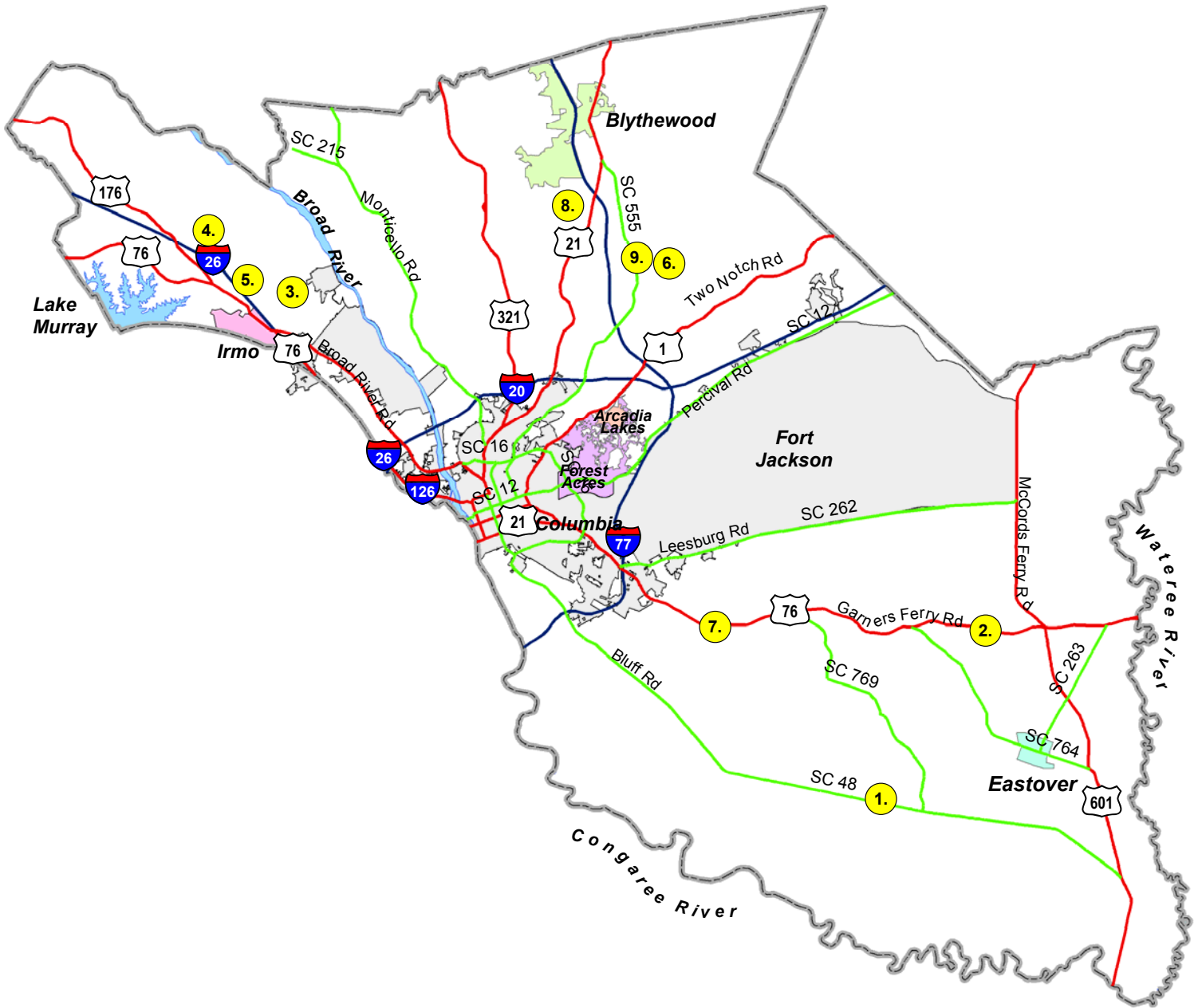


**RICHLAND COUNTY
PLANNING COMMISSION**



SEPTEMBER 8, 2003

RICHLAND COUNTY PLANNING COMMISSION SEPTEMBER 8, 2003



CASE NUMBER	APPLICANT	TMS NUMBER	ADDRESS	COUNCIL MEMBER
1. 04-01 MA	Jody Garrick	30000-01-01	Goodwin Rd. and Bluff Rd.	Scott
2. 04-02 MA	B & B Trucking	35200-09-06	11315 Garners Ferry Rd.	Mizzell
3. 04-03 MA	Stan Mack	05200-01-39	Hollingshed Rd. near Kennerly Rd.	Corley
4. 04-04 MA	Stan Mack	03300-07-06	SW Corner of Farming Creek Rd. & RR	Corley
5. 04-06 MA	Harold Pickrel	03500-01-03/04/14	Shady Grove Road	Corley
6. 04-07 MA	Steve Carboy	20200-04-02/04/05	Clemson Rd. @ Killian Elementary School	McEachern
7. 04-09 MA	Tom Utsey	21800-05-01	8425 Garners Ferry Rd.	Mizzell
8. 04-10 MA	Turkey Farms, LLC	14800-01-03	Turkey Farm Rd. West of US 21	McEachern
9. 04-11 MA	Carolina Chloride, Inc.	17400-08-04	South Side Killian Rd. adjacent to Railroad	McEachern

RICHLAND COUNTY PLANNING COMMISSION

**Monday, September 8, 2003
Agenda**

STAFF: Michael P. Criss, AICP.....Deputy Planning Director
 John W. Hicks..... Development Services Manager
 Anna Almeida Land Development Administrator
 Carl D. Gosline, AICP Subdivision Administrator

I. PUBLIC MEETING CALL TO ORDER Howard VanDine, Chairperson

Present Service Awards to Ben Byrd & Keith Williams

II. PRESENTATION OF MINUTES FOR APPROVAL

Consideration of the July 7, 2003 minutes

III. ADDITIONS/DELETIONS TO THE AGENDA

IV. OLD BUSINESS

Page

SD-03-306 – Holden Farms Minor S/D – Kennerly Rd – 8 parcels
 (tabled from July 7, 2003 meeting to redesign entrances)

09-13

V. NEW BUSINESS - SUBDIVISION REVIEW

PROJECT #	SUBDIVISION NAME	LOCATION	UNITS	Page
SD-03-229	Wessenger Estates Minor S/D	Wessenger Road	7	15-23
SD-03-264	Parcel D-14, Phase 2	Woodcreek Farms	31	25-33
SD-04-25	Parcel D-14, Phase 3	Woodcreek Farms	23	35-43
SD-03-290	Metz Branch Villas (Retail & Multi-family)	Broad River Rd, Just S of I-26	6	45-53
SD-03-313	Salter S/D	Congaree Rd S of US 378	9	55-63

PROJECT #	SUBDIVISION NAME	LOCATION	UNITS	Page
SD-03-322	Trenholm Medical Plaza & Design Variance	Oakcrest Drive @ Trenholm Road Extension	8	65-73
SD-03-333	Derrick Drive Estates	Derrick Dr Near Marina Rd	4	75-83
SD-03-340	Barbara Goodlett (minor)	Mt. Vernon Church Rd	5	85-91
SD-03-343	Allen Hoover (minor)	Johnson Marina Road	3	93-101
SD-04-22	Horton Minor S/D	Piney Branch Rd	3	103-111
SD-04-24	77 Business Park (re-subdivision)	Farrow Rd behind Providence Hospital	4	113-121
SD-04-26	Linnfield Place	Dobson Rd @ Lawhorne Rd	52	123-131
SD-04-27	Sandhills Community Church	Hardscrabble Rd @ Brickyard Rd	9	133-141

VI. NEW BUSINESS - ZONING MAP AMENDMENTS

CASE	1. 04-01 MA	Page
APPLICANT	Jody Garrick	143-152
REQUESTED AMENDMENT	RU to C-3 (3.3 acres)	
PURPOSE	Stores, Laundry, Barber Shop	
TAX MAP SHEET NUMBER(S)	30000-01-01	
LOCATION	Goodwin Rd And Bluff Road	

CASE	2. 04-02 MA	Page
APPLICANT	B & B Trucking	153-162
REQUESTED AMENDMENT	RU to PDD (2.4 acres)	
PURPOSE	Expand Existing Truck Repair Operation	
TAX MAP SHEET NUMBER(S)	35200-09-06	
LOCATION	11315 Garners Ferry Road	

CASE	3. 04-03 MA	Page
APPLICANT	Stan Mack	163-172
REQUESTED AMENDMENT	RU to C-3 (4.4 acres)	
PURPOSE	Expand Existing Plumbing Company	
TAX MAP SHEET NUMBER(S)	05200-01-39	
LOCATION	Hollingshed Rd Near Kennerly Rd	

CASE	4. 04-04 MA	Page
APPLICANT	StanMack	173-182
REQUESTED AMENDMENT	C-1 to C-3 (9.0 acres)	
PURPOSE	Multi-Use Commercial	
TAX MAP SHEET NUMBER(S)	03300-07-06	
LOCATION	SW Corner Of Farming Creek Rd & Railroad	

CASE	5. 04-06 MA	Page
APPLICANT	Harold Pickrel	183-192
REQUESTED AMENDMENT	RU to RS-1 (37.2 acres)	
PURPOSE	Single Family Detached Subdivision	
TAX MAP SHEET NUMBER(S)	03400-01-03/04/14	
LOCATION	Shady Grove Road	

CASE	6. 04-07 MA	Page
APPLICANT	Steve Carboy	193-204
REQUESTED AMENDMENT	D-1 to PUD-1R (100.7 acres)	
PURPOSE	Mixed Use Development	
TAX MAP SHEET NUMBER(S)	20200-04-02/04/05	
LOCATION	Clemson Rd @ Killian Elementary School	


CASE	7. 04-09 MA	Page
APPLICANT	Tom Utsey	205-214
REQUESTED AMENDMENT	D-1 to C-1 (2.7 acres)	
PURPOSE	Accounting Office in Existing Residence	
TAX MAP SHEET NUMBER(S)	21800-05-04	
LOCATION	8425 Garners Ferry Rd	

CASE	8. 04-10 MA	Page
APPLICANT	Turkey Farms LLC	215-225
REQUESTED AMENDMENT	RU to RS-2 (91.2 acres)	
PURPOSE	Single Family Detached Subdivision	
TAX MAP SHEET NUMBER(S)	14800-01-03	
LOCATION	Turkey Farm Rd West Of US 21	

CASE	9. 04-11 MA	Page
APPLICANT	Carolina Chloride, Inc.	227-236
REQUESTED AMENDMENT	RU to M-2 (7.7 acres)	
PURPOSE	Existing Calcium Chloride Storage Facility	
TAX MAP SHEET NUMBER(S)	17400-08-04 (aka 17400-02-04 (p))	
LOCATION	South Side Killian Rd Adjacent To Railroad	

VII. ROAD NAME APPROVALS	Page
a. Road Name Changes – Public Hearing – None	
b. New Road Name Approvals	237-240
VIII. OTHER BUSINESS	Page
a. Discussion of Proposed Change in PC <u>Rules of Procedure</u>	241-242
b. Discussion of New Board Member Certification Requirements	
c. Discussion of the Land Development Code	
IX. ADJOURNMENT	

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

TO: Planning Commission Members
FROM: Carl D. Gosline, AICP, Subdivision Administrator 
DATE: August 26, 2003
RE: **REVISED** Holden Farms Minor S/D – SD-03-306

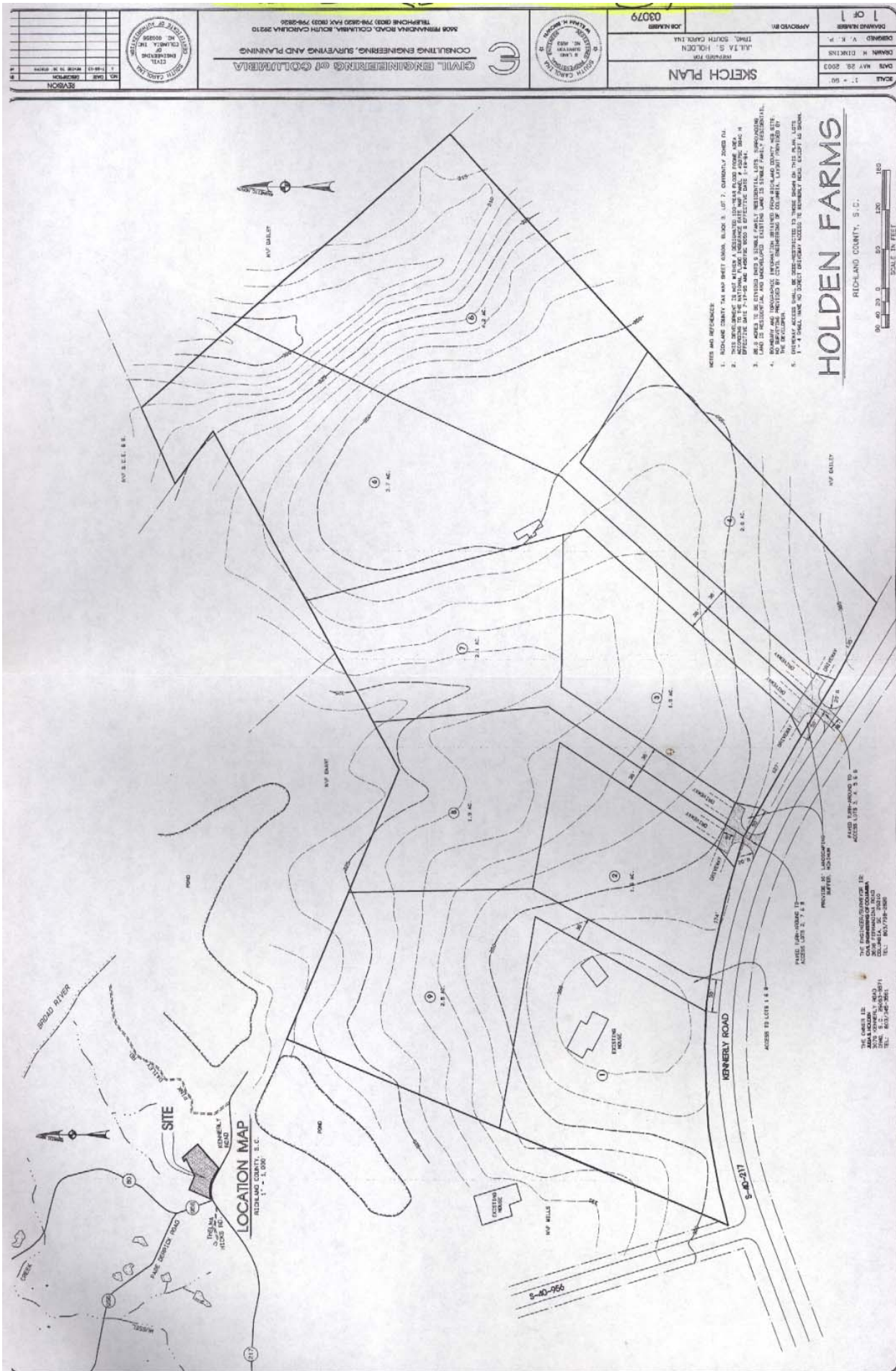
BACKGROUND:

This project was considered by the Commission at the July 7, 2003 meeting. The Department recommended two entrances for the proposed nine lots. The applicant argued that limiting the number of access points would devalue the property and the Commission was being arbitrary and capricious in their application of the safety principles involved in limiting the number of driveways. The applicant did not supply any factual support for these assertions.

After considerable internal discussion, the Commission tabled further consideration of the subdivision until the staff and the applicant could reach an agreement to reduce the number of driveway entrances onto Kennerly Road. The staff and the applicant met on July 31, 2003 to resolve the access issue.

RECOMMENDATION:

The Department recommends approval of the attached plat that limits the access to the three points depicted on the plat. There will be no direct access to Kennerly Road from any of the proposed lots.



HOLDEN FARMS

RICHLAND COUNTY, S.C.

- NOTES AND REFERENCES**
1. RICHLAND COUNTY TAX MAP SHEET 650A, BLOCK 8, LOT 7, CURRENTLY ZONED R-1.
 2. THE SURVEY IS BASED UPON THE ORIGINAL SURVEY OF THE HOLDEN FARMS TRACT BY T. M. HOLDEN, A PROFESSIONAL SURVEYOR, MADE EFFECTIVE DATE 7-15-65 AND AMENDING DEEDS & EVIDENTIARY DATED 1-18-67.
 3. A PERMITS ACCESS TO THE TRACT SHOWN AS EXISTING ACCESS ON THIS PLAN. ALL OTHER ACCESS SHALL BE SUBJECTED TO THE DISCRETION OF THE LOCAL GOVERNMENT.
 4. BOUNDARY AND MONUMENTARY INFORMATION DERIVED FROM RICHLAND COUNTY TAX MAP SHEET 650A, BLOCK 8, LOT 7, IS INCORPORATED ON THIS PLAN. ALL OTHER MONUMENTARY INFORMATION IS INCORPORATED ON THIS PLAN AS SHOWN ON THE ORIGINAL SURVEY OF THE HOLDEN FARMS TRACT BY T. M. HOLDEN, A PROFESSIONAL SURVEYOR, MADE EFFECTIVE DATE 7-15-65 AND AMENDING DEEDS & EVIDENTIARY DATED 1-18-67.
 5. THE SURVEY IS BASED UPON THE ORIGINAL SURVEY OF THE HOLDEN FARMS TRACT BY T. M. HOLDEN, A PROFESSIONAL SURVEYOR, MADE EFFECTIVE DATE 7-15-65 AND AMENDING DEEDS & EVIDENTIARY DATED 1-18-67.

