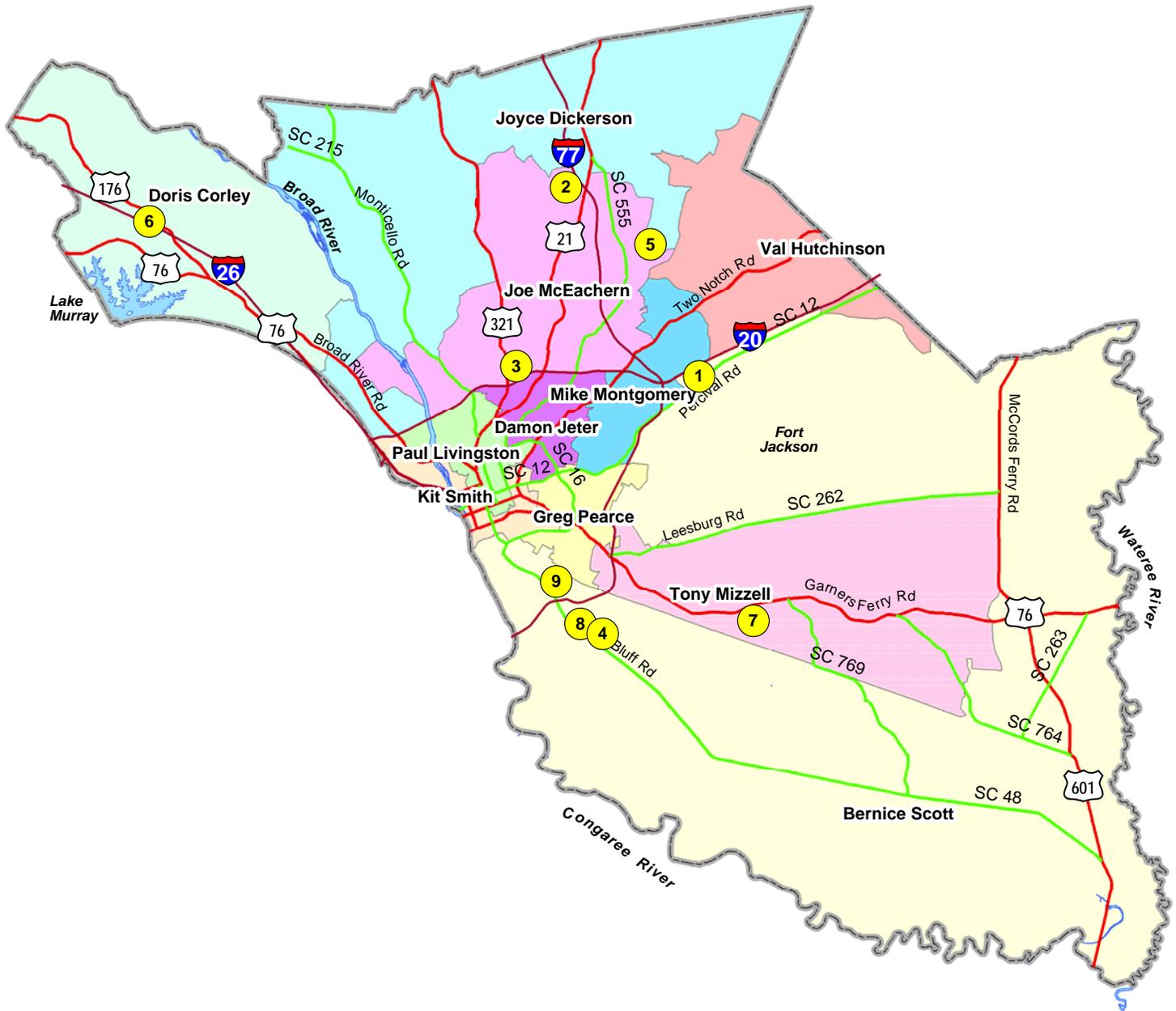


RICHLAND COUNTY
PLANNING COMMISSION



JUNE 5, 2006

RICHLAND COUNTY PLANNING COMMISSION JUNE 5, 2006



CASE NO.	APPLICANT	TMS NO.	LOCATION	DISTRICT
1. 06-18 MA	Brant Taylor	22601-01-03	Percival Road near Inglesby Drive	Scott
2. 06-24 MA	Pennsbury Reserve II	14900-01-02 (P)	Inside Northpoint Business Park	McEachern
3. 06-25 MA	Crawford Knoll	11807-07-27 & 11806-02-06/07//08/09/02/05 & 11806-06-04	East Side of Fairfield Rd. at Crawford Road	McEachern
4. 06-27 MA	Chinese Cultural Center	16104-02-13	1217 Pineview Road	Scott
5. 06-29 MA	Martin Moore	20200-01-16	Clemson Rd. across from Killian Elem. School	Dickerson
6. 06-30 MA	Mungo Company-Peak Exit	02600-09-05	W Side of Broad River Rd, 1/2 mi. N of I-26	Corley
7. 06-31 MA	Mungo Company	24700-02-08 (P)	E Side of Lower Richland Blvd. 1/4 mi. S of US 378	Mizzell
8. 06-34 MA	24/7 Bonding Co., Inc.	13416-01-01	Atlas Road at Bluff Road	Scott
9. 06-36 MA	Jon Williams	13607-02-01	SW Corner of Shop Road & Mauney Drive	Scott

RICHLAND COUNTY PLANNING COMMISSION

Monday, June 5, 2006

Agenda

1:00 PM

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

STAFF Donny Phipps Interim Planning Director
Anna Almeida Development Services Manager
Michael Criss, AICP Planning Services Manager
Amelia R. Linder, Esq. Assistant County Attorney

I. 1:00 PM - PUBLIC MEETING CALL TO ORDER Pat Palmer, Chairman

II. PUBLIC NOTICE ANNOUNCEMENT

III. PRESENTATION OF MINUTES FOR APPROVAL

Consideration of the May 1, 2006 Minutes

IV. AGENDA AMENDMENTS

V. OLD BUSINESS

CASE # 06 - 18 MA	(deferred from May Meeting)	Page
APPLICANT	Brant Taylor	01
REQUESTED AMENDMENT	RM-MD to GC (9.2 acres)	
PURPOSE	Commercial Warehouse	
TAX MAP SHEET NUMBER (S)	22601-01-03	
LOCATION	Percival Road Near Inglesby Drive	

VI. NEW BUSINESS - ZONING MAP AMENDMENTS

CASE # 06 - 24 MA		Page
APPLICANT	Pennsbury Reserve II (Steve Corboy)	13
REQUESTED AMENDMENT	M-1 to PDD (58.5 acres)	
PURPOSE	Single Family Subdivision	
TAX MAP SHEET NUMBER (S)	14900-01-02 (p)	
LOCATION	Inside Northpoint Business Park	

CASE # 06 - 25 MA		Page
APPLICANT	Crawford Knoll (Brant Taylor)	33
REQUESTED AMENDMENT	RS-MD to PDD (85 acres)	
PURPOSE	Single Family S/D and Office Commercial	
TAX MAP SHEET NUMBER (S)	11807-07-27 & 11806-02-06/07//08/09/02/05 & 11806-06-04	
LOCATION	East Side of Fairfield Rd @ Crawford Rd	

CASE # 06 - 27 MA		Page
APPLICANT	Chinese Cultural Center	49
REQUESTED AMENDMENT	M-1 to GC (5.1 acres)	
PURPOSE	Chinese Culture Activity Center	
TAX MAP SHEET NUMBER (S)	16104-02-13	
LOCATION	1217 Pineview Drive	

CASE # 06 - 29 MA		Page
APPLICANT	Martin Moore	59
REQUESTED AMENDMENT	NC to OI (10 acres)	
PURPOSE	Professional Office Park	
TAX MAP SHEET NUMBER (S)	20200-01-18	
LOCATION	Clemson Rd Across From Killian Elementary School	

CASE # 06 - 30 MA		Page
APPLICANT	Mungo Company – Peake Exit	69
REQUESTED AMENDMENT	M-1 to RS-HD (42 acres)	
PURPOSE	Single Family Residential S/D	
TAX MAP SHEET NUMBER (S)	02600-09-05	
LOCATION	W Side of Broad River Rd, ½ Mile N of I-26	

CASE # 06 - 31 MA		Page
APPLICANT	Mungo Company	81
REQUESTED AMENDMENT	RS-LD to NC (5.5 acres)	
PURPOSE	Neighborhood Commercial	
TAX MAP SHEET NUMBER (S)	24700-02-08(p)	
LOCATION	E Side of Lower Richland Blvd. ¼ Mile south of US 378	

CASE # 06 - 34 MA		Page
APPLICANT	24/7 Bonding Co. Inc.	91
REQUESTED AMENDMENT	RS-HD to NC (3.2 acres)	
PURPOSE	Neighborhood Commercial	
TAX MAP SHEET NUMBER (S)	13416-01-01	
LOCATION	Atlas Rd. at Bluff Rd.	

CASE # 06 - 36 MA		Page
APPLICANT	Jon Williams	103
REQUESTED AMENDMENT	HI to RM-MD	(26.45acres)
PURPOSE	Residential Multi Family	
TAX MAP SHEET NUMBER (S)	13607-02-01	
LOCATION	SW corner of Shop Rd. & Mauney Dr.	

VII. COMPREHENSIVE PLAN

- a. Comprehensive Plan Revision Status Report
- b. Neighborhood/Community Master Plans Status Report

VIII. ROAD NAME APPROVALS113

IX. ADJOURNMENT

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

May 1, 2006

RC Project # 06-18 MA	Applicant: Brant Taylor
General Location: Percival Road near Inglesby Drive	
Tax Map Number: 22601-01-03	Subject Area: 9.3 ac MOL
Current Parcel Zoning: RM-MD Proposed Parcel Zoning: GC	Proposed Use: Commercial Warehouse Gross Density: NAp Open Space: NAp
PC Sign Posted: April 6, 2006	

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments 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 the Land Development Code and the Comprehensive Plan.

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

Map Change Justification Statement

No Justification Offered

Effect Of the Proposed Amendment On the Surrounding Properties
Existing Zoning and Land Use

	Existing Zoning	Existing Land Use
Subject Parcel	RM-MD	Existing Vacant Warehouse & Cleared Area
Adjacent North	RM-MD	Single Family Residence
Adjacent East	RM-MD	Undeveloped Woodlands
Adjacent South	NAP	Ft. Jackson
Adjacent West	RM-MD & GC	Church along Percival Rd & Single Family Residences behind the Church

The Effect Of The Change On Surrounding Properties - Compatibility

The existing ½ acre warehouse site, out of a total 9.3 acre site, can continue to operate without changing the zoning. The GC zoning district permits a huge variety of land uses. Unless a specific development plan that limits the possible commercial uses is provided, it is difficult to determine all the possible effects that general commercial zoning could have on the adjacent land uses. The Amendment request for general commercial development zoning is not compatible with adjacent residential and church land uses.

Traffic Management Plan (TMP)

A traffic management plan is not required at the zoning stage.

Traffic Impact Analysis

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the Department’s 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 ratio 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 completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2010. 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	Percival Road
Functional Classification Of This Roadway	Two Lane Undivided Minor Arterial
Level-Of-Service C Design Capacity (V/C = 1.00)	10,800
Estimated Traffic Generated By The Proposed Project	4464
Current Volume At The Nearest Count Station # 216 Located @ Smallwood Rd	9400
Estimated Traffic Count With the Proposed Project	13,864
Volume-To-Capacity Ratio With The Proposed Project	1.28

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented in the 5th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM). In this case, the estimated traffic is calculated by multiplying the generation rate for a general retail business (GC uses) found on page 1097 of the TGM times the estimated square footage of leaseable area on the site. (48 trips per 1000 sq. ft. times [an estimated 10,000 sq. ft. leaseable area per acre] times 9.3 acres = 93,000 sq. ft. – 48 x 93 = 4464 ADTs)

The current traffic counts were received from SCDOT on May 24, 2005 and represent the Annual Average Daily Trips in 2004 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 Department estimates the proposed Amendment will result in Percival Road operating at an LOS E at the SCDOT count station near Smallwood Drive. **There are no funds available for capacity improvements to Percival Road, or almost any other road in Richland County, until at least the middle of the next decade.**

If the subject 9.3 acre site were built out to the maximum allowable multi-family residential density of 8.0 DU/acre, an estimated 491 ADTs would be generated onto Percival Road. (9.3 acres x 8.0 DU/acre x 6.6 ADTs per DU) If the entire site was occupied with 93,000 sq. ft. of warehouse use, the site would generate approximately 461 ADTs. (93 x 4.96 ADTs/1000 GFA)

Amendment Relationship To Comprehensive Plan

The Department recommends evaluation of 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/Recommendations 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 also amended all the Subarea Proposed Land Use Maps on May 3, 1999.

The Northeast Subarea Plan Proposed Land Use Map (Map) designates the subject area as Medium Density Residential (5.0 to 9.0 DU/acre) in the **Established Urban Area**. The proposed GC zoning **is not consistent with the Map** designation because it is commercial zoning in an area designated for residential development.

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations/Principles 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/Recommendations, found on pages 30 and 35 respectively, are discussed below:

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

The subject site is not located at a major intersection. The Alpine Road intersection is approximately ½ to the west. The proposed Amendment does not implement this Objective

Principle – In general, commercial and office activities should be confined to existing zoned areas and/or proposed locations where the following apply ... Sites of major traffic junctions and cluster locations as opposed to strip development

See the discussion above. The proposed Amendment does not implement this Principle.

Development Review Team Action

Development Review Team action is not required at the zoning stage.

Other Relevant Issues

Table 20-V.2 – Table of Permitted Uses With Special Requirements and Special Exceptions allows warehouses in the GC zoning district subject to certain Special Requirements. Section 26-151 [c] (57) of the Land Development Code allows “warehouses” **as an accessory use only** and limit the development to 12,000 sq. ft. of gross floor area. The subject Amendment is not consistent with these Special Requirements because the warehouse is NOT an accessory use and the site would most likely have more than 12,000 sq. ft. of gross leaseable area.

Section 26-151 [c] (58) of the Land Development Code allows “Self-storage warehouses” subject to special conditions that involve lighting, parking, fencing, outdoor storage, etc. There is no limit to the amount of gross leaseable area in this category of “warehouses”. The landscape buffer provisions of the Land Development Code will apply to any development of the site.

Approval of any type of non-residential zoning on the subject site would set a precedent for other applicants to extend non-residential zoning in both directions along Percival Road. There is a substantial amount of vacant land along Percival Road to east of the subject site designated for light industrial land uses, such as warehouses. The applicant has not provided any factual justification to change the zoning on the subject site at this point in time.

The principal decision to be made in a Zoning Map Amendment matter is: **Is the subject site the correct location for the requested land use at this point in time?** The subject parcel could be a good location for some type of non-residential activity at some point in the future. The Department believes that since no factual justification has provided to the contrary, the medium density residential land use designation and the RM-MD zoning are still appropriate at this time.

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 # 06-18 MA **not be changed** from RM-MD to GC.

Findings of Fact:

1. The applicant **has not justified the need** to change the zoning on the subject site.
2. The proposed commercial zoning **is not compatible with** the adjacent residential and church land uses.
3. The proposed Amendment is estimated to result in Percival Road operating at an LOS E at the SCDOT count station near Smallwood Drive.
4. The proposed Amendment **is not consistent with** Proposed Land Use Map designation in the Northeast Subarea Plan.
5. The proposed Zoning Map Amendment **is not consistent with** the Objectives and Recommendations of the Northeast Subarea Plan discussed herein.
6. The medium density residential land use designation and the RM-MD zoning are still appropriate at this time.
7. If the proposed Amendment fails, the subject site may be used by any of the permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

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 May 1, 2006, the Richland County Planning Commission **agreed (did not agree)** with the PDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 06-18 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 # 06-18 MA, the Planning Commission made the findings of fact summarized below:

CASE 06-18 MA
RM-MD to GC
TMS 22601-01-03



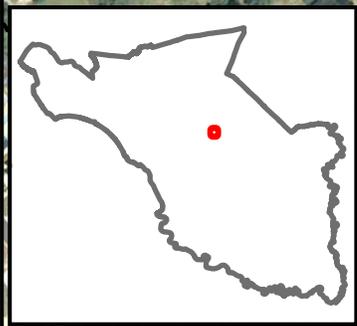
- FLOOD ZONE A
- FLOOD ZONE AE
- WETLANDS



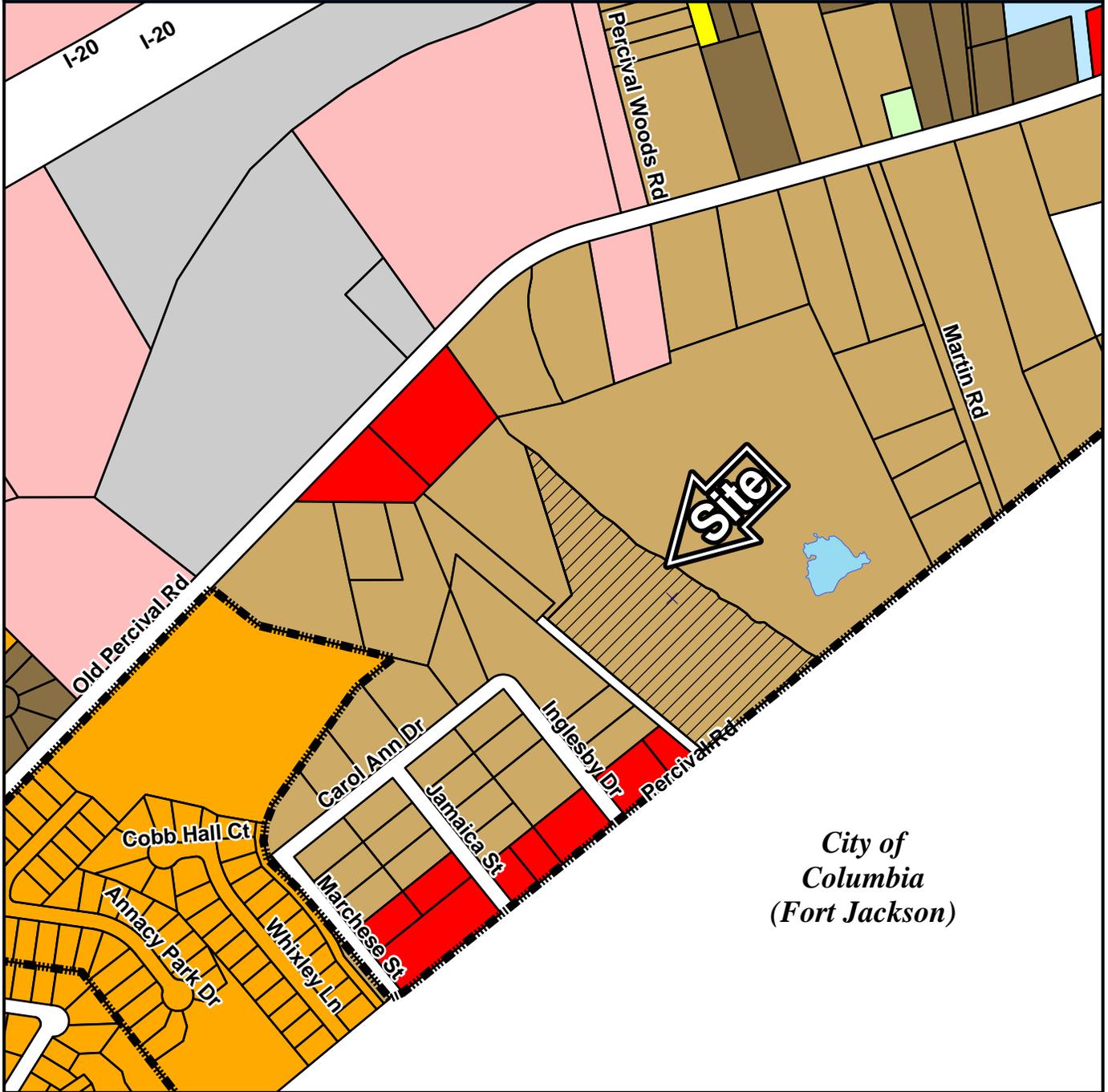
CASE 06-18 MA
RM-MD to GC
TMS 22601-01-03



-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS

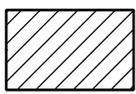


CASE 06-18 MA RM-MD to GC



*City of
Columbia
(Fort Jackson)*

ZONING CLASSIFICATIONS



Subject
Property



RR



RS-MD



RM-MD



NC



HI



RS-E



RS-HD



RM-HD



GC



PDD



RS-LD



MH



OI



M-1



RU

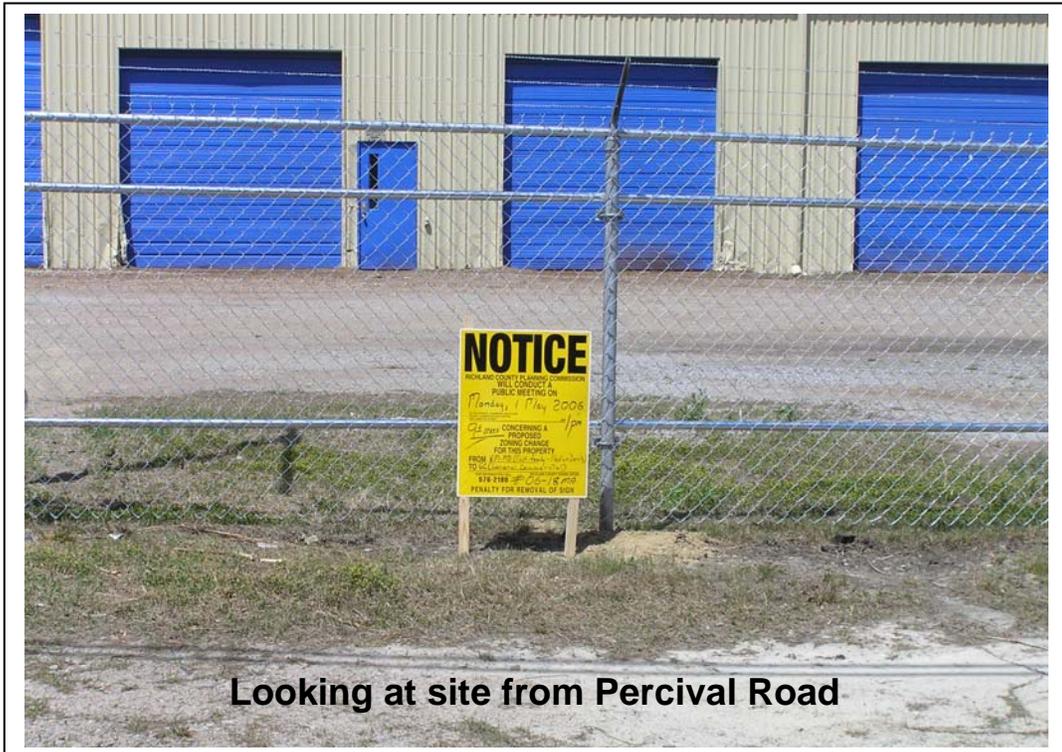


CASE 06-18 MA

From RM-MD to GC

TMS# 22601-01-03

Percival Road & Inglesby Road



Attachment A
06-18 MA Legal Description

Richland County TMS 22601-01-03, 9.26 Acres on Percival Road known as 3201 Percival Road, Near Columbia.

