

RICHLAND COUNTY PLANNING COMMISSION



June 3, 2019

***Council Chambers
2020 Hampton Street
Columbia, SC 29202***

RICHLAND COUNTY PLANNING COMMISSION



Monday, June 3, 2019
Agenda
3:00 PM
2020 Hampton Street
2nd Floor, Council Chambers

Chairman – Stephen Gilchrist

Vice Chairman – Heather Cairns

Beverly Frierson • Mettauer Carlisle • Prentiss McLaurin
David Tuttle • Wallace Brown • Karen Yip • Jason Branham

- I. PUBLIC MEETING CALL TO ORDER** Stephen Gilchrist, Chairman
- II. PUBLIC NOTICE ANNOUNCEMENT** Stephen Gilchrist, Chairman
- III. CONSENT AGENDA [ACTION]**

- a. PRESENTATION OF MINUTES FOR APPROVAL – May 2019**
- b. ROAD NAMES**
- c. MAP AMENDMENTS**

- 1. Case # 19-019 MA District 7
Gwendolyn Kennedy
Sherri Latosha McCain
RS-MD to OI (1.25 acres)
250 Rabon Road
TMS# R17116-01-06
PDS Recommendation – Disapproval
Page 1
- 2. Case # 19-020 MA District 7
Gwendolyn Kennedy
James M. McKenzie
RU/RU to GC 1.62 acres & 2.16 acres (3.78 acres Total)
245 Killian Road
TMS# R14781-01-34 & 54
PDS Recommendation – Approval
Page 9
- 3. Case # 19-021 MA District 10
Dalhi Myers
David B. Grant
M-1 to HI (5.02 acres)
1200 Atlas Way
TMS# R16200-01-08
PDS Recommendation – Approval
Page 17
- 4. Case # 19-022 MA District 2
Joyce Dickerson
Robert F. Fuller
TROS/RU to RS-LD (185.29 acres)
Langford Road
TMS# R23400-05-05 & 06
PDS Recommendation – Approval
Page 25

5. Case # 19-023 MA
Jeff Ruble
M-1 to HI (318.57 acres)
Bluff Road and Longwood Road
TMS# R16100-02-02,04,07,16 & 20
PDS Recommendation – Approval
Page 33

District 10
Dalhi Myers

IV. OTHER BUSINESS [ACTION]

A. Planning Commission Retreat

V. LAND DEVELOPMENT CODE REWRITE [ACTION]

VI. CHAIRMAN’S REPORT

VII. PLANNING DIRECTOR’S REPORT

VIII. ADJOURNMENT

NOTES:

MEETING FORMAT

The Planning Commission uses the consent agenda to approve non-controversial or routine matters by a single motion and vote. If a member of the Planning Commission, the Planning Staff or the general public wants to discuss an item on the consent agenda (at the beginning of the meeting), that item is removed from the consent agenda and considered during the meeting. The Planning Commission then approves the remaining consent agenda items.

Persons wishing to speak on an agenda item are requested to sign the item’s sign-in sheet located at the back of County Council Chambers. Meeting attendees are usually given two (2) minutes to speak; the time limit is at the discretion of the Chair of the meeting and may be limited when appropriate.

Speakers’ comments should be addressed to the full body. Requests to engage a Commission Member, County staff or applicants in conversation will not be honored. Abusive language is inappropriate.

After persons have spoken, the hearing is closed and brought back to Commission level for discussion and action. There is no further comment permitted from the audience unless requested by the Commission.

ZONING PUBLIC HEARING

The Planning Commission is a recommending body to Richland County Council. Recommendations for “Approval” or “Disapproval” are forwarded to County Council for their consideration at the next Zoning Public Hearing. The Zoning Public Hearing is another opportunity to voice your opinion for or against a rezoning or amendment to the Land Development Code and is open to the public. The County Council Zoning Public Hearing is usually scheduled for the 4th Tuesday of the month at 7:00 p.m. Check the County’s website for dates and times.

**RICHLAND COUNTY
COMMUNITY PLANNING & DEVELOPMENT**

2020 Hampton Street
Columbia, SC 29204



To: Planning Commission Members, Interested Parties
From: Alfreda W. Tindal, E9-1-1 Addressing Coordinator
Date: May 23, 2019
Subject: June 2019 Street Name (s) Approval Request List

Section 6-29-1200(A) of the SC Code of Laws requires the Planning Commission to approve street names. Specifically, it 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 proposed street names have been reviewed and are in compliance with Richland County & State Statute Road Naming Standards.

Action Requested: The Planning Commission's approval of the following street name(s):

Proposed Street Name (s)	Applicant/Contact	Development Name/Location	Property TMS #	Council District (Honorable)
1. Astoria	Deanna Hensley, Mungo Homes	N/A	N/A	N/A
2. Colonade				
3. Edgemont				
4. Ellington				
5. Tuscany				
6. Hensley				
7. Portofino				
8. Wallbourne				



**Richland County
Planning & Development Services Department**

Map Amendment Staff Report

PC MEETING DATE: June 3, 2019
RC PROJECT: 19-019MA
APPLICANT: Sherri Latosha McCain

LOCATION: 250 Rabon Road

TAX MAP NUMBER: R17116-01-06
ACREAGE: 1.25 acres
EXISTING ZONING: RS-MD
PROPOSED ZONING: OI

PC SIGN POSTING: May 24, 2019

Staff Recommendation

Disapproval

Background

Zoning History

The original zoning as adopted September 7, 1977 was Residential Single-Family Medium Density District (RS-2). With the adoption of the 2005 Land Development Code, the RS-2 District was designated Residential Single-Family Medium Density District (RS-MD).

Zoning History for the General Area

The parcel northwest of the site was rezoned from Residential Single-Family Medium Density (RS-2) District to Planned Development (PDD) District under case number 91-004 MA and 96-053 MA.

The parcel further northwest of the site, currently zoned RS-MD, is undergoing a requested change to the Residential Multi-family Medium Density (RM-MD) District under case number 19-017 MA.

Zoning District Summary

The OI District is intended to accommodate office, institutional, and certain types of residential uses in an area whose characteristics are neither general commercial nor exclusively residential in nature. Certain related structures and uses required to serve the needs of the area are permitted outright or are permitted as special exceptions subject to restrictions and requirements intended to best fulfill the intent of this chapter.

Direction	Existing Zoning	Use
<u>North:</u>	RS-MD	Residence
<u>South:</u>	GC	Storage Facility
<u>East:</u>	GC	Residence
<u>West:</u>	RS-MD	Residential/Undeveloped

Discussion

Parcel/Area Characteristics

The subject parcel currently contains two structures, a residential structure in the front of the parcel and a mobile home in the rear. The site contains significant tree coverage and a portion of wetlands. The parcel has frontage along Rabon Road, a two-lane undivided major collector without sidewalks or streetlights. The general area is characterized by a mixture of residential, institutional, and general commercial uses, with several parcels undeveloped. Parcels within the immediate area are zoned under residential and commercial districts, primarily RS-MD and GC. North of the site are residentially developed properties zoned RS-MD. East of the site are residentially developed parcels zoned GC. South of the is a storage facility zoned GC, a place of worship zoned OI, and a large tract residential property zoned RU. West of the site is residential property zoned RS-MD.

Public Services

The subject parcel is within the boundaries of Richland School District Two. Windsor Elementary School is located about 0.85 miles east of the site on Bancroff Rd. Water service would be through the City of Columbia and sewer would be through the East Richland Public Sewer Service or City of Columbia. The Jackson Creek fire station (station number 32) is located on Two Notch Road, approximately .65 miles east of the site. Fire hydrants can be located about 200 feet east of the site.

Being within a service area is not a guarantee that services are available to the parcel.

Plans & Policies

The 2015 Richland County Comprehensive Plan, ***“PUTTING THE PIECES IN PLACE”***, designates this area as ***Neighborhood (Medium Density)***

Land Use and Design

Areas include medium-density residential neighborhoods and supporting neighborhood commercial scale development designed in a traditional neighborhood format. These neighborhoods provide a transition from Neighborhood (Low-Density) to more intense Mixed Residential (High-Density) urban environments. Multi-family development should occur near activity centers and within Priority Investment Areas with access to roadways with adequate capacity and multimodal transportation options. Nonresidential development may be considered for location along main road corridors and within a contextually-appropriate distance from the intersection of a primary arterial.

Desired Development Pattern

The primary use within this area is medium density residential neighborhoods designed to provide a mix of residential uses and densities within neighborhoods. Neighborhoods should be connected and be designed using traditional grid or modified grid designs. Non-residential uses

should be designed to be easily accessible to surrounding neighborhoods via multiple transportation modes.

Traffic Characteristics

The 2018 SCDOT traffic count (Station #611) located west of the subject parcel on Rabon Road identifies 9,600 Average Daily Trips (ADTs). Rabon Road is classified as a two-lane undivided major collector, maintained by SCDOT with a design capacity of 8,600 ADTs. Rabon Road is currently operating at Level of Service (LOS) "D".

The ADTs are the total volume of traffic passing a point on a roadway during a 24-hour period. ADTs data is collected by SCDOT.

There are no planned or programmed improvements for this section of Rabon Road through the County Penny Sales Tax program or SCDOT.

Conclusion

Principally, staff recommends **Disapproval** of the map amendment as it is not consistent with the recommendations of the 2015 Comprehensive Plan for the Neighborhood (Medium Density) future land use designation. The Comprehensive Plan recommends a Land Use and Character where "non-residential uses may be considered for location along main road corridors and within a contextually appropriate distance from the intersection of primary arterials." Rabon Road is not a main road corridor nor is the site located at the intersection of a primary arterial.

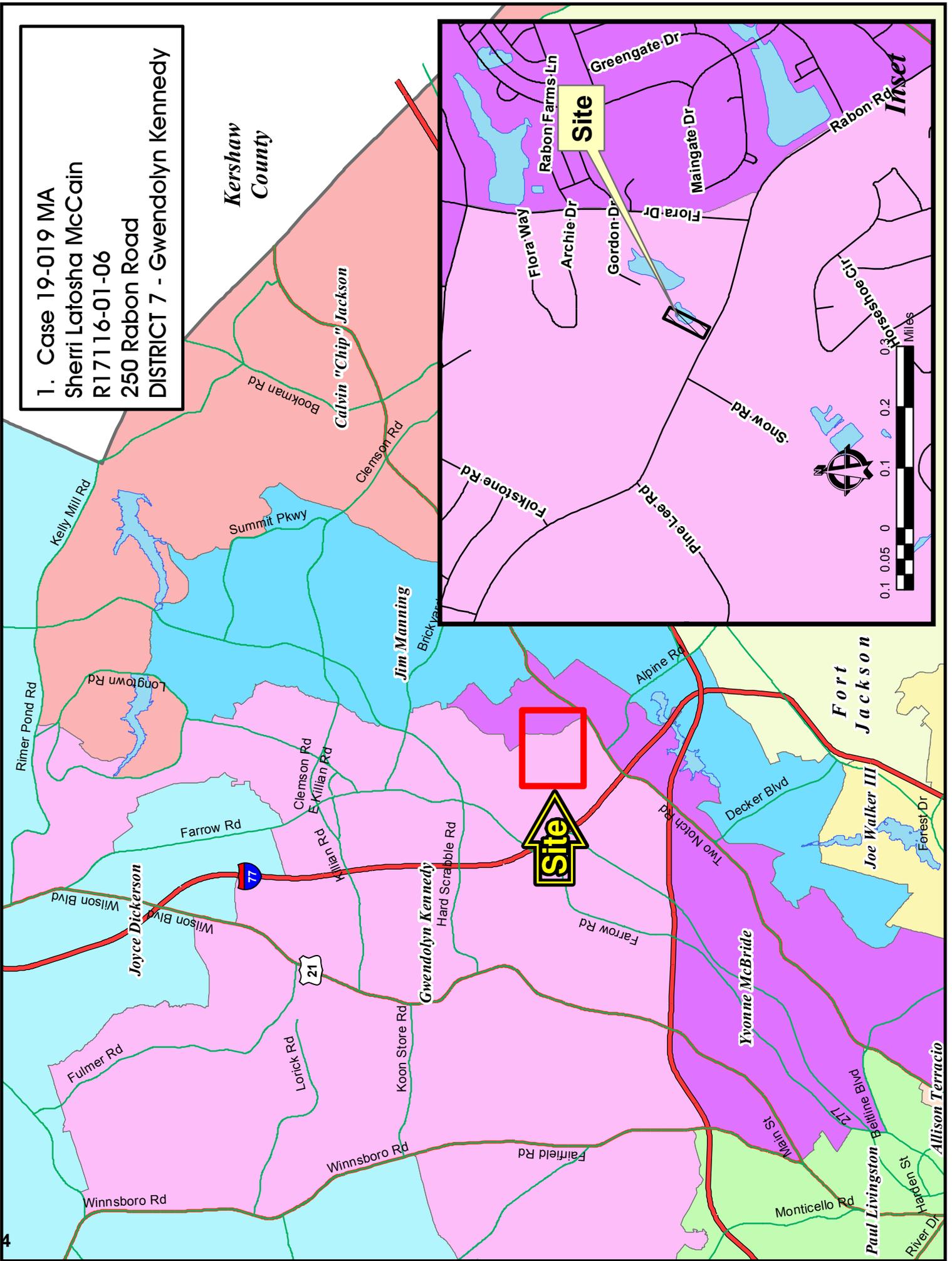
However, because of the current development pattern and land uses within the general area, rezoning from RS-MD to OI would be contextually appropriate at this location.