SCALE	1" = 100'
DRAWN	DATE
DATE	APPROVED BY
<p>JULIA S. HOLDEN REGISTERED PROFESSIONAL SURVEYOR SOUTH CAROLINA</p>	
<p>PROJECT NO. 03079 JOB NO.</p>	
<p>PROJECT FOR HOLDEN FARMS TRACT, SOUTH CAROLINA</p>	
<p>5000 MINNAPARK ROAD, COLUMBIA, SOUTH CAROLINA 29210 REVISED 12-20-03 FAX (803) 798-8283 REVISED 12-20-03 FAX (803) 798-8283</p>	

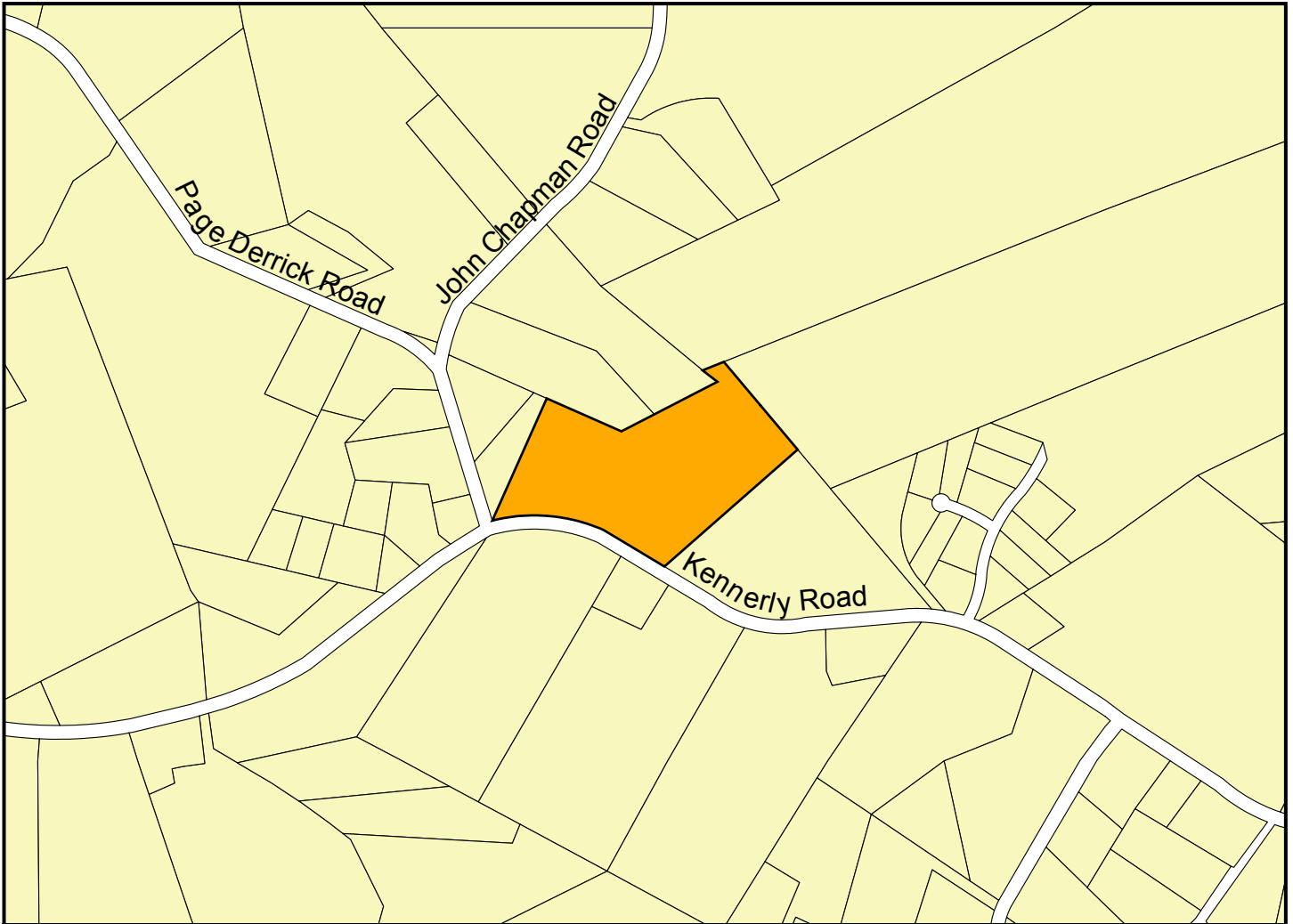
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SD 03-306
HOLDEN FARMS (MINOR S/D)
TMS 03600-03-07

Site →



SD 03-306 HOLDEN FARMS (MINOR S/D)



Looking down Kennerly Rd. towards site

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

September 8, 2003

Applicant: Don Taylor		Minor Subdivision Plans For: Wessenger Estates Minor S/D	
RC Project # : SD-03-229			
General Location: Wessenger Road, 1/4 mile east of Fairfield Road			
Tax Map Number: 12000-03-01		Number of Residences: 7	
Subject Area: 12.7 acres	Sewer Service Provider: Septic Tank		
Current Zoning: M-1/RU	Water Service Provider: Private Well		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, or opening, of new streets, water or sewer facilities, storm drainage systems, or improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Fairfield Road	
Functional Classification Of This Roadway	Five lane undivided minor arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	24,800	
Estimated Traffic Generated By The Proposed Project	67	
Current Volume At The Nearest Count Station # 189 Located @ Fairfield Road North of Wessenger Road	6700	
Estimated Traffic Count With the Proposed Project	6767	
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 rate presented on pages 9 of the Addendum To The Long Range Major Street Plan for Richland County, adopted by the County in October 1993.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

The proposed will have an insignificant effect on the Fairfield Road traffic.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	1
Middle School @ 0.13 students per single family DU	0
High School @ 0.12 Students per single family DU	0

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

Existing Site Conditions

The site slopes downward to the west away from Wessenger Road. The site is vegetated with scrub pine and small hardwood trees.

Compatibility with the Surrounding Area

There are residences on one acre +/- parcels throughout the area. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The North Central Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Light Industrial on this Map. **The proposed 0.06 DU/acre density is not consistent with the Map designation as required by state statutes.**

The North Central Subarea Plan, adopted in November 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 26 and 30 respectively, are discussed below:

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

The proposed project will allow construction of residences, most likely manufactured homes. The proposed project implements this Objective.

Principle – Residential development should be limited to individual dwellings on individual lots
The project is a single family detached residential subdivision. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.

The site is zoned M-1 and RU. The Board of Zoning Appeals granted a Special Exception (0369 SE) to allow residences in the M-1 zoning district on June 4, 2003

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary plans for a 7 unit single family detached subdivision, known as Wessenger Estates Subdivision (Project # SD-03-229), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Fairfield Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project not consistent with the North Central Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the North Central Subarea Plan.

Specific Conditions

- a) The plat must establish the setbacks, either graphically or by notation, for each lot; and
- b) The Department of Public Works must approve the stormwater management plans; and
- c) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- d) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code; and**
- e) No building permits shall be issued until all of the conditions cited above are met; and
- f) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Building Permit until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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

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

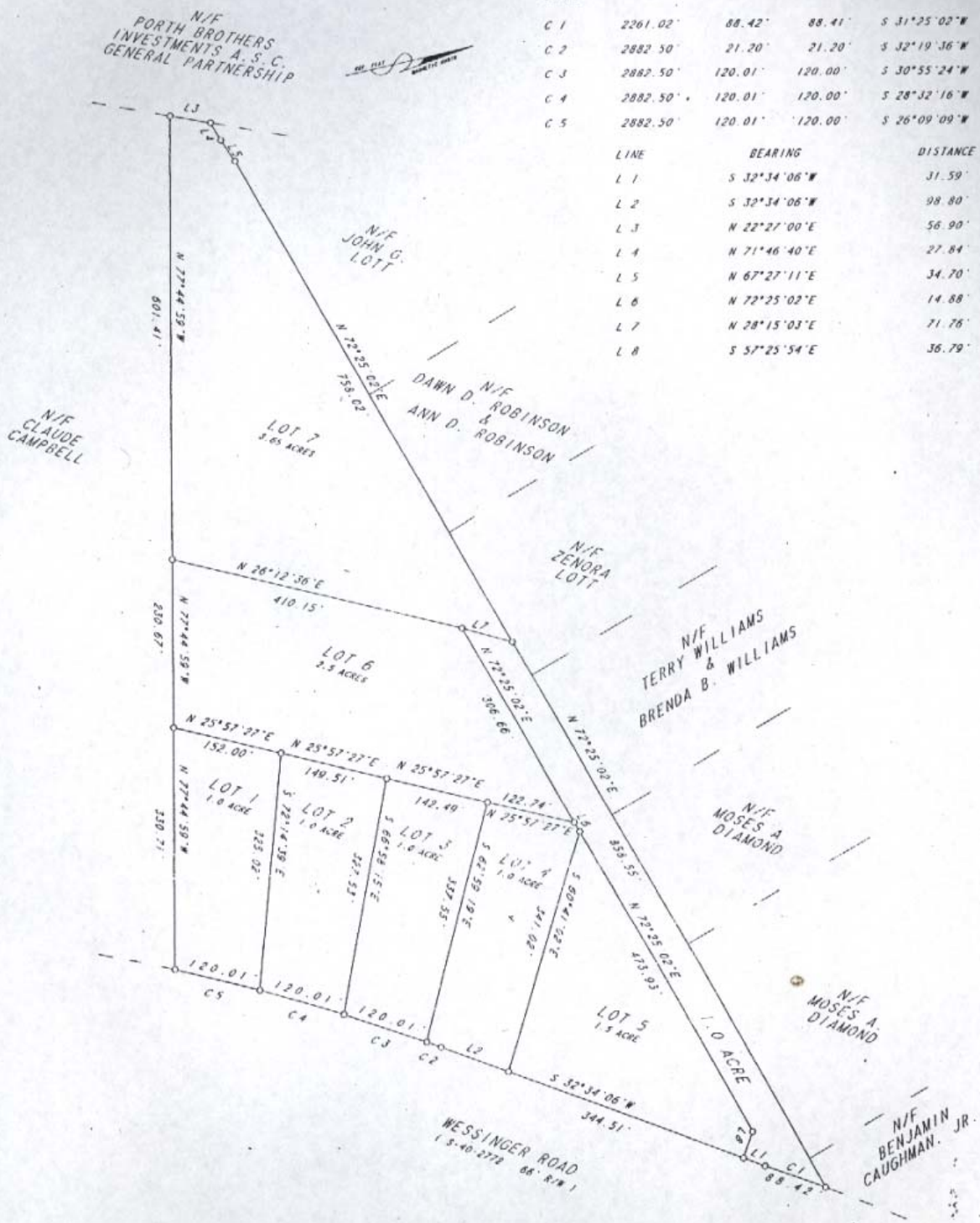
Appeal

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

SD 03-229

CURVE	RADIUS	ARC	CHORD	CHORD BEARING
C 1	2261.02'	88.42'	88.41'	S 31°25'02"W
C 2	2882.50'	21.20'	21.20'	S 32°19'36"W
C 3	2882.50'	120.01'	120.00'	S 30°55'24"W
C 4	2882.50'	120.01'	120.00'	S 28°32'16"W
C 5	2882.50'	120.01'	120.00'	S 26°09'09"W

LINE	BEARING	DISTANCE
L 1	S 32°34'06"W	31.59'
L 2	S 32°34'06"W	98.80'
L 3	N 22°27'00"E	56.90'
L 4	N 71°46'40"E	27.84'
L 5	N 67°27'11"E	34.70'
L 6	N 72°25'02"E	14.88'
L 7	N 28°15'03"E	71.76'
L 8	S 57°25'54"E	36.79'

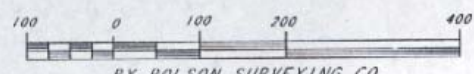


SKETCH PLAN FOR COUNTY REVIEW ONLY

PRELIMINARY PLAT PREPARED FOR
 DON E. TAYLOR & ASSOC.
 IN RICHLAND COUNTY, NEAR BLYTHEWOOD, S.C.

SD-03-229
 MAR 07 2003

1 INCH = 100 FT



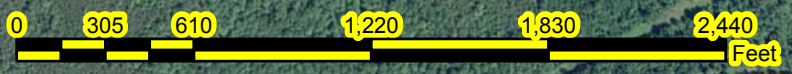
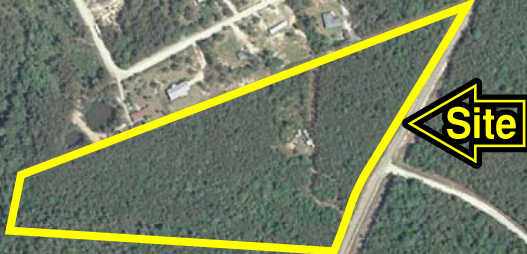
BY POLSON SURVEYING CO.

MARCH 7, 2003

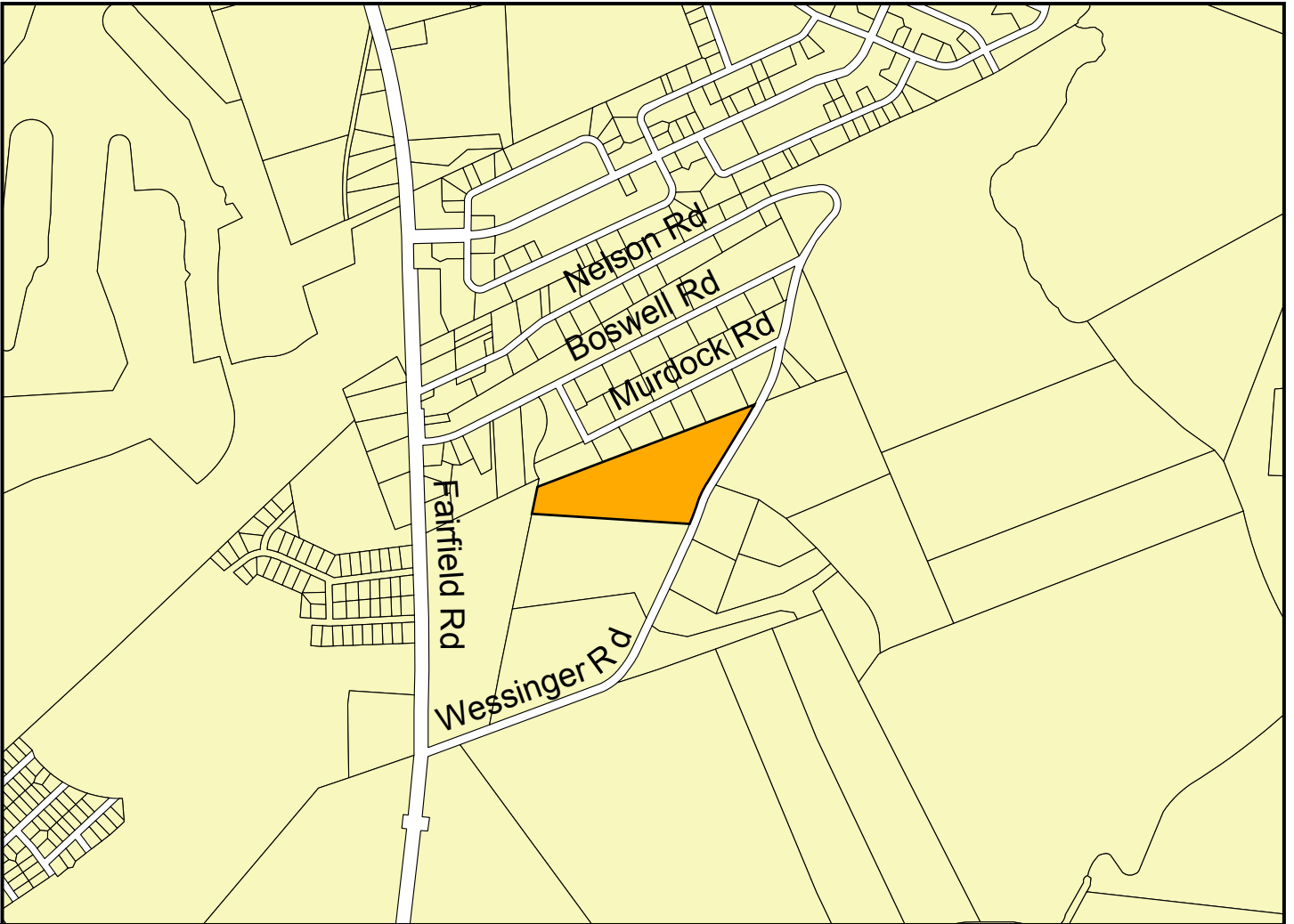
I hereby state that to the best of my knowledge, information, & belief the survey shown herein was made in accordance with the requirements of the Minimum Standards Manual for the Practice of Land Surveying in South Carolina & meets or exceeds the requirements of a Class "A" survey as specified therein; also there are no visible encroachments or projections other than shown.

JAMES F. POLSON RLS No. 4774
 6701 TWO NOTCH ROAD SUITE "B"
 COLUMBIA, S.C. 29223 803-788-1177

SD 03-229
WESSENGER ESTATES MINOR S/D
TMS 12000-03-01



SD 03-229 TAYLOR MINOR S/D



Looking from site across Wessinger Rd.



Looking at site from across Wessinger Rd.

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

September 8, 2003

Applicant: William Cooper		Preliminary Subdivision Plans For:	
RC Project # : SD-03-264		Woodcreek Farms, Parcel D-14, Phase 2 A & B	
General Location: Coopers Nursery Road, South of Jacobs Mill Road			
Tax Map Number: 28900-03-07		Number of Residences: 31	
Subject Area: 20.4 acres	Sewer Service Provider: Palmetto Utilities		
Current Zoning: PUD	Water Service Provider: City of Columbia		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, or opening, of new streets, water or sewer facilities, storm drainage systems, or improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Spears Creek Church Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	295	
Current Volume At The Nearest Count Station # 451 Located @ Spears Creek	6100	
Estimated Traffic Count With the Proposed Project	6395	
Volume-To-Capacity Ratio With The Proposed Project	0.74	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

The proposed subdivision will not, by itself, cause the LOS C on this portion of Spears Creek Church Road to be exceeded. The Department estimates that when the subdivisions approved since July 1, 2000 are builtout, the V/C ratio on Spears Creek Church Road will exceed the LOS E minimum level.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	6
Middle School @ 0.13 students per single family DU	4
High School @ 0.12 Students per single family DU	4

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

Existing Site Conditions

The site has a slight slope to the south toward Beaver Lake. The subject site is undeveloped pine woodlands. Public water and sewer service is available to the site.

Compatibility with the Surrounding Area

The adjacent area is developed with single detached family residences with a golf course interwoven between the developed and developing parcels. The proposed project is compatible with the surrounding area.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Northeast Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as High Density Residential within the Established Urban Area on this Map.

The **proposed 1.5 DU/acre density is not consistent** with the Map designation as required by state statutes. The density should either be increased to be consistent with the land use designation in the Subarea Plan, or its Proposed Land Use Map should be revised through the statutory comprehensive plan amendment process.

The Northeast Subarea Plan, adopted in March 1995, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 30 and 35 respectively, are discussed below:

Objective – Foster new development in areas with adequate infrastructure

The subject project will occupy a vacant undeveloped parcel within the PUD Master Plan for the Woodcreek Farms project. The proposed project implements this Objective.

Principle – The Established Urban Area should contain overall higher density levels than the Developing Area or Rural Areas of the County and that those density levels should conform to the Proposed Land Use Map...**High Density Residential is 9.0 DU/acre, or greater**

At a proposed density of 1.5 DU/acre, the subject project is far below the minimum 9 dwelling units per acre density required on the Proposed Land Use Map. This project does not implement this Principle.

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of August 22, 2003, the City of Columbia had not approved the water line construction plans.
- 4) As of August 22, 2003, DHEC had not issued a permit for construction of the sewer lines.
- 5) As of August 22, 2003, DHEC had not issued a construction permit for the water lines.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends conditional approval of the preliminary plans for a 31 unit single family detached subdivision, known as Woodcreek Farms, Parcel D-14, Phase 2A & 2B (Project # SD-03-264), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Spears Creek Church Road operating below a LOS C capacity. However, the Department estimates that when the subdivisions approved since July 1, 2000 are builtout, the V/C ratio on Spears Creek Church Road will exceed the LOS E minimum level.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is not consistent with the Northeast Subarea Plan Map land use designation.
4. The proposed project implements the cited Objective of the Northeast Subarea Plan.
5. The proposed project does not implement the cited Recommendation of the Northeast Subarea Plan.

