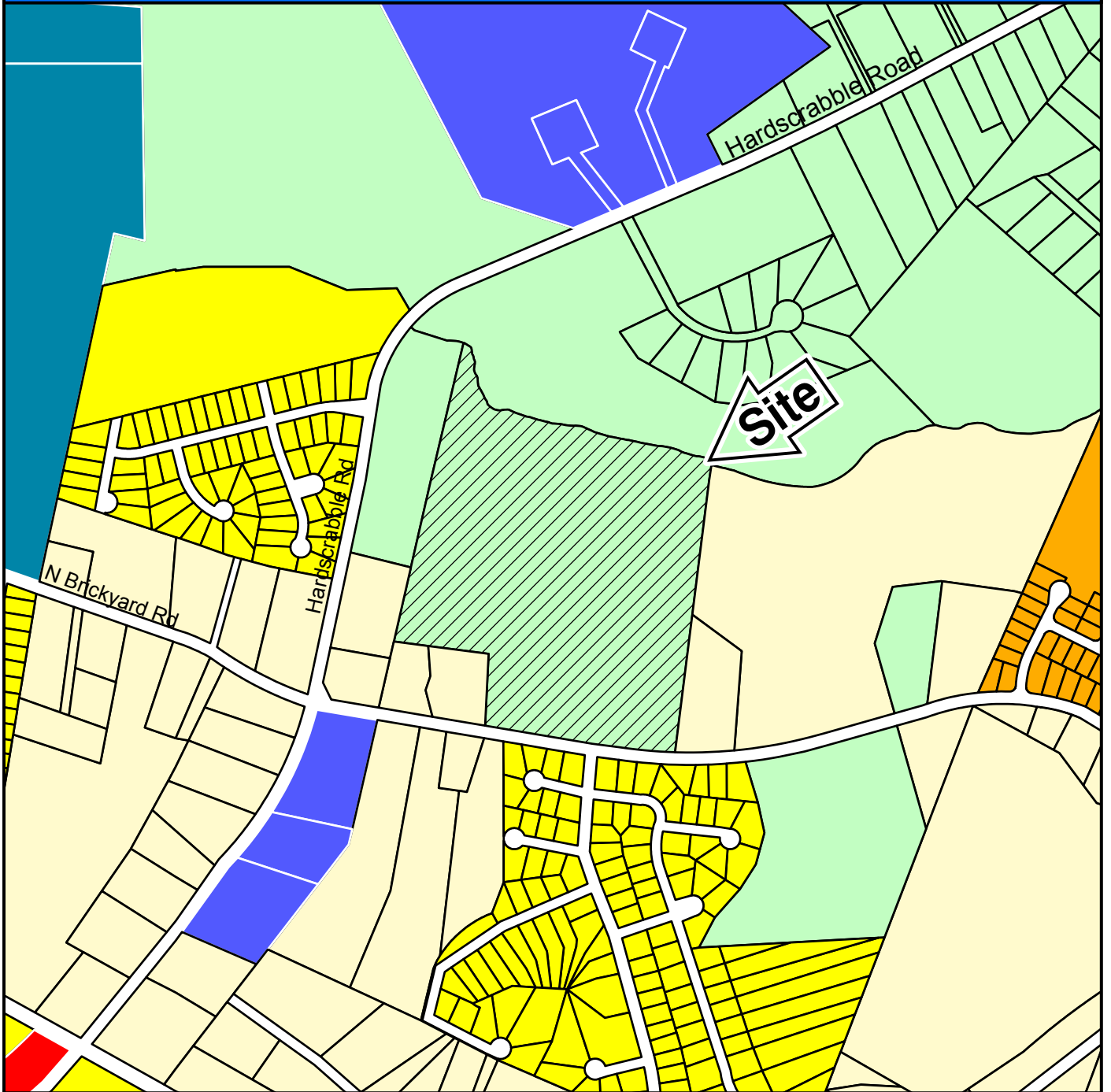
Exhibit “A”— MATTIE LEE JONES ESTATE LANDS

