

RICHLAND COUNTY
PLANNING COMMISSION



APRIL 4, 2011

RICHLAND COUNTY PLANNING COMMISSION

Monday, April 4, 2011

Agenda

1:00 PM

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

STAFF Anna Fonseca, AICP..... Planning Director
Amelia R. Linder, Esq Attorney
Geonard Price.....Zoning Administrator
Holland Leger.....Planning Services Manager

PUBLIC MEETING CALL TO ORDER Stephen Gilchrist, Vice Chairman

PUBLIC NOTICE ANNOUNCEMENT

PRESENTATION OF MINUTES FOR APPROVAL

March 2011 minutes

ROAD NAME APPROVALS

AGENDA AMENDMENTS

DRT APPEAL

Fairways Development - Anthony Dillon - Attachment

TEXT AMENDMENTS

1. AN ORDINANCE AMENDING THE RICHLAND COUNTY CODE OF ORDINANCES; CHAPTER 26, LAND DEVELOPMENT; ARTICLE VII, GENERAL DEVELOPMENT, SITE AND PERFORMANCE STANDARDS; SECTION 26-185, TEMPORARY AND ACCESSORY USES; SUBSECTION (B), ACCESSORY USES AND STRUCTURES (CUSTOMARY); PARAGRAPH (1), GENERAL STANDARDS AND LIMITATIONS; SUBPARAGRAPH (D); SO AS TO PROVIDE SIZE RESTRICTIONS FOR ACCESSORY STRUCTURES IN THE RU (RURAL) DISTRICT.

Page 1

2. AN ORDINANCE AMENDING THE RICHLAND COUNTY CODE OF ORDINANCES; CHAPTER 26, LAND DEVELOPMENT; ARTICLE II, RULES OF CONSTRUCTION/ DEFINITIONS; SECTION 26-22, DEFINITIONS; AND ARTICLE VII, GENERAL DEVELOPMENT, SITE, AND PERFORMANCE STANDARDS; SECTION 26-179, PEDESTRIAN, BICYCLE, AND TRANSIT AMENITIES; SO AS TO REQUIRE NEW SIDEWALKS TO BE ADA COMPLIANT AND TO ALLOW FOR EXEMPTIONS TO THE REQUIREMENT OF PROVIDING SIDEWALKS UNDER CERTAIN CONDITIONS.

Page 3

OTHER BUSINESS

ADJOURNMENT

PRESENTATION

1. COMMUNITY DEVELOPMENT PRESENTATION

a. Analysis of Impediments to Fair Housing



Planning & Development Services Department

2020 Hampton Street, 1st Floor • Columbia, South Carolina 29204-1002
 Post Office Box 192 • Columbia, South Carolina 29202-0192

TO: Planning Commission Members; Interested Parties
FROM: Alfreda W. Tindal, E9-1-1 Addressing Coordinator Specialist
DATE: March 15, 2011
SUBJECT: Street Name(s) 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 name(s) listed below has/ have been reviewed and meet(s) the Enhanced 9-1-1 emergency road/subdivision naming requirements.

Action Requested

The Addressing Coordinator Specialist recommends the Commission give **final** approval of the road name(s) listed below. **Unless specifically stated, the street name suffix (es) is/ are added after receipt of the subdivision lot layout.**

PROPOSED NAMES	PETITIONER/ INITIATOR	LOCATION	PROPERTY OWNERS/ LOT(S)	COUNCIL DISTRICT
1. Longhollow 2. Flowery Branch 3. Deacon 4. Elder 5. Flat Creek 6. Brownell 7. Harriett Morgan Ln	Howey Walsh, Civil Engineering of Cola Bill Morgan, Owner	Hawkins Creek SD, Off Wilson Blvd Off Dutch Fork Road	102 lots 3	Gwendolyn D. Kennedy (7) Bill Malinowski (1)

STATE OF SOUTH CAROLINA
COUNTY COUNCIL FOR RICHLAND COUNTY
ORDINANCE NO. ___-11HR

AN ORDINANCE AMENDING THE RICHLAND COUNTY CODE OF ORDINANCES; CHAPTER 26, LAND DEVELOPMENT; ARTICLE VII, GENERAL DEVELOPMENT, SITE AND PERFORMANCE STANDARDS; SECTION 26-185, TEMPORARY AND ACCESSORY USES; SUBSECTION (B), ACCESSORY USES AND STRUCTURES (CUSTOMARY); PARAGRAPH (1), GENERAL STANDARDS AND LIMITATIONS; SUBPARAGRAPH (D); SO AS TO PROVIDE SIZE RESTRICTIONS FOR ACCESSORY STRUCTURES IN THE RU (RURAL) DISTRICT.