Commencing at a ½” open top pipe, located along the right-of-way of Percival Road, 330±’ northeast of the intersection of Percival Road & Inglesby Road, near the City of Columbia; thence proceeding northwest along the lands of now or formerly SO-SO Properties LLP N48°27’46”W at a distance of 654.64’ to a 1 ¼” crimp-top pipe; thence turning and running along the lands of now or formerly SO-SO Properties LLP N41°38’26”E at a distance of 130.02’ to a 1” crimp top pipe; thence turning and running along the lands of now or formerly SO-SO Properties LLP N15°53’37”W at a distance of 489.45’ to a #3 rebar; thence turning and running along the lands of now or formerly Charles O. Martin S67°51’22”E at a distance of 60.03’ to calculated property corner; thence continuing along the creek centerline S85°13’22”E at a distance of 28.27’ to a calculated property corner; thence continuing along the creek centerline N56°56’47”E at a distance of 61.68’ to a calculated property corner; thence continuing along the creek centerline N82°17’53”E at a distance of 23.99’ to a #5 rebar; thence continuing along the creek centerline S40°37’58”E at a distance of 94.26’ to a calculated property corner; thence continuing along the creek centerline S56°40’34”E at a distance of 69.36’ to a calculated property corner; thence continuing along the creek centerline S83°47’03”E at a distance of 49.07’ to a #5 rebar; thence continuing along the creek centerline S49°08’20”E at a distance of 45.48’ to a calculated property corner; thence continuing along the creek centerline S04°56’54”W at a distance of 55.23’ to a calculated property corner; thence continuing along the creek centerline S08°14’00”E at a distance of 65.65’ to a #5 rebar; thence continuing along the creek centerline S50°49’35”E at a distance of 104.02’ to a calculated property corner; thence continuing along the creek centerline S37°13’29”E at a distance of 119.81’ to a #5 rebar; thence continuing along the creek centerline S56°30’32”E at a distance of 71.65’ to a calculated property corner; thence continuing along the creek centerline S49°08’17”E at a distance of 43.88’ to a calculated property corner; thence continuing along the creek centerline S19°39’12”E at a distance of 54.60’ to a calculated property corner; thence continuing along the creek centerline S68°57’36”E at a distance of 75.79’ to a #5 rebar; thence continuing along the creek centerline S30°06’30”E at a distance of 42.35’ to a calculated property corner; thence continuing along the creek centerline S79°33’21”E at a distance of 68.76’ to a calculated property corner; thence continuing along the creek centerline S30°32’33”E at a distance of 50.14’ to a calculated property corner; thence continuing along the creek centerline S66°31’11”E at a distance of 74.54’ to a calculated property corner; thence continuing along the creek centerline S74°26’29”E at a distance of 58.09’ to a 1 ½” open top pipe where the property intersects the right-of-way of Percival Road; Thence turning and running southwest along the right-of-way of Percival Road S52°58’34”W at a distance of 504.25’ to the point of beginning.

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

June 5, 2006

RC Project # 06-24 MA (revised 05-119MA)	Applicant: Steve Corboy (Revised Pennsbury Reserve PDD)
General Location: Inside Northpoint Business Park	
Tax Map Number: 14900-01-02	Subject Area: 58.5 ac MOL
Current Parcel Zoning: M-1 Proposed Parcel Zoning: PDD	Proposed Use: Mixed Density Residential Gross Density: 3.9 DU/acre Open Space: 30 %
PC Sign Posted: May 2, 2006	

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments 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 the Land Development Code and the Comprehensive Plan.

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

Map Change Justification Statement

Construct a mixed density residential infill project

Effect Of the Proposed Amendment On the Surrounding Properties
Existing Zoning and Land Use

	Existing Zoning	Existing Land Use
Subject Parcel	M-1	Vacant Woodlands
Adjacent North	M-1	Vacant Woodlands & Hueck Foils Mfg
Adjacent East	M-1	Vacant & Siemens Mfg & Coca-Cola Distributor
Adjacent South	PDD	Wren Creek Estates Subdivision & New High School
Adjacent West	M-1	Vacant Woodlands

The Effect Of The Change On Surrounding Properties - Compatibility

The revised project partially addressed the concerns of the adjacent landowners by significantly increasing the buffer area between the proposed project and the adjacent light industrial development. A new subdivision and a new high school are under development adjacent to subject site on the south. The proposed Amendment is compatible with the adjacent development.

Traffic Management Plan (TMP)

The application material included a traffic management plan as required. The following is a summary of its major findings and recommendations:

- The background traffic growth rate was assumed to be 2 % per year.
- The existing operations at the entrance to Community Drive and Wilson Blvd are acceptable under the No-Build scenario
- The proposed project will generate 2240 ADTs, a **net reduction of 1230 ADTs from the previous version (05-119 MA)**, with 8 % of the total in the AM peak hour and 10 % in the PM peak hour
- The revised 2010 No-Build scenario results in a LOS D condition at the Community Drive/Wilson Blvd intersection due entirely to increased background traffic, i.e., **traffic from existing development**
- The revised 2010 Build scenario also results in a LOS D at this intersection
- A LOS D on a secondary road at an intersection is acceptable because the delay is NOT on the arterial road
- Construction of the first portion of the Taylor PDD across Wilson Blvd from the Community Drive intersection will require installation of a traffic signal at the intersection
- The project will generate the need for a minimum 175 foot long northbound turn lane on Community Drive into Northpoint Business Blvd South, the only entrance to the proposed project
- A southbound right turn lane at the Community Drive/Wilson Blvd **is required under the current conditions**

Traffic Impact Analysis

Not Required – See TMP comments above

Amendment Relationship To Comprehensive Plan

The Department recommends evaluation of 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/Recommendations 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 also amended all the Subarea Proposed Land Use Maps on May 3, 1999.

The I-&& Corridor Subarea Plan Proposed Land Use Map (Map) designates the subject area as Industrial/Technological/Commercial in the Developing Urban Area. The proposed PDD residential land uses **is not consistent with the Map** designation.

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations/Principles 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/Recommendations, found on pages 31 and 36 respectively, are discussed below:

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

The proposed project will have a density of 3.9 DU/acre with 30% of the site, including active recreation areas, pedestrian trails and open space. The proposed Amendment implements this Objective.

Objective – Promote appropriate land use practices to prevent damage to wetlands, water quality and quantity

The proposed PDD Master Plan was designed to accomplish the maximum protection of the site's unique natural resources. The proposed Amendment implements this Objective.

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

The subject site includes several gullies with intermittent streams and steep slopes. The residential areas are confined to the areas above the delineated 100-year flood elevation line and are therefore separated into distinct communities within the subject parcel. An emergency accessway is provided to Northpoint Blvd on the west side of the project. The proposed Amendment implements this Principle.

Principle – Recreation areas are best located in areas of unusual natural features where these features can be incorporated into the design of the facility

The proposed Master Plan includes a system of pedestrian trails and sidewalks throughout the site. A site for a community center facility linked to the pedestrian system, is available on the west side of the project, if the residents indicate a desire for such a facility. A pedestrian link across Robertson Branch to the high school site will be investigated. The proposed Amendment implements this Principle

The situation described above is unfortunately one that is repeated throughout the County on multiple occasions. That is, the adopted Proposed Land Use Map (Map) is not consistent with the Objectives and Policies expressed in the text of the Subarea Plans. This dichotomy occurs because the Maps were changed to meet the statutory deadline for adoption of the Comprehensive Plan by May 3, 1999 **without consideration of** the text in the Objectives and Policies of the adopted Subarea Plans.

At the very least, this dichotomy does not provide any clear direction regarding how the future development of this portion of the County should occur. The Department believes this situation is legally tenuous because the Proposed Land Use Maps in the Subarea Plans are often in direct contradiction to the policy statements embodied in the text of the Subarea Plans.

Development Review Team Action

Pursuant to the provisions of Chapter 26-59 (d) of the County Code requires the Development Review Team (DRT) to take action regarding requests for a PDD Zoning Map Amendment. On April 21, 2006, the DRT recommended approval of the revised Pennsbury Reserve PDD Master Plan dated March 31, 2006, subject to the following conditions:

- 1) Receipt of the USCOE approval of the wetlands delineation prior to approval of the preliminary subdivision plans; and
- 2) Receipt of FEMA approval of the 100-year flood elevation prior to approval of the preliminary subdivision plans; and
- 3) The applicant shall ensure both the volume and quality of off-site discharges meet Low Impact Design (LID), or other acceptable stormwater management technologies.

Other Relevant Issues

The Department recommends that the applicant shall ensure both the volume and quality of the off-site discharges meet “Low Impact Design (LID)” or other acceptable stormwater management technologies. The site’s varied topography offers a unique opportunity to use innovative stormwater management technology.

There is an existing city of Columbia sewer line along Robertson Branch between the subject project and the development underway to the south and another line from the existing Northpoint blvd to the mainline in the Branch. The project will construct a water line through the site to complete a looped water system for the Northpoint Business Park.

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 # 06-24 MA **be changed** from M-1 to PDD, subject to the conditions cited below:

Findings of Fact:

1. The proposed subdivision **is compatible with** the adjacent development.
2. The Traffic Management Plan for this project includes the following findings of fact:
 - a) The proposed project will generate 2240 ADTs, **a net reduction of 1230 ADTs from the previous version (05-119 MA)**, with 8 % of the total in the AM peak hour and 10 % in the PM peak hour; and
 - b) The revised 2010 No-Build scenario results in a LOS D condition at the Community Drive/Wilson Blvd intersection due entirely to increased background traffic, i.e., **traffic from existing development**; and
 - c) The revised 2010 Build scenario also results in a LOS D at this intersection; and
 - d) The project will generate the need for a minimum 175 foot long northbound turn lane on Community Drive into Northpoint Business Blvd South, the only entrance to the proposed project.
3. The proposed Amendment **is not consistent with** Proposed Land Use Map designation in the I-77 Corridor Subarea Plan.
4. The proposed Zoning Map Amendment **is consistent with** the Objectives and Recommendations of the I-77 Corridor Subarea Plan discussed herein.
5. The Planning Commission hereby **approves** the revised Master Plan for Pennsbury Reserve dated March 31, 2006, included herein as Attachment B, subject to the conditions listed below.
6. The subject project has documented commitment for either public water or sewer service.
7. The submitted application document includes diagrams of proposed lot arrangements, building siting as related to structures or structure sizes, as required by Sections 26-100 (d) 1 & 2 of the County Code.
8. The applicant has provided the Department with 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
9. If the proposed Amendment fails, the subject site may be used by any of the permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

Proposed PDD Approval Conditions

- a) The site development shall be limited to 228 dwelling units substantially in the amounts and locations depicted in Attachment B; and
- b) The Applicant has provided a phasing plan as required; 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. (PDS); and
- d) Proposed changes to the approved Master Plan described below are termed major changes and shall be subject to the requirements of Section 26-59 (j) (1) of the Richland County Land

Development Code, i.e., a review and recommendation by the Planning Commission and a new ordinance by the Richland County Council; and

- 1) Changes in the location of land uses; or
 - 2) Increase in the gross density or intensity; or
 - 3) Changes in the pattern or amount of traffic flow
- e) The Planning Commission is hereby authorized to make minor amendments to the Master Plan, or as otherwise allowed by Section 26-59 (j) (2) of the Land Development Code; and
 - f) The PDSO is hereby authorized to make minor adjustments in the phasing schedule or similar projects construction activities; and
 - g) Approval of the Master Plan shall constitute approval of the Sketch Plan for subdivision purposes only; and
 - h) No land development permits, or building permits, shall be issued until the project complies with the requirements of Section 26-59 (h)(1-5) of the Richland County Land Development Code; and
 - i) All internal streets shall be publicly owned and maintained by Richland County; and
 - j) Access to the subject site shall be limited to the existing Northpoint Blvd South roadway; and
 - k) The Applicant shall install a right turn (deceleration) lane in Community Drive at Northpoint Business Blvd; and
 - l) The Department shall receive the written US Army Corps of Engineers approval of the wetlands delineation and/or encroachment permit prior to approval of the preliminary subdivision plans; and
 - m) The Department shall receive the written FEMA approval of the 100 year flood elevation statement prior to approval of the preliminary subdivision plans; and
 - n) The applicant shall ensure both the volume and quality of the off-site discharges meet “Low Impact Design (LID)” or other acceptable stormwater management technologies; and
 - o) Pursuant to the requirements of Section 26-59 (k) of the County Code, the County may require a bond be posted to guarantee the phasing schedule is met and the construction of roads, utilities, other facilities and amenities are met; and
 - p) Pursuant to the requirements of Section 26-59 (k) (4) of the County Code, the PDD zoning shall automatically expire 730 days after the date of the Zoning Map Amendment Ordinance, for this project, unless development activity is initiated; and
 - q) Richland County shall not be responsible for the enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest; and
 - r) All the conditions described herein shall apply to the applicant, the developer and/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.

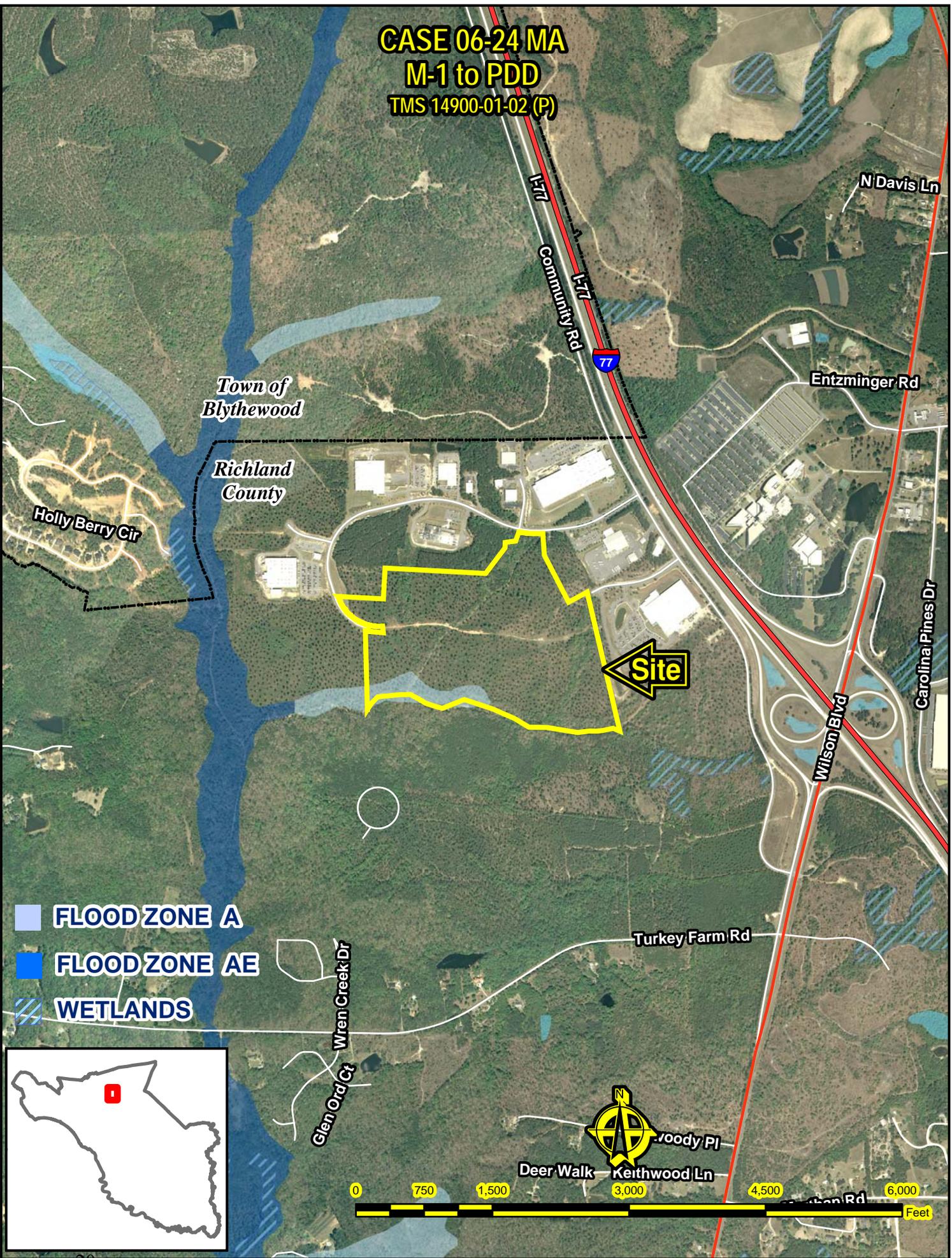
At their meeting of June 5, 2006, the Richland County Planning Commission **agreed (did not agree)** with the PSDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 06-24 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 06-24 MA, the Planning Commission made the findings of fact summarized below:

CASE 06-24 MA
M-1 to PDD
TMS 14900-01-02 (P)



CASE 06-24 MA
M-1 to PDD
TMS 14900-01-02 (P)

Town of Blythewood

Richland County

Community Rd
I-77

77

Northpoint Blvd
I-77

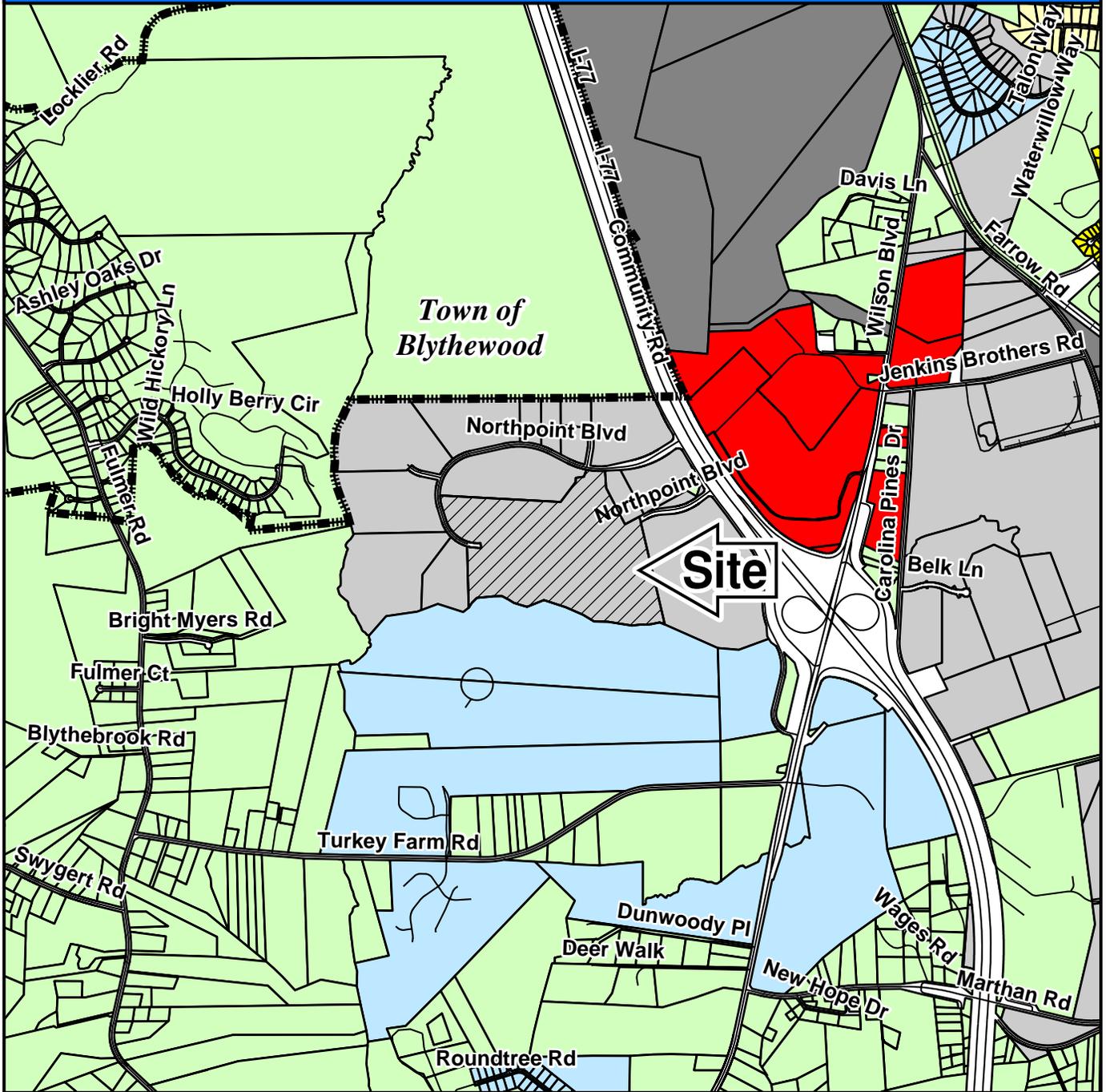
I-77

Site

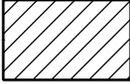
-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



CASE 06-24 MA M-1 to PDD



ZONING CLASSIFICATIONS

	 RR	 RS-MD	 RM-MD	 NC	 HI
Subject Property	 RS-E	 RS-HD	 RM-HD	 GC	 PDD
	 RS-LD	 MH	 OI	 M-1	 RU



CASE 06-24 MA

From M-1 to PDD

TMS# 14900-01-02 (P)

Inside Northpoint Business Park



**STATE OF SOUTH CAROLINA
COUNTY COUNCIL OF RICHLAND COUNTY
ORDINANCE NO. ___-06HR**

AN ORDINANCE OF THE COUNTY COUNCIL OF RICHLAND COUNTY, SOUTH CAROLINA, AMENDING THE ZONING MAP OF UNINCORPORATED RICHLAND COUNTY, SOUTH CAROLINA, TO CHANGE THE ZONING DESIGNATION FOR THE REAL PROPERTY DESCRIBED HEREIN (TMS # 14900-01-02) FROM M-1 TO PDD; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, Article VIII of the South Carolina Constitution and Section 4-9-30 of the Code of Laws of South Carolina (the Home Rule Act) gives Richland County broad authority to provide a variety of services and functions within its jurisdiction, including, but not limited to, land use planning and land development regulation and similar activities and services; and

WHEREAS, Title 6, Chapter 29, of the Code of Laws of South Carolina provides the statutory enabling authority for Richland County to engage in planning and regulation of development within its jurisdiction; and

WHEREAS, Section 6-29-720 of the Code of Laws of South Carolina requires the County to adopt the Land Use Element of its Comprehensive Plan in conformance with the requirements therein as a prerequisite to continuing implementation of its zoning authority; and

WHEREAS, the County Council adopted a Comprehensive Plan on May 3, 1999, in conformance with the requirements of Title 6, Chapter 29, of the Code of Laws of South Carolina; and

WHEREAS, Section 6-29-760 of the Code of Laws of South Carolina provides the statutory authority and process to amend the Zoning Ordinance, codified as Chapter 26 of the Richland County Code of Ordinances; and

WHEREAS, this Ordinance complies with the requirements of Section 6-29-760 of the Code of Laws of South Carolina and with the ordinance adoption process proscribed in Section 26-52 of the Richland County Code of Ordinances;

NOW THEREFORE, pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ENACTED BY THE RICHLAND COUNTY COUNCIL:

Section I. The Official Zoning map of unincorporated Richland County is hereby amended to change the designation of the real property denoted as TMS # 14900-01-02 and further described in Attachment A from M-1 (Light Industrial) zoning to PDD (Planned Development District) zoning.