Subject property has the following bearings, boundaries and measurements: Beginning at the common southern corner of subject property and property now or formerly of Charles E. Barfield & Barbara J. Barfield (located at the edge of the northern right-of-way of North Brickyard Road) and running N 06° 18'11"E along property of Barfield for a distance of 345.58 feet to an iron; thence turning and running N 84°07'34"W along property of Barfield for a distance of 301.09 feet to a rock (old monument); thence turning and running N 72° 50'23"W along property now or formerly of Joe M. D. Harvey for a distance of 173.90 feet to an iron; thence turning and running N 130201 55"E along property now or formerly of Arden for a distance of 415.09 feet to an iron; thence continuing N 13° 16'42"E along property now or formerly of Billie B. Maples for a distance of 184.83 feet to an iron; then continuing N 14°03'02"E along property of Maples for a distance of 360.09 feet to an iron; then continuing N 11°44'02"E along property now or formerly of Maples for a distance of 385.38 feet to an iron; thence turning and running S 83°51'07"E for a distance of 51.40 feet to an iron; thence turning and running S 55° 56'06"E for a distance of 44.92 feet; thence turning and running S 18° 10'27"E for a distance of 60.32 feet; thence continuing S 12° 33'16"E for a distance of 63.69 feet to the center line of canal that constitutes the property line; thence continuing along the centerline of said canal in a generally southeasterly direction for a combined distance of 1,226.31 feet to a point in the center line of said canal; thence turning and running S 110 05'S1"W for a distance of 1,399.35 feet along property now or formerly of Alma G. Gipson and property now or formerly of Viola T. Jones to an iron on the northern edge of North Brickyard Road (S-40-1274); thence turning and running along the northern edge of right-of-way of North Brickyard Road for an arc length of 217.43 feet to a point; thence continuing N 76° 48'36"W for a distance of 202.00 feet to an iron; thence continuing N 76° 48'36"W for a distance of 419.96 feet to an iron; thence continuing N 76° 48'36"W for a distance of 66.48 feet to the point of commencement; be all measurements a little more or less.

CASE 04-23 MA
BRICKYARD 44, LLC
TMS 21000-02-29



CASE 04-23 MA FROM RU to RS-2



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

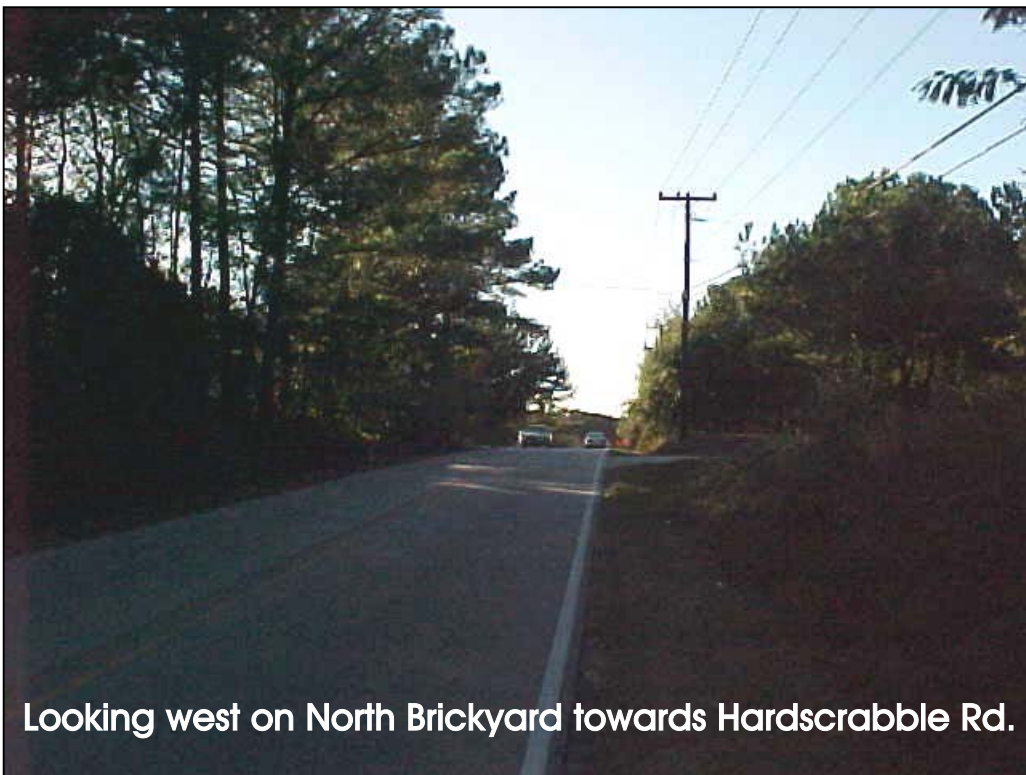


CASE 04-23 MA FROM RU to RS-2

TMS# 21000-02-29 Brickyard Rd. east of Hardscrabble Rd.



Looking at site from North Brickyard Rd.



Looking west on North Brickyard towards Hardscrabble Rd.

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

December 1, 2003

RC Project # 04-24 MA	Applicant: Coreslab Structures, Inc.
General Location: North side of Garners Ferry Rd. approximately ¼ mile east of Horrell Hill	
Tax Map Number: 24800-04-22,23	Subject Area: 39.12 Acres
Current Parcel Zoning: M-2/RU	Proposed Parcel Zoning: PDD
Proposed Use: Expansion of existing plant	PC Sign Posting Date: November 13, 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 expansion of an existing pre-cast concrete manufacturing site.