Specific Conditions

- a) The front yard setback shall be a minimum of 25 feet from the street right-of-way; the side yard setbacks shall be a minimum of 10 feet on each side; the rear yard setback shall be a minimum of 20 feet and the maximum lot coverage shall be 25 percent; and
- b) The Department of Public Works must approve the stormwater management plans
- c) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- d) The City of Columbia must approve the water line construction plans; and
- e) DHEC must issue the sewer line construction permits; and
- f) DHEC must issue the water line construction permits; and
- g) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code; and**
- h) No building permits shall be issued until all of the conditions cited above are met; and
- i) Plats shall not be approved for recording until the City of Columbia approves the water line easement documents; and
- j) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- k) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy until the Department receives a copy of the **recorded** Final Plat; and
- l) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water line easement deeds **AND** (2) the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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

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

Appeal

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

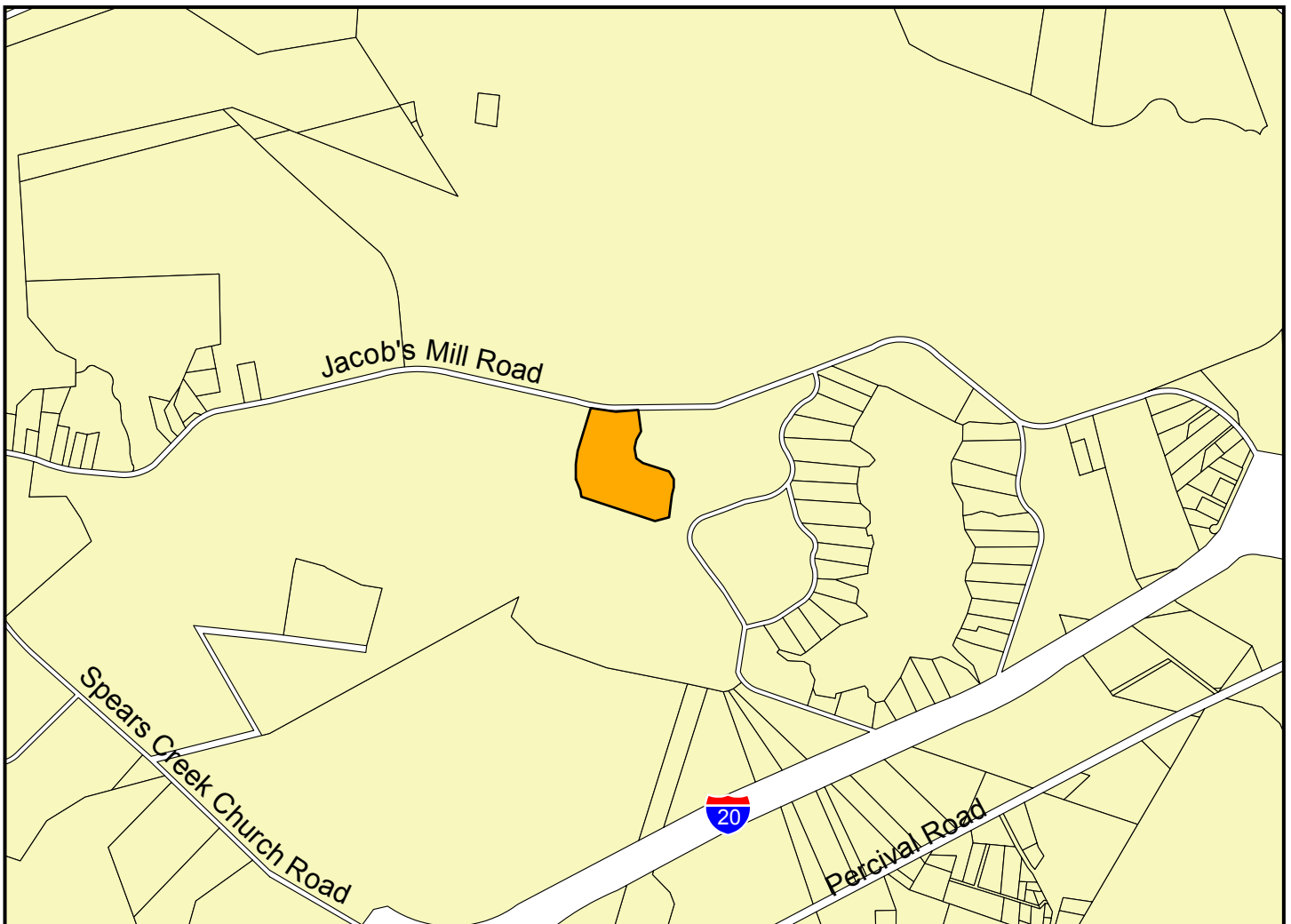
SD 03-264



SD 03-264
PARCEL D-14, PHASE 2
TMS 28900-03-07



SD 03-264 PARCEL D-14, PHASE 2



Looking at site across Cooper's Nursery Rd.



Looking down Cooper's Nursery Rd. from site

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

September 8, 2003

Applicant: William Cooper		Preliminary Subdivision Plans For:	
RC Project # : SD-04-25		Wooderk Farms, Parcel D-14, Phase 3 A, B & C	
General Location: Coopers Nursery Road, South of Jacobs Mill Road			
Tax Map Number: 28900-03-07		Number of Residences: 23	
Subject Area: 19.4 acres	Sewer Service Provider: Palmetto Utilities		
Current Zoning: PUD	Water Service Provider: City of Columbia		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, or opening, of new streets, water or sewer facilities, storm drainage systems, or improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Spears Creek Church 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	219	
Current Volume At The Nearest Count Station # 451 Located @ Spears Creek	6100	
Estimated Traffic Count With the Proposed Project	6319	
Volume-To-Capacity Ratio With The Proposed Project	0.73	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

The proposed subdivision will not, by itself, cause the LOS C on this portion of Spears Creek Church Road to be exceeded. The Department estimates that when the subdivisions approved since July 1, 2000 are builtout, the V/C ratio on Spears Creek Church Road will exceed the LOS E minimum level.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	5
Middle School @ 0.13 students per single family DU	3
High School @ 0.12 Students per single family DU	3

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

Existing Site Conditions

The site has a slight slope to the south toward Beaver Lake. The subject site is undeveloped pine woodlands. Public water and sewer service is available to the site.

Compatibility with the Surrounding Area

The adjacent area is developed with single detached family residences and a golf course. The proposed project is compatible with the surrounding area.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Northeast Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as High Density Residential within the Established Urban Area on this Map.

The **proposed 1.2 DU/acre density is not consistent** with the Map designation as required by state statutes. The density should either be increased to be consistent with the land use designation in the Subarea Plan, or the Northeast Subarea's Proposed Land Use Map should be revised through the statutory comprehensive plan amendment process.

The Northeast Subarea Plan, adopted in March 1995, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 30 and 35 respectively, are discussed below:

Objective – Foster new development in areas with adequate infrastructure

The subject project will occupy a vacant undeveloped parcel within the PUD Master Plan for the Woodcreek Farms project. The proposed project implements this Objective.

Principle – The Established Urban Area should contain overall higher density levels than the Developing Area or Rural Areas of the County and that those density levels should conform to the Proposed Land Use Map...**High Density Residential is 9.0 DU/acre, or greater**

At a proposed density of 1.5 DU/acre, the subject project is far below the minimum 9 dwelling units per acre density required on the Proposed Land Use Map. **This project does not implement this Principle.**

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of August 22, 2003, the City of Columbia had not approved the water line construction plans.
- 4) As of August 22, 2003, DHEC had not issued a permit for construction of the sewer lines.
- 5) As of August 22, 2003, DHEC had not issued a construction permit for the water lines.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends conditional approval of the preliminary plans for a 23 unit single family detached subdivision, known as Woodcreek Farms, Parcel D-14, Phase 3 A, B & C (Project # SD-04-25), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

- 1) The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Spears Creek Church Road operating below a LOS C capacity. However, The Department estimates that when the subdivisions approved since July 1, 2000 are builtout, the V/C ratio on Spears Creek Church Road will be at a mid-LOS E level.
- 2) The proposed subdivision is compatible with existing development in the area.
- 3) **The proposed project is not consistent with the Northeast Subarea Plan Map land use designation.**
- 4) The proposed project implements the cited Objective of the Northeast Subarea Plan.
- 5) The proposed project does not implement the cited Recommendation of the Northeast Subarea Plan.

Specific Conditions

- a) The front yard setback shall be a minimum of 25 feet from the street right-of-way; the side yard setbacks shall be a minimum of 10 feet on each side; the rear yard setback shall be a minimum of 20 feet and the maximum lot coverage shall be 25 percent; and
- b) The Department of Public Works must approve the stormwater management plans
- c) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- d) The City of Columbia must approve the water line construction plans; and
- e) DHEC must issue the sewer line construction permits; and
- f) DHEC must issue the water line construction permits; and
- g) **No site clearance activity shall commence until the PDSO issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code; and**
- h) No building permits shall be issued until all of the conditions cited above are met; and
- i) Plats shall not be approved for recording until the City of Columbia approves the water line easement documents; and
- j) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- k) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy until the Department receives a copy of the **recorded** Final Plat; and
- l) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water line easement deeds **AND** (2) the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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

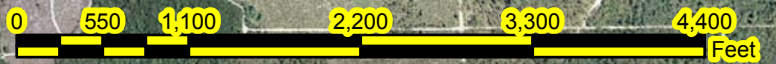
- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map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

Appeal

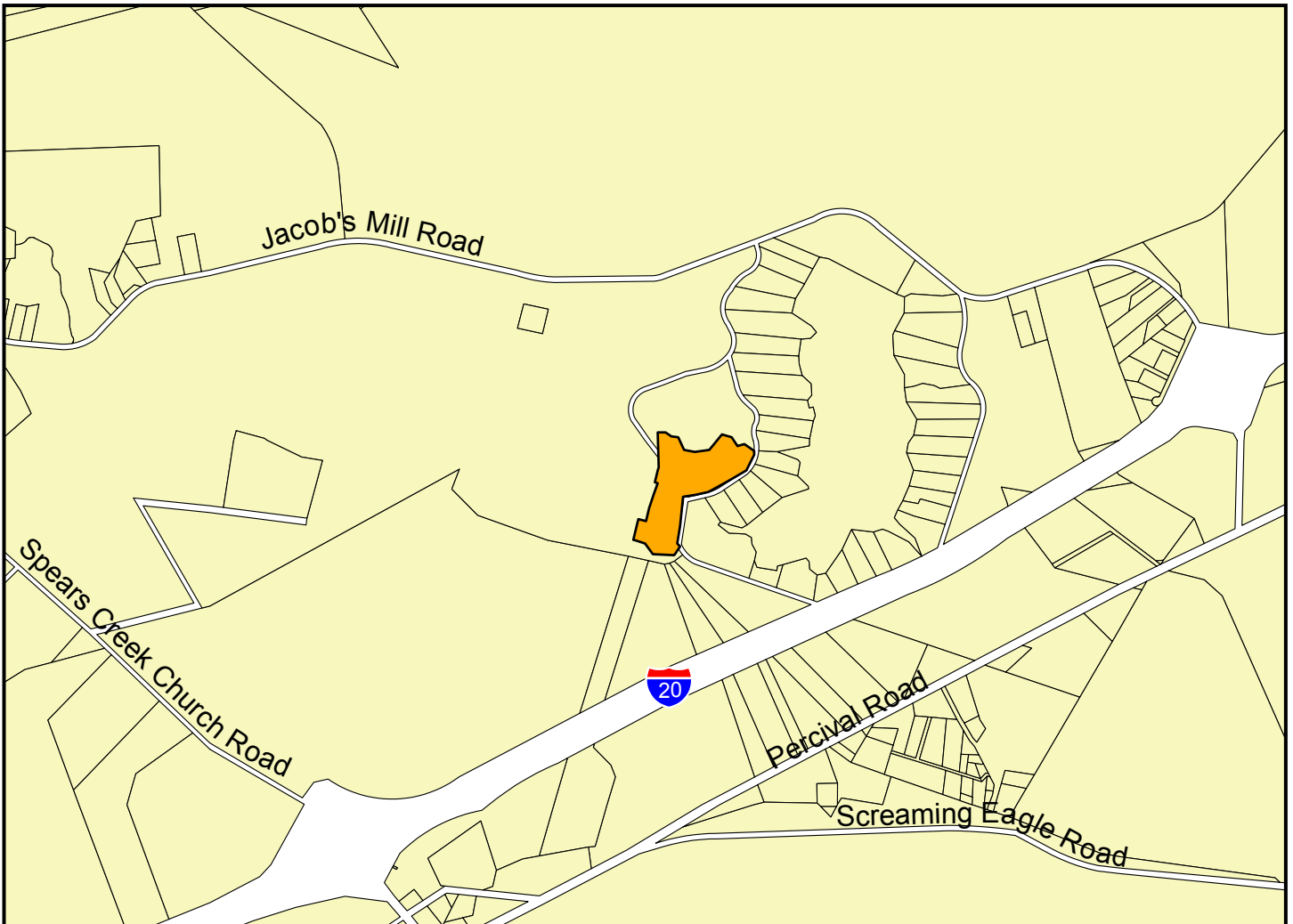
Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt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

SD 04-25
PARCEL D-14, PHASE 3
TMS 28900-03-09

Site



SD 04-25 PARCEL D-14, PHASE 3



Looking at site from Redbay Road



Looking down Redbay Rd. from site

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

September 8, 2003

Applicant: Letts Associates		Preliminary Subdivision Plans For: Metz Branch Villas
RC Project # : SD-03-290		
General Location: East Side of Broad River Rd, 1/4 mile South of I-26		
Tax Map Number: 02500-05-02		Number of Parcels: 4 Retail Commercial on 15.1 acres & 2 Multifamily on 29 acres
Subject Area: 45.2 acres	Sewer Service Provider: Richland County	
Current Zoning: M-1	Water Service Provider: City of Columbia	

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, or opening, of new streets, water or sewer facilities, storm drainage systems, or improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	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	8556 *	
Current Volume At The Nearest Count Station # 180 Located @ the site	5100	
Estimated Traffic Count With the Proposed Project	13,656	
Volume-To-Capacity Ratio With The Proposed Project	1.59	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

The traffic generated by the project is calculated by estimating the amount of retail space that could be constructed on 15.1 acres. Experience has shown that each acre of retail commercial land use will net approximately 8000 sq. ft of building, or a total of 120,800 sq. ft. of retail space. The Major Street Plan cited above estimates that retail commercial land uses will generate approximately 40.67 trips /1000 sq. ft. of gross retail space, or 4913 ADTs.

The Major Street Plan estimates that each garden apartment will generate 6.6 ADTs, or 3643 ADTs (552 x 6.6). The total estimated traffic impact of the subject project is 8556 ADTs. The subject project will result in this portion of Broad River Road exceeding the LOS F level.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	NAp
Middle School @ 0.13 students per single family DU	NAp
High School @ 0.12 Students per single family DU	NAp

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

Existing Site Conditions

The site is heavily vegetated with hardwoods and slopes toward Metz Branch in the middle of the site. There are vacant woodlands between the site and a convenience store at the SW corner of the Broad River Road and I-26. Vacant woodlands are adjacent to the site on the east and across Broad River Road.

Compatibility with the Surrounding Area

The multi-family portion of the site is appropriate for the interchange area. **The general retail portion of the site is not appropriate** because there is a substantial amount of commercial space available in the Ballentine area. For example, 30 acres next to the Bickley Rd Elementary School was recently rezoned for retail and office commercial space.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Northwest Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Light Industrial on this Map. **Neither the multi-family, nor retail commercial, land uses are consistent with the Light Industrial designation on the Map.**

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

Objective – Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area

The proposed project will provide affordable housing opportunities adjacent to the Interstate system. The high density (552 units on 29 acres = 19 DU/acre) residential portion of the project is an appropriate land use in the I-26 interchange area and will be the highest density project in the unincorporated area of the County. **The proposed project implements this Objective.**

Principle – In general, commercial and office activities should be confined to, or expanded at, existing clusters and/or proposed locations as identified on the Proposed Land Use Map. The Plan recognizes Ballentine as the principal commercial hub for the Developing Urban Area

The clear intent of the Northwest Subarea Plan is to concentrate commercial development in the Ballentine area. Almost 30 acres of new retail/office commercial is under development next to the Bickley Road Elementary School, about 1½ miles from the subject site. **The commercial portion of this project does not implement this Principle.**

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, FEMA had not approved the flood elevation statement.
- 3) As of August 22, 2003, the City of Columbia had not approved the water line construction plans.
- 4) As of August 22, 2003, DHEC had not issued a permit for construction of the sewer lines.
- 5) As of August 22, 2003, DHEC had not issued a construction permit for the water lines.

Richland County has adopted the National Flood Insurance Program Regulations, Parts I & II, effective July 1, 2001. Section 60.3, entitled Flood plain management criteria for flood-prone areas, subsection 6 (b) (3) requires that "...all new subdivision proposals and other proposed developments (including proposals for manufactured home parks and subdivisions) greater than 50 lots or 5 acres, whichever is the lesser, include within such proposals base flood elevation data..." This provision means that a flood elevation study will have to be submitted to the County's Floodplain Manager for approval by FEMA **prior** to building permits being issued.

There are four retail commercial parcels planned between the apartments and Broad River Road. Upon buildout of this project, the V/C ratio of Broad River Road will exceed the minimum LOS F standard. Therefore, it is critical that the access to Broad River Road for the whole project, including the commercial parcels be limited to Metz Branch Drive and Claude Barnes Road.