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 Richland County Code of Ordinances, Chapter 26, Land Development; Article II, Rules of Construction/Definitions; Section 26-22, Definitions; is hereby amended to include in the appropriate alphabetical order, the following definitions:

Agricultural use. The keeping, grazing, or feeding of livestock; feedlots; croplands; aquaculture; silviculture; and/or apiaries. Provided, however, this definition does not include processing or distribution plants for agricultural products and supplies.

SECTION II. The Richland County Code of Ordinances, Chapter 26, Land Development; Article VII, General Development, Site and Performance Standards; Section 26-185, Temporary and Accessory Uses; Subsection (b), Accessory Uses and Structures (Customary); Paragraph (1), General Standards and Limitations; Subparagraph d., Size Restrictions; is hereby amended to read as follows:

d. *Size restrictions.*

1. Accessory structures in residential districts shall not exceed a maximum total area of fifty percent (50%) of the gross floor area of the principal building or one thousand two hundred (1,200) square feet, whichever is greater, and shall not cover more than thirty percent (30%) of the yard. Provided, however, accessory structures on lots that are two (2) acres in size or greater in the RU Rural district shall not exceed a maximum total area of fifty percent (50%) of the gross floor area of the principal building or twenty five hundred (2,500) square feet.
2. There are no size restrictions for accessory structures that are associated with ~~commercial~~ agricultural uses in the RU district, provided that the lot size is greater than two (2) acres and that a one hundred (100) foot setback is maintained from all property lines.

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. Effective Date. This ordinance shall be enforced from and after _____, 2011.

RICHLAND COUNTY COUNCIL

BY: _____
Paul Livingston, Chair

ATTEST THIS THE ____ DAY

OF _____, 2011.

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: April 26, 2011 (tentative)
First Reading: April 26, 2011 (tentative)
Second Reading:
Third Reading:

STATE OF SOUTH CAROLINA
COUNTY COUNCIL FOR RICHLAND COUNTY
ORDINANCE NO. ___-11HR

AN ORDINANCE AMENDING THE RICHLAND COUNTY CODE OF ORDINANCES; CHAPTER 26, LAND DEVELOPMENT; ARTICLE II, RULES OF CONSTRUCTION/ DEFINITIONS; SECTION 26-22, DEFINITIONS; AND ARTICLE VII, GENERAL DEVELOPMENT, SITE, AND PERFORMANCE STANDARDS; SECTION 26-179, PEDESTRIAN, BICYCLE, AND TRANSIT AMENITIES; SO AS TO REQUIRE NEW SIDEWALKS TO BE ADA COMPLIANT AND TO ALLOW FOR EXEMPTIONS TO THE REQUIREMENT OF PROVIDING SIDEWALKS UNDER CERTAIN CONDITIONS.

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

SECTION I. The Richland County Code of Ordinances, Chapter 26, Land Development; Article II, Rules of Construction/Definitions; Section 26-22, Definitions; is hereby amended to include in the appropriate alphabetical order, the following definitions:

Acceleration lane. A paved auxiliary lane, including tapered areas, allowing vehicles to accelerate when entering the through-traffic lane of a roadway in accordance with the Highway Capacity Manual (HCM).

Americans with Disabilities Act (ADA). The law governing provision of services and facilities for disabled persons that was enacted by the U.S. Congress in 1990 and signed by President George H.W. Bush on July 26, 1990, and later amended with changes effective January 1, 2009. It is codified at 42 U.S.C. § 12101 et seq.

Americans with Disabilities Act Accessibility Guidelines (ADAAG). The federal regulations published by the U.S. Department of Justice to ensure compliance with the ADA.

Complete streets concept or program. A process of design, construction and operation of roadways to accommodate pedestrians, bicycles, transit and vehicular movement in that order of importance.

Deceleration lane. A paved auxiliary lane, including tapered areas, allowing vehicles to safely decelerate when leaving the through-traffic lane of a roadway in accordance with the Highway Capacity Manual (HCM).