Compatibility With Existing Development in the Area

	<u>Existing Zoning</u>	<u>Existing Land Use</u>
Subject Parcel	RU/M-2	Existing concrete manufacturing site, undeveloped woodlands, and 2 existing vacant homes
Adjacent North	RU	Undeveloped woodlands & single family residences
Adjacent East	RU	Undeveloped woodlands
Adjacent South	RU	Scattered single family residences, undeveloped woodlands, and commercial property
Adjacent West	RU	Undeveloped woodlands and scattered large lot 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.

<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>M-2 Zoning Designation Intent</u> Intended to accommodate primarily those uses of a manufacturing and industrial nature, and secondarily those uses which are functionally related thereto such as distribution storage, and processing.</p>	<p><u>Proposed PDD Zoning Designation Intent</u> Intended to better bridge the inherent differences between residential and non-residential uses</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>Existing M-2 Zoning Permitted Uses</u> All uses not otherwise prohibited Dwelling units in connection with permitted</p>	<p><u>Proposed PDD Zoning Permitted Uses</u> Limited to only those uses depicted in the Site Plan provided as Attachment A & B to this document</p>

use Solid waste management facilities, landfills, and composting facilities Accessory structures	
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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 proposed Amendment will allow Coreslab to extend its operations closer to the residences located along Harmon Road. However, based upon the proposed use of the property, the off-site impact of the expansion should be minimal. If the subject property is developed per the proposal with adequate buffering and the locations of the expansion then it will be compatible with the adjacent land uses.

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 C Design Capacity (V/C = 1.00)	33,600	
Estimated Traffic Generated By The Proposed Project	1517	
Current Volume At The Nearest Count Station #173 Located @E of site on Garners Ferry Road	15,400	
Estimated Traffic Count With the Proposed Project	16,917	
Volume-To-Capacity Ratio With The Proposed Project	0.50	

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 estimated project traffic is calculated by multiplying the generation rate for a manufacturing facility found on page 174 of the TGM times the proposed square footage of the structure.

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 0.50, 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 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 Lower Richland Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Commercial. 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 proposed Amendment will allow an existing industrial facility to expand its operations. The site is served by the City of Columbia water system and has adequate space for expansion. The proposed Amendment **implements** this Objective.

Principle – 1. To ensure adequate buffering, areas considered for rezoning for industrial uses should conform to the following scale

A. Light Industrial activities should have a minimum of 5 ac;

B. Heavy Industrial activities should have a minimum of 10 ac.

4. Industrial uses, specifically wholesale and distribution activities should have direct access to the major streets with frontage on commercial or higher classification streets.

The subject property consists of 39 total acres which far exceeds the recommended acreage by the Plan. The subject property fronts Garners Ferry Road which is classified as a Major Arterial roadway. The proposed Amendment **implements** this Principle.

Other Relevant Issues

One of the basic principles of the Imagine Richland 2020 Comprehensive Plan (Plan) is to encourage expansion of existing businesses in appropriate locations. The proposed Coreslab site is large enough to allow for adequate buffer area between the expanded facility and the residences to the west. In summary, the proposed Amendment implements one of the basic principles of the Plan.

The subject property was presented to the Richland County Planning Commission previously for a Map Amendment from RU to M-2 in December 2001. The Planning Commission recommended denial and the proposed Amendment was denied by the Richland County County Council at the first Zoning Public Hearing. The existing M-2 property was rezoned from RU to M-2 in 1999 and receiving final approval on May 18, 1999.

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 # 04-24 MA **be changed** from RU/M-2 to PDD.

Findings of Fact:

1. The applicant has 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 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 Objectives and Principles of the Lower Richland 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

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**

A clerical or map error is such that it may affect the result of the Commission's action.

At their meeting of December 1, 2003, the Richland County Planning Commission agreed (did not agree with) with the PSDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration (deny the proposed Amendment) process for the for RC Project # 04-24 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 # 04-24 MA, the Planning Commission made the findings of fact summarized below:

- 1)

ATTACHMENT A
CASE 04-24 MA

Metes and Bounds Description

**Richland County TMS No. 24800-04-22 (Tract "A", 20 acres) &
24800-04-23 (Tract "B", 19.12 acres)**

Aggregate Parcel = 39.12 Acres, to wit:

Commencing at the Point of Beginning (POB), an iron set on the northern boundary of the right-of-way for Garners Ferry Road (Hwys 76 & 378) in Richland County, South Carolina, 880 feet ± East of said R/W intersection with Harmon Road and constituting the southwesternmost corner of the parcel herein described, and from said iron running N 01°55'11" W for a total distance of 1,511.22 feet to an iron set at the northwestern-most property corner; thence turning and running N 84°43'13" E for a distance of 316.35 feet to an old iron; thence turning and running N 84°49'16" E for a distance of 216.31 feet to an old rebar iron; thence turning and running N 84°47'55" E for a distance of 121.58 feet to an old iron; thence turning and running N 84°47'55" E for a distance of 137.58 feet to an old iron; thence continuing N 84°47'55" E for a distance of 262.05 feet to an old iron; thence turning and running N 84°45'45" E for a distance of 22.22 feet to an old iron constituting the northeasternmost property corner; thence turning and running S 01°51'55" W for a distance of 794.84 feet to an old rebar iron; thence continuing S 01°51'55" W for a distance of 853.29 feet to an old iron at the northern right-of-way boundary of Garners Ferry Road, constituting the southeasternmost property corner; thence turning and running N 88°04'19" W for a distance of 539.72 feet to an old iron marking the common boundary corner between Tract "A" (East) and Tract "B" (West); thence turning and running along the R/W boundary of Garners Ferry Road N 88°09'20" W for a distance of 488.07 feet to the iron at the POB.

Reference Plat Prepared for Coreslab Structures, Inc. by Associated E&S, Inc., dated June 6, 2000, Larry W. Smith, S.C P.L.S. No. 3724.

Attachment B

CASE 04-24 MA

Front-of-building parking abuts the front (South) property line adjacent to Garners Ferry Road right-of-way. The proposed future parking area for 50 vehicles constitutes an expansion of the existing parking area adjacent to the front property line. Access to all parking is through the single entry gate at the southeastern corner of the property and on-site driveways into and through existing parking areas to the proposed additional parking. [There will be no additional curb-cut for direct access to Garners Ferry Road from the existing or future parking areas.]

A 75' width vegetative buffer is proposed adjacent to the entire West and North property boundaries, and adjacent to approximately 835' of the East boundary, as depicted on the site plan. The indicated buffers will constitute a set-back within which no structures will be permitted.

7. There are no multifamily or other residential structures within the PDD.

The locations of all existing structures are identified on the site plan. No existing structures exceed 35' in height.

“Proposed” structures shown on the site plan as expansion of existing structures are

- (a) Future Offices (approx. 7,452 square feet);
- (b) Future Product Take Out (approx. 4,000 square feet);
- (c) Future Steel Shop (approx. 4,500 square feet);

Height of these expansion structures will not exceed 35 feet.

The site plan depicts an additional location for production structures, identified as Future Expansion For Added Production, approximately 157,500 square feet. Actual facility structures will be phased-in as necessary; will be sited within the prescribed area; and will not, in the aggregate, exceed the square footage of the prescribed Future Expansion area.

The site plan depicts three storage areas within the bounds of the PDD, to wit

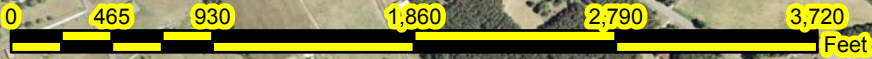
- (a) Phase I Storage; (in portion of present Tract “B”)
- (b) Phase II Storage; (in portion of present Tract “B”);
- (c) Phase III Storage ; (in portion of present Tract “A”).

Each of the indicated storage areas will be site specific for the holding of manufactured product awaiting shipment off-site. These storage facilities include area for ground- stacking and rack storage structures. The proposed storage areas do not include open-shed buildings or closed storage buildings.

Height of all structures within the PDD will be governed by provisions of Section 26-69 10, Richland County Zoning Ordinance.

8. The Entire PDD site is/will be enclosed by cyclone type security fencing, with (i) traffic access through one controlled gate at Garners Ferry Road at the southeastern property corner, and (ii) a locked gate to serve as emergency access only [existing curb-cut approximately 130 feet East of southwestern property corner on Garners Ferry Road right-of-way].

CASE 04-24 MA
ROBERT FULLER
TMS 24800-04-22/23



CASE 04-24 MA FROM RU/M-2 to PDD



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 04-24 MA FROM RU/M-2 to PDD

TMS# 24800-04-22/23 Garners Ferry Rd. just east of Horrell Hill Rd



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

December 1, 2003

RC Project # 04-26 MA	Applicant: Irene C. Phillips
General Location: Southeast corner of John Ammons Road and Garners Ferry Road	
Tax Map Number: 35200-09-10,38	Subject Area: 3.0 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: PDD
Proposed Use: Take out/catering restaraunt	PC Sign Posting Date: November 13, 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 establish a take-out/catering business. Information included in separate handout.