The Board of Zoning Appeals granted a Special Exception (03-62 SE) to use M-1 zoned property for residential purposes on May 7, 2003. The applicant was advised that the Department must ensure the following matters are satisfactorily addressed PRIOR to issuing any building permits:

- 1) Site Plan Review, including parking, landscaping, setbacks, buffering and other design standards; and
- 2) Department of Public Works approval of the stormwater management system; and
- 3) Flood elevation determination approved by FEMA; and
- 4) Street addressing from the E-911 Coordinator

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary plans for a 6 parcel retail/multifamily subdivision, known as Metz Branch Villas (Project # SD-03-290), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The project will result in this portion of Broad River Road exceeding the LOS F level.
2. Only the residential portion of the proposed subdivision is compatible with existing development in the area.
3. **Neither the multi-family, nor retail commercial, land uses are consistent with the Light Industrial designation on the Map**
4. The proposed project implements the cited Objective of the Northwest Subarea Plan.
5. The proposed project does not implement the cited Recommendation of the Northwest Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- c) Any building affected by the 100-year flood elevation must be elevated a minimum of 2 feet above the FEMA approved 100-year flood elevation; and
- d) The access to all parcels in the project shall be limited to Metz Branch Drive and Claude Barnes Drive; and
- e) The City of Columbia must approve the water line construction plans; and
- f) DHEC must issue the sewer line construction permits; and
- g) DHEC must issue the water line construction permits; and
- h) No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 the County Code; and**
- i) No building permits shall be issued until all of the conditions cited above are met.; and
- j) Plats shall not be approved for recording until the City of Columbia approves the water line easement documents; and
- k) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and

- l) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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

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

Appeal

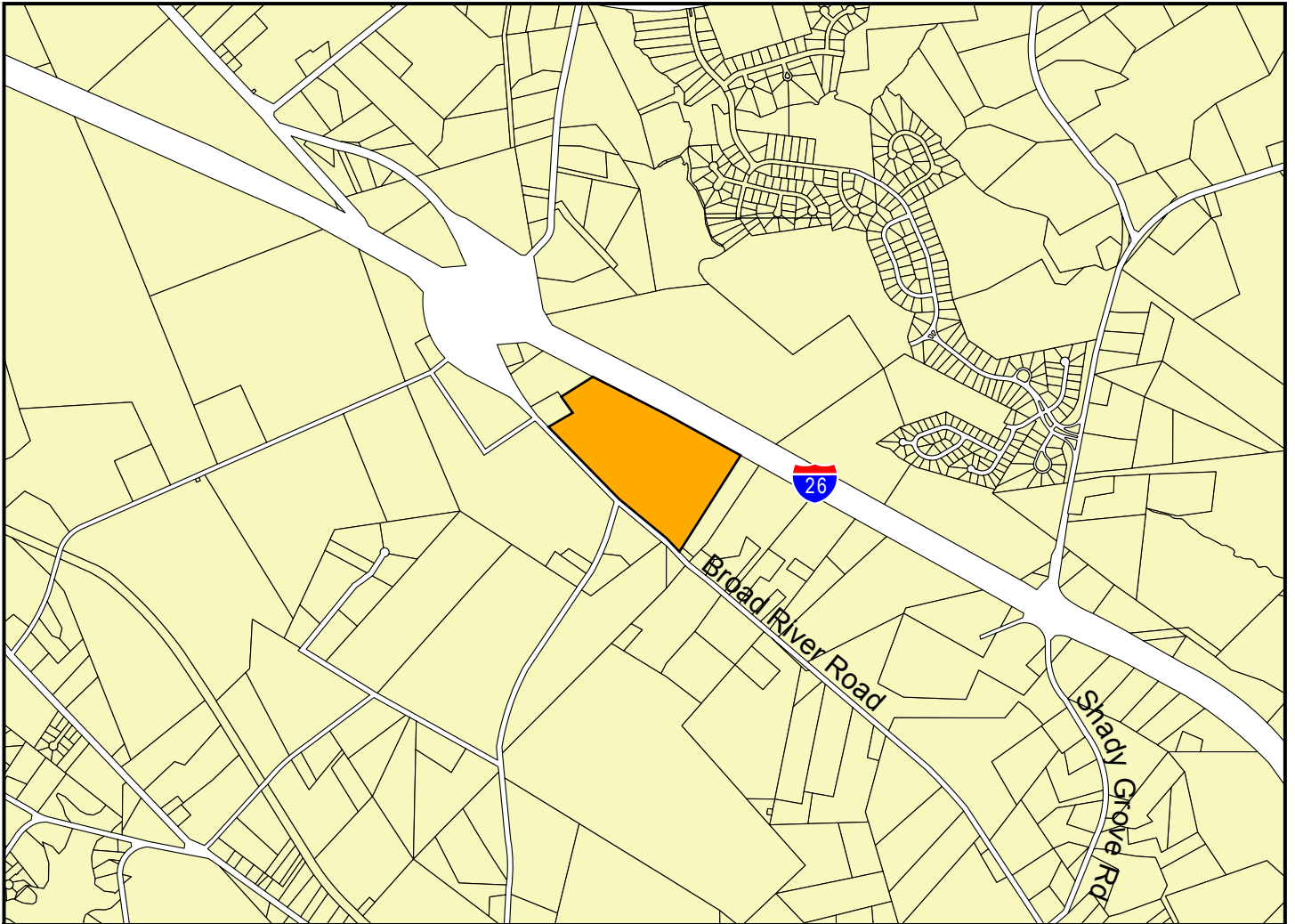
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SD 03-290
METZ BRANCH VILLAS
TMS 02500-05-02

Site



SD 03-290 METZ BRANCH VILLAS



Looking south along Broad River Rd.
towards site



Looking north along Broad River Rd.
towards Peak

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

September 8, 2003

Applicant: Cox & Dinkins		Preliminary Subdivision Plans For: Salters Subdivision	
RC Project # : SD-03-313			
General Location: E Side of Congaree Road, 1 mile south of Garners Ferry Road			
Tax Map Number: 27800-03-39		Number of Residences: 9	
Subject Area: 8.7 acres	Sewer Service Provider: Septic Tank		
Current Zoning: RU	Water Service Provider: Private Well		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, or opening, of new streets, water or sewer facilities, storm drainage systems, or improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Congaree 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	85	
Current Volume At The Nearest Count Station # Located @	Not Counted	
Estimated Traffic Count With the Proposed Project	NAp	
Volume-To-Capacity Ratio With The Proposed Project	NAp	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

The proposed subdivision will not significantly increase the amount of traffic on Congaree Road.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	2
Middle School @ 0.13 students per single family DU	1
High School @ 0.12 Students per single family DU	1

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

Existing Site Conditions

The site is currently undeveloped woodlands including a residence under construction. The site slopes downward to the road and to the east from a high spot in the center of the site.

Compatibility with the Surrounding Area

There are numerous residences scattered throughout the area. The project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Lower Richland Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Rural and Open Space within the McIntire ANG Overlay Zone on this Map.

The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 33 and 43 respectively, are discussed below:

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

The subject project will have paved road that separates the residential area from the Congaree Road traffic. The proposed project implements this Objective.

Principle – Low density densities (maximum of 4 DU/ac) are appropriate within the Rural and Open Space area where adequate street access is provided

While no traffic counts are available for Congaree Road, the proposed project will not significantly increase the traffic on the Road. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends conditional approval of the preliminary plans for a 9 unit single family detached subdivision, known as Salters Subdivision (Project # SD-03-313), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Congaree Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is consistent with the Lower Richland Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Lower Richland Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- c) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code; and**
- d) No building permits shall be issued until all of the conditions cited above are met; and
- e) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- f) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Building Permit for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

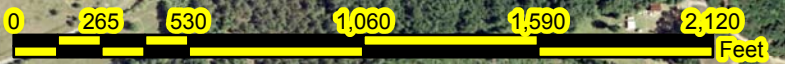
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

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

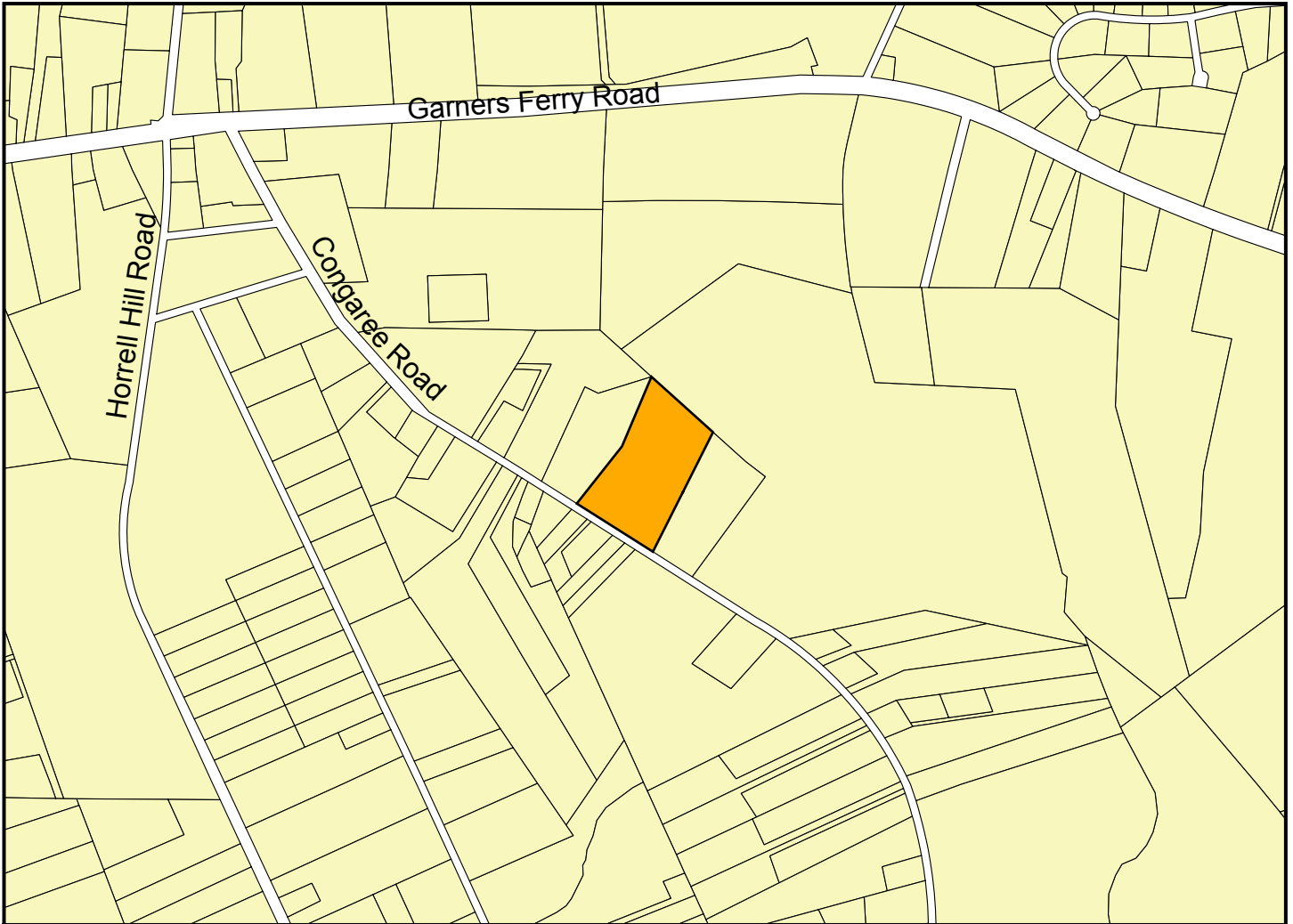
Appeal

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

SD 03-313
SALTERS S/D
TMS 27800-03-39



SD 03-313 SALTERS S/D



Looking from site across Congaree Rd.



Looking at site across Congaree Rd.

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

September 8, 2003

Applicant: Doug Van Schaik		Preliminary Subdivision Plans For: Trenholm Medical Park	
RC Project # : SD-03-322			
General Location: West Side of Trenholm Road Extension @ Oakcrest Drive			
Tax Map Number: 17015-02-01 (p)		Number of Parcels: 8	
Subject Area: 7.3 acres	Sewer Service Provider: East Richland		
Current Zoning: C-3	Water Service Provider: City of Columbia		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, or opening, of new streets, water or sewer facilities, storm drainage systems, or improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Trenholm Road Extension	
Functional Classification Of This Roadway	Four Lane Divided Minor Arterial	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	24,800	
Estimated Traffic Generated By The Proposed Project	5416	
Current Volume At The Nearest Count Station # 318 Located @ Dawson Road	10,800	
Estimated Traffic Count With the Proposed Project	16,216	
Volume-To-Capacity Ratio With The Proposed Project	0.63	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The estimated project traffic is calculated by multiplying the generation rate for a medical office business found on page 985 of the 5th Edition ITE Traffic Generation Manual (TGM) times the proposed square footage of the use. The estimated amount of gross floor area was determined by using an average of 21,760 sq. ft per acre from TGM page 975 times 7.3 acres or 158,848 (or 34.17/1000 sq. ft. x 158.8 = 5416 ADTs)

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

The analysis above shows that the proposed project will not cause the LOS C of this portion of Trenholm Road Extension to be exceeded.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	NAP
Middle School @ 0.13 students per single family DU	NAP
High School @ 0.12 Students per single family DU	NAP

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

Existing Site Conditions

The subject site is undeveloped land surrounded by a railroad track, I-77, Trenholm Road Extension and Oakcrest Drive. Public water and sewer service is available to the site.

Compatibility with the Surrounding Area

A dentist office and the Carolina Shelving facility occupy parcels adjacent to the proposed project. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Northeast Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as General Commercial & Office Institutional on the Established Urban Area of the Map.

The Northeast Subarea Plan, adopted in March 1995, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 30 and 35 respectively, are discussed below:

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

The site is adjacent to I-77 and the Trenholm Road Extension. The Two Notch Road /I-77 interchange area is easily accessed by Oakcrest Drive. The proposed project implements this Objective.

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

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

The proposed project meets all of these criteria. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.
- 3) As of August 22, 2003, the City of Columbia had not approved the water line construction plans.
- 4) As of August 22, 2003, DHEC had not issued a construction permit for the sewer lines.
- 5) As of August 22, 2003, DHEC had not issued a construction permit for the water lines.

Chapter 22-21 (k) of the County Code requires a minimum right-of-way for local commercial streets must be 66 feet with a minimum of 37 feet of pavement measured back-of-curb to back-of-curb. The proposed plat for the subject development depicts Trenholm Park Court (the shaded N/S road) as having 50 feet of right-of-way and 24 feet of paving. The plat also includes a 24 foot wide private driveway (the unshaded road).

Chapter 22-25 of the County Code state “...When, due to the peculiar shape of the topography of the tract of land or other unusual condition of the tract of land, it is impractical for a developer to comply with the internal interpretation of the design standards of this article (*Article III – Minimum Design Standards*), the planning commission shall be authorized to vary those requirements provided the intent and purposes of these regulations are not violated. In no case may the planning commission vary a requirement of another agency...”

Pursuant to this provision, the applicant has filed a request to **reduce** the right-of-way on Trenholm Park Court to 50 feet and to **reduce** the pavement width to 24 feet. The applicant offers the following statements in support of this request:

- 1) The proposed roadway will serve to convey vehicles from the interior of the property to Oakway Court (the existing cul-de-sac that loops around the west and north sides of the site). Trenholm Park Court is only 326 feet in length.

- 2) Future extension of this roadway (*Trenholm Park Court*) is highly unlikely, given its proposed geometry, configuration of the parent tract, and the fact that it terminates just before reaching the Trenholm Road Extension, a controlled access roadway.
- 3) Since the developer owns all the surrounding property, utilities will not necessarily have to be placed within the proposed road R/W and could be installed in easement adjacent to the R/W.
- 4) Trenholm Park Court is not intended for the heavy commercial truck traffic present in the typical commercial business park. It will be used by medical patients and delivery trucks.

The Department recommends the requested variance NOT be granted because the applicant has NOT shown that there is any "...peculiar shape of the topography or other unusual condition of the land..." to make it impractical to meet the standards in the Code. To the contrary, the developer of the site owns all the land bounded by Oakcrest Drive, the railroad, I-77 and the Trenholm Road Extension. Since the County will maintain Trenholm Park Court, it is critical that the standards be maintained absent some truly unusual reason not to do so.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary plans for a 9 unit commercial subdivision, known as Trenholm Medical Park (Project # SD-03-322), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Trenholm Road Extension operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is consistent with the Northeast Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northeast Subarea Plan.
5. The applicant shall conform to the roadway standards described in Chapter 22-21 9k) of the County Code.

Specific Conditions

- 5) The Department of Public Works must approve the stormwater management plans; and
- 6) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- 7) The City of Columbia must approve the water line construction plans; and
- 8) DHEC must issue the sewer line construction permits; and
- 9) DHEC must issue the water line construction permits; and
- 10) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code;** and
- 11) No building permits shall be issued until all of the conditions cited above are met; and

- 12) Plats shall not be approved for recording until the City of Columbia approves the water line easement documents; and
- 13) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- 14) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy for the subject structures until the Department receives a copy of the **recorded** Final Plat; and
- 15) A Final Plat can not be approved by the Department until (1) the City of Columbia approves the water line easement deeds **AND** (2) the County accepts the roads for maintenance.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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

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

Appeal

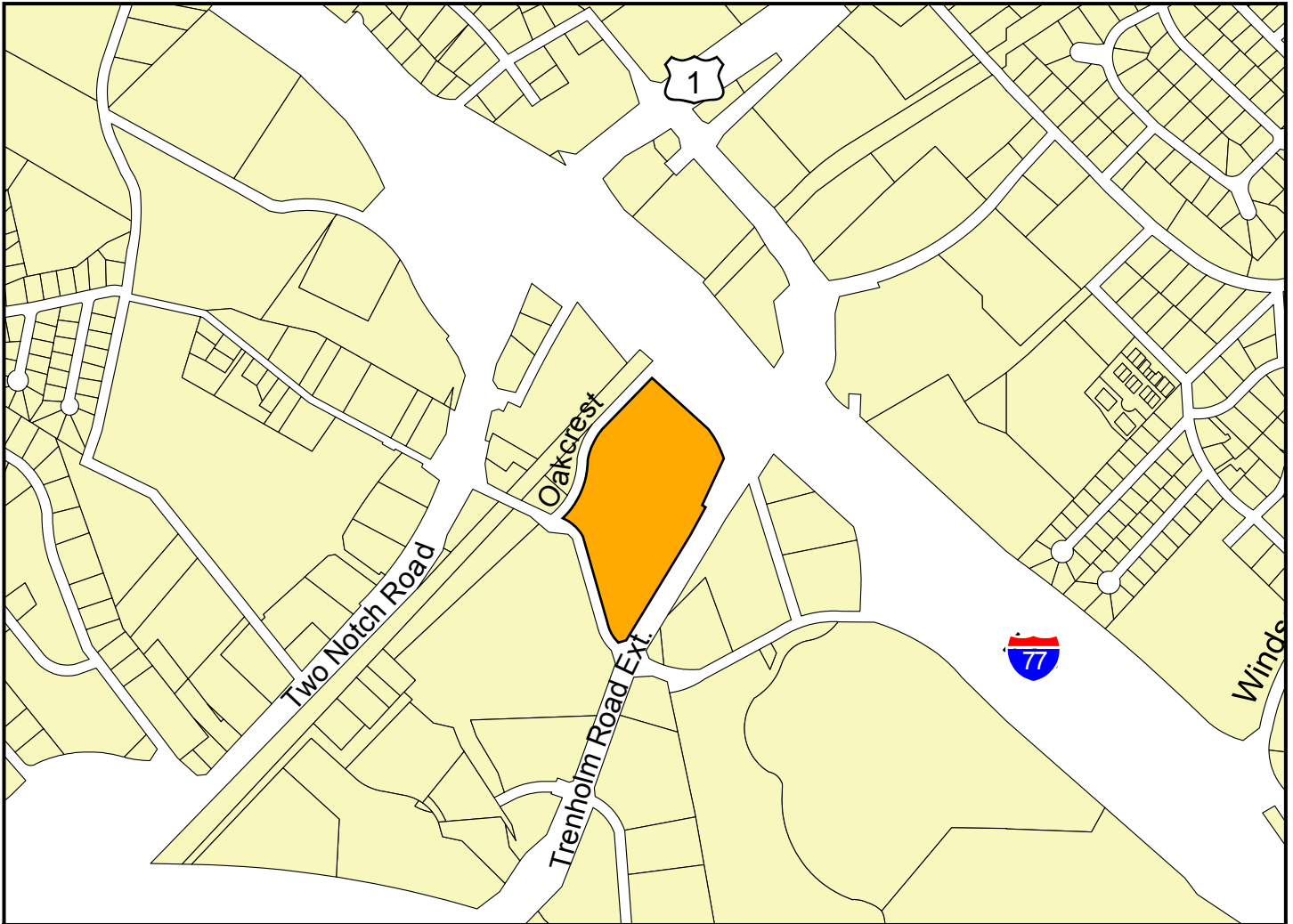
Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt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

SD 03-322
TRENHOLM MEDICAL PLAZA
TMS 17015-02-01

Site



SD 03-322 TRENHOLM MEDICAL PLAZA



Looking at site from Oakcrest Drive



Looking at site from across Trenholm Road Ext.

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

September 8, 2003

Applicant: David Lucas		Minor Subdivision Plans For: Derrick Drive Estates S/D	
RC Project # : SD-03-333			
General Location: East Side of Derrick Street, West of Marina Road			
Tax Map Number: 02406-04-07		Number of Residences: 4	
Subject Area: 3.1 acres	Sewer Service Provider: Septic Tank		
Current Zoning: RS-1	Water Service Provider: Private Well		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, or opening, of new streets, water or sewer facilities, storm drainage systems, or improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Marina Road via Derrick Street	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	38	
Current Volume At The Nearest Count Station # 485 Located @	1700	
Estimated Traffic Count With the Proposed Project	1738	
Volume-To-Capacity Ratio With The Proposed Project	0.20	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

The proposed project will not result in the LOS C of Marina Road being exceeded in this location.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	NAP
Middle School @ 0.13 students per single family DU	NAP
High School @ 0.12 Students per single family DU	NAP

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

Existing Site Conditions

The site has two old manufactured homes that will be removed. The site slopes westward toward the lake No public water or sewer service is currently available in the area.