Zoning Public Hearing Date

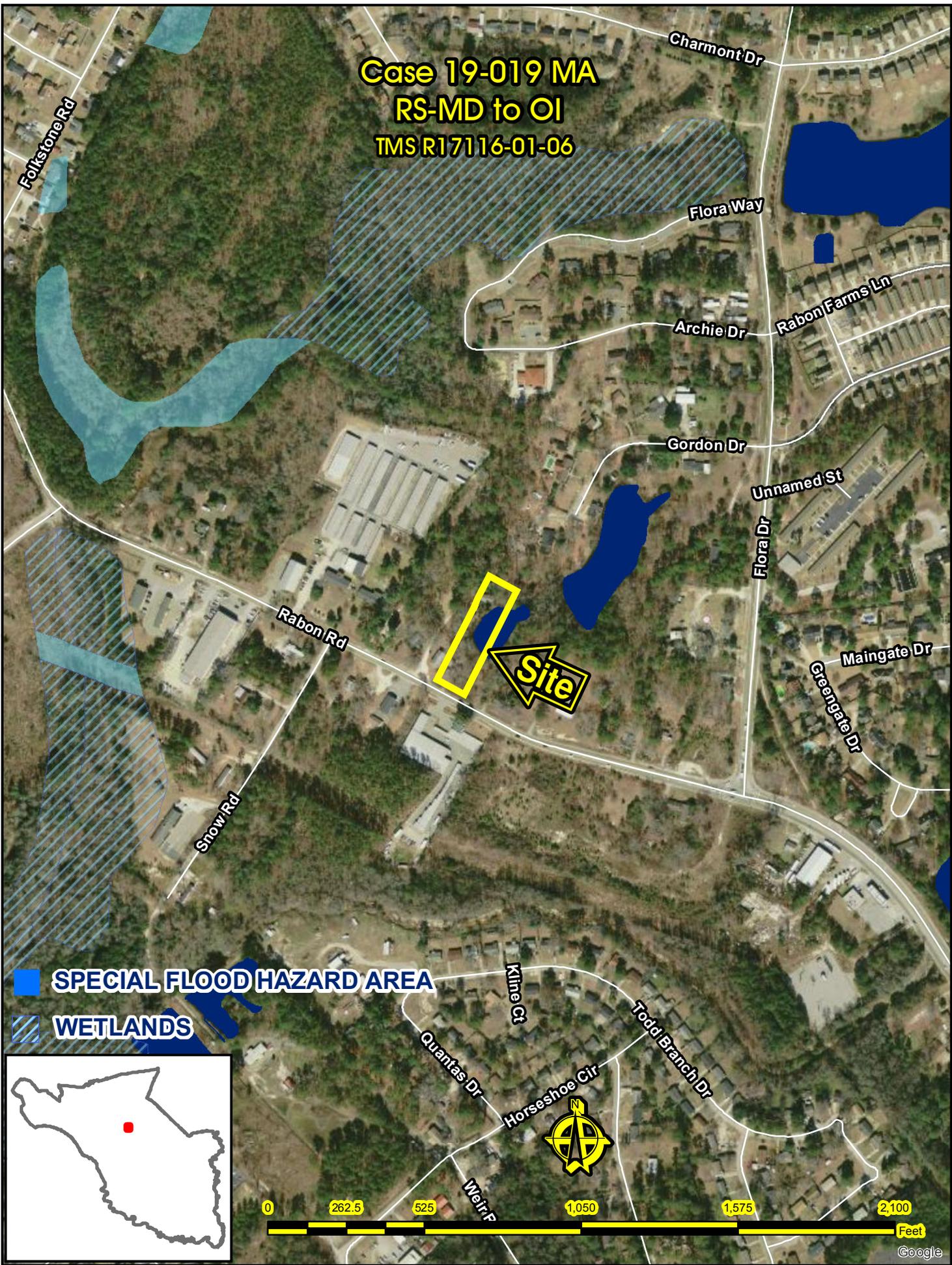
June 25, 2019.

1. Case 19-019 MA
Sherri Latosha McCain
R17116-01-06
250 Rabon Road
DISTRICT 7 - Gwendolyn Kennedy

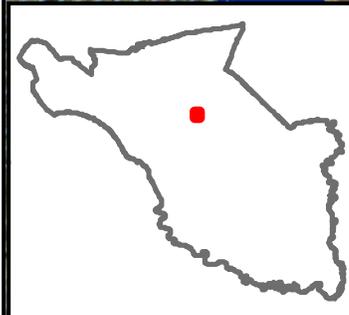
*Kershaw
County*



**Case 19-019 MA
RS-MD to OI
TMS R17116-01-06**

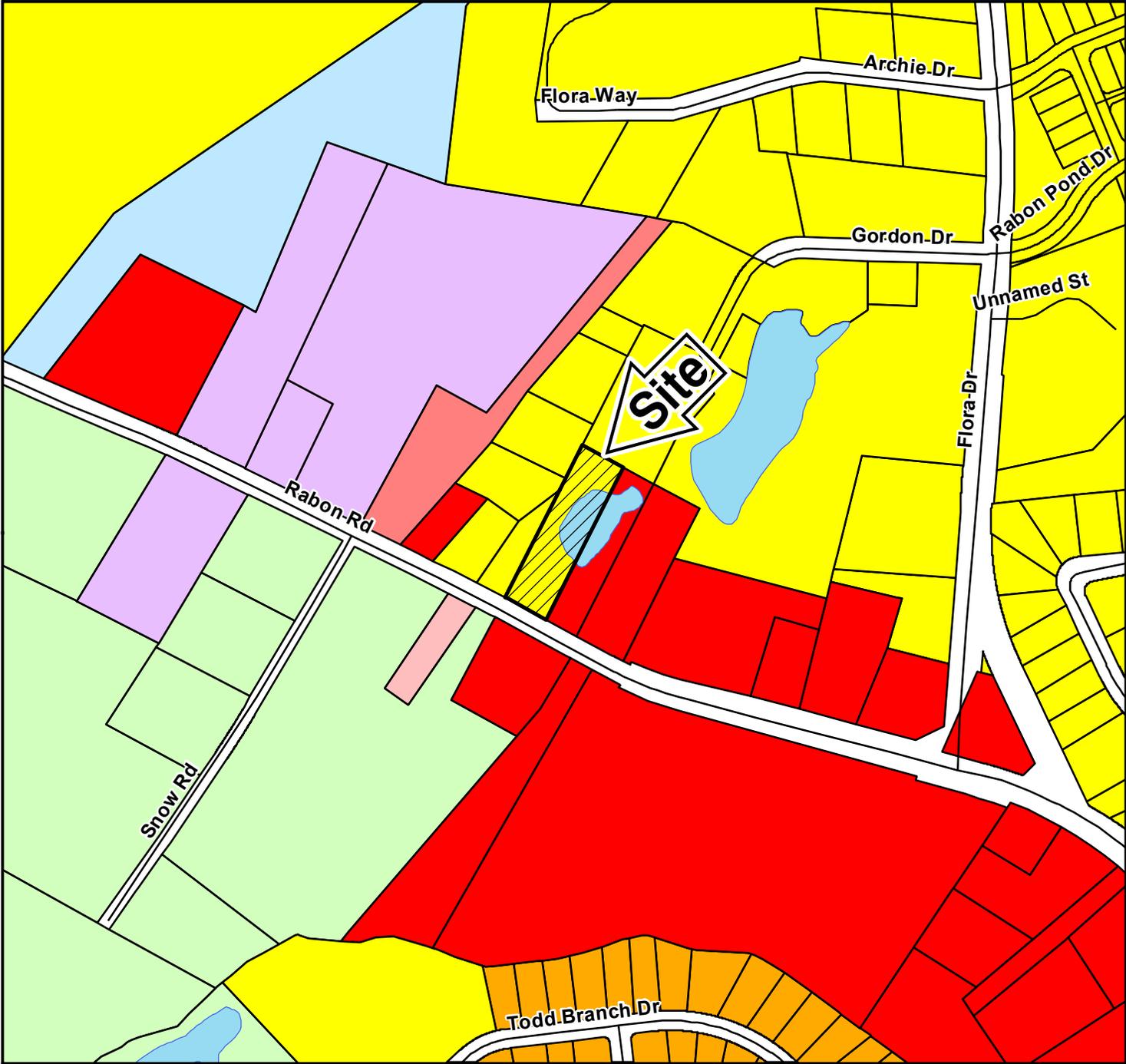


SPECIAL FLOOD HAZARD AREA
WETLANDS



Google

Case 19-019 MA RS-MD to OI



ZONING CLASSIFICATIONS

 CC-1	 C-1	 RS-E	 MH	 NC	 LI	 TROS	 N  Subject Property
 CC-2	 C-3	 RS-LD	 RM-MD	 GC	 HI		
 CC-3	 RG-2	 RS-MD	 RM-HD	 RC	 PDD		
 CC-4	 RR	 RS-HD	 OI	 M-1	 RU		

NORTHEAST PLANNING AREA

FUTURE LAND USE & PRIORITY INVESTMENT AREAS

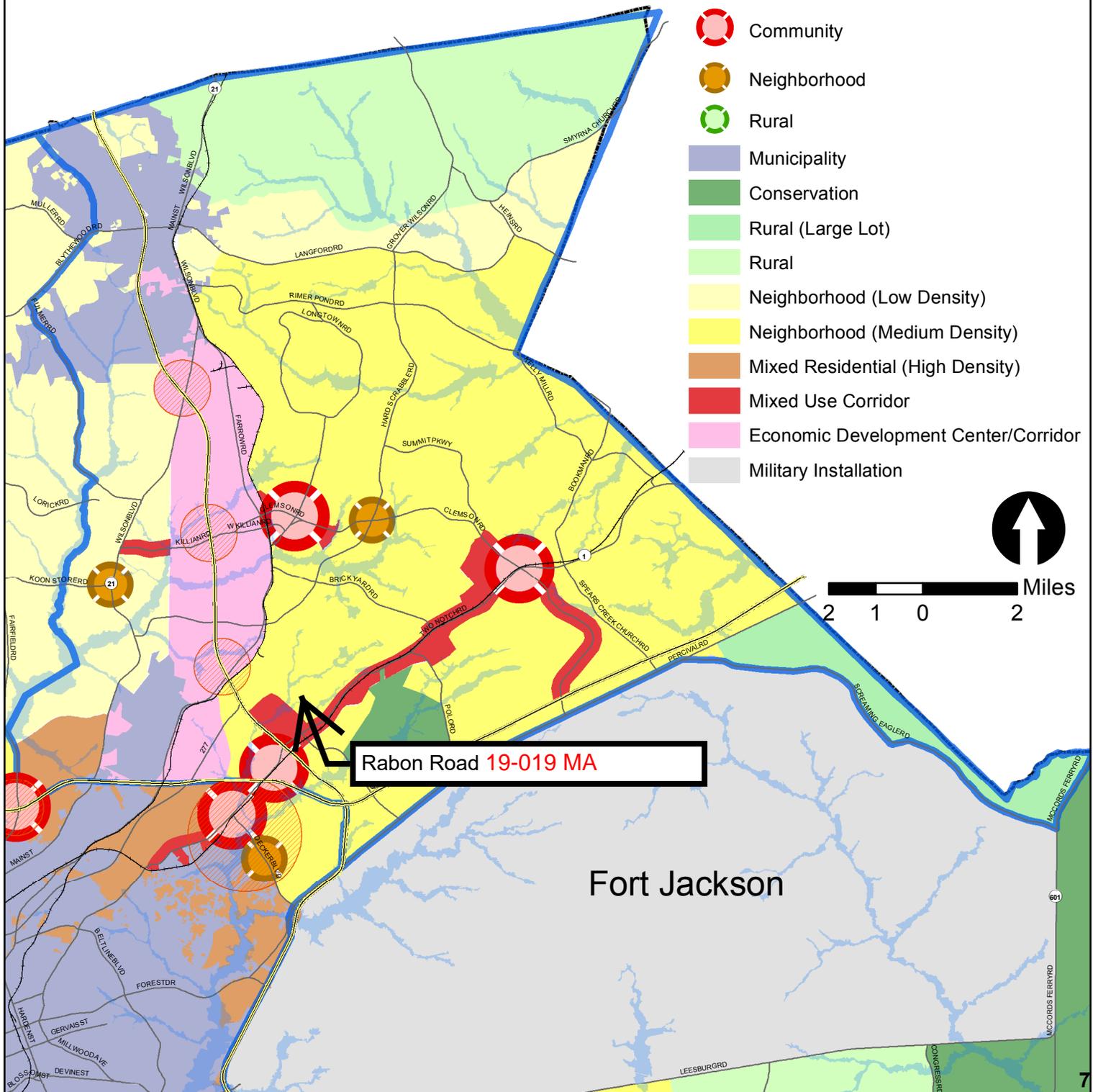


For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

Adopted March 17, 2015

Legend

- 100 Year Floodplain
- Priority Investment Area
- Planning Area Boundary
- Activity Center**
- Community
- Neighborhood
- Rural
- Municipality
- Conservation
- Rural (Large Lot)
- Rural
- Neighborhood (Low Density)
- Neighborhood (Medium Density)
- Mixed Residential (High Density)
- Mixed Use Corridor
- Economic Development Center/Corridor
- Military Installation





**Richland County
Planning & Development Services Department**

Map Amendment Staff Report

PC MEETING DATE: June 3, 2019
RC PROJECT: 19-020 MA
APPLICANT: James M. McKenzie

LOCATION: 245 Killian Road

TAX MAP NUMBER: R14781-01-34 & 52
ACREAGE: 1.62 acres & 2.16 acres (3.78 acres Total)
EXISTING ZONING: RU
PROPOSED ZONING: GC

PC SIGN POSTING: May 24, 2019

Staff Recommendation

Approval

Background

Zoning History

The original zoning as adopted September 7, 1977 was Rural District (RU).

Zoning History for the General Area

The GC parcels east of the site were rezoned from Rural District (RU) and Light Industrial (M-1) to General Commercial (GC) under case number 06-09MA (Ord. No. 068-06HR).

The GC parcels south of the site were rezoned from Light Industrial (M-1) to General Commercial (GC) under case number 06-41MA (Ord. No. 096-06HR).

The GC parcels southeast of the site were rezoned from Light Industrial (M-1) to General Commercial (GC) under case number 07-32MA (Ord. No. 067-07HR).

The GC parcel southeast of the site was denied rezoning from Light Industrial (M-1) to General Commercial under case number 07-40MA.

Zoning District Summary

The General Commercial (GC) District is intended to accommodate a variety of commercial and non-residential uses characterized primarily by retail, office, and service establishments oriented primarily to major traffic arteries or extensive areas of predominantly commercial usage and characteristics.