Section II PUD Site Development Requirements The following site development requirements shall apply to the subject parcels:

- a) The site development shall be limited to 228 dwelling units substantially in the amounts and locations depicted in Attachment B; and
- b) The Applicant has provided a phasing plan as required; 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) Proposed changes to the approved Master Plan described below are termed major changes and shall be subject to the requirements of Section 26-59 (j) (1) of the Richland County Land Development Code, i.e., a review and recommendation by the Planning Commission and a new ordinance by the Richland County Council; and
 1. Changes in the location of land uses; or
 2. Increase in the gross density or intensity; or
 3. Changes in the pattern or amount of traffic flow
- e) The Planning Commission is hereby authorized to make minor amendments to the Master Plan, or as otherwise allowed by Section 26-59 (j) (2) of the Land Development Code; and
- f) The PDSB is hereby authorized to make minor adjustments in the phasing schedule or similar projects construction activities; and
- g) Approval of the Master Plan shall constitute approval of the Sketch Plan for subdivision purposes only; and
- h) No land development permits, or building permits, shall be issued until the project complies with the requirements of Section 26-59 (h)(1-5) of the Richland County Land Development Code; and
- i) All internal streets shall be publicly owned and maintained by Richland County; and
- j) Access to the subject site shall be limited to the existing Northpoint Blvd South roadway; and
- k) The Applicant shall install a right turn (deceleration) lane in Community Drive at Northpoint Business Blvd; and
- l) The Department shall receive the written US Army Corps of Engineers approval of the wetlands delineation and/or encroachment permit prior to approval of the preliminary subdivision plans; and
- m) The Department shall receive the written FEMA approval of the 100 year flood elevation statement prior to approval of the preliminary subdivision plans; and
- n) The applicant shall ensure both the volume and quality of the off-site discharges meet “Low Impact Design (LID)” or other acceptable stormwater management technologies; and
- o) Pursuant to the requirements of Section 26-59 (k) of the County Code, the County may require a bond be posted to guarantee the phasing schedule is met and the construction of roads, utilities, other facilities and amenities are met; and
- p) Pursuant to the requirements of Section 26-59 (k) (4) of the County Code, the PDD zoning shall automatically expire 730 days after the date of the Zoning Map Amendment Ordinance, for this project, unless development activity is initiated; and
- q) Richland County shall not be responsible for the enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest; and
- r) All the conditions described herein shall apply to the applicant, the developer and/or their successors in interest.

Section III. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section IV. All ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

Section V. This ordinance shall be enforced after the date of an affirmative Third Reading.

RICHLAND COUNTY COUNCIL

BY: _____
Anthony G. Mizzell, Chair

Attest this _____ day of
_____, 2006

Michielle R. Cannon-Finch
Clerk of Council

RICHLAND COUNTY ATTORNEY'S OFFICE

Approved As To LEGAL Form Only
No Opinion Rendered As To Content

Public Hearing: June 27, 2006 (tentative)

First Reading: June 27, 2006 (tentative)

Second Reading:

Third Reading:

Attachment A

06-24 MA Legal Description

All that certain piece, parcel or tract of land with improvements thereon, situate, lying, and being in Richland County near Blythewood, State of South Carolina being shown and delineated as a tract of land containing 58.47 acres being a portion of 162.79 acres on a boundary plat prepared by W.R. Williams, Jr., PLS & PE #3979, dated April 15, 2002 entitled in part "Survey for T. Walter Brashier Near Blythewood, Richland County, State of South Carolina," and recorded in plat book 667 at page 1747 RMC Office, for Richland County.

Property Description

The point of beginning of the property herein described being an iron pin located on the northwestern most side of the right of way of existing North point Boulevard on the common boundary of property, Richland County Tax map sheets 14900-01-28/29

Portion of Tax map sheet 14900-01-02 (58.47 acres)

Starting at point of beginning proceed along the line table designation of "L313" S 13°15'20" E for a distance of 80.26' to a calculated point;

Thence proceeding S 27 ° 21 ' 10 " E for a distance of 579.24' to an iron pin

Thence proceeding N 61 ° 51 ' 10 " E for a distance of 84.49' to an iron pin

Thence proceeding N 61 ° 51 ' 10 " E for a distance of 143.27' to calculated point

Thence proceeding S 13 ° 15 ' 20 " E for a distance of 1575.18' to calculated point

Thence proceeding S 13 ° 15 ' 20 " E for a distance of 9.11' to calculated point

Thence proceeding S 65 ° 16 ' 51 " W for a distance of 34.02' to calculated point

Thence proceeding N 47 ° 03 ' 46 " W for a distance of 26.46' to calculated point

Thence proceeding S 89 ° 08 ' 07 " W for a distance of 27.72' to calculated point

Thence proceeding N 10 ° 26 ' 35 " W for a distance of 13.21' to calculated point

Thence proceeding N 10 ° 32 ' 25 " E for a distance of 31.35' to calculated point

Thence proceeding N 64 ° 44 ' 49 " W for a distance of 35.67' to calculated point

Thence proceeding N 18 ° 26 ' 22 " W for a distance of 25.19' to calculated point

Thence proceeding S 87 ° 40 ' 24 " W for a distance of 22.79' to calculated point

Thence proceeding N 65 ° 58 ' 22 " W for a distance of 34.74' to calculated point

Thence proceeding S 24 ° 17 ' 56 " W for a distance of 36.12' to calculated point

Thence proceeding S 07 ° 03 ' 16 " W for a distance of 29.98' to calculated point

Thence proceeding S 27 ° 08 ' 08 " W for a distance of 29.04' to calculated point

Thence proceeding S 84 ° 28 ' 21 " W for a distance of 46.15' to calculated point

Thence proceeding N 37 ° 48 ' 09 " W for a distance of 30.84' to calculated point

Thence proceeding N 82 ° 59 ' 50 " W for a distance of 42.47' to calculated point

Thence proceeding S 51 ° 58 ' 22 " W for a distance of 43.51' to calculated point

Thence proceeding N 70 ° 32 ' 49 " W for a distance of 73.16' to calculated point

Thence proceeding S 63 ° 21 ' 01 " W for a distance of 23.78' to calculated point

Thence proceeding S 72 ° 34 ' 06 " W for a distance of 36.09' to calculated point

Thence proceeding N 68 ° 25 ' 45 " W for a distance of 16.23' to calculated point

Thence proceeding N 03 ° 01 ' 29 " E for a distance of 29.46' to calculated point

Thence proceeding N 71 ° 12 ' 28 " W for a distance of 46.51' to calculated point
Thence proceeding N 36 ° 08 ' 27 " W for a distance of 50.73' to calculated point
Thence proceeding N 72 ° 00 ' 27 " W for a distance of 20.90' to calculated point
Thence proceeding S 18 ° 28 ' 45 " W for a distance of 30.29' to calculated point
Thence proceeding N 40 ° 06 ' 01 " W for a distance of 42.14' to calculated point
Thence proceeding S 66 ° 00 ' 24 " W for a distance of 21.71' to calculated point
Thence proceeding N 69 ° 36 ' 00 " W for a distance of 34.68' to calculated point
Thence proceeding S 09 ° 16 ' 07 " W for a distance of 23.95' to calculated point
Thence proceeding S 70 ° 06 ' 42 " W for a distance of 23.31' to calculated point
Thence proceeding N 47 ° 36 ' 29 " W for a distance of 25.32' to calculated point
Thence proceeding S 88 ° 48 ' 02 " W for a distance of 37.83' to calculated point
Thence proceeding S 55 ° 36 ' 29 " W for a distance of 48.42' to calculated point
Thence proceeding S 29 ° 07 ' 00 " W for a distance of 29.06' to calculated point
Thence proceeding S 75 ° 24 ' 53 " W for a distance of 43.24' to calculated point
Thence proceeding N 37 ° 51 ' 48 " W for a distance of 44.38' to calculated point
Thence proceeding S 47 ° 40 ' 14 " W for a distance of 25.54' to calculated point
Thence proceeding N 82 ° 52 ' 14 " W for a distance of 17.46' to calculated point
Thence proceeding S 46 ° 43 ' 51 " W for a distance of 28.94' to calculated point
Thence proceeding N 68 ° 27 ' 26 " W for a distance of 44.84' to calculated point
Thence proceeding N 58 ° 14 ' 11 " W for a distance of 46.07' to calculated point
Thence proceeding S 89 ° 19 ' 59 " W for a distance of 36.26' to calculated point
Thence proceeding N 37 ° 35 ' 17 " W for a distance of 38.27' to calculated point
Thence proceeding N 78 ° 23 ' 53 " W for a distance of 14.61' to calculated point
Thence proceeding N 44 ° 20 ' 23 " W for a distance of 33.11' to calculated point
Thence proceeding S 52 ° 24 ' 59 " W for a distance of 32.66' to calculated point
Thence proceeding N 43 ° 01 ' 04 " W for a distance of 16.74' to calculated point
Thence proceeding N 08 ° 49 ' 50 " W for a distance of 44.37' to calculated point
Thence proceeding N 07 ° 07 ' 07 " E for a distance of 29.90' to calculated point
Thence proceeding N 70 ° 12 ' 02 " W for a distance of 38.78' to calculated point
Thence proceeding N 38 ° 04 ' 15 " W for a distance of 43.95' to calculated point
Thence proceeding S 74 ° 57 ' 10 " W for a distance of 75.86' to calculated point
Thence proceeding S 30 ° 15 ' 16 " W for a distance of 34.55' to calculated point
Thence proceeding N 65 ° 28 ' 02 " W for a distance of 28.92' to calculated point
Thence proceeding N 38 ° 11 ' 33 " E for a distance of 17.83' to calculated point
Thence proceeding N 11 ° 30 ' 48 " W for a distance of 21.76' to calculated point
Thence proceeding N 22 ° 26 ' 10 " E for a distance of 30.43' to calculated point
Thence proceeding N 55 ° 12 ' 51 " W for a distance of 19.33' to calculated point
Thence proceeding N 86 ° 52 ' 55 " W for a distance of 41.14' to calculated point
Thence proceeding S 60 ° 40 ' 59 " W for a distance of 37.39' to calculated point
Thence proceeding N 63 ° 52 ' 04 " W for a distance of 62.41' to calculated point
Thence proceeding S 20 ° 52 ' 52 " W for a distance of 26.20' to calculated point
Thence proceeding N 73 ° 38 ' 23 " W for a distance of 28.41' to calculated point
Thence proceeding N 09 ° 13 ' 01 " W for a distance of 30.50' to calculated point
Thence proceeding N 83 ° 09 ' 23 " W for a distance of 27.49' to calculated point

Thence proceeding S 66 ° 58 ' 41 " W for a distance of 43.40' to calculated point
Thence proceeding N 18 ° 12 ' 08 " W for a distance of 97.68' to calculated point
Thence proceeding N 72 ° 34 ' 35 " W for a distance of 42.22' to calculated point
Thence proceeding S 79 ° 50 ' 01 " W for a distance of 55.98' to calculated point
Thence proceeding S 45 ° 50 ' 13 " W for a distance of 33.86' to calculated point
Thence proceeding N 82 ° 21 ' 46 " W for a distance of 30.32' to calculated point
Thence proceeding N 89 ° 35 ' 42 " W for a distance of 50.66' to calculated point
Thence proceeding S 64 ° 58 ' 17 " W for a distance of 49.38' to calculated point
Thence proceeding S 43 ° 34 ' 12 " W for a distance of 27.40' to calculated point
Thence proceeding S 43 ° 18 ' 15 " W for a distance of 42.81' to calculated point
Thence proceeding S 65 ° 20 ' 56 " W for a distance of 52.57' to calculated point
Thence proceeding N 68 ° 09 ' 46 " W for a distance of 40.66' to calculated point
Thence proceeding N 89 ° 43 ' 20 " W for a distance of 37.98' to calculated point
Thence proceeding N 56 ° 19 ' 47 " W for a distance of 17.84' to calculated point
Thence proceeding N 18 ° 14 ' 06 " W for a distance of 44.59' to calculated point
Thence proceeding N 64 ° 32 ' 13 " W for a distance of 31.07' to calculated point
Thence proceeding S 60 ° 54 ' 06 " W for a distance of 54.76' to calculated point
Thence proceeding S 89 ° 25 ' 53 " W for a distance of 46.11' to calculated point
Thence proceeding N 36 ° 58 ' 59 " W for a distance of 46.70' to calculated point
Thence proceeding N 05 ° 41 ' 33 " W for a distance of 32.00' to calculated point
Thence proceeding N 67 ° 36 ' 44 " W for a distance of 87.74' to calculated point
Thence proceeding S 38 ° 38 ' 02 " W for a distance of 33.48' to calculated point
Thence proceeding S 70 ° 08 ' 42 " W for a distance of 32.06' to calculated point
Thence proceeding S 34 ° 20 ' 23 " W for a distance of 21.43' to calculated point
Thence proceeding S 55 ° 43 ' 51 " E for a distance of 28.93' to calculated point
Thence proceeding S 22 ° 20 ' 28 " E for a distance of 9.80' to calculated point
Thence proceeding S 57 ° 32 ' 46 " W for a distance of 54.58' to calculated point
Thence proceeding N 52 ° 42 ' 46 " W for a distance of 30.41' to calculated point
Thence proceeding N 19 ° 36 ' 08 " E for a distance of 30.37' to calculated point
Thence proceeding N 25 ° 31 ' 45 " W for a distance of 44.25' to calculated point
Thence proceeding N 82 ° 26 ' 15 " W for a distance of 17.17' to calculated point
Thence proceeding S 52 ° 18 ' 11 " W for a distance of 25.18' to calculated point
Thence proceeding S 77 ° 45 ' 00 " W for a distance of 19.85' to calculated point
Thence proceeding S 67 ° 57 ' 44 " W for a distance of 15.73' to calculated point
Thence proceeding S 08 ° 44 ' 38 " W for a distance of 41.32' to calculated point
Thence proceeding N 69 ° 41 ' 38 " W for a distance of 42.33' to calculated point
Thence proceeding N 58 ° 38 ' 07 " W for a distance of 80.44' to calculated point
Thence proceeding S 76 ° 37 ' 06 " W for a distance of 29.96' to calculated point
Thence proceeding S 58 ° 04 ' 59 " W for a distance of 38.91' to calculated point
Thence proceeding N 29 ° 57 ' 36 " W for a distance of 23.33' to calculated point
Thence proceeding N 57 ° 04 ' 35 " W for a distance of 28.33' to calculated point
Thence proceeding S 59 ° 23 ' 42 " W for a distance of 62.37' to calculated point
Thence proceeding S 07 ° 44 ' 35 " E for a distance of 59.42' to calculated point
Thence proceeding S 33 ° 16 ' 46 " E for a distance of 48.49' to calculated point

Thence proceeding S 67 ° 53 ' 34 " W for a distance of 36.92' to calculated point
Thence proceeding N 29 ° 03 ' 12 " W for a distance of 19.60' to calculated point
Thence proceeding S 45 ° 33 ' 51 " W for a distance of 38.88' to an iron pin
Thence proceeding N 10 ° 56 ' 35 " W for a distance of 859.61' to an iron pin
Thence proceeding S 85 ° 21 ' 27 " E for a chord distance of 200.00' to an iron pin
Thence proceeding N 06 ° 03 ' 18 " W for a distance of 80.00' to an iron pin
Thence proceeding N 56 ° 41 ' 55 " W for a chord distance of 583.41' to an iron pin
Thence proceeding N 17 ° 20 ' 33 " W for a distance of 41.88' to calculated point
Thence proceeding N 86 ° 56 ' 29 " W for a distance of 529.34' to calculated point
Thence proceeding N 03 ° 03 ' 31 " E for a distance of 300.00' to calculated point
Thence proceeding S 86 ° 56 ' 29 " E for a distance of 1088.50' to an iron pin
Thence proceeding N 37 ° 04 ' 25 " E for a distance of 352.95' to an iron pin
Thence proceeding N 01 ° 59 ' 01 " E for a distance of 60.10' to an iron pin
Thence proceeding N 82 ° 29 ' 24 " E for a distance of 117.06' to an iron pin
Thence proceeding N 18 ° 02 ' 10 " E for a distance of 89.50' to an iron pin
Thence proceeding S 86 ° 23 ' 47 " E for a distance of 271.27' to an iron pin,

The same iron pin being the point of beginning of the 58.47 acre parcel herein described.

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

June 5, 2006

RC Project # 06-25 MA	Applicant: Brant Taylor
General Location: East of Fairfield Road Between Crawford Rd & Stanford Rd	
Tax Map Number: 11807-07-27	Subject Area: 85 ac MOL
Current Parcel Zoning: RS-MD Proposed Parcel Zoning: PDD	Proposed Use: Mixed Commercial/Residences Gross Density: 2.1 DU/acre Open Space: 22 %
PC Sign Posted: May 2, 2006	

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments 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 the Land Development Code and the Comprehensive Plan.

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

Map Change Justification Statement

Create a Mixed office Commercial/ Residential Project

Effect Of the Proposed Amendment On the Surrounding Properties
Existing Zoning and Land Use

	Existing Zoning	Existing Land Use
Subject Parcel	RS-MD	Vacant Woodlands - Some Large Hardwood and Pine Trees
Adjacent North	RS-MD	Hollywood Hills S/D
Adjacent East	RS-MD	Four substandard residences – some on large parcels
Adjacent South	RS-MD	Scattered substandard residences and vacant parcels
Adjacent West	NC, GC & M-1	Earth Source landscape rock – Auction Company – Montieth Auto parts – National Waterworks Pipe Co across Fairfield Rd

The Effect Of The Change On Surrounding Properties - Compatibility

The concept of mixing office/small commercial with residences has merit. However, the proposed Master Plan does not demonstrate any great thought in mixing these uses in a compatible manner. The proposed Master Plan is not compatible with the adjacent development.

Traffic Management Plan (TMP)

The application material included a traffic management plan as required. The following is a summary of its major findings and recommendations:

- The TMP assumed that 10,000 sq. ft. of GLA would be generated on each non-residential parcel
- The TMP included the traffic generated in Phase 1 which is not a part of the PDD request
- The project will generate 203 AM Peak Hour trips and 235 PM Peak Hour trips
- The intersections the project roads with Fairfield Road will operate at LOS A or B at project buildout
- The project will have an insignificant effect on the I-20 /Fairfield Road ramps
- No mitigation is required.

Traffic Impact Analysis

Not Required – See TMP comments above

Amendment Relationship To Comprehensive Plan

The Department recommends evaluation of 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/Recommendations 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 also amended all the Subarea Proposed Land Use Maps on May 3, 1999.

The I-77 Corridor Subarea Plan Proposed Land Use Map (Map) designates the subject area as Medium Density Residential (5.0 to 9.0 DU/acre) in the Developing Urban Area. **The residential portion** of the proposed Master Plan **is consistent** with the Map designation. **The commercial portion** of Master Plan **is not consistent** with the Map designation

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations/Principles 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/Recommendations, found on pages 31 and 39 respectively, are discussed below:

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

The proposed commercial portion of the proposed Master Plan is in direct opposition to this Objective. The proposed Amendment **does not implement** this Objective.

Principle –Commercial uses should be confined to sites that do not penetrate established residential areas

The commercial portion of the proposed Master Plan is a commercial encroachment into an established residential area. The proposed Amendment **does not implement** this Principle.

Development Review Team Action

Pursuant to the provisions of Chapter 26-59 (d) of the County Code requires the Development Review Team (DRT) to take action regarding requests for a PDD Zoning Map Amendment. On 21, 2006, the DRT recommended **denial of the proposed Master Plan** for the following reasons:

1. The applicant did NOT supply typical structure layouts for either the residential or non-residential lots.
2. Neither the Master Plan nor the road cross sections indicate the locations of sidewalks along the affected streets
3. The non-residential portion of the proposed project **is not consistent with** the I-77 Corridor Subarea Plan Objective to restrict non-residential development that compromises residential development
4. The non-residential portion of the proposed project **is not consistent with** the I-77 Corridor Subarea Plan Recommendation to keep commercial activity out of established residential neighborhoods

Other Relevant Issues

The Department recommends that the applicant shall ensure both the volume and quality of the off-site discharges meet "Low Impact Design (LID)" or other acceptable stormwater management technologies

The City of Columbia has existing water lines in both Crawford Rd and Stanford Rd. The applicant has extended City of Columbia sewer service to the area.

The applicant met with neighborhood representatives on two occasions. On both occasions, the neighbors made some comments regarding the proposed project and expressed their opposition to the commercial portion of the project. The applicant argued that some small scale commercial office space could be beneficial to the community. At the writing of this report, the applicant has not proposed ANY modification to the submitted Master Plan.

The applicant has failed to specify the type and amount of commercial uses. The proposed Master Plan did not conform to the requirements of:

- Section 26-100 (d) [2] of the Land Development Code requires the County to ascertain that "...the characteristics of building siting as shown on development plan is appropriate as related to structures within the planned development..." The Department interprets this requirement to mean that the document must include some type of graphic depiction of the types, sizes and locations of the proposed structures throughout the project.
- Section 26-100 (d) [3] of the Land Development Code requires the County to ascertain "...whether structure size proposals as shown on the planned development site plan are appropriate and whether such structures otherwise fulfill the intent of this chapter and the county's comprehensive plan..."

The TMP was based on 39 acres of Light Industrial land use. The 6th Edition of the ITE Traffic Generation Manual (page 99) indicates the general light industrial land use will generate 6.97 average daily vehicle trips per 1000 sq. ft. of gross leaseable area (GLA). As a general rule, each acres of this type of land use will have about 10,000 sq. ft of GLA. Therefore, the commercial/industrial portion of the subject project will generate 2718 ADTs. However, without a definitive list of proposed land uses in the commercial area, the actual traffic generated by the commercial area could be far greater or far less than that described above.

The proposed Master Plan provides a separate access point for the commercial so that the commercial traffic is separated from the residential area. The TMP found that there is adequate capacity if Fairfield Road to accommodate all the traffic from the proposed project.

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 # 06-25 MA **not be changed** from RS-MD to PDD, subject to the conditions cited below:

Findings of Fact:

1. The concept of mixing office/small commercial with residences has merit. However, the proposed Master Plan does not demonstrate any great thought in mixing these uses in a compatible manner.
2. The commercial portion of the Master Plan is not consistent with the I-77 Corridor Subarea Proposed Land Use Map.