Compatibility with the Surrounding Area

There are numerous residences along Derrick Road and generally throughout the area. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Northwest Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Low Density Residential on this Map.

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

Objective – Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area

The subject project will allow residential development on a mostly vacant parcel surrounded by other residential development. The proposed project implements this Objective.

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

The subject project will have a density of 0.78 DU/acre, greater than required by the RS-1 zoning, but less than required by the Map. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends conditional approval of the minor subdivision plans for a 4 unit single family detached subdivision, known as Derrick Drive Estates (Project # SD-03-333), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Marina Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is consistent with the Northwest Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northwest Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- c) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code;** and
- d) No building permits shall be issued until all of the conditions cited above are met.; and
- e) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Building Permit for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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

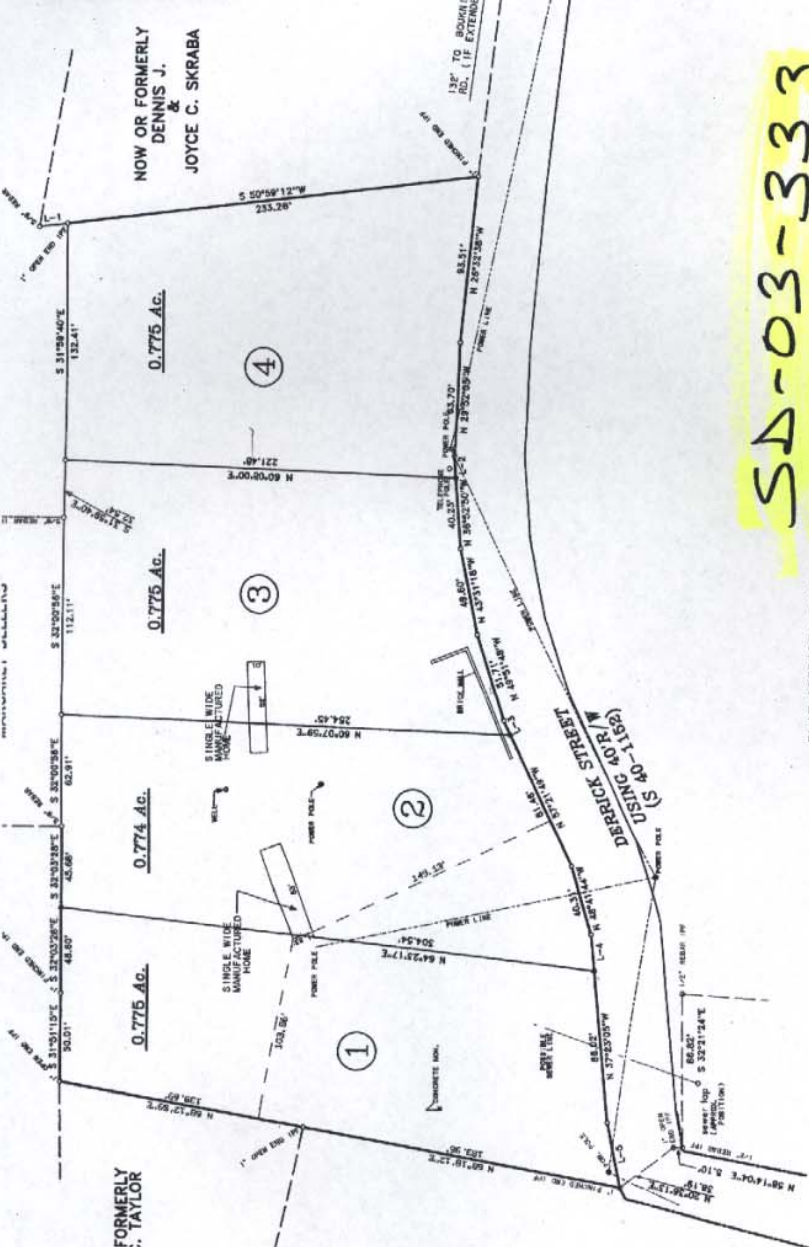
- (a) The Department made a significant mistake or omission in the facts presented when the subject matter was initially considered; **or**
- (b) Notice of the meeting at which the subject agenda item was considered was improper pursuant to State or County regulations; **or**
- (c) A clerical or map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

Appeal

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

AMC (CR. 80)
(3-40-883)

COURSE	BEARING	DISTANCE
1-1	S 81°03'47"W	16.
1-2	N 39°52'50"W	12.
1-3	N 57°21'40"W	20.
1-4	N 45°47'28"W	27.



NOW OR FORMERLY
MELVIN C. TAYLOR

NOW OR FORMERLY
ROBERT C.
&
LOUISE K. DAVIS

NOW OR FORMERLY
DENNIS J.
&
JOYCE C. SKRABA

SD-03-333

PLAT PREPARED FOR
THE ESTATE OF, LESTER C. LUCAS, SR.

DATE: JUNE 30, 2000
SCALE: 1" = 50'

RICHLAND COUNTY, NEAR BALLENTRINE, S.C.

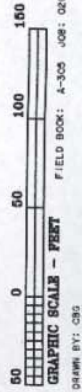
I HEREBY STATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AS SPECIFIED IN THE SURVEYING PROFESSION'S REGULATION, CLASS 'B' SURVEY, AND AS SPECIFIED THEREIN; ALSO THESE ARE NO VISIBLE ENCUMBRANCES OR PROJECTIONS OTHER THAN SHOWN.

NOTES/REFERENCES:

- 1) T.M.S. NO. 2428-24-007
- 2) DEED BOOK-85, PG. 840
- 3) PLAT REF. - 10, P. 259

Douglas E. Platt, Sr.
DOUGLAS E. PLATT, SR.
S.C.P.S. NO. 4041
WEST COLUMBIA ROAD
WEST COLUMBIA, S.C. 29172
PHONE: (803) 796-0874
BEEPER: 806-3680

JUN 20 2003



DRAWN BY: GBS

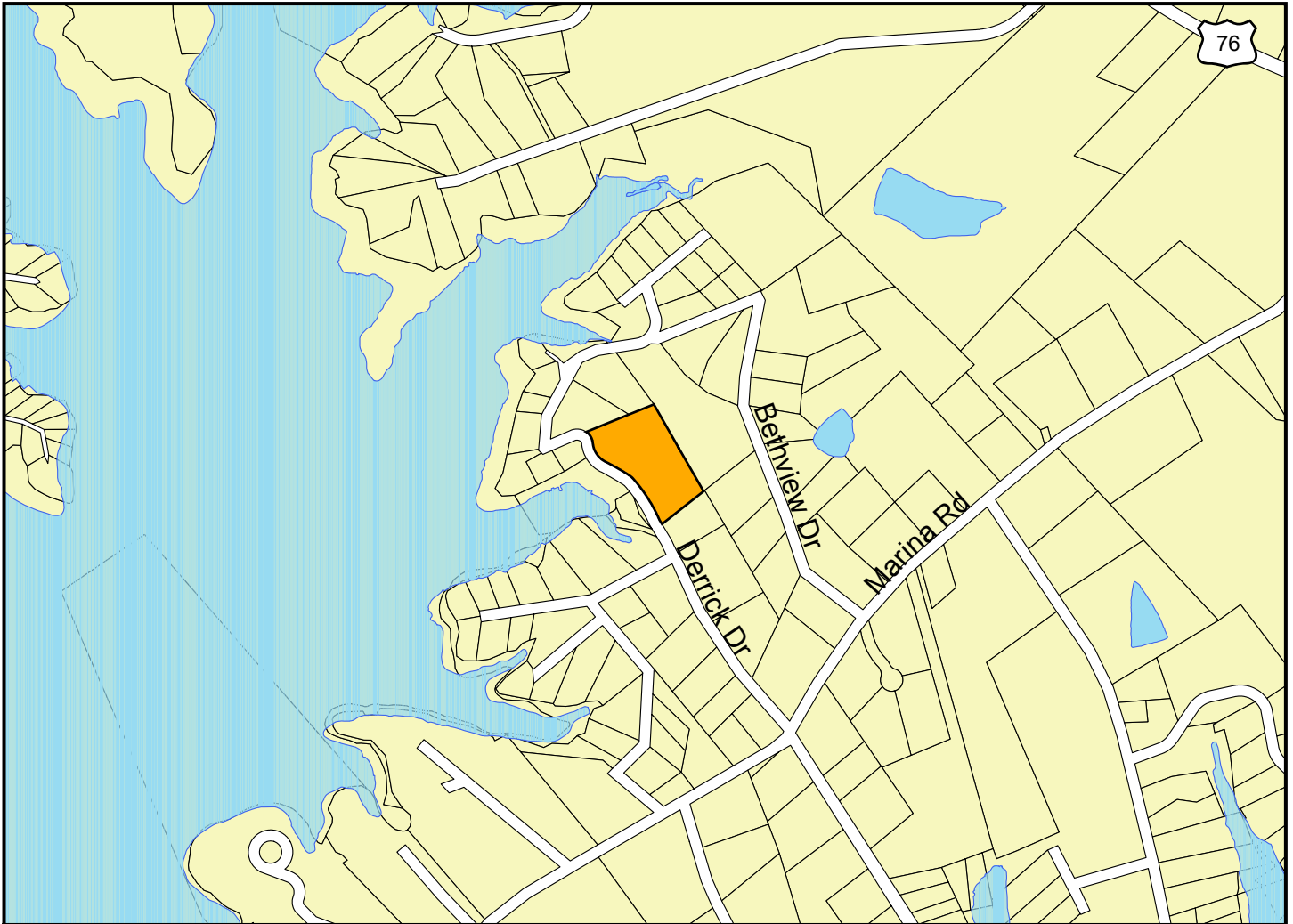
SD 03-333
LESTER LUCAS (MINOR)
TMS 02406-04-07



Site



SD 03-333 LESTER LUCAS (MINOR)



Looking at site from Lake Murray



Looking at Lake Murray from site

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

September 8, 2003

Applicant: Barbara Goodlett		Minor Subdivision Plans For: Goodlett Minor Subdivision	
RC Project # : SD-03-340			
General Location: Mt Vernon Road, south of I-26			
Tax Map Number: 01600-10-09/10/11/31		Number of Parcels: 6	
Subject Area: 21.2 acres		Sewer Service Provider: Septic Tank	
Current Zoning: RU		Water Service Provider: Private Well	

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, **or** opening, of new streets, water or sewer facilities, storm drainage systems, **or** improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Mt. Vernon Road	
Functional Classification Of This Roadway	Not Classified	
Level-Of-Service C Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	81	
Current Volume At The Nearest Count Station # Located @	Not Counted	
Estimated Traffic Count With the Proposed Project	NAp	
Volume-To-Capacity Ratio With The Proposed Project	NAp	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 3 mile radius of a fire station.

School Impacts

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

Elementary School @ 0.20 students per single family DU	0
Middle School @ 0.13 students per single family DU	0
High School @ 0.12 Students per single family DU	0

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

Existing Site Conditions

The subject site is already developed with residences of varying sizes and types. The site is high and slopes downward toward Mt. Vernon Rd.

Compatibility with the Surrounding Area

There are residences scattered throughout the area on varying sized lots. The proposed subdivision is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Northwest Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Rural Undeveloped on this Map.

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

Objective –
None Applicable

Principle – The goal of the rural area designation is to maintain the open character and natural setting of the landscape
The proposed minor subdivision involves a series of land swaps among various parties and does not create new residences. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood statement.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary plans for a 6 unit minor subdivision, known as Goodlett Minor Subdivision (Project # SD-03-340), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision will not result in the adjacent portion of Mt. Vernon Rd Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The project is consistent with the Northwest Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northwest Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans
- b) The Floodplain Manager must approve the flood statement prior to issuing permits; and
- c) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection provisions in the County Code; and**
- d) No building permits shall be issued until all of the conditions cited above are met.; and
- e) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Building Permit until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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

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

Appeal

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

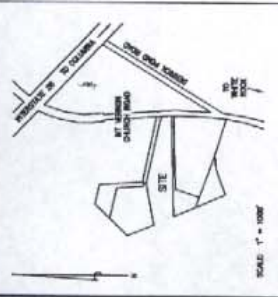
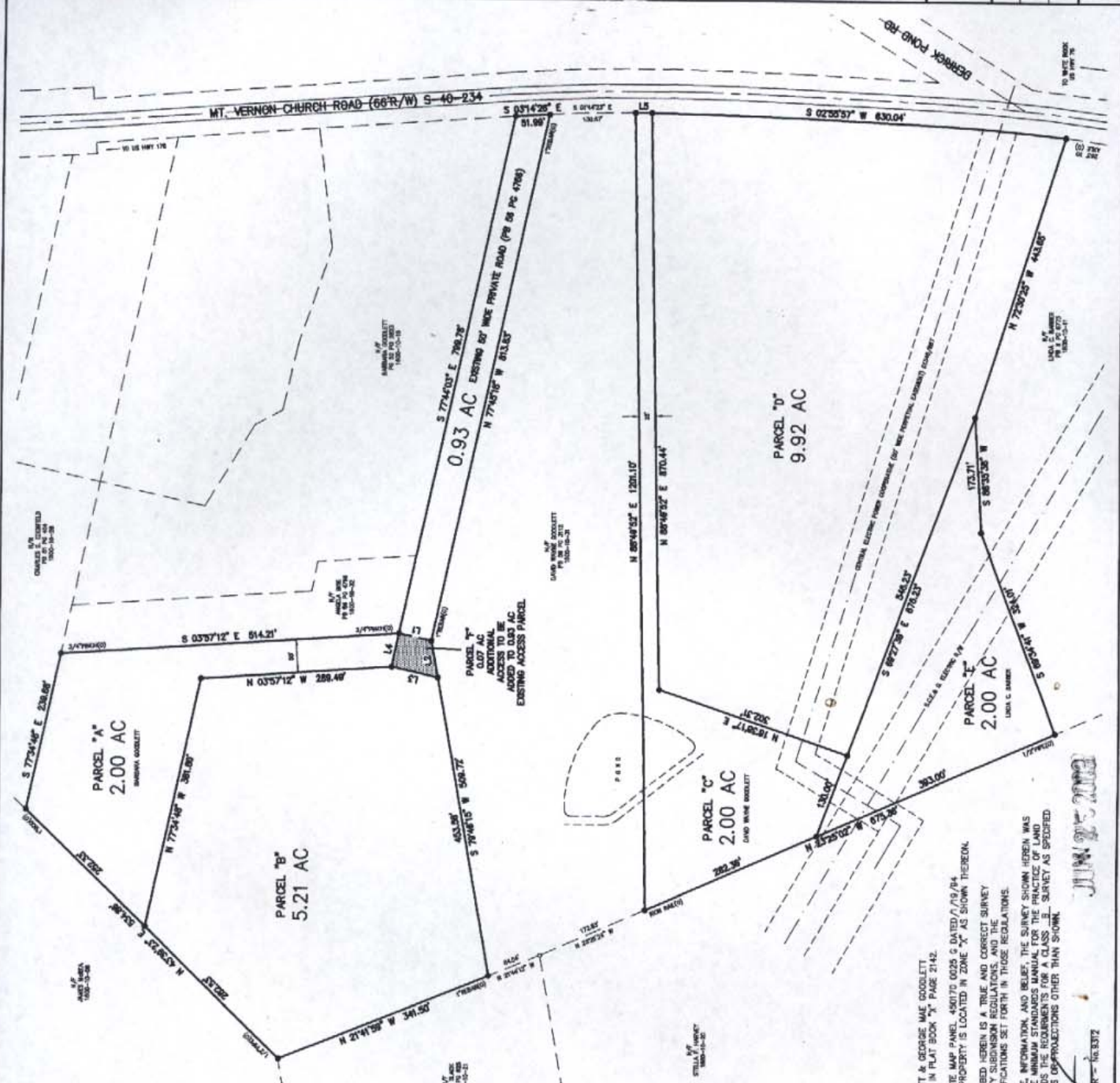
SD 03-340

UNITED DESIGN SERVICES, INC.
LAND SURVEYING SERVICES



PLAT PREPARED FOR:
**BARBARA A. GOODLETT
and LINDA C. BARBER**
RICHLAND COUNTY, WHITE ROCK, SOUTH CAROLINA

DATE: 2 MAY 2003
T.M.S.# 1600-10-00
DWC.# UB-970-090
SHEET 1 OF 1



VICINITY MAP

CONTACT:
BARBARA A. GOODLETT
UNITED DESIGN SERVICES, INC.
WHITE ROCK, SC 29777
(803)732-3688

ZONED: RURAL

NEW IRONS (1/77REMAP)
PLACED AT ALL CORNERS
AND CHANGE IN DIRECTION
EXCEPT WHERE OTHERWISE
NOTED.

UPON RECORPORATION OF THIS PLAT:
PARCEL "C" WILL BECOME AN
UNDIVIDED PORTION OF 1600-10-11
PARCEL "D" WILL BECOME AN
UNDIVIDED PORTION OF
1600-10-31 THEN TOTALING
9.164 ACRES.

LINE	BEARING	DISTANCE
L1	N 17°32'37" E	52.37'
L2	S 79°44'15" W	52.37'
L3	N 12°14'42" E	71.18'
L4	S 77°14'03" E	52.97'
L5	S 00°02'54" W	25.01'

REFERENCE PLAT PREPARED FOR SPARTAN D. GOODLETT & GEORGE MAE GOODLETT
BY RICHARD M. LEE, DATED 12/28/80 AND RECORDED IN PLAT BOOK "Y", PAGE 2142.

I HAVE CONSULTED THE F.E.M.A. FLOOD INSURANCE RATE MAP PANEL 48075 0228, DATED 7/19/84
AND TO THE BEST OF MY KNOWLEDGE & BELIEF, THE PROPERTY IS LOCATED IN ZONE "X" AS SHOWN THEREON.

I HEREBY CERTIFY THAT THE PLAN, SHOWS AND DESCRIBED HEREIN IS A TRUE AND CORRECT SURVEY
TO THE ACCURACY REQUIRED BY THE RICHLAND COUNTY SUBDIVISION REGULATIONS, AND THE
MEASUREMENTS SHOWN HAVE BEEN PLACED TO THE SPECIFICATIONS SET FORTH IN THOSE REGULATIONS.

I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREIN WAS
MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND
SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "B" SURVEY AS SPECIFIED
THEREIN; ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR DEFICIENCIES OTHER THAN SHOWN.

