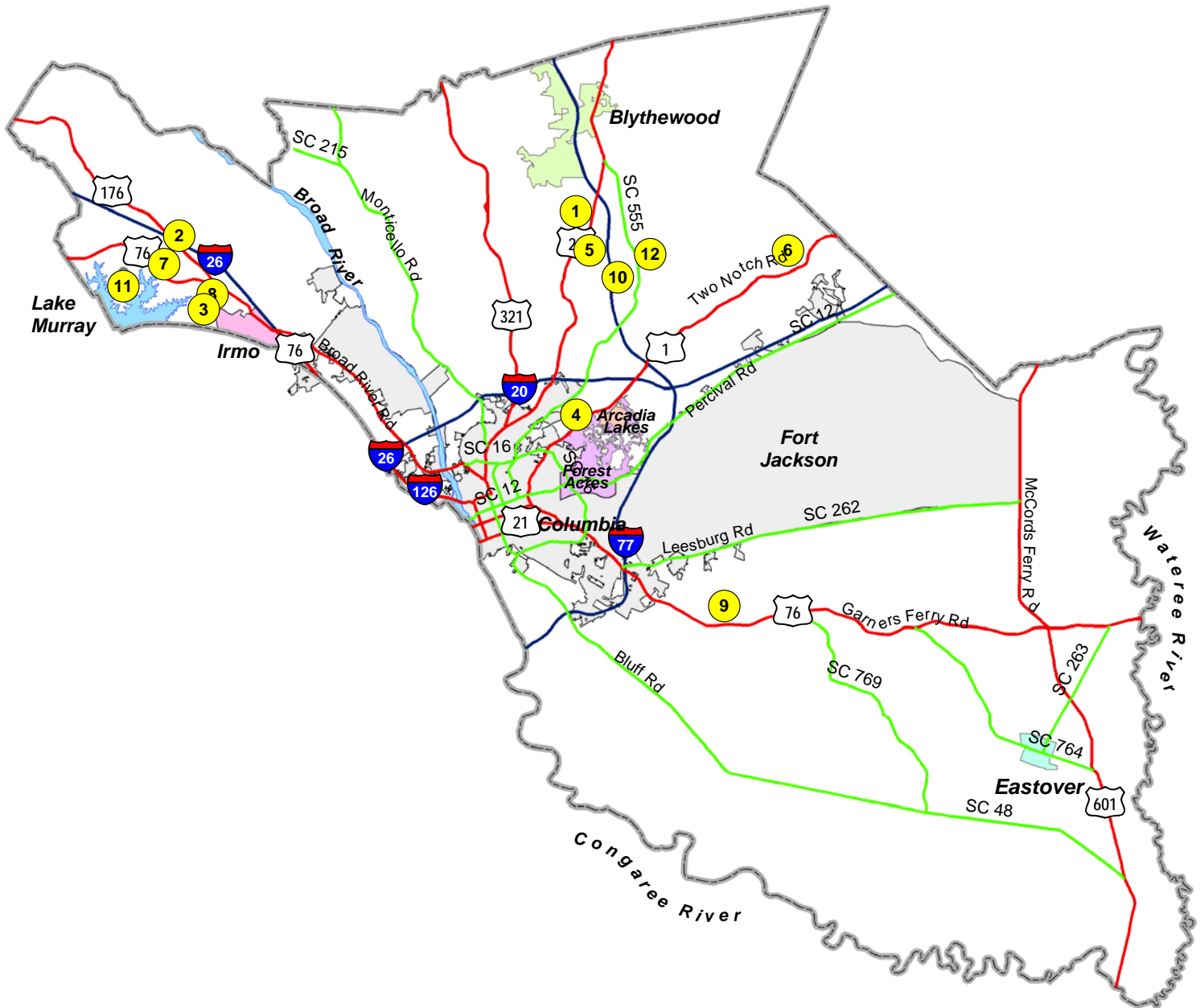


RICHLAND COUNTY
PLANNING COMMISSION



SEPTEMBER 13, 2004

RICHLAND COUNTY PLANNING COMMISSION SEPTEMBER 13, 2004



CASE NO.	APPLICANT	TMS NO.	ADDRESS	DISTRICT
1. 04-66 MA	Kerry Lee	14800-05-22	US 21 North of Stonington	McEachern
2. 04-67 MA	William Smoak	02600-06-14	11126 Broad River Road (U.S. Hwy 176)	Corley
3. 04-69 MA	John Moore	03208-01-02, 03207-01-02/03/21	Located between Farming Creek Rd and Salem Church Rd	Corley
4. 04-70 MA	Cornell H. Boyd	14205-04-01/02/03/04	1104,1108,1112,1116 Fontaine Rd	Tillis
5. 05-01 MA	Danny Kiser	14700-07-05/07	Corner of Wilson Blvd. (Hwy 21) & N.	McEachern
6. 05-02 MA	Lee Miller	25900-03-03/06/07, 25900-03-14 (p) & 25900-05-06	Bookman & Old Two Notch Road	Brill
7. 05-04 MA	Coogler Construction Company	02408-02-06	1750 Dutch Fork Road (Hwy 76)	Corley
8. 05-05 MA	Harold Pickrel	03300-08-29	Intersection of Hwy 176 & 76	Corley
9. 05-06 MA	Clifton Kinder	21800-01-03/14 & 21900-09-08	Corner of Trotter & Garners Ferry Road	Mizzell
10. 05-07 MA	Killian Lakes	17300-02-03	Farrow Road south of Killian Road	McEachern
11. 05-08 MA	The Village	01513-01-01/02	Johnson Marina & Richard Franklin Road	Corley
12. 05-09 MA	Gentry Development, LLC	17400-06-10 & 17400-07-01/02/04 & portion of Old Clemson Road	Intersection of Clemson & Longtown Road	Tuten/McEachern

RICHLAND COUNTY PLANNING COMMISSION

Monday, September 13, 2004

Agenda

1:00 PM

**2020 Hampton Street
2nd Floor, Council Chambers**

STAFF: Michael P. Criss, AICP.....Planning Director
 Anna Almeida Development Services Manager
 Carl D. Gosline, AICP Subdivision Administrator
 Amelia R. Linder, Esq.Assistant County Attorney

I. PUBLIC MEETING CALL TO ORDER Gene Green, Chairperson

II. AGENDA AMENDMENTS

III. OLD BUSINESS

CASE #	04-54 MA	Page
APPLICANT	Pat Murphy	09
REQUESTED AMENDMENT	D-1/C-1 to PDD (4.02 Acres)	
PURPOSE	Dormitories	
TAX MAP SHEET NUMBER (S)	09404-02-03 (p)	
LOCATION	Monticello Road	

IV. NEW BUSINESS - SUBDIVISION REVIEW

PROJECT #	NAME	LOCATION	UNITS	Page
SD-04-193	Cherokee Ridge	Miles Rd. near Kershaw Co TMS # 23600-03-07	27	19
SD-05-25	Myers Creek Phase 2	Rabbit Run Rd. near Trotter Rd. TMS # 21900-04-03/08	88	29
SD-04-208	Pinnacle Pointe Medical Park, Ph. 2	Rabon Rd. & Legrande Rd. TMS # 17108-01-06/07	24	39
SD-05-10	Stonemont	Koon Rd. TMS# 04100-01-06/11	75	49

SD-05-11	Charleston Estates	Hardscrabble Rd. TMS# 20281-01-41/42	19	59
----------	--------------------	---	----	----

VI. NEW BUSINESS - ZONING MAP AMENDMENTS

(MAP #) CASE #	(1) 04-66 MA	Page
APPLICANT	Kerry Lee	69
REQUESTED AMENDMENT	RU to RS-1 (25 acres)	
PURPOSE	Residential Development	
TAX MAP SHEET NUMBER (S)	14800-05-22	
LOCATION	US 21 North of Stonington	

(MAP #) CASE #	(2) 04-67 MA	Page
APPLICANT	William Smoak	79
REQUESTED AMENDMENT	RU to C-3 (2.12 acres)	
PURPOSE	Expansion location for R&R Motors	
TAX MAP SHEET NUMBER (S)	02600-06-14	
LOCATION	11126 Broad River Road (U.S. Hwy 176)	

(MAP #) CASE #	(3) 04-69 MA	Page
APPLICANT	John Moore	89
REQUESTED AMENDMENT	RU to RS-1 (44.57 acres)	
PURPOSE	Single Family Homes	
TAX MAP SHEET NUMBER (S)	03208-01-02, 03207-01-02/03/21	
LOCATION	Located between Farming Creek Road and Salem Church Road, near Ballentine	

(MAP #) CASE #	(4) 04-70 MA	Page
APPLICANT	Cornell H. Boyd	99
REQUESTED AMENDMENT	D-1 to C-3 (0.96Acres)	
PURPOSE	Beauty Salon	
TAX MAP SHEET NUMBER (S)	14205-04-01/02/03/04	
LOCATION	North side of Fontaine Rd. ¼ mile west of Two Notch (1104,1108,1112,1116 Fontaine Rd)	

(MAP #) CASE #	(5) 05-01 MA	Page
APPLICANT	Danny Kiser	109
REQUESTED AMENDMENT	RU to C-2 (2.2 acres)	
PURPOSE	Alteration Shop	
TAX MAP SHEET NUMBER (S)	14700-07-05/07	
LOCATION	Corner of Wilson Blvd. (Hwy 21) & N. Pines	

(MAP #) CASE #	(6) 05-02 MA	Page
APPLICANT	Lee Miller	119
REQUESTED AMENDMENT	RU to PUD-1R (294 acres)	
PURPOSE	Residential Subdivision	
TAX MAP SHEET NUMBER (S)	25900-03-03/06/07, 25900-03-14 (p) & 25900-05-06	
LOCATION	Bookman & Old Two Notch Road	

(MAP #) CASE #	(7) 05-04 MA	Page
APPLICANT	Coogler Construction Company	139
REQUESTED AMENDMENT	C-3 to PDD (10 acres)	
PURPOSE	Continuance & expansion of existing use	
TAX MAP SHEET NUMBER (S)	02408-02-06	
LOCATION	1750 Dutch Fork Road (Hwy 76)	

(MAP #) CASE #	(8) 05-05 MA	Page
APPLICANT	Harold Pickrel	151
REQUESTED AMENDMENT	RU to C-3 (2 acres)	
PURPOSE	Retail Development	
TAX MAP SHEET NUMBER (S)	03300-08-29	
LOCATION	Intersection of Hwy 176 & 76	

(MAP #) CASE #	(9) 05-06 MA	Page
APPLICANT	Clifton Kinder	161
REQUESTED AMENDMENT	D-1 to PUD-1R (95 acres)	
PURPOSE	Commercial/Residential PUD	
TAX MAP SHEET NUMBER (S)	21800-01-03/14 & 21900-09-08	
LOCATION	Corner of Trotter & Garners Ferry Road	

(MAP #) CASE #	(10) 05-07 MA	Page
APPLICANT	Killian Lakes	179
REQUESTED AMENDMENT	M-1 to PUD-1R (95 acres)	
PURPOSE	Commercial/Residential PUD	
TAX MAP SHEET NUMBER (S)	17300-02-03	
LOCATION	Farrow Road south of Killian Road	

(MAP #) CASE #	(11) 05-08 MA	Page
APPLICANT	The Village	195
REQUESTED AMENDMENT	RU & RS-1 to PUD-1R (88 acres)	
PURPOSE	Residential PUD	
TAX MAP SHEET NUMBER (S)	01513-01-01/02	
LOCATION	Johnson Marina & Richard Franklin Road	

(MAP #) CASE #	(12) 05-09 MA	Page
APPLICANT	Gentry Development, LLC	211
REQUESTED AMENDMENT	RU to C-3	(19 acres)
PURPOSE	Retail Center	
TAX MAP SHEET NUMBER (S)	17400-06-10 & 17400-07-01/02/04 & portion of Old Clemson Road	
LOCATION	Intersection of Clemson & Longtown Road	

VII. ROAD NAME APPROVALS

- a. Street Name Approvals 231
- b. Public Hearing Regarding Road Name Change - Harris Lane to Zachery Lane

VIII. OTHER BUSINESS

- a. Consideration of text amendments to Chapter 26 of the County Code (the Zoning Ordinance) regarding bulletin signs incidental to churches.
- b. Consideration of text amendments to Chapter 26 of the County Code (the Zoning Ordinance) regarding off-site parking for churches.
- c. Consideration of text amendments to Chapter 22 & 26 of the County Code (the Land Development Regulations and Zoning Ordinance) regarding cluster housing requirements.
- d. Consideration of text amendments to Chapter 26 of the County Code (the Zoning Ordinance) regarding clarifications of the PUD and PDD regulations.

IX. PLANNING DIRECTOR’S REPORT

X. ADJOURNMENT

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

September 13, 2004

RC Project # 04-54 MA	Applicant: Truman J. "Pat" Murphy, III
General Location: 7118-B Monticello Road south of Sara Matthews Road	
Tax Map Number: 09404-02-03 (p)	Subject Area: 4.02 ac MOL
Current Parcel Zoning: D-1/C-1	Proposed Parcel Zoning: PDD
Proposed Use: Boarding Houses	PC Sign Posting Date: 3rd week of August 2004

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. It is the Department's position that this provision means the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

Applicant’s Factual Justification For Proposed Change

To bring existing boarding houses into compliance

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	D-1/C-1	Vacant boarding homes and undeveloped woodlands
Adjacent North	D-1	Undeveloped woodlands, single family residences, and a multi family residence
Adjacent East	D-1	Large lot residences and undeveloped woodlands
Adjacent South	D-1	Undeveloped woodlands and single family residences
Adjacent West	D-1 & M-1	Scattered single family residences and scattered commercial structures

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>C-1 Zoning Designation Intent</u> Intended to accommodate office, institutional, and certain types of residential uses</p> <p><u>D-1 Zoning Designation Intent</u> Intended to provide for large tracts of land located primarily on the fringe of urban growth where the predominant character of urban development has not yet been fully established, but where the current characteristics of use are predominantly residential, agricultural, or semideveloped, with scattered related uses</p>	<p><u>Proposed PDD Zoning Designation Intent</u> Intended to better bridge the inherent difference between residential and non residential uses</p>
<p><u>Existing C-1 Zoning Permitted Uses</u> Offices Studios Single, two family, and multi family dwellings</p> <p><u>Existing D-1 Zoning Permitted Uses</u> Agriculture Horticulture Single family detached dwellings Places of worship</p>	<p><u>Proposed PDD Zoning Permitted Uses</u> Limited to only those depicted in the Site Plan</p>

The land uses above represent a summary of the permitted uses in Chapter 26-65/62 and Chapter 26-72, respectively of the County Code. Some Special Exception uses are also possible.

The adjacent developments to the north, east, and south are undeveloped woodlands or single family residences. The area across Monticello Road consists of a commercial building and single family residences. Since the proposed site will be enveloped by natural woodlands, the site is compatible with the adjacent 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	Monticello Road	
Functional Classification Of This Roadway	Five Lane Undivided Major Arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	33,600	
Estimated Traffic Generated By The Proposed Project	145	
Current Volume At The Nearest Count Station #249 Located @ southeast of site on Monticello Road	9800	
Estimated Traffic Count With the Proposed Project	9,945	
Volume-To-Capacity Ratio With The Proposed Project	0.30	

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 25, 2004 and represent the Annual Average Daily Trips in 2003 i.e. **they are already more than one year old.**

The estimated project traffic is calculated by multiplying the generation rate for a low rise apartment found on page 9 of the Addendum To The Long Range Major Street Plan for Richland County times the proposed number of units. $22 \times 6.6 = 145$

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

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

It is the Department's position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

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..." The Map designates the subject area as Residential in a Developing Urban Area. The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the North Central Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The North Central Subarea Plan, adopted in November 1992, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 26 and 30 respectively, are discussed below:

Objective – Vary residential densities and development according to the character of existing communities.

The existing adjacent residential development consists of single family residences on varying lot sizes. Due to the location of the proposed site, the character of the existing residences would not be affected by the development. The proposed Amendment **implements** this Objective.

Principle – Established low density residential neighborhoods should be protected against penetration or encroachment from higher or more intensive development.

The proposed Amendment will only allow for a maximum of 22 units. The location of the site prevents it from penetrating the existing neighborhood on Sara Matthews Road and surrounding areas. The proposed Amendment **implements** this Principle.

Other Relevant Issues

Prior to any further development of the subject property, the applicant must bring the existing structures into compliance with all the relevant County regulations. The applicant must also obtain all necessary site development and Building Code approvals prior to initiating any new development activity.

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 # 04-54 MA **be changed** from D-1/C-1 to PDD.

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 traffic capacity of Monticello Road at this location will not be exceeded.
4. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the North Central Subarea Plan.
5. The proposed Zoning Map Amendment **is consistent** with the Objectives and Recommendations of the North Central Subarea Plan discussed herein.
6. It is the Department's position that in order to comply with the requirements of Section 6-29-540, SC Code of Laws, the Proposed Land Use Map for this portion of the North Central Subarea Plan should be amended, via the formal land use ordinance adoption process, to change the land use designation for the subject site to a residential zoned district.
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.

PDD Conditions

- a) The development of the subject site is limited to the amounts and locations of the land uses depicted in the Site Plan; and
- b) The development shall be limited to a 22-room boarding house; and
- c) All structures must comply with the relevant Building Codes; and
- d) No site clearance activity, or filling activity, shall occur until the Planning and Development Services Department issues a Controlled Clearing Certificate letter; and
- e) The applicant must coordinate the street addressing with the E911 Coordinator prior to building permits being issued; and
- f) The applicant shall be required to pave the driveway to Monticello Road to County standards; and

- g) All development shall conform to the land development regulations in effect when an individual development permit application is received; and
- h) The provisions of Sections 26-72.3, 26-72.4; 26-72.5, 26-72.6, 26-72.8 are exempted from application to this project; and
- i) No Special Exceptions, as defined in Chapter 26-602, et. seq., of the County Code, or its relevant successor regulations, shall be permitted; and
- e) The Planning Commission is hereby authorized to make minor amendments, including but not limited to rearrangement of structures, as determined by the Zoning Administrator, to the Site Plan pursuant to the provisions of 26-72.13, or its relevant successor regulations, of the County Code; and
- f) If the Zoning Administrator determines that any increase in the number of access points to the external road network; or any decrease in the amount of open space/common areas; or more than a 10 percent increase in the gross residential density, the major PDD amendment process, shall be required

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.

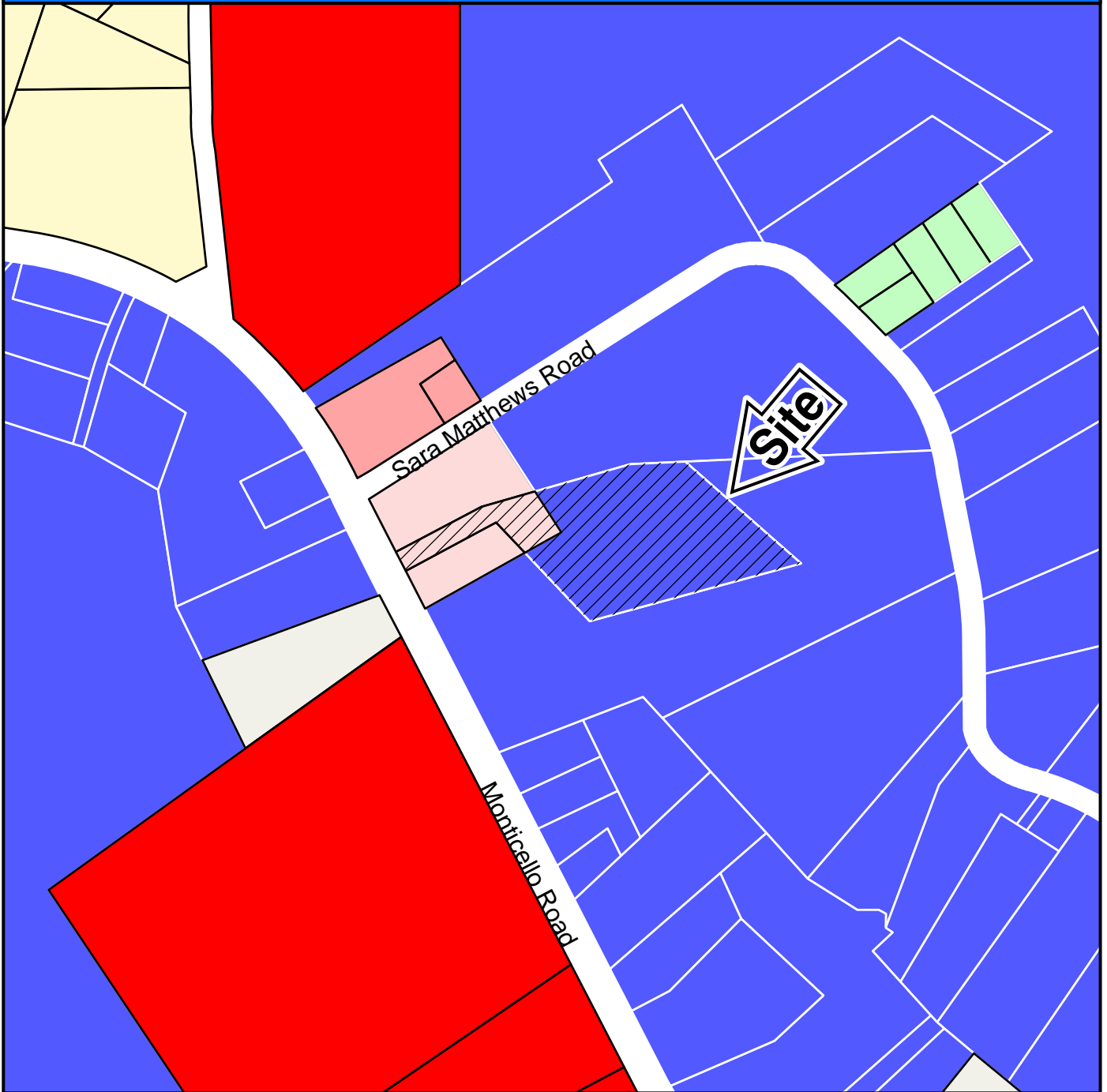
At their meeting of September 13, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-54 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 # 04-54 MA, the Planning Commission made the findings of fact summarized below:

CASE 04-54 MA D-1/C-1 to PDD



ZONING CLASSIFICATIONS

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



CASE 04-54 MA
D-1/C-1 to PDD
TMS 09404-02-03 (p)

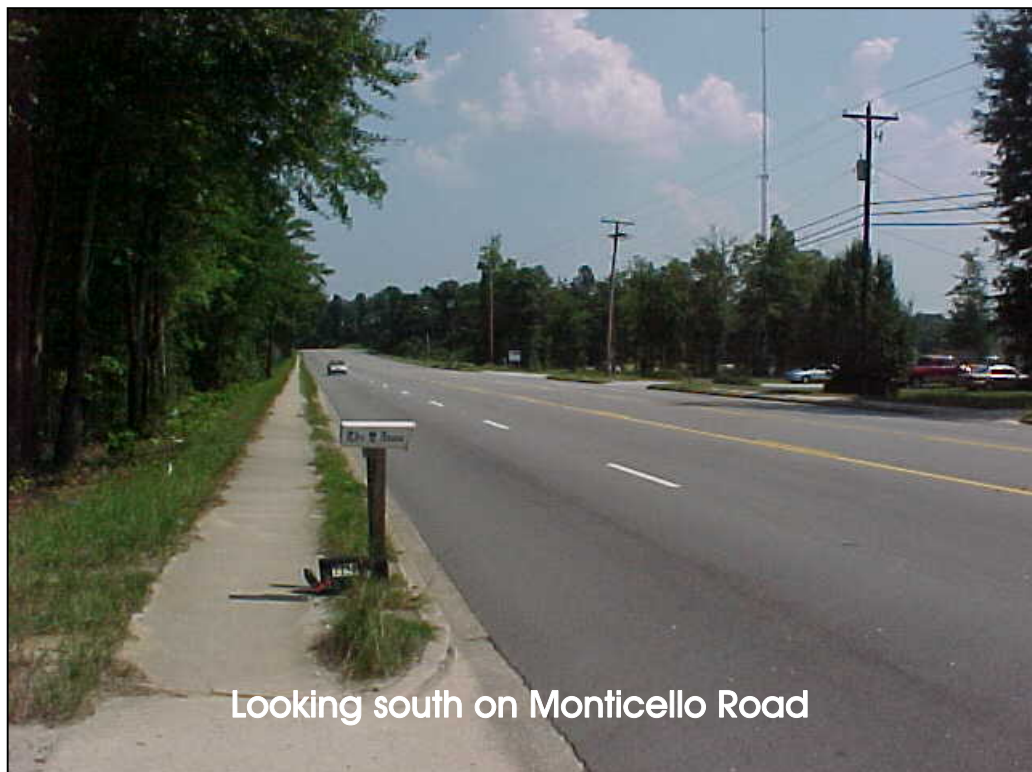


CASE 04-54 MA

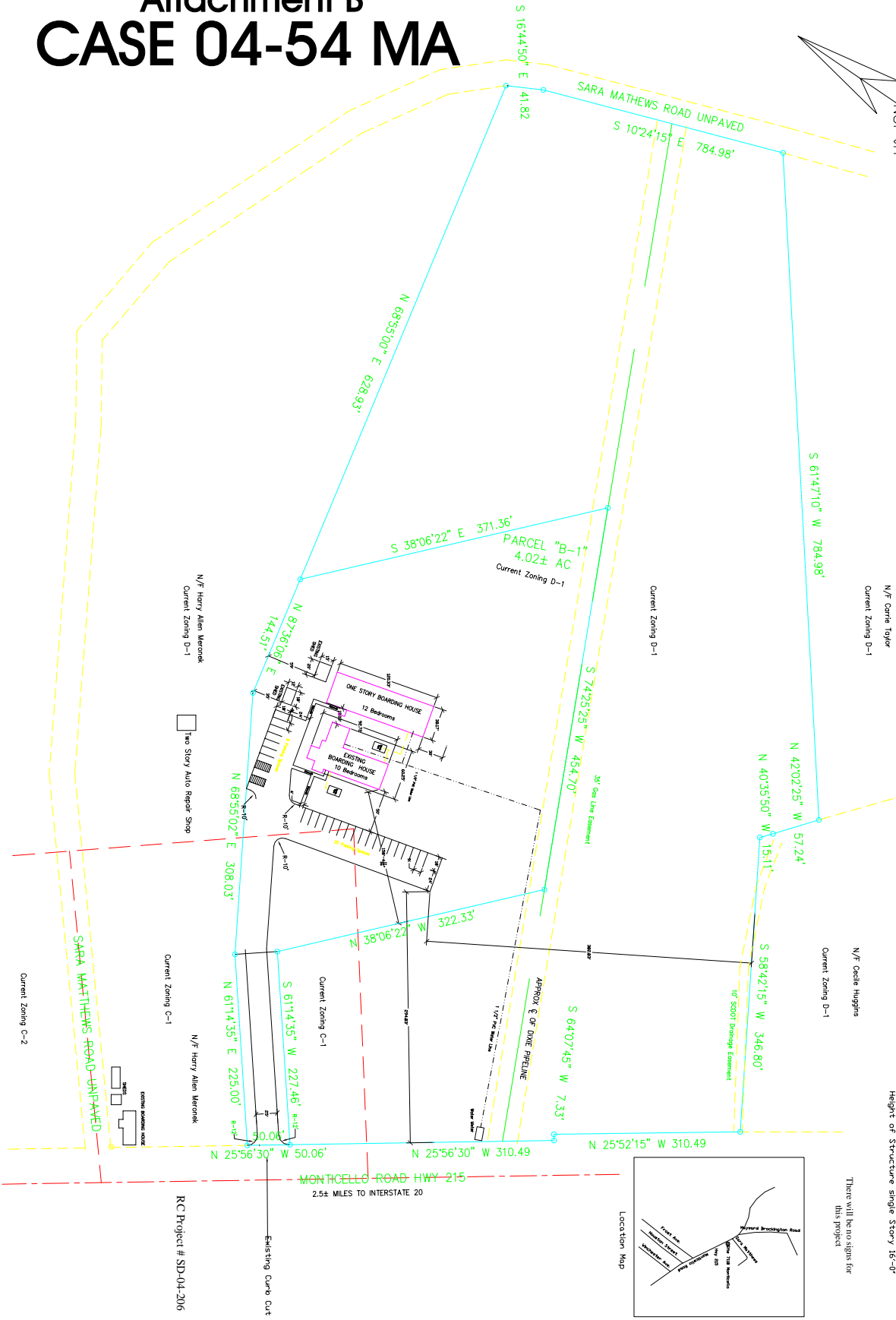
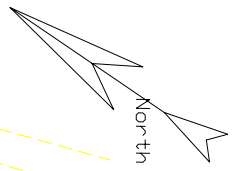
From D-1/C-1 to PDD

TMS# 09404-02-03 (p)

Monticello Road

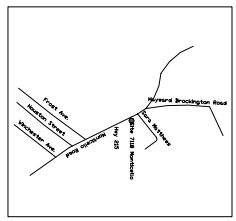


Attachment B CASE 04-54 MA



Notes: For Parcel 'B-1'
 Present Zoning C-1 and D-1
 Proposed New Zoning PD0 For Parcel 'B-1'
 12 Bedroom
 Existing 2 Bedrooms
 Height of Structure single Story 15'-0"

There will be no signs for this project



RC Project # SD-04-206

SCALE 1" = 50' DRAWING NO. S-1	PROJECT Murphy Property		Owner: Truman J. Murphy III		REVISIONS DATE DESCRIPTION
	DRAWING Site Plan		RC Project # SD-04-206		
DRAWN BY 3/25/04	DATE 3/25/04	PROJECT NO.			

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

September 13, 2004

Applicant: Dan Riddick		Preliminary Subdivision Plans For: Cherokee Ridge	
RC Project # : SD-04-193			
General Location: N E Miles Road near Kershaw Co line			
Tax Map Number: 23600-03-07		Current Zoning: RU	
Subject Area: 25.7 acres	Number of Units: 27	Gross Density: 0.9 DU/acres	
Sewer Service Provider: Septic Tank		Water Service Provider: 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..." It is the Department's position that 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	N E Miles Road	
Functional Classification Of This Roadway	Not Classified	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	NAp	
Estimated Traffic Generated By The Proposed Project	257	
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 25, 2004 and represent the Annual Average Daily Trips in 2003, 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 generate any significant amount of traffic on N E Miles 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.

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 site has mixed hardwoods and pine trees. The site elevation ranges from 404 ft MSL at the north side of the site to 365 ft MSL at N E Miles Road and 354 ft MSL at the northeast corner of the site.

Compatibility with the Surrounding Area

The proposed project is a residential subdivision with a density of 0.9 dwelling units per acre. It is **not compatible** with the adjacent undeveloped woodlands and large lot residences.

Discussion of Applicable Comprehensive Plan Issues

It is the Department’s position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

The subject site is designated as Low Density Residential on the I-77 Corridor Subarea Plan Proposed Land Use Map. The proposed project is consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department’s position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations of the Comprehensive Plan. 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 – Compatible zoning classifications by density are recommended as follows:

Low Density (4.0 DU/acres or less) RU, RS-1, RS-1A, PUD-1, PUD-2 & PDD

Since the subject site is zoned RU, the proposed project implements this Principle.

Other Pertinent Factors

- 1) As of August 20, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) The E-911 Coordinator certified the street names on February 23, 2004.
- 3) The flood elevation statement was approved on March 29, 2004.
- 4) On February 9, 2004, the County Fire Marshal commented that any additional development will require a secondary access point.

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 27 unit single family detached subdivision, known as Cherokee Ridge (Project # SD-04-193). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The proposed project will not generate any significant amount of traffic.
2. The proposed subdivision **is not compatible** with existing development in the area.
3. The proposed 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) The Planning Dept. must issue a Controlled Clearing Certification **PRIOR to any land clearing activity being initiated; and**
- b) The plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- c) The Department of Public Works must approve the stormwater management plans; **and**
- d) **No building permits shall be issued until all of the conditions cited above are met; and**
- e) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- f) A Final Plat can not be approved by the Department until the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

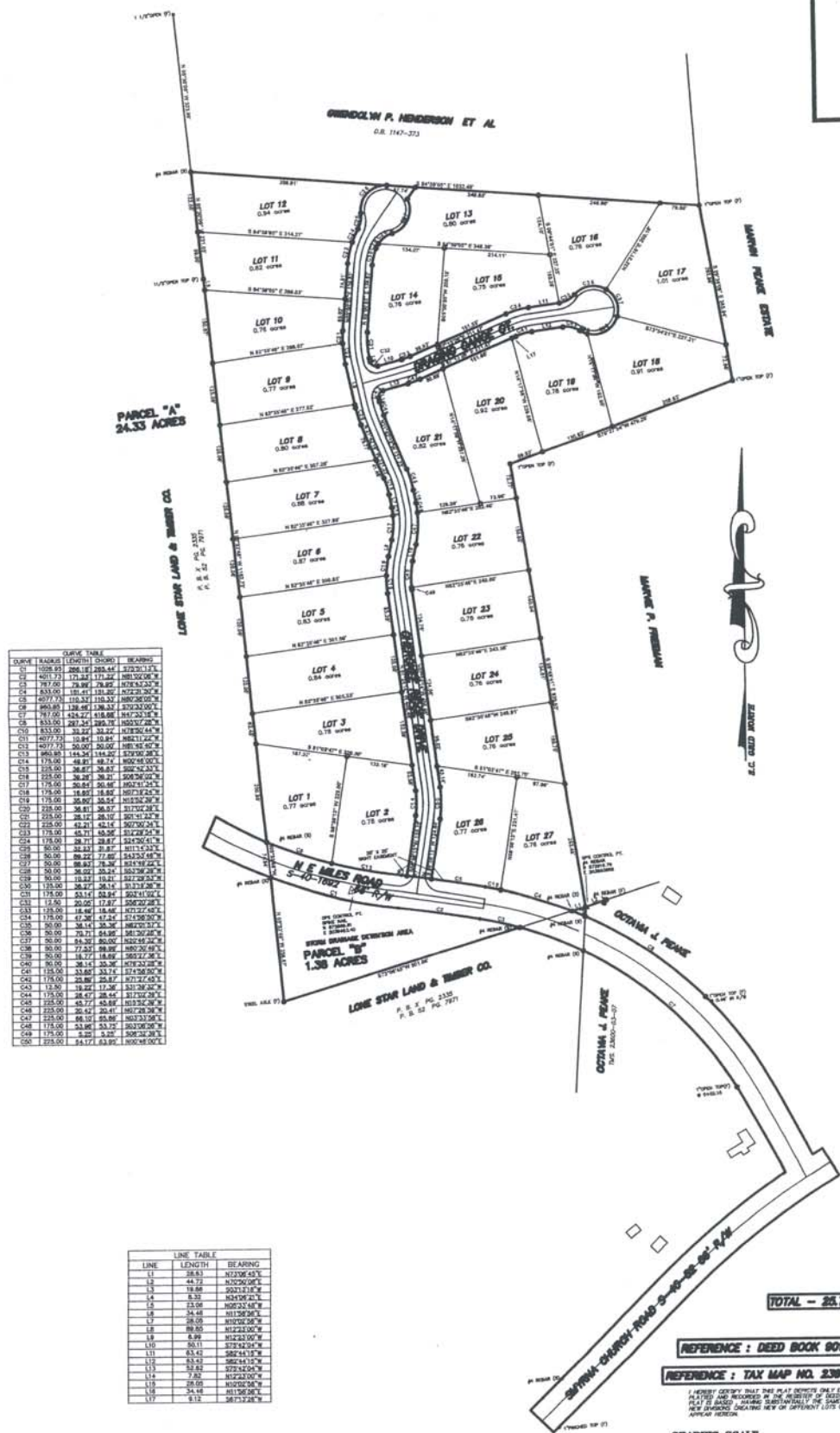
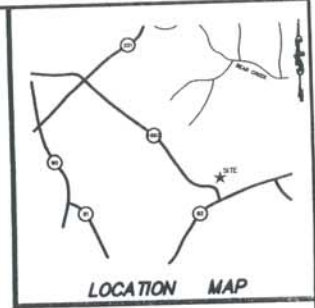
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days 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 04-193



DATE TABLE

01	1028.93	208.18	283.44	373.31	1.18
02	947.72	173.84	173.84	188.50	0.56
03	947.72	173.84	173.84	188.50	0.56
04	833.00	151.41	151.41	162.23	0.47
05	833.00	151.41	151.41	162.23	0.47
06	833.00	151.41	151.41	162.23	0.47
07	833.00	151.41	151.41	162.23	0.47
08	833.00	151.41	151.41	162.23	0.47
09	833.00	151.41	151.41	162.23	0.47
10	833.00	151.41	151.41	162.23	0.47
11	833.00	151.41	151.41	162.23	0.47
12	833.00	151.41	151.41	162.23	0.47
13	833.00	151.41	151.41	162.23	0.47
14	833.00	151.41	151.41	162.23	0.47
15	833.00	151.41	151.41	162.23	0.47
16	833.00	151.41	151.41	162.23	0.47
17	833.00	151.41	151.41	162.23	0.47
18	833.00	151.41	151.41	162.23	0.47
19	833.00	151.41	151.41	162.23	0.47
20	833.00	151.41	151.41	162.23	0.47
21	833.00	151.41	151.41	162.23	0.47
22	833.00	151.41	151.41	162.23	0.47
23	833.00	151.41	151.41	162.23	0.47
24	833.00	151.41	151.41	162.23	0.47
25	833.00	151.41	151.41	162.23	0.47
26	833.00	151.41	151.41	162.23	0.47
27	833.00	151.41	151.41	162.23	0.47
28	833.00	151.41	151.41	162.23	0.47
29	833.00	151.41	151.41	162.23	0.47
30	833.00	151.41	151.41	162.23	0.47
31	833.00	151.41	151.41	162.23	0.47
32	833.00	151.41	151.41	162.23	0.47
33	833.00	151.41	151.41	162.23	0.47
34	833.00	151.41	151.41	162.23	0.47
35	833.00	151.41	151.41	162.23	0.47
36	833.00	151.41	151.41	162.23	0.47
37	833.00	151.41	151.41	162.23	0.47

LINE TABLE

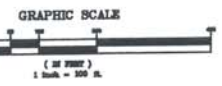
LINE	LENGTH	BEARING
1	28.63	N27°06'43"E
2	44.73	N70°00'00"E
3	18.88	S00°13'18"W
4	18.88	S00°13'18"W
5	33.08	N00°23'48"W
6	24.48	S11°26'26"E
7	26.00	N10°00'00"E
8	89.80	N12°24'00"W
9	8.89	N12°24'00"W
10	30.11	S12°24'00"W
11	83.80	S02°41'15"E
12	33.43	S86°45'12"W
13	32.82	S72°42'04"W
14	7.80	N12°24'00"W
15	28.00	N10°00'00"E
16	34.48	S11°26'26"E
17	81.0	S87°12'28"W

TOTAL - 23.71 ACRES

REFERENCE : DEED BOOK 801 PAGE 2883 DATED FEBRUARY 10, 2004

REFERENCE : TAX MAP NO. 23800-03-07 (PORTION OF)

I HEREBY CERTIFY THAT THIS PLAT SHOWS ONLY EXISTING PARCELS OR LOTS OF LAND WHICH WERE PLATED AND ADDED TO THE PUBLIC RECORDS OF THE STATE OF SOUTH CAROLINA, AND THAT NO NEW UNPLATED LOTS OR PORTIONS OF LOTS HAVE BEEN ADDED TO THE PUBLIC RECORDS SINCE THE DATE OF THE LAST PLAT OF THE SAME AREA.