3. The residential portion of the Master Plan is consistent with the I-77 Corridor Subarea Proposed Land Use Map.
4. The proposed Zoning Map Amendment **is not consistent with** the Objectives and Recommendations of the I-77 Corridor Subarea Plan discussed herein.
5. The Planning Commission hereby **denies** the Master Plan, for Crawford Knoll dated March 31, 2006 and included herein as Attachment B.
6. The submitted application document **did not include** any diagrams of proposed lot arrangements, building siting as related to structures or structure sizes, as required by Sections 26-100 (d) 2 & 3 of the County Code.
7. The applicant has provided the Department with 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
8. If the proposed Amendment fails, the subject site may be used by any of the permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

Proposed PDD Approval Conditions, If Approved

- a) The site development shall be limited to 45 dwelling units and 15 parcel with a maximum of 30,000 square feet per lot of general commercial/industrial development substantially in the locations depicted in Attachment B; and
- b) The Applicant shall transmit a phasing plan to the Department prior to reviewing any construction plans; 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. (PDSD); and
- d) Proposed changes to the approved Master Plan described below are termed major changes and shall be subject to the requirements of Section 26-59 (j) (1) of the Richland County Land Development Code, i.e., a review and recommendation by the Planning Commission and a new ordinance by the Richland County Council; and
 - 1) Changes in the location of land uses; or
 - 2) Increase in the gross density or intensity; or
 - 3) Changes in the pattern or amount of traffic flow
- e) The Planning Commission is hereby authorized to make minor amendments to the Master Plan, or as otherwise allowed by Section 26-59 (j) (2) of the Land Development Code; and
- f) The PSDS is hereby authorized to make minor adjustments in the phasing schedule or similar projects construction activities; and
- g) Approval of the Master Plan shall constitute approval of the Sketch Plan for subdivision purposes only; and
- h) No land development permits, or building permits, shall be issued until the project complies with the requirements of Section 26-59 (h)(1-5) of the Richland County Land Development Code; and
- i) All internal streets shall be publicly owned and maintained by Richland County; and
- j) Access to the subject site shall be limited to a single intersections on Fairfield Road and a entrance on Stanford Road; and
- k) The Applicant shall install right turn (deceleration) lanes at the Fairfield Road entrance; and

- l) The Department shall receive the written US Army Corps of Engineers approval of the wetlands delineation and/or encroachment permit prior to approval of the preliminary subdivision plans; and
- m) The Department shall receive the written FEMA approval of the 100 year flood elevation statement prior to approval of the preliminary subdivision plans; and
- n) The applicant shall ensure both the volume and quality of the off-site discharges meet “Low Impact Design (LID)” or other acceptable stormwater management technologies; and
- o) Pursuant to the requirements of Section 26-59 (k) of the County Code, the County may require a bond be posted to guarantee the phasing schedule is met and the construction of roads, utilities, other facilities and amenities are met; and
- p) Pursuant to the requirements of Section 26-59 (k) (4) of the County Code, the PDD zoning shall automatically expire 730 days after the date of the Zoning Map Amendment Ordinance, for this project, unless development activity is initiated; and
- q) Richland County shall not be responsible for the enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest; and
- r) All the conditions described herein shall apply to the applicant, the developer and/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 June 5, 2006, 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 # 06-25 MA at the next available opportunity.

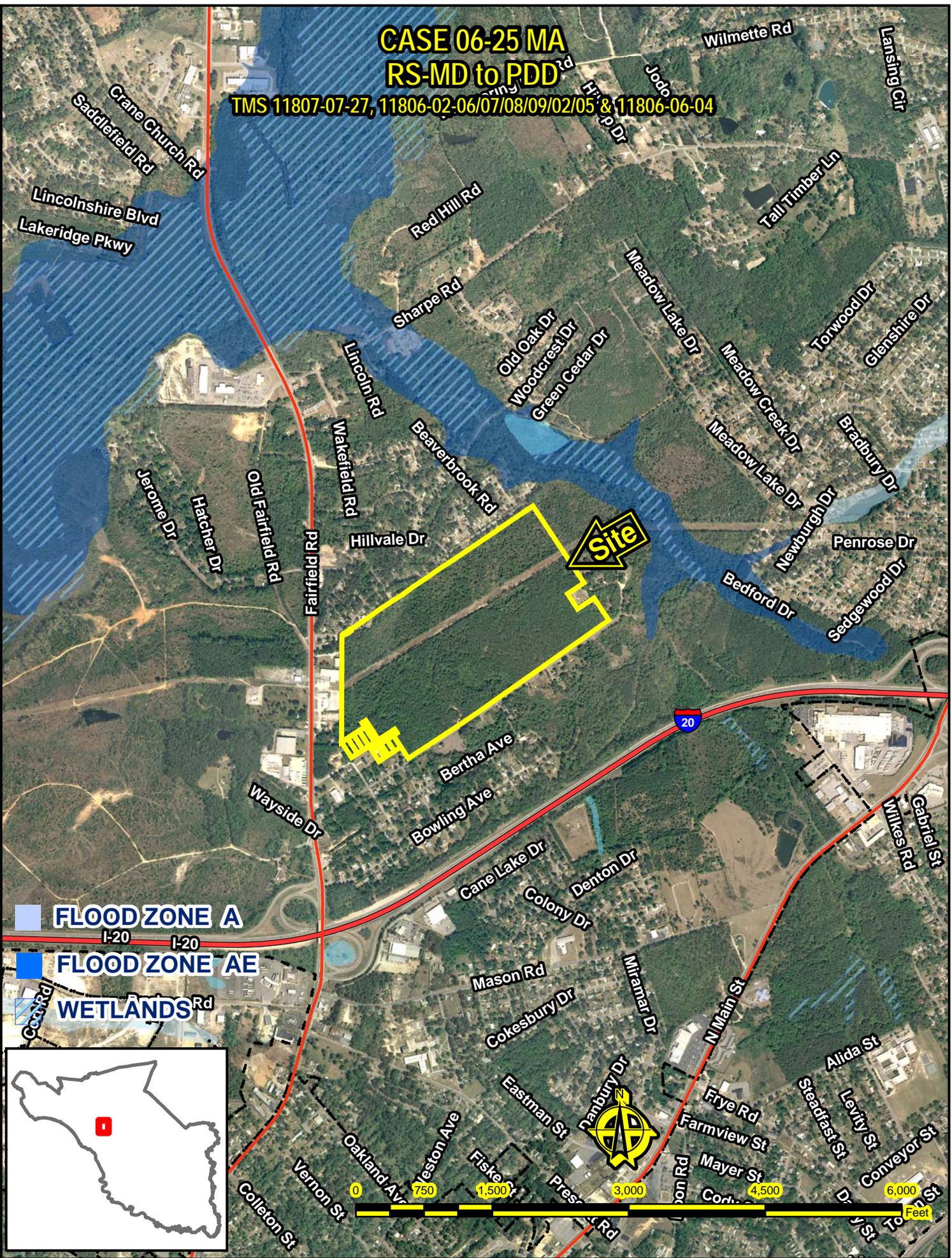
Commission Findings of Fact/Recommendations

(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.)

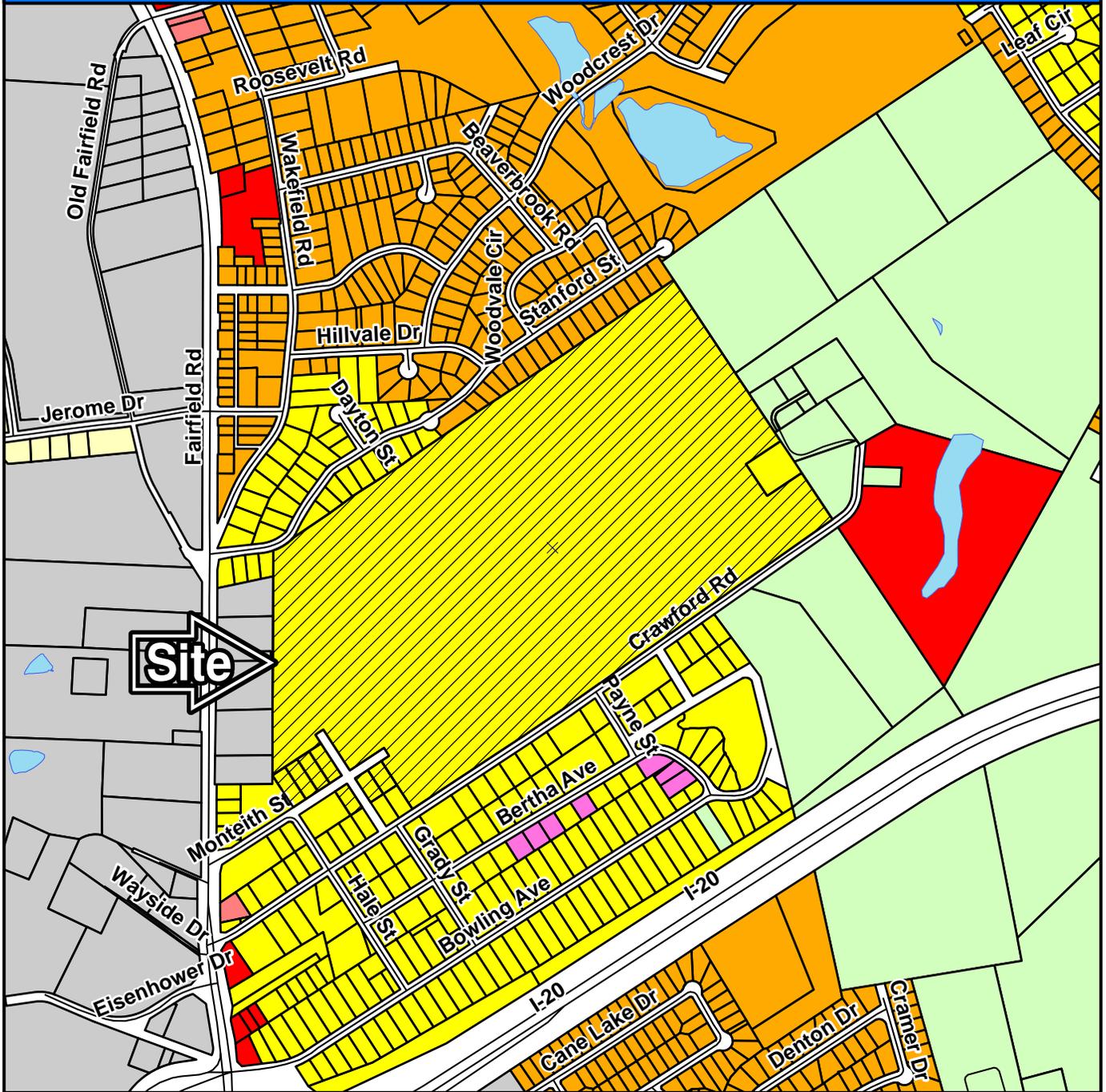
In consideration of the proposed Zoning Map Amendment # 06-25 MA, the Planning Commission made the findings of fact summarized below:

CASE 06-25 MA RS-MD to PDD

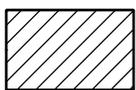
TMS 11807-07-27, 11806-02-06/07/08/09/02/05 & 11806-06-04



CASE 06-25 MA RS-MD to PDD



ZONING CLASSIFICATIONS



Subject
Property



RR



RS-E



RS-LD



RS-MD



RS-HD



MH



RM-MD



RM-HD



OI



NC



GC



M-1



HI



PDD



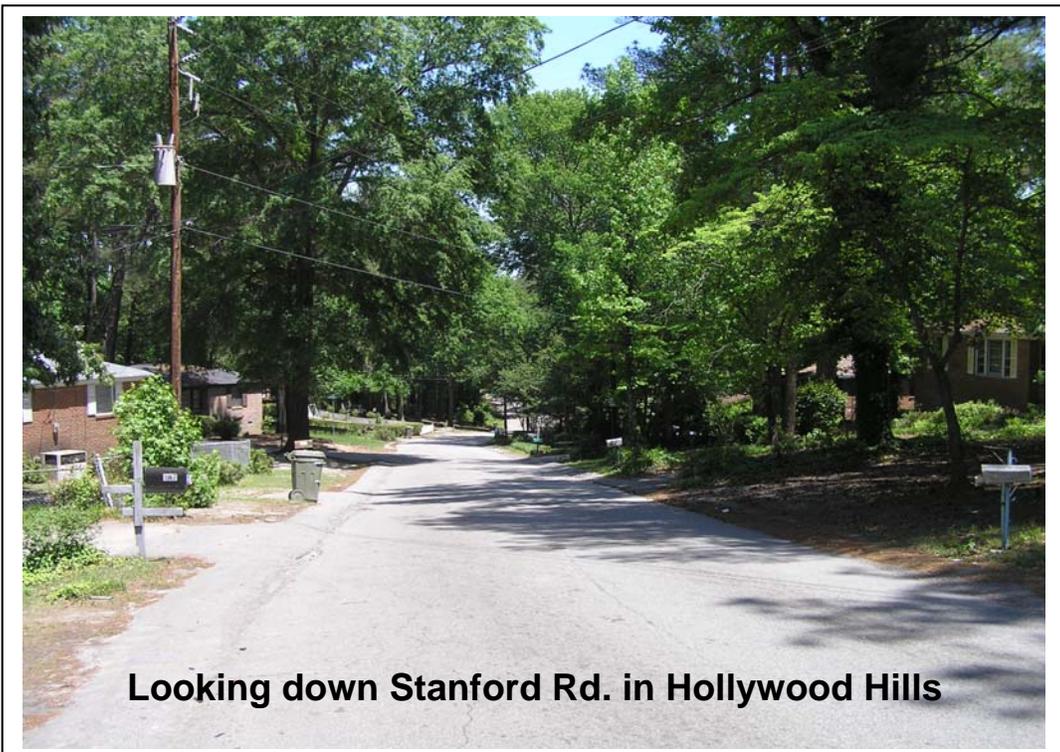
RU



CASE 06-25 MA

From RS-MD to PDD

TMS# 11807-07-27, 11806-02-06/07/08/09/02/05 & 11806-06-04
East side of Fairfield Rd. at Crawford Rd.



**STATE OF SOUTH CAROLINA
COUNTY COUNCIL OF RICHLAND COUNTY
ORDINANCE NO. ___-06HR**

AN ORDINANCE OF THE COUNTY COUNCIL OF RICHLAND COUNTY, SOUTH CAROLINA, AMENDING THE ZONING MAP OF UNINCORPORATED RICHLAND COUNTY, SOUTH CAROLINA, TO CHANGE THE ZONING DESIGNATION FOR THE REAL PROPERTY DESCRIBED HEREIN (TMS # 11807-07-27; 11806-02-06/07/0809/02/05; 11806-06-04) FROM RS-MD TO PDD; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, Article VIII of the South Carolina Constitution and Section 4-9-30 of the Code of Laws of South Carolina (the Home Rule Act) gives Richland County broad authority to provide a variety of services and functions within its jurisdiction, including, but not limited to, land use planning and land development regulation and similar activities and services; and

WHEREAS, Title 6, Chapter 29, of the Code of Laws of South Carolina provides the statutory enabling authority for Richland County to engage in planning and regulation of development within its jurisdiction; and

WHEREAS, Section 6-29-720 of the Code of Laws of South Carolina requires the County to adopt the Land Use Element of its Comprehensive Plan in conformance with the requirements therein as a prerequisite to continuing implementation of its zoning authority; and

WHEREAS, the County Council adopted a Comprehensive Plan on May 3, 1999, in conformance with the requirements of Title 6, Chapter 29, of the Code of Laws of South Carolina; and

WHEREAS, Section 6-29-760 of the Code of Laws of South Carolina provides the statutory authority and process to amend the Zoning Ordinance, codified as Chapter 26 of the Richland County Code of Ordinances; and

WHEREAS, this Ordinance complies with the requirements of Section 6-29-760 of the Code of Laws of South Carolina and with the ordinance adoption process proscribed in Section 26-52 of the Richland County Code of Ordinances;

NOW THEREFORE, pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ENACTED BY THE RICHLAND COUNTY COUNCIL:

Section I. The Official Zoning map of unincorporated Richland County is hereby amended to change the designation of the real property denoted as TMS # 11807-07-27; 11806-02-06/07/0809/02/05; 11806-06-04 and further described in Attachment A from RS-MD (Medium Density Residential Single Family) zoning to Planned Development District (Mixed Commercial and Residential) zoning.

Section II PDD Approval Conditions

1. The site development shall be limited to 45 dwelling units and 15 parcel with a maximum of 30,000 square feet per lot of general commercial/industrial development substantially in the locations depicted in Attachment B; and
2. The Applicant shall transmit a phasing plan to the Department prior to reviewing any construction plans; and
3. 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
4. Proposed changes to the approved Master Plan such as (1) changes in the location of land uses; or (2) increase in the gross density or intensity; or (3) changes in the pattern or amount of amount of traffic flow are termed major changes and shall be subject to the requirements of Section 26-59 (j) (1) of the Richland County Land Development Code, i.e., a review and recommendation by the Planning Commission and a new ordinance by the Richland County Council; and
5. The Planning Commission is hereby authorized to make minor amendments to the Master Plan, or as allowed by Section 26-59 (j) (2) of the Land Development Code; and
6. The PDSB is hereby authorized to make minor adjustments in the phasing schedule or similar projects construction activities; and
7. Approval of the Master Plan shall constitute approval of the Sketch Plan for subdivision purposes only; and
8. No land development permits, or building permits, shall be issued until the project complies with the requirements of Section 26-59 (h)(1-5) of the Richland County Land Development Code; and
9. The Applicant should consider dedicating to Richland County right-of-way along Fairfield Road within the project boundaries prior to recording any plats for the project; and
10. All internal streets shall be publicly owned and maintained by Richland County; and
11. Access to the subject site shall be limited to one (1) intersection on Stanford Road for the residential portion of the development (Phase III) and (one) (1) entrance on Fairfield Road for the non-residential portion (Phase II). A gated, emergency access shall be provide as depicted in the Master Plan ; and
12. The Applicant shall install a right turn (deceleration) lane at the Fairfield Road entrance; and
13. The Department shall receive the written US Army Corps of Engineers approval of the wetlands delineation and/or encroachment permit prior to approval of the preliminary subdivision plans; and
14. The Department shall receive the written FEMA approval of the 100 year flood elevation statement prior to approval of the preliminary subdivision plans; and
15. The applicant shall ensure both the volume and quality of the off-site discharges meet “Low Impact Design or other acceptable stormwater management technologies; and
16. The applicant shall construct a landscaped berm, fence, wall, or some combination thereof, to ensure that no parcel in the project will have direct vehicular access onto Fairfield and Stanford Road; and

17. Pursuant to the requirements of Section 26-59 (k) of the County Code, the County may require a bond be posted to guarantee the phasing schedule is met and the construction of roads, utilities, other facilities and amenities are met; and
18. Pursuant to the requirements of Section 26-59 (k) (4) of the County Code, the PDD zoning shall automatically expire 730 days after the date of the Zoning Map Amendment Ordinance, for this project, unless development activity is initiated; and
19. Richland County shall not be responsible for the enforcement of any deed restrictions imposed by the applicant, the developer, or their successors in interest; and
20. All the conditions described herein shall apply to the applicant, the developer and/or their successors in interest.

Section III. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section IV. All ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

Section V. This ordinance shall be enforced after the date of an affirmative Third Reading.

RICHLAND COUNTY COUNCIL

BY: _____
Anthony G. Mizzell, Chair

Attest this _____ day of
_____, 2006

Michielle R. Cannon-Finch
Clerk of Council

RICHLAND COUNTY ATTORNEY'S OFFICE

Approved As To LEGAL Form Only
No Opinion Rendered As To Content

Public Hearing: June 27, 2006 (tentative)

First Reading: June 27, 2006 (tentative)

Second Reading:

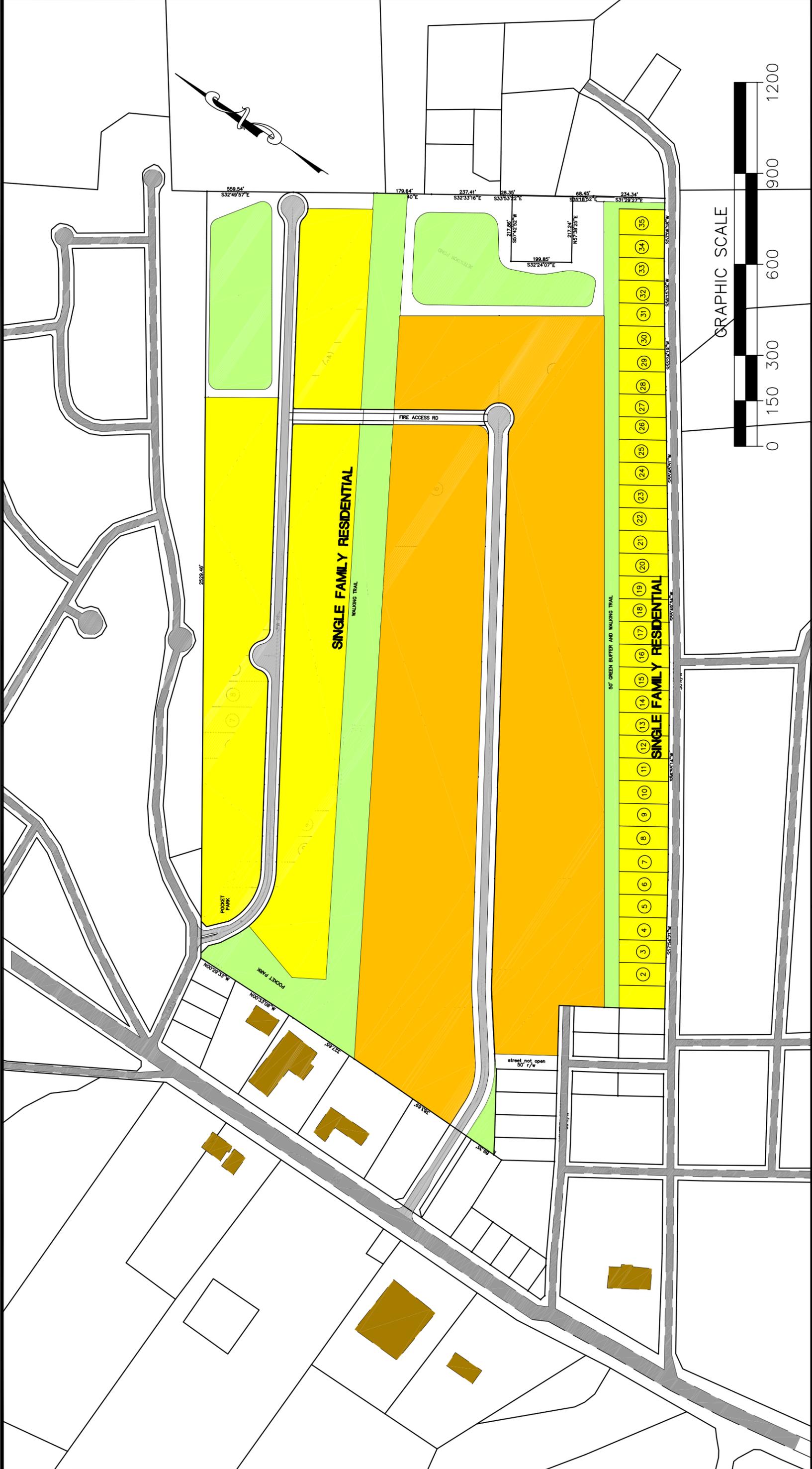
Third Reading:

Attachment A
06-25 MA Legal Description

Richland County TMS 11807-07-27, 97.39
Acres on Crawford Road, Near Columbia

Commencing at a ½” rebar, located 116.47’ northwest of the right-of-way of Crawford Road, .23 miles northeast of the intersection of Fairfield Road (US. Highway 321) & Crawford Road, near the City of Columbia; thence continuing along the lands of now or formerly Janie G. Haynie N32°15’53”W at a distance of 33.42’ to a ½” rebar; thence continuing along the lands of now or formerly Wateree Plaza, Limited Partnership N31°07’21”W at a distance of 148.53’ to a ½” rebar; thence continuing along the right-of-way of Monteith Street N31°07’21”W at a distance of 50.00’ to a ½” rebar; thence turning and running along the right-of-way of Monteith Street S58°06’09” W at a distance of 85.00’ to a ½” rebar; thence continuing along the right-of-way of Monteith Street S58°06’10”W at a distance of 80.00’ to a ½” rebar; thence continuing along the right-of-way of Monteith Street S58°06’10”W at a distance of 50.00’ to a ½” rebar; thence turning and running along the lands of Wateree Plaza, Limited Partnership N31°53’51”W at a distance of 200.00’ to a ½” rebar; thence turning and running along the lands of Wateree Plaza, Limited Partnership S58°06’09”W at a distance of 75.00’ to a ½” rebar; thence continuing along the lands of Wateree Plaza, Limited Partnership S58°06’09”W at a distance of 75.00’ to a ½” rebar; thence continuing along the lands of Wateree Plaza, Limited Partnership S58°06’09”W at a distance of 75.00’ to a ½” rebar; thence continuing along the lands of Wateree Plaza, Limited Partnership S58d10’34”W at a distance of 58.16’ to a ½” rebar; thence turning and running along the lands of now or formerly Crown Atlantic Company N01°11’27”E for a distance of 89.35’ to a ⅝” rebar; thence continuing and running along the lands of now or formerly Ray B. and Michelle L. Gaillard and the lands of now or formerly Billy Mishoe N01°09’34”E at a distance of 383.69’ to a ⅝” rebar; thence continuing and running along the lands of now or formerly Billy Mishoe and the lands of now or formerly Multi-Parts, Inc. N00°33’32”E at a distance of 327.65’ to a ⅝” rebar; thence continuing alongs the lands of now or formerly Multi-Parts, Inc. N03°37’10”E at a distance of 165.81’ to an open ended 1” diameter pipe; thence continuing along the lands of Buck Enterprises, LLC N00°33’08”W at a distance of 225.42’ to a 1 ½” diameter open ended pipe; thence continuing and running along the lands of now or formerly Mable Scott N00°29’33”W at a distance of 135.90’; thence turning and running along the right-of-way of Stanford Street and various property owners in the Hollywood Hills Subdivision N57°00’00”E at a distance of 2529.46’ to a 1” diameter open ended

pipe; thence turning and running along the lands of The Kaiser Family Limited Partnership S32°49'57"E at a distance of 559.54' to a 1" diameter open ended pipe; thence continuing along the lands of Rose Monteith, etal S32°19'40"E at a distance of 179.64' to a 1" diameter open ended pipe and monument; thence continuing and running along the lands of Rose Monteith, etal S32°33'16"E at a distance of 237.41' to a 1" diameter open ended pipe; thence continuing along the lands of Alvin McKie S33°53'22"E at a distance of 28.35' to a 1" diameter open ended pipe; thence turning and running along the lands of Gills Creek Baptist Church Cemetery Trustees S57°42'52"W at a distance of 217.86' to a 1" diameter open ended pipe; thence turning and running along the lands of Gills Creek Baptist Church Cemetery Trustees S32°24'07"E at a distance of 199.85' to a 1" diameter open ended pipe; thence turning and running along the lands of Gills Creek Baptist Church Cemetery Trustees N57°38'25" at a distance of 217.24' to a 1" diameter open ended pipe; thence turning and running along the lands of now or formerly Robert C. Jones S35°18'52"E at a distance of 68.45' to a 1" diameter pinch top pipe; thence continuing along the lands of now or formerly Robert C. Jones S31°29'27"E at a distance of 117.73' to a new iron pin set; thence turning and running along the lands of DET Development Corp N55°26'25"E at a distance of 2674.93' to the point of beginning.



MASTER PLAN

CRAWFORD KNOLL PDD
RICHLAND COUNTY
SOUTH CAROLINA

Date:	2/27/06
Drawn by:	MR
Scale:	1" = 300'
Project No.	06-104
Drawing No.	Crawford

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

June 5, 2006

RC Project # 06-27 MA	Applicant: Lea Walker (Chinese Cultural Center)
General Location: 1217 Pineview Road	
Tax Map Number: 16104-02-13	Subject Area: 5 ac MOL
Current Parcel Zoning: M-1 Proposed Parcel Zoning: GC	Proposed Use: Chinese Cultural Center Gross Density: N/A Open Space: N/A
PC Sign Posted: May 2, 2006	

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments 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 the Land Development Code and the Comprehensive Plan.

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

Map Change Justification Statement

Develop A Chinese Cultural Center facility

Effect Of the Proposed Amendment On the Surrounding Properties
Existing Zoning and Land Use

	Existing Zoning	Existing Land Use
Subject Parcel	M-1	Undeveloped Woodlands
Adjacent North	GC & M-1	Undeveloped Woodlands & Single Family Residences
Adjacent East	M-1	Undeveloped Woodlands
Adjacent South	M-1	Single Family Residences
Adjacent West	M-1	Single Family Residences

The Effect Of The Change On Surrounding Properties – Compatibility

The subject parcel will be combined with 1.8 acre parcel rezoned to GC in September 2005 (See 05-56 MA). The proposed Amendment will be compatible with the adjacent development.

Traffic Management Plan (TMP)

A TMP is not required for a project this size.

Traffic Impact Analysis

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the Department’s 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 ratio 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 completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2010. 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	Pineview Road	
Functional Classification Of This Roadway	Two Lane Undivided Minor Arterial	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	10,800	
Estimated Traffic Generated By The Proposed Project	170	
Current Volume At The Nearest Count Station # 397 Located @ the site	2800	
Estimated Traffic Count With the Proposed Project	2970	
Volume-To-Capacity Ratio With The Proposed Project	0.27	

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 in the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM). In this case, the estimated traffic is calculated by multiplying the generation rate for a General Office business found on page 940 of the TGM times the proposed square footage of the use. (3.4 trips per 1000 sq. ft. times 50,000 sq. ft. = 170 ADTs)

The current traffic counts were received from SCDOT on May 24, 2005 and represent the Annual Average Daily Trips in 2004 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

Pineview Road in this area is operating well under its LOS C design capacity. This section of Pineview Road will experience additional traffic upon completion of the State Farmers Market at Shop Road and Pineview Road.

Amendment Relationship To Comprehensive Plan

The Department recommends evaluation of 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/Recommendations 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 also amended all the Subarea Proposed Land Use Maps on May 3, 1999.

The Lower Richland Subarea Plan Proposed Land Use Map (Map) designates the subject area as Light Industrial in the **Established Urban Area**. The proposed GC zoning **is not consistent with the Map** designation because it is a commercial zoning in an area designated for light industrial development.

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations/Principles of the Comprehensive Plan as found in the Subarea Plans. The Lower Richland Corridor Subarea Plan, adopted in January 1992, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles/Recommendations, found on pages 33 and 38 respectively, are discussed below:

Objective – Types and sites of employment and services shall be located to complement residential areas; minimize adverse effects of noise, pollution, glare and traffic on residential areas

The proposed Amendment is more appropriate in this area to reduce the possibility of excessive noise, etc permitted under the current M-1 zoning. The proposed Amendment implements this Objective.

Principle –
None Applicable

Development Review Team Action

Development Review Team action is not required at the zoning stage

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 (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 06-27 MA **be changed** from M-1 to GC.

Findings of Fact:

1. The proposed subdivision **will be compatible with** the adjacent development.
2. The Department estimates the proposed Amendment will result in Pineview Road operating below its LOS C capacity.
3. The proposed Amendment **is not consistent with** Proposed Land Use Map designation in the Lower Richland Subarea Plan.
4. The proposed Zoning Map Amendment **is consistent with** the Objectives and Recommendations of the Lower Richland Subarea Plan discussed herein.
5. If the proposed Amendment fails, the subject site may be used by any of the permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

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

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

At their meeting of June 5, 2006, 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 # 06-27 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

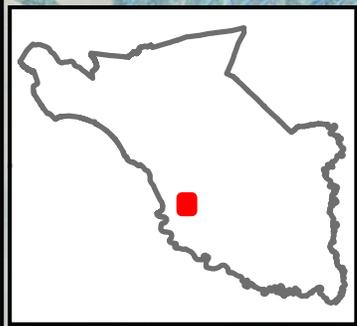
(If the Planning Commission does not agree with the Department's recommendation and/or findings of fact, the reasons for the decision must be clearly stated for the public record.)

In consideration of the proposed Zoning Map Amendment # 06-27 MA, the Planning Commission made the findings of fact summarized below:

CASE 06-27 MA
M-1 to GC
TMS 16104-02-13



- FLOOD ZONE A
- FLOOD ZONE AE
- WETLANDS



CASE 06-27 MA
M-1 to GC
TMS 16104-02-13

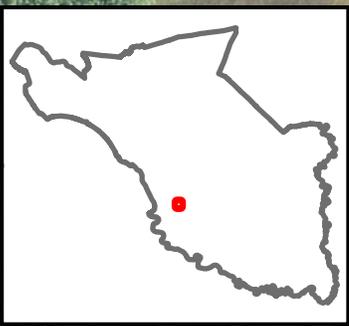
Charter Ct
Surrwood Dr
Windy Dr
Reeder Point Rd

Branning Dr

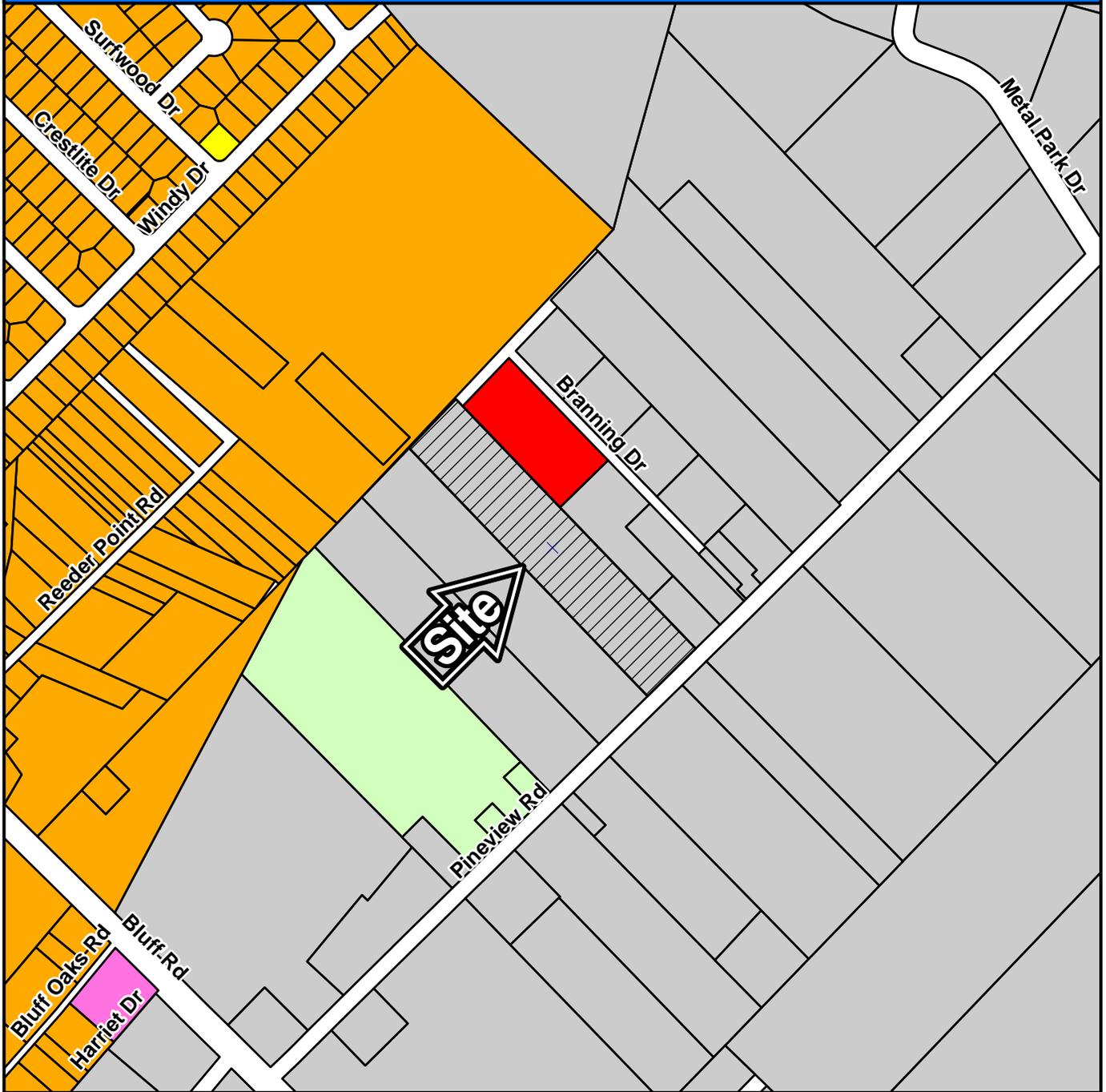
Pineview Rd



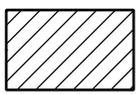
-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



CASE 06-27 MA M-1 to GC



ZONING CLASSIFICATIONS



Subject
Property



RR



RS-MD



RM-MD



NC



HI



RS-E



RS-HD



RM-HD



GC



PDD



RS-LD



MH



OI



M-1



RU



CASE 06-27 MA

From M-1 to GC

TMS# 16104-02-13

1217 Pineview Drive



Attachment A
06-27 MA Legal Description

All that certain piece, parcel, lot of land, with improvements thereon, situate, lying and being in the County of Richland, State of South Carolina, containing 5.06 acres, located on the northern side of Pineview Road, being SC Hwy S40-11491. Said tract of land being shown on a plat prepared by Cox and Dinkins, Inc. recorded in the Office of the RMC for Richland County in Plat Book 50, Page 7846. Said tract of land having the following boundaries and measurements: On the north by property now, or formerly, of Beechum, for a distance of 208.26 feet; on the East by Lot 6, whereon it measures 1,062.10 feet; on the south by Pineview Road, for a distance of 208.00 feet; and on the West by Lot No. 4, whereon it measures 1056.00 feet, all measurements being a little more or less.

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

June 5, 2006

RC Project # 06-29 MA	Applicant: Martin Moore
General Location: Clemson Road Across From Killian Elementary School	
Tax Map Number: 20200-01-18	Subject Area: 10 ac MOL
Current Parcel Zoning: NC Proposed Parcel Zoning: OI	Proposed Use: Professional Office Park Gross Density: N/A Open Space: N/A
PC Sign Posted: May 2, 2006	

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments 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 the Land Development Code and the Comprehensive Plan.

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

Map Change Justification Statement

Develop small-scale professional office park

Effect Of the Proposed Amendment On the Surrounding Properties
Existing Zoning and Land Use

	Existing Zoning	Existing Land Use
Subject Parcel	NC	Undeveloped
Adjacent North	RU, GC & RS-MD	Whitehurst S/D & undeveloped woodlands
Adjacent East	RS-MD	Single Family Residence and Whitehurst S/D
Adjacent South	RU	Killian Elementary School
Adjacent West	RS-MD & GC	River of Life Church & undeveloped woodlands

The Effect Of The Change On Surrounding Properties - Compatibility

The County Council determined that a professional office park was a compatible land use when they approved the zoning change from RS-MD to NC. The surrounding area is primarily commercial and institutional.

Traffic Management Plan (TMP)

A traffic management plan is not required at the zoning stage. A TMP will be required with the site plan application submission package.

Traffic Impact Analysis

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the Department’s 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 ratio 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 completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2010. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Clemson road
Functional Classification Of This Roadway	Four lane Undivided Minor Arterial
Level-Of-Service C Design Capacity (V/C = 1.00)	21,600
Estimated Traffic Generated By The Proposed Project	690
Current Volume At The Nearest Count Station # 442 Located @ the site	10,100
Estimated Traffic Count With the Proposed Project	10,790
Volume-To-Capacity Ratio With The Proposed Project	.50

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented in the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM). In this case, the estimated traffic is calculated by multiplying the generation rate for a business park business (14.37 ADTs/1000 sq. ft. GLA) found on page 1086 of the TGM times the proposed square footage (48,000) of the use.

The current traffic counts were received from SCDOT on May 24, 2005 and represent the Annual Average Daily Trips in 2004 i.e. **they are already more than one year old.**

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

The traffic assessment described above shows that the proposed project would not result in exceeding the LOS C capacity of this portion of Clemson Road. It should be noted that since Clemson Road was opened to I-77. The SCDOT 2005 traffic counts will likely show a significant increase.

Amendment Relationship To Comprehensive Plan

The Department recommends evaluation of 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/Recommendations 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 also amended all the Subarea Proposed Land Use Maps on May 3, 1999.

The I-77 Corridor Subarea Plan Proposed Land Use Map (Map) designates the subject area as Medium Density Residential in the Developing Urban Area. The proposed OI zoning **is not consistent** with the Map designation because it is a commercial project in an area designated for residential development.

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations/Principles 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/Recommendations, found on pages 31 and 36 respectively, are discussed below:

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

There is a 50 acres parcel of general commercial zoning approximately ½ mile west of the site at the intersection of Clemson Road and Longtown Road. Another 30 acres parcel is zoned M-1 in the same area. The Killian Station PDD (RC # 04-07 MA, Ordinance # 60-04 HR adopted November 2, 2003) adjacent to the Killian Elementary School on the east, includes 80,000 sq. ft. of office space and 34,000 sq. ft. of retail commercial space. The proposed amendment implements this Objective.

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

1. Areas identified on the Proposed Land Use Map
The proposed Amendment is not consistent with the Map designation
3. Sites of major traffic junctions and cluster locations as opposed to strip development
See the discussion above

The proposed Amendment does not implement this Principle.

Other Relevant Issues

A Zoning Map Amendment (**05-105 MA**) request to change the zoning from RS-MD to NC was considered by the Planning Commission on February 6, 2006. Although the staff recommended denial, the Commission recommended the Amendment be approved on a vote of 6 to 2. The County Council approved Ordinance # 17-06 HR on April 4, 2006.

The applicant submitted the subject request because the NC zoning district limits the building footprint to 6000 sq. ft per parcel and limits the total structure area to 12,000 sq. ft. per parcel. The OI zoning district does not have these restrictions.

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 # 06-29 MA **be changed** from NC to OI.

Findings of Fact:

1. The proposed subdivision **is compatible with** the adjacent development.
2. The traffic assessment described above shows that the proposed project would not result in exceeding the LOS C capacity of this portion of Clemson Road.
3. The proposed Amendment **is not consistent with** Proposed Land Use Map designation in the I-77 Corridor Subarea Plan.
4. The proposed Zoning Map Amendment **is not consistent with** the Objectives and Recommendations of the I-77 Corridor Subarea Plan discussed herein.
5. If the proposed Amendment fails, the subject site may be used by any of the permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

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

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

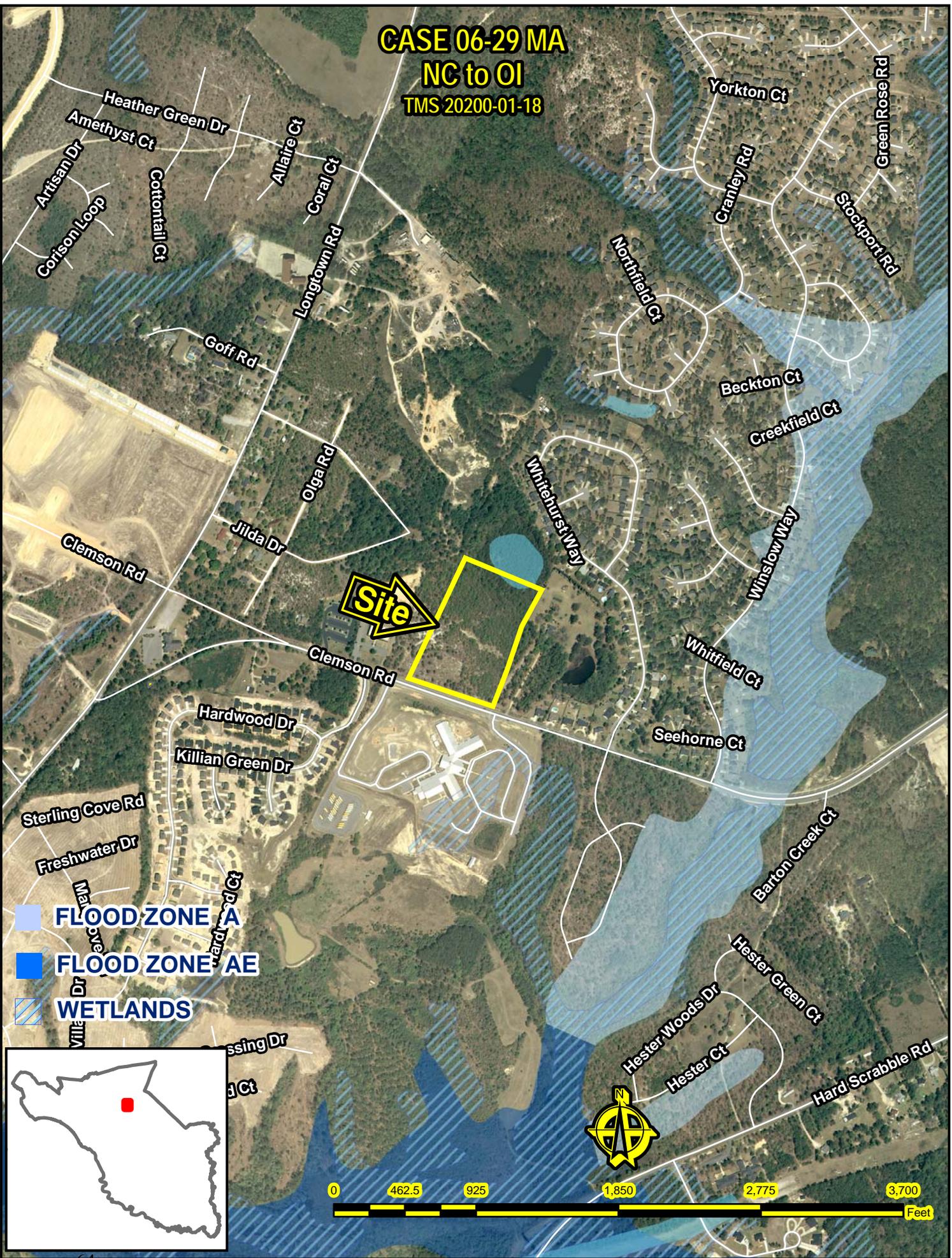
At their meeting of June 5, 2006, the Richland County Planning Commission **agreed (did not agree)** with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 06-29 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

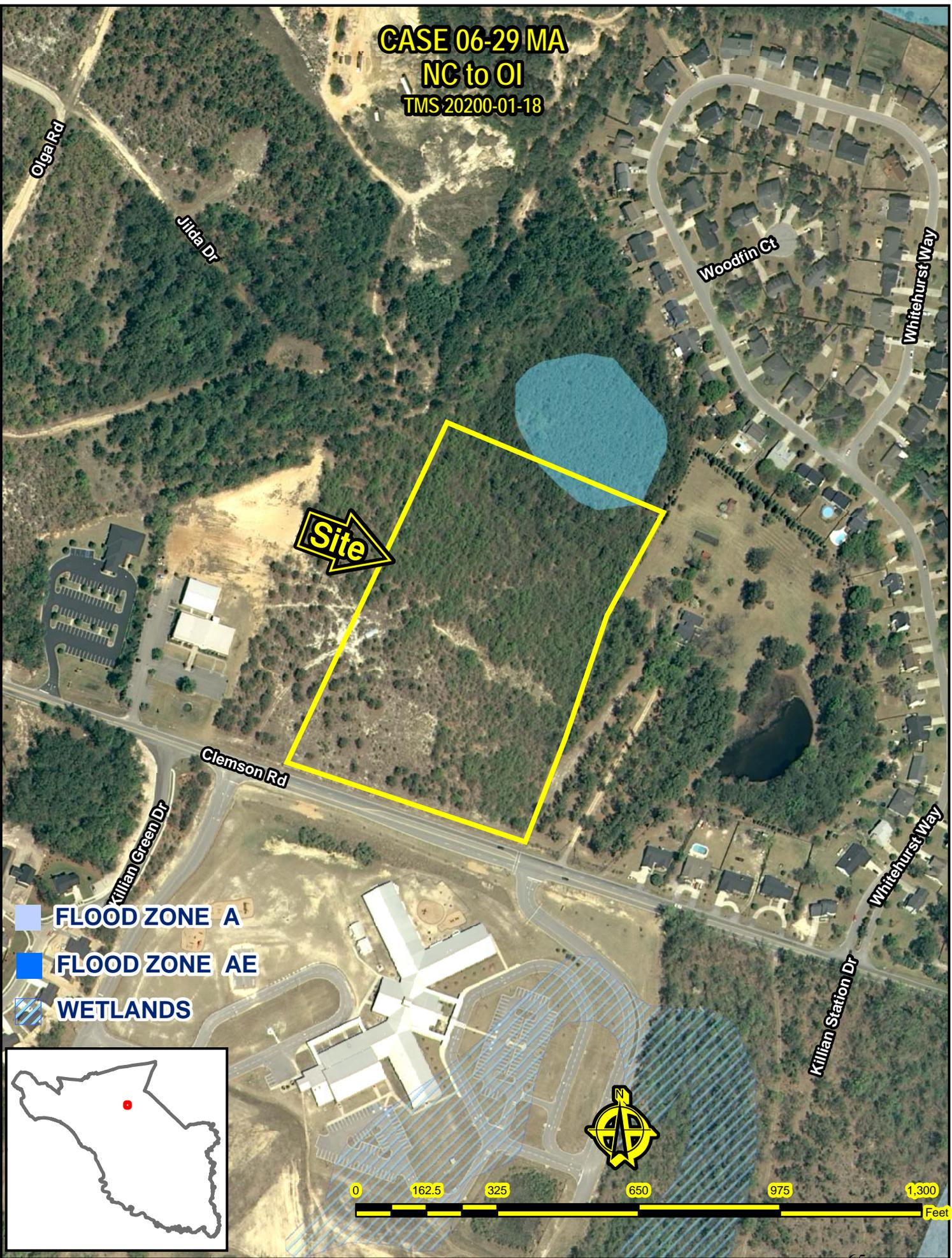
(If the Planning Commission does not agree with the Department's recommendation and/or findings of fact, the reasons for the decision must be clearly stated for the public record.)