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Existing single-family residence and vacant cinder block structure
Adjacent North	RU	Undeveloped woodlands across Garners Ferry Road
Adjacent East	PDD	Vacant large commercial metal building
Adjacent South	PDD	Vacant large commercial metal building and vacant property
Adjacent West	RU	Church of God and 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>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.	<u>Proposed PDD Zoning Designation Intent</u> Intended to better bridge the inherent differences between residential and non-residential uses
<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	<u>Proposed PDD Zoning Permitted Uses</u> Limited to only those uses depicted in the Site Plan provided as Attachment A to this document

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 subject property is bounded by a PDD zoned parcel to the west and south. A vacant large metal building and vacant woodlands exists on this parcel. The Church of God is to the west of the property. The proposed restaurant is compatible with the adjacent development in the 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 C Design Capacity (V/C = 1.00)	33,600	
Estimated Traffic Generated By The Proposed Project	632	
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	16,032	
Volume-To-Capacity Ratio With The Proposed Project	0.48	

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 take out restaurant business (632 trips/1000 sq. ft.) found on page 1306 of the TGM times the proposed square footage (1000 sq. ft. assumed) 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 would not result in the LOS C of Garners Ferry Road being exceeded in this location.

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.

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.

A commercial well has been installed on the site along with all necessary improvements required by DHEC for this type of business. The property fronts Garners Ferry Road making it readily accessible to the public. 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.

2. Sites located on the fringe of residential areas which do not encroach or penetrate established neighborhoods and are in keeping with the general character of the area;

The site does not encroach or penetrate a residential area due to its location on Garners Ferry Road. It is surrounded by a vacant commercial use and John Ammons Road to the west. The proposed Amendment **implements** this Principle.

Other Relevant Issues

One of the principles of the Plan is to locate businesses at least one-quarter mile from the next commercial use of similar scale. A dine in restaurant located approximately ½ a mile to the west recently received recommendation for approval from the Richland County Planning Commission.

The subject property was to be presented to the Richland County Planning Commission on April 24, 2003 for a Zoning Map Amendment from RU-C3. It was subsequently administratively deferred by the Zoning Administrator at the request of the applicant to allow for the proper submission of a Planned Development District.

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 # 04-26 MA **be changed** from RU to PDD.

Findings of Fact:

1. The applicant has 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 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 Objectives and Principles of the Lower Richland 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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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 December 1, 2003, the Richland County Planning Commission agreed (did not agree with) with the PDSD recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration (deny the proposed amendment) process for the for RC Project # 04-26 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 # 04-26 MA, the Planning Commission made the findings of fact summarized below:

- 1)