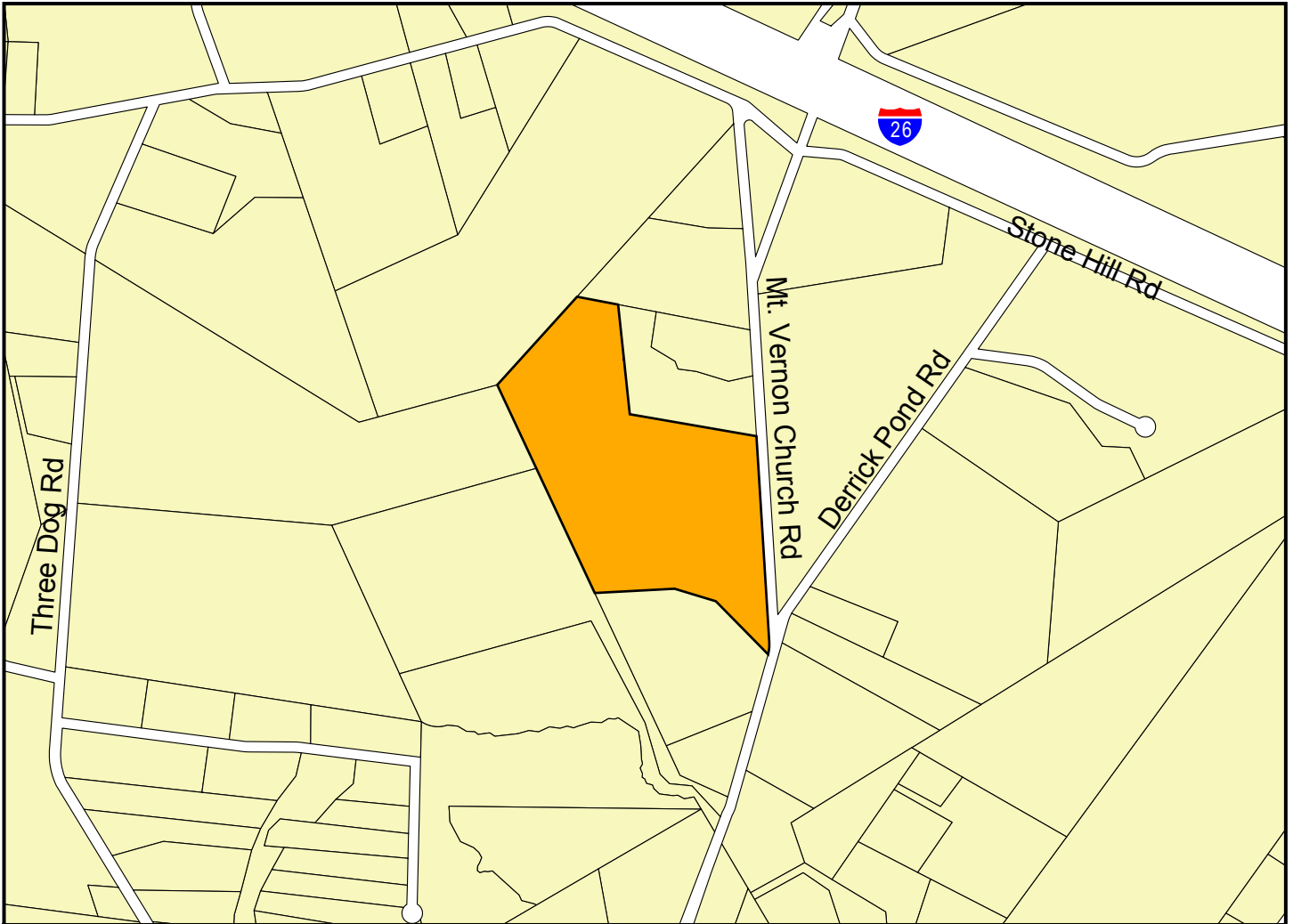
David Wayne Goodlett
DAVID WAYNE GOODLETT, PROFESSIONAL LAND SURVEYOR - 005074

SD 03-340
BARBARA GOODLETT (MINOR)
TMS 01600-10-09

Site



SD 03-340 BARBARA GOODLETT (MINOR)



Looking south on Mt. Vernon Church Rd.



Looking at site from Mt. Vernon Church Rd.

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

September 8, 2003

Applicant: H. Allen Hoover		Minor Subdivision Plans For: Hoover Minor S/D	
RC Project # : SD-03-343			
General Location: West Side of Johnson Marina Road Past Rucker Road			
Tax Map Number: 01312-05-04		Number of Residences: 3	
Subject Area: 1.3 acres	Sewer Service Provider: City of Columbia		
Current Zoning: RS-1	Water Service Provider: Private Well		

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, or opening, of new streets, water or sewer facilities, storm drainage systems, or improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Johnson Marina Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	28	
Current Volume At The Nearest Count Station # 559 Located @ Rucker Road	1800	
Estimated Traffic Count With the Proposed Project	1828	
Volume-To-Capacity Ratio With The Proposed Project	0.21	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

The proposed project will not result in the LOS C of Johnson Marina Road being exceeded in this location.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	NAP
Middle School @ 0.13 students per single family DU	NAP
High School @ 0.12 Students per single family DU	NAP

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

Existing Site Conditions

The site has been cleared of all vegetation and structures. It slopes downward toward a creek that empties into Lake Murray.

Compatibility with the Surrounding Area

There are residences throughout the area. The subject project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Northwest Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Low Density Residential on this Map.

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

Objective – Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area

The proposed subdivision will allow construction of three residences on the site. The proposed project implements this Objective.

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

The project will be compatible with the density of the adjacent development. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends conditional approval of the preliminary plans for a 3 unit single family detached subdivision, known as Hoover Minor S/D (Project # SD-03-343), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Johnson Marina Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is consistent with the Northwest Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northwest Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- c) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code;** and
- d) No building permits shall be issued until all of the conditions cited above are met; and
- e) Plats shall not be approved for recording until the City of Columbia approves the water line easement documents; and
- f) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Building Permit for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

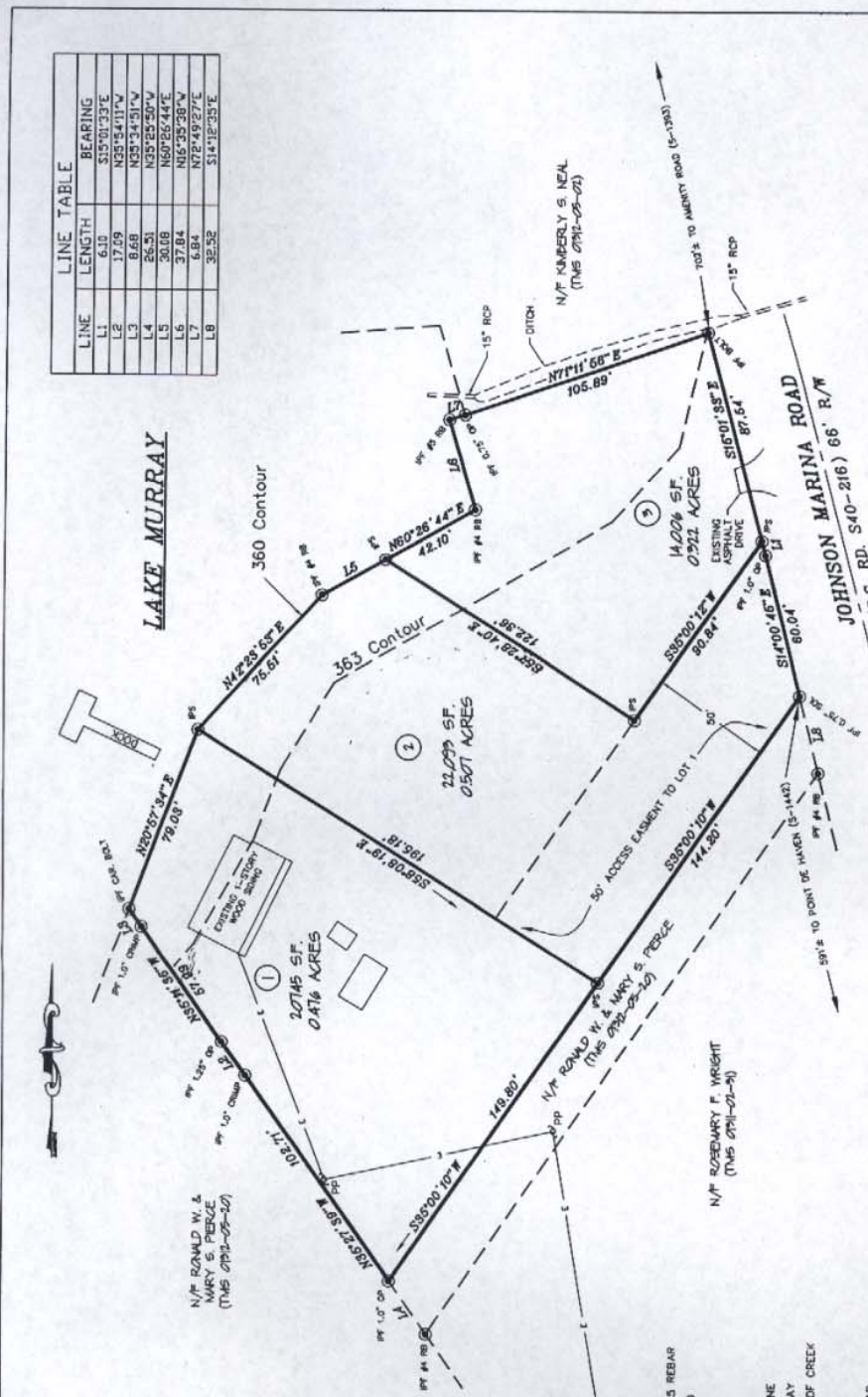
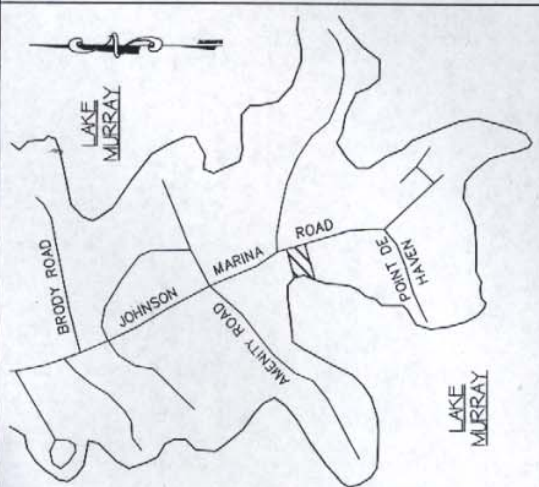
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

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

Appeal

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

LINE	LENGTH	BEARING
L1	6.10	S35°01'33"E
L2	17.09	N35°54'11"W
L3	8.68	N35°34'51"W
L4	26.51	N35°25'50"W
L5	36.08	N35°26'44"E
L6	37.84	N35°25'36"W
L7	6.84	N72°45'27"E
L8	32.52	S14°12'25"E



JUN 28 2003



DATE: JUNE 25, 2003
SCALE: 1" = 50'

SUBDIVISION OF PROPERTY FOR HUGH A. HOOVER

IN RICHLAND COUNTY, NEAR WHITEROCK, SOUTH CAROLINA

SD-03-343

- NOTES:
1. TAX MAP NO. 01312-06-04
 2. 3 LOTS
 3. TOTAL ACRES = 1.305 ACRES
 4. ZONED "RU" (RURAL DISTRICT)
 5. REFERENCE MADE TO PLAT OF 0.94 AC. FOR HUGH A. HOOVER BY SURVEY & MAPPING SERVICES OF S.C., INC.

- LEGEND**
- PS - IRON PIN SET #3 REGULAR
 - PF - IRON PIN FOUND
 - PP - POWER POLE
 - LP - LIGHT POLE
 - MH - MANHOLE
 - PL - PROPERTY LINE
 - R/W - RIGHT-OF-WAY
 - CL - CENTERLINE OF CREEK
 - F - FENCE
 - E - ELECTRICAL
 - ER - EDGE OF ROAD
 - NF - NOW OR FORMERLY
 - SL - SANITARY SEWER LINE
 - WL - WATER LINE
 - E - EASEMENT



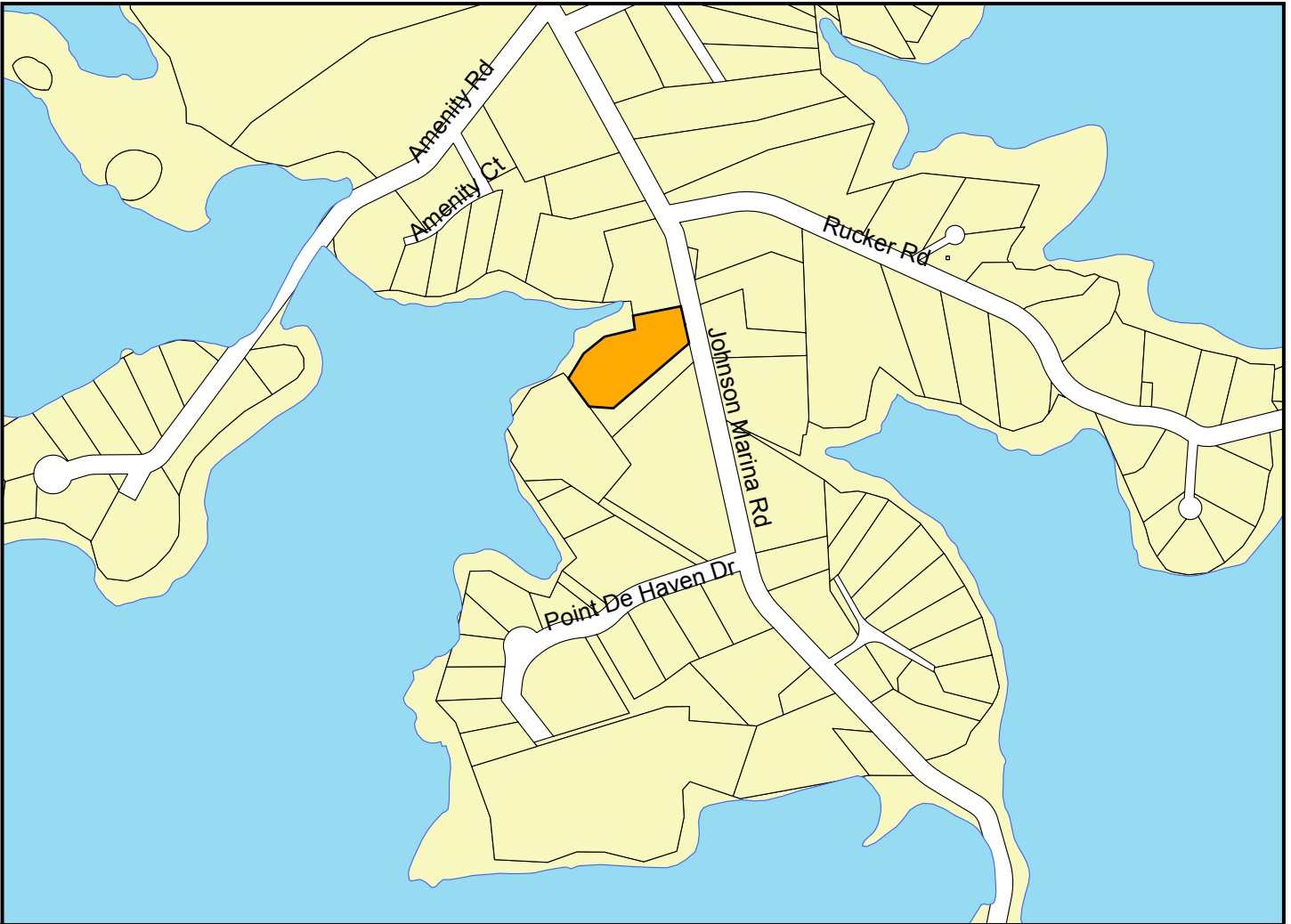
I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, BELIEF AND FAITH, THE INFORMATION CONTAINED HEREIN WAS MADE BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND TO THE BEST OF MY KNOWLEDGE, BELIEF AND FAITH, THE INFORMATION IS TRUE AND CORRECT.

LUCIUS D. COBER, SR.
SURVEYOR IN CHARGE
110 FREEMAN ROAD
COLUMBIA, SOUTH CAROLINA 29204
(803) 730-3300

SD 03-343
ALLEN HOOVER (MINOR)
TMS 01312-05-04



SD 03-343 ALLEN HOOVER (MINOR)



Looking at site from Johnson Marina Rd.



Looking from site across Johnson Marina Rd.

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

September 8, 2003

Applicant: Leon Horton		Minor Subdivision Plans For: Threat Acres
RC Project # : SD-04-22		
General Location: Piney Branch Road , 1 mile North of Garners Ferry Road		
Tax Map Number: 33100-05-09		Number of Residences: 3
Subject Area: 8.7 acres	Sewer Service Provider: Septic Tank	
Current Zoning: RU	Water Service Provider: Private Well	

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, **or** opening, of new streets, water or sewer facilities, storm drainage systems, **or** improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Piney Branch Road	
Functional Classification Of This Roadway	Not Classified	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	NAp	
Estimated Traffic Generated By The Proposed Project	28	
Current Volume At The Nearest Count Station # Located @	Not Counted	
Estimated Traffic Count With the Proposed Project	NAp	
Volume-To-Capacity Ratio With The Proposed Project	NAp	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

The proposed project will generate an insignificant amount of traffic on Piney Branch Road.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 3 mile radius of a fire station.

School Impacts

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

Elementary School @ 0.20 students per single family DU	NAP
Middle School @ 0.13 students per single family DU	NAP
High School @ 0.12 Students per single family DU	NAP

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

Existing Site Conditions

The subject site is undeveloped woodlands. It has a slight slope to the west away from Piney Branch Road.

Compatibility with the Surrounding Area

There are residence scattered throughout the Piney Branch Road area. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Lower Richland Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Rural and Open Space on this Map.

The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 33 and 43 respectively, are discussed below:

Objective – Promote the development, quality housing for all segments of the resident population
The low land cost of rural property offers the opportunity for real affordable housing. The proposed project implements this Objective.