AUG 20 2004

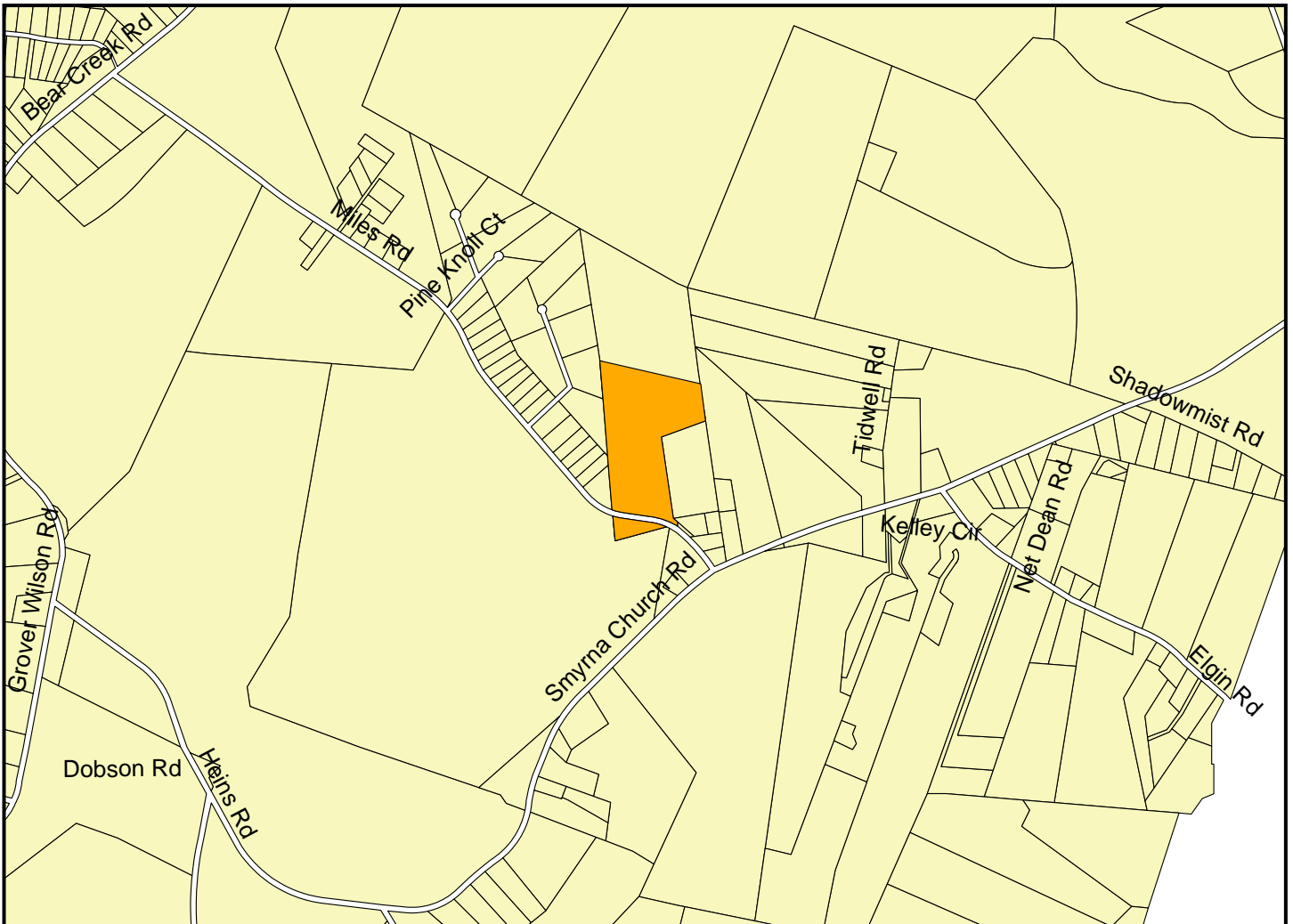


SD 04-193
CHEROKEE RIDGE
TMS 23600-03-07

Site →



SD 04-193 CHEROKEE RIDGE



Looking towards NE Miles Rd. from site interior



Looking north along NE Miles Rd. from site entrance

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

September 13, 2004

Applicant: W.K Dickson & Co.		Preliminary Subdivision Plans For: Myers Creek, Phase 2	
RC Project # : SD-05-25			
General Location: Rabbit Run Road near Trotter Road			
Tax Map Number: 21900-04-03/08		Current Zoning: RG-2	
Subject Area: 26.8 acres	Number of Units: 88	Gross Density: 3.2 DU/acres	
Sewer Service Provider: City of Columbia		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..." It is the Department's position that 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 2008. 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	Trotter Road via Rabbit Run Rd	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	836	
Current Volume At The Nearest Count Station # 565 Located @ Trotter Rd near Rabbit Run Rd	3900	
Estimated Traffic Count With the Proposed Project	4736	
Volume-To-Capacity Ratio With The Proposed Project	0.55	

Notes:

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

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

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003, 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 combination of phase 1 and phase 2 of the proposed project will not result in the LOS C being exceeded at SCDOT count station 565.

Fire Service Impacts

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

School Impacts

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

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

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

Existing Site Conditions

The site is vacant, fairly flat woodlands. Phase 1 of the project is currently under construction

Compatibility with the Surrounding Area

Phase 2 is north and east of Phase 1. The project is compatible with the adjacent development in the surrounding area.

Discussion of Applicable Comprehensive Plan Issues

It is the Department’s position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

The subject site is designated as Residential on the Lower Richland Subarea Plan Proposed Land Use Map. The proposed project is consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department’s position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations of the Comprehensive Plan. 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 45 respectively, are discussed below:

Objective – Vary residential densities and development according to the character of the area
Phase 2 will have a density of 3.2 DU/acre whereas the density of Phase 1 was 2.5 DU/acre. The proposed project implements this Objective.

Principle – Moderate to low level densities (max. 9.0 DU/acre) are appropriate within the Developing Urban Area

This portion of the Subarea Plan is designated for urban development. The subject project implements this Principle.

Other Pertinent Factors

- 1) As of August 20, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of August 20, 2004, approval of the flood issues and wetlands issues had not been received.
- 3) As of August 20, 2004, the County Fire Marshal had not provided comments.
- 4) As of August 20, 2004, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of August 20, 2004, DHEC had not issued a sewer line construction permit.
- 6) As of August 20, 2004, DHEC had not issued a water line construction permit.
- 7) As of August 20, 2004, the E-911 Coordinator had not certified Planning Commission approval of the proposed street names.

The Department believes that a potential safety hazard exists when subdivision lots have double frontage, i.e., access to both the interior residential streets and the adjacent roadways. Therefore in order to promote adequate pedestrian and vehicular safety in subdivisions as required by state law, it is necessary to ensure such lots have access only from the interior residential streets. To this end, the developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Rabbit Run Road from lots 159 through 162.

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 Myers Creek (Project # SD-05-25). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The combination of phase 1 and phase 2 of the proposed project will not result in the LOS C being exceeded at SCDOT count station 565.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is consistent with the Lower Richland Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Lower Richland Subarea Plan.

Specific Conditions

- a) The Planning Dept. must issue a Controlled Clearing Certificate **PRIOR to any land clearing activity being initiated; and**
- b) The plat must establish the rear yard setback 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 Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- f) The US Army Corps of Engineers wetlands encroachment statement must be received by the Department, if applicable; **and**
- g) The City of Columbia must approve the water and sewer line construction plans; **and**
- h) DHEC must issue the sewer line construction permits; **and**
- i) DHEC must issue the water line construction permits; **and**
- j) The developer shall install a fence, wall, landscape berm, or combination thereof, to prohibit direct access to Rabbit Run Road from lots 159 through 162; **and**
- k) **No building permits shall be issued until all of the conditions cited above are met; and**
- l) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- m) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water and sewer line easement documents; **and**
- n) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- o) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- p) 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.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

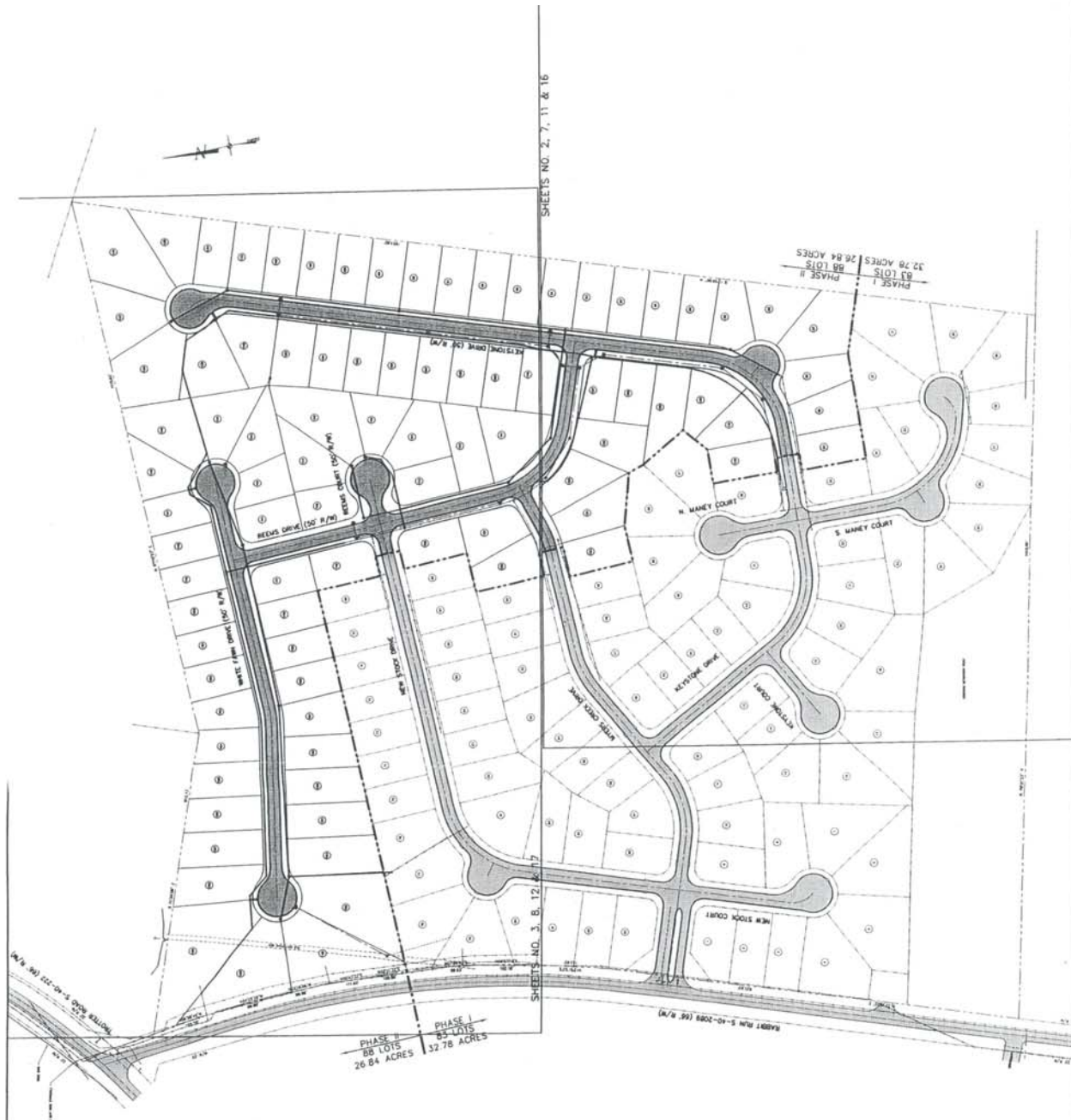
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days 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 05-25



1
19

OVERALL LOT LAYOUT

MYERS CREEK SUBDIVISION - PHASE II
PREPARED FOR
MYERS CREEK LIMITED PARTNERSHIP
NEAR COLUMBIA, RICHLAND COUNTY, SOUTH CAROLINA



DATE	REMARKS



DATE	
BY	
CHECKED	
PROJECT NO.	
DRAWING NO.	
SCALE	



GENERAL NOTES:

- ALL TRASH AND CONSTRUCTION WASTE SHALL BE REMOVED FROM THE SITE AND DISPOSED AT AN APPROVED LOCATION.
- IF ANY LOT OR LOTS ARE TO BE CONVEYED TO THE CITY OF COLUMBIA, THE CITY ENGINEER SHALL BE CONSULTED FOR HIS APPROVAL AND THE CITY ENGINEER'S OFFICE SHALL BE ADVISED OF ANY CHANGES TO THIS PLAN.
- ALL UTILITIES SHALL BE LOCATED AND DEPTH SHALL BE AS SHOWN ON THE ATTACHED UTILITY PLAN.
- ALL UTILITIES SHALL BE LOCATED AND DEPTH SHALL BE AS SHOWN ON THE ATTACHED UTILITY PLAN.
- ALL UTILITIES SHALL BE LOCATED AND DEPTH SHALL BE AS SHOWN ON THE ATTACHED UTILITY PLAN.

LEGEND:

- 1" = 100' (FOR PHASE I)
- 1" = 200' (FOR PHASE II)
- 1" = 400' (FOR PHASE III)
- 1" = 800' (FOR PHASE IV)
- 1" = 1600' (FOR PHASE V)
- 1" = 3200' (FOR PHASE VI)
- 1" = 6400' (FOR PHASE VII)
- 1" = 12800' (FOR PHASE VIII)
- 1" = 25600' (FOR PHASE IX)
- 1" = 51200' (FOR PHASE X)
- 1" = 102400' (FOR PHASE XI)
- 1" = 204800' (FOR PHASE XII)
- 1" = 409600' (FOR PHASE XIII)
- 1" = 819200' (FOR PHASE XIV)
- 1" = 1638400' (FOR PHASE XV)
- 1" = 3276800' (FOR PHASE XVI)
- 1" = 6553600' (FOR PHASE XVII)
- 1" = 13107200' (FOR PHASE XVIII)
- 1" = 26214400' (FOR PHASE XIX)
- 1" = 52428800' (FOR PHASE XX)
- 1" = 104857600' (FOR PHASE XXI)
- 1" = 209715200' (FOR PHASE XXII)
- 1" = 419430400' (FOR PHASE XXIII)
- 1" = 838860800' (FOR PHASE XXIV)
- 1" = 1677721600' (FOR PHASE XXV)
- 1" = 3355443200' (FOR PHASE XXVI)
- 1" = 6710886400' (FOR PHASE XXVII)
- 1" = 13421772800' (FOR PHASE XXVIII)
- 1" = 26843545600' (FOR PHASE XXIX)
- 1" = 53687091200' (FOR PHASE XXX)
- 1" = 107374182400' (FOR PHASE XXXI)
- 1" = 214748364800' (FOR PHASE XXXII)
- 1" = 429496729600' (FOR PHASE XXXIII)
- 1" = 858993459200' (FOR PHASE XXXIV)
- 1" = 1717986918400' (FOR PHASE XXXV)
- 1" = 3435973836800' (FOR PHASE XXXVI)
- 1" = 6871947673600' (FOR PHASE XXXVII)
- 1" = 13743895347200' (FOR PHASE XXXVIII)
- 1" = 27487790694400' (FOR PHASE XXXIX)
- 1" = 54975581388800' (FOR PHASE XL)
- 1" = 109951162777600' (FOR PHASE XLI)
- 1" = 219902325555200' (FOR PHASE XLII)
- 1" = 439804651110400' (FOR PHASE XLIII)
- 1" = 879609302220800' (FOR PHASE XLIV)
- 1" = 1759218604441600' (FOR PHASE XLV)
- 1" = 3518437208883200' (FOR PHASE XLVI)
- 1" = 7036874417766400' (FOR PHASE XLVII)
- 1" = 14073748835532800' (FOR PHASE XLVIII)
- 1" = 28147497671065600' (FOR PHASE XLIX)
- 1" = 56294995342131200' (FOR PHASE L)

LOT SUMMARY:

PHASE I: 65 LOTS, 37.78 ACRES
 PHASE II: 88 LOTS, 26.84 ACRES
 TOTAL: 153 LOTS, 64.62 ACRES

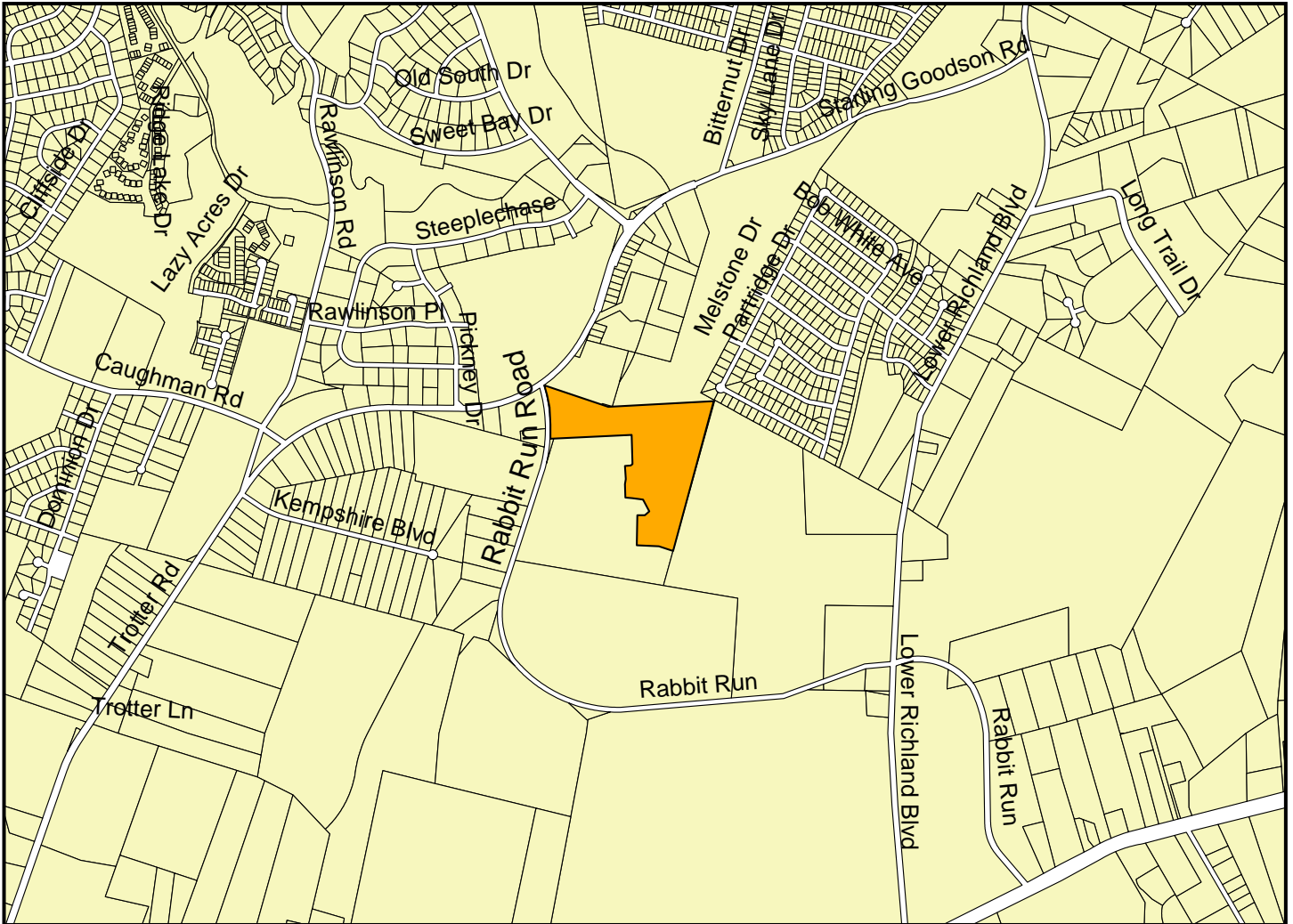
DEVELOPER:
 MYERS CREEK LIMITED PARTNERSHIP
 C/O MR. J. ALLEN SHANAMER
 2800 W. BROADWAY
 COLUMBIA, SC 29223
 TELEPHONE: (803) 786-9780
 FAX: (803) 786-3464

SD 05-25
MYERS CREEK, PHASE 2
TMS 21900-04-03/08

Site →



SD 05-25 MYERS CREEK, PHASE 2



Looking at Phase 2 from end of Myers Creek Dr.



Looking towards Phase 1 from end of Myers Creek Dr.

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

September 13, 2004

Applicant: Engineering Resources Corp.		Preliminary Subdivision Plans For:	
RC Project # : SD-04-208		Pinnacle Pointe Medical Park, Ph. 2	
General Location: Between Rabon and Legrande Roads			
Tax Map Number: 17108-01-6/07		Current Zoning: M-1	
Subject Area: 16 acres	Number of Units: 27	Gross Density: NAP	
Sewer Service Provider: East Richland		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..." It is the Department's position that 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	Legrande 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	3122	
Current Volume At The Nearest Count Station # 745 Located @ the project entrance	1000	
Estimated Traffic Count With the Proposed Project	4122	
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 current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003, 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 traffic generated is based on 195.1 average daily trips (ADTs) per acre times 10.5 acres or an estimated 3122 (ADTs) (See 5th Edition of Traffic Generation Manual, pg. 1051)

The proposed project will not result in the LOS C being exceeded at SCDOT count station 745. However, the Department estimates that the majority of the trips will exit the project via Rabon Road rather than using Legrande Road to get to I-77. Rabon Road is projected to reach LOS F in this area by the time the project is buildout.

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 site slopes slightly downward toward Legrande Road. There is an existing pond near Legrande Road. Public water and sewer service is available to the site.

Compatibility with the Surrounding Area

The subject project is a continuation of phase 1 of the project approved by the Commission on July 7, 2003. The project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

It is the Department’s position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

The subject site is designated as Industrial on the Northeast Subarea Plan Proposed Land Use Map. The proposed project is consistent with this land use designation.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department’s position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations of the Comprehensive Plan. 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 site is designated for light industrial/commercial development and is zoned M-1. The proposed project implements 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; and
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

Phase 2 of the project will be adjacent to the residential area on the south side of Legrande Road. The principal access of the both phase 1 and 2 is I-77/Farrow Road via Rabon Road. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 20, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of August 20, 2004, approval of the flood issues and wetlands issues had not been received.
- 3) As of August 20, 2004, the County Fire Marshal had not provided comments.
- 4) As of August 20, 2004, the City of Columbia had not approved the water line construction plans.
- 5) As of August 20, 2004, DHEC had not issued a sewer line construction permit.
- 6) As of August 20, 2004, DHEC had not issued a water line construction permit.
- 7) As of August 20, 2004, 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 24 unit office/light industrial subdivision, known as Pinnacle Pointe Medical Park, Phase 2 (Project # SD-04-208). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The Department estimates that the majority of the trips will exit the project via Rabon Road rather than using Legrande Road to get to I-77. Rabon Road is projected to reach LOS F in this area by the time the project is buildout.
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 Planning Dept. must issue a Controlled Clearing Certificate **PRIOR to any land clearing activity being initiated; and**
- b) 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**
- c) The Department of Public Works must approve the stormwater management plans; **and**
- d) The Floodplain Mgmt. Specialist 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) 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 Department receives the City of Columbia approval 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 Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- m) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water easement deeds **AND (2)** the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

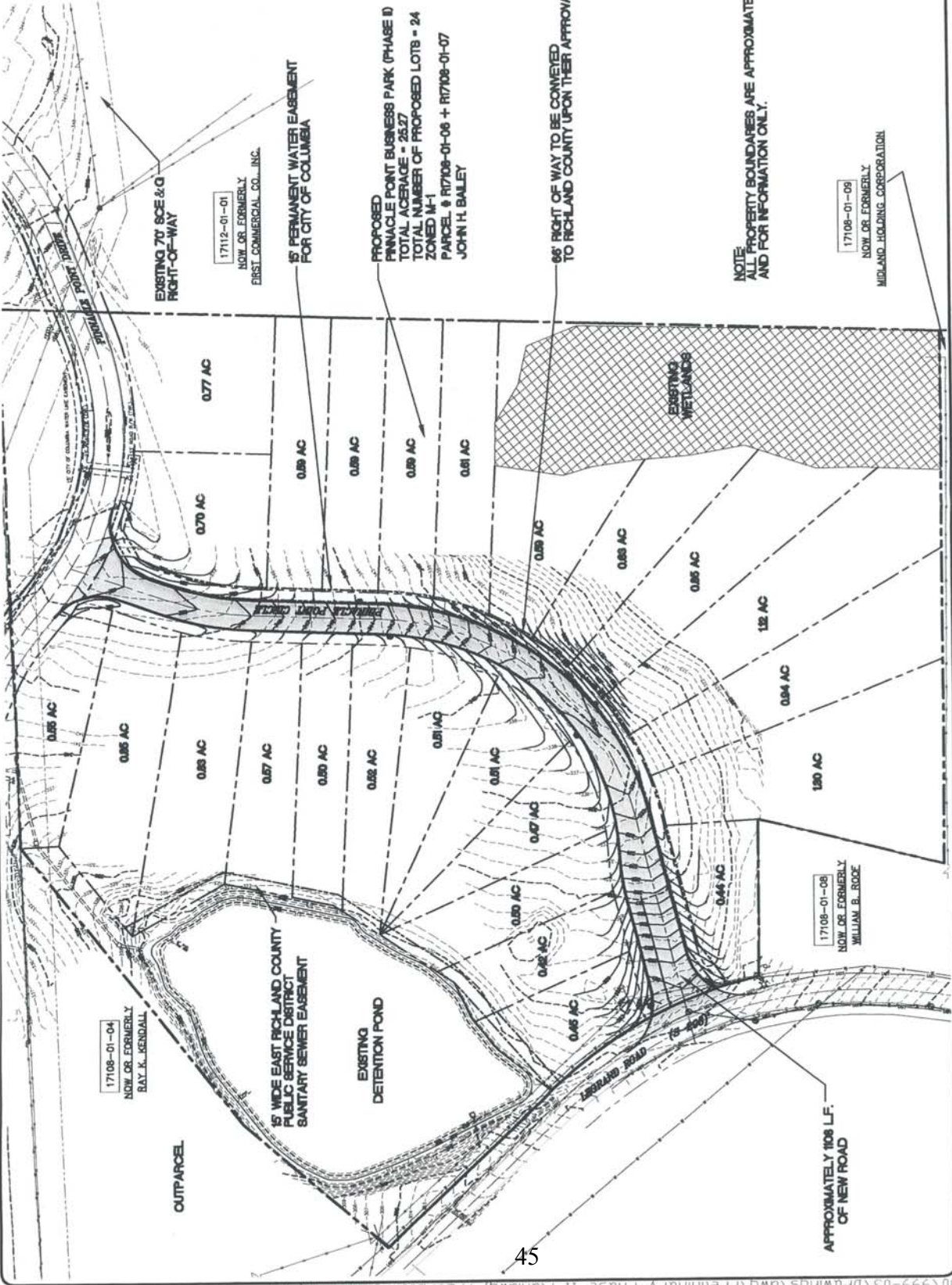
Reconsideration

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 04-208



EXISTING	PROPOSED
ROAD	ROAD
RAILROAD	RAILROAD
POWER	POWER
TELEPHONE	TELEPHONE
SEWER	SEWER
WATER	WATER
WATER VALVE	WATER VALVE
WATER METER	WATER METER
MALD	MALD
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN

PROPOSED	PROPOSED	PROPOSED	PROPOSED	PROPOSED	PROPOSED
SEWER	SEWER	SEWER	SEWER	SEWER	SEWER
WATER	WATER	WATER	WATER	WATER	WATER
WATER VALVE	WATER VALVE	WATER VALVE	WATER VALVE	WATER VALVE	WATER VALVE
WATER METER	WATER METER	WATER METER	WATER METER	WATER METER	WATER METER
MALD	MALD	MALD	MALD	MALD	MALD
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN
WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN	WATER MAIN

SD-04-208
JUL 30 2004



PRELIMINARY PLAN PHASE II
PINNACLE POINT BUSINESS PARK

PROJECT NO. 888-03 SCALE AS NOTED DATE JULY 2004

erco

ENGINEERING RESOURCES CORPORATION
CHAPEL HILL, NORTH CAROLINA

DATE	NO.	REVISION	BY
JULY 04	A	RELEASE FOR APPROVAL BY RICHLAND COUNTY PLANNING COMM.	WHO

17112-01-01
NOW OR FORMERLY
FIRST COMMERCIAL CO., INC.

EXISTING 70' SCE & G RIGHT-OF-WAY

15' PERMANENT WATER EASEMENT FOR CITY OF COLUMBIA

PROPOSED PINNACLE POINT BUSINESS PARK (PHASE II)
TOTAL ACERAGE = 25.27
TOTAL NUMBER OF PROPOSED LOTS = 24
ZONED M-1
PARCEL # R1708-01-06 + R1708-01-07
JOHN H. BAILEY

96' RIGHT OF WAY TO BE CONVERTED TO RICHLAND COUNTY UPON THEIR APPROVAL

NOTE:
ALL PROPERTY BOUNDARIES ARE APPROXIMATE
AND FOR INFORMATION ONLY.

17108-01-08
NOW OR FORMERLY
MIDLAND HOLDING CORPORATION

17108-01-04
NOW OR FORMERLY
RAY K. KENDALL

15' WIDE EAST RICHLAND COUNTY PUBLIC SERVICE DISTRICT SANITARY SEWER EASEMENT

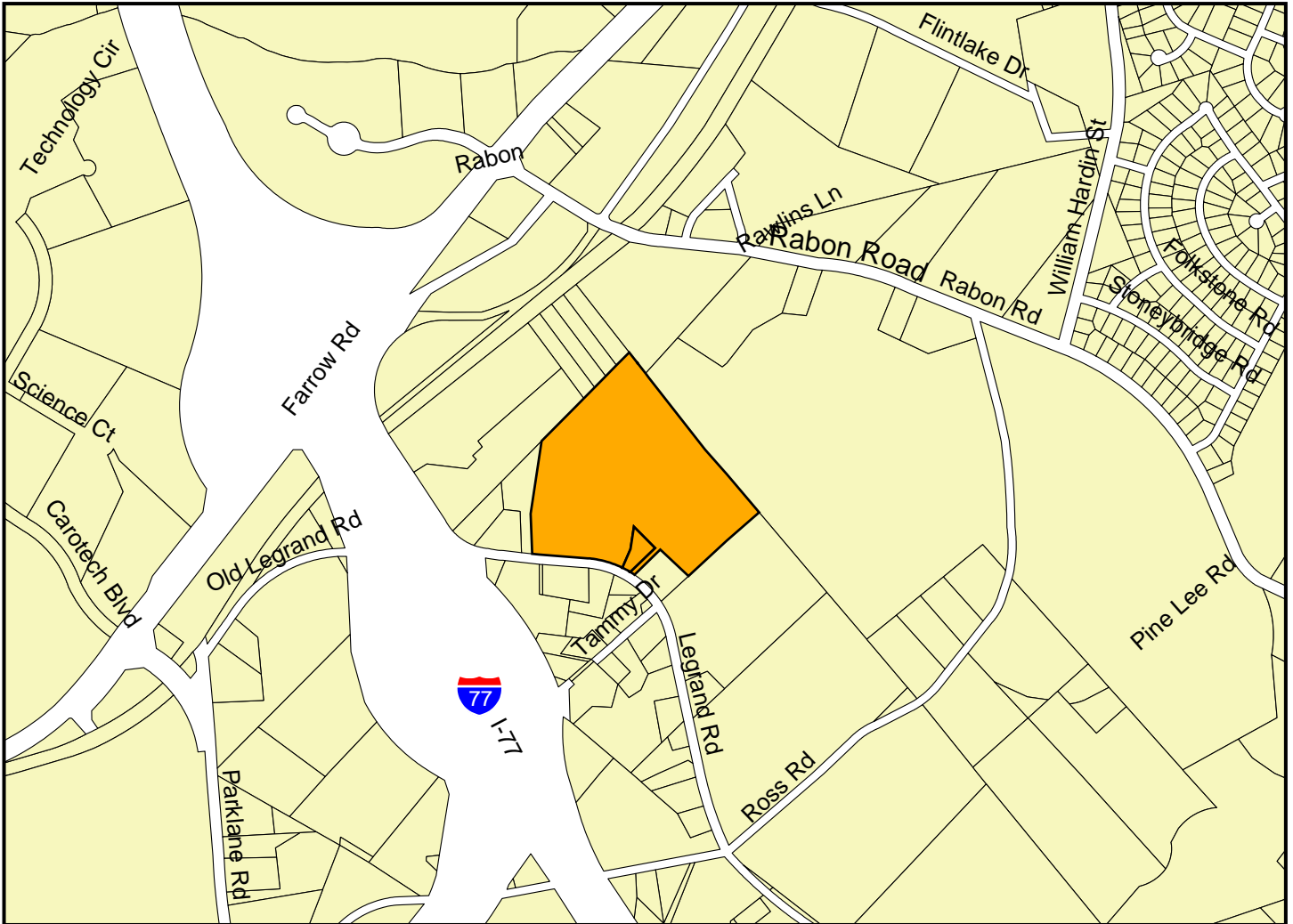
EXISTING DETENTION POND

APPROXIMATELY 1008 LF. OF NEW ROAD

SD 04-208
PINNACLE POINTE MEDICAL PARK, PHASE 2
TMS 17108-01-06/07



SD 04-208 PINNACLE POINTE MED. PARK, PH. 2



Looking at Phase 2 entrance on Legrande Rd.