Fee-in-lieu of sidewalk. Cash payment that may be required of an owner or developer as a substitute for the installation of sidewalks.

Highway Capacity Manual (HCM). A document periodically published by the national Transportation Research Board (TRB) which provides transportation practitioners with a consistent system of techniques for the evaluation of the quality

service on highways and streets. It is a nationally recognized source highway and street design principles and often used as the basis for local government roadway regulations.

Strategic Plan. A broad policy outline adopted by the County Council to guide their priorities for the July 1, 2009 through June 30, 2014 period, and implemented by county staff to ensure progress toward meeting the Council's goals and objectives.

SECTION II. The Richland County Code of Ordinances, Chapter 26, Land Development; Article II, Rules of Construction/Definitions; Section 26-22, Definitions; is hereby amended to delete in their entireties the following definitions:

Local commercial road. A road in a commercial area used primarily for access to abutting properties and to feed traffic to collector roads. This classification includes roads located parallel and adjacent to limited access roads or highways that provide access to abutting commercial properties and protection from through traffic.

Local residential road. A road in a residential area used primarily for access to abutting properties and to feed traffic to collector roads. This classification includes roads located parallel and adjacent to limited access roads or highways that provide access to abutting residential properties and protection from through traffic. Average daily traffic is less than two thousand (2,000) vehicles.

SECTION III. The Richland County Code of Ordinances; Chapter 26, Land Development; Article VII, General Development, Site, and Performance Standards; Section 26-179, Pedestrian, Bicycle, and Transit Amenities; is hereby amended to read as follows:

Sec. 26-179. Pedestrian, bicycle, and transit amenities.

(a) *Sidewalks and other pedestrian amenities.*

- (1) ~~Residential districts~~ Institutional developments and major residential subdivisions. All permitted institutional developments and major residential subdivisions are required to have sidewalks provided along one (1) side of all roads within and abutting the development, except controlled access facilities. Sidewalks shall have a minimum width of ~~four~~ (4) five (5) feet along external roads abutting the development and a minimum width of ~~three (3)~~ four (4) feet along internal roads. A median strip of grassed or landscaped areas at least eighteen (18) inches wide shall be provided to separate all sidewalks from adjacent curbs or the edge of interior street pavement; however, the County Engineer may exempt this requirement where unreasonable or impractical situations involving utility easements, topography, or other unusual site conditions exist. Sidewalks shall match the grade or elevation of adjacent sidewalks at the property lines. If there is no adjacent sidewalk, then the sidewalk should be six (6) inches above the adjacent edge of the pavement grade at the property line. Adjustments of the grades specified shall be at the judgment of the

engineer of record and specifically approved by the County Engineer. All sidewalks shall be constructed to the specifications of the public works department and shall meet the minimum requirements of the Americans with Disabilities Act, which are referenced in the County Engineer's "Road Design Standards". Provided, however, sidewalks that will not be dedicated to the county along private roadways shall have a minimum width of three (3) feet along internal roads, but shall be exempt from ADA compliance if allowed by federal law. The County Engineer, in conjunction with the Planning Director, may exempt sidewalk requirements along external roads abutting the development when unusual site conditions exist that would create a safety hazard should a sidewalk be constructed. If an exemption is granted, the developer or builder shall pay a fee-in-lieu of sidewalk, as outlined in subsection (4), below.

- (2) *Commercial, office, industrial, and PDD districts.* a. ~~Sidewalks.~~ All new development within any commercial, office, industrial, or PDD district is required to provide sidewalks along all sides of abutting roads, except along controlled access facilities. Sidewalks shall have a minimum width of five (5) feet and shall be constructed to the specifications of the public works department, and shall also meet the minimum requirements of the Americans with Disabilities Act, which are referenced in the County Engineer's "Road Design Standards". A median strip of grassed or landscaped areas at least eighteen (18) inches wide shall be provided to separate all sidewalks from adjacent curbs or the edge of interior street pavement; however, the County Engineer may exempt this requirement where unreasonable or impractical situations involving utility easements, topography, or other unusual site conditions exist. If there is no adjacent sidewalk, then the sidewalk should be six (6) inches above the adjacent edge of the pavement grade at the property line. Adjustments of the grades specified shall be at the judgment of the engineer of record and specifically approved by the County Engineer. The County Engineer, in conjunction with the Planning Director, may exempt sidewalk requirements along external roads abutting the development when unusual site conditions exist that would create a safety hazard should a sidewalk be constructed. If an exemption is granted, the developer or builder shall pay a fee-in-lieu of sidewalk, as outlined in subsection (4), below.