No minimum lot area, except as required by DHEC. The maximum allowed density for residential uses is sixteen (16) dwelling units per acre.

Based upon a gross density calculation, the maximum number of units for this site is approximately: 60 dwelling units*.

Direction	Existing Zoning	Use
<u>North:</u>	RU	Residential
<u>South:</u>	GC / RU	Commercial Retail / Large Tract Residential
<u>East:</u>	RU	Residential
<u>West:</u>	RU	Large Tract Residential / Undeveloped

Discussion

Parcel/Area Characteristics

The subject site consists of two parcels which are currently undeveloped. One of the two parcels has frontage along Killian Road. This section of Killian Road is a two-lane undivided minor arterial, with a limited sidewalk and no streetlights. The general area is characterized by residential lots of at least an acre or greater and general commercial retail sales and services. Several large tracts of undeveloped property exist near the subject site to the west and south. The immediate area consists of residential properties around one (1) acre in size zoned RU to the north, east, and west. South of the subject site is a commercial property zoned GC, and large properties of greater than five acres zoned RU.

Public Services

The subject parcel is within the boundaries of Richland School District Two. Longleaf Middle Schools is located approximately 2 miles northeast of the subject parcel on Longreen Parkway. Records indicate that the parcel is in the City of Columbia’s water and sewer service areas. There is a fire hydrant located at the directly adjacent to the subject site. The Killian fire station (station number 27) is located on Farrow Road, approximately 1.5 miles east of the subject parcel.

Being within a service area is not a guarantee that services are available to the parcel.

Plans & Policies

The 2015 Richland County Comprehensive Plan, ***“PUTTING THE PIECES IN PLACE”***, designates this area as ***Economic Development Center/Corridor***.

Land Use and Design

Concentrated areas of high quality employment facilities, integrated with or adjacent to complementary retail and commercial uses and/or medium- and high-density residential uses. This category encourages development of manufacturing, industrial, flex space, and office uses in locations that will minimally affect surrounding properties. Commercial and residential uses are secondary to employment uses.

Desired Development Pattern

Master planned industrial and business parks should include a mix of uses within single developments, including employment, convenience commercial and dining, and housing. These mixed-use employment “campuses” provide opportunities for employees to conveniently shop and dine during normal business hours. Smaller scale, single-use employment developments located along major roads should be designed to appropriately buffer manufacturing and industrial uses from adjacent properties. Secondary commercial and residential uses should be located along primary road corridors proximate to employment centers.

The subject parcel falls within **Priority Investment Area 7 (I-77 Killian Road Interchange)**, which consists of a commercial and industrial node within the economic development corridor. The PIA is intended as a regional corridor that offers a prime location for future industrial and business park users, as well as for visiting tourists. Investments should ensure that adequate infrastructure is in place to support future economic development efforts.

Traffic Characteristics

The 2018 SCDOT traffic count (Station #443) located east of the subject parcel on Killian Road identifies 12,100 Average Daily Trips (ADT). Killian Road is classified as a two lane undivided minor arterial along majority of this section, maintained by SCDOT with a design capacity of 10,800 ADTs. This portion of Old Hilton Road is currently operating at Level of Service (LOS) “D”.

The ADT’s are the total volume of traffic passing a point on a roadway during a 24-hour period. ADT’s data is collected by SCDOT.

There are no planned or programmed improvements for this section of Killian Road through the SCDOT or the County Penny Sales Tax program.

Conclusion

Principally, staff recommends **Approval** of this map amendment, as the proposed rezoning would be consistent with the objectives outlined in the Comprehensive Plan.

The Economic Development Center/Corridor future land use designation recommends a land use character of “concentrated areas of high quality employment facilities, integrated with or adjacent to complementary retail and commercial uses and/or medium- and high density residential uses.” The uses allowed under the GC district would allow for the complementary retail and commercial, as well as limited residential, per the future land use designation. Likewise, the subject site’s location within PIA 7, per its listed intent, generally supports a rezoning to GC or another district with employment related uses.

However, the proposed request to GC could be viewed as an encroachment of incompatible land uses with the existing adjacent residential uses nearby.

Zoning Public Hearing Date

June 25, 2019.

2. Case 19-020 MA
 James M. McKenzie
 R14781-01-34 & 52
 245 Killian Road
 DISTRICT 7 - Gwendolyn Kennedy

*Kershaw
 County*

Calvin "Chip" Jackson

Jim Manning

Gwendolyn Kennedy

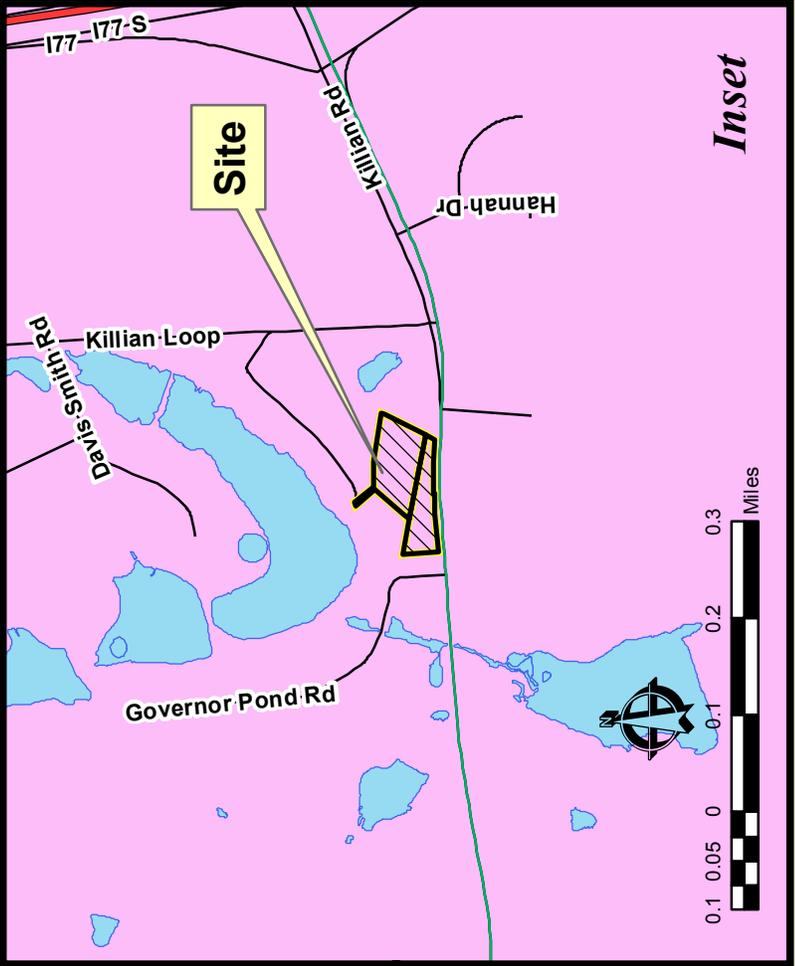
*Fort
 Jackson*

Joe Walker III

Yvonne McBride

Paul Livingston

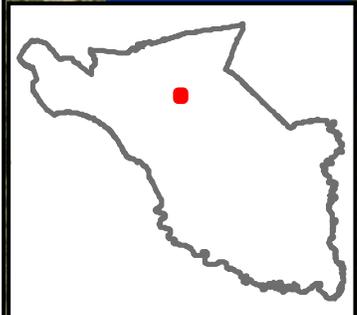
Allison Terracio



Case 19-020 MA
RU/RU to GC
TMS R14781-01-34 & 52

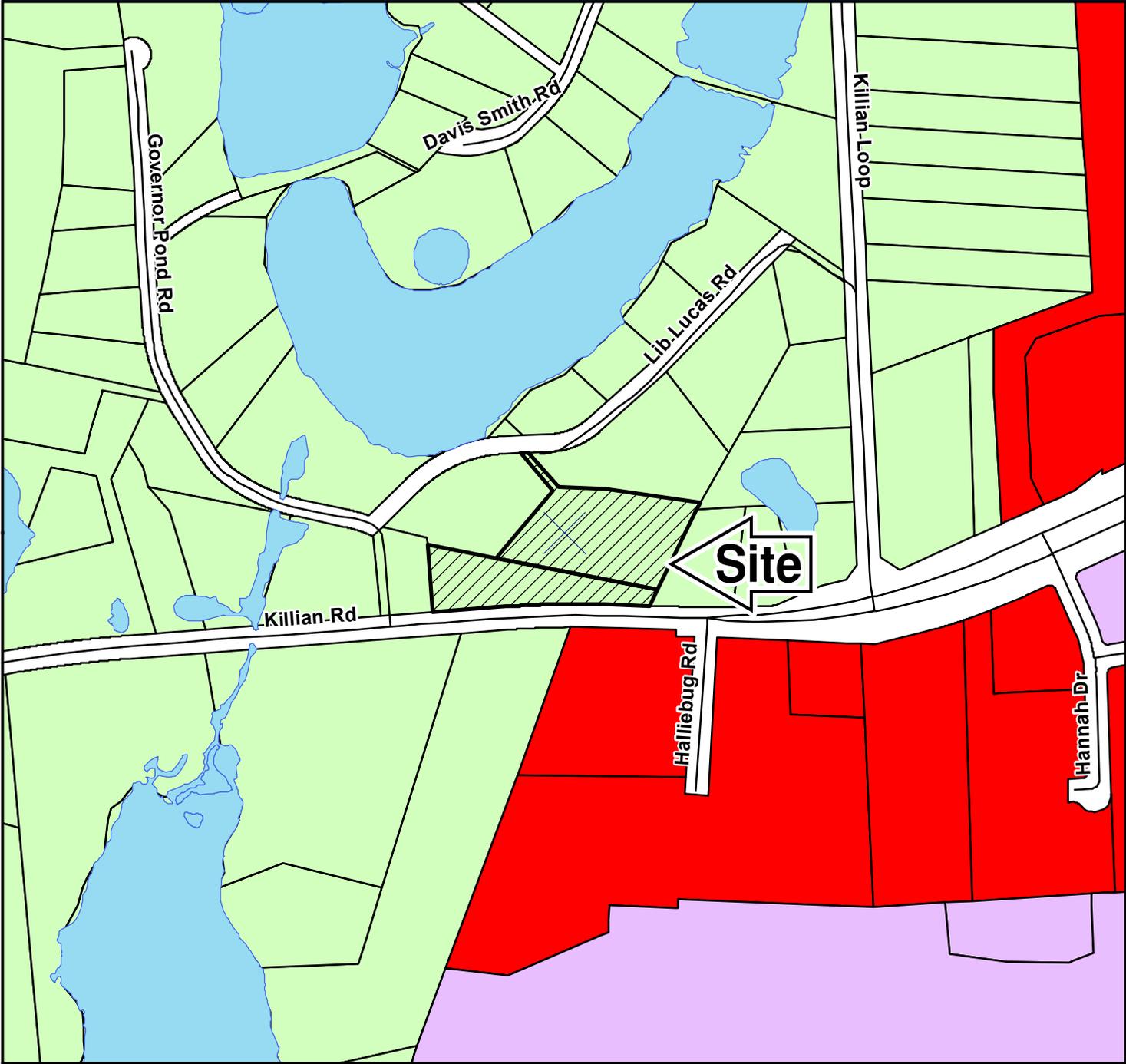


SPECIAL FLOOD HAZARD AREA
WETLANDS



Google

Case 19-020 MA RU/RU to GC



ZONING CLASSIFICATIONS

 CC-1	 C-1	 RS-E	 MH	 NC	 LI	 TROS	 N  Subject Property
 CC-2	 C-3	 RS-LD	 RM-MD	 GC	 HI		
 CC-3	 RG-2	 RS-MD	 RM-HD	 RC	 PDD		
 CC-4	 RR	 RS-HD	 OI	 M-1	 RU		

NORTHEAST PLANNING AREA

FUTURE LAND USE & PRIORITY INVESTMENT AREAS



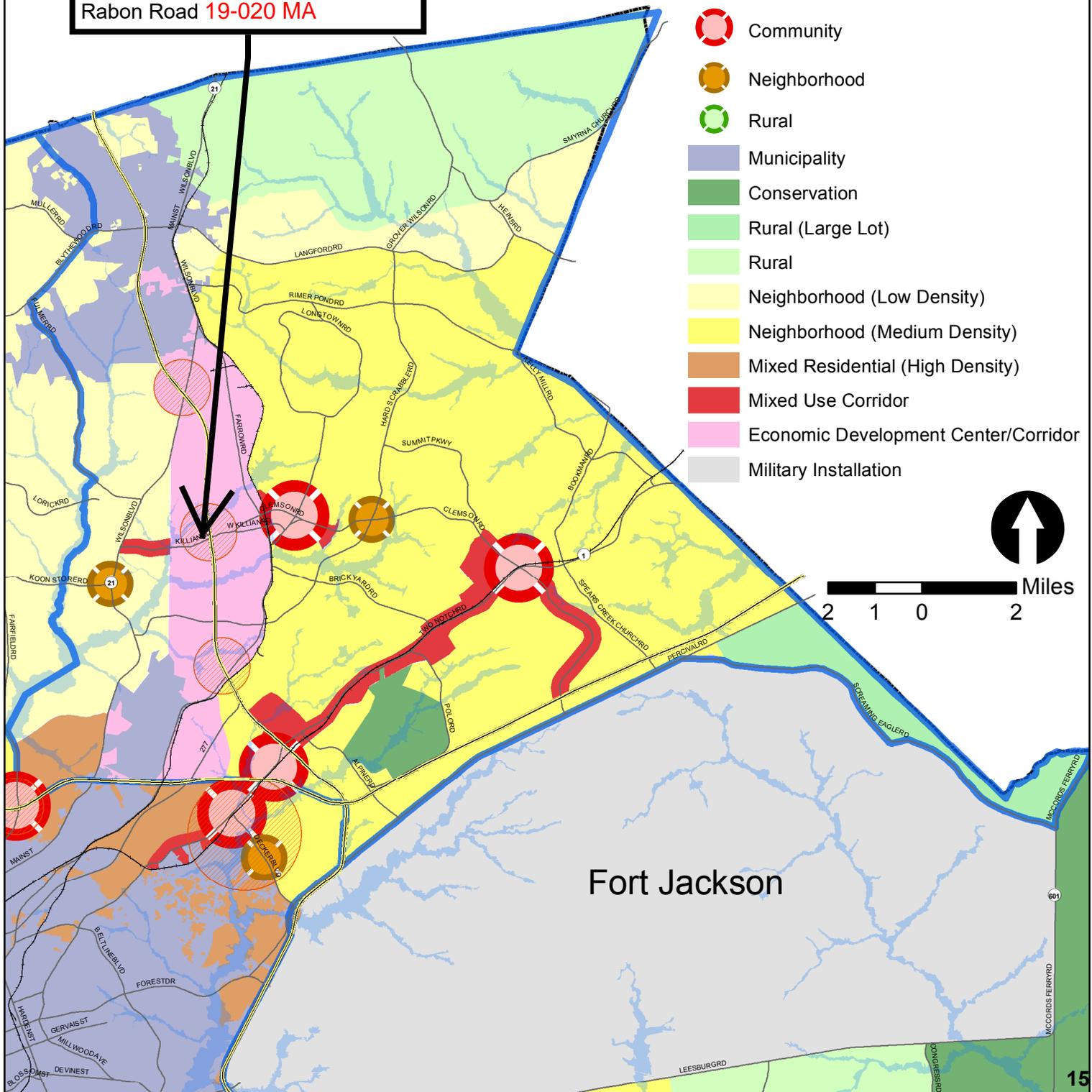
For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