Looking towards Rabon Rd. from Phase 2

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

September 13, 2004

Applicant: Shumaker Homes		Preliminary Subdivision Plans For: Stonemont	
RC Project # : SD-05-10			
General Location: Koon Road near Coogler Road			
Tax Map Number: 04100-01-06/11		Current Zoning: RS-2	
Subject Area: 29.1 acres	Number of Units: 75	Gross Density: 2.8 DU/acres	
Sewer Service Provider: Richland Co Utilities		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..." It is the Department's position that 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 2009. 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	
Functional Classification Of This Roadway	Not Classified	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	NAp	
Estimated Traffic Generated By The Proposed Project	713	
Current Volume At The Nearest Count Station # 632 Located @ north of the site near Wes Bickley Rd	2800	
Estimated Traffic Count With the Proposed Project	3513	
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 and used in the CMCOG long range transportation planning process.

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003, 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 632.

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	15
Middle School @ 0.13 students per single family DU	13
High School @ 0.12 Students per single family DU	12

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

Existing Site Conditions

The front portion of the site is fairly flat. The rear portion of the site slopes downward to the north. There is a sewer line at the rear of the site.

Compatibility with the Surrounding Area

The proposed S/D is not compatible with the adjacent development. The adjacent development is rural in character with residences on large parcel and small farming operations.

Discussion of Applicable Comprehensive Plan Issues

It is the Department’s position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

The subject site is designated as Low/Medium Density Residential on the Northwest Subarea Plan Proposed Land Use Map. The proposed project is not consistent with this land use designation because it is a subdivision with a density of 2.8 DU/acre in an area designated for a minimum density of 3.5 DU/acre.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department's position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and Recommendations of the Comprehensive Plan. 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 –Promote new development in areas with adequate infrastructure

The subject site has public water and sewer service available. The proposed project implements this Objective.

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

The subject project is a single family detached residential subdivision. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 20, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) On August 10, 2004, the Flood Hazard Coordinator commented that 100 year flood elevation study is required for the pond at the rear of the site. The flood review is disapproved.
- 3) On August 10, 2004, the Flood Hazard Coordinator commented that a copy of the USCOE wetland encroachment review is required prior to issuing a building permit.
- 4) As of August 20, 2004, the County Fire Marshal had not provided comments.
- 5) As of August 20, 2004, the City of Columbia had not approved the water line construction plans.
- 6) As of August 20, 2004, DHEC had not issued a sewer line construction permit.
- 7) As of August 20, 2004, DHEC had not issued a water line construction permit.
- 8) On August 10, 2004, the E-911 Coordinator certified the street names have been approved.

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 applicant must present a phasing plan for the whole project prior to approval of any plats for recording. The phasing is necessary to allow adequate notice to schedule the public infrastructure facilities needed to support the project.

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 75 unit single family detached subdivision, known as Stonemont (Project # SD-05-10). **The preliminary plans are not officially approved until there is substantial 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 Koon Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project **is not 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) The Planning Dept. must issue a Controlled Clearing Certificate **PRIOR to any land clearing activity being initiated; and**
- b) The plat must establish the setbacks, either graphically or by notation, for each lot; **and**
- c) The Department of Public Works must approve the stormwater management plans; **and**
- d) The Floodplain Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- e) The US Army Corps of Engineers wetlands encroachment statement must be received by the Department, if applicable; **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) Richland County Utilities (RCU) customers must present proof of payment of the sewer connection fees prior to getting a building permit; **and**
- j) **No building permits shall be issued until all of the conditions cited above are met; and**
- k) Plats shall only be recorded by the complete phases identified in the preliminary plan; **and**
- l) Any further division of the phases identified in the lot layout plan shall require Planning Commission approval prior to recording; **and**
- m) Plats shall not be approved for recording until the Department receives the City of Columbia approval the water line easement documents; **and**
- n) Plats shall not be approved for recording until the Department receives the RCU approval of the sewer line easement documents; **and**
- o) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- p) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**

- q) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water line easement deeds, **(2)** the RCU approves the sewer line easement deeds **AND (3)** the County accepts the roads for maintenance.

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:

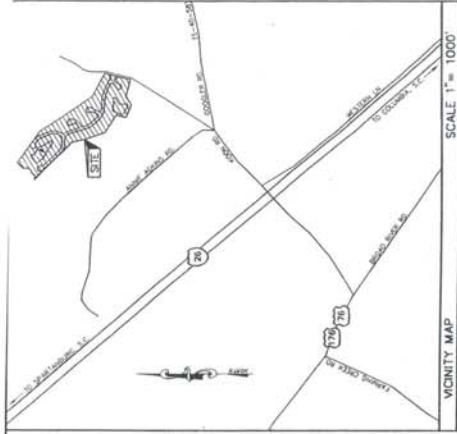
- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map 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.

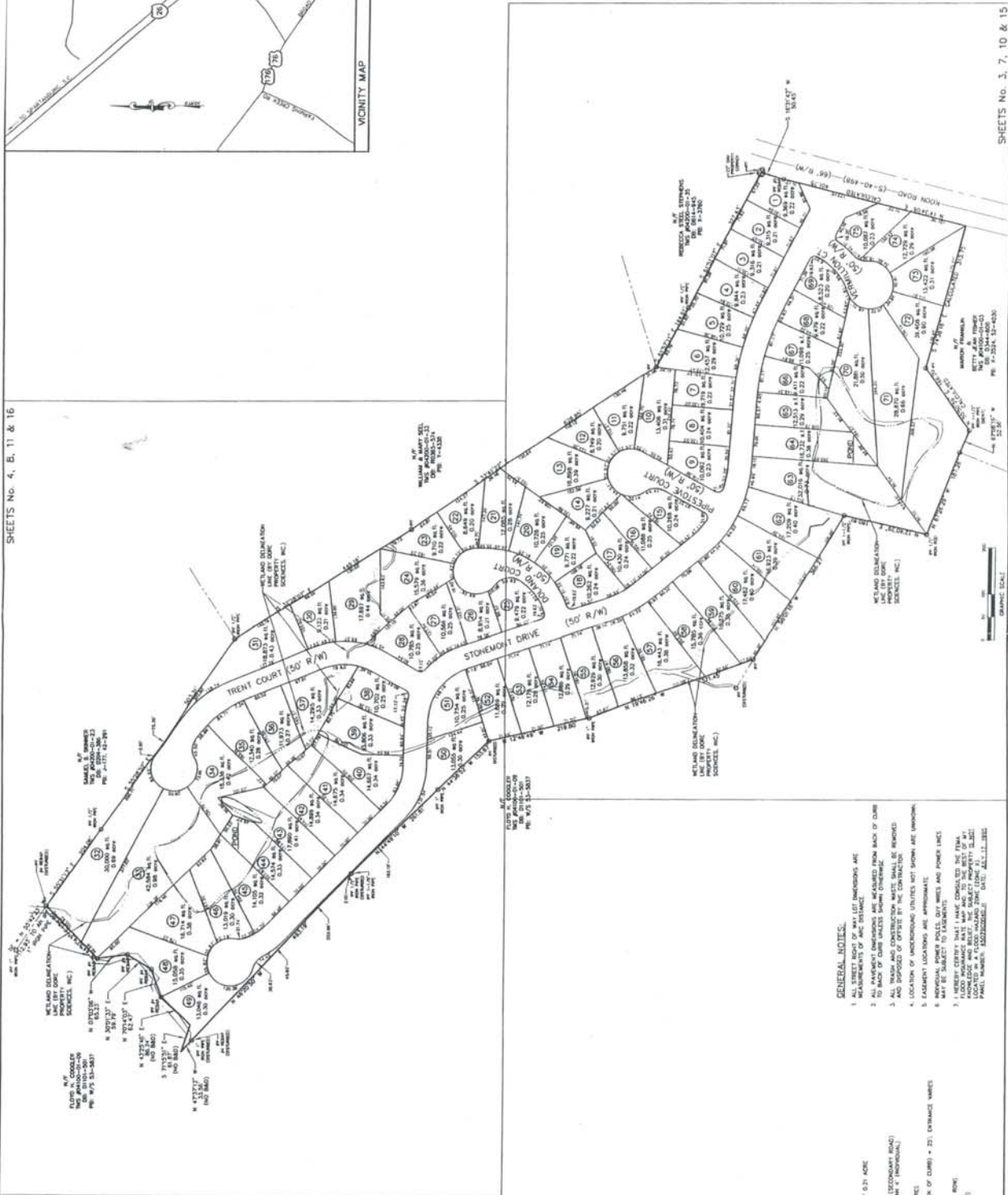
Attachment A

SD 05-10



DEVELOPER:
WALTON
C/O MR. J. ALLEN SHUMAKER
1001 SHUMAKER BLVD.
COLUMBIA, SOUTH CAROLINA 29201
TELEPHONE: (803) 764-9786
FAX: (803) 764-3443

SHEETS NO. 4, 6, 11 & 16



SHEETS No. 3, 7, 10 & 15

STONEMONT SUBDIVISION
PREPARED FOR:
SHUMAKER BUILDERS
NEAR COLUMBIA, RICHLAND COUNTY, SOUTH CAROLINA

WALTON
WALTON ARCHITECTURE & PLANNING
1001 SHUMAKER BLVD.
COLUMBIA, SOUTH CAROLINA 29201
TELEPHONE: (803) 764-9786
FAX: (803) 764-3443

DATE	RELEASED FOR
NOVEMBER 19, 2004	FOR RECORDATION
MAY 18, 2005	CONSTRUCTION
AUGUST 1, 2005	RECORDED
FEBRUARY 1, 2006	RECORDED

GENERAL NOTES:
1. ALL STREET WIDTHS OF WAY LET INDICATED ARE MEASUREMENTS OF ARC DISTANCE.
2. TO MANY OF CURB MARKETS SHALL BE INDICATED FROM BACK OF CURB AND DISPOSED OF OFFSITE BY THE CONTRACTOR.
3. ALL TRASH AND CONSTRUCTION WASTE SHALL BE REMOVED AND DISPOSED OF OFFSITE BY THE CONTRACTOR.
4. LOCATION OF UNDERGROUND UTILITIES NOT SHOWN ARE UNKNOWN.
5. WAY LET SUBJECT TO VARIATION.
6. ALL UTILITIES SHALL BE APPROXIMATELY LOCATED AS SHOWN ON THIS PLAN.
7. I HEREBY CERTIFY THAT I HAVE CONSULTED THE FEMA FLOOD HAZARD ZONING MAP AND THAT THE SUBJECT PROPERTY IS NOT IN A FLOOD HAZARD ZONING AREA.
WALTON
WALTON ARCHITECTURE & PLANNING

LOT SUMMARY

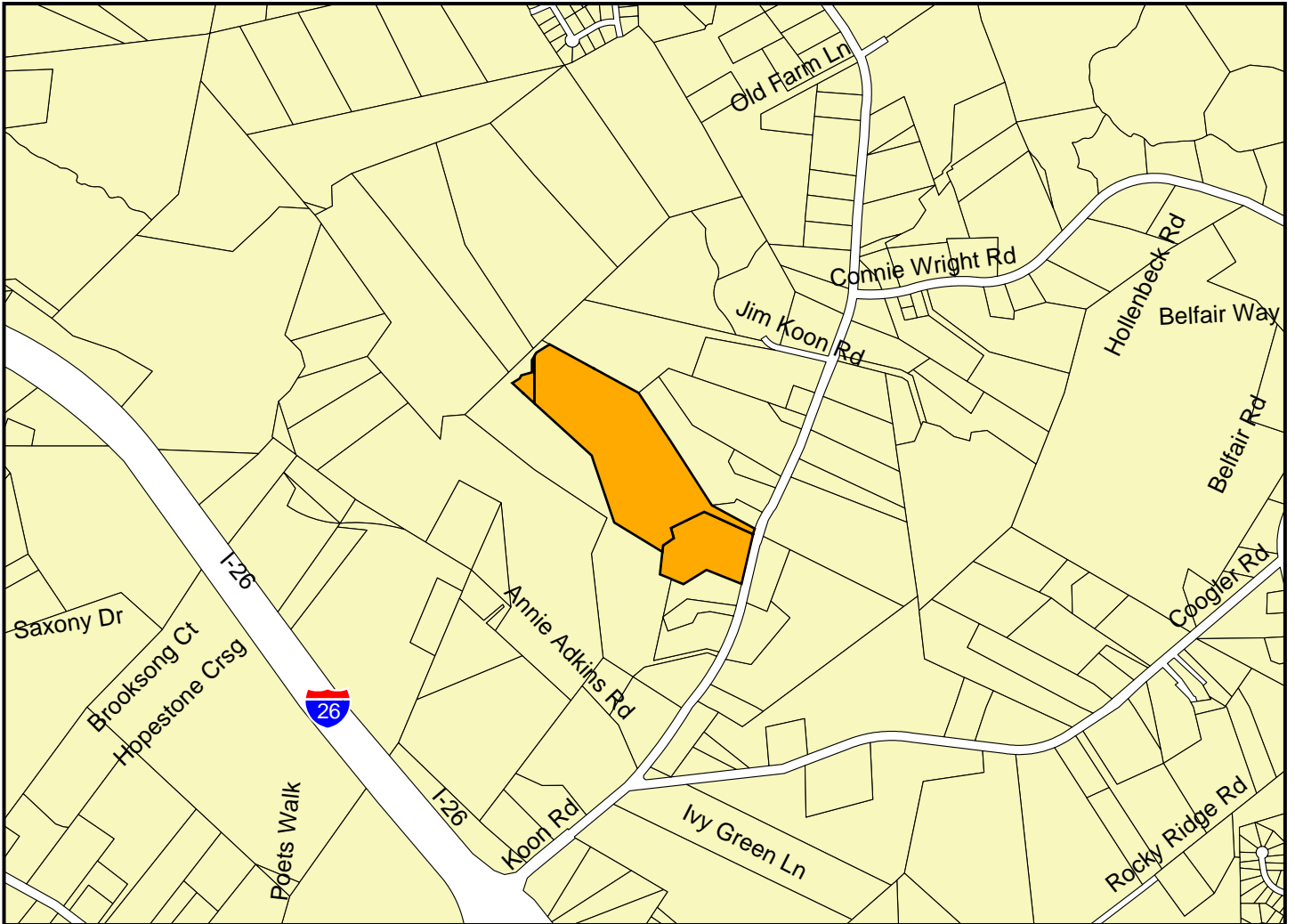
NUMBER OF LOTS: 75
TOTAL AREA: 35.12 ACRES
TOTAL SQUARE FEET: 1,527,264 sq. ft.
TOTAL AREA: 35.12 ACRES
TOTAL SQUARE FEET: 1,527,264 sq. ft.

DIVISION OF LOTS:
SINGLE-FAMILY RESIDENTIAL: 75 LOTS
COMMERCIAL: 0 LOTS
INDUSTRIAL: 0 LOTS
MIXED-USE: 0 LOTS
MULTI-FAMILY: 0 LOTS
OFFICE: 0 LOTS
RECREATION: 0 LOTS
SCHOOL: 0 LOTS
UTILITY: 0 LOTS
WATER: 0 LOTS
WASTE: 0 LOTS
OTHER: 0 LOTS

**SD 05-10
STONEMONT
TMS 04100-01-06/11**



SD 05-10 STONEMONT



Looking across Koon Rd. from site



Interior of the site

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

September 13, 2004

Applicant: Troy Berry		Preliminary Subdivision Plans For:	
RC Project # : SD-05-11		Charleston Estates	
General Location: Hardscrabble Road across from Wild Azalea S/D			
Tax Map Number: 20281-01-41/42		Current Zoning: RS-1	
Subject Area: 9.95 acres	Number of Units: 19	Gross Density: 1.9 DU/acres	
Sewer Service Provider: City of Columbia		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..." It is the Department's position that 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 2009. 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 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	181	
Current Volume At The Nearest Count Station # 438 Located @ the site	15,900	
Estimated Traffic Count With the Proposed Project	16,081	
Volume-To-Capacity Ratio With The Proposed Project	1.87	

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 and used in the CMCOG long range transportation planning process.

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003, 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 438. Even without the subject project, Hardscrabble Road is operating far above its LOS F capacity. The new Hester Woods S/D will add about 941 ADTs to Hardscrabble Rd when builtout.

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	4
Middle School @ 0.13 students per single family DU	2
High School @ 0.12 Students per single family DU	1

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

Existing Site Conditions

The site is fairly flat with a slight downward slope to the west. There is an existing residence on the site that will be retained. The site contains a mixture of pine trees and hardwoods.

Compatibility with the Surrounding Area

The site is adjacent to the new Hester Woods S/D. The project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

It is the Department’s position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

The subject site is designated as Medium Density Residential on the I-77 Corridor Subarea Plan Proposed Land Use Map. The proposed project is not consistent with this land use designation because it is a low density S/D in an area designated as medium density.

In addition to reviewing proposed project for consistency with the appropriate Subarea Proposed Land Use Map, it is the Department’s position that the development policies found in the Subarea Plans, must be analyzed to determine if the proposed project furthers the Objectives and

Recommendations of the Comprehensive Plan. 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 – Attract quality residential development in the area by restricting uses which would compromise the area’s residential qualities

The proposed project will be separated from the Hardscrabble Road traffic by a common area. The proposed project implements this Objective.

Principle – Established low-density residential neighborhoods should be protected against penetration or encroachment from higher or more intensive development.

Implementation of the subject subdivision will prevent the site from being used by some more intensive land use. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 20, 2004, the Public Works Dept. had not approved the stormwater management plans.
- 2) As of August 20, 2004, approval of the flood issues and wetlands issues had not been received.
- 3) As of August 20, 2004, the County Fire Marshal had not provided comments.
- 4) As of August 20, 2004, the City of Columbia had not approved the water and sewer line construction plans.
- 5) As of August 20, 2004, DHEC had not issued a sewer line construction permit.
- 6) As of August 20, 2004, DHEC had not issued a water line construction permit.
- 7) As of August 20, 2004, 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 19 unit single family detached subdivision, known as Charleston Estates (Project # SD-05-11). **The preliminary plans are not officially approved until there is substantial compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. Hardscrabble Road is already operating far above its LOS F capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is not consistent with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the I-77 Corridor Subarea Plan.

Specific Conditions

- a) The Planning Dept. must issue a Controlled Clearing Certificate **PRIOR to any land clearing activity being initiated; 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 name 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 Mgmt. Specialist must approve the flood elevation statement prior to building permits being issued; **and**
- f) The US Army Corps of Engineers wetlands encroachment statement must be received by the Department, if applicable; **and**
- g) The City of Columbia must approve the water and sewer line construction plans; **and**
- h) DHEC must issue the sewer line construction permits; **and**
- i) DHEC must issue the water line construction permits; **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 Department receives the City of Columbia approval the water and sewer line easement documents; **and**
- l) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; **and**
- m) A Certificate of Occupancy shall **not** be issued for any residence in this project until the Department receives a copy of the DHEC Permit To Operate the Water system and/or the DHEC Permit To Operate the Sewer system, if applicable, by phase; **and**
- n) 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.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

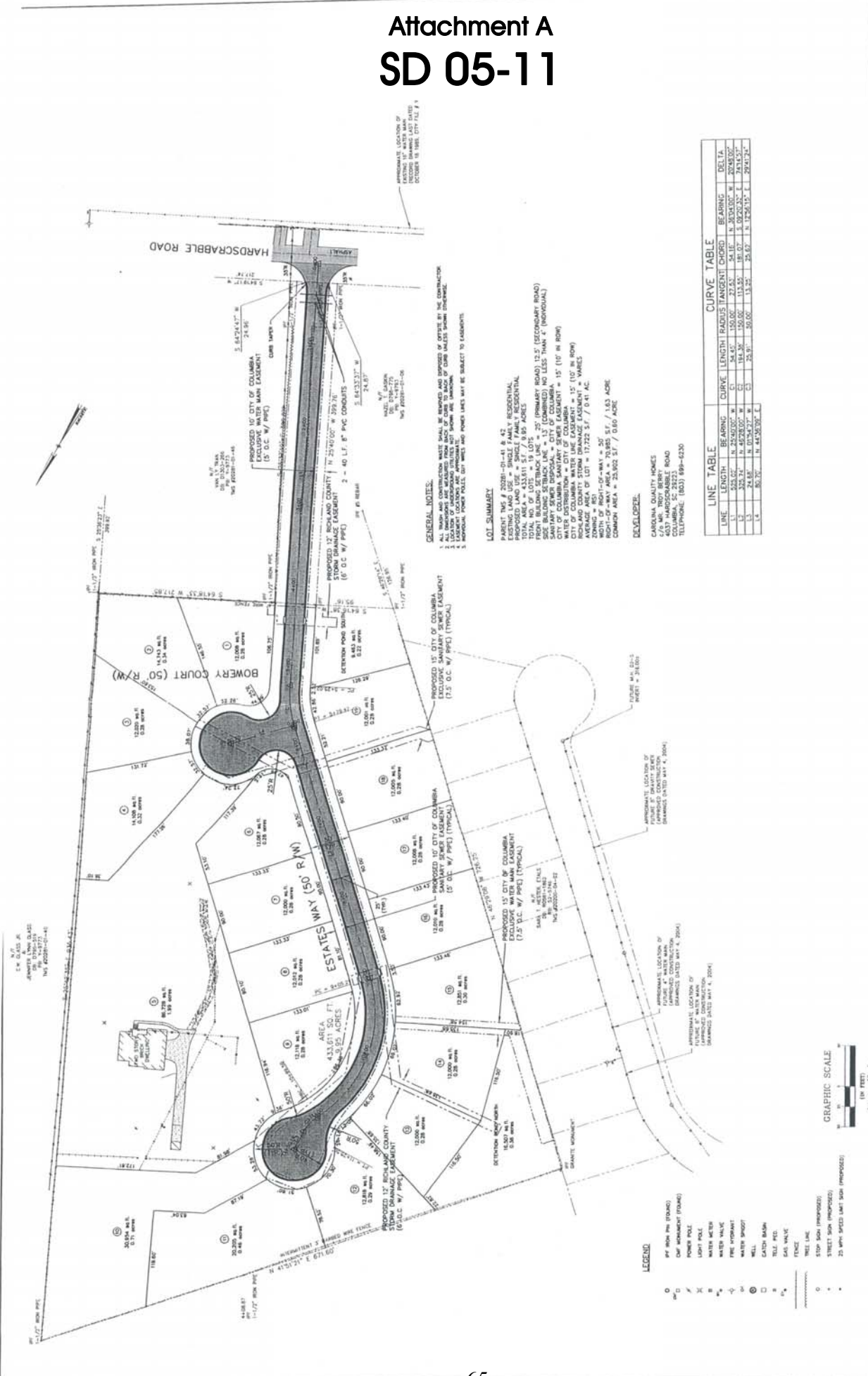
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days 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 05-11



APPROXIMATE LOCATION OF EXISTING 18\"/>

OCTOBER 18 1995, CITY FILE # 1

GENERAL NOTES:
 1. ALL MARKS AND CONSTRUCTION MARKS SHALL BE REMOVED AND REPOSED BY THE CONTRACTOR.
 2. ALL DIMENSIONS ARE IN FEET AND INCHES.
 3. LOCATION OF UNDERGROUND UTILITIES SHOWN ARE UNKNOWN.
 4. UTILITIES ARE SHOWN AS AVOIDING ALL STRUCTURES AND OBSTACLES.
 5. UNUSUAL CONDITIONS, FIELD CONDITIONS AND POWER LINES MAY BE SUBJECT TO ASSIGNMENT.

LOT SUMMARY:
 PARENT TUG # 20201-DIV.1, P. 4, 42 RESIDENTIAL
 PROPOSED LAND USE = SINGLE FAMILY RESIDENTIAL
 TOTAL AREA = 13.53 ACRES
 TOTAL NO. OF LOTS = 13 LOTS
 FRONT BUILDING SETBACK LINE = 25' (PRIMARY ROAD) 11.5' (SECONDARY ROAD)
 SIDE SETBACK LINE = 5' (PRIMARY ROAD) 10' (SECONDARY ROAD)
 CITY OF COLUMBIA WATER LINE EASEMENT = CITY OF COLUMBIA
 CITY OF COLUMBIA STORM DRAINAGE EASEMENT = CITY OF COLUMBIA
 CITY OF COLUMBIA WATER LINE EASEMENT = 15' (10' IN ROW)
 CITY OF COLUMBIA STORM DRAINAGE EASEMENT = 15' (10' IN ROW)
 ZONING = R5
 ROOF-OF-WAY = 30'
 RIGHT-OF-WAY AREA = 70,895 S.F. / 1.63 ACRE
 COMMON AREA = 23,902 S.F. / 0.55 ACRE

DEVELOPER:
 CAROLINA QUALITY HOMES
 1100 N. LANTANA BLVD., SUITE 100
 COLUMBIA, SC 29203
 TELEPHONE: (803) 989-6230

LINE	LENGTH	BEARING	CURVE	RADIUS	TANGENT	CHORD	BEARING	DELTA
1	323.00'	N. 25.00° W.	C1	34.45'	150.00'	22.54'	S41.15° E	202.85°
2	329.72'	N. 45.28° W.	C2	142.30'	150.00'	113.55'	S 95.70° E	29.14°
3	24.80'	N. 0.00° E.	C3	25.97'	30.00'	1.18'±	N. 12.28° E	25.20°
4	30.00'	N. 14.95° W.	C4	30.00'	30.00'	0.00'	S 85.05° E	90.00°

LEGEND:

- 8\"/>
- 12\"/>
- 18\"/>
- 24\"/>
- 36\"/>
- 48\"/>
- 60\"/>
- 72\"/>
- 84\"/>
- 96\"/>
- 108\"/>
- 120\"/>
- 144\"/>
- 168\"/>
- 192\"/>
- 216\"/>
- 240\"/>
- 270\"/>
- 300\"/>
- 360\"/>
- 420\"/>
- 480\"/>
- 540\"/>
- 600\"/>
- 660\"/>
- 720\"/>
- 780\"/>
- 840\"/>
- 900\"/>
- 960\"/>
- 1020\"/>
- 1080\"/>
- 1140\"/>
- 1200\"/>
- 1260\"/>
- 1320\"/>
- 1380\"/>
- 1440\"/>
- 1500\"/>
- 1560\"/>
- 1620\"/>
- 1680\"/>
- 1740\"/>
- 1800\"/>
- 1860\"/>
- 1920\"/>
- 1980\"/>
- 2040\"/>
- 2100\"/>
- 2160\"/>
- 2220\"/>
- 2280\"/>
- 2340\"/>
- 2400\"/>
- 2460\"/>
- 2520\"/>
- 2580\"/>
- 2640\"/>
- 2700\"/>
- 2760\"/>
- 2820\"/>
- 2880\"/>
- 2940\"/>
- 3000\"/>
- 3060\"/>
- 3120\"/>
- 3180\"/>
- 3240\"/>
- 3300\"/>
- 3360\"/>
- 3420\"/>
- 3480\"/>
- 3540\"/>
- 3600\"/>
- 3660\"/>
- 3720\"/>
- 3780\"/>
- 3840\"/>
- 3900\"/>
- 3960\"/>
- 4020\"/>
- 4080\"/>
- 4140\"/>
- 4200\"/>
- 4260\"/>
- 4320\"/>
- 4380\"/>
- 4440\"/>
- 4500\"/>
- 4560\"/>
- 4620\"/>
- 4680\"/>
- 4740\"/>
- 4800\"/>
- 4860\"/>
- 4920\"/>
- 4980\"/>
- 5040\"/>
- 5100\"/>
- 5160\"/>
- 5220\"/>
- 5280\"/>
- 5340\"/>
- 5400\"/>
- 5460\"/>
- 5520\"/>
- 5580\"/>
- 5640\"/>
- 5700\"/>
- 5760\"/>
- 5820\"/>
- 5880\"/>
- 5940\"/>
- 6000\"/>
- 6060\"/>
- 6120\"/>
- 6180\"/>
- 6240\"/>
- 6300\"/>
- 6360\"/>
- 6420\"/>
- 6480\"/>
- 6540\"/>
- 6600\"/>
- 6660\"/>
- 6720\"/>
- 6780\"/>
- 6840\"/>
- 6900\"/>
- 6960\"/>
- 7020\"/>
- 7080\"/>
- 7140\"/>
- 7200\"/>
- 7260\"/>
- 7320\"/>
- 7380\"/>
- 7440\"/>
- 7500\"/>
- 7560\"/>
- 7620\"/>
- 7680\"/>
- 7740\"/>
- 7800\"/>
- 7860\"/>
- 7920\"/>
- 7980\"/>
- 8040\"/>
- 8100\"/>
- 8160\"/>
- 8220\"/>
- 8280\"/>
- 8340\"/>
- 8400\"/>
- 8460\"/>
- 8520\"/>
- 8580\"/>
- 8640\"/>
- 8700\"/>
- 8760\"/>
- 8820\"/>
- 8880\"/>
- 8940\"/>
- 9000\"/>
- 9060\"/>
- 9120\"/>
- 9180\"/>
- 9240\"/>
- 9300\"/>
- 9360\"/>
- 9420\"/>
- 9480\"/>
- 9540\"/>
- 9600\"/>
- 9660\"/>
- 9720\"/>
- 9780\"/>
- 9840\"/>
- 9900\"/>
- 9960\"/>
- 10020\"/>
- 10080\"/>
- 10140\"/>
- 10200\"/>
- 10260\"/>
- 10320\"/>
- 10380\"/>
- 10440\"/>
- 10500\"/>
- 10560\"/>
- 10620\"/>
- 10680\"/>
- 10740\"/>
- 10800\"/>
- 10860\"/>
- 10920\"/>
- 10980\"/>
- 11040\"/>
- 11100\"/>
- 11160\"/>
- 11220\"/>
- 11280\"/>
- 11340\"/>
- 11400\"/>
- 11460\"/>
- 11520\"/>
- 11580\"/>
- 11640\"/>
- 11700\"/>
- 11760\"/>
- 11820\"/>
- 11880\"/>
- 11940\"/>
- 12000\"/>



DATE	REVISION	BY	DATE	REVISION	BY



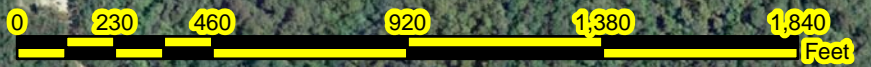
WK DICKSON
 PROFESSIONAL ENGINEERING FIRM
 1100 N. LANTANA BLVD., SUITE 100
 COLUMBIA, SC 29203
 TEL: (803) 799-9900
 FAX: (803) 799-9901

CHARLESTON ESTATES SUBDIVISION
 PREPARED FOR:
CAROLINA QUALITY HOMES
 NEAR COLUMBIA, RICHLAND COUNTY, SOUTH CAROLINA

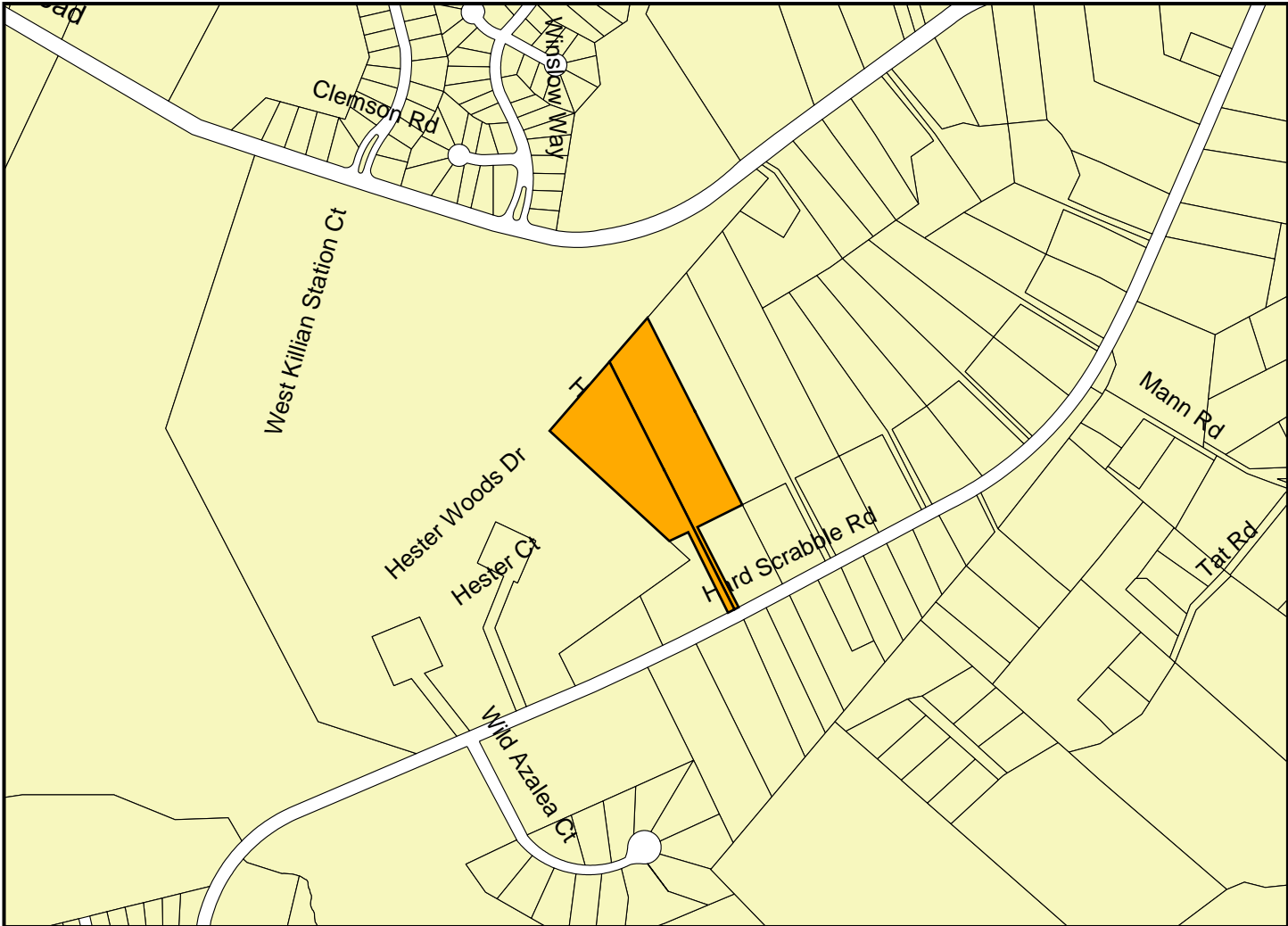
2 10
 STAKING PLAN

SD 05-11
CHARLESTON ESTATES
TMS 20281-01-41/42

Site



SD 05-11 CHARLESTON ESTATES



Interior of the site



Looking across Hardscrabble Rd. from the site

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

September 13, 2004

RC Project # 04-66 MA	Applicant: Kerry Lee
General Location: Wilson Boulevard (Hwy 21) north of Stonington Subdivision	
Tax Map Number: 14800-05-22	Subject Area: 25 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: RS-1 (12,000 minimum sq. ft. lots)
Proposed Use: Residential Subdivision	PC Sign Posting Date: 3rd week of August 2004

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. It is the Department's position that this provision means 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 single family residential subdivision

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands
Adjacent North	RU	Undeveloped woodlands & estate size single family residences
Adjacent East	RU	Estate size single family residences
Adjacent South	PUD-1R	Stonington Subdivision
Adjacent West	PUD-1R	Stonington Subdivision

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 dwellings and Modular units on individual lots</p>

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-63, respectively of the County Code. Some Special Exception uses are also possible.

The site abuts the Stonington Subdivision, undeveloped woodlands and estate size single family residences. The proposed Amendment site is not compatible with the existing estate size single family residences, but is compatible with the existing single family residential land use in Stonington.

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 CMOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Wilson Boulevard (Hwy 21)	
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	551	
Current Volume At The Nearest Count Station #135 Located @ south of site on the two lane portion of Wilson Boulevard	6,200	
Estimated Traffic Count With the Proposed Project	6,751	
Volume-To-Capacity Ratio With The Proposed Project	0.79	

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 25, 2004 and represent the Annual Average Daily Trips in 2003 i.e. **they are already more than one year old.**

The estimated project traffic is calculated by multiplying the generation rate for a single family residence found in the Addendum To The Long Range Major Street Plan for Richland County times the total number of allowable units.

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 Amendment by itself would not cause the LOS C design capacity 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

It is the Department's position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

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..." The Map designates the subject area as Medium Density Residential in a Developing Urban area. The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the I-77 Corridor Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

Objective – Attract quality residential development in the area by restricting uses which would compromise the area's residential qualities.

The proposal is for a minimum of 12,000 sq. ft. lots with an estimated 58 total lots in the subdivision. The area directly south consists of a residential subdivision (Stonington) and the remainder of the area consists of estate size single family residences. The proposed Amendment **implements** this Objective.

Principle – Established low-density residential neighborhoods should be protected against penetration or encroachment from higher or more intensive development.

The proposal is for RS-1 which is equivalent to the lot sizes in Stonington. This proposal is appropriate due to the existence of Stonington to the south. The proposed Amendment **implements** this Principle.

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 # 04-66 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 use to the south.
3. The traffic analysis shows that the LOS C traffic capacity of Wilson Boulevard 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 consistent** with the Objectives and Recommendations 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.