Principle – Low level densities (maximum of 4 DU/ac) are appropriate within the Rural and Open Space area where adequate street access is provided

The density of the proposed project will be less than 1 DU per acre. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends conditional approval of the minor subdivision plans for a 3 unit single family detached subdivision, known as threat Acres (Project # SD-04-22), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Piney Branch Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is consistent with the Lower Richland Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Lower Richland Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- c) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code;** and
- d) No building permits shall be issued until all of the conditions cited above are met.; and
- e) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Building Permit for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

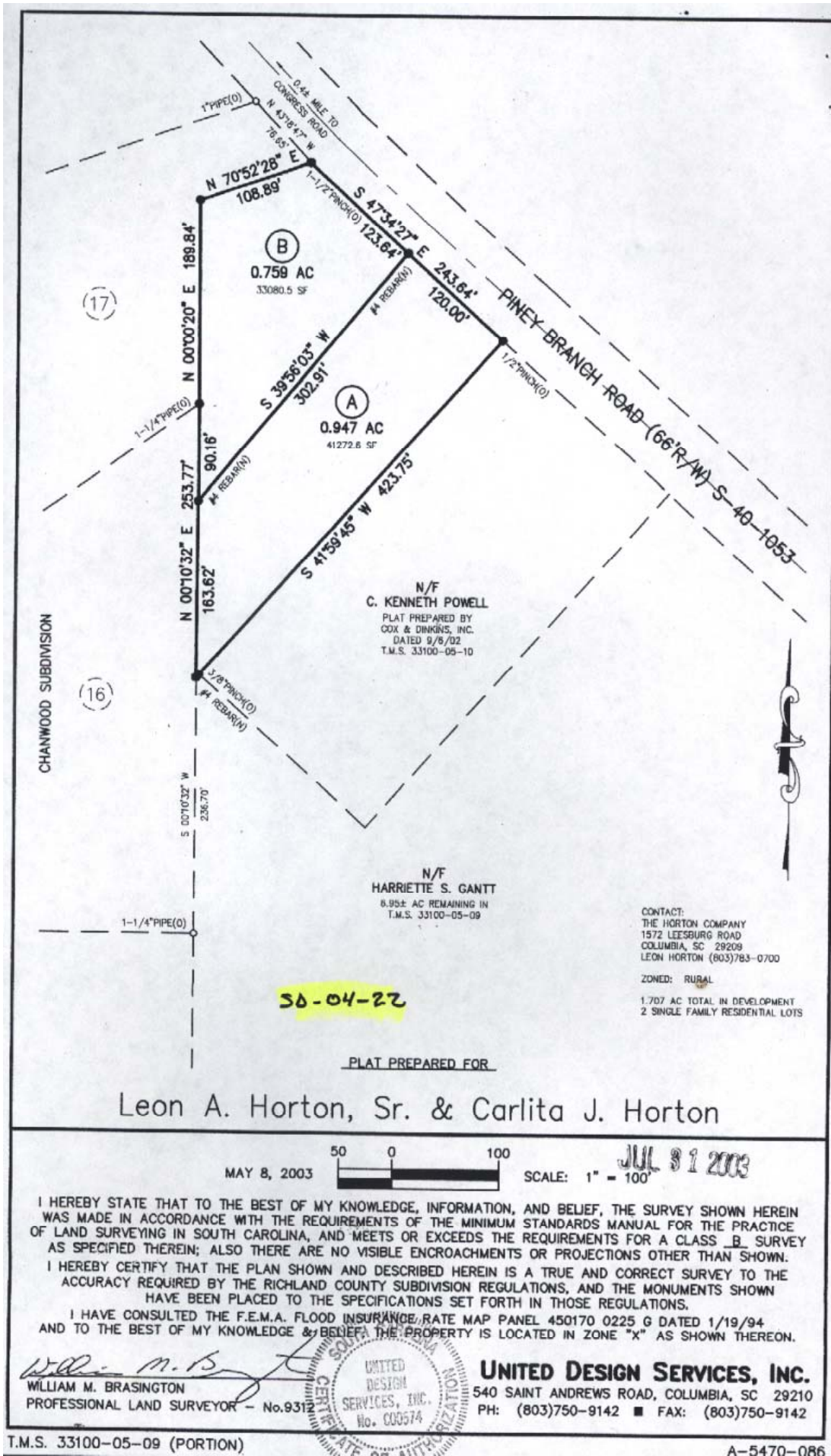
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

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

Appeal

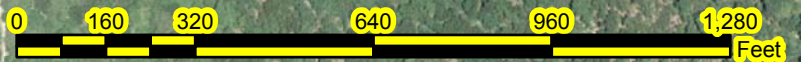
Article V of the Planning Commission's Rules of Procedure provides that upon completion of the Commission's final action on any matter, the only way to appeal a Commission's decision is to the Circuit Court. An appeal, in the manner and form established by the Court, must be filed within 30 days of receipt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

SD 04-22

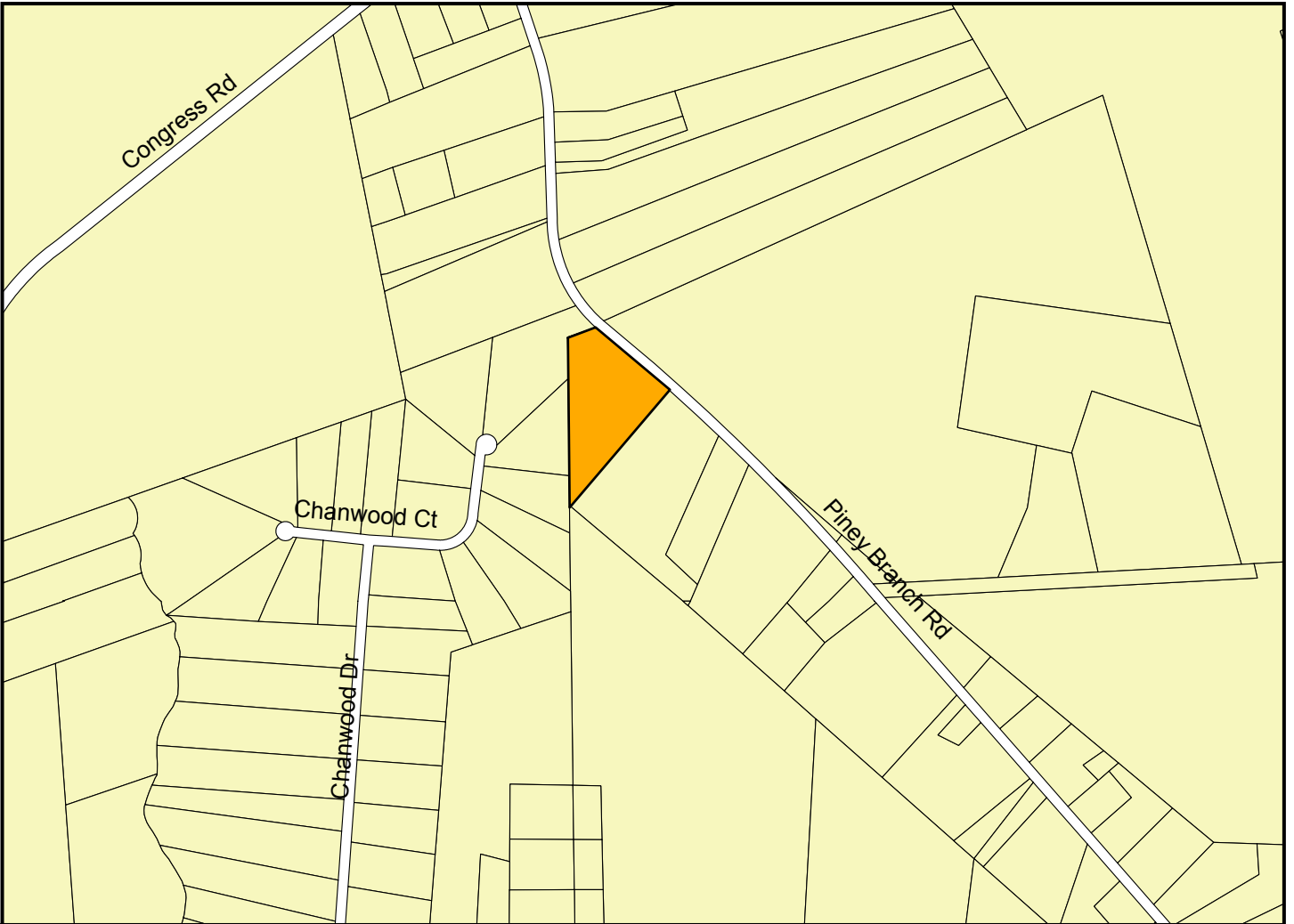


SD 04-22
HORTON MINOR S/D
TMS 33100-05-09

Site →



SD 04-22 HORTON MINOR S/D



Looking south along Piney Branch Rd.
in front of site



Looking north along Piney Branch Rd.
in front of site

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

September 8, 2003

Applicant: Kahn Development Co.		Preliminary Subdivision Plans For: REVISED 77 Business Park Expansion	
RC Project # : SD-04-24			
General Location: 77 Business Park West of Farrow Road including Business Blvd Extension			
Tax Map Number: 17200-03-01		Number of Parcels: 7	
Subject Area: 76.3 acres		Sewer Service Provider: City of Columbia	
Current Zoning: M-2		Water Service Provider: City of Columbia	

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, **or** opening, of new streets, water or sewer facilities, storm drainage systems, **or** improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Farrow Road	
Functional Classification Of This Roadway	4 Lane Undivided Minor Arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	21,600	
Estimated Traffic Generated By The Proposed Project	8500	
Current Volume At The Nearest Count Station # 281 Located @ the 77 Business Park entrance	23,400	
Estimated Traffic Count With the Proposed Project	31,900	
Volume-To-Capacity Ratio With The Proposed Project	1.48	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The estimated traffic generation was calculated the trip generation found on page 1091 of the 5th Edition ITE Traffic Generation Manual.

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 LOS C level on this portion of Farrow Road has already been exceeded. The proposed project will cause the LOS to exceed the LOS F level.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	NAp
Middle School @ 0.13 students per single family DU	NAp
High School @ 0.12 Students per single family DU	NAp

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

Existing Site Conditions

The site contains steep ravines leading to wetland areas. The actual development sites will be above the 100 year flood elevation on each site

Compatibility with the Surrounding Area

The subject is the continuation of an existing light industrial/business park subdivision. The project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Northeast Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Industrial on this Map. Since the subject project is an expansion of an existing industrial/business park, it is consistent with the Proposed Land Use Map.

The Northeast Subarea Plan, adopted in March 1995, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 31 and 36 respectively, are discussed below:

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

The subject site is 1/4 mile from the Farrow Road/I-77 interchange and is extension of an existing commercial/light industrial subdivision. The proposed project implements this Objective.

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

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

The proposed subdivision meets all of these criteria. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the preliminary subdivision plans for a 7 parcel commercial/industrial subdivision, known as REVISED 77 Business Park Expansion (Project # SD-04-24), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. **The traffic generated by the proposed subdivision, by itself, will result in the adjacent portion of Farrow Road operating far above a LOS F level.**
2. The proposed subdivision is compatible with existing development in the area.
3. The project is consistent with the Northeast Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the Northeast Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- c) The City of Columbia must approve the water & sewer line construction plans; and
- d) DHEC must issue the sewer line construction permits; and
- e) DHEC must issue the water line construction permits; and

- f) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code;** and
- g) No building permits shall be issued until all of the conditions cited above are met; and
- h) Plats shall not be approved for recording until the City of Columbia approves the water & sewer line easement documents; and
- i) The Department of Public Works must approve the bond documents prior to a bonded plat being approved for recording; and
- j) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water & sewer line easement deeds **AND (2)** the County accepts the roads for maintenance; and
- k) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Certificate of Occupancy for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

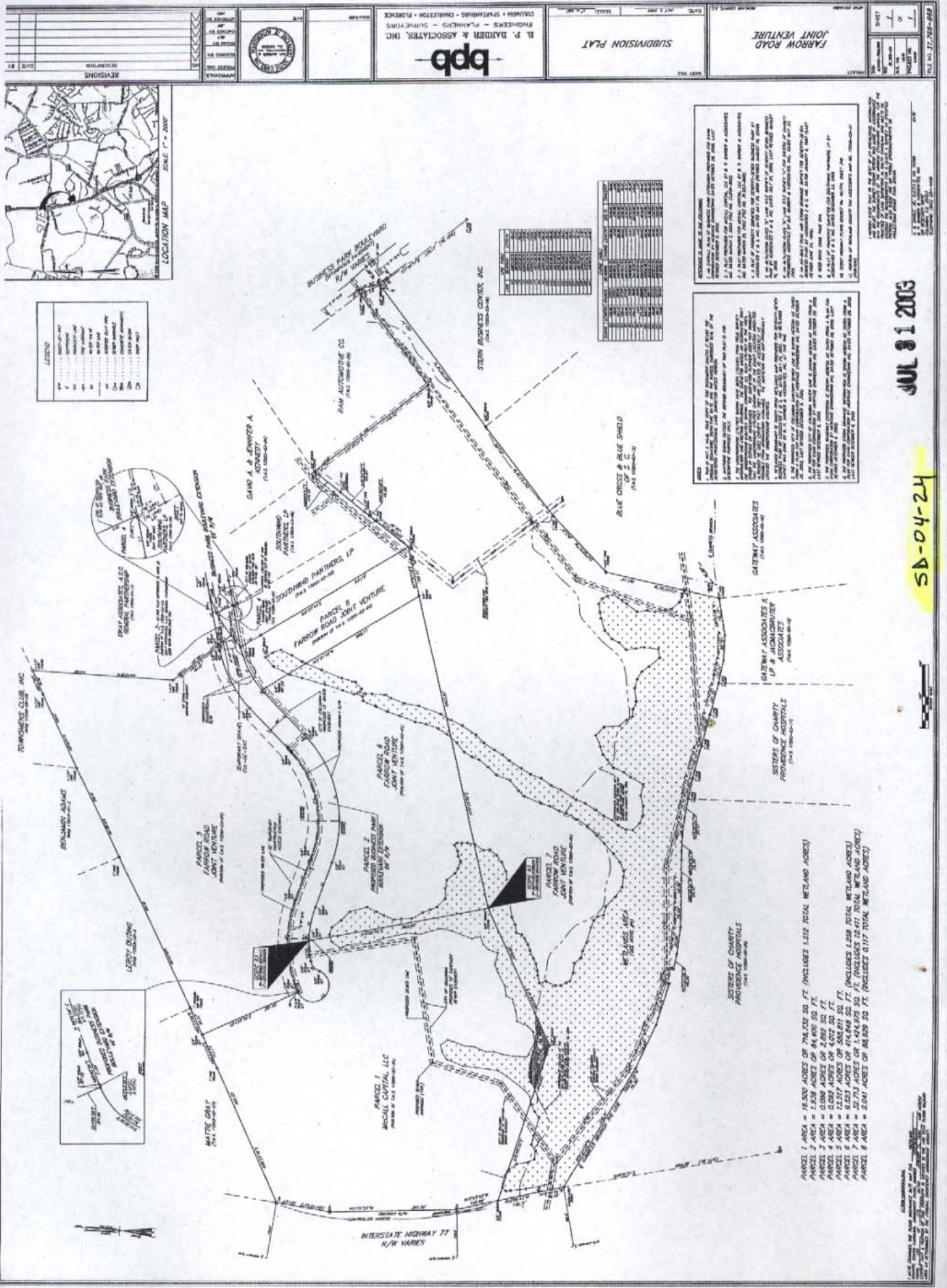
Reconsideration

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

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

Appeal

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



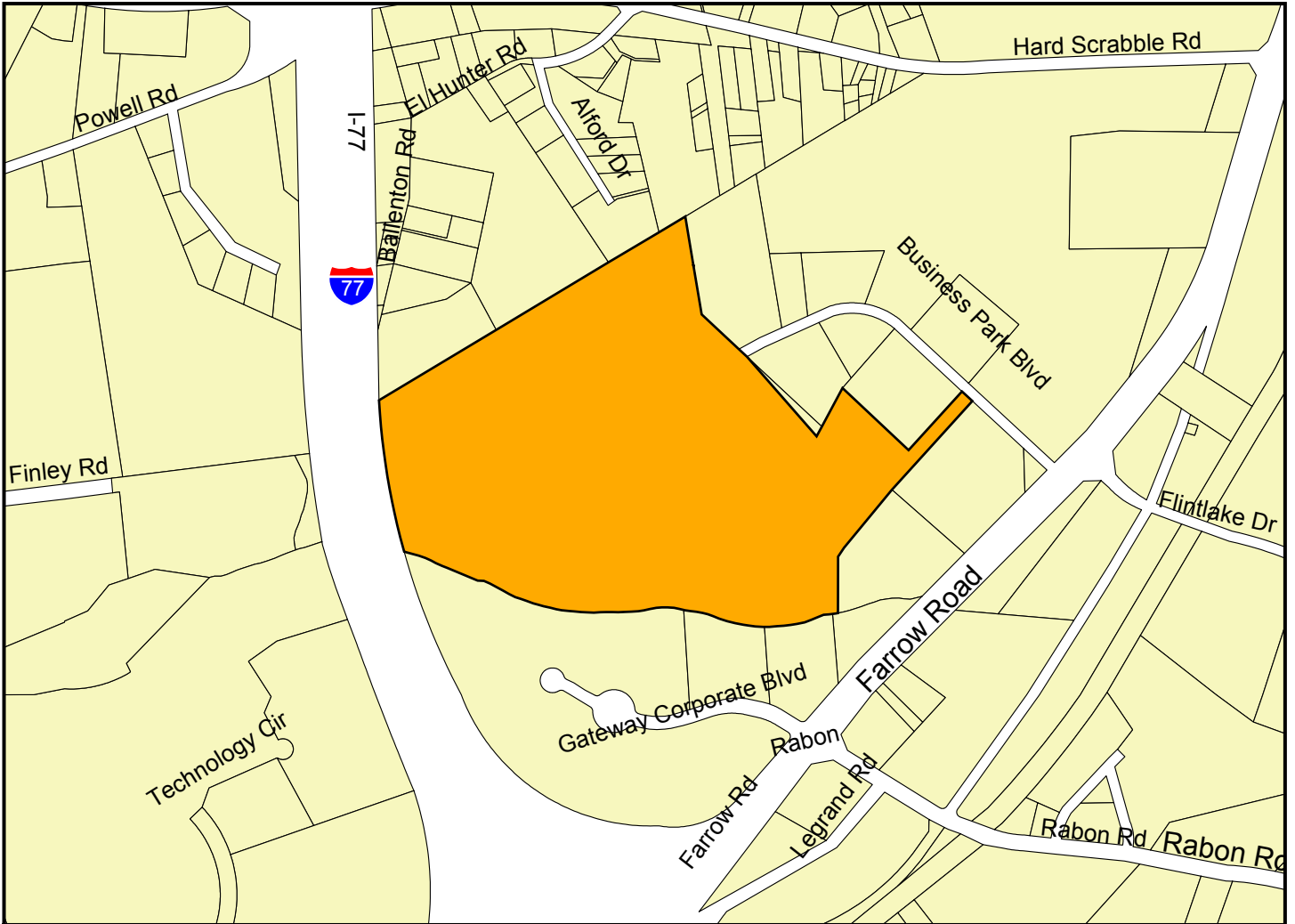
SD-04-24
JUL 31 2003

SD 04-24
77 BUSINESS PARK
TMS 17200-03-01

Site →



SD 04-24 77 BUSINESS PARK



Looking towards Farrow Rd.
up Business Park Blvd.



Looking at site from Business Park Blvd.

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

September 8, 2003

Applicant: Blythewood Dvlpmt. Corp.		Preliminary Subdivision Plans For: Linnfield Place	
RC Project # : SD-04-26			
General Location: Dobson Road between Grover Wilson Road and Lawhorne Road			
Tax Map Number: 23500-04-02		Number of Residences: 52	
Subject Area: 67.2 acres		Sewer Service Provider: Septic Tank	
Current Zoning: RU		Water Service Provider: Private Well	

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, or opening, of new streets, water or sewer facilities, storm drainage systems, or improvement to existing streets...." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project’s relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Grover Wilson Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	494	
Current Volume At The Nearest Count Station # 497 Located @ Heins Road	1000	
Estimated Traffic Count With the Proposed Project	1494	
Volume-To-Capacity Ratio With The Proposed Project	0.17	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

The proposed project will result in an insignificant increase in the traffic on Grover Wilson Road.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	10
Middle School @ 0.13 students per single family DU	7
High School @ 0.12 Students per single family DU	6

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

Existing Site Conditions

The site was previously timbered and now has second growth scrub oak and pine trees. Dobson Road is a dirt road that connects Heins Road and Lawhorne Road almost at its intersection with Grover Wilson Road.

Compatibility with the Surrounding Area

The Bear Creek Farms subdivision is adjacent to the proposed project. The proposed subdivision is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The I-77 Corridor Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The site is designated as Low Density Residential on this Map.

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 31 and 42 respectively, are discussed below:

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

The proposed subdivision will be restricted to modular and conventional construction. The proposed project implements this Objective.

Principle – The purpose of the rural area designation is to maintain the open character and natural setting of the landscape. Residential density is recommended to be 4 DU/acre, or less. Since the density of the proposed project will be less than 1.0 DU/acre, it meets the density criteria described above. This project implements this Principle.