ATTACHMENT A
CASE 04-26 MA

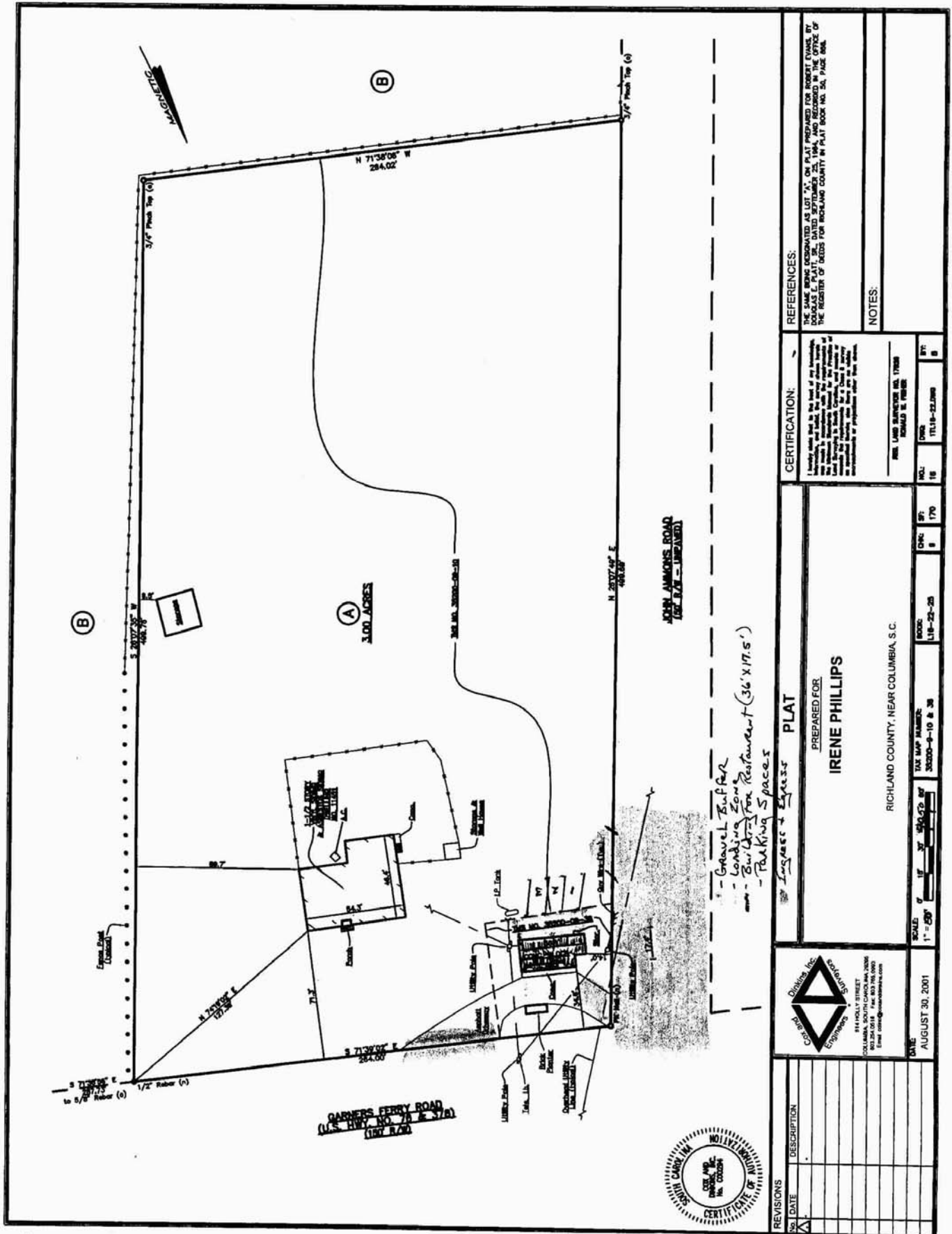
ROBERT A. PHILLIPS AND IRENE C. PHILLIPS, AS JOINT TENANTS
WITH RIGHTS OF SURVIVORSHIP, NOT AS TENANTS IN COMMON,
THEIR HEIRS AND ASSIGNS:

All that certain piece, parcel or tract of land, with the improvements thereon, if any, situate, lying and being on Highway #378, (Sumter Highway), in the County of Richland, State of South Carolina, and being a portion of the property shown and delineated on a plat prepared by D.T. Holt dated May 22, 1946, and recorded June 9, 1946, in the Office of the R.M.C. for Richland County in Plat Book K at page 172 and also being shown on a plat prepared for Charles P. Scott, Jr. by Larry W. Smith, and dated November 13, 1981, to be recorded, and measuring and bounding thereon as follows: beginning at a point on said Highway and running South 74-25-02 E for eighty-six (86') feet to a point on said Highway; thence turning and running south 15-10-55 W for a distance of Sixty-four (64') feet; thence turning and running North 76-27-02 W for a distance of Ninety-five and eighty-two one hundredths (95.82') feet; thence turning and running North 23-25-45 E for a distance of Sixty-eight (68') feet to the point of beginning, and being bound on the North by Highway #378, and on the East by land of Mrs. Charlie Scott and on the South by land of Mrs. Charlie Scott, and on the West by land of Mrs. J.H. Campbell; reference being made to the above referred plats for a more complete description, all measurements being a little more or less.

This conveyance is made subject to all existing easements, restrictions, conditions, and rights-of-way of record and otherwise.