Adopted March 17, 2015

Rabon Road 19-020 MA

Legend

- 100 Year Floodplain
- Priority Investment Area
- Planning Area Boundary
- Activity Center**
- Community
- Neighborhood
- Rural
- Municipality
- Conservation
- Rural (Large Lot)
- Rural
- Neighborhood (Low Density)
- Neighborhood (Medium Density)
- Mixed Residential (High Density)
- Mixed Use Corridor
- Economic Development Center/Corridor
- Military Installation





**Richland County
Planning & Development Services Department**

Map Amendment Staff Report

PC MEETING DATE: June 3, 2019
RC PROJECT: 19-021 MA
APPLICANT: David B. Grant

LOCATION: 1200 Atlas Way

TAX MAP NUMBER: R16200-01-08
ACREAGE: 5.02 acres
EXISTING ZONING: M-1
PROPOSED ZONING: HI

PC SIGN POSTING: May 24, 2019

Staff Recommendation

Approval

Background

Zoning History

The original zoning as adopted September 7, 1977 was Light Industrial District (M-1).

Zoning District Summary

The M-1 District is intended to accommodate wholesaling, distribution, storage, processing, light manufacturing, and general commercial or agricultural uses. Certain related structures and uses required to serve the needs of such uses are permitted outright or are permitted with special requirements and/or special exceptions.

Direction	Existing Zoning	Use
<u>North:</u>	M-1	Undeveloped / Residential
<u>South:</u>	M-1	Commercial Warehouse
<u>East:</u>	M-1	Industrial
<u>West:</u>	M-1	Commercial Auto Repair

Discussion

Parcel/Area Characteristics

The subject site is an undeveloped property with a sand / gravel pit on a majority of the property. The site has frontage along Atlas Way and North Shorecrest Road, with current access from the latter. Atlas Way and North Shorecrest Road are both two lane undivided local roads, without sidewalks or streetlights. The general area is characterized primarily by wholesale commercial, warehousing, manufacturing, and transportation, along with other industrial uses. The immediate area includes properties zoned M-1 to the east, south, west,

and north, with undeveloped and a nonconforming residence to the north and commercial / industrial uses elsewhere.

Public Services

The Industrial Park fire station (station number 3) is located on The Boulevard, approximately 1.45 miles west of the subject parcel. Annie Burnside Elementary School is located 2 miles north of the subject parcel on Patterson Road. Records indicate that the parcel is in the City of Columbia's water and sewer service area.

Being within a service area is not a guarantee that services are available to the parcel.

Plans & Policies

The 2015 Richland County Comprehensive Plan, "**PUTTING THE PIECES IN PLACE**", designates this area as **Economic Development Center/Corridor**.

Land Use and Design

Concentrated areas of high quality employment facilities, integrated with or adjacent to complementary retail and commercial uses and/or medium-and high-density residential uses. This category encourages development of manufacturing, industrial, flex space, and office uses in locations that will minimally affect surrounding properties. Commercial and residential uses are secondary to employment uses

Desired Development Pattern

Master planned industrial and business parks should include a mix of uses within single developments, including employment, convenience commercial and dining, and housing. These mixed-use employment "campuses" provide opportunities for employees to conveniently shop and dine during normal business hours. Smaller scale, single-use employment developments located along major roads should be designed to appropriately buffer manufacturing and industrial uses from adjacent properties. Secondary commercial and residential uses should be located along primary road corridors proximate to employment centers.

Traffic Characteristics

The 2018 SCDOT traffic count (Station #292) located south of the subject parcel on Shop Road identifies 23,200 Average Daily Trips (ADT's). This section of Shop Road is classified as a four lane divided minor arterial, maintained by SCDOT with a design capacity of 24,800 ADT's. This segment of Farrow Road is currently operating at Level of Service (LOS) "C".

The 2018 SCDOT traffic count (Station #378) located west and north of the subject parcel on Atlas Road identifies 13,100 Average Daily Trips (ADT's). This section of Atlas Road is classified as a two lane undivided minor arterial, maintained by SCDOT with a design capacity of 10,800 ADT's. This segment of Farrow Road is currently operating at Level of Service (LOS) "E".

The 2018 SCDOT traffic count (Station #377) located west and south of the subject parcel on Atlas Road identifies 5,000 Average Daily Trips (ADT's). This section of Atlas Road is classified as a two lane undivided minor arterial, maintained by SCDOT with a design capacity of 10,800 ADT's. This segment of Farrow Road is currently operating at Level of Service (LOS) "A".

The ADT's are the total volume of traffic passing a point on a roadway during a 24-hour period. ADT's data is collected by SCDOT.

The Richland Penny includes proposed bike-lanes and re-striping between Beltline Boulevard and Pineview Road. There are no planned or programed improvements for this section of Shop Road through SCDOT.

These sections of Atlas Road are programmed for a road widening through SCDOT in conjunction with the Penny. The project scope would include adding another lane between Bluff and Shop, and three lanes between Shop and Garners Ferry. Sidewalks and bike lanes are to be included. The project is in the design/development and right-of-way acquisition stage with an undetermined completion date.

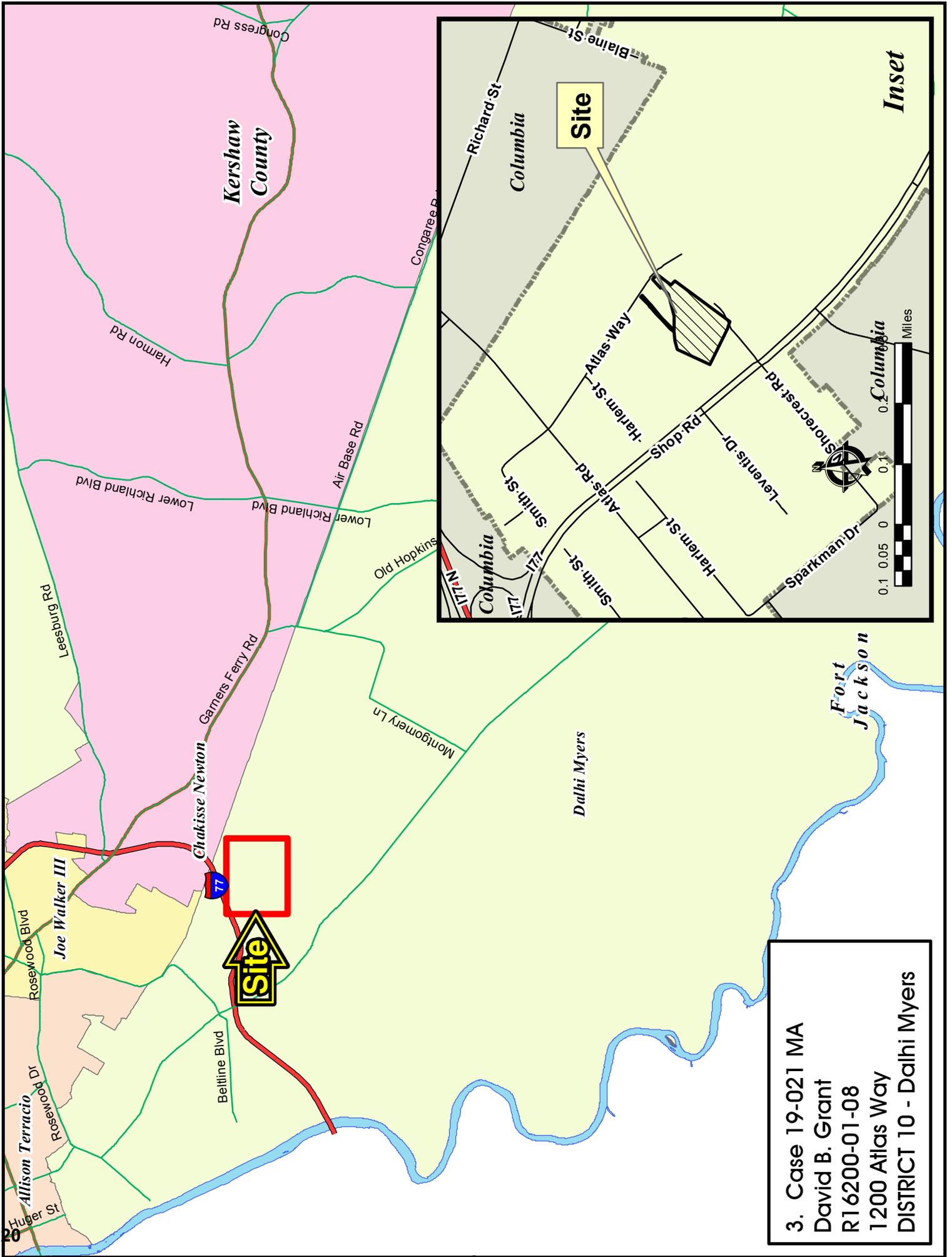
Conclusion

The proposed map amendment is consistent with the objectives of the 2015 Comprehensive Plan, as the plan encourages development of manufacturing, industrial, flex space, and office uses that will minimally affect surrounding properties.

For these reasons, staff recommends **Approval** of this map amendment.

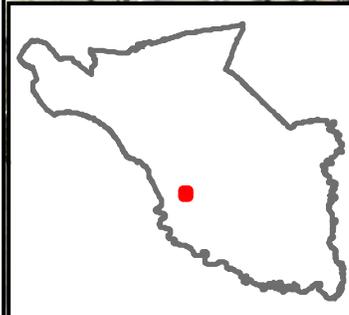
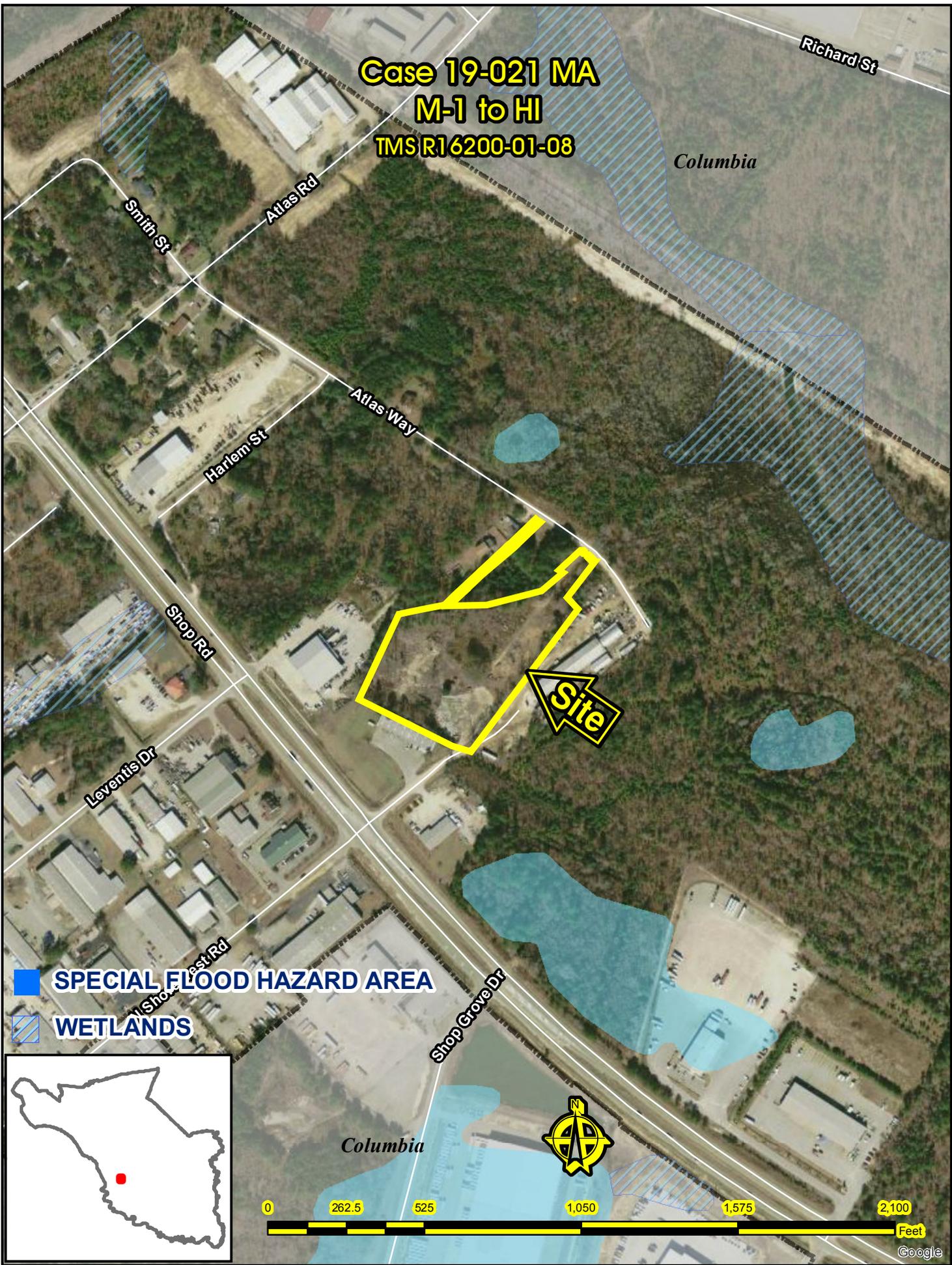
Zoning Public Hearing Date

June 25, 2019.