In consideration of the proposed Zoning Map Amendment # 06-29 MA, the Planning Commission made the findings of fact summarized below:

**CASE 06-29 MA
NC to OI
TMS 20200-01-18**



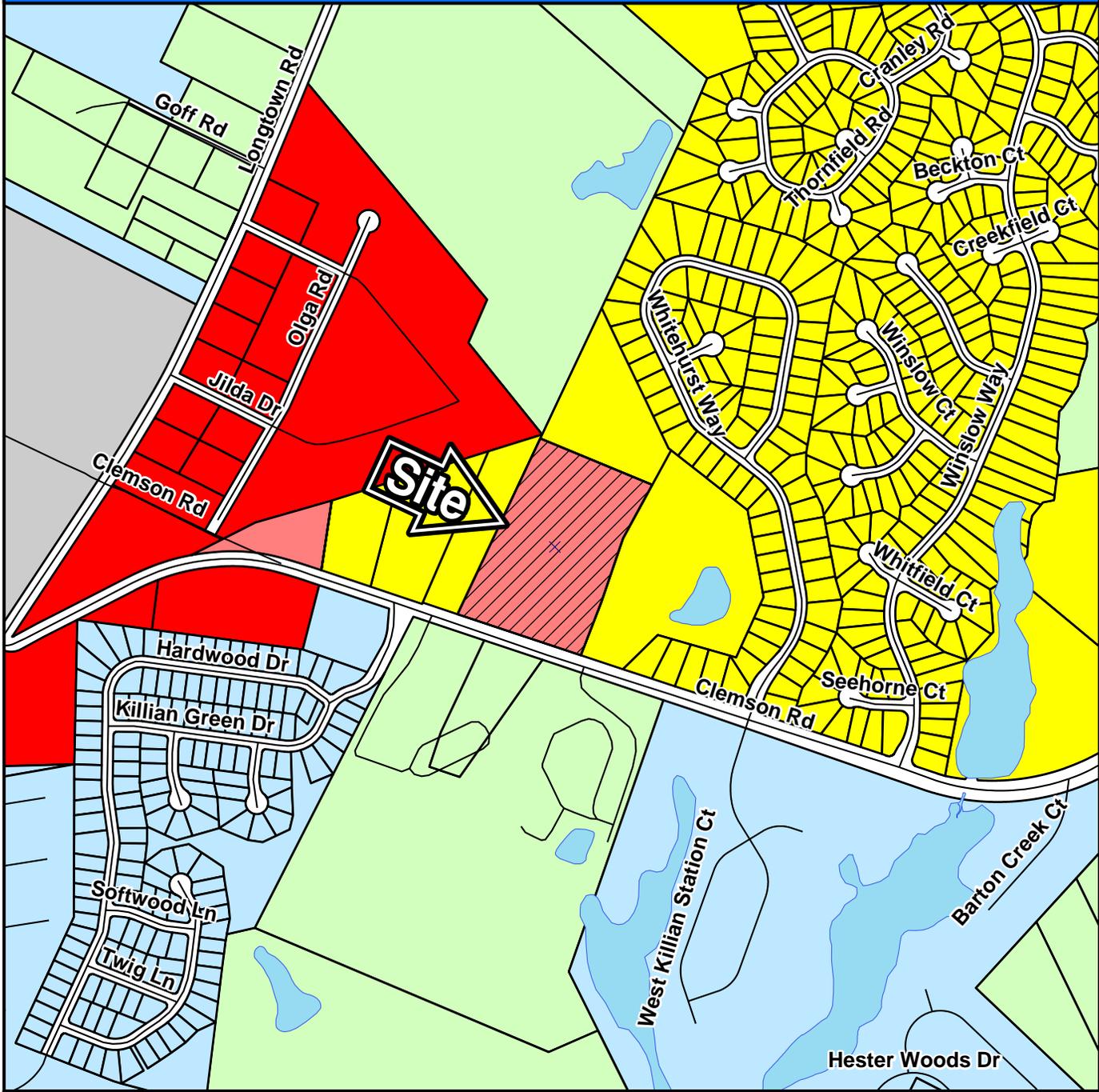
**CASE 06-29 MA
NC to OI
TMS 20200-01-18**



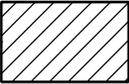
-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



CASE 06-29 MA NC to OI



ZONING CLASSIFICATIONS

	 RR	 RS-MD	 RM-MD	 NC	 HI
Subject Property	 RS-E	 RS-HD	 RM-HD	 GC	 PDD
	 RS-LD	 MH	 OI	 M-1	 RU



CASE 06-29 MA

From NC to OI

TMS# 20200-01-18

Clemson Rd. across from Killian Elementary School



Attachment A
06-29 MA Legal Description

All that certain piece, parcel or lot of land consisting of ten (10.0) acres, together with any and all improvements thereon, situate, lying and being in Richland County, South Carolina, on the North side of Clemson Road (S-40-52), being more particularly shown on that certain plat prepared for George McCutchen by B. P. Barber & Associates, Inc., dated June 20, 2005, and recorded in the Office of the Register of Deeds for Richland County in Record Book 01074, Page 1218, being designated thereon as Parcel 1 of two parcels, and having metes bounds, courses and distances as appear on said plat, to wit:

Beginning at an iron constituting the southwesternmost corner of the said Parcel 1, set on the northern right-of-way boundary of Clemson Road approximately 2,157 feet East of its intersection with Longtown Road, and from said iron running N23°26'12"E for 895.31 ft. to an iron pipe; thence continuing on the same line a distance of 98.35 ft. to an iron rebar; thence cornering and running S38°31'15"E for a distance of 577.84 ft. to an iron rebar; thence cornering and running S28°05'31"W for 68.69 ft. to an iron rebar; thence turning and running S17°32'18"W for 208.01 ft. to an iron rebar; thence turning and running S23°13'10"W for 127.02 ft.; thence turning and running S22°59'31"W for 269.24 ft. to an iron rebar set on the northern right-of-way boundary for Clemson Road, constituting the southeasternmost corner of said Parcel 1; thence turning and running in a westerly direction along the said right-of-way boundary N71°58'20"W for 533.92 ft. to the POINT OF BEGINNING, all measurements herein being a little more-or-less.

TMS No. 20200-01-18 (Portion)

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

June 5, 2006

RC Project # 06-30 MA	Applicant: Mungo Company
General Location: South Side of Broad River Rd, ½ Mile North of I-26	
Tax Map Number: 02600-09-05	Subject Area: 42 ac MOL
Current Parcel Zoning: M-1 Proposed Parcel Zoning: RS-HD	Proposed Use: Single Family Subdivision Gross Density: 8.7 DU/acre (max. allowed) Open Space: N/A
PC Sign Posted: May 2, 2006	

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments 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 the Land Development Code and the Comprehensive Plan.

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

Map Change Justification Statement

Develop a single Family Residential Subdivision

Effect Of the Proposed Amendment On the Surrounding Properties
Existing Zoning and Land Use

	Existing Zoning	Existing Land Use
Subject Parcel	M-1	Vacant
Adjacent North	PDD & RS-LD	Waterfall S/D, Courtyards @ Rolling Creek S/D
Adjacent East	M-1	Vacant
Adjacent South	RU	Powerline Easement, I-26 & Vacant
Adjacent West	RM-HD; RS-MD	(Vacant)—Wescott rezoning 3 rd reading deferred to June 6, 2006 County Council meeting.

The Effect Of The Change On Surrounding Properties - Compatibility

The County Council approved for 2nd Reading the rezoning of the adjacent parcels to the west from M-1 to RM-HD Wescott Development Co. (See 06-07MA). The site is across Broad River Road from the Courtyards @ Rolling Creek subdivision. The entrance to the Waterfall PDD subdivision is located northwest of the subject site. The proposed Amendment is compatible with the adjacent development.

Traffic Management Plan (TMP)

A traffic management plan is not required at the zoning stage. A TMP will be required with the subdivision Sketch Plan application submission package.

Traffic Impact Analysis

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the Department’s 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 ratio 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 completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2010. 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	2256	
Current Volume At The Nearest Count Station # 178 Located @ just west of the site	5100	
Estimated Traffic Count With the Proposed Project	7356	
Volume-To-Capacity Ratio With The Proposed Project	0.86	

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 in the Addendum to the Long Range Major Street Plan adopted in October 1993. In this case, the estimated traffic is calculated by multiplying the site acreage by 35 % to determine the amount of developable land (27.3 acres); then multiply 27.3 acres by 8.7 DU/acre to get the estimated number dwelling units (238); and then multiply 238 by 9.5 ADTs/DU to get the estimated traffic generated by the project (2256)

The current traffic counts were received from SCDOT on May 24, 2005 and represent the Annual Average Daily Trips in 2004 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 Amendment, alone, will not result in the LOS C of this portion of Broad River Road to be exceeded. However, if the proposed project utilizes the open space provision of the code which would allow the development to reach its gross density, in combination with the adjacent Westcott Development subdivisions, will generate an estimated 7380 additional ADTs on this portion of Broad River Road. Therefore, this portion of Broad River road will have an estimated V/C ratio of 1.45, or an LOS F condition, when these projects are built out.

In addition, a shopping center is under construction at the I-26/Broad River Road interchange. The required TMP will provide a more detailed analysis of the traffic impacts of all these projects.

Transportation Recommendation - To the extent possible, rezoning decisions should be made with consideration of the Long Range Major Street Plan so that improvements are concurrent with new development

There are no road capacity improvements scheduled to this portion of Broad River Road for at least the next five fiscal years. Since the traffic is projected to exceed the LOS "F" capacity when these projects build out, **the proposed Amendment is not consistent with this Recommendation.**

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 applicant has not proposed any measures to mitigate the traffic effects of this project. The current CMGOG Transportation Improvement Program, i.e., the fiscal year beginning July 1, 2006 through June 30, 2011, **does not have any road capacity improvements programmed for Broad River Road. Furthermore, there are currently no funding sources available for any road capacity improvements in Richland County.**

The County cannot **require dedication** of right-of-way on Broad River Road. However, the **voluntary dedication** of right-of-way by both projects will significantly reduce the cost of the road improvements needed to accommodate the future traffic demand in the area. Public possession of the right-of-way for widening also drastically improves the priority determination for improvement funding.

The Department suggests that the developers of these subdivisions coordinate the cost of a Traffic Management Plan for both projects. The eventual developer of the parcel between the subject project and the shopping center could also be a party to this effort.

Amendment Relationship To Comprehensive Plan

The Department recommends evaluation of 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/Recommendations 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 also amended all the Subarea Proposed Land Use Maps on May 3, 1999.

The Northwest Subarea Plan Proposed Land Use Map (Map) designates the subject area as Light industrial in the Developing Area. The proposed RS-HD zoning **is not consistent** with the Map designation because it is residential zoning in an area designated for light industrial land use.

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations/Principles of the Comprehensive Plan as found in the Subarea Plans. The Northwest Corridor Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles/Recommendations, 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 zoning map amendment process (06-06 MA RU to RS-MD); (06-07 MA M-1 to RM-HD) (Wescott) for the adjacent parcel to the west will likely be completed by early June 2006. The RM-HD zoning district **allows** a maximum density of 16 DU/acre and RS-MD allows a

maximum density of 5 DU/acre. Since the proposed Amendment allows a maximum density of 8.7 DU/acre, it implements this Objective.

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

The RS-HD zoning district is a single family detached residential zoning district. The proposed Amendment implements this Principle.

The situation described above is unfortunately one that is repeated throughout the County on multiple occasions. That is, the adopted Proposed Land Use Map (Map) is not consistent with the Objectives and Policies expressed in the text of the Subarea Plans. This dichotomy occurs because the Maps were changed to meet the statutory deadline for adoption of the Comprehensive Plan by May 3, 1999 **without consideration of** the text in the Objectives and Policies of the adopted Subarea Plans.

The County Council’s deferral of third Reading Ordinances of Westcott Development company (06-06 MA and 06-07 MA) for the adjacent 155 acres of varied residential density adjacent to this site established a precedent if approved for residential development in this area. However, the developer is working with the community to reduce the number of homes proposed on the site and mitigate some of the traffic issue to better compliment the surrounding area.

Development Review Team Action

Development Review Team action is not required at the zoning stage. DRT action is required when the subdivision Sketch Plan application submission is received by the Department.

Other Relevant Issues

The Department recommends that the applicant work with the adjacent developer and the community to discuss traffic mitigation in this area. The developer has the option to utilize the open space provisions of the Land Development Code which allows for a gross density of approximately 366 units.

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 # 06-30 MA **not be changed** from M-1 to RS-HD.

Findings of Fact:

1. The proposed subdivision **is compatible with** the adjacent development.
2. The proposed project, in combination with the adjacent Westcott Development subdivisions, will generate at estimated 7380 additional ADTs on this portion of Broad River Road. Therefore, this portion of Broad River road will have an estimated V/C ratio of 1.45, or an LOS F condition, when these project are built out.
3. The proposed Amendment **is not consistent with** the Proposed Land Use Map designation in the Northwest Subarea Plan.
4. The proposed Zoning Map Amendment **is consistent with** the Objectives and Recommendations of the Northwest Subarea Plan discussed herein.
5. If the proposed Amendment fails, the subject site may be used by any of the permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

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.

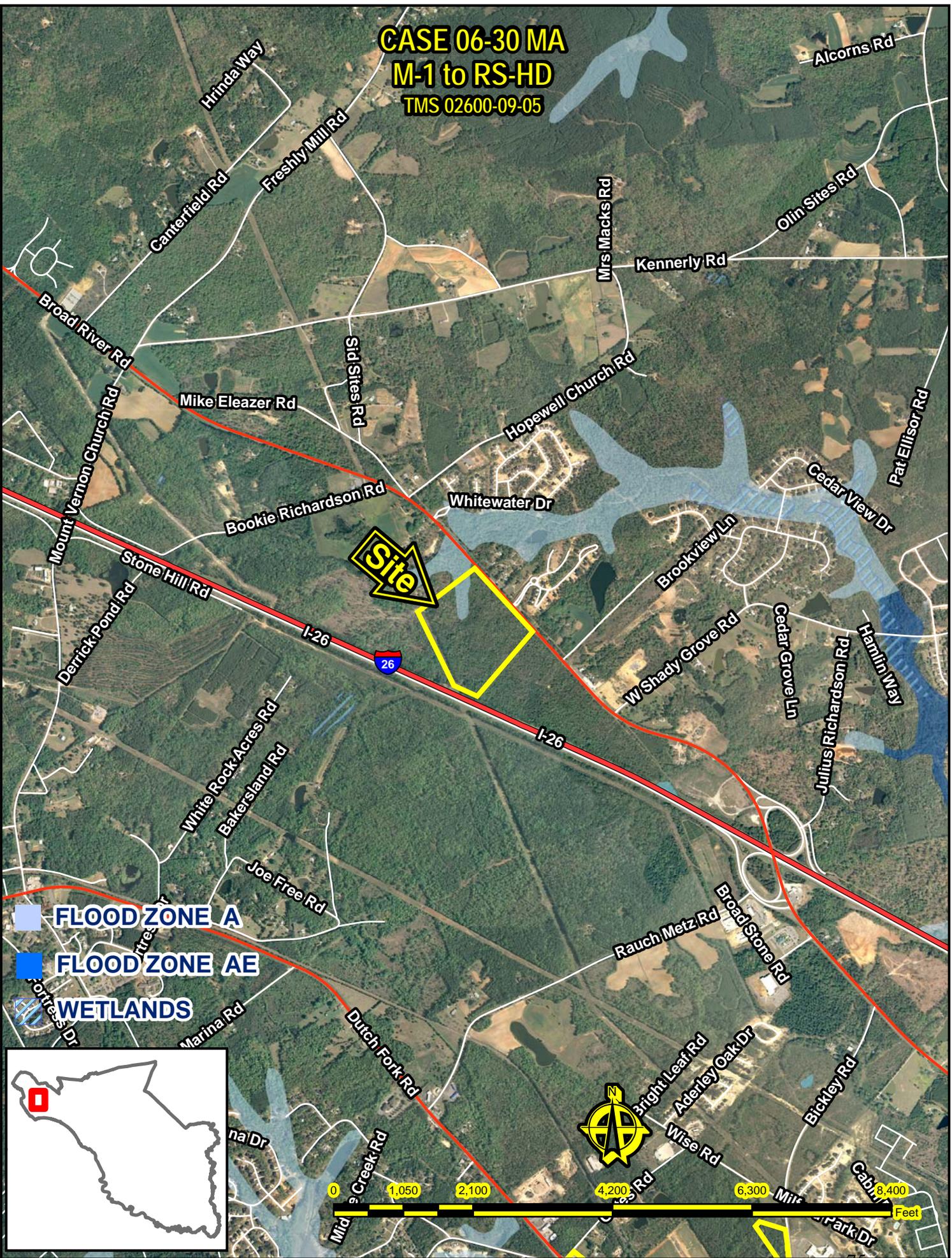
At their meeting of June 5, 2006, the Richland County Planning Commission **agreed (did not agree)** with the PDSO recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 06-30 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

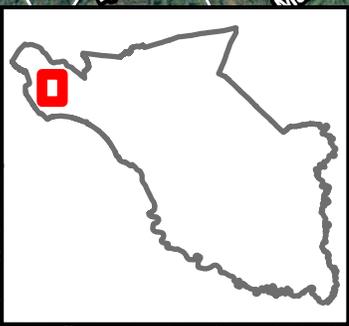
(If the Planning Commission does not agree with the Department's recommendation and/or findings of fact, the reasons for the decision must be clearly stated for the public record.)