TAX MAP NUMBER: 35200-9-38

Attachment B CASE 04-26 MA





















CASE 04-26 MA
IRENE PHILLIPS
TMS 35200-09-10/38



CASE 04-26 MA FROM RU to PDD



ZONING CLASSIFICATIONS

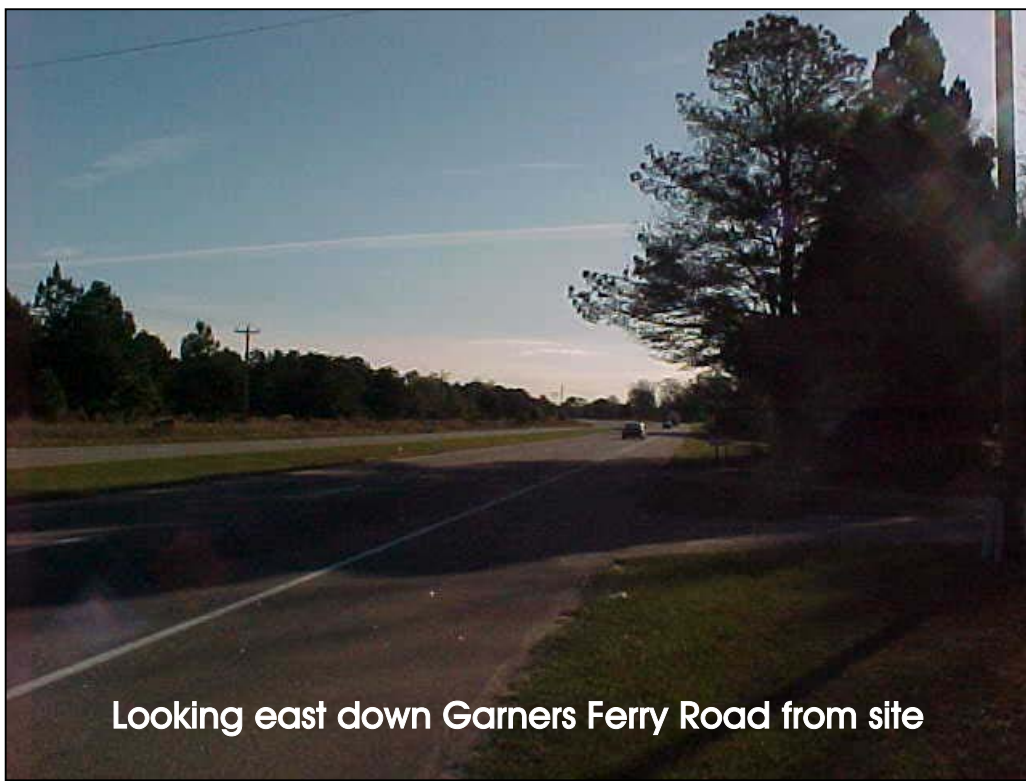
 C-1	 D-1	 MH-1	 PDD	 RG-2	 RS-3
 C-2	 M-1	 MH-2	 PUD	 RS-1	 RU
 C-3	 M-2	 MH-3	 RG-1	 RS-2	 SUBJECT



CASE 04-26 MA FROM RU to PDD

TMS# 35200-09-10/38

11447 Garners Ferry Road



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

December 1, 2003

RC Project # 04-27 MA	Applicant: John E. Davis
General Location: Northeast corner of Johnson Marina Road and Rucker Road	
Tax Map Number: 01312-03-09	Subject Area: 2.5 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: RS-1
Proposed Use: Residential Subdivision	PC Sign Posting Date: November 13, 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 construction of single-family homes.

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Single family residence and undeveloped woodlands
Adjacent North	RU	Large lot single family residences
Adjacent East	RU	Large lot single family residences
Adjacent South	RU	Large lot single family residences across Rucker Road
Adjacent West	RS-1	Large lot single family residences across Johnson Marina Road

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 developments encompassing the site consist of all large lot single-family residences. The area is suitable for 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	Johnson Marina Road via Rucker 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	86	
Current Volume At The Nearest Count Station #559 Located @ north of site on Johnson Marina Road	3700	
Estimated Traffic Count With the Proposed Project	3786	
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.**

The estimated traffic generated by the project is calculated as follows:

Average of 9 single family residences times 9.5 trips/unit = 86 daily 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 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 Northwest Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Low Density Residential in a Developing Urban Area. The proposed Zoning Map Amendment is **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 land surrounding the subject parcel consists of existing single-family residences and undeveloped woodlands. The proposed amendment is suitable for the surrounding area. 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 low density residential in the Developing Urban Area on the Proposed Land Use Map. The proposed Amendment **implements** this Principle.

Other Relevant Issues

A major factor involved in determining whether or not a proposed zoning map amendment is appropriate is the existing adjacent land use and the compatibility of the proposal. The property to the west across Johnson Marina Road is zoned RS-1. The proposed Amendment is consistent with the surrounding area.

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 # 04-27 MA **be changed** from RU to RS-1.

Findings of Fact:

1. The applicant has 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 LOS C traffic capacity of Johnson Marina Road will not be exceeded.
4. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
5. The proposed Zoning Map Amendment **is consistent** with the Objectives and Principles of the Northwest 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

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**

A clerical or map error is such that it may affect the result of the Commission's action.