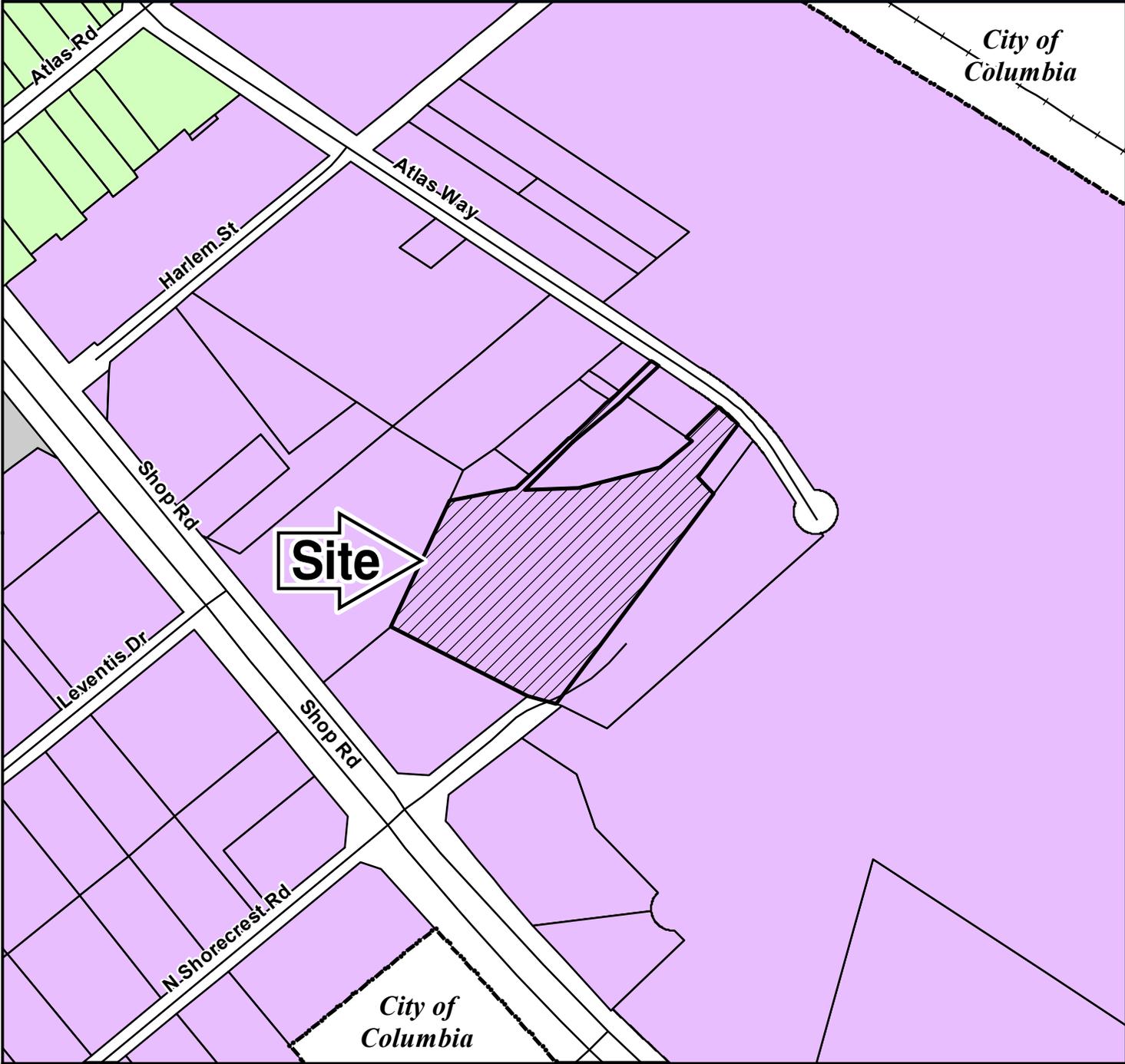


3. Case 19-021 MA
 David B. Grant
 R16200-01-08
 1200 Atlas Way
 DISTRICT 10 - Dalhi Myers

Case 19-021 MA
M-1 to HI
TMS R16200-01-08



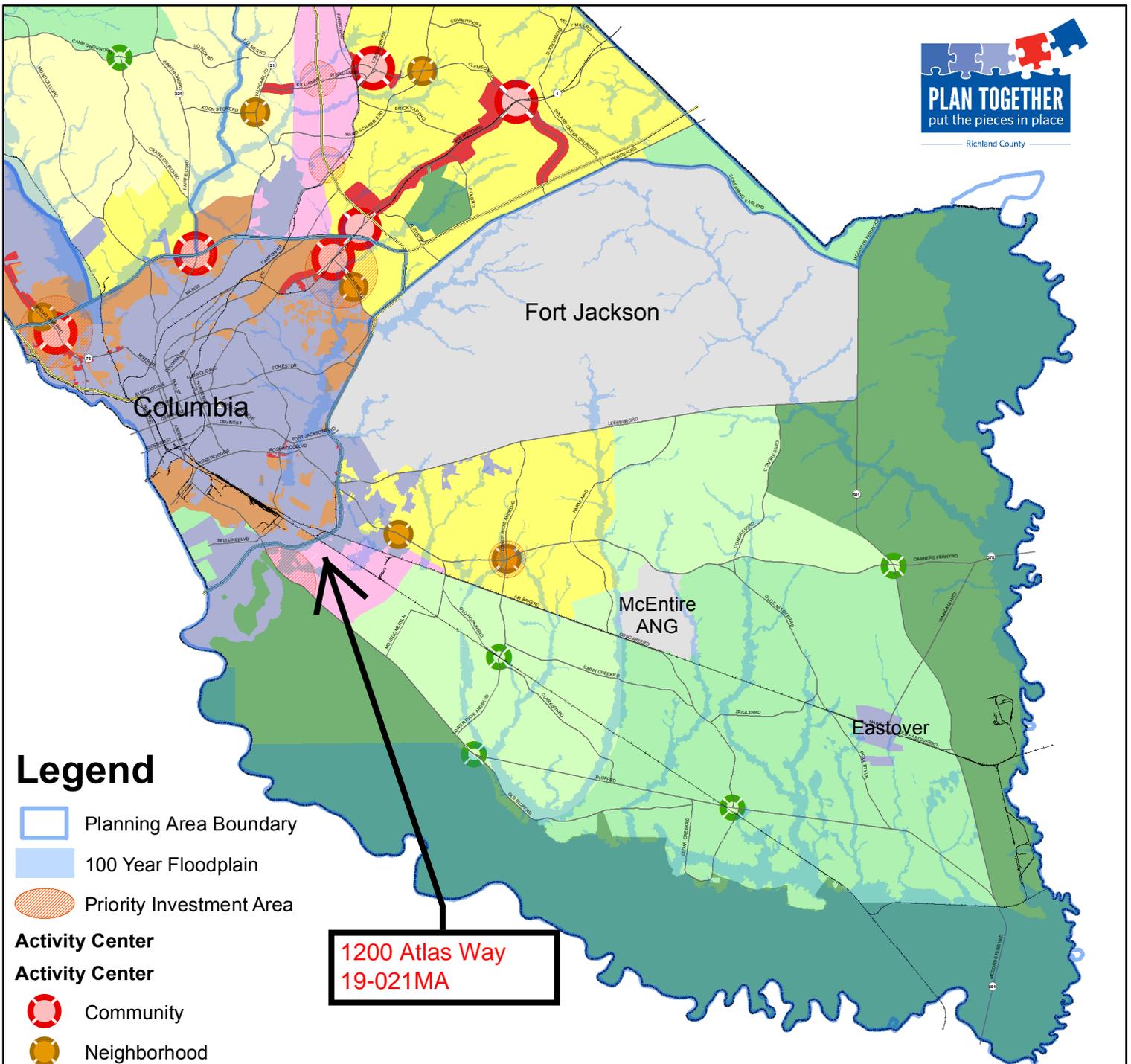
Case 19-021 MA M-1 to HI



ZONING CLASSIFICATIONS

CC-1	C-1	RS-E	MH	NC	LI	TROS
CC-2	C-3	RS-LD	RM-MD	GC	HI	Subject Property
CC-3	RG-2	RS-MD	RM-HD	RC	PDD	
CC-4	RR	RS-HD	OI	M-1	RU	





**1200 Atlas Way
19-021MA**

Legend

- Planning Area Boundary
- 100 Year Floodplain
- Priority Investment Area
- Activity Center**
- Community
- Neighborhood
- Rural
- Municipality
- Conservation
- Rural (Large Lot)
- Rural
- Neighborhood (Low Density)
- Neighborhood (Medium Density)
- Mixed Residential (High Density)
- Mixed Use Corridor
- Economic Development Center/Corridor
- Military Installation

For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

FUTURE LAND USE & PRIORITY INVESTMENT AREAS

SOUTHEAST PLANNING AREA



Adopted March 17, 2015

Miles
4 2 0 4 23



**Richland County
Planning & Development Services Department**

Map Amendment Staff Report

PC MEETING DATE: June 3, 2019
RC PROJECT: 19-022MA
APPLICANT: Robert F. Fuller

LOCATION: Langford Road

TAX MAP NUMBER: R23400-05-05 & 06
ACREAGE: 183.23 acres & 2.06 acres (185.29 acres total)
EXISTING ZONING: TROS/RU
PROPOSED ZONING: RS-LD

PC SIGN POSTING: May 24, 2019

Staff Recommendation

Approval

Background

Zoning History

The original zoning for both parcels as adopted September 7, 1977 was Rural (RU) District.

The larger of the subject parcels were rezoned from the RU District to the Traditional Recreational Open Space (TROS) District under case number 07-24MA (Ordinance number 065-07HR).

The subject parcels were part of a previous request for RS-MD under case number 19-010MA. The case was withdrawn.

Zoning History for the General Area

A Planned Development District (PDD) parcel southeast of the site with frontage on Kelly Mill Road was rezoned from PDD to PDD under case number 18-034MA.

The PDD parcels south of the site were rezoned to Planned Development District (PDD) under case number 97-48MA (Ordinance number 082-97HR).

Zoning District Summary

The Residential Single-Family Low Density District (RS-LD) is intended as a single-family, detached residential district, and the requirements for this district are designed to maintain a suitable environment for single family living. Non-single family development normally required to provide the basic elements of a balanced and attractive residential area is also permitted.

Minimum lot area is 12,000 square feet, or as determined by DHEC. The maximum density standard: no more than one principal dwelling unit may be placed on a lot except for permitted accessory dwellings.

Based upon a gross density calculation*, the maximum number of units for this site is approximately: 672 dwelling units.

*In calculating the maximum number of dwelling units, site characteristics, restrictions, land used for installation of infrastructure (which often amounts to 20-30% of the site), or application of open space provisions are not taken into consideration.

Direction	Existing Zoning	Use
<u>North:</u>	RU/RU	Residence/ Residential Subdivision(Hunters Run)
<u>South:</u>	RS-LD	Residential Subdivision (Crickentree) /Undeveloped
<u>East:</u>	RU/RU	Residence/Residence
<u>West:</u>	RU/RU	Undeveloped/Undeveloped Residential Subdivision (Baymont)

Discussion

Parcel/Area Characteristics

The larger of the subject parcels is primarily developed as a golf-course with some stands of trees located throughout the fairways. The smaller of the subject parcels contains a non-residential structure related to the golf course. The parcels have frontage along Langford Road and EJW Road. The smaller parcel is at the intersection of the two roads. Langford Road is a two-lane undivided collector without sidewalks or streetlights maintained by SCDOT. EJW Road is a local, unpaved road owned and maintained by the County. North and south of the subject parcels are developed residential, suburban subdivisions of varying lot sizes (Crickentree and Hunters Run) and large lot rural residential uses. Further south of the subject parcel is the Lake Carolina Planned Development Subdivision. West of the parcels is an approved subdivision using the open space provisions (Baymont).

Public Services

The subject parcel is within the boundaries of Richland School District Two. Kelly Mill Middle School is about 1-mile south of the smaller parcel on Kelly Mill Road. The Bear Creek Fire Station (station number 25) is located about 1.5 miles north of the smaller subject parcel on Heins Road. The subject parcels fall within the service area for the City of Columbia for water and sewer.

Being within a service area is not a guarantee that services are available to the parcel.

Plans & Policies

The 2015 Richland County Comprehensive Plan, ***“PUTTING THE PIECES IN PLACE”***, designates this area as ***Neighborhood Medium Density***.

Land Use and Character

Areas include medium-density residential neighborhoods and supporting neighborhood commercial scale development designed in a traditional neighborhood format. These neighborhoods provide a transition from Neighborhood (Low-Density) to more intense Mixed Residential (High-Density) urban environments. Multi-family development should occur near

activity centers and within Priority Investment Areas with access to roadways with adequate capacity and multimodal transportation options. Nonresidential development may be considered for location along main road corridors and within a contextually-appropriate distance from the intersection of a primary arterial.

Desired Development Pattern

The primary use within this area is medium density residential neighborhoods designed to provide a mix of residential uses and densities within neighborhoods. Neighborhoods should be connected and be designed using traditional grid or modified grid designs. Non-residential uses should be designed to be easily accessible to surrounding neighborhoods via multiple transportation modes.