b. ~~Pedestrian walkways.~~ ~~Pedestrian walkways must be provided in all parking areas for new developments. It is encouraged that walkways also be provided to adjacent developments.~~

- (3) *Access to schools, greenways, parks, and open space areas from residential developments.* In major residential land developments or subdivisions, access ways shall be provided by the developer to public schools, greenways, parks, and open space areas abutting the residential development and to open space or parks provided as part of a

development. Such access shall be provided in conformance with the following:

a. *Where required.*

1. Accessways are required when cul-de-sac roads back up to public schools, greenways, parks, or open space areas.
2. Accessways are required where lots within the development back up to public schools, greenways, parks, and open space areas.

b. *Standards.*

1. *Access.* Access to adjacent public schools, greenways, parks, or open space areas, may be accomplished by direct access from a road, direct access from a cul-de-sac, or a designated access between lots.
2. *Width.* Accessways shall be a minimum of fifteen (15) feet in width.
3. *ADA compliant.* Walkways located within an access way shall meet the minimum requirements of the Americans with Disabilities Act.

(4) *Exemptions/fee-in-lieu of sidewalk.* If the Planning Department receives a written (or electronic) copy of the denial of an encroachment permit from the SCDOT for proposed sidewalks within their right-of-way or an exemption has been granted by the County Engineer and Planning Director [as provided in subsections (a) (1) and (2), above], sidewalks shall not be required; provided, however, the current cost to construct the sidewalks shall be paid by the developer or builder to the County. The County Engineer will determine the cost. The money shall be placed in a County maintained sidewalk escrow account to provide the County with funds to construct needed sidewalks in other areas of the County or to improve existing sidewalks.

- (b) *Bicycle facilities.* Bicycle parking shall be required for all uses requiring over fifty (50) automobile parking spaces. A minimum of five (5) bicycle parking spaces is required. Bicycle parking facilities shall be standard bicycle racks or other secured lockable facilities.
- (c) *Transit facilities.* Any major multi-family land development or major subdivision, and any major commercial, industrial, or office land development

(when located along a public transportation transit route) must provide for a transit stop.

SECTION IV. 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 V. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION VI. This ordinance shall be effective from and after _____, 2011.

RICHLAND COUNTY COUNCIL

BY: _____
Paul Livingston, Chair

Attest this the ____ day of _____, 2011

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:
First Reading:
Second Reading:
Third Reading:



RICHLAND COUNTY

Department of Public Works

C. Laney Talbert Center

400 Powell Road

Columbia, South Carolina 29203

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<http://www.richlandonline.com/departments/publicworks/index.asp>



MEMO

To: Development and Services Committee
Sparty Hammett, Assistant Administrator
From: David R. Hoops PE, Public Works Director
Re: Dirt Road Maintenance Costs
Date: January 26, 2010

Public Works does not utilize an accounting/recording system that allows us to accurately track our utilization of manpower and equipment. For that reason we can only respond to your request for the cost of dirt road maintenance with our best estimate for time expended for that activity. It is also difficult for our staff to differentiate roadway versus drainage related work in some situations. We have taken the two following approaches to answer your question:

1. In the first approach the budget for Roads and Drainage (R&D) was reduced by funds not expended for maintenance activities. That amount, \$4,368,352 was then multiplied by the weighted percentage that the field supervisors estimated their crews spent on dirt road maintenance (59%). **The annual estimated cost of dirt road maintenance per this method is \$2,577,328.** Included in this cost is the maintenance of roadside drainage. By using the total budget as a starting point this method does include depreciation of equipment, equipment maintenance and fuel costs, lost time, overhead and all labor costs. Not included in this estimate are administrative costs of management, HR and safety coordinator.
2. In this second approach the cost of equipment (with operator) was taken from standard equipment rental rates. Rock used on the roads for stabilization was taken from purchase records. **The annual cost of dirt road maintenance per the second method is \$564,892.** This method **does not** include roadway associated drainage maintenance, equipment depreciation, overhead, labor benefits and administrative costs.

Attachments