At their meeting of December 1, 2003, the Richland County Planning Commission agreed (did not agree) with the PSDS 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 # 04-27 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 # 04-27 MA, the Planning Commission made the findings of fact summarized below:

- 1)

ATTACHMENT A

CASE 04-27 MA

Legal Description of Davis Property (Transcribed from deeds to John W. and Motie P. Davis)

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

All that certain piece, parcel or lots of land, together with any improvements thereon, situate, lying and being in the County of Richland, State of South Carolina, on the eastern side of State Road No. 216 (Johnson Marina Road) and the north-eastern side of State Road No. 2034 (Rucker Road). Said property consists of:

Lot 16— On the North by Lot No. 15, conveyed to Christofoli, measuring Two Hundred Eighty-Four and 6/10 (284.6) feet; on the East by Lake Murray, measuring One Hundred (100) feet; on the South by Lot No. 17, measuring Two Hundred Eleven and 6/10 (211.6) feet and on the West by the Unnumbered Parcel noted below, measuring Seventy and 5/10 (70.5) feet.

Lot 17— Commencing at iron stake at West corner of Lot 16 and running East, measuring Two Hundred Eleven and 6/10 (211.6) feet; hence running South on Lake Murray, measuring One Hundred (100) feet; hence running West, measuring One Hundred Fifty-One and 4/10 (151.4) feet to SC Highway No. 2034 (Rucker Rd.); hence running North along Rucker Rd. measuring Eighty-Three and 7/10 (83.7) feet; hence running along Unnumbered Parcel noted above, measuring One Hundred Forty-Five (145) feet to point of beginning.

Lot 18— Beginning at North-East Corner of Lot 17 and running East, measuring One Hundred Fifty-One and 4/10 (151.4) feet; hence running South-East on Lake Murray, measuring One Hundred Twenty-Nine and 8/10 (129.8) feet; hence running West, measuring Two Hundred Eighteen (218) feet; hence running North along SC Highway No. 2034 (Rucker Rd.), measuring One Hundred Twenty-Three (123) feet to point of beginning.

Unnumbered parcel -On the North by lands now or formerly of Rucker and conveyed to Cbristofoli and measuring thereon for a distance of Three Hundred Thirty-Eight (338) feet; on the East by Lots 16 and 17 for a distance of Two Hundred fifteen and 5/10 (215.5) feet; on the South by SC Highway No. 2034 (Rucker Road) as shown on said plat and measuring thereon for a distance of Three Hundred Seven (307) feet and on the West by SC Highway No. 216 (Johnson Marina Road) and measuring thereon for a distance of Seventy-Two (72) feet to point of beginning.

All of which will more fully appear by reference to certain plats of said property as shown below: Plat prepared for W.T. Rucker, dated December 4, 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 "P", Page 199; and being the same lots of land conveyed by W.T.Rucker to John Winston Davis and Motie P. Davis by deeds dated May 10, 1957 and October 1, 1960 and recorded in the Office of the Clerk of Court for Richland County in Deed Book 217 at page 6 and Deed Book 289 at page 154.

Plat prepared for Mrs John W. Davis, dated March 16, 1963 and recorded in the Office of the clerk of Court for Richland County in Deed Book 351 at page 183.



















CASE 04-27 MA
JOHN E. DAVIS
TMS 01312-03-09



CASE 04-27 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 04-27 MA FROM RU to RS-1

TMS# 01312-03-09

Rucker Rd and Johnson Marina Rd



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

TO: Planning Commission Members
FROM: Carl D. Gosline, AICP, Subdivision Administrator 
DATE: November 24, 2003
RE: Proposed Street Name Change – Miller Road to Ingle Lane

Background

Section 6-29-1200 (B), SC Code of Laws requires the Planning Commission to approve all street/road name changes. Specifically, the statute says "...A commission (*planning commission*) **may**, after reasonable notice through a newspaper having general circulation in which the commission is created and exists, change the name of a street or road within the boundary of its territorial jurisdiction..."

The process is typically initiated by a request from an adjacent property owner, or owners. Alfreda Tindal, the County's E-911 Coordinator, transmits a petition to the applicant. The applicant has the responsibility to get a minimum of 75 percent of the adjacent landowners to agree to the proposed name change. The attached map depicts the location of the subject road.

Upon receipt of a petition meeting these criteria, Ms. Tindal will verify the property ownerships and other pertinent information. If all the required information is correct, an advertisement is placed in the Legal Notice section of The State newspaper at least 15 days prior to the Planning Commission meeting. A copy of the public notice is attached for your reference.

The criteria for authorizing a name change is described in Section 6-29-1200 (B), SC Code of Laws as follows:

- 1) When there is duplication of names or other conditions which tend to confuse the traveling public or the delivery of mail, orders or messages; or
- 2) When it is found that a change may simplify marking or giving of directions to persons seeking to locate addresses; or
- 3) Upon any other good and just reason that may appear to the (*planning*) commission.

The subject road is a private dirt road. The petitioner owns the land on both sides of the road.

Action Requested

The Department finds that the proposed request to change the name of Miller Road to Ingle Lane meets the criteria described above and recommends the Planning Commission approve the requested name change.