Traffic Characteristics

The 2018 SCDOT traffic count (station #305, measuring from US 21 to Kershaw County line) located west of the subject parcel along Langford Road identified 7,300 Average Daily Trips (ADT). This section of Langford Road is classified as a two-lane undivided collector maintained by SCDOT with a design capacity of 8,600 ADTs. This section of Langford Road is operating at Level of Service (LOS) "C".

The ADT's are the total volume of traffic passing a point on a roadway during a 24-hour period. ADT's data is collected by SCDOT.

Langford Road has an Operational and Safety Improvement project through SCDOT. The project is to include installation of rumble strips and thermoplastic road markings. The project is currently in construction.

There are no planned or programmed improvements for this section of Langford Road or EJW Road through the County Penny Sales Tax program.

Conclusion

The proposed rezoning is consistent with the recommendations of the Comprehensive Plan and recommends **Approval** of this map amendment.

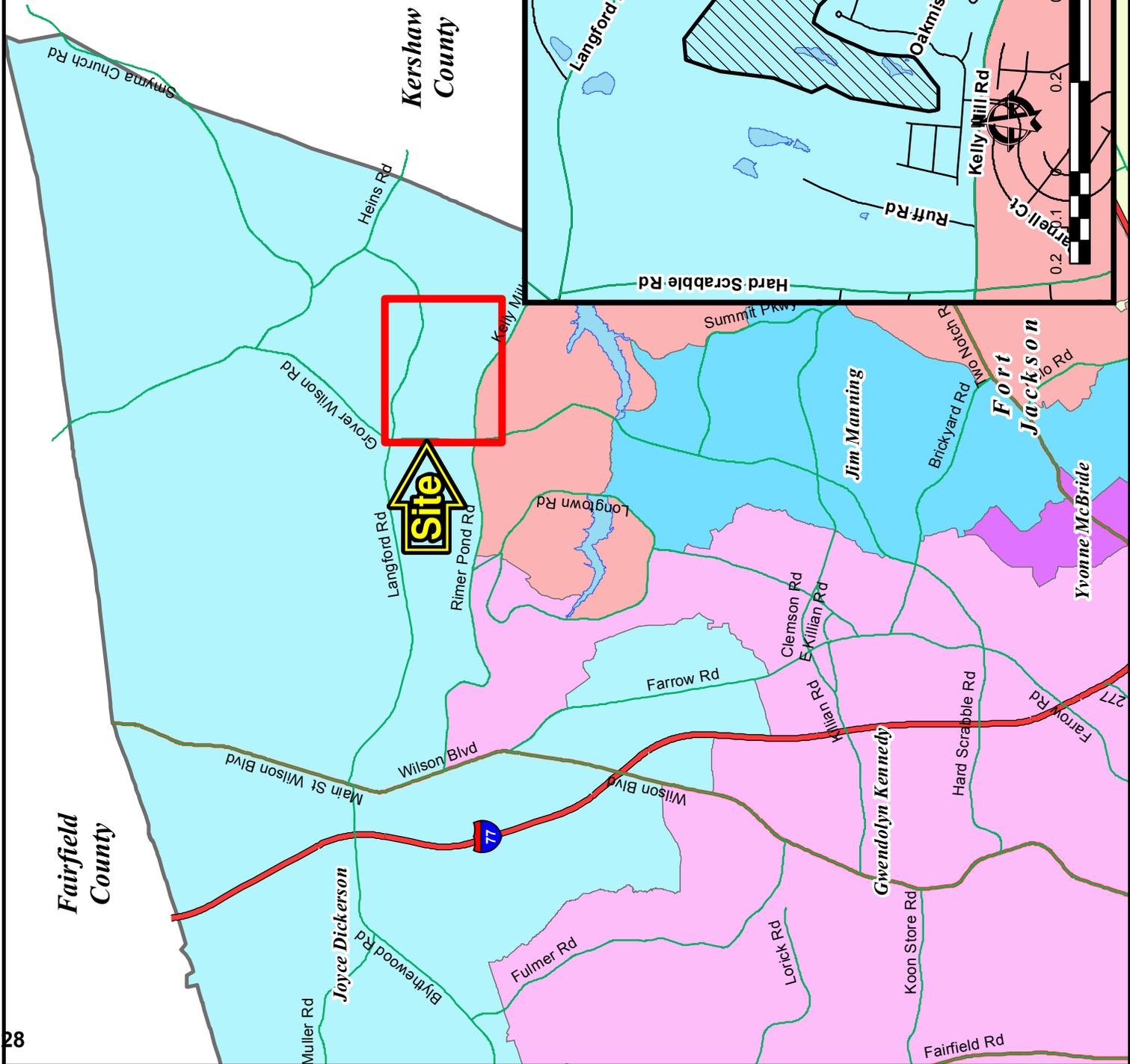
The Neighborhood (Medium Density) future land use designation recommends a desired development pattern where "the primary use within this area is medium density residential neighborhoods designed to provide a mix of residential uses and densities within neighborhoods."

Additionally, while the uses and density allowed under the RS-LD district are consistent with the recommendations of the Plan, approval of the request may promote a density which is not consistent with that of the established and proposed developments of the adjacent and proximate subdivisions (Hunters Run, Baymont, and Crickentree).

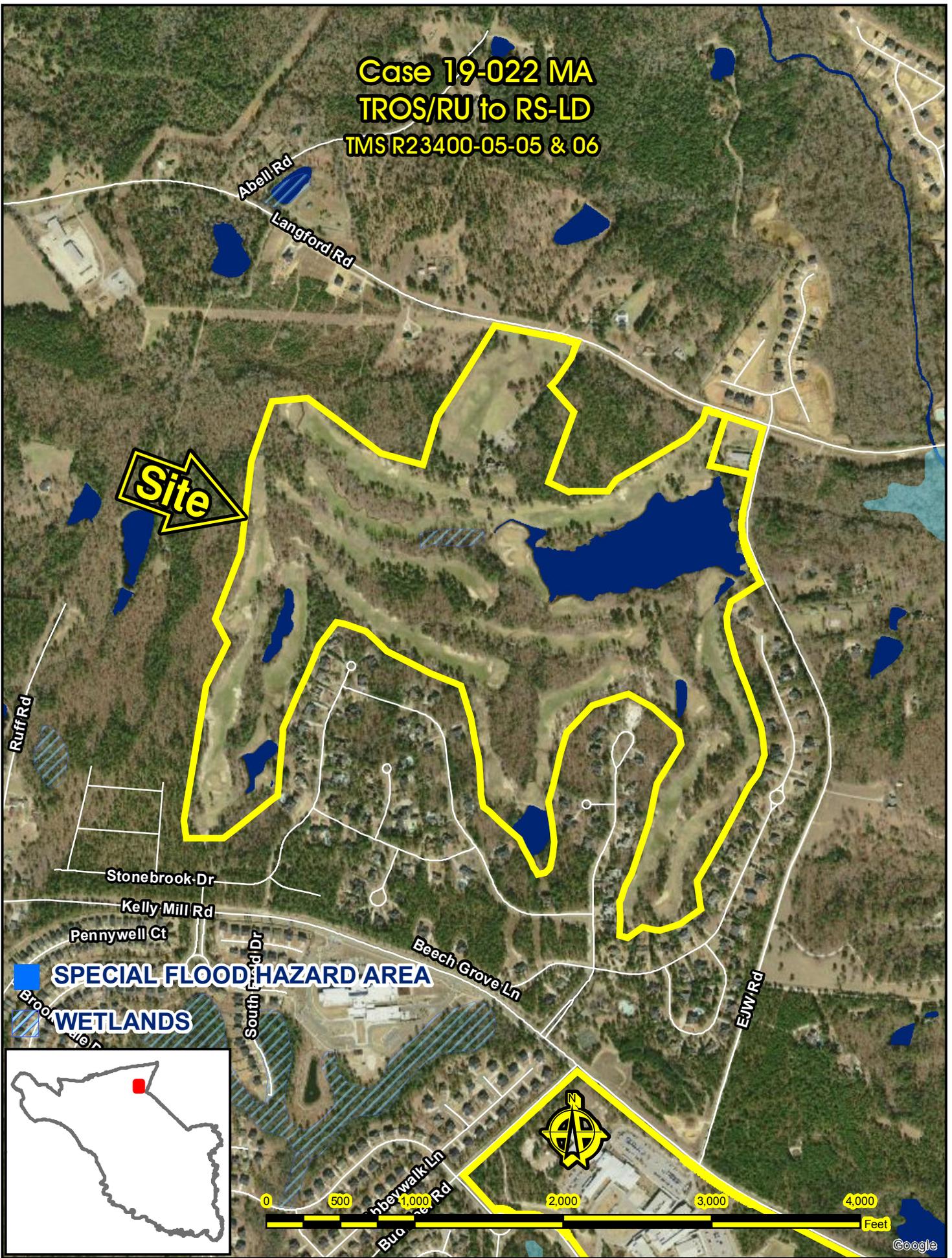
Zoning Public Hearing Date

June 25, 2019

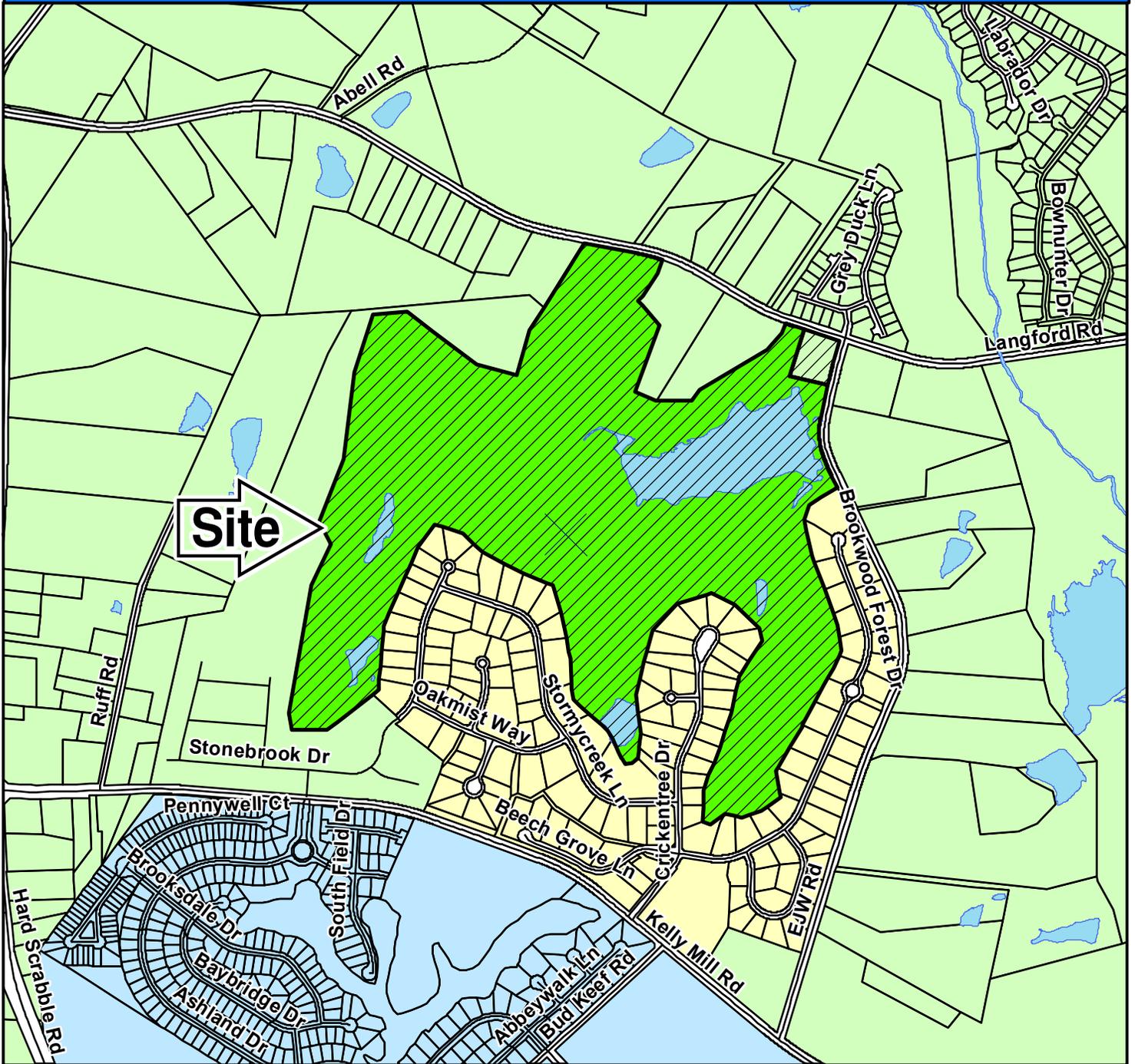
4. Case 19-022 MA
Robert F, Fuller
R23400-05-05 & 06
Langford Road
DISTRICT 2 - Joyce Dickerson



**Case 19-022 MA
TROS/RU to RS-LD
TMS R23400-05-05 & 06**



Case 19-022 MA TROS/RU to RS-LD



ZONING CLASSIFICATIONS

	CC-1		C-1		RS-E		MH		NC		LI		TROS	 Subject Property
	CC-2		C-3		RS-LD		RM-MD		GC		HI		PDD	
	CC-3		RG-2		RS-MD		RM-HD		RC		PDD		RU	
	CC-4		RR		RS-HD		OI		M-1		RU			