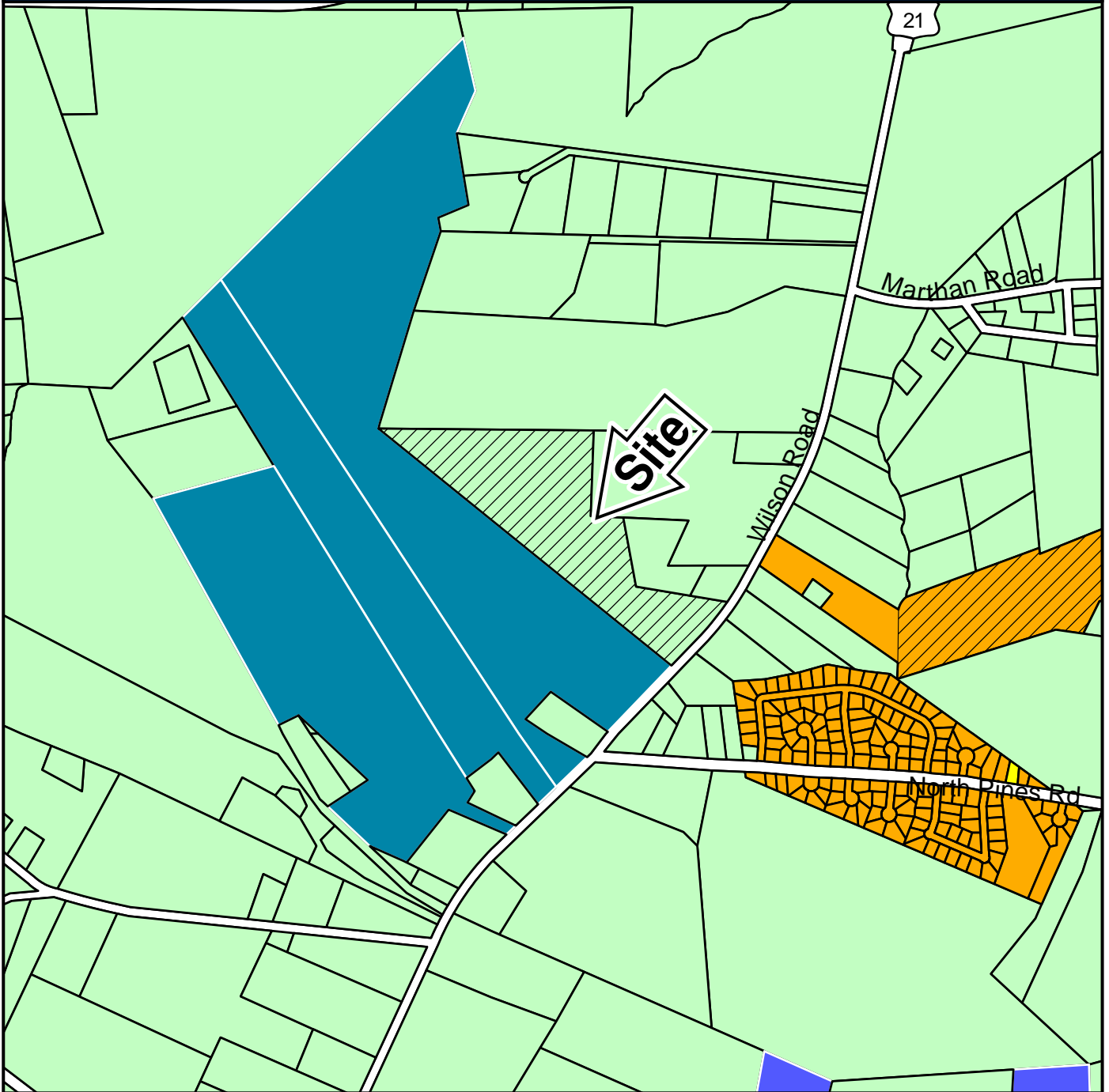
At their meeting of September 13, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSD recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-66 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 # 04-66 MA, the Planning Commission made the findings of fact summarized below:

CASE 04-66 MA RU to RS-1



ZONING CLASSIFICATIONS

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



CASE 04-66 MA
RU to RS-1
TMS 14800-05-22

Site



CASE 04-66 MA

From RU to RS-1

TMS# 14800-05-22

US 21 North of Stonington



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

September 13, 2004

RC Project # 04-67 MA	Applicant: Robert Fuller
General Location: 11126 Broad River Rd, between the I-20 Peak Exit & W. Shady Grove Rd	
Tax Map Number: 02600-06-14	Subject Area: 2.1 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-3
Proposed Use: Used car lot	PC Sign Posting Date: 3 rd week of August 2004

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. It is the Department's position that this provision means 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

Proposed expansion of R&R Motors, a local family owned business for 34 years

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Vacant residence
Adjacent North	RU	Large lot residential
Adjacent East	C-3	Undeveloped woodlands
Adjacent South	M-1	Ideal Construction & Shady Grove Carriers
Adjacent West	M-1	Proposed miniwarehouses

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

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

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

The project across Broad River Road is a contractor's office and an equipment yard. A miniwarehouse development has been approved adjacent to the subject site on the west. The proposed Amendment is compatible with the adjacent 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	Broad River 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 # 180 Located @ just south of I-20	5200	
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 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 25, 2004 and represent the Annual Average Daily Trips in 2003 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 used car lot is not expected to generate any significant amount of traffic on this portion of Broad River Road.

Fire Service Impacts

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

Relationship To Comprehensive Plan

It is the Department's position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

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..." The Map designates the subject area as Rural Residential. The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the Northwest Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

The proposed C-3 zoning is NOT consistent with the Map designation as required by state statutes. The zoning should be RU to be consistent with the Rural Residential land use designation.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The Northwest Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 29 and 38 respectively, are discussed below:

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

Portions of the Peake interchange area are designated for industrial and commercial development. The proposed used car lot significantly underutilizes valuable interchange land. The proposed Amendment does not implement this Objective.

Principle – In general, commercial activity is recommended in the areas identified on the Proposed Land Use Map

The Map designates the north side of Broad River Road as Rural Residential. The south side of Broad River Road is designated Light Industrial as an incentive for high value interchange oriented development. The proposed Amendment does not implement this Principle.

Other Relevant Issues

The same applicant sought rezoning of this site to C-3 approximately one year ago. The request was denied by the County Council at First Reading on June 24, 2003.

The adjacent lot to the north sought rezoning to M-1 approximately one year ago. It received 3rd Reading approval by the County Council on June 17, 2004.

The applicant has not established the need for another used car dealership in the area. There are several used car operations in the Ballentine area, approximately 1 1/2 miles from the subject site, as well as numerous others throughout the County.

The proposed amendment is another example of a premature request to rezone interstate interchange land. Parcels adjacent to interstate interchanges should be reserved for high value, high employment “real” economic development businesses. Such parcels are far too valuable to be used for low employment, low value uses such as used car lots or mini-warehouses.

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 # 04-67 MA **not be changed** from RU to C-3.

Findings of Fact:

1. The applicant **has not provided** sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment **is compatible** with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of Broad River Road at this location will not be exceeded.
4. The proposed Amendment **is not consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
5. The proposed Zoning Map Amendment **is not consistent** with the Objectives and Recommendations of the Northwest Subarea Plan discussed herein.

6. It is the Department's position that in order to comply with the requirements of Section 6-29-540, SC Code of Laws, the Proposed Land Use Map for this portion of the Northwest Subarea Plan should be amended, via the formal land use ordinance adoption process, to change the land use designation for the subject site to a commercial land use district.
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.

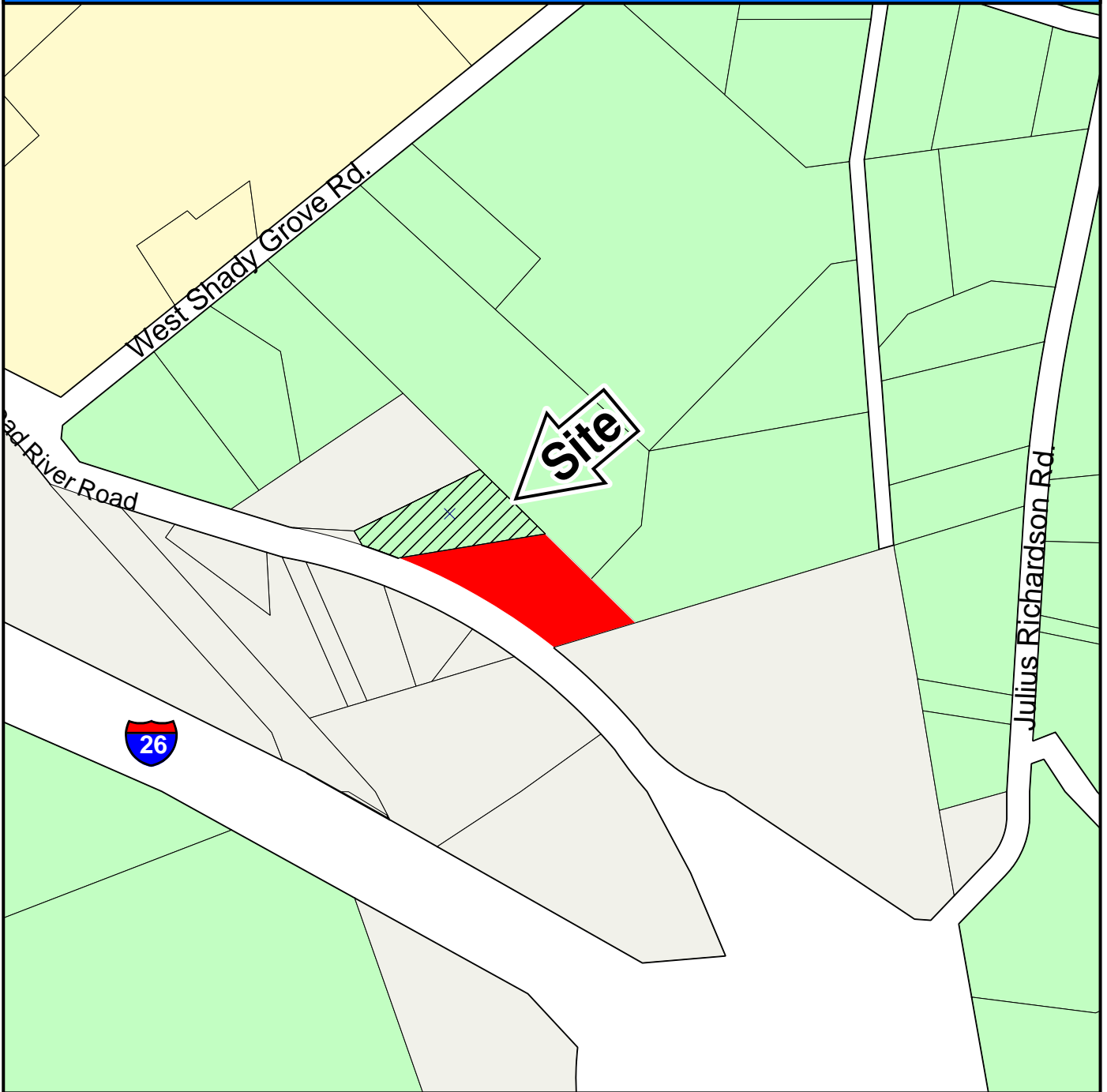
At their meeting of September 13, 2004, the Richland County Planning Commission agreed (**did not agree**) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-67 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 # 04-67 MA, the Planning Commission made the findings of fact summarized below:

CASE 04-67 MA RU to C-3

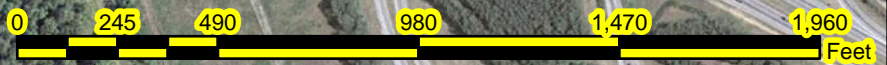


ZONING CLASSIFICATIONS

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



CASE 04-67 MA
RU to C-3
TMS 02600-06-14

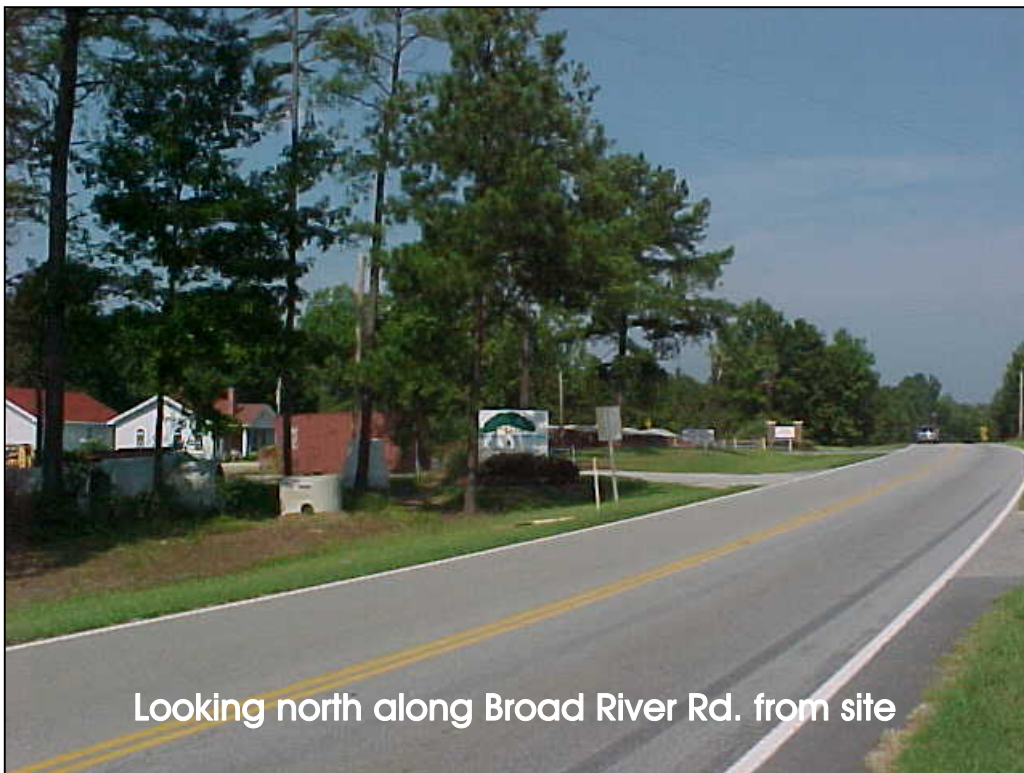


CASE 04-67 MA

From RU to C-3

TMS# 02600-06-14

11126 Broad River Road (US 176)



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

September 13, 2004

RC Project # 04-69 MA	Applicant: John Moore
General Location: Farming Creek Road just east of Dreher Shoals Road (Hwy 6)	
Tax Map Number: 03207-01-02/03/21 & 03208-01-02	Subject Area: 44.57 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: RS-1
Proposed Use: Single family residential subdivision	PC Sign Posting Date: 3 rd week of August 2004

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. It is the Department's position that this provision means 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 single family residential subdivision

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands
Adjacent North	RU	Undeveloped woodlands
Adjacent East	RU	Undeveloped woodlands and single family residences on estate size lots & Friarsgate S/D (Town of Irmo)
Adjacent South	RU	Undeveloped woodlands and single family residences on estate size lots
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 dwellings and Modular units on individual lots</p>

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-63, respectively of the County Code. Some Special Exception uses are also possible.

The proposed Amendment site is surrounded by undeveloped woodlands, single family residences on estate size lots and Friarsgate Subdivision to the east. The proposed Amendment is compatible with the surrounding 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 CMOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Broad River Rd via Farming Creek Rd	
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	979	
Current Volume At The Nearest Count Station #147 Located @SE of site on Broad River Road	15,400	
Estimated Traffic Count With the Proposed Project	16,379	
Volume-To-Capacity Ratio With The Proposed Project	1.90	

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 25, 2004 and represent the Annual Average Daily Trips in 2003 i.e. **they are already more than one year old.**

The estimated project traffic is calculated by multiplying the generation rate for a single family detached dwelling found on page 9 of the Addendum To The Long Range Major Street Plan for Richland County times the maximum allowable number of units. $44.57 \text{ total acres} - 35\% \text{ infrastructure} = 28.57 \text{ acres} / 12,000 \text{ sq. ft.} = 103 \text{ lots} \times 9.5 = 979$.

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

Broad River Road's LOS C design capacity in this area is currently being exceeded at a LOS F. The proposed Amendment could add up to 929 additional 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 1 mile radius of a fire station.

Relationship To Comprehensive Plan

It is the Department's position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

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..." The Map designates the subject area as Residential Medium/Low Density in a Developing Urban District. The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the Northwest Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The Northwest Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to 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 Amendment consists of 12,000 sq. ft. minimum size lots in an area with undeveloped woodlands, single family residences on estate size lots, and a compatible subdivision across Farming Creek Road. 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. Compatible zoning classifications by density are recommended as follows:

A. Low-Medium (3 – 5 dwellings/acres): RS-1, RS-1A, RS-2, PUD-1, and PUD-2.

The Map designates the site as Residential Medium Low Density in a Developing Urban Area. The proposed Amendment is for RS-1, therefore, it follows the recommended zoning classification set forth by the Plan. The proposed Amendment **implements** this Principle.

Other Relevant Issues

The applicant stated in a pre-application meeting with the Department that approximately 78 lots would be developed. The applicant also provided a letter of sewer availability service from Carolina Water Service, Inc. to provide central sanitary sewer service for up to 100 lots. A letter from the City of Columbia Engineering Department was provided stating that there is a 54” water main located along Farming Creek Road adjacent to these lots.

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 # 04-69 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. The traffic analysis shows that the LOS C traffic capacity of Broad River Road at this location is currently being 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 Recommendations 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.

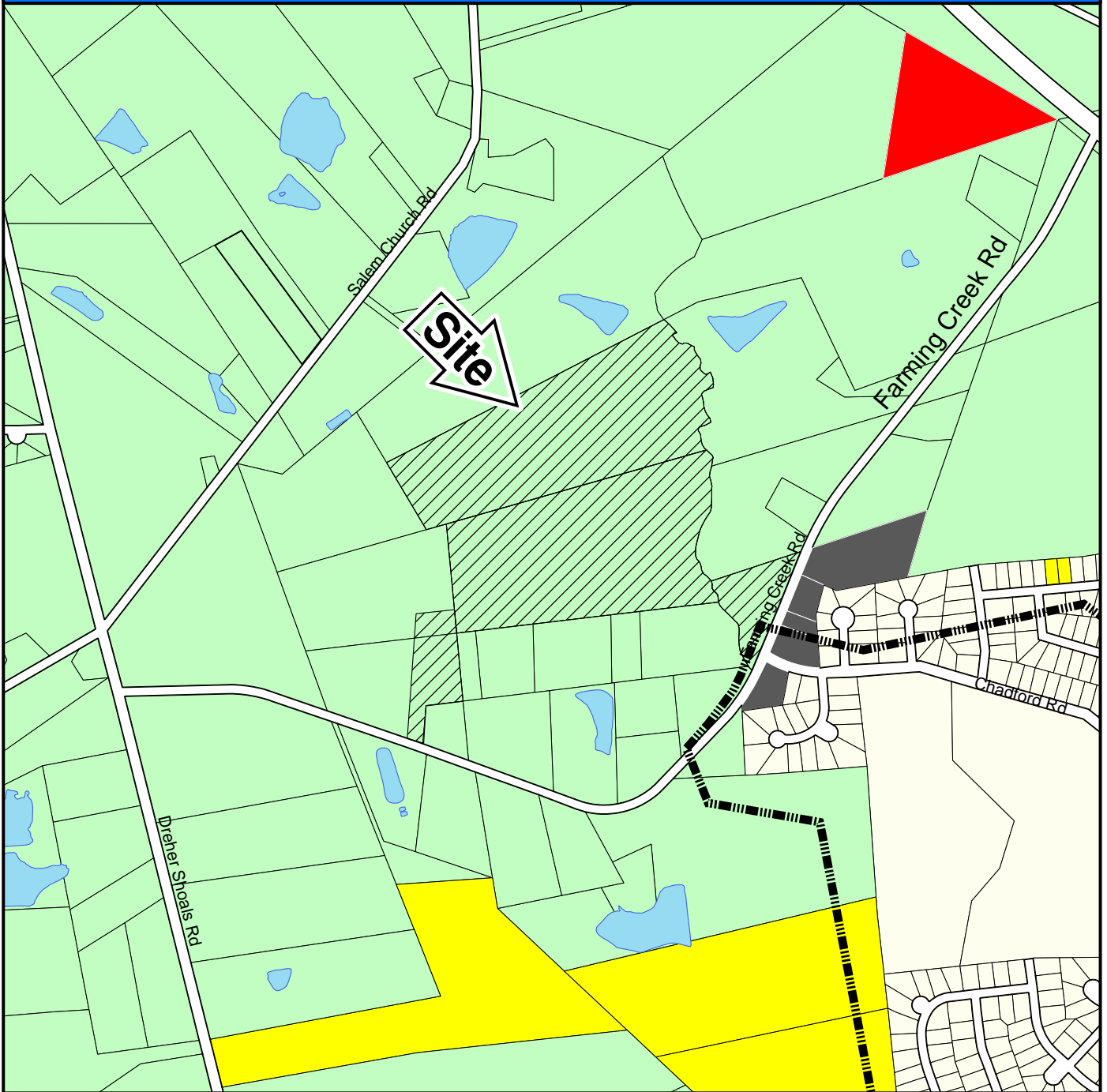
At their meeting of September 13, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSD recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-69 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 # 04-69 MA, the Planning Commission made the findings of fact summarized below:

CASE 04-69 MA RU to RS-1

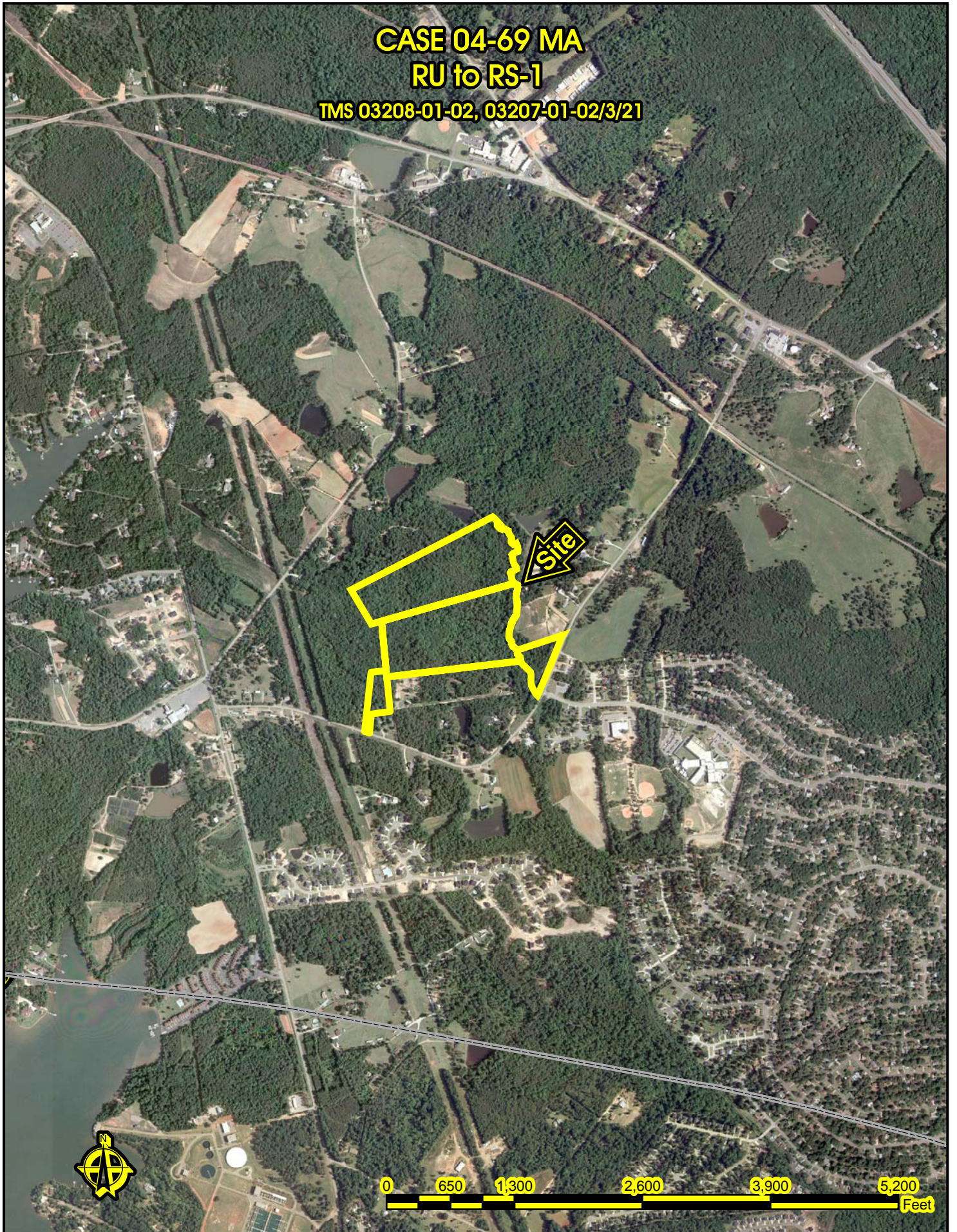


ZONING CLASSIFICATIONS

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



CASE 04-69 MA
RU to RS-1
TMS 03208-01-02, 03207-01-02/3/21



CASE 04-69 MA RU TO RS-1

TMS# 03208-01-02 & 03207-01-02/03/21

Located between Farming Creek Road and Salem Church Road



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

September 13, 2004

RC Project # 04-70 MA	Applicant: Cornell Boyd
General Location: 1104, 1108, 1112, 1116 Fontaine Road west of Two Notch Road	
Tax Map Number: 14205-04-01/02/03/04	Subject Area: 0.96 ac MOL
Current Parcel Zoning: D-1	Proposed Parcel Zoning: C-3
Proposed Use: Beauty Salon	PC Sign Posting Date: 3 rd week of August 2004

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. It is the Department's position that this provision means 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 beauty salon

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	D-1	Four single family residences
Adjacent North	RG-1	Fontaine place multi-family dwellings
Adjacent East	M-1	Two single family residences
Adjacent South	RS-2/M-1	Undeveloped woodlands and railroad tracks
Adjacent West	C-1	Palmer Memorial Chapel

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>D-1 Zoning Designation Intent</u> Intended to provide for large tracts of land located primarily on the fringe of urban growth where the predominant character of urban development has not yet been fully established, but where the current characteristics of use are predominantly residential, agricultural, or semideveloped, with scattered related uses</p>	<p><u>Proposed C-3 Zoning Designation Intent</u> Intended to accommodate a wide variety of general commercial and nonresidential uses characterized by retail, office, and service establishments and oriented primarily to major traffic arteries</p>
<p><u>Existing D-1 Zoning Permitted Uses</u> Agriculture Horticulture Single family detached dwellings Places of worship</p>	<p><u>Proposed C-3 Zoning Permitted Uses</u> Retail, service, repair, & personal services Offices, studios, & financial institutions Eating and drinking establishments Wholesale/Distribution uses < 8000 sq. ft. Private clubs, lodges and the like Automobile service stations Places of worship Enclosed recycle collections & transfer uses</p>

The land uses above represent a summary of the permitted uses in Chapter 26-62 and Chapter 26-67, respectively of the County Code. Some Special Exception uses are also possible.

The site is surrounded by various uses including single family residences on M-1 zoned property, multi-family dwellings on RG-1 zoned property, a funeral home on C-1 zoned property and undeveloped woodlands to the south. The site is located on Fontaine Road with easy access to Two Notch Road to the east. The proposed Amendment is compatible with the surrounding 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	Fontaine Road	
Functional Classification Of This Roadway	Five lane undivided collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	19,600	
Estimated Traffic Generated By The Proposed Project	NP	
Current Volume At The Nearest Count Station # 314 Located @ west of the site on Fontaine Road	16,500	
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 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 25, 2004 and represent the Annual Average Daily Trips in 2003 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 to determine the generation rate from the TGM (use or similar use not in the TGM)

Fontaine Road is currently operating at a LOS C and the proposed project should not have a significant effect on Fontaine Road traffic.

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

It is the Department's position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

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..." The Map designates the subject area as High Density Residential. The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the I-20 Interbeltway Corridor Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

The proposed C-3 zoning is NOT consistent with the Map designation as required by state statutes because the General Commercial request is not consistent with the High Density Residential. The zoning should be RG-2 or PUD to be consistent with the High Density Residential land use designation.

It should be noted that the area to the south of the site is designated as Industrial on the Map even though most of the land is not developable due to the railroad tracks and single family residences exist to the south of the tracks. The area to the west and east of the site is designated as commercial and industrial respectively.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The I-20 Interbeltway Corridor Subarea

Plan, adopted in November 1994, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 9 and 12 respectively, are discussed below:

Objective – Encourage industrial and commercial uses in selected, concentrated locations :

Sites of major traffic junctions and cluster locations as opposed to strip development.

The site is located on a 4 lane road that runs between Hwy 277 and Two Notch Road. The area surrounding the site is comprised of various commercial and industrial land uses. The proposed Amendment **implements** this Objective.

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

Sites of major traffic junctions and cluster locations as opposed to strip development.

The site is located on a 4 lane road that runs between Hwy 277 and Two Notch Road. The area surrounding the site is comprised of various commercial and industrial land uses. The proposed Amendment **implements** this Principle.

Other Relevant Issues

During the site inspection, it appeared as though some large hardwood trees were on at least one of the lots. The trees should be protected via a controlled clearing/tree protection plan prior to any commercial development.

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 # 04-70 MA **be changed** from D-1 to C-3.

Findings of Fact:

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

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.

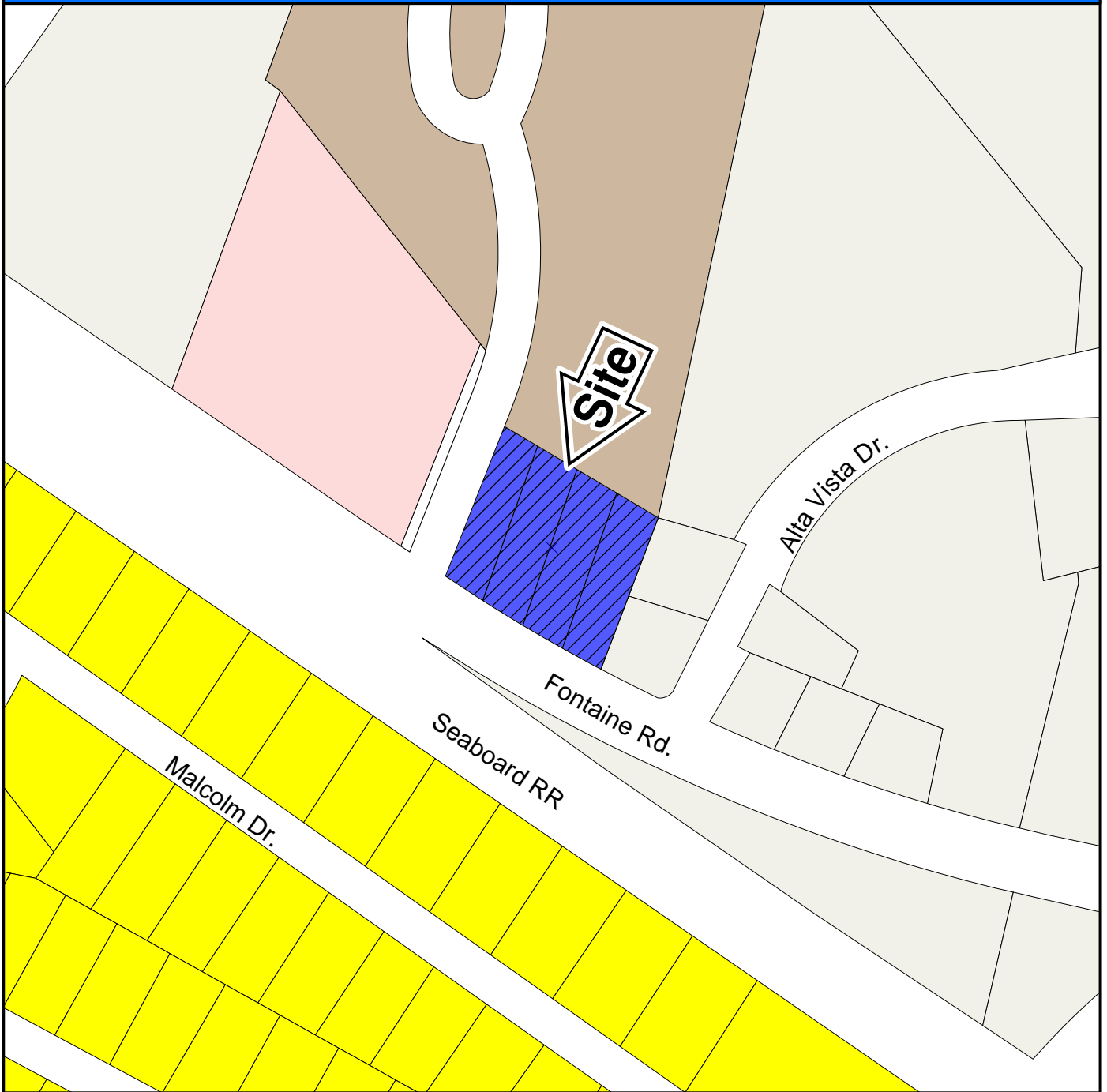
At their meeting of September 13, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSD recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-70 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 # 04-70 MA, the Planning Commission made the findings of fact summarized below:

CASE 04-70 MA D-1 to C-3



ZONING CLASSIFICATIONS

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



CASE 04-70 MA
D-1 to C-3
TMS 14205-04-01/02/03/04



CASE 04-70 MA

From D-1 to C-3

TMS# 14205-04-01/02/03/04
1104, 1108, 1112 & 1116 Fontaine Rd.



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

September 13, 2004

RC Project # 05-01 MA	Applicant: Danny Kiser
General Location: Northeast corner of Wilson Boulevard (Hwy 21) & North Pines	
Tax Map Number: 14700-07-05/07	Subject Area: 2.26 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-2
Proposed Use: Alteration Shop	PC Sign Posting Date: 3rd week of August 2004

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. It is the Department's position that this provision means 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 allow for the use of an existing structure on the property

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Existing metal building & vacant mobile home & mobile home
Adjacent North	RU	Multi-family residences
Adjacent East	RU	Mobile home & single family residences (Summer Pines Subdivision)
Adjacent South	RU	Estate size single family residences
Adjacent West	PUD-1R	Stonington Subdivision

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-2 Zoning Designation Intent</u> Intended to accommodate commercial and service uses oriented to primarily serving the needs of persons who live or work in nearby areas</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwellings</p>	<p><u>Proposed C-2 Zoning Permitted Uses</u> Stationary stores Limited price variety stores limited to 10,000 sq. ft. of floor area Book stores Garden supply stores Hardware stores limited to 5,000 sq. ft.</p>

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-66, respectively of the County Code. Some Special Exception uses are also possible.

The adjacent and surrounding areas are comprised of single family residences on estate size lots or in subdivisions such as Stonington and Summer Pines. The proposed Amendment is compatible with the surrounding 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 CMOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Wilson Boulevard (Hwy 21)	
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	38	
Current Volume At The Nearest Count Station # 135 Located @ south of site on the two lane portion of Wilson Boulevard	6200	
Estimated Traffic Count With the Proposed Project	6238	
Volume-To-Capacity Ratio With The Proposed Project	0.72	

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 25, 2004 and represent the Annual Average Daily Trips in 2003 i.e. **they are already more than one year old.**

The estimated project traffic is calculated by multiplying the generation rate for an Apparel Store (most similar to proposed use in the TGM) found on page 1611 of the TGM times the proposed square footage of the use. 3.38 trips at peak hour = approximately 10% of total daily trips = 38 trips daily per 1,000 sq. ft.

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 amendment would have an insignificant effect on traffic on Wilson Boulevard which is currently operating well under its LOS C design capacity in the vicinity 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 3 mile radius of a fire station.

Relationship To Comprehensive Plan

It is the Department's position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

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..." The Map designates the subject area as Medium Density Residential in a Developing Urban Area. The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the I-77 Corridor Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

The proposed C-2 zoning is NOT consistent with the Map designation as required by state statutes because the proposal is for a Neighborhood Commercial use. The zoning should be RS-2, RS-3, RG-1 or PUD to be consistent with the Medium Density Residential land use designation.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to 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 for C-2 zoning in this location would serve as a commercial pocket consisting of 2.2 acres at an intersection to serve the needs of the existing residential area. The proposed Amendment **implements** this Objective.

Principle – In general, commercial and office activities should be confined to sites that don't encroach or penetrate established residential areas.