In consideration of the proposed Zoning Map Amendment # 06-30 MA, the Planning Commission made the findings of fact summarized below:

CASE 06-30 MA
M-1 to RS-HD
TMS 02600-09-05



-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



CASE 06-30 MA
M-1 to RS-HD
TMS 02600-09-05

Sid Sites Rd

Hopewell Church Rd

Whitewater Ct

Whitewater Dr

Blackstone Dr

Twin Falls Ln

Whitewater Dr

Site

Savannah Branch Trl

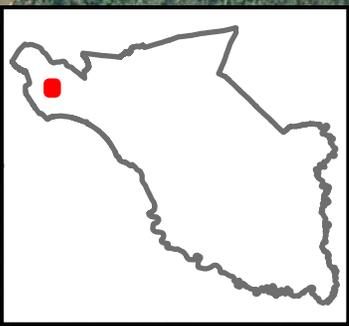
Broad River Rd

26

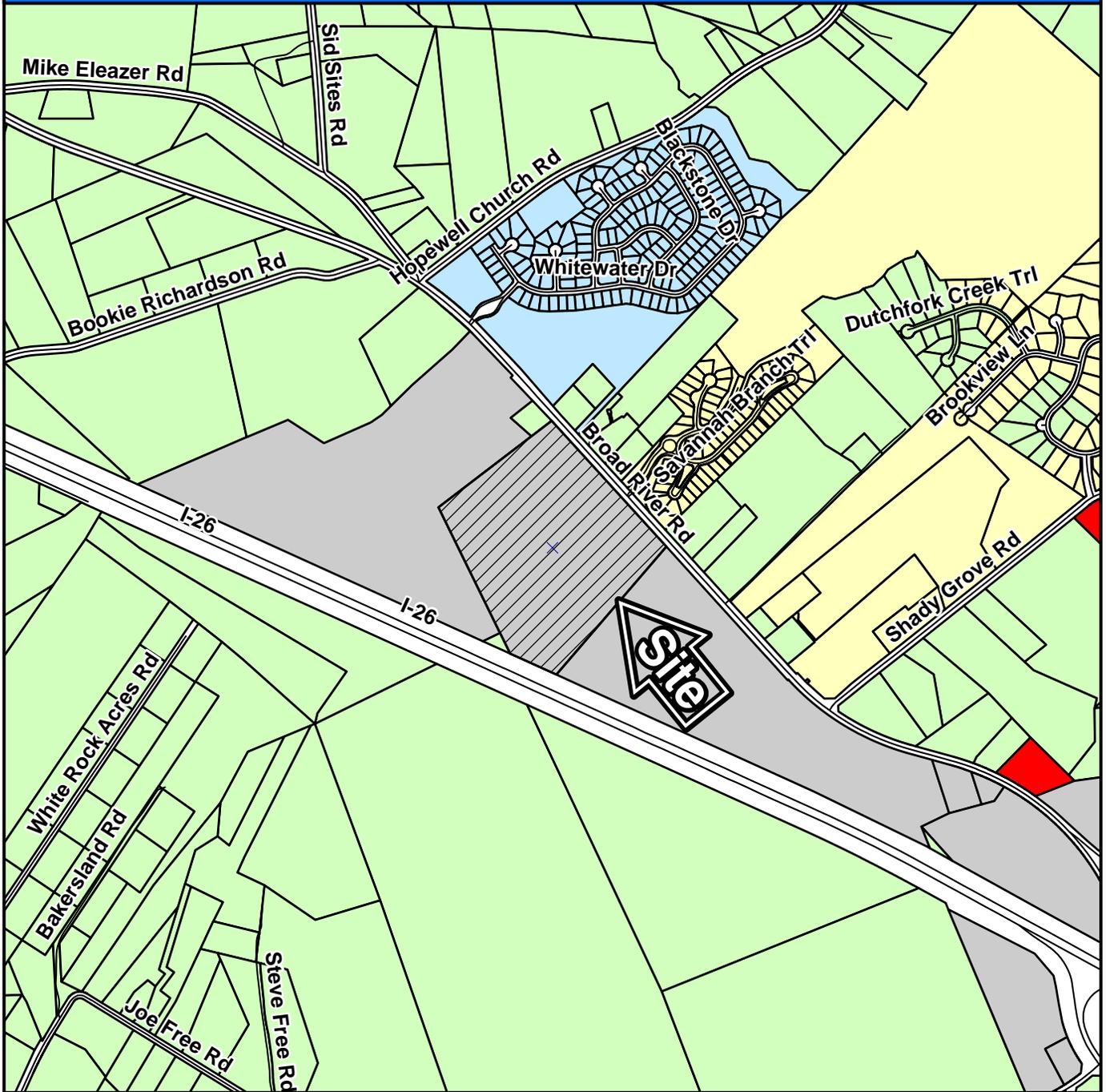
I-26

I-26

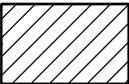
-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



CASE 06-30 MA M-1 to RS-HD



ZONING CLASSIFICATIONS

	 RR	 RS-MD	 RM-MD	 NC	 HI
Subject Property	 RS-E	 RS-HD	 RM-HD	 GC	 PDD
	 RS-LD	 MH	 OI	 M-1	 RU



CASE 06-30 MA

From M-1 to RS-HD

TMS# 02600-09-05

West side of Broad River Rd., ½ mile north of I-26



Attachment A
06-30 MA Legal Description

Property Description for
TMS #02600-09-05

Commencing at a point at the centerline of the intersection of U. S. Highway #176(Broad River Road) and Hopewell Church Road and running S43°-15'-51"E for a distance of 1478.57'' to an iron, said iron being the Point of Beginning;

Thence, from the Point of Beginning running in a clockwise direction, S41°-00'-00"E for a distance of 1290.63'' to an iron, said line being the Southern Right-of-Way for S.C. HWY. #176 (Broad River Road);

Thence, S42°-04'-35"W for a distance of 1274.72' to an iron, said line being bounded on the Southeast by lands of N/F Exit Ninety-Seven SC General Partnership;

Thence, N64°-18'-23"W for a distance of 390.03' to an iron, said line being the Northern Right-of-Way for Interstate 26;

Thence, N24°-46'-26"W for a distance of 1228.92' to an iron, said line being bounded on the West by lands of N/F Claire Towers Associates;

Thence, N53°59'-04"E for a distance of 1080.43', said line being bounded on the North by lands of N/F Claire Towers Associates, said point being the point of beginning;

Property contains ±41.46 AC with property description taken from Boundary Survey prepared for Patricia R. Eleazer and Karl Rauch by JKB&B, Inc. dated April 19, 1989. Recorded in Richland County R.O.D. in plat Book 52, Page 6092.

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

June 5, 2006

RC Project # 06-31 MA	Applicant: Mungo Company
General Location: East Side of Lower Richland Blvd, ¼ Mile South of US 378	
Tax Map Number: 24700-02-08 (p)	Subject Area: 5.5 ac MOL
Current Parcel Zoning: RS-LD Proposed Parcel Zoning: NC	Proposed Use: Neighborhood Commercial Gross Density: N/A Open Space: N/A
PC Sign Posted: May 2, 2006	

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments 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 the Land Development Code and the Comprehensive Plan.

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

Map Change Justification Statement

Establish a neighborhood commercial development that will complement the residential component of the Laurinton Farms community.

Effect Of the Proposed Amendment On the Surrounding Properties
Existing Zoning and Land Use

	Existing Zoning	Existing Land Use
Subject Parcel	RS-LD	Farm Buildings
Adjacent North	GC	Food Lion Shopping Center
Adjacent East	RS-LD	Laurinton Farms S/D under development
Adjacent South	RS-LD	Laurinton Farms S/D under development
Adjacent West	RS-MD	Farm & undeveloped woodlands

The Effect Of The Change On Surrounding Properties - Compatibility

The subject site is adjacent to an existing Food Lion Shopping center and an existing gas station at the southeast corner of Garners Ferry Rd and Lower Richland Blvd. The Southeast Richland Master Plan encourages neighborhood commercial centers in this area. The proposed Amendment is compatible with the adjacent development.

Traffic Management Plan (TMP)

A traffic management plan is not required at the zoning stage. **The TMP, currently in preparation for the Laurinton Farms subdivision, should include the traffic effects of this proposed neighborhood commercial center.**

Traffic Impact Analysis

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the Department’s 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 ratio 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 completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2010. 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	US 378 via Lower Richland Blvd	
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	192	
Current Volume At The Nearest Count Station # 171 * Located @		32,100
Estimated Traffic Count With the Proposed Project	32,292	
Volume-To-Capacity Ratio With The Proposed Project	0.96	

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 in the 5th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM). In this case, the estimated traffic is calculated by multiplying the generation rate for a general retail merchandise business (4.8 ADTs/1000 sq. ft. GLA) found on page 1097 of the TGM times the proposed square footage (40,000 sq. ft. GLA)

The current traffic counts were received from SCDOT on May 24, 2005 and represent the Annual Average Daily Trips in 2004 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 nearest SCDOT count station is almost two miles west of the site on US 378. This portion of Lower Richland Blvd does not have a count station.

The subject project, itself, will have an insignificant effect on the traffic in the area. However the adjacent Laurinton Farms project will cause the LOS C of Garners Ferry Road to be exceeded when it is completed. The Laurinton Farms Traffic Management Plan will provide a more detailed analysis of the traffic conditions in the area.

Amendment Relationship To Comprehensive Plan

The Department recommends evaluation of 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/Recommendations 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 also amended all the Subarea Proposed Land Use Maps on May 3, 1999.

The map amendment compliments the objectives of the Southeast Richland Master plan for this area which also recommends internal connectivity with the proposed Laurinton Farms community.

Development Review Team Action

Development Review Team action is not required at the zoning stage. DRT action is required when the Laurinton Farms Sketch Plan application submission is received by the Department. The DRT will consider the proposed neighborhood commercial area during its discussion of the Laurinton Farms Sketch Plan.

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 # 06-29 MA **be changed** from RS-LD to NC.

Findings of Fact:

1. The proposed subdivision **is compatible with** the adjacent development.
2. The subject project, by itself, will have an insignificant effect on the traffic in the area. However the adjacent Laurinton Farms project will cause the LOS C of Garners Ferry Road to be exceeded when it is completed.
3. The proposed Amendment **is consistent with** Proposed Land Use Map designation in the Southeast Neighborhood Plan.
4. The proposed Zoning Map Amendment **is consistent with** the Objectives and Recommendations of the Southeast Neighborhood Plan discussed herein.
5. If the proposed Amendment fails, the subject site may be used by any of the permitted uses found in Section 26-141 of the County Code, i.e., the Table of Permitted Uses.

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.

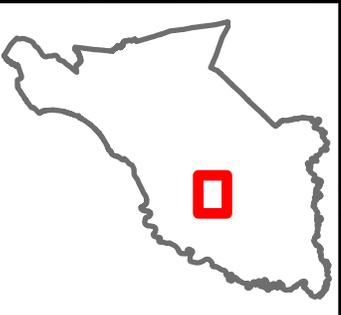
At their meeting of June 5, 2006, the Richland County Planning Commission **agreed (did not agree)** with the PDS recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 06-31 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 # 06-31 MA, the Planning Commission made the findings of fact summarized below:

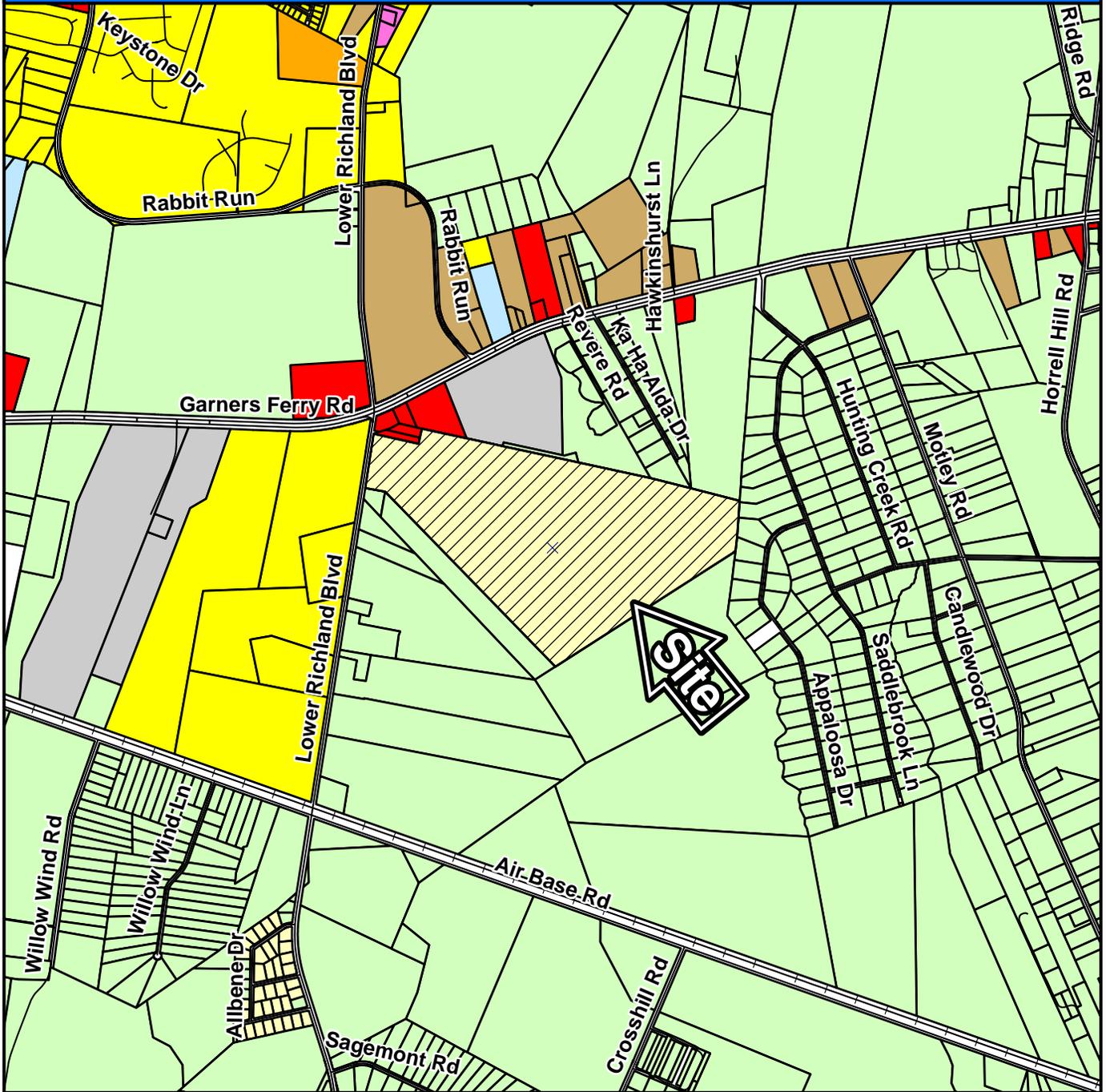
CASE 06-31 MA
RS-LD to NC
TMS 24700-02-08 (P)



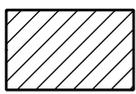
**CASE 06-31 MA
RS-LD to NC
TMS 24700-02-08 (P)**



CASE 06-31 MA RS-LD to NC



ZONING CLASSIFICATIONS



Subject
Property



RR



RS-MD



RM-MD



NC



HI



RS-E



RS-HD



RM-HD



GC



PDD



RS-LD



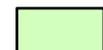
MH



OI



M-1



RU

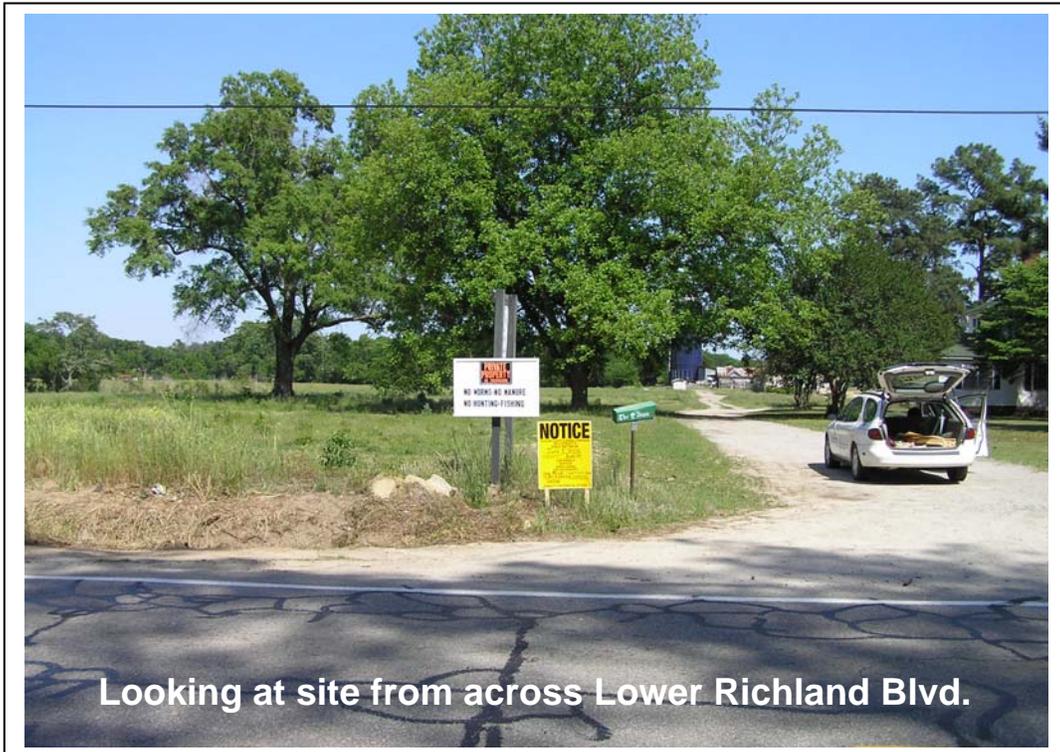


CASE 06-31 MA

From RS-LD to NC

TMS# 24700-02-09 (P)

East side of Lower Richland Blvd., 1/4 mile south of Garners Ferry Rd.



Attachment A
06-31 MA Legal Description

Commencing at a point at the centerline of the intersection of U. S. Highway # 378 (Garners Ferry Road) and Lower Richland Boulevard and running S04°-07'W for a distance of 371' to an iron, said iron being the Point of Beginning;

Thence, from the Point of Beginning running in a clockwise direction, S84°-14'-46"E for a distance of 565.68' to an iron, said line being bounded on the North by lands of N/F H R Developers, LLC;

Thence, turning and running S38°-58'-12"W for a distance of 308.66' to an iron, said line being bounded on the East by lands of N/F Laurinton Dairy Farms;

Thence, turning and running S51°-01'-48"E for a distance of 120.00' to an iron, said line being bounded on the North by lands of N/F Laurinton Dairy Farms;

Thence, turning and running S38°-58'-12"W for a distance of 117.49' to an iron, said line being bounded on the East by lands of N/F Laurinton Dairy Farms;

Thence turning and running along a curved line with a chord bearing and distance of S34°47'48"W 50.94' with a radius of 350.0', said line being bounded on the East by lands of N/F Laurinton Dairy Farms;

Thence turning and running along a curved line with a chord bearing and distance of S66°34'32"W 117.42' with a radius of 100.0', said line being bounded on the South by lands of N/F Laurinton Dairy Farms;

Thence, turning and running N77°-28'-21"W for a distance of 334.70' to an iron, said line being bounded on the South by lands of N/F Laurinton Dairy Farms;

Thence turning and running N08°56'27"E for a distance of 485.31' to an iron, said line being the Eastern R/W of Lower Richland Boulevard, said point being the Point of Beginning.

Property contains 5.53 Acres with property description taken from Boundary Survey prepared for Development Services, LLC by Civil Engineering of Columbia dated Feb. 21, 2006. (CEC#05001)

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

June 5, 2006

RC Project # 06-34 MA	Applicant: Yolanda Smalls 24/7 Bonding Co.Inc.
General Location: Intersection of Eastway Drive and Bluff Road	
Tax Map Number: 13416-01-01	Subject Area: 3.2 ac
Current Parcel Zoning: RS-HD Proposed Parcel Zoning: NC	Proposed Use: Commercial Office Use
PC Sign Posted: May 2, 2006	

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments 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 the Land Development Code and the Comprehensive Plan.

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

Map Change Justification Statement

A commercial office for an existing neighborhood bonding company.

Effect Of the Proposed Amendment On the Surrounding Properties

	Existing Zoning	Existing Land Use
Subject Parcel	RS-HD	Vacant
Adjacent North	RS-HD	Car repair and office
Adjacent East	RS-HD	Convenient store
Adjacent South	RS-HD	Residential
Adjacent West	RS-HD	Residential

The Effect Of The Change On Surrounding Properties - Compatibility

Presently along Bluff road there are several business which includes the applicant’s existing bonding company and directly across the street is a convenience store. The proposed Amendment is compatible with the adjacent development.

Traffic Management Plan (TMP)

A traffic management plan is not required at the zoning stage.

Traffic Impact Analysis

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the Department’s 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 ratio 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 completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2010. 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	Bluff Road Eastway Drive
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Functional Classification Of This Roadway	Two Lane Undivided Collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	10800	
Estimated Traffic Generated By The Proposed Project	1728	
Current Volume At The Nearest Count Station # 239 Located @ just west of the site	11200	
Estimated Traffic Count With the Proposed Project	12928	
Volume-To-Capacity Ratio With The Proposed Project	1.19	

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 in the Addendum to the Long Range Major Street Plan adopted in October 1993. In this case, the estimated traffic is calculated by multiplying the generation rate for a single tenant office building found on page 1070 of the **6th edition TGM** times the proposed square footage of the use. The traffic analysis is based on approximately 1.7 acres of net buildable area, due to a large amount of non-buildable area on the site.

The current traffic counts were received from SCDOT on May 24, 2005 and represent the Annual Average Daily Trips in 2004 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

Therefore, this portion of Bluff Road will have an estimated V/C ratio of 1.19, or an LOS E condition, when these projects are built out.

Transportation Recommendation - To the extent possible, rezoning decisions should be made with consideration of the Long Range Major Street Plan so that improvements are concurrent with new development

The proposed amendment would have little or no impact on traffic in this vicinity.

The current CMGOG Transportation Improvement Program, i.e., the fiscal year beginning July 1, 2006 through June 30, 2011, **does not have any road capacity improvements programmed for Bluff Road. Furthermore, there are currently no funding sources available for any road capacity improvements in Richland County.**

Amendment Relationship To Comprehensive Plan

The Department recommends evaluation of 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/Recommendations 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 also amended all the Subarea Proposed Land Use Maps on May 3, 1999.

The Lower Richland Subarea Plan Proposed Land Use Map (Map) designates the subject area as Rural in the Developing Urban District Area. The proposed NC zoning **is consistent** with the Map designation because it is residential zoning in an area designated for a mixture of commercial land use.

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations/Principles of the Comprehensive Plan as found in the Subarea Plans. The Lower Richland Subarea Plan, adopted in September 1993, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles/Recommendations, found on pages 33 and 40 respectively, are discussed below:

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

The proposed amendment is adjacent to existing commercial facilities to the north and the applicant is relocated an existing bonding company to this location. The site is accessible to Bluff road. The projected traffic will not result in the LOS F of Bluff Road. Public water and sewer services are available.

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

1. Areas identified on the Proposed Land Use Map.
The Map designates the site as Rural, however the property to the North and East has all Commercial businesses.
2. Sites that don't encroach or penetrate established residential areas.
As stated above, the site would serve as a good transition from neighborhood commercial uses to residential.

Development Review Team Action

Development Review Team action is not required at the zoning stage. .

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 (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 06-34 MA **be changed** from RS-HD to NC.

Findings of Fact:

1. The proposed development **is compatible with** the adjacent commercial uses.
2. The proposed Amendment **is not consistent with** the Proposed Land Use Map designation in the Lower Richland Subarea Plan.
3. The proposed Zoning Map Amendment **is consistent with** the Objectives and Recommendations of the Lower Richland Subarea Plan discussed herein.