NORTHEAST PLANNING AREA

FUTURE LAND USE & PRIORITY INVESTMENT AREAS



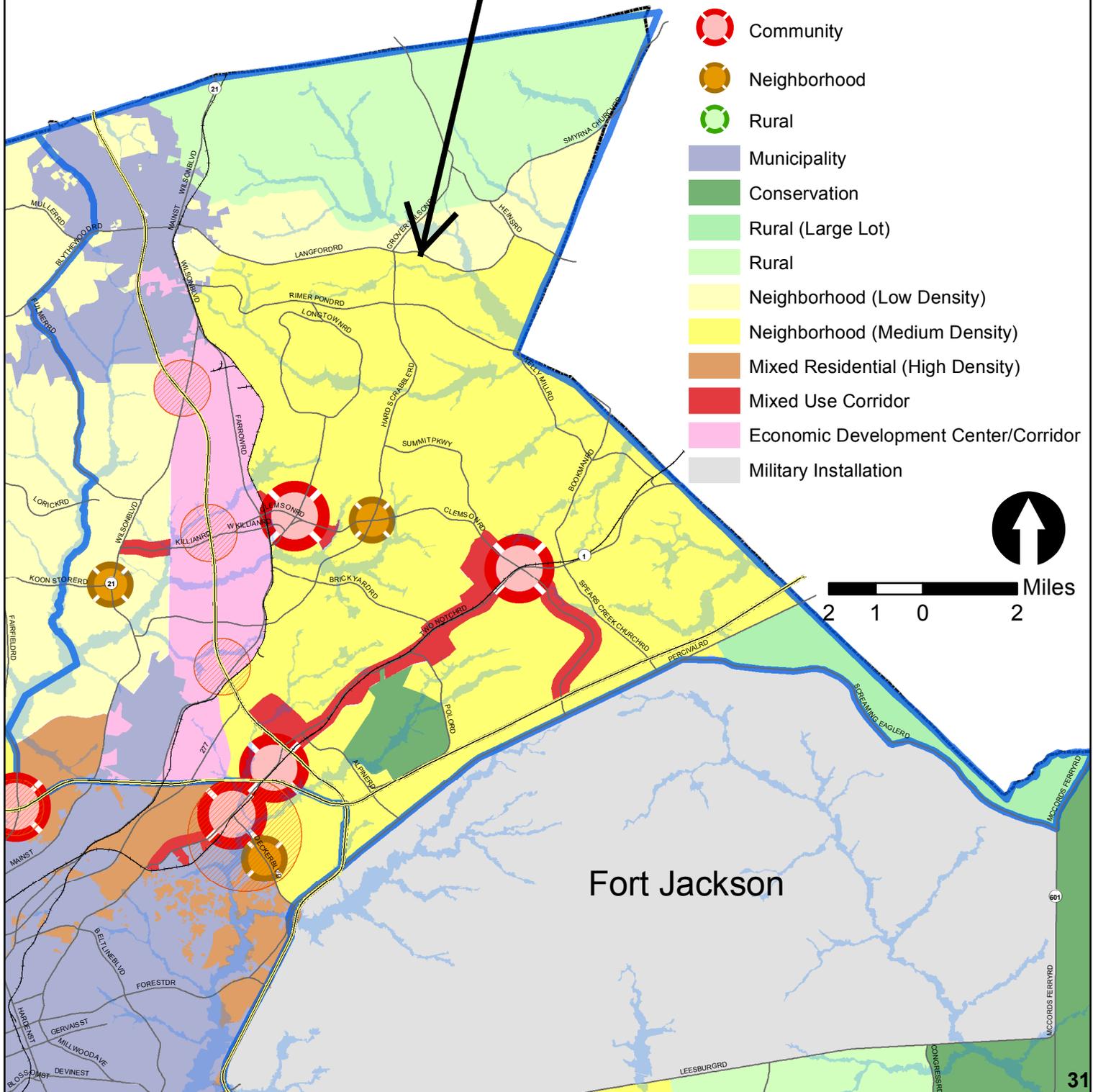
For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

Adopted March 17, 2015

Langford Rd 19-022MA

Legend

- 100 Year Floodplain
- Priority Investment Area
- Planning Area Boundary
- Activity Center**
- Community
- Neighborhood
- Rural
- Municipality
- Conservation
- Rural (Large Lot)
- Rural
- Neighborhood (Low Density)
- Neighborhood (Medium Density)
- Mixed Residential (High Density)
- Mixed Use Corridor
- Economic Development Center/Corridor
- Military Installation



Fort Jackson



**Richland County
Planning & Development Services Department**

Map Amendment Staff Report

PC MEETING DATE: June 3, 2019
RC PROJECT: 19-023 MA
APPLICANT: Jeff Ruble

LOCATION: Bluff Road and Longwood Road

TAX MAP NUMBER: R16100-02-02,04,07,16 & 20
ACREAGE: 318.57 acres
EXISTING ZONING: M-1
PROPOSED ZONING: HI

PC SIGN POSTING: May 24, 2019

Staff Recommendation

Approval

Background

Zoning History

The original zoning as adopted September 7, 1977 was Light Industrial District (M-1).

Zoning District Summary

The M-1 District is intended to accommodate wholesaling, distribution, storage, processing, light manufacturing, and general commercial or agricultural uses. Certain related structures and uses required to serve the needs of such uses are permitted outright or are permitted with special requirements and/or special exceptions.

Direction	Existing Zoning	Use
<u>North:</u>	M-1	China Jushi Plant and Facilities
<u>South:</u>	RU / M-1	Undeveloped / Residential
<u>East:</u>	M-1	Undeveloped / ASGDC
<u>West:</u>	M-1 / HI / MH	Bluff Rd Park / Undeveloped / Industrial

Discussion

Parcel/Area Characteristics

The site is comprised of numerous parcels in various stages of developed. A majority of the subject parcels are undeveloped with a few accessory structures associated with site construction and previous agricultural and industrial uses. The general area is comprised of developing industrial property (China Jushi), industrial uses, including warehousing, transportation, manufacturing / processing, undeveloped property, Alvin S Glenn Detention Center (ASGDC), and sparse residential on the fringes. The subject site has frontage along

Bluff Road and Longwood Road. It will have additional frontage along Shop Road as part of the extension of Shop Road. This section of Bluff Road is an undivided two-lane minor arterial. Longwood Road is an undivided two-lane major collector. The Shop Road extension will be a four-lane divided minor arterial. North of the site is the developing China Jushi facility, zoned M-1. Undeveloped property and the ASGDC, zoned M-1, are located east of the site. The parcels south of the site, zoned RU and M-1, are primarily undeveloped. West of the site is Bluff Road park, undeveloped properties, commercial properties, and sparse residentially developed parcels which are zoned M-1 and HI.

Public Services

The Industrial Park fire station (station number 3) is located on The Boulevard, approximately 2 miles west of the subject parcel. Annie Burnside Elementary School is located about 2.2 miles north of the subject parcel on Patterson Road. Records indicate that the parcel would require septic sewage system or a private water. Sewer and water are also likely available through the City of Columbia.

Being within a service area is not a guarantee that services are available to the parcel.

Plans & Policies

The 2015 Richland County Comprehensive Plan, ***“PUTTING THE PIECES IN PLACE”***, designates this area as ***Economic Development Center/Corridor***.

Land Use and Design

Concentrated areas of high quality employment facilities, integrated with or adjacent to complementary retail and commercial uses and/or medium-and high-density residential uses. This category encourages development of manufacturing, industrial, flex space, and office uses in locations that will minimally affect surrounding properties. Commercial and residential uses are secondary to employment uses.

Desired Development Pattern

Master planned industrial and business parks should include a mix of uses within single developments, including employment, convenience commercial and dining, and housing. These mixed-use employment “campuses” provide opportunities for employees to conveniently shop and dine during normal business hours. Smaller scale, single-use employment developments located along major roads should be designed to appropriately buffer manufacturing and industrial uses from adjacent properties. Secondary commercial and residential uses should be located along primary road corridors proximate to employment centers.

Traffic Characteristics

The 2018 SCDOT traffic count (Station #239) located west of the subject parcel on Bluff Road identifies 10,300 Average Daily Trips (ADT's). This section of Farrow Road is classified as a two lane undivided minor arterial, maintained by SCDOT with a design capacity of 10,800 ADT's. This segment of Bluff Road is currently operating at Level of Service (LOS) “C”.

The 2018 SCDOT traffic count (Station #685) located east and north of the subject parcel on Longwood Road identifies 600 Average Daily Trips (ADT's). This section of Longwood Road is classified as a two lane undivided major collector, maintained by SCDOT with a design capacity of 8,600 ADT's. This segment of Bluff Road is currently operating at Level of Service (LOS) “A”.

The ADT's are the total volume of traffic passing a point on a roadway during a 24-hour period. ADT's data is collected by SCDOT.

An Alternative Transportation enhancement project is currently underway for this section of Bluff Road from Windy Road to Carswell Road. This project will be installing bike lanes and sidewalks along this section of Bluff Road. It is currently design/development with an undetermined completion date.

The Richland Penny currently is undertaking construction for the Shop Road Extension Phase 1 project. This will create a four-lane divided highway between Pineview Road and Longwood Road.

There are no planned or programmed improvements for this section of Longwood Road through the County Penny Sales Tax program or through SCDOT.

Conclusion

The proposed map amendment is consistent with the objectives of the 2015 Comprehensive Plan, as the plan encourages development of manufacturing, industrial, flex space, and office uses that will minimally affect surrounding properties. The proposed zoning district would be consistent with the industrial zoning districts in the immediate area. Additionally, further policy guidance under the Economic Development Center/Corridor future land use designation notes "industrial and business parks are the preferred land use for these areas" where the subject site is part of the Pineview Industrial Park.

For these reasons, staff recommends **Approval** of this map amendment

Zoning Public Hearing Date

June 25, 2019.

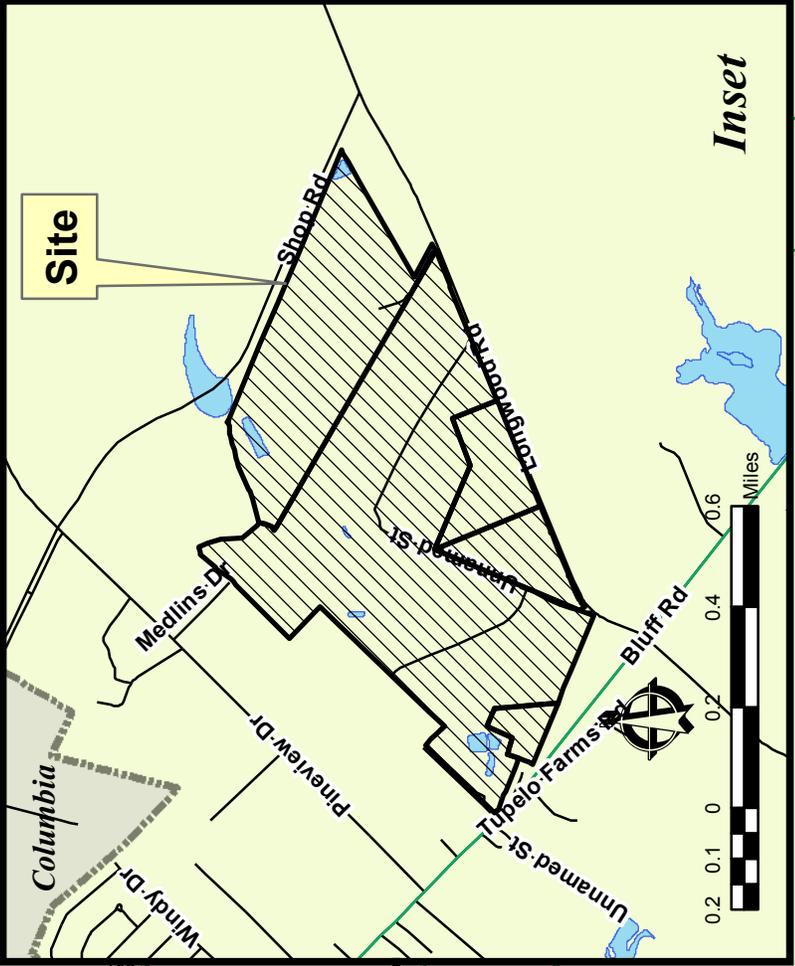
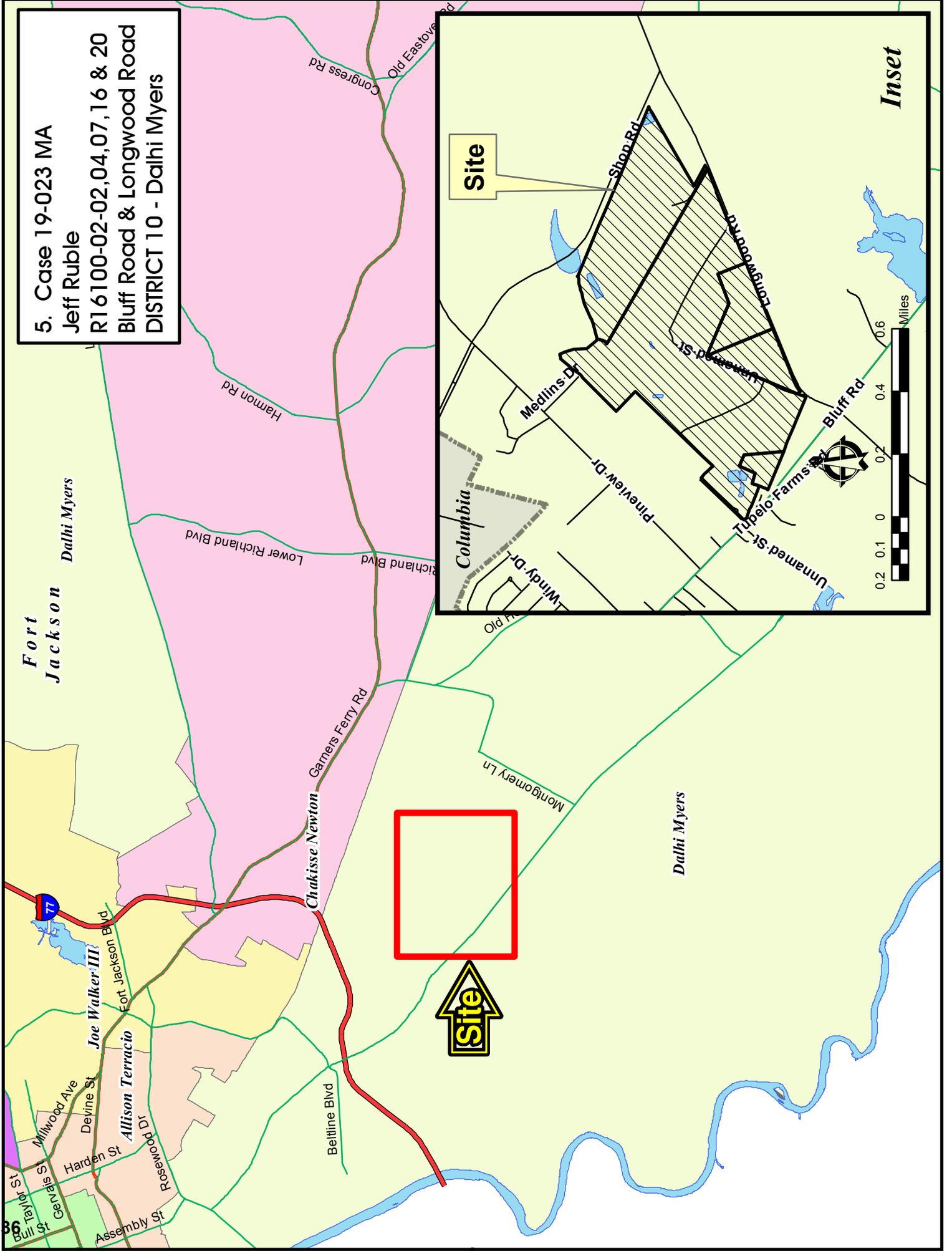
5. Case 19-023 MA