The site is situated on the corner of North Pines Road and Wilson Boulevard as not to penetrate or encroach into any existing residential areas. The proposed Amendment **implements** this Principle.

Other Relevant Issues

The location of the site on the corner of North Pines Road and Wilson Boulevard makes the site readily accessible to the residents of the area. The proposal for C-2 Neighborhood Commercial at this location is a prime example of the intent of C-2 zoning. As stated in the C-2 zoning designation intent “intended to accommodate commercial and service uses oriented to primarily serving the needs of persons who live or work in nearby areas”.

The proposed alteration shop exemplifies the intent of C-2 by providing a service for the residents as would any other allowable use under the C-2 zoning category. The site would serve as a local service, readily accessible to the residents of Stonington, Summer Pines and other residents in the area.

The proposed use or other uses allowed by C-2 zoning would not generate a significant amount of traffic on Wilson Boulevard. The site has contained various uses in the past such as the most recent “Ductbusters” that apparently never had a business license, therefore, the Department could not allow another business to operate in a Rural zoning district without rezoning the property.

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 # 05-01 MA **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 compatible with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of Wilson Boulevard 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 consistent** with the Objectives and Recommendations 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.

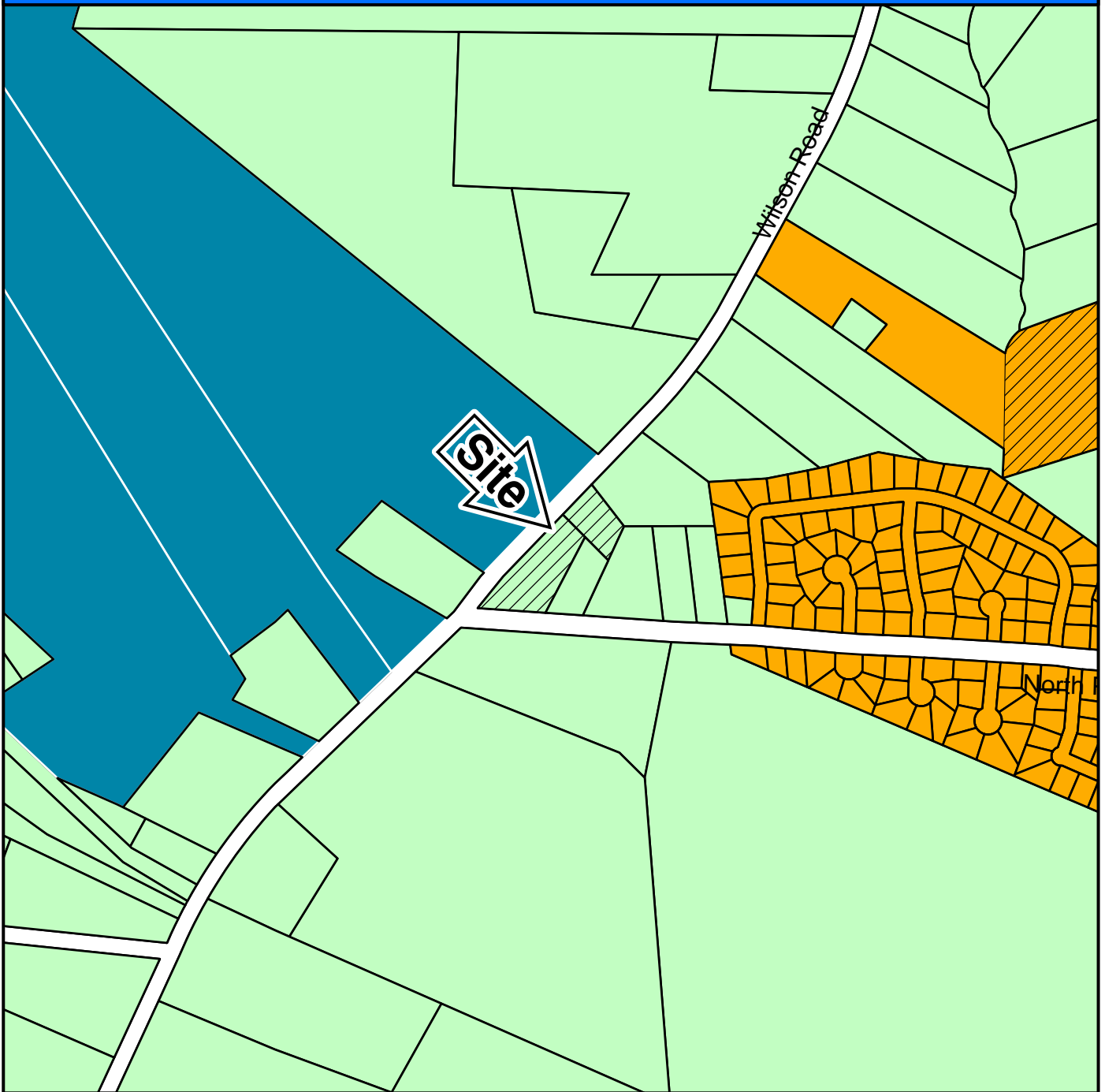
At their meeting of September 13, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-01 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 # 05-01 MA, the Planning Commission made the findings of fact summarized below:

CASE 05-01 MA RU to C-2

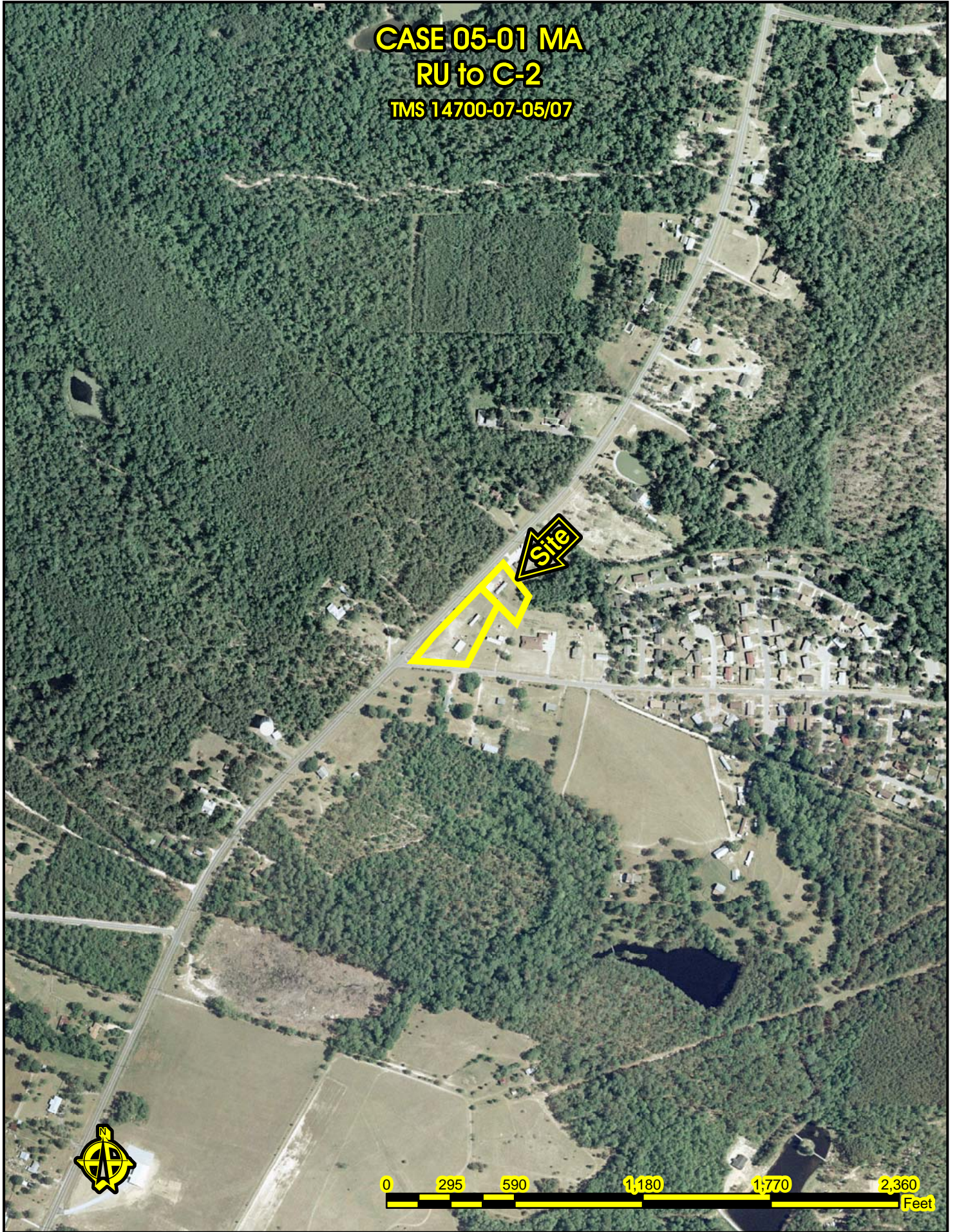


ZONING CLASSIFICATIONS

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



CASE 05-01 MA
RU to C-2
TMS 14700-07-05/07



CASE 05-01 MA

From RU to C-2

TMS# 14700-07-05/07

Corner of Wilson Blvd. (US 21) & North Pines



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

September 13, 2004

RC Project # 05-02 MA	Applicant: Centex Homes
General Location: Old Two Notch Rd @ Bookman Rd	
Tax Map Number: 25900-03-14 (p)	Subject Area: 294 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: PUD-1R
Proposed Use: 700 DU Mixed Density S/D	PC Sign Posting Date: 3 rd week August 2004

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. It is the Department's position that this provision means 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:

- 1) The need and justification for the changes.
- 2) The effect of the change, if any, on the property and on surrounding properties.
- 3) The amount of land in the general area having the same classification as that requested.
- 4) 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

None offered

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped Woodlands
Adjacent North	RU	Undeveloped Woodlands
Adjacent East	RU	Undeveloped Woodlands
Adjacent South	RU	Undeveloped Woodlands & Two Notch Road Dvlpmt
Adjacent West	RS-2 & RS-1	Plantation Pointe & Briarcliff Subdivisions

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 PUD-1R Zoning Designation Intent</u> Intended to accommodate primarily residential uses, with nonresidential uses integrated into the design of such districts as secondary 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>Proposed PUD-1R Zoning Permitted Uses</u> Single family Detached Residences (ch. 26-63) Multi-family Residences (ch. 26-64) Office and Institutional (ch. 26-65) Neighborhood Commercial (ch. 26-66) General Commercial (ch. 26-67) Light Industrial (ch. 26-68) Heavy Industrial (ch. 26-69) In The Amounts Specifically Identified & Located In The General Development Plan</p>

The land uses above represent a summary of the permitted uses in Chapter 26-61 and Chapter 26-70, respectively of the County Code. Some Special Exception uses are also possible.

The subject project will have a gross density of 2.3 DU/acre, or slightly lower than the adjacent Briarcliff, Plantation Pointe and Parkplace @ Plantation Pointe subdivisions. The proposed project is compatible with the adjacent development.

Traffic Impact Discussion

The applicant/developer commissioned a traffic study for the subject project. The results of this study are described below.

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	Bookman Road via Old Two Notch Rd	
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	6320	
Current Volume At The Nearest Count Station # 449 Located @ between Two Notch Rd and Old Two Notch Rd	7200	
Estimated Traffic Count With the Proposed Project	13,520	
Volume-To-Capacity Ratio With The Proposed Project	1.57	

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 a traffic study dated August 12, 2004 (included in the project application) conducted by SRS Engineering.

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003 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 result in this portion of Bookman Road significantly exceeding its LOS F capacity. For more detail, see the discussion below under Other Pertinent Factors.

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

It is the Department's position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

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..." The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the Northeast Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process. The Map designates the subject area as Low Density Residential.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The Northeast Subarea Plan, adopted in March 1995, contains policy guidance that is relevant to 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 proposed project will have 14.5 % of the area with low density (max. 3.5 DU/acre) development; 26.8 % of the area with medium/low density (max. 5.0 DU/acre) development; 22.7 % of the area with medium density (max. 5.0 DU/acre) development; 5 % of the area with medium/high density (max. 7.0 DU/acre) development; and 30.8 % of the area in open space. 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 these density levels should conform to the Proposed Land Use Map.

Medium Density (minimum 5.0 DU/acre to maximum of 9.0 DU/acre)

Those portions of the project designated for medium or medium/high density implement this Principle. Those portions of the project designated low/medium density or low density do not implement this Principle. **Since the overall density of the subject project is 2.3 DU/acre, the proposed Amendment does not implement this Principle.**

Other Relevant Issues

The applicant estimates that the project will be completed by 2011. A more detailed phasing plan should be provided early in the subdivision process.

It could be argued that the subject project is **not** in conformance with the intent statement found in Chapter 26-70.2 which states "...the PUD-1R district is intended to accommodate primarily residential uses, with non-residential uses integrated into the design of such districts as secondary uses..." While the proposed project does not include any non-residential land uses, the site design has conformed to other desired PUD objectives, i.e., it has taken advantage of the topography and natural conditions to have 93 acres of open space, i.e. 31 % of the site.

Transportation Recommendation - Where a request for a change in land use will reduce traffic movements below a "C" level-of-service, additional highway improvements should be made to mitigate the effects.

The current CMGOG Transportation Improvement Program, i.e., the fiscal year beginning July 1, 2004 through June 30, 2009, **does not have any road capacity improvements programmed for Bookman Road. Furthermore, there are currently no funding sources available for any road capacity improvements in Richland County in the rest of this decade.** Since Bookman Road is projected to exceed the LOS "F" capacity in this area when the subject project builds out, the proposed Amendment is not consistent with this Recommendation.

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..."

The Department interprets this provision to be an affirmative responsibility on the part of local government to ensure, as much as possible, that proposed developments do not exacerbate existing conditions. The principal tool available for local government to exercise this responsibility is careful review of proposed projects with regard to access management issues and analysis of the safe traffic carrying capacity of the affected roadways.

The SRS traffic study (see pages 5 & 6) provides measures to mitigate the off-site traffic impacts the subject project. These measures included both geometric (turn lanes) and signal improvements. It should be noted that the geometric improvements alone will not reduce the LOS below F levels at project buildout. However, completion of both geometric and signal improvements will reduce the LOS to A in both the AM and PM peak hour.

In recognition of the traffic impacts identified in the SRS traffic study, the applicant has agreed to the mitigative measures described below:

- 1) Reduce the number of entrances on Old Two Notch Road from six to two
- 2) Dedication of up to 20 feet of right-of-way along Bookman Road for its widening
- 3) Construct the necessary turn lanes on Bookman and Old Two Notch Roads
- 4) Install a traffic light at Bookman and Old Two Notch Roads when 50 percent of the dwelling units have received building permits

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 # 05-02 MA **be changed** from RU to PUD-1R, subject to the conditions described below)

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 F traffic capacity of Bookman Road at this location will be exceeded when the subject project is builtout.
4. The applicant **has proposed measures to mitigate** the off-site traffic impacts of the proposed project, including dedication of right-of-way along Bookman Road.
5. The proposed Amendment is consistent with Proposed Land Use Map designation in the Northeast Subarea Plan.
6. The proposed Zoning Map Amendment **is consistent with** the Objectives of the Northeast Subarea Plan discussed herein.
7. The proposed Zoning Map Amendment **is not consistent** with the Recommendations of the Northeast Subarea Plan discussed herein.
8. The Planning Commission hereby approves the General Development Plan (*applicant's Preliminary Density Plan*), subject to the conditions listed below, as required by Chapter 26-70.15 of the County Code.
9. 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.

PUD Conditions

- a) The proposed site development shall be limited to 700 dwelling units in the general locations depicted in applicant's Preliminary Density Plan ; and
- b) A phasing plan must be approved by the Department prior to accepting any construction plans for review; and

- c) Unless otherwise provided herein, all development shall conform to all relevant land development regulations in effect at the time a permit application is received by the Planning and Development Services Dept. (PDS); and
- d) Approval of the applicants Preliminary Density Plan shall constitute approval of the Sketch Plan for subdivision purposes; and
- e) The provisions of Sections 26-70.7; 26-70.8; 26-70.10; 26-70.11; and 26-70.12 are exempted from application to this project; and
- f) No Special Exceptions, as defined in Chapter 26-602, et. seq., of the County Code, or its relevant successor regulations, shall be permitted; and
- g) Major changes in all, or a portion of, the exterior boundaries of the project, including changes in location of land uses, increase in the gross project density (measured in DU/acre or square footage/acre) and/or change in traffic flow, shall require a review and recommendation by the Planning Commission and a new ordinance by the County Council; and
- h) The Planning Commission is hereby authorized to make minor amendments, defined as amendments other than those described above, to the Preliminary Density Plan, or other relevant portions of the provisions of Chapter 26-70.17, or its relevant successor regulations, of the County Code; and
- i) **No site clearing activity shall begin until the PDS issues a Controlled Clearing Certificate letter;** and
- j) The applicant shall dedicate 20 feet of right-of-way to the County along Bookman Road prior to recording any plats for the project; and
- k) Access to the subject site shall be limited to one intersection on Bookman Road, and two intersections on Old Two Notch Rd within the project; and
- l) The developer shall be required to construct any necessary turn lanes for the project on both Roads; and
- m) The developer shall pay for installation of a traffic signal at Bookman and Old Two Notch Roads when 50 % of the building permits have been issued; and
- n) The developer shall construct a landscaped berm, fence, wall, or some combination thereof, to ensure that no parcel in the project will have direct access onto Bookman Road or Old Two Notch Road; and
- o) All internal streets shall be owned and maintained by the County; and
- p) Other conditions resulting from the Commission consideration ?
- q) The applicant shall submit a draft description of proposed procedures of any homeowners association or other group maintenance or group ownership features for the Department's and inclusion in the project records; and
- r) The County shall not be responsible for enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest.

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 September 13, 2004, 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 # 05-02 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 # 05-02 MA, the Planning Commission made the findings of fact summarized below:

PUD SUBMISSION CHECKLIST

The following are the current requirements for submission of a Planned Unit Development project Zoning Map Amendment as described in Chapter 26-70.16 and 26-71.13 of the Richland County Code of Ordinances. The same submission requirements apply to both Chapters.

Project Number: 05-02 MA

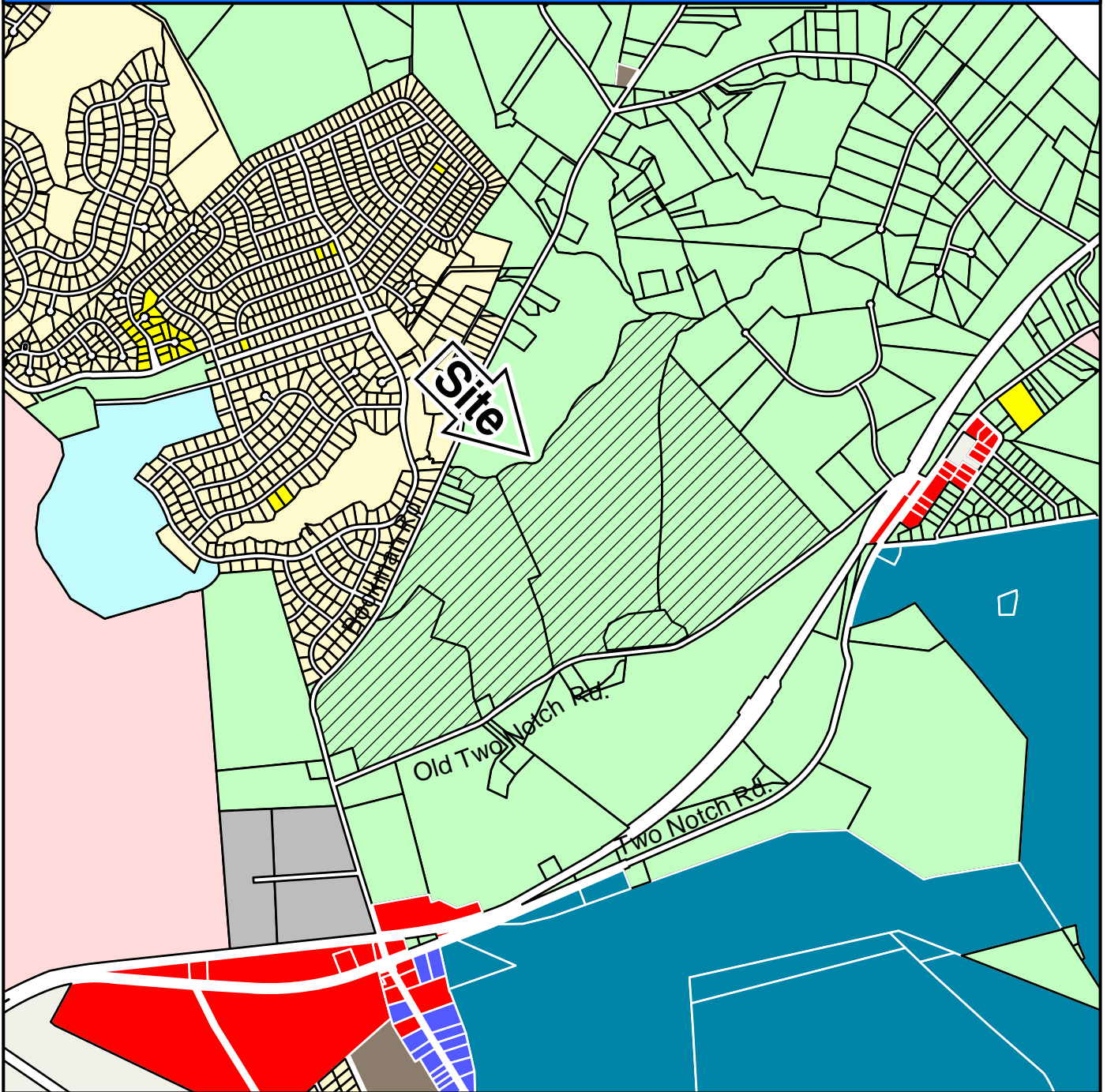
Applicant: Centex Homes

TMS#: 25900-03-14 (p)

General Location: Old Two Notch & Bookman Rds

Chapter #	General Development Plan Requirements	Comply
26-70.16	Generalized drawing (s) for entire site showing the general development pattern, including relationship between the various uses	Exhibit D
26-70.16 a	Statement of major project assumptions and objectives	Page 1
26-70.16 b	Statement of the range of percentages of the total area intended for residential, commercial industrial, open space, social/community uses & major streets and roads	Page 3
26-70.16 c	Statement of intended overall maximum dwelling unit density per acre	Page 3
26-70.16 d	Legal description	Exhibit B
26-70.16 e	Total acres	Page 3
26-70.16 f	Tentative number of units of various types	Page 4
26-70.16 g	Description of open space & community facilities & adequacy to serve the anticipated demand	Page 3
26-70.16 h	Approximate timing of development by phase	Page 6
26-70.16 i	Detailed description of the proposed homeowners association procedures, or other group maintenance & ownership features	Exhibit F
26-70.16 j	Design standards, administrative procedures & such information or descriptions appropriate for Planning Commission review	None Offered

CASE 05-02 MA RU to PUD-1R



ZONING CLASSIFICATIONS

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



**CASE 05-02
RU to PUD-1R
TMS 25900-03-14 (p)**

Site →



CASE 05-02 MA FROM RU to PUD-1R

TMS# 25900-03-14 (p) Bookman & Old Two Notch Road



Interior of site



Looking north along Old Two Notch Rd.

Attachment A
CASE 05-02 MA

TRACT “A” METES AND BOUNDS DESCRIPTION:

ALL THAT CERTAIN PIECE, PARCEL OR TRACTS OF LAND LYING, SITUATE AND BEING NEAR THE TOWN OF PONTIAC, COUNTY OF RICHLAND, STATE OF SOUTH CAROLINA AND HAVING THE FOLLOWING METES AND BOUNDS, TO WIT:

COMMENCING AT THE INTERSECTION OF S-40-1292, ALSO KNOWN AS OLD TWO NOTCH ROAD AND S-40-53, ALSO KNOWN AS BOOKMAN ROAD APPROXIMATELY 310.9 FEET SOUTH OF A 1” PIPE IRON PIN FOUND ALONG THE EASTERN RIGHT-OF-WAY OF S-40-53, SAID 1” PIPE IRON PIN FOUND BEING THE POINT OF BEGINNING AND LABELED HEREON AS “P.O.B. “A””; THENCE CONTINUE ALONG THE EASTERN RIGHT-OF-WAY N 13°52'22” W FOR A DISTANCE OF 480.53 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE CONTINUE ALONG THE EASTERN RIGHT-OF-WAY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 417.00 FEET, AN ARC LENGTH OF 418.29 FEET AND BEING SUBTENDED BY A CHORD BEARING OF N 14°51'49” E FOR A CHORD DISTANCE OF 400.97 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE CONTINUE ALONG THE EASTERN RIGHT-OF-WAY N 43°36'00” E FOR A DISTANCE OF 737.67 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE CONTINUE ALONG THE EASTERN RIGHT-OF-WAY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1467.00 FEET, AN ARC LENGTH OF 460.12 FEET AND BEING SUBTENDED BY A CHORD BEARING OF 34°36'53” E FOR A CHORD DISTANCE OF 458.24 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE CONTINUE ALONG THE EASTERN RIGHT-OF-WAY N 25°37'46” E FOR A DISTANCE OF 1240.53 FEET TO A #4 REBAR IRON PIN FOUND; THEN TURN AND RUN ALONG LANDS NOW OR FORMERLY OF VERNETTA H. SAMUEL AND HARRY LEE S 66°30'39” E FOR A DISTANCE OF 400.76 FEET TO A ¾” PINCHTOP IRON PIN FOUND; THENCE TURN AND RUN ALONG LANDS NOW OR FORMERLY OF VARNETTA H. SAMUEL AND HARRY LEE AND ALSO LANDS NOW OR FORMERLY OF LOVINIA H. McKEEVER AND VALARIE W. LINDSAY N 27°12'51” E FOR A DISTANCE OF 208.87 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE TURN AND RUN ALONG LANDS NOW OR FORMERLY OF LOVINIA H. McKEEVER AND VALARIE W. LINDSAY N 66°28'51” W FOR A DISTANCE OF 188.60 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE TURN AND RUN ALONG LANDS NOW OR FORMERLY OF SOUTHERN BELL TELEPHONE CO. N 25°36'12” E FOR A DISTANCE OF 99.97 FEET TO A 1” PIPE IRON PIN FOUND; THENCE TURN AND RUN ALONG LANDS NOW OR FORMERLY OF SOUTHERN BELL TELEPHONE CO. N 66°28'51” W FOR A DISTANCE OF 217.69 FEET TO A 1¾” PIPE IRON PIN FOUND; THENCE TURN AND RUN ALONG THE EASTERN RIGHT-OF-WAY OF

S-40-53 N 25°37'46" E FOR A DISTANCE OF 224.55 FEET TO A POINT IN THE CENTER OF SANDY RUN CREEK; THENCE TURN AND RUN ALONG THE CENTERLINE OF SANDY RUN CREEK AND LANDS NOW OR FORMERLY OF JIM PODELL INC. AND CAROL G. WOOD THE FOLLOWING NINETY-EIGHT COURSES: 1) S 83°43'20" E, 86.59 FEET 2) N 58°48'23" E, 16.41 FEET 3) S 44°09'58" E, 15.58 FEET 4) N 83°50'07" E, 28.79 FEET 5) S 68°43'42" E, 18.31 FEET 6) N 65°53'16" E, 35.20 FEET 7) N 89°12'39" E, 56.29 FEET 8) N 50°58'42" E, 21.38 FEET 9) N 60°28'25" E, 46.77 FEET 10) N 60°37'13" E, 60.36 FEET 11) N 72°21'40" E, 72.05 FEET 12) S 82°24'07" E, 39.10 FEET 13) N 42°23'57" E, 59.24 FEET 14) N 65°34'04" E, 78.33 FEET 15) N 77°06'40" E, 27.81 FEET 16) N 06°14'21" W, 12.16 FEET 17) N 33°17'03" E, 54.28 FEET 18) N 74°07'30" E, 42.80 FEET 19) N 81°26'28" E, 83.30 FEET 20) N 12°59'52" E, 21.42 FEET 21) N 41°54'22" E, 44.74 FEET 22) N 56°07'43" E, 32.13 FEET 23) N 00°33'22" W, 60.82 FEET 24) N 36°29'37" E, 38.98 FEET 25) N 69°36'10" E, 54.90 FEET 26) S 88°01'23" E, 27.87 FEET 27) N 77°33'52" E, 89.47 FEET 28) S 48°23'37" E, 32.50 FEET 29) N 62°14'41" E, 16.53 FEET 30) N 89°52'35" E, 105.30 FEET 31) N 86°19'21" E, 62.94 FEET 32) S 81°09'50" E, 57.49 FEET 33) N 11°34'28" E, 42.33 FEET 34) S 68°06'59" E, 36.89 FEET 35) S 31°33'36" E, 50.02 FEET 36) S 88°54'29" E, 10.23 FEET 37) N 27°06'36" E, 43.43 FEET 38) N 68°10'37" E, 56.09 FEET 39) N 87°17'58" E, 88.49 FEET 40) N 61°09'28" E, 42.96 FEET 41) S 59°32'41" E, 22.17 FEET 42) N 69°35'14" E, 24.04 FEET 43) S 50°33'03" E, 50.58 FEET 44) N 49°56'47" E, 42.94 FEET 45) N 27°49'01" E, 57.58 FEET 46) N 85°44'02" E, 69.65 FEET 47) N 54°35'36" E, 49.42 FEET 48) N 80°32'37" E, 44.94 FEET 49) N 46°14'05" E, 37.77 FEET 50) N 83°36'15" E, 27.15 FEET 51) S 49°37'57" E, 18.67 FEET 52) N 55°48'40" E, 32.95 FEET 53) N 43°06'48" E, 29.89 FEET 54) N 08°13'49" W, 28.02 FEET 55) N 70°47'10" E, 26.74 FEET 56) N 16°11'33" E, 76.73 FEET 57) N 43°05'56" E, 32.16 FEET 58) N 18°11'39" E, 40.67 FEET 59) N 00°01'11" E, 60.34 FEET 60) N 33°22'43" E, 24.72 FEET 61) N 08°06'37" W, 49.27 FEET 62) N 79°03'07" E, 9.92 FEET 63) N 45°13'33" E, 32.37 FEET 64) N 51°30'56" E, 13.61 FEET 65) N 23°52'47" W, 41.31 FEET 66) N 58°15'20" E, 24.83 FEET 67) N 18°34'23" W, 23.55 FEET 68) N 57°00'39" E, 21.60 FEET 69) N 26°45'07" E, 59.16 FEET 70) N 06°31'31" E, 25.43 FEET 71) N 13°25'57" W, 31.48 FEET 72) N 25°30'03" W, 27.02 FEET 73) N 40°40'08" E, 86.37 FEET 74) N 19°56'47" E, 42.15 FEET 75) N 81°20'33" E, 11.32 FEET 76) N 49°08'26" E, 24.05 FEET 77) N 73°14'56" E, 77.80 FEET 78) N 24°53'06" E, 34.75 FEET 79) N 61°14'56" E, 13.68 FEET 80) N 04°56'27" E, 29.30 FEET 81) N 34°52'31" E, 37.89 FEET 82) N 68°25'41" E, 44.50 FEET 83) N 38°04'19" E, 26.68 FEET 84) S 52°09'33" E, 27.10 FEET 85) N 58°44'42" E, 32.70 FEET 86) S 61°19'20" E, 24.43 FEET 87) N 70°30'03" E, 76.05 FEET 88) S 71°01'50" E, 63.82 FEET 89) N 72°20'34" E, 22.64 FEET 90) N 41°58'07" E, 21.91 FEET 91) S 69°27'44" E, 34.33 FEET 92) S 46°21'36" E, 42.17 FEET 93) S 75°23'28" E, 35.09 FEET 94) N 44°03'56" E, 31.75 FEET 95) S 78°07'58" E, 46.16 FEET 96) N 73°00'21" E, 49.93 FEET 97) N 89°08'32" E, 47.31 FEET 98) N 84°02'37" E, 8.24 FEET TO AN AXLE IRON PIN FOUND; THENCE TURN AND RUN ALONG LANDS NOW OR FORMERLY OF VICTOR V. LATTUCA AND GWENDOLYN DORINE THE FOLLOWING FIVE COURSES: 1) S 28°34'45" W FOR A DISTANCE OF 52.45

FEET TO A ¾" PIPE IRON PIN FOUND; 2) S 59°12'40" W FOR A DISTANCE OF 261.25 FEET TO A ¾" PIPE IRON PIN FOUND; 3) S 06°23'34" W FOR A DISTANCE OF 100.62 FEET TO A 1" ROD IRON PIN FOUND; 4) S 38°23'22" W FOR A DISTANCE OF 117.26 FEET TO A ¾" PIPE IRON PIN FOUND; 5) S 38°47'44" E FOR A DISTANCE OF 503.08 FEET TO A 1" PIPE IRON PIN FOUND; THENCE TURN AND RUN ALONG LANDS NOW OR FORMERLY OF EDWARD DIGIULIO S 38°48'09" E FOR A DISTANCE OF 359.93 FEET TO A 1" PIPE IRON PIN FOUND; THENCE TURN AND RUN ALONG LANDS NOW OR FORMERLY OF DANIEL W. AND SOPHIA D. KNIGHT S 38°48'20" E FOR A DISTANCE OF 340.18 FEET TO A 1" PIPE IRON PIN FOUND; THENCE TURN AND RUN ALONG LANDS NOW OR FORMERLY OF IRA LAWRENCE MILLER THE FOLLOWING THREE COURSES: 1) S 38°47'55" E FOR A DISTANCE OF 600.03 FEET TO A 1" PIPE IRON PIN FOUND; 2) S 38°47'11" E FOR A DISTANCE OF 325.04 FEET TO A 1" PIPE IRON PIN FOUND; 3) S 38°49'15" E FOR A DISTANCE OF 625.13 FEET TO A ½" PINCHTOP IRON PIN FOUND; THENCE TURN AND RUN ALONG THE NORTHWEST RIGHT-OF-WAY OF S-40-1292 ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 6367.00 FEET, AN ARC LENGTH OF 151.81 FEET AND BEING SUBTENDED BY A CHORD BEARING OF S 54°29'41" W FOR A CHORD DISTANCE OF 151.81 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE CONTINUE ALONG THE NORTHWESTERN RIGHT-OF-WAY S 55°10'40" W FOR A DISTANCE OF 1417.59 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE CONTINUE ALONG THE NORTHWESTERN RIGHT-OF-WAY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1814.00 FEET, AN ARC DISTANCE OF 346.13 FEET AND BEING SUBTENDED BY A CHORD BEARING OF S 60°38'06" W FOR A CHORD DISTANCE OF 345.61 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE CONTINUE ALONG THE NORTHWESTERN RIGHT-OF-WAY S 66°05'32" W FOR A DISTANCE OF 20.72 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE TURN AND RUN ALONG LANDS NOW OR FORMERLY OF PIONEER LAND COMPANY, LP AND LABELED HEREON AS TRACT "B" THE FOLLOWING NINE COURSES: 1) N 20°47'31" W FOR A DISTANCE OF 89.03 FEET TO A #5 REBAR AND CAP IRON PIN SET; 2) N 64° 03'36" W FOR A DISTANCE OF 198.96 FEET TO A #5 REBAR AND CAP IRON PIN SET; 3) N 47°15'39" W FOR A DISTANCE OF 207.08 FEET TO A #5 REBAR AND CAP IRON PIN SET; 4) S 62°46'39" W FOR A DISTANCE OF 234.89 FEET TO A 24" OAK PROPERTY CORNER; 5) S 51°53'44" W FOR A DISTANCE OF 66.98 FEET TO A #5 REBAR & CAP IRON PIN SET; 6) S 65°17'16" W FOR A DISTANCE OF 277.64 FEET TO A #5 REBAR AND CAP IRON PIN SET; 7) S 35°52'07" W FOR A DISTANCE OF 96.61 FEET TO A #5 REBAR AND CAP IRON PIN SET; 8) S 04°34'49" E FOR A DISTANCE OF 165.34 FEET TO A #5 REBAR AND CAP IRON PIN SET; 9) S 38°04'24" E FOR A DISTANCE OF 43.19 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE TURN AND RUN ALONG THE NORTHWESTERN RIGHT-OF-WAY OF S-40-1292 S 85°02'13" W FOR A DISTANCE OF 520.46 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE CONTINUE ALONG THE NORTHWESTERN RIGHT-OF-WAY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 883.00 FEET, AN ARC LENGTH OF 457.17 FEET AND BEING SUBTENDED BY A CHORD BEARING OF S 70°12'17" W FOR