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

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

At their meeting of June 5, 2006, 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 # 06-30 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 # 06-30 MA, the Planning Commission made the findings of fact summarized below:

**CASE 06-34 MA
RS-HD to NC
TMS 13416-01-01**



-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS

Site



**CASE 06-34 MA
RS-HD to NC
TMS 13416-01-01**

Bluff Rd

Site

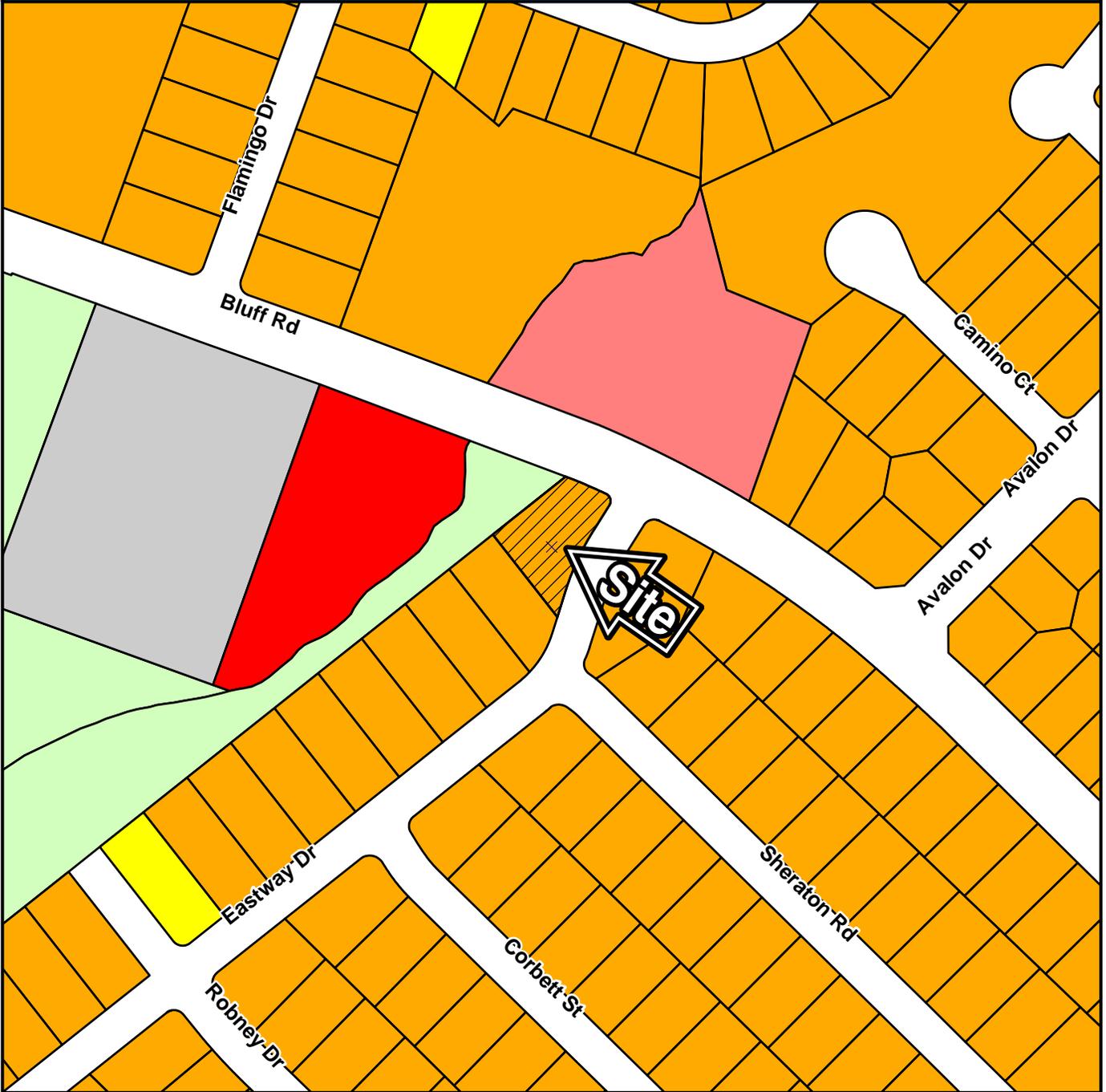
-  **FLOOD ZONE A**
-  **FLOOD ZONE AE**
-  **WETLANDS**

istway Dr

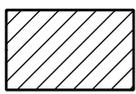
Sheraton Rd



CASE 06-34 MA RS-HD to NC



ZONING CLASSIFICATIONS



Subject
Property



RR



RS-MD



RM-MD



NC



HI



RS-E



RS-HD



RM-HD



GC



PDD



RS-LD



MH



OI



M-1



RU

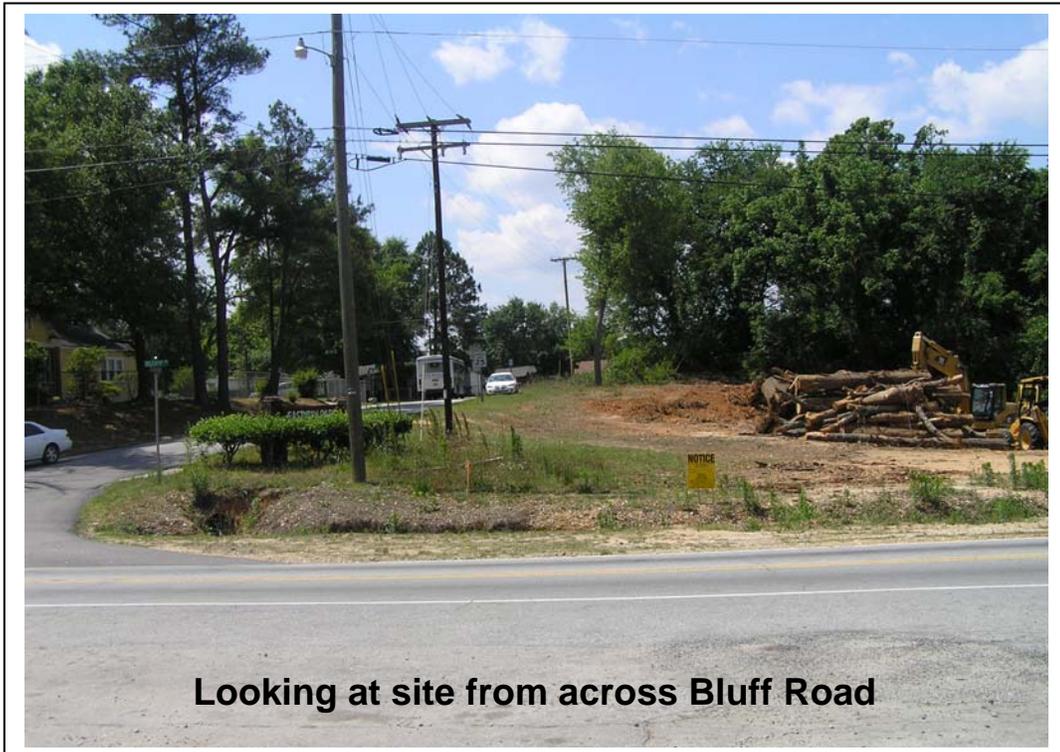


CASE 06-34 MA

From RS-HD to NC

TMS# 13416-01-01

Atlas Road at Bluff Road



Looking at site from across Bluff Road

Attachment A
06-34 MA Legal Description

Property Description:

All that certain piece, parcel, or lot of land, together with improvements thereon, situate, lying and being in the County of Richland, State of South Carolina, being shown and designated as Lot 2, Block H, on a plat of Eastway Park prepared by McMillian Engineering Company dated April 9, 1963 last revised March 29, 1965, and recorded in the office of the Register of Deeds for Richland County in Plat Book V at pages 164 and 165. Being further shown and delineated on a plat prepared for 24/7 Bonding Company, LLC, by Ben Whetstone Associates dated February 28, 2005, to be recorded simultaneously herewith. Reference to said plat is made for a more complete and accurate description. Be all measurements and little more or less.

This being the same property conveyed to Tree of Life Congregation by deed of Gary D. Silverfield and Joel C. Silverfield dated December 4, 2002, and recorded December 30, 2002, in the office of the Register of Deeds for Richland County in Record Book 741 at page 261.

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

June 5, 2006

RC Project # 06-36 MA	Applicant: Retreat of Columbia, Inc. c/o Jon Williams
General Location: North West side of Bluff Road	
Tax Map Number: 13607-02-01 (p)	Subject Area: 26.45 acres
Current Parcel Zoning: HI Proposed Parcel Zoning: RM-MD	Proposed Use: Multi-Family Development Gross Density: Open Space: N/A
PC Sign Posted: May 2, 2006	

SECTION I ANALYSIS

Chapter 26-52 (e) of the Richland County Code of Ordinances states “...All proposed amendments 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 the Land Development Code and the Comprehensive Plan.

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

Map Change Justification Statement

Multi-family development

Effect Of the Proposed Amendment On the Surrounding Properties

Existing Zoning and Land Use

	Existing Zoning	Existing Land Use
Subject Parcel	HI	Undeveloped Woodlands
Adjacent North	HI	Undeveloped Woodlands & Railroad
Adjacent East	HI	Flowers Bakery & Owens Steel
Adjacent South	M-1 & RU	Undeveloped Woodlands
Adjacent West	HI & RM-MD	Undeveloped Woodlands & Single Family Homes

The Effect Of The Change On Surrounding Properties - Compatibility

It could be argued that the proposed multi-family development is not compatible with either the existing single family to the west or the existing manufacturing uses to the east and north. It also could be argued that the proposed project would be compatible in the sense of serving as a transitional buffer between the adjacent dissimilar uses. In the strict sense, the proposed Amendment is not compatible with the adjacent land uses; however last month a recent amendment to rezone the abutting parcel to multi-family was recommended for approval.

Traffic Management Plan (TMP)

A traffic management plan is not required at the zoning stage. A TMP will be required when the site plan submission material is submitted.

Traffic Impact Analysis

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the Department’s 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 ratio 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 completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2010. 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	Bluff Road	
Functional Classification Of This Roadway	Four Lane Undivided Major Arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	29,200	
Estimated Traffic Generated By The Proposed Project	1,393	
Current Volume At The Nearest Count Station # 295 Located @ Gills Creek	16,200	
Estimated Traffic Count With the Proposed Project	17,593	
Volume-To-Capacity Ratio With The Proposed Project	0.60	

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 in the Addendum to the Long Range Major Street Plan adopted in October 1993, i.e., 6.6 ADTs per multi-family development. (6.6 x 211 DUs = 1393 ADTs)

The current traffic counts were received from SCDOT on May 24, 2005 and represent the Annual Average Daily Trips in 2004 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 Department estimates the proposed Amendment will not result in Bluff Road operating below an LOS C in this area. CMRTA has bus service along this portion of Bluff Road.

Amendment Relationship To Comprehensive Plan

The Department recommends evaluation of 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/Recommendations 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 also amended all the Subarea Proposed Land Use Maps on May 3, 1999.

The Lower Richland Subarea Plan Proposed Land Use Map (Map) designates the subject area as Heavy Industrial in the Established Urban Area. The proposed RM-MD zoning is not consistent with the Map designation because it is residential zoning in an area designated for industrial use.

In addition to reviewing the consistency with the Proposed Land Use Map, the Department recommends reviewing the Comprehensive Plan's development policies to determine if the proposed amendment furthers the Objectives and Recommendations/Principles of the Comprehensive Plan as found in the Subarea Plans. The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance that is relevant to the subject Zoning Map Amendment. The relevant Objectives and Principles/Recommendations, found on pages 33, 34, 38 and 41 respectively, are discussed below:

Objective – Vary residential densities and development according to the character of the area

The adjacent residential development to the west is zoned RM-MD and developed as single family detached residences. The density is likely considerably less than the allowed 8.0 DU/acre. The proposed RM-MD zoning would allow as many as 8 DU/acre.

The proposed Amendment implements this Objective.

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

Multi-family residential development is usually more affordable on a per unit basis than single family detached residences. In addition, most multi-family residential developments have some type of on-site recreation facilities.

The proposed Amendment implements this Objective.

Objective – Promote the best economic use of the land and maximize government revenues

The subject site is a portion of a 75 acre MOL parcel that is currently zoned for heavy industrial activity. There are very few tracts zoned for heavy industrial development of this size in the County. The subject site is relatively flat; has existing public water and sewer service; is located on a four lane divided highway with ample traffic capacity; is adjacent to an existing railroad spur line serving Owens Steel and Flowers Bakery; and has public bus service. The proposed Amendment does not implement this Objective.

Objective – Reserve large tracts of land zoned for industrial or office park uses in areas which are competitive with the more developed portions of the County

See the discussion above. The proposed Amendment does not implement this Objective.

Principle – The Established Urban Area should contain overall higher density levels (maximum of 17 dwelling units per acre) than the remaining two districts

The proposed RM-MD zoning would allow up to 8 DU/acre.

The proposed Amendment implements this Principle.

Principle – Industrial uses should have direct access to major streets with frontage on collector or higher classification streets.

The subject site is relatively flat; has existing public water and sewer service; is located on a four lane divided highway with ample traffic capacity; and has public bus service. The proposed Amendment does not implement this Principle.

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

The proposed multi-family development is adjacent to a map amendment (06-26 MA) which was recommended for approval on May 1, 2006 by the Planning Commission. The proposed Amendment implements this Principle.

Development Review Team (DRT) Action

Development Review Team action is not required at the zoning stage. DRT action will be required when the site plan (land development permit) submission material is submitted.

Other Relevant Issues

Even if the project is built out to its maximum 211 units, the volume-to-capacity ratio on Bluff Road would be 0.60 which is still far below the LOS C level.

The subject site is a portion of a larger undeveloped 75 acre site. The Department has received a map amendment from the adjacent developer to construct an additional multi-family residential development on the same parent tract. The existing Southern Drive will provide access from both proposed projects to Bluff Road.

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 # 06-26 MA **be changed** from HI to RM-MD.

Findings of Fact:

1. The proposed development **is compatible with** the adjacent development.
2. The Department estimates the proposed Amendment will not result in Bluff Road operating below an LOS C in this area.
3. The proposed Amendment **is not consistent with** Proposed Land Use Map designation in the Lower Richland Subarea Plan.
4. The proposed Zoning Map Amendment **is consistent with** the Objectives and Recommendations of the Lower Richland Subarea Plan discussed herein.

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

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

Commission Findings of Fact/Recommendations

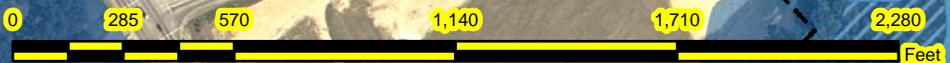
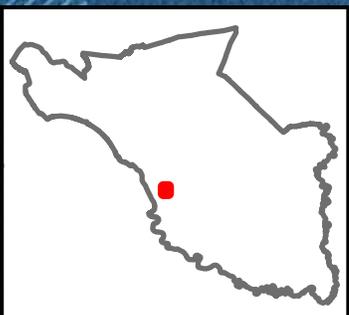
CASE 06-36 MA
HI to RM-MD
TMS 13607-02-01



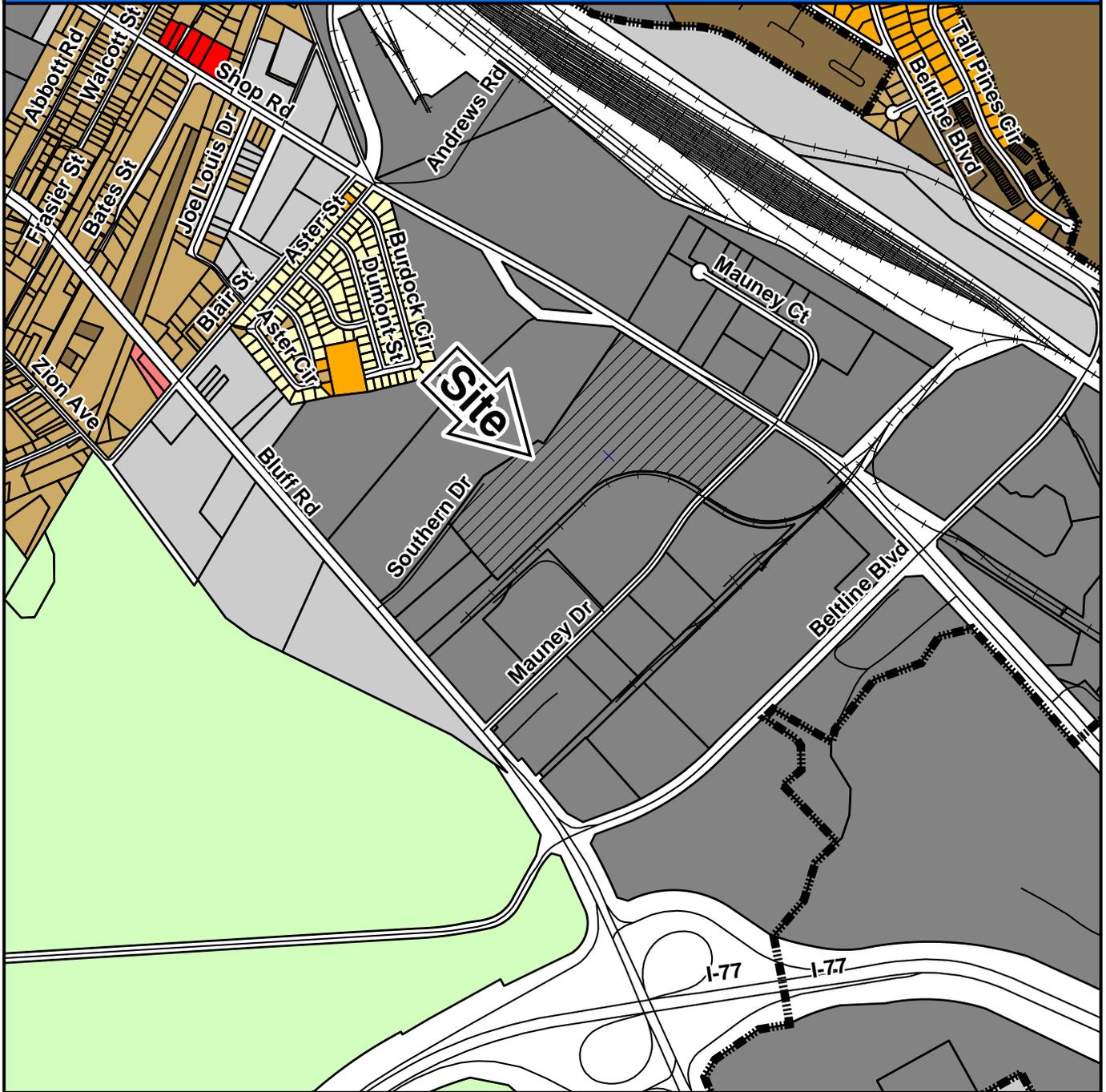
CASE 06-36 MA
HI to RM-MD
TMS 13607-02-01



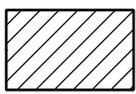
-  FLOOD ZONE A
-  FLOOD ZONE AE
-  WETLANDS



CASE 06-36 MA HI to RM-MD



ZONING CLASSIFICATIONS



Subject
Property



RR



RS-MD



RM-MD



NC



HI



RS-E



RS-HD



RM-HD



GC



PDD



RS-LD



MH



OI



M-1



RU



Attachment A
06-36 MA Legal Description

Metes & Bounds Description
Retreat of Columbia Parcel

Portion of Richland County TMS 13607-02-01, 26.45 acres on Shop Road, Mauney Drive, and Southern Drive near Columbia in Richland County, South Carolina;

All that tract of land lying and being in the county of Richland, State of South Carolina, and described as being Survey & Plat for Retreat of Columbia, Inc. of Mauney Drive Tract on a survey by Surveying & Mapping Services of South Carolina, Inc. dated 04/19/06. More particularly described as follows:

Beginning at the western intersection of Shop Road S-40-727 and Mauney Drive to an iron pin set, which is point of beginning for said survey, thence along the right of way of Mauney Drive on a bearing of S45°29'24"W for a distance of 609.44' to an iron pin set; thence turning and running along Norfolk Southern right of way along an arc having a radius of 6437.93' on a chord bearing of N58°06'59"E for a chord distance of 28.53' to point; thence continuing along an arc having a radius of 822.12' on a chord bearing of N63°04'22"W for a chord distance of 157.05' to a point; thence continuing along an arc having a radius of 497.86' on a chord bearing of S79°57'33"W for a chord distance of 524.87' to a point; thence continuing along an arc having a radius of 1393.02' on a chord bearing of S46°54'06"W for a chord distance of 50.62' to a point; thence continuing on a bearing of S45°51'38"W for a distance of 772.33' to an iron pin set; thence turning and running along lands now or formerly of Midlands Properties LLC on a bearing of N40°54'49"W for a distance of 424.90' to an iron pin found; thence turning and running along the right of way of Southern Drive on a bearing of N37°38'14"E for a distance of 286.94' to an iron pin set; thence continuing along an arc having a radius of 75' on a chord bearing of N21°15'53"E for a chord distance of 144.36' to an iron pin found; thence continuing along a former portion of TMS 13607-02-01 on a bearing of N53°40'23"E for a distance of 428.71' to an iron pin found; thence turning and running on a bearing of S56°21'50"E for a distance of 66.61' to an iron pin found, thence turning and running on a bearing of N33°36'25"E for a distance of 809.06' to an iron pin found; thence turning and running along the right of way of Shop Road on a bearing of S57°57'53"E for a distance of 1072.02' to an iron pin found, the point of beginning.

**RICHLAND COUNTY, SOUTH CAROLINA
PLANNING & DEVELOPMENT SERVICES DEPARTMENT**

TO: Planning Commission Members: Interested Parties
FROM: Alfreda W. Tindal, 9-1-1 Address Coordinator
DATE: May 22, 2006
RE: Subdivision and Street Name Approval

Pursuant Section 6-29-1200 (A), SC Code of Laws requires the Planning Commission to approve street names. Specifically, 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/road/subdivision names listed below have been given preliminary approval as related to the Emergency 9-1-1 system requirements. **The proposed subdivision/commercial names are included for your information only.**

Action Requested

The Addressing Office recommends the Commission given **final** approval of the street/road names listed below. **Unless specifically stated, the street name suffixes are added after receipt of the subdivision lot layout.**

APP'D SUBDIVISION NAMES	GENERAL LOCATION
Palmetto Bluff S/D	Future Nick Leventis Development
Palmetto Heights	Future Nick Leventis Development
Rabbit Run S/D	Off Rabbit Run Rd, Southeast
Sanlapper Creek S/D	Future Nick Leventis Development
Stonewall S/D	Future Nick Leventis Development

PROPOSED STREET NAMES	GENERAL LOCATION
Bloxome	Future Rabbit Run Rd, Southeast
Buck Hollow	Future Nick Leventis Development
Canadian	Future Rabbit Run Rd, Southeast

Canal River Rd	Future Nick Leventis Development
Canoe Trail	Future Nick Leventis Development
Carolina Forest Rd	Future Hampton Forest S/D
Carolina Shoals Rd	Future Nick Leventis Development
Carriage Creek Rd	Future Nick Leventis Development
Cold Springs Way	Future Nick Leventis Development
Crescent Moon Dr	Future Nick Leventis Development
Crescent River Rd	Future Nick Leventis Development
Cypress River Rd	Future Nick Leventis Development
Dixie Creek Dr	Future Nick Leventis Development
Dixie River Rd	Future Nick Leventis Development
Dock River Rd	Future Nick Leventis Development
Egrit Bluff Rd	Future Nick Leventis Development
Fishing Creek Rd	Future Nick Leventis Development
Foundation Place	Future Nick Leventis Development
Garden Forest Rd	Future Hampton Forest S/D
Greenbanks Ct	Future Nick Leventis Development
Haslinger Dr	Future Nick Leventis Development
Hidden Cove	Future Nick Leventis Development
Lomis	Future Rabbit Run Rd, Southeast
Longview Rd	Future Nick Leventis Development
Moss River Rd	Future Nick Leventis Development
Otter Creek Rd	Future Nick Leventis Development
Palmetto Creek Dr	Future Nick Leventis Development
Pine River Rd	Future Nick Leventis Development
Pleasant Creek Rd	Future Nick Leventis Development
Rainwater Creek Rd	Future Nick Leventis Development
Randy Kelly Way	Private Rd, Off Adams Rd, Blythewood
River Stream Dr	Future Nick Leventis Development

Rock Fish Dr	Future Nick Leventis Development
Salamander Creek Rd	Future Nick Leventis Development
Sanlapper Ridge Rd	Future Nick Leventis Development
Sanlapper Ridge Rd	Future Nick Leventis Development
Sanlapper Shoals	Future Nick Leventis Development
Serene River Rd	Future Nick Leventis Development
Southern Forest Rd	Future Hampton Forest S/d
Sparrow Ridge Dr	Future Nick Leventis Development
Spitzer Ln	Off Wilson Blvd
Stacy Pointe	Future Rabbit Run Rd, Southeast
Stroal River Rd	Future Nick Leventis Development
Wild Ginger Ln	Future Nick Leventis Development
Wrencrest Ct	Wren Creek S/D



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