Jeff Ruble

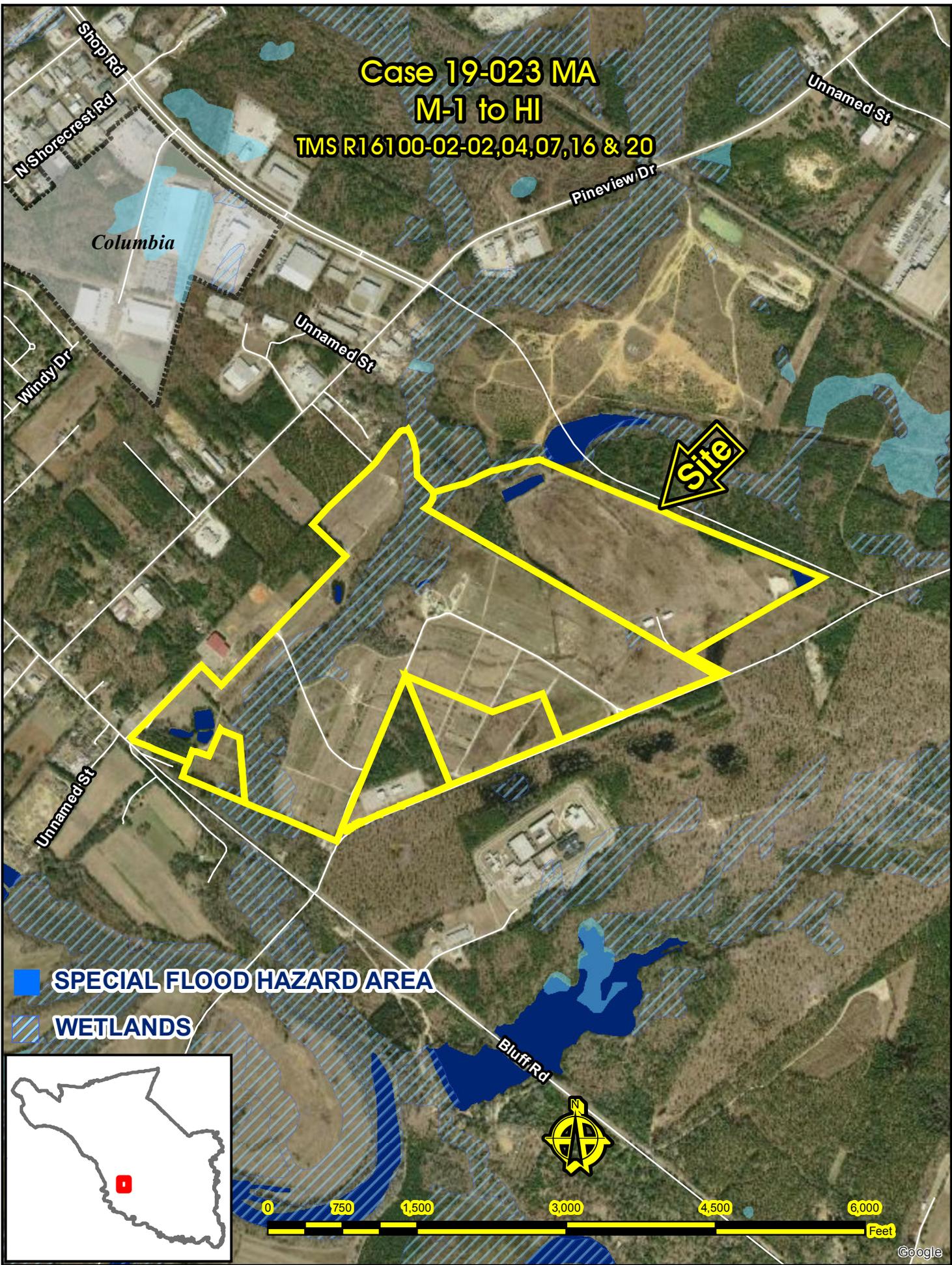
RT 16100-02-02, 04, 07, 16 & 20

Bluff Road & Longwood Road

DISTRICT 10 - Dalhi Myers

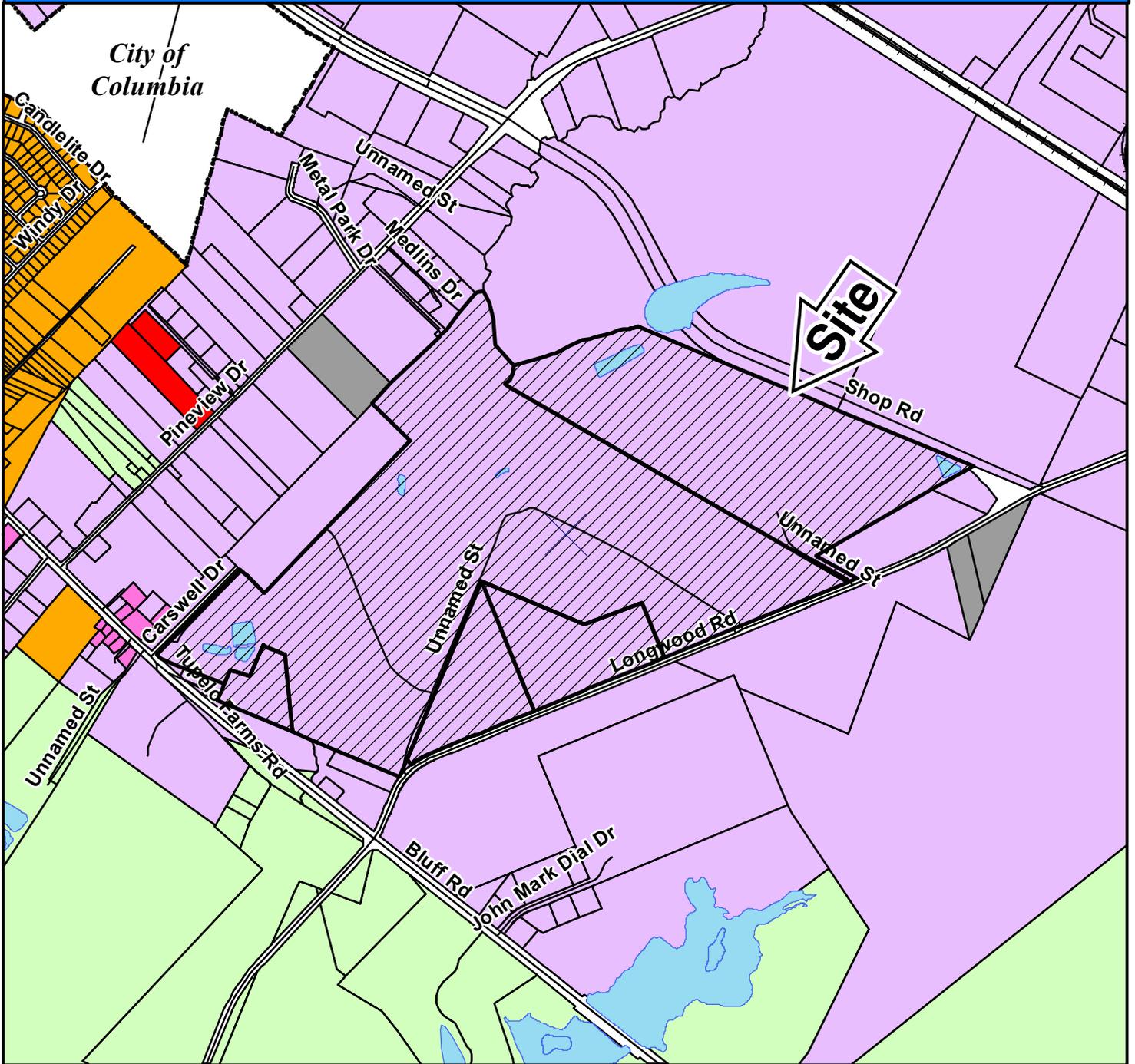


Case 19-023 MA
M-1 to HI
TMSR16100-02-02,04,07,16 & 20



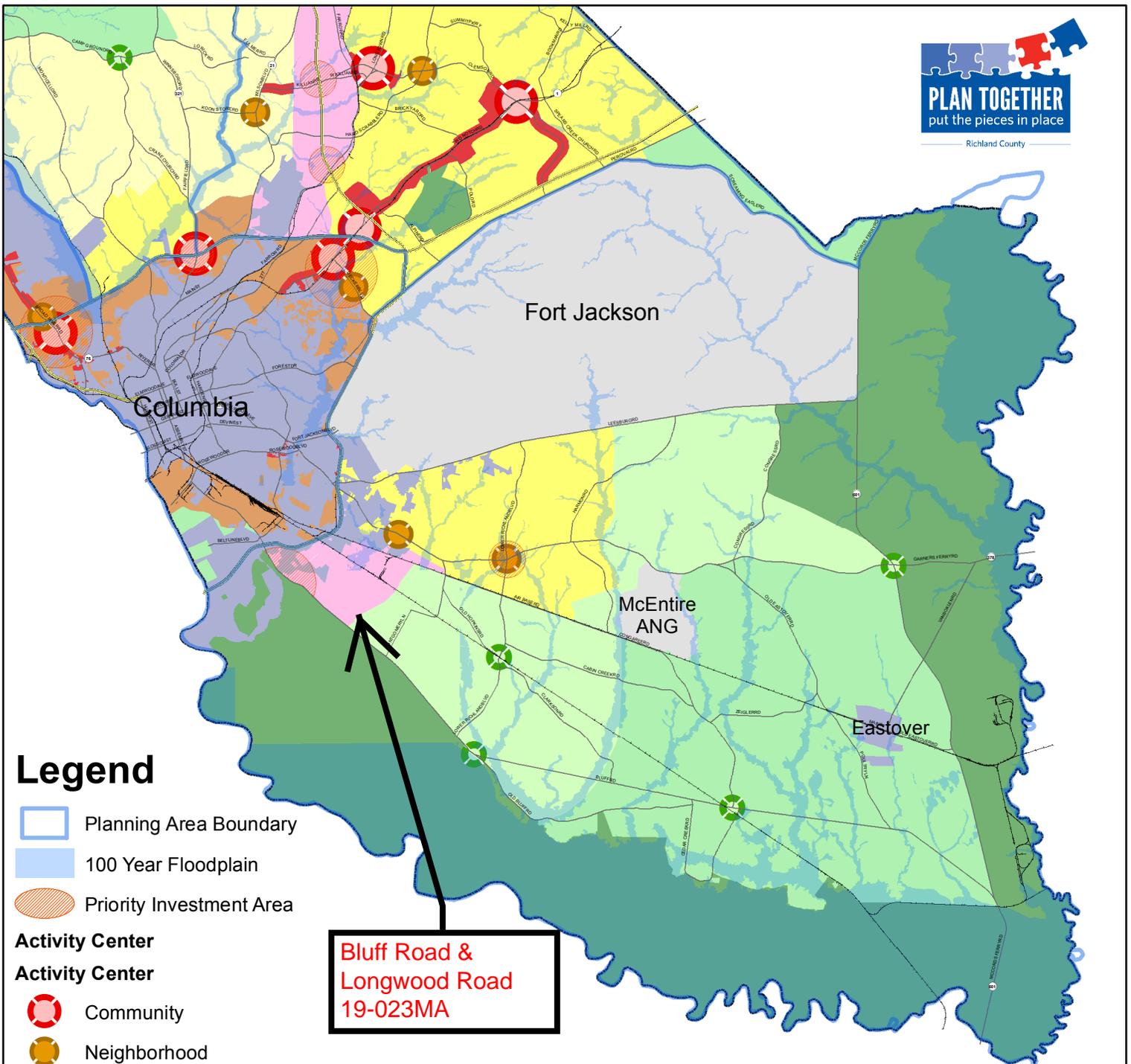
Case 19-023 MA

M-1 to HI



ZONING CLASSIFICATIONS

	CC-1		C-1		RS-E		MH		NC		LI		TROS	 N Subject Property
	CC-2		C-3		RS-LD		RM-MD		GC		HI		PDD	
	CC-3		RG-2		RS-MD		RM-HD		RC		PDD		RU	
	CC-4		RR		RS-HD		OI		M-1		RU			



Legend

- Planning Area Boundary
- 100 Year Floodplain
- Priority Investment Area
- Activity Center**
- Community
- Neighborhood
- Rural
- Municipality
- Conservation
- Rural (Large Lot)
- Rural
- Neighborhood (Low Density)
- Neighborhood (Medium Density)
- Mixed Residential (High Density)
- Mixed Use Corridor
- Economic Development Center/Corridor
- Military Installation

**Bluff Road &
Longwood Road
19-023MA**

For more information on Priority Investment Areas, refer to the Priority Investment Element in Section 12 of the Comprehensive Plan.

FUTURE LAND USE & PRIORITY INVESTMENT AREAS

SOUTHEAST PLANNING AREA



Adopted March 17, 2015





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