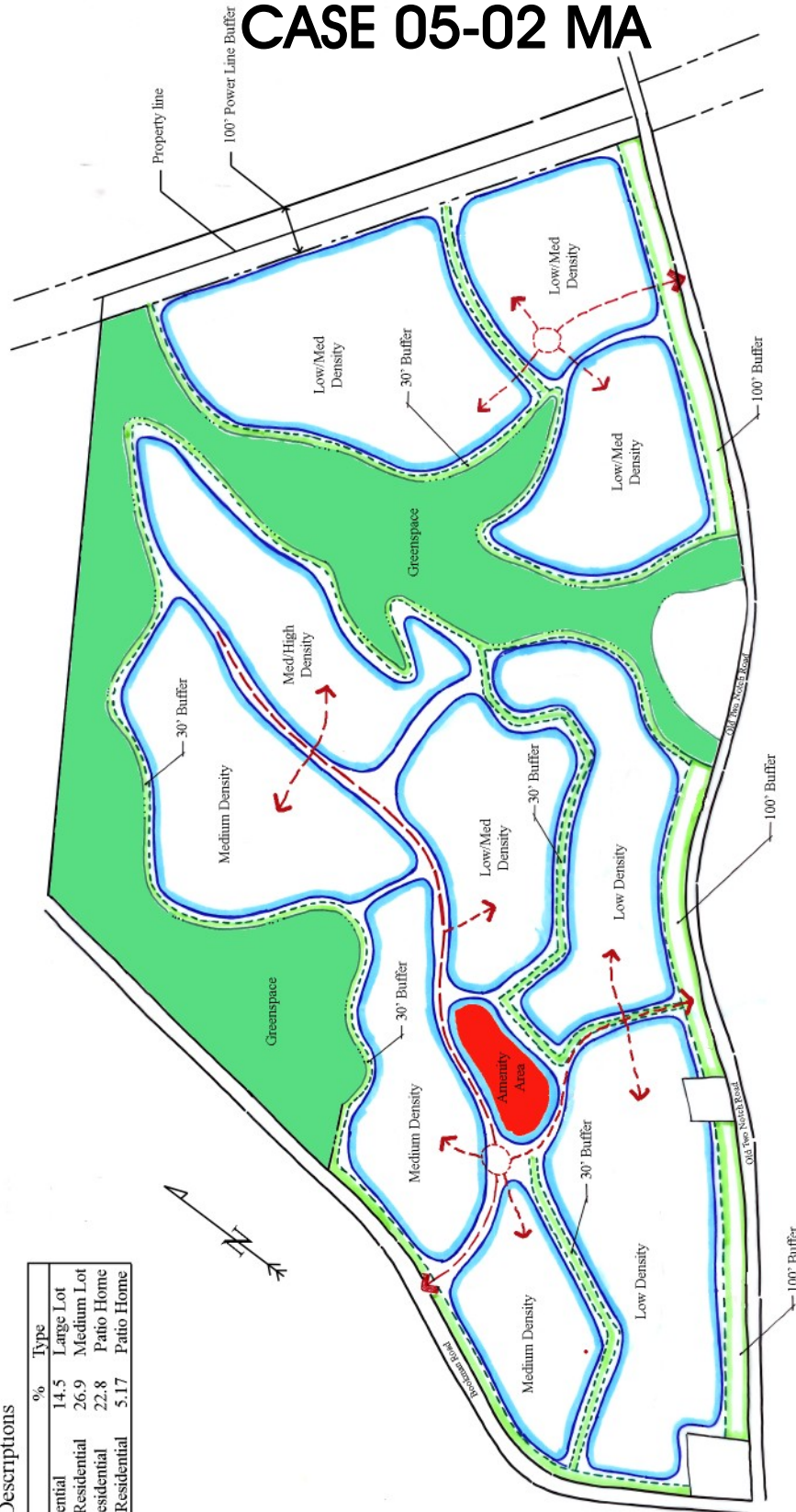
A CHORD DISTANCE OF 452.08 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE CONTINUE ALONG THE NORTHWESTERN RIGHT-OF-WAY S 55°22'21" W FOR A DISTANCE OF 555.27 FEET TO A #4 REBAR IRON PIN FOUND; THENCE TURN AND RUN ALONG LANDS NOW OR FORMERLY OF OAK GROVE BAPTIST CHURCH THE FOLLOWING THREE COURSES: 1) N 20°09'43" W FOR A DISTANCE OF 392.70 FEET TO A #4 REBAR IRON PIN FOUND; 2) S 59°41'47" W FOR A DISTANCE OF 311.18 FEET TO A #4 REBAR IRON PIN FOUND; 3) S 20°09'43" E FOR A DISTANCE OF 391.62 FEET TO A #4 REBAR IRON PIN FOUND; THENCE TURN AND RUN ALONG THE NORTHWESTERN RIGHT-OF-WAY OF S-40-1292 ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1379.00 FEET, AN ARC LENGTH OF 65.93 FEET AND BEING SUBTENDED BY A CHORD BEARING OF S 67°33'03" W FOR A CHORD DISTANCE OF 65.93 FEET TO A #5 REBAR AND CAP IRON PIN SET; THENCE CONTINUE ALONG THE NORTHWESTERN RIGHT-OF-WAY S 68°55'14" W FOR A DISTANCE OF 1344.54 FEET TO A ½" PIPE IRON PIN FOUND; THENCE TURN AND RUN ALONG LANDS NOW OR FORMERLY OF DIANE R. NEVITT THE FOLLOWING TWO COURSES: 1) N 13°41'44" W FOR A DISTANCE OF 274.82 FEET TO A 2" PIPE IRON PIN FOUND; 2) S 69°07'50" W FOR A DISTANCE OF 280.48 FEET TO THE POINT OF BEGINNING; SAID TRACT CONTAINING 302.153 ACRES, ALL DISTANCES BEING A LITTLE MORE OR LESS."

Jacobs Tract - Bookman Road Project

Preliminary Density Plan

Density Descriptions

District	%	Type
Low Residential	14.5	Large Lot
Low/Med Residential	26.9	Medium Lot
Medium Residential	22.8	Patio Home
Med/High Residential	5.17	Patio Home



Attachment B

CASE 05-02 MA

REVISIONS	BY

PREPARED BY
POWER ENGINEERING COMPANY, INC.
 ENGINEERS - PLANNERS - SURVEYORS
 1000 W. CHAMBERS ST. SUITE 200
 CHAMBERS, NC 27822, NC



BOOKMAN ROAD/JACOBS TRACT
 GENERAL DEVELOPMENT PLAN
 RICHLAND COUNTY/BEAUFORT SOUTH CAROLINA

DRAWN	CHECKED	DATE	SCALE	JOB NO.	SHEET

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

September 13, 2004

RC Project # 05-04 MA	Applicant: Coogler Construction Company
General Location: 1750 Dutch Fork Road (between Rauch-Metz Road & the intersection of Hwy. 76 and Hwy. 176)	
Tax Map Number: 02408-02-06	Subject Area: 10.08 Acres
Current Parcel Zoning: C-3	Proposed Parcel Zoning: PDD
Proposed Use: Construction Company	PC Sign Posting Date: 3rd week of August 2004

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. It is the Department's position that this provision means 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 continuance and the expansion of the construction company.

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	C-3	Construction office, construction equipment, bulk material, and vacant land
Adjacent North	RU & C-3	Undeveloped woodlands
Adjacent East	RU	Undeveloped woodlands and commercial site
Adjacent South	C-3	Cedar Plaza (U.S. Post Office)
Adjacent West	RU & C-3	Undeveloped woodlands (recent rezoning 04-46 MA of 5.8 acres)

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>Existing C-3 Zoning Designation Intent</u> Intended to accommodate a wide variety of general commercial and nonresidential uses characterized by retail, office, and service establishments and oriented primarily to major traffic arteries	<u>Proposed PDD Zoning Designation Intent</u> Intended better bridge the inherent difference between residential and non residential uses
<u>Existing C-3 Zoning Permitted Uses</u> Retail, service, repair, & personal services Offices, studios, & financial institutions Eating and drinking establishments Wholesale/Distribution uses < 8000 sq. ft. Private clubs, lodges and the like Automobile service stations Places of worship Enclosed recycle collections & transfer uses	<u>Proposed PDD Zoning Permitted Uses</u> Limited to only those depicted in the Site Plan provided as Attachment A

The land uses above represent a summary of the permitted uses in Chapter 26-67 and Chapter 26-72, respectively of the County Code.

The adjacent developments consist of undeveloped woodlands, commercial sites, or proposed commercial sites. The proposed amendment is not compatible with the adjacent 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	Dutch Fork Road (Hwy. 76)	
Functional Classification Of This Roadway	Two lane undivided collector (to 5 lane undivided collector directly south of site)	
Level-Of-Service C Design Capacity (V/C = 1.00)	19,600	
Estimated Traffic Generated By The Proposed Project	17	
Current Volume At The Nearest Count Station #145 Located @SE of site on Dutch Fork Road	16,100	
Estimated Traffic Count With the Proposed Project	16,117	
Volume-To-Capacity Ratio With The Proposed Project	0.82	

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 25, 2004 and represent the Annual Average Daily Trips in 2003 i.e. **they are already more than one year old.**

The estimated project traffic is calculated by multiplying the generation rate for a General Light Industrial business found on page 90 of the TGM times the estimated number of employees (3.02 x 2 = 6) + the generation rate for a Single Tenant Office Building found on page 1067 of the TGM times the estimated number of employees (3.62 x 3 = 11).

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 current traffic count issued by SCDOT would have taken into account all traffic generated by the construction company within the last year. The traffic impact discussion does not take into account the traffic to be generated by the proposed 40,000 sq. ft. retail center across the street. The 5.8 acres was rezoned to C-3 in April 2004 as case 04-46 MA and is estimated to generate approximately 1649 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 2 mile radius of a fire station.

Relationship To Comprehensive Plan

It is the Department's position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

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..." The Map designates the subject area as Commercial in a Developing Urban Area. The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the Northwest Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

The proposed PDD zoning is NOT consistent with the Map designation as required by state statutes because the proposal is essentially for M-1. The zoning should be C-3 to be consistent with the Commercial land use designation.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The Northwest Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 29 and 36 respectively, are discussed below:

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

The land surrounding the subject parcel consists of commercial sites and undeveloped woodlands. The proposed amendment would not be conducive to the existing or future commercial developments. The proposed amendment is not located in an industrially concentrated area. The proposed Amendment **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:

E. Compatible with surrounding uses.

The site is designated as Commercial on the Proposed Land Use Map. Industrial designated areas are located near exit number 97 and 101 of Interstate 26. The site is not compatible with the surrounding commercial area and rural area. The proposed Amendment **does not implement** this Principle.

Other Relevant Issues

The subject parcel was brought before the Richland County Board of Zoning Appeals on October 1, 2003 as case # 04-09 AR. The case was heard as an Administrative Review because the owner appealed the decision of the Richland County Zoning Administrator who stated that the current activities of heavy equipment storage, and various material storage and related activities are prohibited in a General Commercial (C-3) zoning district. The Board of Zoning Appeals agreed with the Zoning Administrator’s decision and denied the request for appeal.

The subject parcel was subsequently presented to the Planning Commission for a Zoning Map Amendment from C-3 to M-1 as case # 04-28 MA on January 5, 2004. The Planning Commission voted to defer the case to the March 2004 meeting so the applicant could revise the application as a PDD. The applicant did not submit the appropriate paperwork in a timely manner, therefore, the Department issued a letter to the applicant and their representative in May 2004 to submit the appropriate paperwork by July 16th 2004 or additional action would be taken for the existing violations.

The existing and proposed buffers are not substantial enough to comply with the Landscape Requirements Section 3.6 *Bufferyard Specifications*. A minimum 25’ wide type “E” buffer is required to buffer industrial uses from residentially zoned districts.

Type “E” buffers range in width from 25’ – 75’ of which the 25’, 30’, 40’, and 50’ wide buffers require the specified number of plantings and a fence or berm. The 75’ wide buffer does not require a fence or berm, however, it must contain the specified amount of plantings and provide the opacity factor set forth by the Landscape Requirements.

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 # 05-04 MA **not be changed** from C-3 to PDD.

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 Dutch Fork Road at this location **will not** be exceeded.
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 not consistent** with the Objectives and Recommendations 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.

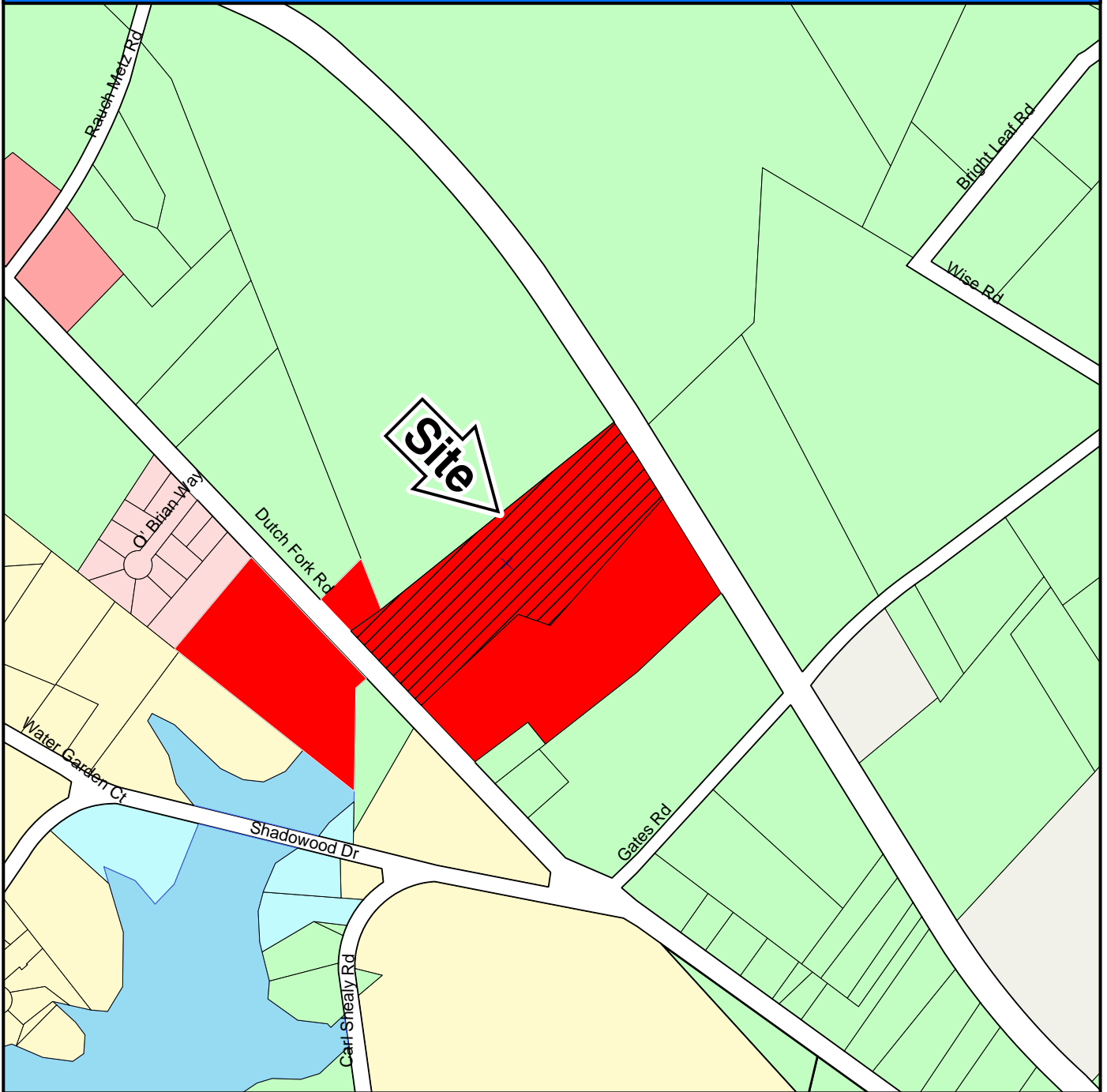
At their meeting of September 13, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-04 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 # 05-04 MA, the Planning Commission made the findings of fact summarized below:

CASE 05-04 MA C-3 to PDD

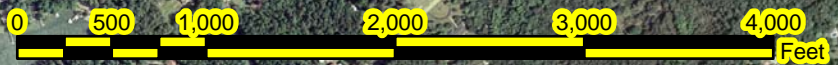


ZONING CLASSIFICATIONS

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



CASE 05-04 MA
C-3 to PDD
TMS 02408-02-06



CASE 05-04 MA

From C-3 to PDD

TMS# 02408-02-06

1750 Dutch Fork Rd. (US 76)



ATTACHMENT A
CASE 05-04 MA

PROPERTY OF JOSEPH J. COOGLER, JR. & ROBIN COOGLER
IN RE: RICHLAND COUNTY ZONING MAP AMENDMENT
APPLICATION NO. 05-04 MA

All that certain piece, parcel or tract of land, together with all improvements thereon, situate, lying and being, on the northern side of U.S. Highway 76 near Ballentine, in Richland County, State of South Carolina, containing 10.78 acres shown on that certain plat prepared for Charles D. Edenfield by B.P. Barber and Associates, Inc., dated May 12, 1993, and recorded in Richland County Register of Deeds Office in Plat Book 54 at page 6719, having the following metes, bounds, courses and distances, be all measurements a little more or less:

Beginning at an iron marking the southeasternmost corner of the parcel herein described, set on the northern right-of-way boundary of said U.S. Highway 76 at the common boundary between the parcel herein described and a parcel now-or-formerly of F&M Investment Group, Inc., and from said iron pin running N 30°34'16"W along the right-of-way boundary of U.S. Highway 76 for a distance of 431.77 feet to an iron pipe marking the southwesternmost corner of the parcel; thence cornering and running N 63° 19'05"E for a distance of 1030.17 feet to an iron rod marking the northwesternmost corner of the parcel; thence cornering and running S 19°13'32"E along the CSX Railroad right-of-way for a distance of 338.82 feet to an iron marking the northeasternmost corner of the parcel; thence cornering and running S 50°04'28"W for a distance of 572.95 feet to an iron; thence turning and running N 61°17'31"W for a distance of 116.44 feet to a calculated point within a pond shown to be on the parcel; thence turning and running S 55°27'02"W for a distance of 436.90 feet to the iron marking the Point of Beginning.

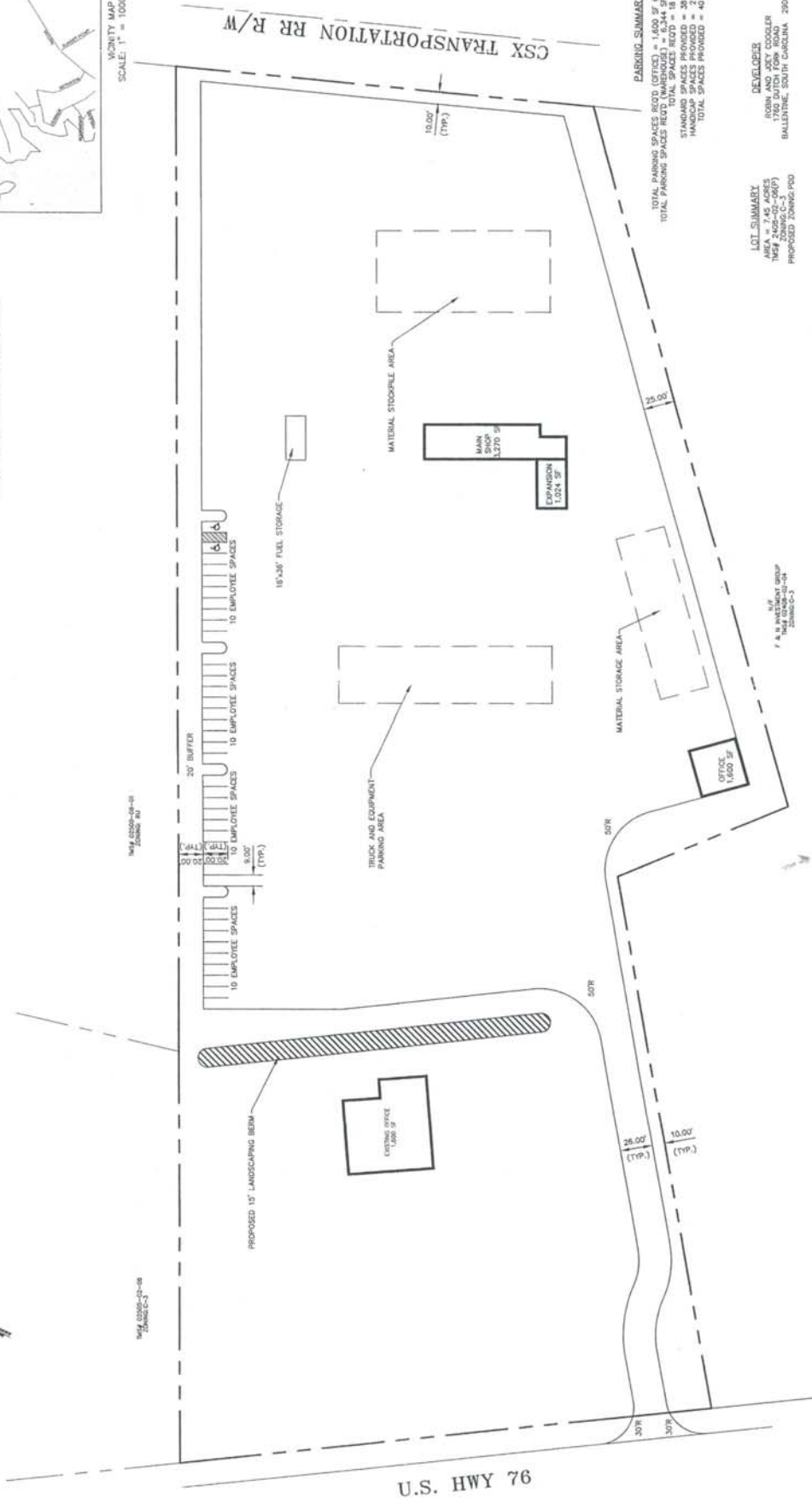
Richland County TMS No. 02408-02-06

Attachment B CASE 05-04 MA



VICINITY MAP
SCALE: 1" = 1000 FEET

NOTES
 1. EXISTING INFORMATION APPROXIMATED FROM PLAT PROVIDED BY OWNER.
 2. LOCATION OF EXISTING IMPROVEMENTS PROVIDED BY OWNER.



PARKING SUMMARY
 TOTAL PARKING SPACES (TOTAL) = 6,244 SF = 6 SPACES (750 SF = 6 SPACES)
 TOTAL PARKING SPACES (TOTAL) = 6,244 SF = 11 SPACES
 STANDARD SPACES PROVIDED = 33 SPACES
 HANDICAPPED SPACES PROVIDED = 40 SPACES
 TOTAL SPACES PROVIDED = 40 SPACES

LOT SUMMARY
 AREA = 7.45 ACRES
 TOTAL IMPROVEMENTS = 10,244 SF
 PROPOSED ZONING: PD

DEVELOPER
 ROBIN AND JOE COOGLER
 10719 WILSON BLVD.
 BALLETINE, SOUTH CAROLINA 29063

PROJECT No. 04035



REVISIONS		NO.	DATE	DESCRIPTION

SITE PLAN
 PREPARED FOR
ROBIN AND JOE COOGLER
 10719 WILSON BLVD., BALLETINE, SOUTH CAROLINA

DATE: APRIL 29, 2004 SCALE: 1" = 40' SHEET C1 OF 1

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

September 13, 2004

RC Project # 05-05 MA	Applicant: Harold Pickrel
General Location: Intersection of Dutch Fork Road (Hwy 76) and Broad River Road (Hwy 176)	
Tax Map Number: 03300-08-29	Subject Area: 2.01 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-3
Proposed Use: Retail Development	PC Sign Posting Date: 3rd week of August 2004

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. It is the Department's position that this provision means 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 neighborhood retail development

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Single family residence
Adjacent North	C-3 & RU	Vacant commercial property & undeveloped woodlands
Adjacent East	C-3	Undeveloped woodlands
Adjacent South	C-3	Undeveloped woodlands
Adjacent West	C-3	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 C-3 Zoning Designation Intent</u> Intended to accommodate a wide variety of general commercial and nonresidential uses characterized by retail, office, and service establishments and oriented primarily to major traffic arteries</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwellings</p>	<p><u>Proposed C-3 Zoning Permitted Uses</u> Retail, service, repair, & personal services Offices, studios, & financial institutions Eating and drinking establishments Wholesale/Distribution uses < 8000 sq. ft. Private clubs, lodges and the like Automobile service stations Places of worship Enclosed recycle collections & transfer uses</p>

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

The 2 acre tract is encompassed by undeveloped woodlands which are currently zoned C-3. The area in the vicinity of the site is comprised of various commercial uses such as the SC School of Dog Grooming, the Richland School District Five office and similar uses. The proposed Amendment is compatible with the existing 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	Broad River Road (Hwy 176)	
Functional Classification Of This Roadway	Two lane undivided major arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	14,600	
Estimated Traffic Generated By The Proposed Project	3011	
Current Volume At The Nearest Count Station # 147 Located @ south of site on Broad River Road (major arterial)	15,400	
Estimated Traffic Count With the Proposed Project	18,411	
Volume-To-Capacity Ratio With The Proposed Project	1.26	

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 25, 2004 and represent the Annual Average Daily Trips in 2003 i.e. **they are already more than one year old.**

The estimated project traffic is calculated by multiplying the generation rate for a Supermarket business found on page 1521 of the TGM times the proposed square footage of the use. A generation rate of 111.51 per 1000 sq. ft. was used for a 27,000 sq. ft. structure.

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

Broad river Road in this location is already operating slightly above its LOS C capacity. The estimated traffic generated by the proposed supermarket will result in this portion of Broad River Road reaching LOS E traffic levels.

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

It is the Department's position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

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..." The Map designates the subject area as Residential Medium/Low Density in a Developing Urban District. The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the Northwest Area Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

The proposed C-3 zoning is NOT consistent with the Map designation as required by state statutes because the proposal is for a general commercial use in a Residential designated area. The zoning should be RS-1, RS-1A, RS-2, RS-3, RG-1 or PUD to be consistent with the Residential Medium/Low land use designation.

It should be noted, however, that the Map does not take into account the fact that the existing surrounding area is currently zoned General Commercial. The land across the street is designated as Office/Institutional on the Map although it is currently zoned General Commercial.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The Northwest Area Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 29 and 36 respectively, are discussed below:

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

The proposed Amendment site is located at the intersection of Dutch Fork Road and Broad River Road, thereby providing accessibility to the site in an area comprised of existing commercial uses. The proposed Amendment **implements** this Objective.

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

As stated in the Objective section, the proposed Amendment site is located in an area consisting of existing commercial uses and in an area with excellent accessibility. The proposed Amendment **implements** this Principle.

Other Relevant Issues

As stated in the traffic impact discussion section, the applicant met with the Department in a Design Review Team meeting on July 16, 2004. The logistics of ingress and egress to and from the site and coordination with SCDOT was expressed to the applicant in regard to accessibility to the site.

The applicant is interested in providing a neighborhood retail development on the site that would serve the needs of the residents in the area. Due to the location of the site and the existing zoning and commercial uses in the vicinity, the Department feels that the proposed Amendment would serve as a viable asset for the area.

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 # 05-05 MA **be changed** from RU to C-3.

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 Broad River Road at this location **is currently being** exceeded.
4. The proposed Amendment is not consistent with Proposed Land Use Map designation in the Northwest Area Subarea Plan.

5. The proposed Zoning Map Amendment **is** consistent with the Objectives and Recommendations of the Northwest Subarea Plan discussed herein.
6. It is the Department's position that in order to comply with the requirements of Section 6-29-540, SC Code of Laws, the Proposed Land Use Map for this portion of the Northwest Area Subarea Plan should be amended, via the formal land use ordinance adoption process, to change the land use designation for the subject site to a commercial designation.
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.

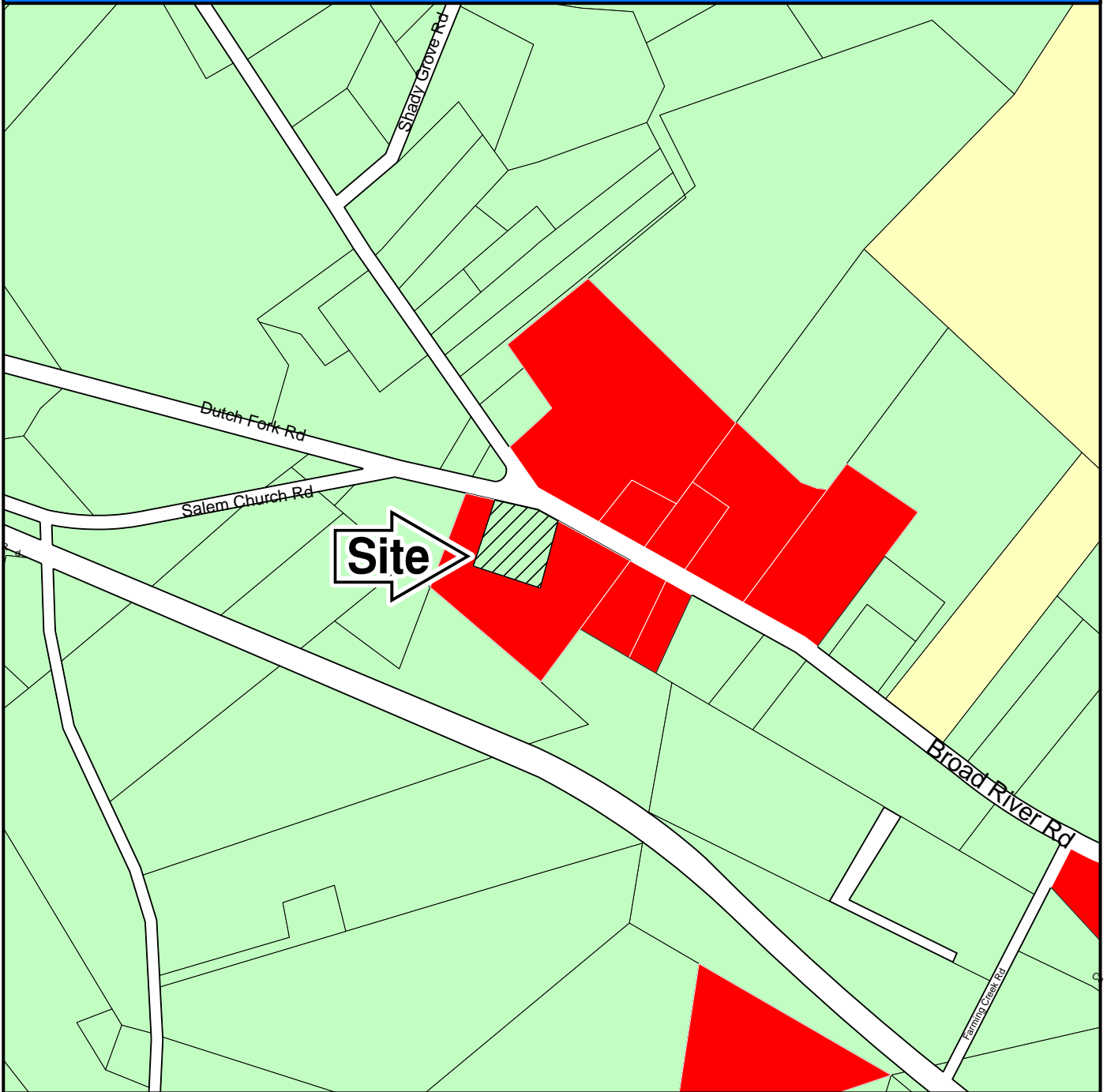
At their meeting of September 13, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-05 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 # 05-05 MA, the Planning Commission made the findings of fact summarized below:

CASE 05-05 MA RU to C-3

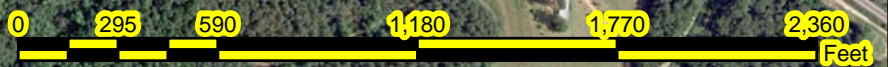


ZONING CLASSIFICATIONS

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



CASE 05-05 MA
RU to C-3
TMS 03300-08-29



CASE 05-05 MA

From RU to C-3

TMS# 02600-06-14

Intersection of US Hwy 176 & 76



Looking at site from Dutch Fork Rd.



Looking at Dutch Fork intersection from site

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

Sept 13, 2004

RC Project # 05-06 MA	Applicant: Clif Kinder
General Location: North Side Garners Ferry Road, just East of Trotter Rd	
Tax Map Number: 21800-01-03/14 & 21900-09-08	Subject Area: 89.2 ac MOL
Current Parcel Zoning: D-1	Proposed Parcel Zoning: PUD-1R
Proposed Use: Mixed Use	PC Sign Posting Date: 3 rd week August 2004

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:

- The need and justification for the changes.
- The effect of the change, if any, on the property and on surrounding properties.
- The amount of land in the general area having the same classification as that requested.
- 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 residential subdivision with accessory commercial uses

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	D-1	Undeveloped woodlands and pasture
Adjacent North	D-1 & RS-2	Farm Fields, single family residences
Adjacent East	D-1	Farm fields, undeveloped woodlands and Proposed Temple of Yeshua
Adjacent South	D-1	Undeveloped woodlands and scattered single family residences
Adjacent West	C-3 & D-1	Auto repair shops, undeveloped woodlands and single family residences on estate sized lots

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 PUD-1R Zoning Designation Intent</u> Intended to accommodate primarily residential uses, with nonresidential uses integrated into the design of such districts as secondary 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>Proposed PUD-1R Zoning Permitted Uses</u> Single family Detached Residences (ch. 26-63) Multi-family Residences (ch. 26-64) Office and Institutional (ch. 26-65) Neighborhood Commercial (ch. 26-66) General Commercial (ch. 26-67) Light Industrial (ch. 26-68) Heavy Industrial (ch. 26-69) In The Amounts Specifically Identified & Located In The General Development Plan</p>

The land uses above represent a summary of the permitted uses in Chapter 26-62 and Chapter 26-70, respectively of the County Code. Some Special Exception uses are also possible.

The subject site is encompassed mainly by undeveloped woodlands, vacant fields and single family residences on estate sized lots. Several car repair and body shop businesses are located on an adjacent parcel to the west. The proposed project is compatible with the adjacent residential area to the north, but not with the vacant fields to the east.

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 CMOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Garners Ferry Road	
Functional Classification Of This Roadway	Four Lane Divided Major Arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	33,600	
Estimated Traffic Generated By The Proposed Project	3572 *	
Current Volume At The Nearest Count Station # 171 Located @ 1/4 west of Trotter Road	33,300	
Estimated Traffic Count With the Proposed Project	36,872 *	
Volume-To-Capacity Ratio With The Proposed Project	1.09	

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, i.e., 9.5 average daily trips per single family detached dwelling unit times 376 units

The current traffic counts were received from SCDOT on May 25, 2003 and represent the Annual Average Daily Trips in 2003 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

* 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 development will cause the LOS C of Garners Ferry road in this location to be exceeded. The traffic estimates do not include traffic that will be generated by the Myers Creek and Alexander Pointe S/Ds on Rabbit Run Road, almost adjacent to the subject site on the north.

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]

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..." The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the Lower Richland Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

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 Residential. The proposed Zoning Map Amendment is consistent with this land use designation.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The Lower Richland Subarea Plan, adopted in January 1992, contains such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 33 and 40 respectively, are discussed below:

Objective – Promote the development of affordable, quality housing for all segments of the resident population

The proposed project will have a portion of the site with a density of 5.2 DU/acre (approximately RS-2 zoning) and another portion of the site with a density of 3.6 DU/acre (approximately RS-1 zoning). **The overall density of the project is 4.3 DU/acre (approximately RS-1A zoning).** The proposed Amendment implements this Objective.

Principle – Moderate to low level densities (maximum of 9.0 DU/acre) are appropriate within the Developing Urban Area

Public water and sewer service is available from the City of Columbia. The overall 4.3 DU/acre density is well within the density limitations on the Proposed Land Use Map. The proposed Amendment implements this Principle.

Other Relevant Issues

Article VII, Section 2 of the proposed Bylaws should be revised to be more specific that proposed structures must comply with the County Building Code, zoning regulations and subdivision regulations in addition to receiving Architectural Review Board approval. For example, no building permits are issued in the Harborside portion of Lake Carolina without the Lake Carolina Development Co. approval of the site plan. Experience has shown that the sequence of approvals and specific authority of the ARB and the County in these matters must clearly stated so that all parties are aware of their responsibilities.

The Department suggests that Article VII, Section 8 of the Bylaws be amended to include conformance with the minimum addressing standards of the E-911 system. Proper address identification is critical to ensure provision of public safety services.

The applicant estimates that the project will be completed by 2010. A more detailed phasing plan should be provided early in the subdivision process.

The subject site is in close proximity to the planned Richland County Recreation Commission complex about 1/2 mile east of the site on Garners Ferry Rd and Caughman Park about 1/4 mile north on Trotter Road. The applicant has agreed to construct a sidewalk along Trotter Road from the project to Caughman Park, if the necessary right-of-way approvals are received.

The proposed General Development Plan includes a 1.7 acre commercial site on Garners Ferry Road with a separate entrance to Garners Ferry Rd. The Department strongly recommends that access to the commercial site be limited to one point, i.e., the subdivision entrance which is located at an existing median cut. The proposed commercial site entrance is very close to the adjacent commercial development's access point. The Department believes there is no good reason to allow another driveway cut onto Garners Ferry Road in this area when there is ample access available via the subdivision entrance.

Low intensity commercial uses such as an accountant's office and small restaurant have recently been approved for parcels to the west of the subject site. The Trotter Road intersection is designated as a major commercial center on the Lower Richland Subarea Plan. The Department recommends the commercial uses be limited in scope in order to prevent the continued strip commercial development of Garners Ferry Road. The uses should be limited to the following:

- Professional offices
- Adult and/or children day care facilities
- Personal service establishments
- Artistic, photography and/or craft studios
- Medical and/or dental offices
- Retail establishments no greater than 5000 sq. ft in 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 # 05-06 MA **be changed** from D-1 to PUD-1R, subject to the conditions described below)

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 Garners Ferry Road this location will be exceeded.
4. The proposed Amendment **is 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 Recommendations of the Lower Richland Subarea Plan discussed herein.
6. The Planning Commission hereby approves The Farm on McCord's Ferry General Development Plan, subject to the conditions listed below, as required by Chapter 26-70.15 of the County Code.
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.

PUD Conditions

- a) The site development shall be limited to a total of 376 dwelling units in the locations and amounts depicted in General Development Plan ; and
- b) The commercial site shall be limited to the uses listed described above; and
- c) A phasing plan must be approved by the Department prior to accepting any construction plans for review; and
- d) Unless otherwise provided herein, all development shall conform to all relevant land development regulations in effect at the time a permit application is received by the Planning and Development Service Dept. (PDSD); and

- e) Approval of the Development Plan shall constitute approval of the Sketch Plan for subdivision purposes; and
- f) The provisions of Sections 26-70.7; 26-70.8; 26-70.10; 26-70.11; and 26-70.12 are exempted from application to this project; and
- g) No Special Exceptions, as defined in Chapter 26-602, et. seq., of the County Code, or its relevant successor regulations, shall be permitted; and
- h) The Planning Commission is hereby authorized to make minor amendments to the Development Plan, the Permitted Use list, or other relevant portions of the provisions of Chapter 26-70.17, or its relevant successor regulations, of the County Code; and
- i) Any increase in the number of access points to the external road network, any decrease in the amount of open space/common areas, and/or any increase in the gross project density, shall require a review and recommendation by the Planning Commission and a new ordinance by the County Council; and
- j) **No site clearing activity shall begin until the PDS issues a Controlled Clearing Certificate letter;** and
- k) Access to the subject site shall be limited to one intersection on Garners Ferry Road and one intersection on Trotter Rd within the project; and
- l) The developer shall be required to construct any necessary turn lanes for the project on both Roads; and
- m) The developer has agree to construct a sidewalk along Trotter Road from the project entrance to the Caughman County Park, provided the County assists in getting the necessary approvals from the SCDOT; and
- n) All internal streets shall be owned and maintained by the County; and
- o) Other conditions resulting from the Commission consideration ?
- p) The applicant shall submit a draft description of proposed procedures of any homeowners association or other group maintenance or group ownership features for the Department's and inclusion in the project records; and
- q) The County shall not be responsible for enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest.

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 September 13, 2004, 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 # 05-06 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 # 05-06 MA, the Planning Commission made the findings of fact summarized below:

PUD SUBMISSION CHECKLIST

The following are the current requirements for submission of a Planned Unit Development project Zoning Map Amendment as described in Chapter 26-70.16 and 26-71.13 of the Richland County Code of Ordinances. The same submission requirements apply to both Chapters.

Project Number: 05-06 MA

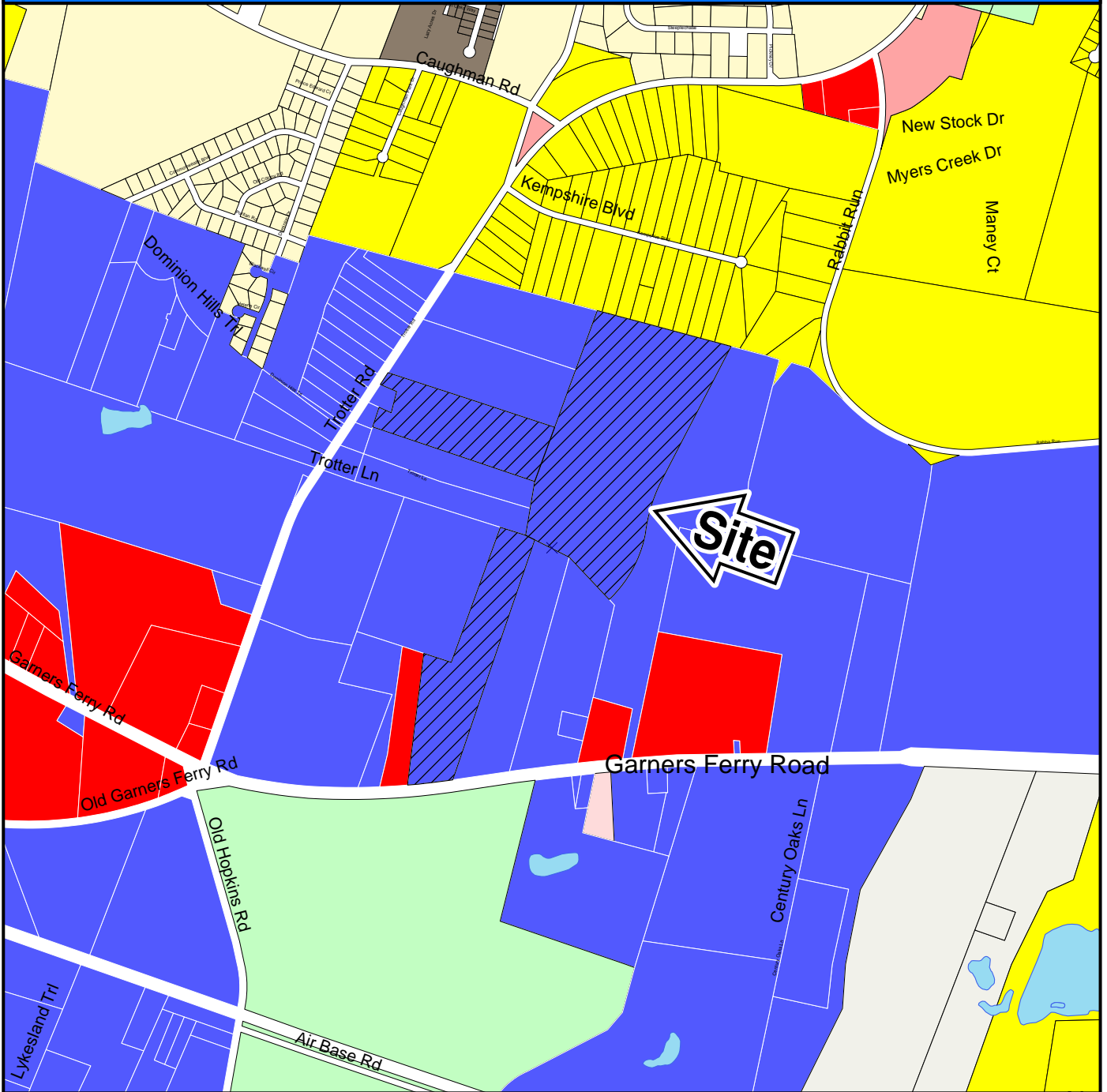
Applicant: Clif Kinder

TMS#: 21800-01-03/14 & 21900-09-08

General Location: Garners Ferry Road

Chapter #	General Development Plan Requirements	Comply
26-70.16	Generalized drawing (s) for entire site showing the general development pattern, including relationship between the various uses	Page 1
26-70.16 a	Statement of major project assumptions and objectives	Page 2
26-70.16 b	Statement of the range of percentages of the total area intended for residential, commercial industrial, open space, social/community uses & major streets and roads	Page 4
26-70.16 c	Statement of intended overall maximum dwelling unit density per acre	Page 4
26-70.16 d	Legal description	Appendix B
26-70.16 e	Total acres	Page 4
26-70.16 f	Tentative number of units of various types	Page 4
26-70.16 g	Description of open space & community facilities & adequacy to serve the anticipated demand	Page 5
26-70.16 h	Approximate timing of development by phase	Page 5
26-70.16 i	Detailed description of the proposed homeowners association procedures, or other group maintenance & ownership features	Appendix C
26-70.16 j	Design standards, administrative procedures & such information or descriptions appropriate for Planning Commission review	None Proposed

CASE 05-06 MA D-1 to PUD-1R

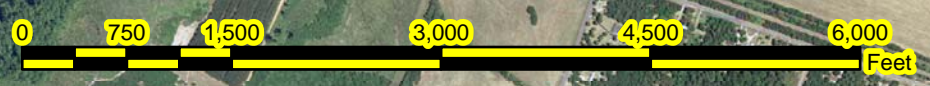


ZONING CLASSIFICATIONS

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



CASE 05-06 MA
D-1 to PUD-1R
TMS 21800-01-03/14 & 21900-09-08



CASE 05-06 MA

D-1 to PUD-1R

TMS# 21800-01-03/14 & 21900-09-08
Corner of Trotter and Garners Ferry Road



Attachment A
CASE 05-06 MA

All that certain piece, parcel or tract of land being shown as Tract B, containing 52.945 acres +/-, in the County of Richland, State at South Carolina the same being shown on a plat prepared for John W. & Alfred F. Burnside by Palmetto Engineering & Surveying Co., Inc., dated December 19, 1986, and recorded in the office of the R.M.C. for Richland County in Plat Book 51, at page 3997, said property in accordance with the plat being bounded and measured as follows: BEGINNING at an iron in the northeasternmost corner of said Tract B, where Tract B corners with Lot 31, (Property N/F C.W. Haynes & Company, Inc.) and property N/F Brownstein & Motsinger, and running the following courses and distances along property N/F Brownstein & Motsinger: S39°50'31"W for 1230.69'; S27°14'51"W for 700.00'; S37°57'31"W for 213.65'; S51°44'SI"W for a distance of 311.60' to an iron along the property N/F Virginia Turner; thence turning and running along said property of Turner N41°53'22"W for a distance of 423.16' to an iron; thence turning and running N68°39'01"W along property N/F of Maude Dixon McGee for a distance of 249.57' to an iron; thence continuing N68°39'01" W along property N/F John K. & Alfred F. Burnside for a distance of 88.10' to an iron; thence turning and running N20°45'24"E along property N/F Raymond Dixon and N/F Johnny Dixon for a distance of 501.93' to an iron; thence running N20°38'16"E along property N/F Olive Slayton a distance of 502.05 feet to an iron; thence running N20°36'02"E along property N/F Edmund Dixon for a distance of 502.04' to an iron; thence turning and running N30°37'46"R along property K/F John & Thomas Camak for a distance of 502.90' to an iron; thence turning and running along property N/F of C.W. Haynes & Company, Inc. (Lots 40, 39, 33, 37, 36 35, 34, 33, 32 and 31) the following courses and distances; S74°28'06"E for 27.99'; S74°11'58" for 120.01'E; S74°14'12"E for 130.03'; S74°15'19"E for 120.62'; S74°16'03'E for 119.93'E; S74°10'29"E 120.07'; S74°1.7'11" 333.27'; S74°09'17" E for 226.60' to the point of beginning.

Being a portion of the property conveyed to John W. Burnside by Deed recorded in Deed Book D824, at page 646, thereafter John W. Burnside conveyed a ½ interest in the same property to Zeus B. Burnside by Deed recorded in Deed Book D1198, page 264.

All that certain piece, parcel or tract of land being shown as Tract A, containing 17.04 acres +/-, in the county of Richland, State of South Carolina, the main being shown on a plat prepared for John W. & Alfred F. Burnside by Palmetto Engineering & Surveying Co., Inc., dated December 19, 1986 and recorded in the Office of the RMC for Richland County in Plat Book 51, at page 3996, said property in accordance with the plat being bounded and measured as follows: Beginning at an iron on the northern side of Hwy No. 378, 1900' northeast of the intersection of Trotter Road and Hwy. 378, and running N68°39'00"W along property N/F of Mattie Prince for a distance of 213.52' to an iron; thence turning and running N21°25'30"E along property N/F Hattie Prince for a distance of 898.18' to an iron; thence turning and running N21°32'36"E along property N/F James Sertz for a distance of 1203.65' to an iron; thence turning and running S69°39'36"E along property N/F Raymond Dixon for a distance of 236.91'; thence turning and running S68°39'01"E along property N/F Alfred F. & John K. Burnside (Tract A) for a distance of 88.10' for an iron; thence turning and running S19°48'51"W along property N/F Maude Dixon McGee for a distance of 2,017.53' to an iron; thence turning and running S83°50'59"W along the right-of-way of Hwy. 378 for a distance of 192.52' to the point of beginning.

Being the same property conveyed to the Grantors herein by deeds and recorded in the Office of the R.M.C. for Richland County, in Deed Book D824, at page 634 and Deed Book D1198, page 270.

TMS No.: 21800-1-14

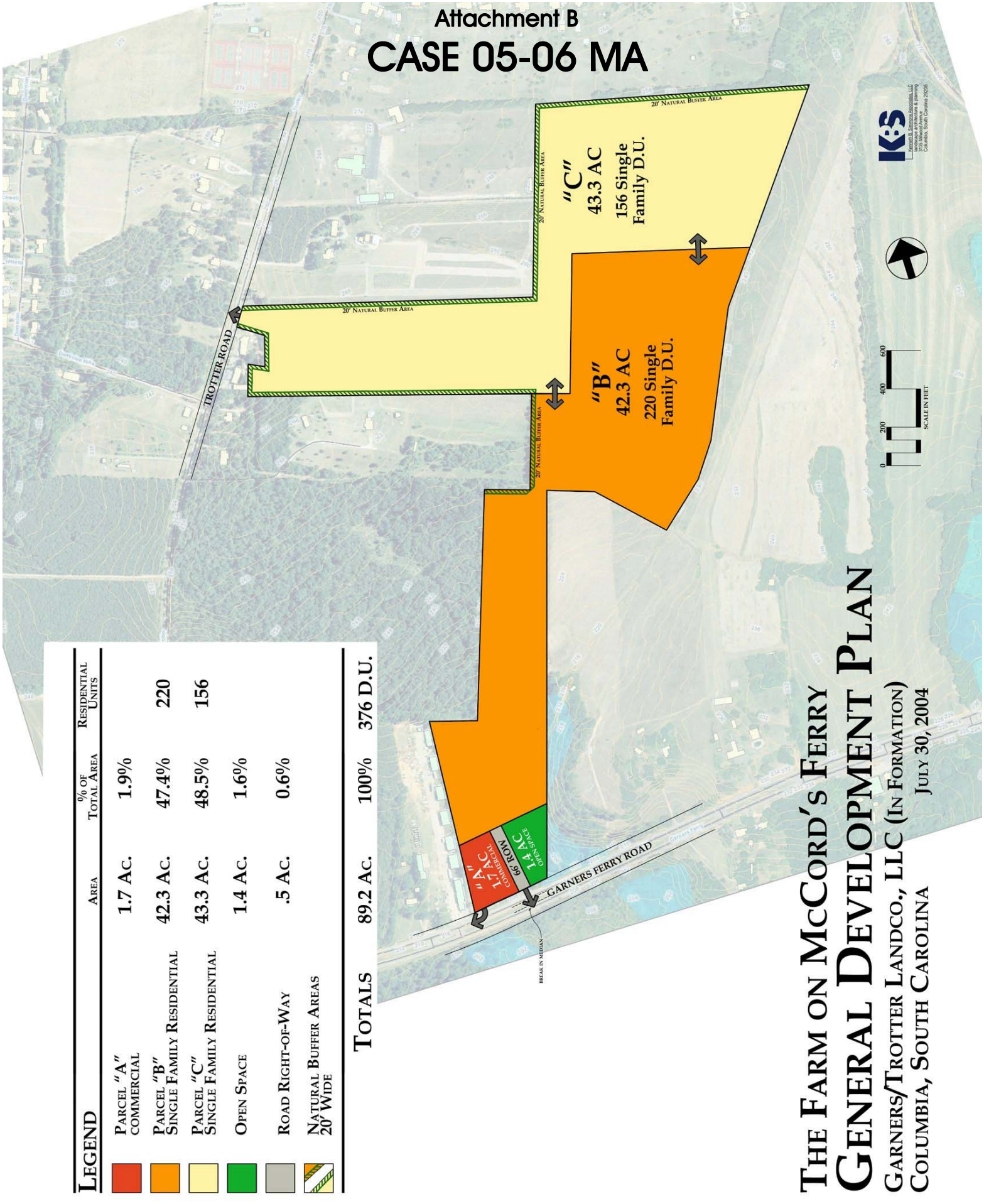
Attachment B
CASE 05-06 MA



**THE FARM ON MCCORD'S FERRY
 GENERAL DEVELOPMENT PLAN**

GARNERS/TROTTER LANDCO., LLC (IN FORMATION)
 COLUMBIA, SOUTH CAROLINA
 JULY 30, 2004

LEGEND	AREA	% OF TOTAL AREA	RESIDENTIAL UNITS
PARCEL "A" COMMERCIAL	1.7 AC.	1.9%	
PARCEL "B" SINGLE FAMILY RESIDENTIAL	42.3 AC.	47.4%	220
PARCEL "C" SINGLE FAMILY RESIDENTIAL	43.3 AC.	48.5%	156
OPEN SPACE	1.4 AC.	1.6%	
ROAD RIGHT-OF-WAY	.5 AC.	0.6%	
NATURAL BUFFER AREAS 20' WIDE			
TOTALS	89.2 AC.	100%	376 D.U.



ALL RIGHTS RESERVED. THIS DRAWING, AND THE DESIGN SHOWN THEREON, ARE THE PROPERTY OF KENNETH R. SIMMONS ASSOCIATES. THE REPRODUCTION, COPYING, OR USE OF THIS DRAWING OR THE DESIGN THEREON, OR ANY PART THEREOF, WITHOUT THE WRITTEN CONSENT OF KENNETH R. SIMMONS ASSOCIATES IS PROHIBITED AND ANY INFRINGEMENT IS SUBJECT TO LEGAL ACTION.

Attachment C
CASE 05-06 MA

Permitted Commercial Uses

- Professional offices
- Adult and/or children day care facilities
- Personal service establishments
- Artistic, photography and/or craft studios
- Medical and/or dental offices
- Retail establishments no greater than 5000 sq. ft in area

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

September 13, 2004

RC Project # 05-07 MA	Applicant: Edward Rose Co.
General Location: Farrow Road at Longtown Road	
Tax Map Number: 17300-02-03	Subject Area: 95 ac MOL
Current Parcel Zoning: M-1	Proposed Parcel Zoning: PUD-1R
Proposed Use: Multi-family residential	PC Sign Posting Date: 3 rd week August 2004

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. It is the Department's position that this provision means 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

None offered

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	M-1	Undeveloped woodlands
Adjacent North	M-1	Undeveloped woodlands & Fire/EMS station
Adjacent East	PUD-1R	Villages @ Lakeshore
Adjacent South	RG-2	Plantation Pointe S/D & undeveloped woodlands
Adjacent West	M-1	Undeveloped woodlands & Trane Mfg. Co.

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>M-1 Zoning Designation Intent</u> Intended to accommodate wholesaling, distribution, storage, processing, light manufacturing and general commercial or agricultural uses</p>	<p><u>Proposed PUD-1R Zoning Designation Intent</u> Intended to accommodate primarily residential uses, with nonresidential uses integrated into the design of such districts as secondary uses</p>
<p><u>Existing M-1 Zoning Permitted Uses</u> Wholesaling, distribution & warehousing Freight & passenger terminals Light manufacturing Outdoor storage Retail, offices and studios Service and repair businesses Eating and drinking establishments Places of worship Communication towers & cemeteries</p>	<p><u>Proposed PUD-1R Zoning Permitted Uses</u> Single family Detached Residences (ch. 26-63) Multi-family Residences (ch. 26-64) Office and Institutional (ch. 26-65) Neighborhood Commercial (ch. 26-66) General Commercial (ch. 26-67) Light Industrial (ch. 26-68) Heavy Industrial (ch. 26-69) In The Amounts Specifically Identified & Located In The General Development Plan</p>

The land uses above represent a summary of the permitted uses in Chapter 26-68 and Chapter 26-70, respectively of the County Code. Some Special Exception uses are also possible.

The proposed apartment project is a perfect transitional use between the Trane Mfg. Co and other future light industrial uses and the single family residences to the south and east of the subject site. The proposed project is compatible with the adjacent 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	Farrow Road	
Functional Classification Of This Roadway	Two lane undivided minor arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	10800	
Estimated Traffic Generated By The Proposed Project	*5544	
Current Volume At The Nearest Count Station # 284 Located @ just south of Brickyard Road	8000	
Estimated Traffic Count With the Proposed Project	13544	
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 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, i.e. 6.6 average daily trips per dwelling unit times 840 units **PLUS** an unknown amount of traffic generated by 8.0 acres of general commercial land use

The current traffic counts were received from SCDOT on May 25, 2004 and represent the Annual Average Daily Trips in 2003 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

* 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 traffic analysis above shows that the residential portion of the project, by itself, will generate enough traffic to cause Farrow Road to reach a LOS E at count station 284 just south of Brickyard Road. The applicant has agreed to construct any necessary turn lanes, dedicate right-of-way and/or install a traffic signal at the Farrow Road/Longtown Road to mitigate the project's off-site traffic impacts.

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

It is the Department's position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

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..." The Map designates the subject area as Industrial/Commercial/Technological. The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the I-77 Corridor Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

It is very difficult to determine whether the proposed multi-family residential project is consistent with the Industrial/Commercial/Technological land use designation on the Map. The purpose of this designation is to develop the I-77 corridor by emphasizing light industrial and technology land uses. Although not mentioned in the I-77 Corridor Subarea Plan, it is reasonable to assume that multi-family residential land uses, particularly when serving as a buffer to lower density residential land use, would be an important component of a technology corridor. Based on this assumption, the proposed project is in conformance with the Map designation.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

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

The subject site is located within one mile of the I-77/Killian Road interchange at the intersection of a collector road (Longtown Rd) and a minor arterial road (Farrow Rd). The proposed Amendment implements this Objective.

Principle - Where single-family development occurs adjacent to higher intensity uses, multifamily development, at a compatible density, may be used as a buffer

The proposed project is situated between the Trane Mfg. Co, facility and residential areas to east and south. The proposed Amendment implements this Principle.

Principle - In environmentally sensitive areas, the Plan encourages the use of large land tract design and planning in conjunction with PUD or PDD zoning

The Killian Lakes General Development Plan confines the development of the site to the area above the 100 year elevation. The proposed Amendment implements this Principle.

Other Relevant Issues

The realigned Clemson Road connection to I-77 is located less than a mile to the north. The connection construction is scheduled for completion in the Fall of 2006, **prior to the time the first units of the subject project will be occupied.**

Clemson Road is classified as five lane, undivided minor arterial road. The LOS C capacity for such a road is 24,800 vehicles per day.

As discussed above, the proposed project, by itself, will result in Farrow Road reaching at LOS E when the project is builtout in 5 to 7 years. The Villages at Lakeshore project, located across Farrow Road from the subject project, has been approved for 136 single family detached residences that will generate 1197 additional trips per day on Farrow Road upon its completion. **Therefore, the Killian Lakes (without inclusion of the commercial area traffic) and Villages at Lakeshore projects combined will result in the LOS F being exceeded on this portion of Farrow Road.**

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 # 05-07 MA **be changed** from M-1 to PUD-1R, subject to the conditions described below)

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 Killian Lakes (without inclusion of the commercial area traffic) and Villages at Lakeshore projects combined will result in the LOS F being exceeded on this portion of Farrow Road.**
4. The proposed Amendment **is 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 Recommendations of the I-77 Corridor Subarea Plan discussed herein.
6. Pursuant to the requirements of Chapter 26-70.15 of the County Code, the Planning Commission hereby approves the Killian Lakes General Development Plan, subject to the conditions listed below.
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.

PUD Conditions

- a) The proposed site development is limited to 774 garden apartment units; 66 townhouse units; 8.0 acres of commercial land uses described in the Permitted Uses List; and 33 acres of recreation and open space in the general arrangement depicted in the Killian Lakes General Development Plan; and
- b) Unless otherwise provided herein, all development shall conform to all relevant land development regulations in effect at the time a permit application is received by the Planning and Development Service Dept. (PDS); and
- c) Approval of Killian Lakes General Development Plan shall constitute approval of the Sketch Plan for subdivision purposes; and
- d) The provisions of Sections 26-70.7; 26-70.8; 26-70.10; 26-70.11; and 26-70.12 are exempted from application to this project; and
- e) No Special Exceptions, as defined in Chapter 26-602, et. seq., of the County Code, or its relevant successor regulations, shall be permitted; and
- f) Major changes in all, or a portion of, the exterior boundaries of the project, including changes in location of land uses, increase in the gross project density (measured in DU/acre or square footage/acre) and/or change in traffic flow, shall require a review and recommendation by the Planning Commission and a new ordinance by the County Council; and
- g) The Planning Commission is hereby authorized to make minor amendments, defined as amendments other than those described above, to the General Development Plan, the Permitted Uses List, or other relevant portions of the provisions of Chapter 26-70.17, or its relevant successor regulations, of the County Code; and
- h) The PDS is authorized to make minor adjustments to the phasing schedule described above as may become necessary during the project's construction; and
- i) **No site clearing activity shall begin until the PDS issues a Controlled Clearing Certificate letter;** and
- j) The applicant shall dedicate 20 feet of right-of-way to the County along Farrow Road within the project boundaries prior to recording any plats for the project; and
- k) The commercial parcels shall be limited to 80,000 sq. ft gross leaseable area; and

- l) Access to the subject site shall be limited to two intersections on Farrow Road; and
- m) The developer shall be required to construct any necessary turn lanes along Farrow Road; and
- n) All internal streets shall be publically owned and maintained by the County; and
- o) Other conditions resulting from the Commission consideration ?

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 September 13, 2004, 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 # 05-07 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 # 05-07 MA, the Planning Commission made the findings of fact summarized below:

PUD SUBMISSION CHECKLIST

The following are the current requirements for submission of a Planned Unit Development project Zoning Map Amendment as described in Chapter 26-70.16 and 26-71.13 of the Richland County Code of Ordinances. The same submission requirements apply to both Chapters.

Project Number: 05-07 MA

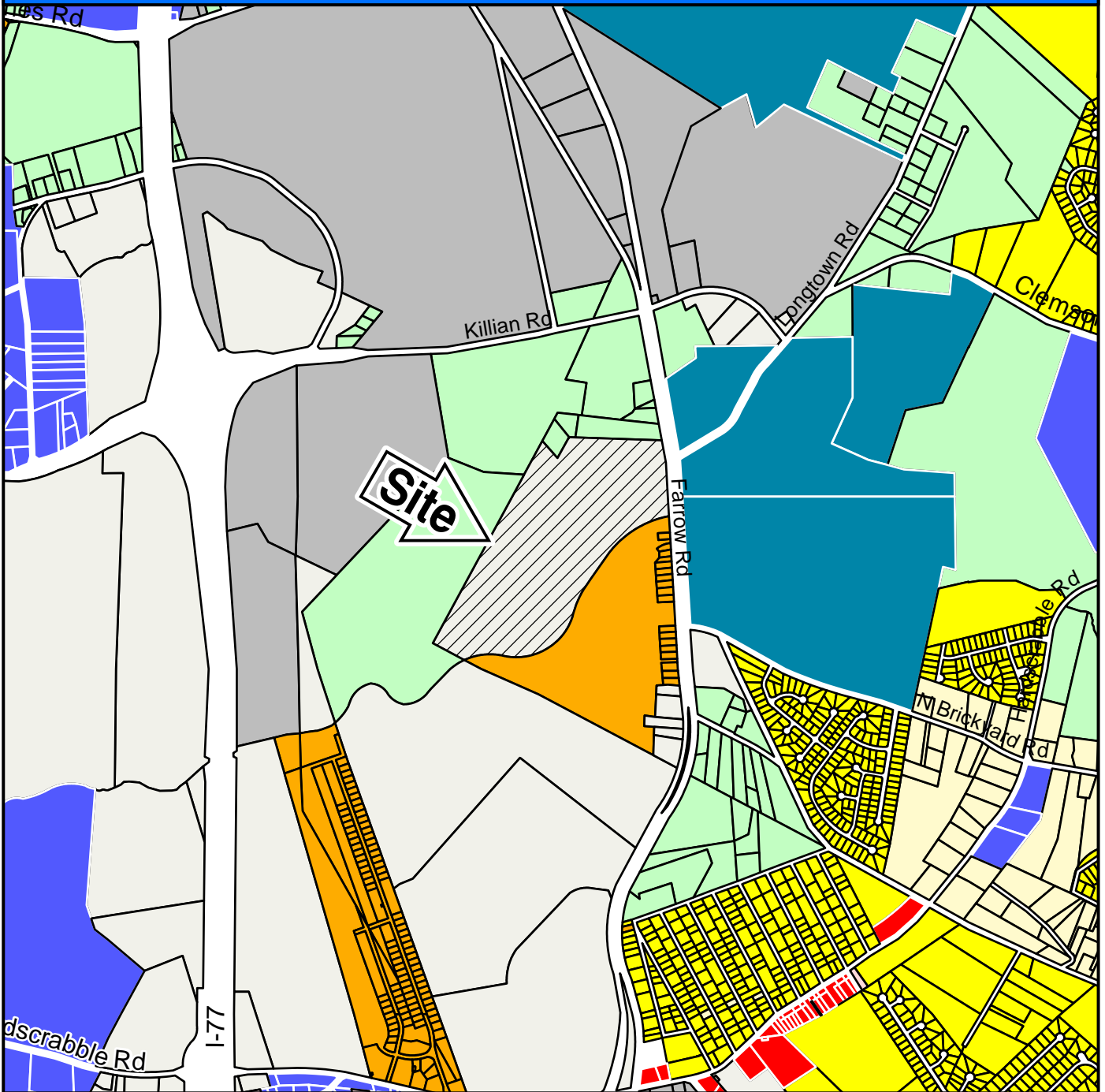
Applicant: Edward Rose & Co.

TMS#: 17300-02-03




















General Location: Farrow Rd @ Longtown Rd

Chapter #	General Development Plan Requirements	Comply
26-70.16	Generalized drawing (s) for entire site showing the general development pattern, including relationship between the various uses	Page 2
26-70.16 a	Statement of major project assumptions and objectives	Page 3
26-70.16 b	Statement of the range of percentages of the total area intended for residential, commercial industrial, open space, social/community uses & major streets and roads	Page 5
26-70.16 c	Statement of intended overall maximum dwelling unit density per acre	Page 5
26-70.16 d	Legal description	Appendix B
26-70.16 e	Total acres	Page 5
26-70.16 f	Tentative number of units of various types	Page 6
26-70.16 g	Description of open space & community facilities & adequacy to serve the anticipated demand	Page 6
26-70.16 h	Approximate timing of development by phase	Page 6
26-70.16 i	Detailed description of the proposed homeowners association procedures, or other group maintenance & ownership features	Not applicable
26-70.16 j	Design standards, administrative procedures & such information or descriptions appropriate for Planning Commission review	None Offered

CASE 05-07 MA M-1 to PUD-1R



ZONING CLASSIFICATIONS

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



CASE 05-07 MA
M-1 to PUD-1R
TMS 17300-02-03

Site →



CASE 05-07 MA

From M-1 to PUD-1R

TMS# 17300-02-03

Farrow Road south of Killian Road



Interior of site



Looking at intersection of Farrow & Longtown from site

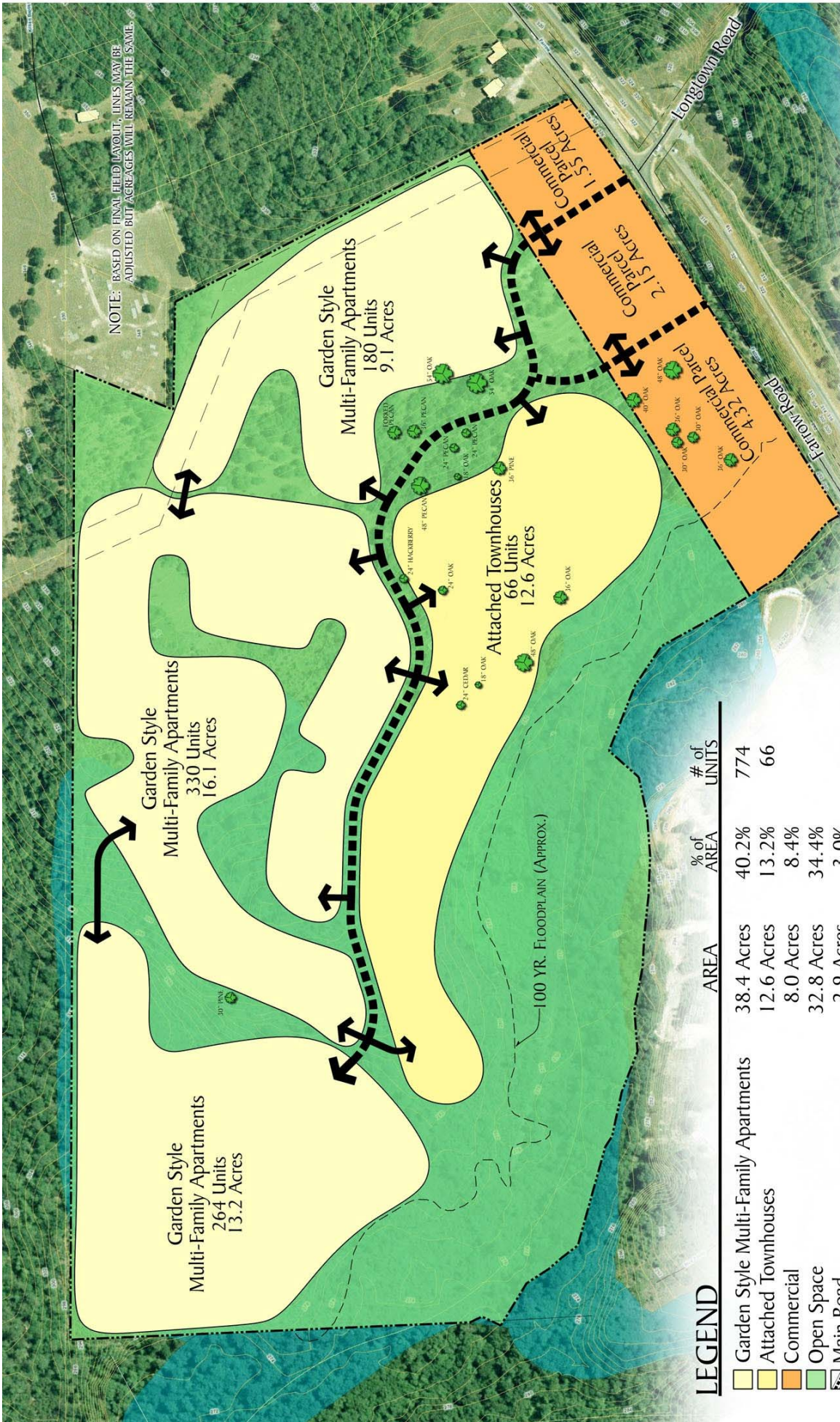
Attachment A
CASE 05-07 MA
Property Description

All that certain piece, parcel or tract of land, lying and being in Richland County, State of South Carolina, being located at the northwest corner of the intersection of SC 555 and the run of Crane Creek and being more fully shown and designated on a Boundary Survey Prepared for Countryland Partnership, by Tom Abraham Land Surveying, dated October 22, 2003 and recorded in the Register of Deeds Office for Richland County in Plat Book _____, at page _____, and having the following metes and bounds, to wit:

Beginning at a 2" Open Pipe-F on the western R/W of SC 555, located N12°52'37"W 252.49' from a PK Nail in the centerline of the intersection of SC 555 and Longtown Road, and running in a southerly direction along the western R/W of SC 555 around a curve with an arc distance of 248.79', having a radius of 3667.53' and a chord of S05°22'29"E 248.74' to a computed point, thence turning and continuing along the western R/W of SC 555 S01°40'52"E for a distance of 970.88' to a 5/8" Rebar-S, thence continuing along the western R/W of SC 555 S01°40'52"W for a distance of 30.00' to a computed point at the intersection of Crane Creek and the western R/W of SC 555, thence turning and running along the run of Crane Creek and property N/F Accent Development Co. N89°57'55"W for a distance of 36.73' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S72°10'05"W for a distance of 74.69' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S71°29'02"W for a distance of 99.58' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S87°23'10"W for a distance of 112.44' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S89°55'27"W for a distance of 116.82' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. N88°09'59"W for a distance of 122.84' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S64°26'00"W for a distance of 118.44' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S52°22'54"W for a distance of 177.74' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S17°57'33"E for a distance of 100.00' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S18°18'37"W for a distance of 100.00' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S26°19'08"W for a distance of 101.63' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S32°56'17"W for a distance of 100.00' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S36°41'20"W for a distance of 71.75' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S36°10'38"W for a distance of 31.84' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S33°41'25"W for a distance of 76.79' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S41°24'21"W for a distance of 108.98' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S26°13'48"W for a distance of 104.54' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S51°51'54"W for a distance of 110.09' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S42°48'19"W for a distance of 113.21' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S63°14'27"W for a distance of 31.92' to a computed

point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S46°05'41"W for a distance of 128.64' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S46°05'41"W for a distance of 128.64' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S83°22'06"W for a distance of 48.66' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S79°49'50"W for a distance of 45.58' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S87°36'17"W for a distance of 66.66' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. S61°59'17"W for a distance of 124.20' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. N34°14'50"W for a distance of 52.40' to a computed point, thence turning and continuing along the run of Crane Creek and property N/F Accent Development Co. N84°56'26"W for a distance of 33.23' to a 2" Open Pipe-F, thence turning and running along the property N/F William & James Lassiter N61°54'52 W for a distance of 1006.88' to a 5/8" Open Pipe-F in Stump, thence turning and continuing along the property N/F William & James Lassiter N30°47'48"E for a distance of 2440.02' to a 2"x2" Sq. Rod-F, thence turning and running along the property N/F Killian Baptist Church Cemetery S37°22'46"E for a distance of 268.43' to a 1" Open Pipe-F, thence turning and continuing along the property N/F Killian Baptist Church Cemetery N31°37'14"E for a distance of 271.40' to a 1" Pinched Pipe-F, thence turning and continuing along the property N/F Killian Baptist Church Cemetery S86°42'23"E for a distance of 80.99' to a 1-1/4" Pinched Pipe-F, thence continuing and running along the property N/F William D. Grimsley S86°42'23"E for a distance of 1035.77' to the point of beginning and containing 95.54 Acres, more or less.

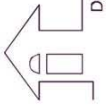
NOTE: BASED ON FINAL FIELD LAYOUT, LINES MAY BE ADJUSTED BUT ACRES WILL REMAIN THE SAME.



LEGEND

	AREA	% of AREA	# of UNITS
Garden Style Multi-Family Apartments	38.4 Acres	40.2%	774
Attached Townhouses	12.6 Acres	13.2%	66
Commercial	8.0 Acres	8.4%	
Open Space	32.8 Acres	34.4%	
Main Road	2.9 Acres	3.0%	
Entry Devices	0.8 Acres	0.8%	
TOTALS	95.5 Acres	100.0%	840

KILLIAN LAKES
GENERAL DEVELOPMENT PLAN
EDWARD ROSE DEVELOPMENT COMPANY, LLC.
 RICHLAND COUNTY, SOUTH CAROLINA JULY 30, 2004



Edward Rose & Sons
 Development, Construction, Property Management



Attachment B
CASE 05-07 MA

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

Sept 13, 2004

RC Project # 05-08 MA	Applicant: Shumaker Homes
General Location: SW corner of Johnson Marina Rd & Richard Franklin Rd	
Tax Map Number: 01513-01-01/02	Subject Area: 87 ac MOL
Current Parcel Zoning: RU & RS-1	Proposed Parcel Zoning: PUD-1R
Proposed Use: 279 DU Mixed Density S/D	PC Sign Posting Date: 3 rd week August 2004

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

The applicant wishes to develop a residential community with different four different densities

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU & RS-1	Undeveloped woodlands
Adjacent North	RU	Undeveloped woodlands
Adjacent East	PUD-1R	Lakeside @ Ballentine
Adjacent South	RU	Large lot single family residential and Love Valley 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>RS-1 Zoning Designation Intent</u> Single family detached residential</p>	<p><u>Proposed PUD-1R Designation Intent</u> Intended to accommodate primarily residential uses, with nonresidential uses integrated into the design of such districts as secondary 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 RS-1 Zoning Permitted Uses</u> Single family detached residential</p>	<p><u>Proposed PUD-1R Zoning Permitted Uses</u> Single family Detached Residences (ch. 26-63) Multi-family Residences (ch. 26-64) Office and Institutional (ch. 26-65) Neighborhood Commercial (ch. 26-66) General Commercial (ch. 26-67) Light Industrial (ch. 26-68) Heavy Industrial (ch. 26-69) In The Amounts Specifically Identified & Located In The General Development Plan</p>

The land uses above represent a summary of the permitted uses in Chapters 26-61, 26-63 & 26-70, respectively of the County Code. Some Special Exception uses are also possible.

The gross density of the proposed project is 3.2 DU/acre. The Villages of Ballentine is across Richard Franklin Rd. The project is compatible with the adjacent 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 Rd via Rich. Franklin Rd	
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	2651	
Current Volume At The Nearest Count Station # 637 Located @ just north of Richard Franklin Rd	3100	
Estimated Traffic Count With the Proposed Project	5751	
Volume-To-Capacity Ratio With The Proposed Project	0.67	

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, i.e., 9.5 average daily trips per single family detached dwelling

The current traffic counts were received from SCDOT on May 25, 2003 and represent the Annual Average Daily Trips in 2003 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 Johnson Marina Road being exceeded. However, if other currently planned projects are completed as projected, the LOS C will be exceeded in the next 2-3 years.

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]

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..." The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the Northwest Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

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. The proposed Zoning Map Amendment is consistent with this land use designation.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The Northwest Subarea Plan, adopted in September 1993, contains 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 subject project will have 16 % of the area in 3/4 acre lots; 33 % in 12,000 sq. ft. lots; 21 % in 8500 sq. ft. lots; 14 % in 5000 sq. ft. lots; and 16 % of the area in open space. 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

See the discussion above. The proposed Amendment implements this Principle.

Other Relevant Issues

It could be argued that the subject project is **not** in conformance with the PUD intent statement found in Chapter 26-70.2 which states “...the PUD-1R district is intended to accommodate primarily residential uses, with non-residential uses integrated into the design of such districts as secondary uses...” While the proposed project does not include any non-residential land uses in the general sense of the term, it does have three recreation areas within the overall Village project. The commitment for 5.3 acres of on-site recreation facilities provides an amenity that is not present in most residential development.

The applicant estimates that the project will be completed by 2010. A more detailed phasing plan should be provided early in the subdivision process.

Article VII, Section 2 of the proposed Bylaws should be revised to be more specific that proposed structures must comply with the County Building Code, zoning regulations and subdivision regulations in addition to receiving Architectural Review Board approval. For example, no building permits are issued in the Harborside portion of Lake Carolina without the Lake Carolina Development Co. approval of the site plan. Experience has shown that the sequence of approvals and specific authority of the ARB and the County in these matters must be clearly stated so that all parties are aware of their responsibilities.

The Department suggests that Article VII, Section 8 of the Bylaws be amended to include conformance with the minimum addressing standards of the E-911 system. Proper address identification is critical to ensure provision of public safety services.

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 # 05-08 MA **be changed** from RU & RS-1 to PUD-1R, subject to the conditions described below)

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 Rd at this location 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 Recommendations of the Northwest Subarea Plan discussed herein.

6. The Planning Commission hereby approves The Village General Development Plan, subject to the conditions listed below, as required by Chapter 26-70.15 of the County Code.
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.

PUD Conditions

- a) The site development shall be limited to a total of 279 dwelling units in the densities and locations depicted in The Village General Development Plan (Attachment B); and
- b) A phasing plan must be approved by the Department prior to accepting any construction plans for review; and
- c) Unless otherwise provided herein, all development shall conform to all relevant land development regulations in effect at the time a permit application is received by the Planning and Development Service Dept. (PDSB); and
- d) Approval of Attachment B shall constitute approval of the Sketch Plan for subdivision purposes; and
- e) The provisions of Sections 26-70.7; 26-70.8; 26-70.10; 26-70.11; and 26-70.12 are exempted from application to this project; and
- f) No Special Exceptions, as defined in Chapter 26-602, et. seq., of the County Code, or its relevant successor regulations, shall be permitted; and
- g) The Planning Commission is hereby authorized to make minor amendments to the Attachment B, or other relevant portions of the provisions of Chapter 26-70.17, or its relevant successor regulations, of the County Code; and
- e) Any increase in the number of access points to the external road network, any decrease in the amount of open space/common areas, and/or any increase in the gross project density, shall require a review and recommendation by the Planning Commission and a new ordinance by the County Council; and
- f) **No site clearing activity shall begin until the PDSB issues a Controlled Clearing Certificate;** and
- h) Access to the subject site shall be limited to two intersections on Johnson Marina Road and two intersections on Richard Franklin Road within the project; and
- i) The developer shall be required to construct any necessary turn lanes for the project on both Roads; and
- j) The applicant shall construct a landscaped berm, fence, wall, or some combination thereof, to ensure that no parcel in the project will have direct access onto Johnson Marina or Richard Franklin Roads; and
- k) All internal streets shall be owned and maintained by the County; and
- l) Other conditions resulting from the Commission consideration?
- m) The applicant has submitted a draft description of proposed procedures of any homeowners association or other group maintenance or group ownership features for the Department's and inclusion in the project records; and
- n) The County shall not be responsible for enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest.

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.

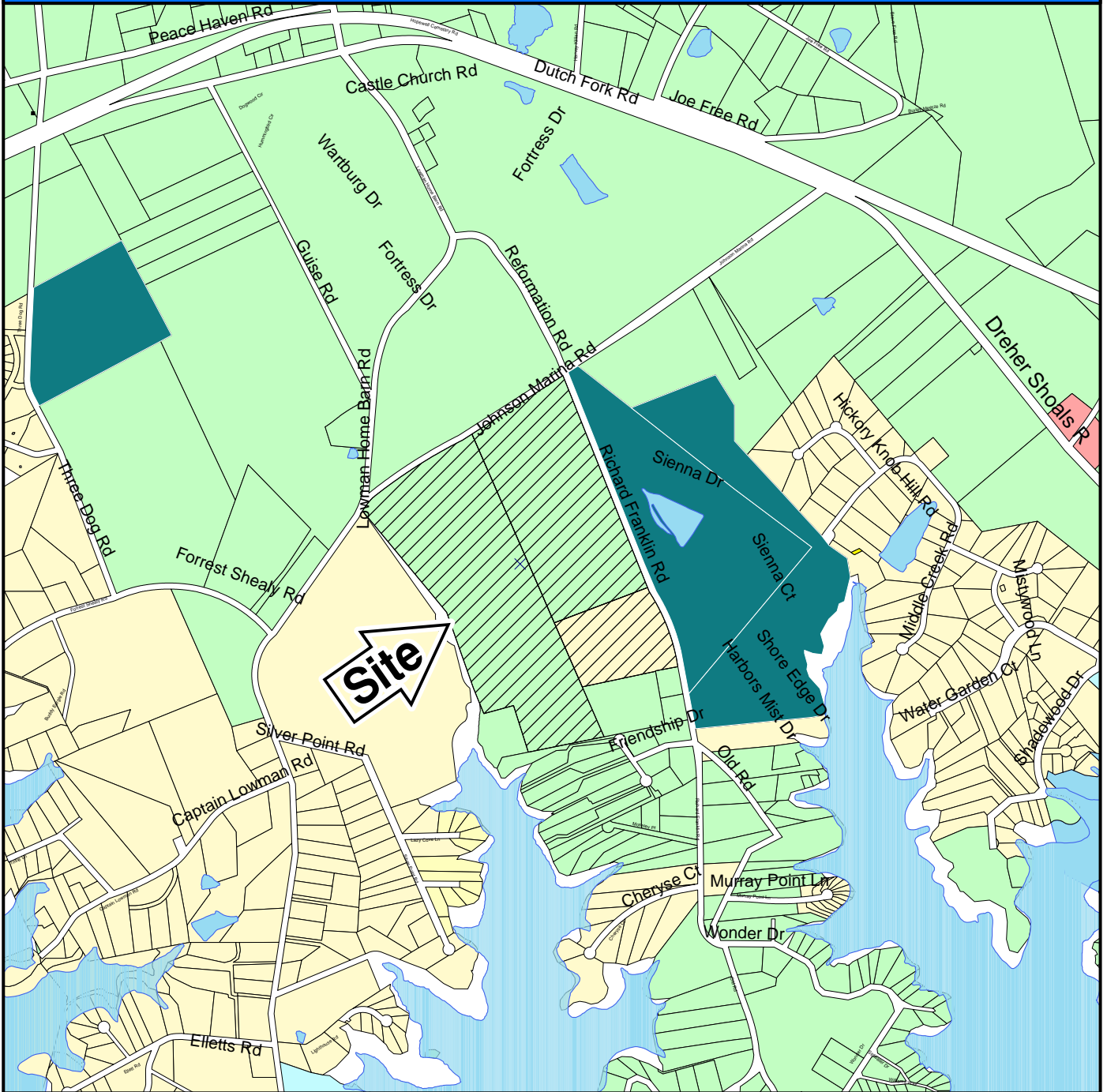
At their meeting of September 13, 2004, the Richland County Planning Commission agreed (**did not agree**) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-08 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 # 05-08 MA, the Planning Commission made the findings of fact summarized below:

CASE 05-08 MA RU & RS-1 to PUD-1R



ZONING CLASSIFICATIONS

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



**CASE 05-08 MA
RU & RS-1 to PUD-1R
TMS 01513-01-01/02**

Site



CASE 05-08 MA

From RU & RS-1 to PUD-1R

TMS# 01513-01-01/02

Johnson Marina & Richard Franklin Roads



Interior of site



Looking across Richard Franklin Rd. from site

Attachment A
CASE 05-08 MA

All that certain piece, parcel or tract of land, situate, lying and being in the County of Richland, State of South Carolina, and containing 46.85 acres, more or less, as shown on a plat prepared for Shumaker Homes by Associated E & S, Inc., dated July 12, 2004, and recorded in the Office of the Register of Deeds for Richland County in Record Book 956 at Page 2936. Said parcel, according to said plat, has the following metes and bounds:

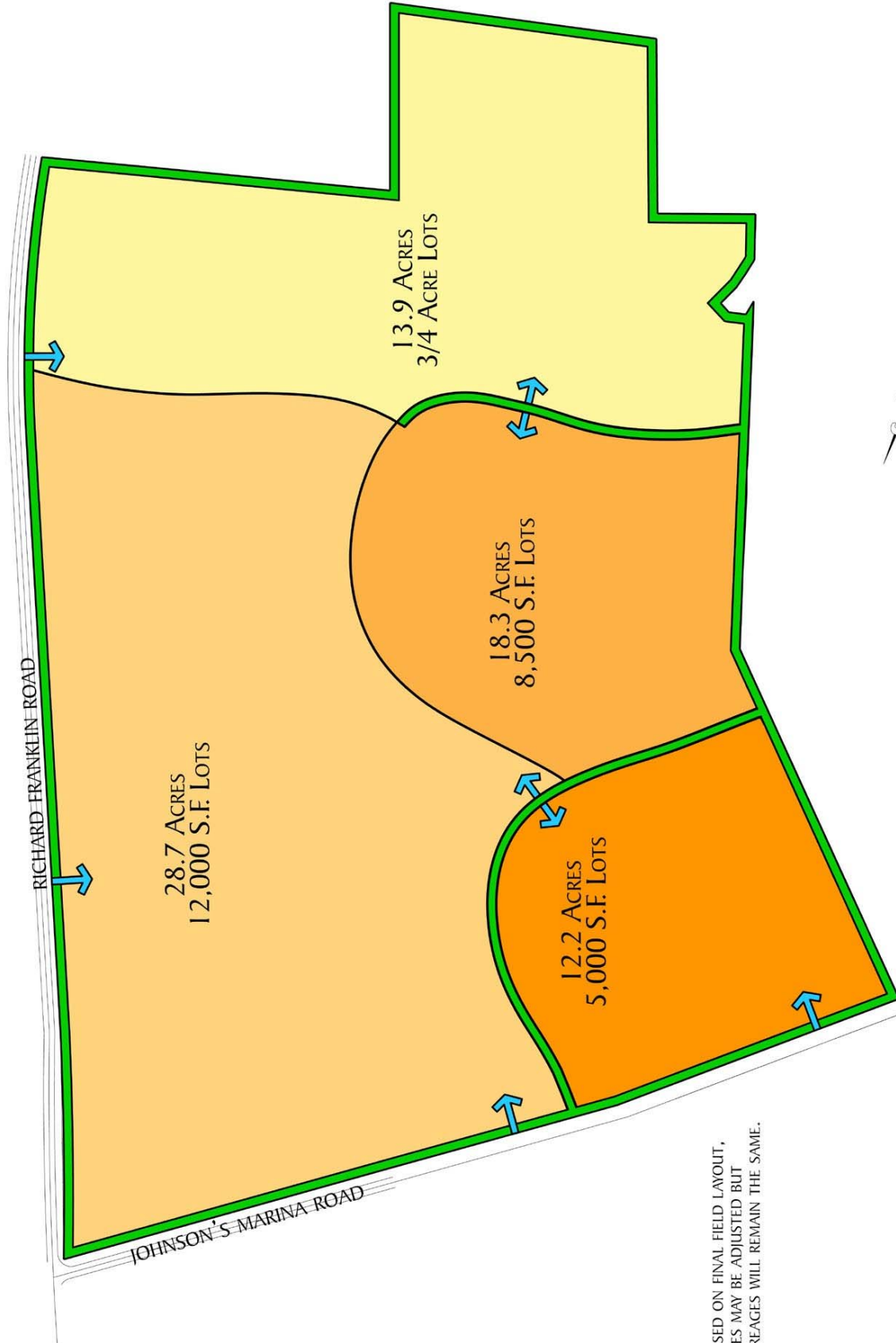
Beginning at an old iron located on the southeastern side of Johnson's Marina Road, which point is located 853 feet from Richard Franklin Road and from said old iron running along property of Lakewood Church S19-30-26E for a distance of 1,385.36 feet to an old iron; thence turning and running along Parcel B-3 of Erin Welti S19-25-09E for the distance of 267.97 feet to an old iron; thence continuing along Parcel B-2 of Erin Welti S19-25-09E for the distance of 266.23 feet to an old iron; thence continuing along Parcel B-1 of Erin Welti S19-25-09E (same as N19-25-09W) for the distance of 272.64 feet to an old iron; thence turning and running along property now or formerly of Matthews S19-19-35E for the distance of 419.42 feet to an old iron; thence turning and running along property now or formerly of Barwick S76-01-46W for a distance of 623.71 feet to an old iron; thence turning and running along property now or formerly of Melton as follows: N12-17-19W for the distance of 24.45 feet to an old iron, N18-11-34W for the distance of 354.45 feet to an old iron and S75-59-51W for the distance of 229.49 feet to an old iron; thence turning and running along the 360 degree contour line of Lake Murray as follows: N18-21-29W for the distance of 101.93 feet to an old iron, N12-25-39E for the distance of 35.48 feet to an old iron, N14-50-00E for the distance of 38.80 feet to an old iron; N25-17-58E for the distance of 49.90 feet to an old iron; N61-13-02W for the distance of 27.29 feet to an old iron, S77-43-58W for the distance of 38.80 feet to an old iron, and S11-07-29W for the distance of 34.47 feet to an old iron; thence turning and running along property now or formerly of Lowman Home as follows: S18-07-52E for the distance of 64.98 feet to an old iron, N14-30-01W for the distance of 259.95 feet to an old iron, N14-35-29W for the distance of 450.04 feet to an old iron and N14-32-25W for the distance of 892.53 feet to an old iron located on the southeastern edge of the right of way of Johnson' Marina Road; thence turning and running along the southeastern edge of the right of way of Johnson's Marina Road as follows: N48-39-41E for the distance of 69.25 feet, N49-31-30E for the distance of 199.11 feet, N50-48-05E for the distance of 198.67 feet, N53-34-54E for the distance of 198.69 feet, and N54-53-34E for the distance of 500.11 feet to an old iron, the Point of Beginning.

Reference to said plat is made for a more complete and accurate description.

All that certain piece, parcel or tract of land, situate, lying and being in the County of Richland, State of South Carolina, and containing 41.63 acres, more or less, having the following metes and bounds:

Beginning at an iron pin located at the southern corner of the intersection of Johnson's Marina Road (Road S-40-618) and Richard Franklin Road (Road S-40-1333) and running along the southwestern edge of the right of way of Richard Franklin Road (Road S-40-1333) as follows: S22-44-50E for a distance of 1,158.22 feet to an iron pin, S22-40-33E for a distance of 158.55 feet, then in a curved line S22-01-14R the chord distance of 111.13 feet, then continuing in a curved line S18-04-17E the chord distance of 265.70 feet and then continuing on a curved line S12-35-56E the chord distance of 271.49 feet to an iron pin; then turning and running property now or formerly of Kuzuk as follows: S75-58-34W for the distances of 8.00 feet and 209.21 feet; then turning and running along property now or formerly of Matthews S76-05-33W for distance of 567.06 feet to an iron pin; thence turning and running along property formerly of Slice and Meetze (now of Shumaker Homes, Inc. N19-25-09W for the distances of 272.64 feet, 266.23 feet and 267.97 feet to an iron pin; then continuing along property formerly of Slice and Meetze (now of Shumaker Homes, Inc. N19-30-26W for a distance of 1,385.36 feet to an iron pin located on the southeastern edge of the right of way of Johnson's Marina Road (Road S-40-618); then turning and running along the southeastern edge of the right of way of Johnson's Marina Road (Road S-40-618) N54-56-26E for a distance of 759.52 feet to the Point of Beginning.

Attachment B CASE 05-08 MA



THE VILLAGE GENERAL DEVELOPMENT PLAN SHUMAKER HOMES, INC. July 30, 2004

NOTE: BASED ON FINAL FIELD LAYOUT,
LINES MAY BE ADJUSTED BUT
ACREAGES WILL REMAIN THE SAME.

LEGEND	AREA	% of AREA	# of UNITS
Estate Lots	13.9 Acres	16%	19
RS-1 Low Density (12,000 SF)	28.7 Acres	33%	104
RS-2 Medium Density (8,500 SF)	18.3 Acres	21%	94
Medium Density Patio Homes (5,000 SF)	12.2 Acres	14%	62
Parks, Open Space, and Buffer	13.9 Acres	16%	
TOTALS	87.0 Acres	100%	279

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

September 13, 2004

RC Project # 05-09 MA	Applicant: Gentry Development, LLC
General Location: Intersection of Clemson & Longtown Roads	
Tax Map Number: 17400-06-10 & 17400-07/01/02/04 & Portion of Old Clemson Road	Subject Area: 19 ac MOL
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-3
Proposed Use: Shopping Center	PC Sign Posting Date: 3rd week of August 2004

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. It is the Department's position that this provision means 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 shopping center

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Longcreek Presbyterian Church, single family residence and undeveloped woodlands
Adjacent North	RU	Programmed Clemson Road Extension
Adjacent East	PUD-1R	Proposed bank in Killian Green PUD
Adjacent South	PUD-1R	Killian Green Subdivision
Adjacent West	M-2	Undeveloped vacant property and programmed Clemson 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 C-3 Zoning Designation Intent</u> Intended to accommodate a wide variety of general commercial and nonresidential uses characterized by retail, office, and service establishments and oriented primarily to major traffic arteries</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwellings</p>	<p><u>Proposed C-3 Zoning Permitted Uses</u> Retail, service, repair, & personal services Offices, studios, & financial institutions Eating and drinking establishments Wholesale/Distribution uses < 8000 sq. ft. Private clubs, lodges and the like Automobile service stations Places of worship Enclosed recycle collections & transfer uses</p>

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

The site is contiguous to a proposed bank on the east. Longcreek Presbyterian Church will be demolished and combined into the subject site. The adjacent portion of the old Clemson Road will be abandoned upon the completion of the new Clemson road in the Fall of 2006. The site is compatible with the existing and proposed 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 CMOG 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	4,419	
Current Volume At The Nearest Count Station #785 Located @ south of site on Longtown Road	5000	
Estimated Traffic Count With the Proposed Project	9,419	
Volume-To-Capacity Ratio With The Proposed Project	1.20	

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 25, 2004 and represent the Annual Average Daily Trips in 2003 i.e. **they are already more than one year old.**

The estimated project traffic is calculated by multiplying the generation rate for a Shopping Center found on page 1337 of the TGM times the proposed square footage of the use. Based on an average of 10,000 sq. ft. of gross leasable area per acre times the generation rate of 42.92 per 1,000 sq. ft. of gross leasable area = average daily trips. (10,000 x 19 = 190,000/43 = 4,419)

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 analysis shows that upon full occupancy of the subject site and without consideration of any other development, the level-of-service at count station # 785 will exceed LOS E levels. However, the schedule opening of the Clemson Road/I-77 connection in the Fall of the 2006, **prior to the time the first units of the subject project will be occupied**, will significantly alter the traffic patterns in the area.

Fire Service Impacts

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

Relationship To Comprehensive Plan

It is the Department's position that 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 County Council amended all the Proposed Land Use Maps by Subarea on May 3, 1999 as part of the Comprehensive Plan adoption process.

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..." The Map designates the subject area as General Commercial in a Developing Urban District. The Department interprets this provision to mean that if either the existing, or proposed zoning, is not consistent with the land use designation on the I-77 Corridor Subarea Proposed Land Use Map, the Map should be amended through the statutory comprehensive plan amendment process.

In addition to reviewing the consistency with the Proposed Land Use Map, it is necessary to review the Comprehensive Plan's development policies, as found in the Subarea Plans, to determine if the proposed amendment furthers the Objectives and Recommendations of the Comprehensive Plan as found in the Subarea Plans. The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to 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 situated at the intersection of the new Clemson Rd and Longtown Road intersection. The City of Columbia water and sewer lines have sufficient volume and pressure to serve a development of this size. The Killian Green and Villages at Lakeshore subdivisions are adjacent to the site. The 1000-acre Villages at Longtown subdivision is approximately one mile up the Longtown Rd. 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.

The Map designates the proposed Amendment site as General Commercial. The proposed Amendment **implements** this Principle.

Other Relevant Issues

None.

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 # 05-09 MA **be changed** from RU to C-3.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment **is compatible** with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of Longtown Road at this location will be exceeded (assuming all traffic is headed south on Longtown Road).
4. The proposed Amendment **is 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 Recommendations 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.

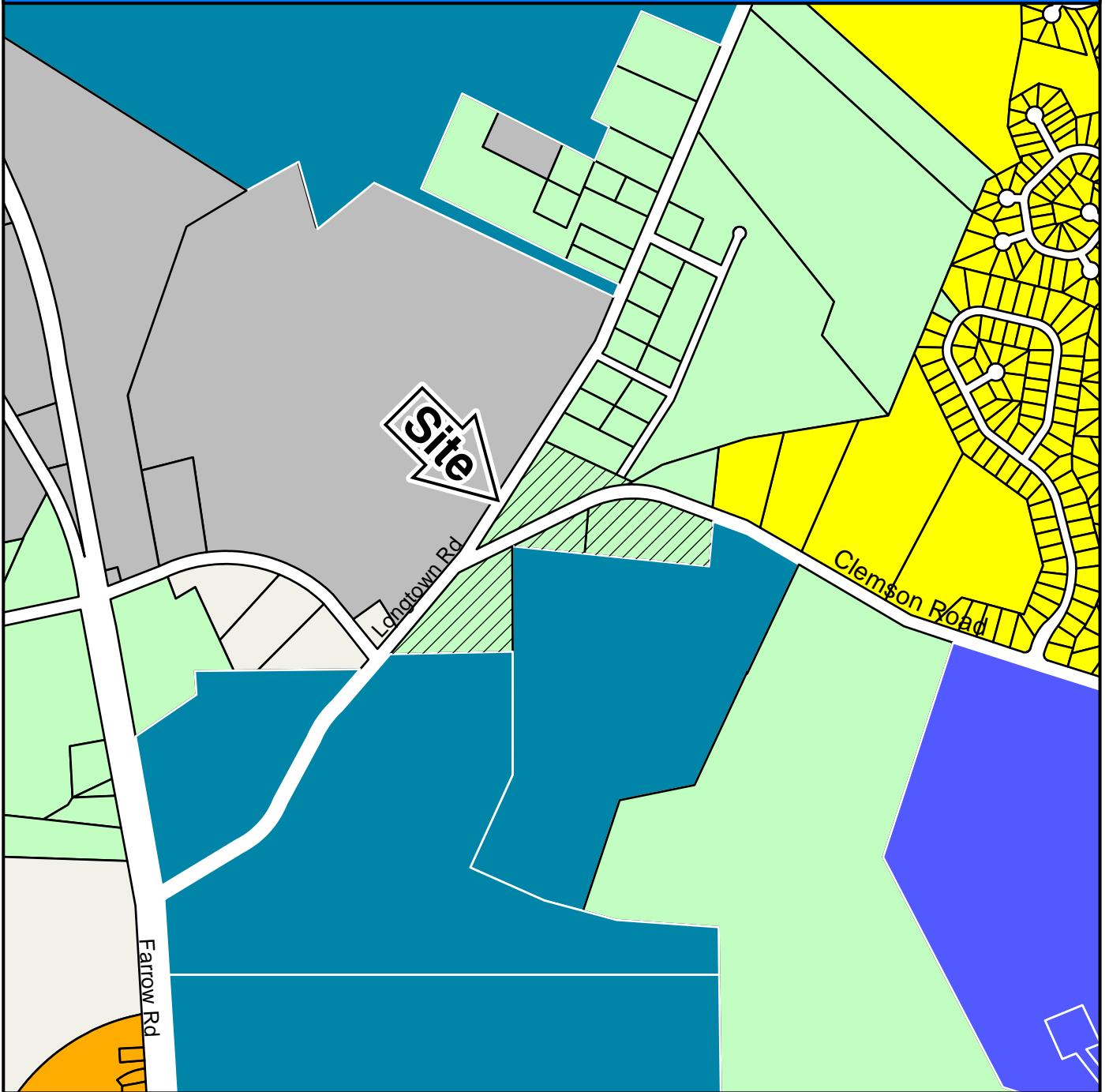
At their meeting of September 13, 2004, the Richland County Planning Commission agreed (did not agree) with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 05-09 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 # 05-09 MA, the Planning Commission made the findings of fact summarized below:

CASE 05-09 MA RU to C-3



ZONING CLASSIFICATIONS

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



CASE 05-09 MA
RU to C-3

**TMS 17400-06-10 & 17400-07-01/02/04 &
Portion of Old Clemson Rd.**

Site



CASE 05-09 MA

From RU to C-3

TMS# 17400-06-10 & 17400-07-01/02/04 & portion of Old Clemson Rd.
Intersection of Clemson & Longtown Roads



**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: August 26, 2004
RE: Subdivision and Street Name Approval



Background

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

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

Action Requested

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

APPROVED SUBDIVISION NAMES	GENERAL LOCATION
Conner Heights	Future Gary Burch Development
Crestland Place or Trace	Future Gary Burch Development
Crosshaven S/D	Future Gary Burch Development
Deercrest S/D	Future Gary Burch Development
The Courtyards @ Salem Place	Off Salem Church Road

**Planning Commission Meeting
September 13, 2004**

PROPOSED STREET NAMES		SUBDIVISION/ROAD LOCATION
Acropolis	Suffix Undetermined	Future Shumaker Homes Development
Alexis	Suffix Undetermined	Future Shumaker Homes Development
Ashmore	Suffix Undetermined	Future Lake Carolina Development
Atlantis	Suffix Undetermined	Future Shumaker Homes Development
Baroness	Suffix Undetermined	Future Shumaker Homes Development
Baybridge	Suffix Undetermined	Future Lake Carolina Development
Bayside	Suffix Undetermined	Future Lake Carolina Development
Benchmark	Suffix Undetermined	Future Shumaker Homes Development
Beringer	Suffix Undetermined	Future Mungo Development
Bertram	Suffix Undetermined	Future Proposed Shumaker Homes Development
Blake	Suffix Undetermined	Future Mungo Development
Bliss	Suffix Undetermined	Future Mungo Development
Bollinger	Suffix Undetermined	Future Mungo Development
Braveheart	Suffix Undetermined	Future Proposed Shumaker Homes Development
Broad Oak	Suffix Undetermined	Future Mungo Development
Cambria	Suffix Undetermined	Future Mungo Development
Cape Horn	Suffix Undetermined	Future Shumaker Homes Development
Chalk Hill	Suffix Undetermined	Future Mungo Development
Chaparral	Suffix Undetermined	Future Shumaker Homes Development
Chris Craft	Suffix Undetermined	Future Shumaker Homes Development
Conrad	Suffix Undetermined	Future Mungo Development
Corithian	Suffix Undetermined	Future Shumaker Homes Development
Deercrest Lane		Future Gary Burch Development
Donne	Suffix Undetermined	Future Mungo Development
Donzi	Suffix Undetermined	Future Shumaker Homes Development
Doughty	Suffix Undetermined	Future Mungo Development
Echelon	Suffix Undetermined	Future Mungo Development
Explorer	Suffix Undetermined	Future Shumaker Homes Development

Fairline	Suffix Undetermined	Future Shumaker Homes Development
Flybridge	Suffix Undetermined	Future Shumaker Homes Development
Gobbi	Suffix Undetermined	Future Shumaker Homes Development
Great Oak	Suffix Undetermined	Future Mungo Development
Halleck	Suffix Undetermined	Future Mungo Development
Hardy	Suffix Undetermined	Future Mungo Development
Harmar	Suffix Undetermined	Future Mungo Development
Hatteras	Suffix Undetermined	Future Shumaker Homes Development
Hawkcrest	Suffix Undetermined	Future Mungo Development
Kingship	Suffix Undetermined	Future Shumaker Homes Development
Lenardo	Suffix Undetermined	Future Shumaker Homes Development
Marble Lane		Future Gary Burch Development
March	Suffix Undetermined	Future Mungo Development
McNamara	Suffix Undetermined	Future Mungo Development
Merryvale	Suffix Undetermined	Future Mungo Development
Meyer	Suffix Undetermined	Future Mungo Development
Montrose Estates	Suffix Undetermined	Future Mungo Development
Nighflower	Suffix Undetermined	Future Shumaker Homes Development
Odyssey	Suffix Undetermined	Future Shumaker Homes Development
Opus	Suffix Undetermined	Future Shumaker Homes Development
Outer Reef	Suffix Undetermined	Future Shumaker Homes Development
Penfolds	Suffix Undetermined	Future Mungo Development
Pheasant Glen	Suffix Undetermined	Future Mungo Development
Placid	Suffix Undetermined	Future Courtyards @ Salem Place
Pleasant Hill	Suffix Undetermined	Future Mungo Development
River Falls	Suffix Undetermined	Future Mungo Development
Rocky Shoals	Suffix Undetermined	Future Gary Burch Development
Saintsburg	Suffix Undetermined	Future Mungo Development
San Juan	Suffix Undetermined	Future Shumaker Homes Development
Schofield	Suffix Undetermined	Future Mungo Development

Sea Doo	Suffix Undetermined	Future Shumaker Homes Development
Seaflower	Suffix Undetermined	Future Shumaker Homes Development
Serene	Suffix Undetermined	Future Courtyards @ Salem Place
Sirus	Suffix Undetermined	Future Shumaker Homes Development
Slipstream	Suffix Undetermined	Future Shumaker Homes Development
Soeverain	Suffix Undetermined	Future Mungo Development
Stimson	Suffix Undetermined	Future Mungo Development
Summerall	Suffix Undetermined	Future Mungo Development
Sunseeker	Suffix Undetermined	Future Shumaker Homes Development
Swift	Suffix Undetermined	Future Mungo Development
Symington	Suffix Undetermined	Future Mungo Development
Tranquil	Suffix Undetermined	Future Courtyards @ Salem Place
Vintage Hill	Suffix Undetermined	Future Mungo Development
Vintners Hill	Suffix Undetermined	Future Mungo Development
Wave Dancer	Suffix Undetermined	Future Shumaker Homes Development
Wickham	Suffix Undetermined	Future Mungo Development
Wilkinson	Suffix Undetermined	Future Mungo Development
Zodiac	Suffix Undetermined	Future Shumaker Homes Development