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDS) recommends conditional approval of the preliminary subdivision plans for a 52 unit single family detached subdivision, known as Linnfield Place (Project # SD-04-26), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The traffic generated by the proposed subdivision, by itself, will not result in the adjacent portion of Grover Wilson Road operating below a LOS C capacity.
2. The proposed subdivision is compatible with existing development in the area.
3. The proposed project is consistent with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the I-77 Corridor Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- c) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code;** and
- d) No building permits shall be issued until all of the conditions cited above are met; and
- e) Chapter 22-70 (c) of the County Code prohibits the County from issuing a Building Permit for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

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

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

Appeal

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

SD 04-26

N = NON SET (1/2" REMAIN)
 NOTE: ALL CORNERS NOT LABELED ARE
 CALCULATED POINTS

LINE TABLE

L-1	N71°41'12"W	158.41'
L-2	N76°32'53"W	105.88'
L-3	N85°33'54"W	100.56'
L-4	N89°06'05"W	201.90'
L-5	S89°57'12"W	523.18'
L-6	N87°11'19"W	173.39'
L-7	N88°48'31"W	312.08'
L-8	S89°41'09"W	313.20'
L-9	S26°55'41"E	51.99'
L-10	N89°41'09"E	338.91'
L-11	S88°48'31"E	313.45'
L-12	S87°11'08"E	172.85'
L-13	N89°57'07"E	522.34'
L-14	S89°05'43"E	203.85'
L-15	S85°34'50"E	106.05'
L-16	S76°32'33"E	111.97'
L-17	S71°34'26"E	155.12'
L-18	N16°23'01"E	132.89'
L-19	N24°15'33"E	154.15'
L-20	N34°02'24"E	139.86'
L-21	N39°52'31"E	147.96'

LINE TABLE

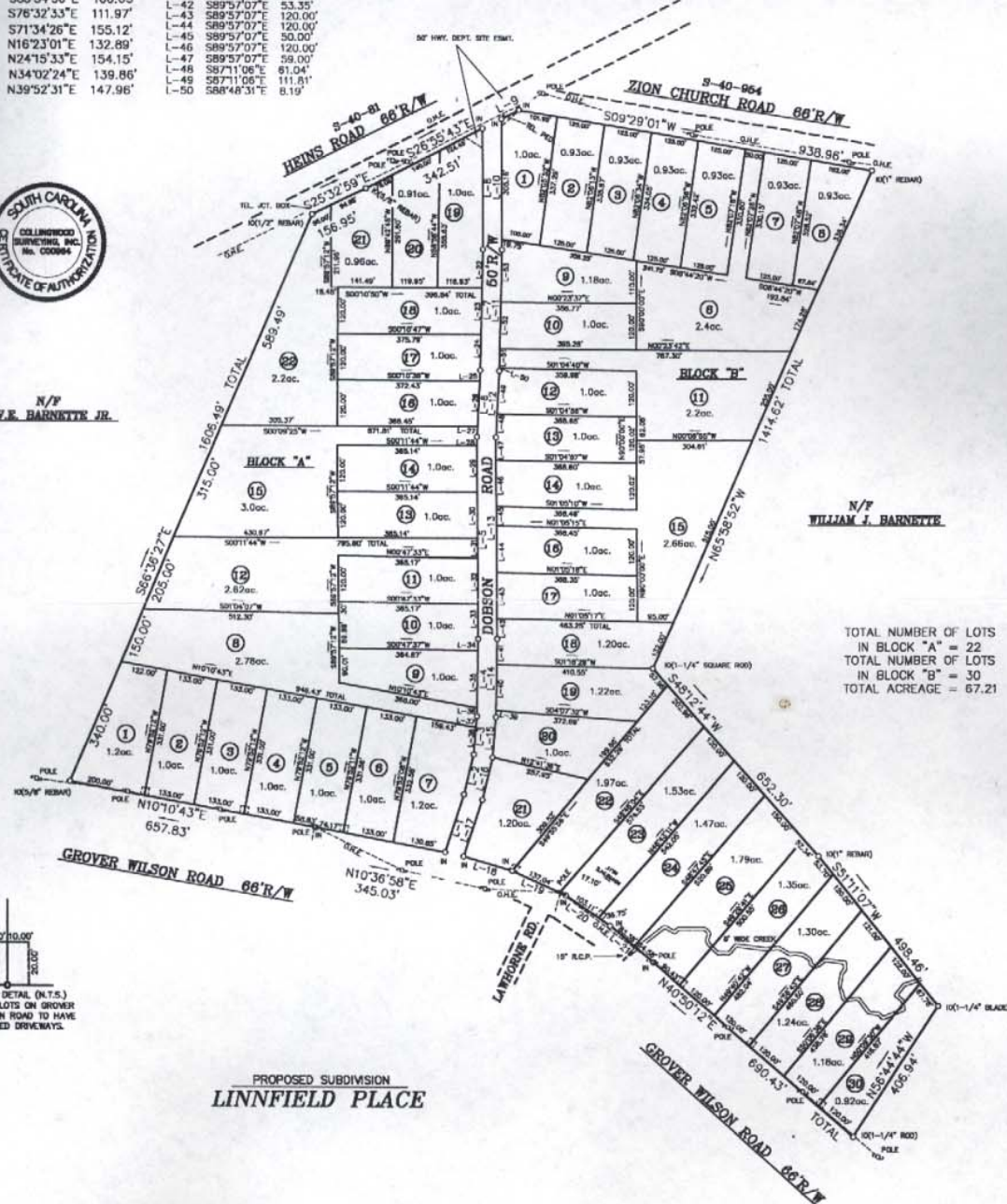
L-22	N88°48'31"W	92.13'
L-23	N88°48'31"W	120.01'
L-24	N88°48'31"W	92.94'
L-25	N87°11'19"W	27.08'
L-26	N87°11'19"W	120.00'
L-27	N87°11'19"W	29.31'
L-28	N89°57'12"W	23.70'
L-29	N89°57'12"W	120.04'
L-30	N89°57'12"W	120.00'
L-31	N89°57'12"W	50.04'
L-32	N89°57'12"W	120.00'
L-33	N89°57'12"W	89.43'
L-34	N89°06'05"W	30.57'
L-35	N89°06'05"W	150.00'
L-36	N89°06'05"W	21.33'
L-37	N85°33'54"W	29.09'
L-38	N85°33'54"W	71.47'
L-39	S89°05'43"E	17.20'
L-40	S89°05'43"E	120.00'
L-41	S89°05'43"E	66.66'
L-42	S89°57'07"E	53.35'
L-43	S89°57'07"E	120.00'
L-44	S89°57'07"E	120.00'
L-45	S89°57'07"E	50.00'
L-46	S89°57'07"E	120.00'
L-47	S89°57'07"E	59.00'
L-48	S87°11'08"E	81.04'
L-49	S87°11'08"E	111.81'
L-50	S88°48'31"E	8.19'

L-51	S88°48'31"E	50.00'
L-52	S88°48'31"E	120.00'
L-53	S88°48'31"E	128.26'



N/P
 V.E. BARNETTE JR.

N/P
 WILLIAM J. BARNETTE



TOTAL NUMBER OF LOTS
 IN BLOCK "A" = 22
 TOTAL NUMBER OF LOTS
 IN BLOCK "B" = 30
 TOTAL ACREAGE = 67.21



**PROPOSED SUBDIVISION
 LINNFIELD PLACE**

REFERENCE INFORMATION:

- 1-PLAT FOR KELLY W. JONES & KENNETH H. JONES BY WHITWORTH & ASSOC. DATED DECEMBER 9, 1998 AND RECORDED IN THE OFFICE OF THE R.O.D. FOR RICHLAND COUNTY IN PLAT BOOK 388 AT PAGE 885.
- 2-PLAT FOR V.E. BARNETTE BY H.R. OLIVER DATED MAY 13, 1981 IN PLAT BOOK "S" AT PAGE 155.
- 3-PLAT FOR RICHLAND COUNTY BY BAXTER LAND SURVEYING CO., INC. DATED OCTOBER 1, 1991.
- 4-PLAT FOR V.E. BARNETTE BY H.R. OLIVER DATED MAY 19, 1981 IN PLAT BOOK "S" AT PAGE 157.
- 5-PLAT FOR E.J. WILSON BY W.M. ESTES JR. DATED JANUARY 29, 1981.

SURVEYED BY:
 COLLINGWOOD SURVEYING, INC.

NEAR COLUMBIA, S.C.
 RICHLAND COUNTY
 TMS # 23550-04-02

AUG 04 2003

SD-04-26

DWG. NO.	SCALE: 1" = 200'
DATE:	JULY 10, 2003
JOB:	23557

I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THE SURVEY SHOWN HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS B SURVEY AS SPECIFIED THEREIN, ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

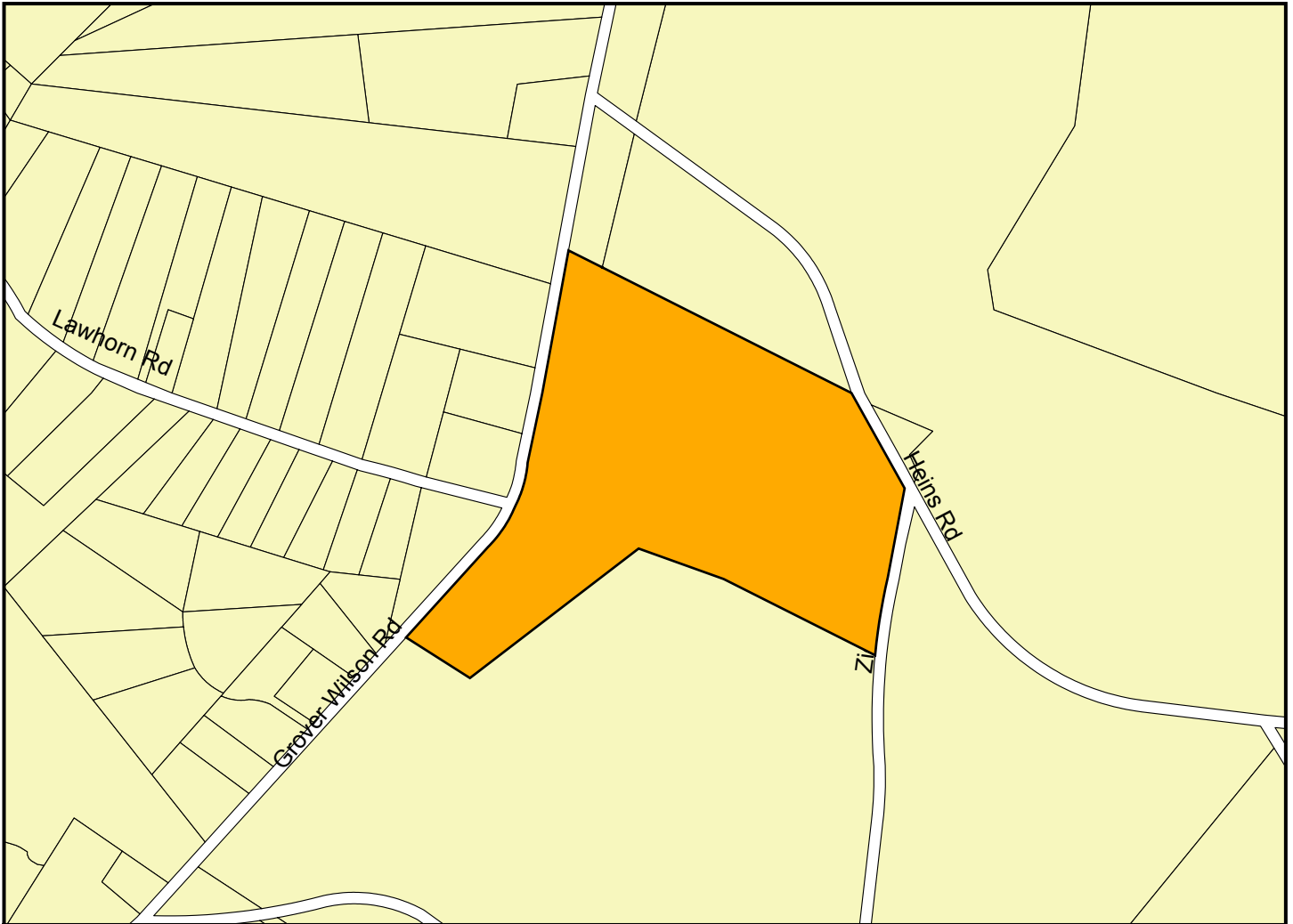
Robert E. Collingwood
 S.C. REGISTERED SURVEYOR No. 2518
 P.O. BOX 3053 W. COLUMBIA, S.C. 29271
 TELE. No. (803)739-3816

SD 04-26
LINNFIELD PLACE
TMS 23500-04-02

Site →



SD 04-26 LINNFIELD PLACE



Looking at site from Dobson Rd.



Looking down Dobson Rd. towards Grover Wilson Rd.

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

September 8, 2003

Applicant: Wesley Graybill		Minor Subdivision Plans For: Sandhills Community Church (assembling parcels for new church)
RC Project # : SD-04-27		
General Location: West Side of Hardscrabble Road, Just South of Brickyard Road		
Tax Map Number: 17300-06-10; 17300-06-07; 20100-05-06 & 20100-05-07		Number of parcels: 8
Subject Area: 18.0 acres	Sewer Service Provider: City of Columbia	
Current Zoning: RS-1	Water Service Provider: City of Columbia	

SECTION I – ANALYSIS

The Planning Commission's involvement in the subdivision process is mandated by state law and the County Code. More specifically, Section 6-29-540, SC Code of Laws states that after adoption of the Comprehensive Plan "...no new street, structure, utility, square, park or other public way, grounds or open space or public buildings for any use, whether publicly or privately owned, may be constructed or authorized...until the location, character, and extent of it have been submitted to the planning commission for review and comment as to the compatibility of the proposal with the comprehensive plan..." Compatibility is determined by analyzing the Proposed Land Use Maps, Objectives and Recommendations of the existing Subarea Plans and the Goals and Principles in Chapter IV of the Imagine Richland 2020 Comprehensive Plan.

Chapter 22-10 of the Richland County Code currently requires the Planning Commission to approve preliminary plans, final plats and minor subdivisions. Chapter 22-10 (b) defines a minor subdivision is one that does "... not involve the construction, **or** opening, of new streets, water or sewer facilities, storm drainage systems, **or** improvement to existing streets..." Chapter 22-76 requires Planning Commission approval of private driveway subdivisions, i.e., a property division for a maximum of 7 lots for immediate family members. Pursuant to Section 6-29-1150, SC Code of Laws, the Planning Commission is the final authority in subdivision matters.

In order to provide the Planning Commission with enough information to ensure compliance with these laws, the staff report will:

- Analyze the impact of the proposed project on the adjacent county or state roads
- Describe the existing conditions of the subject site
- Analyze the land use compatibility of the proposed project with the surrounding area
- Identify the project's relationship to the relevant principles of the Comprehensive Plan

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these levels-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Hardscrabble 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	183	
Current Volume At The Nearest Count Station # 438 Located @ Railroad Track	15,900	
Estimated Traffic Count With the Proposed Project	16083	
Volume-To-Capacity Ratio With The Proposed Project	1.49	

Notes:

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

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

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The estimated traffic generated by the proposed church was calculated by multiplying the rate of 36.6 ADTs per 1000 sq. ft. GFA times the “assumed” square footage of 5000.

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 Level-Of-Service on this portion of Hardscrabble Road has already exceeded the LOS F level. The proposed church will add an insignificant amount of traffic to the already overloaded Road.

Fire Service Impacts

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

School Impacts

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

Elementary School @ 0.20 students per single family DU	NAP
Middle School @ 0.13 students per single family DU	NAP
High School @ 0.12 Students per single family DU	NAP

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

Existing Site Conditions

The site contains a residence and undeveloped woodlands. The final site will have secondary exits on Brickyard and Sloan Roads. Public water and sewer service is available.

Compatibility with the Surrounding Area

There is residential development throughout this area. The proposed project is compatible with the adjacent development.

Discussion of Applicable Comprehensive Plan Issues

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed subdivision based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The I-77 Corridor Subarea Plan Proposed Land Use Map was amended on May 3, 1999 as part of the Plan adoption process. The subject site is designated as Medium Density Residential on this Map.

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance that is relevant to the subject subdivision. The relevant Objectives and Principles, found on pages 31 and ?? respectively, are discussed below:

Objective –
None Applicable

Principle –
None applicable

Other Pertinent Factors

- 1) As of August 22, 2003, the Department had not received the Public Works Dept. approval of the stormwater management plans.
- 2) As of August 22, 2003, the Floodplain Manager had not approved the flood elevation statement.

The Board of Zoning Appeals is schedule to consider a Special Exception (04-13 SE) for the proposed church on September 3, 2003. The current Zoning Ordinance requires a Special Exception for places of worship in the RS-1 district.

SECTION II – STAFF RECOMMENDATION

Based on the findings of fact summarized below, the Planning and Development Services Department (PDSD) recommends conditional approval of the minor subdivision plans for a 7 parcel minor subdivision, known as Sandhills Community Church (Project # SD-04-27), **subject to compliance with all relevant requirements of the Richland County Code of Ordinances and the Specific Conditions identified below:**

Findings of Fact

1. The Level-of-Service on this portion of Hardscrabble Road is already above the LOS F level.
2. The proposed subdivision is compatible with existing development in the area.
3. The project is consistent with the I-77 Corridor Subarea Plan Map land use designation.
4. The proposed project implements the relevant Objectives and Recommendations of the I-77 Cooridor Subarea Plan.

Specific Conditions

- a) The Department of Public Works must approve the stormwater management plans; and
- b) The Floodplain Manager must approve the flood elevation statement prior to building permits being issued; and
- c) **No site clearance activity shall commence until this Department issues a written certification of compliance with the tree protection requirements in Chapter 27, Article 6 of the County Code;** and
- d) No building permits shall be issued until all of the conditions cited above are met; and
- e) A Final Plat can not be approved by the Department until **(1)** the City of Columbia approves the water (sewer) line easement deeds **AND (2)** the County accepts the roads for maintenance; and
- f) Chapter 22-70 (c) of the County Code prohibits the County from issuing a (Building Permit) Certificate of Occupancy for the subject structures until the Department receives a copy of the **recorded** Final Plat.

SECTION III – COMMISSION RECONSIDERATION & APPEAL

Reconsideration

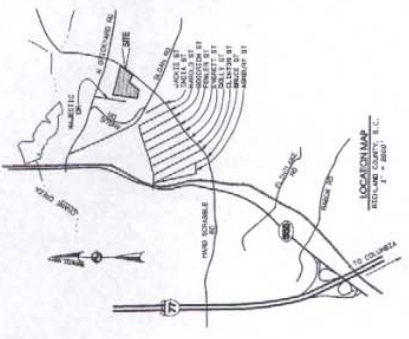
Pursuant to Article IV of the Planning Commission Rules of Procedure, the applicant, the Department, or a Commission member voting on the prevailing side of a decision, may request reconsideration of a Commission's decision **provided** such written request is received by the Department within 14 days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

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

Appeal

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

NO. DATE REVISION				5008 RICHMOND ROAD, COLUMBIA, SOUTH CAROLINA 29210 TELEPHONE (803) 796-2222 FAX (803) 796-2223	JOB NUMBER 03094
				CIVIL ENGINEERING & PLANNING OF COLUMBIA CONSULTING ENGINEERING, SURVEYING AND PLANNING	APPROVED BY: SOUTH ATLANTIC DISTRICT OF THE CHRISTIAN AND REFORMATION ALIANCE COMMUNITY CHURCH (LOCAL CHURCH) DATE 7-18-03 DRAWN ICC CHECKED N/A DRAWING NUMBER 1 OF 1

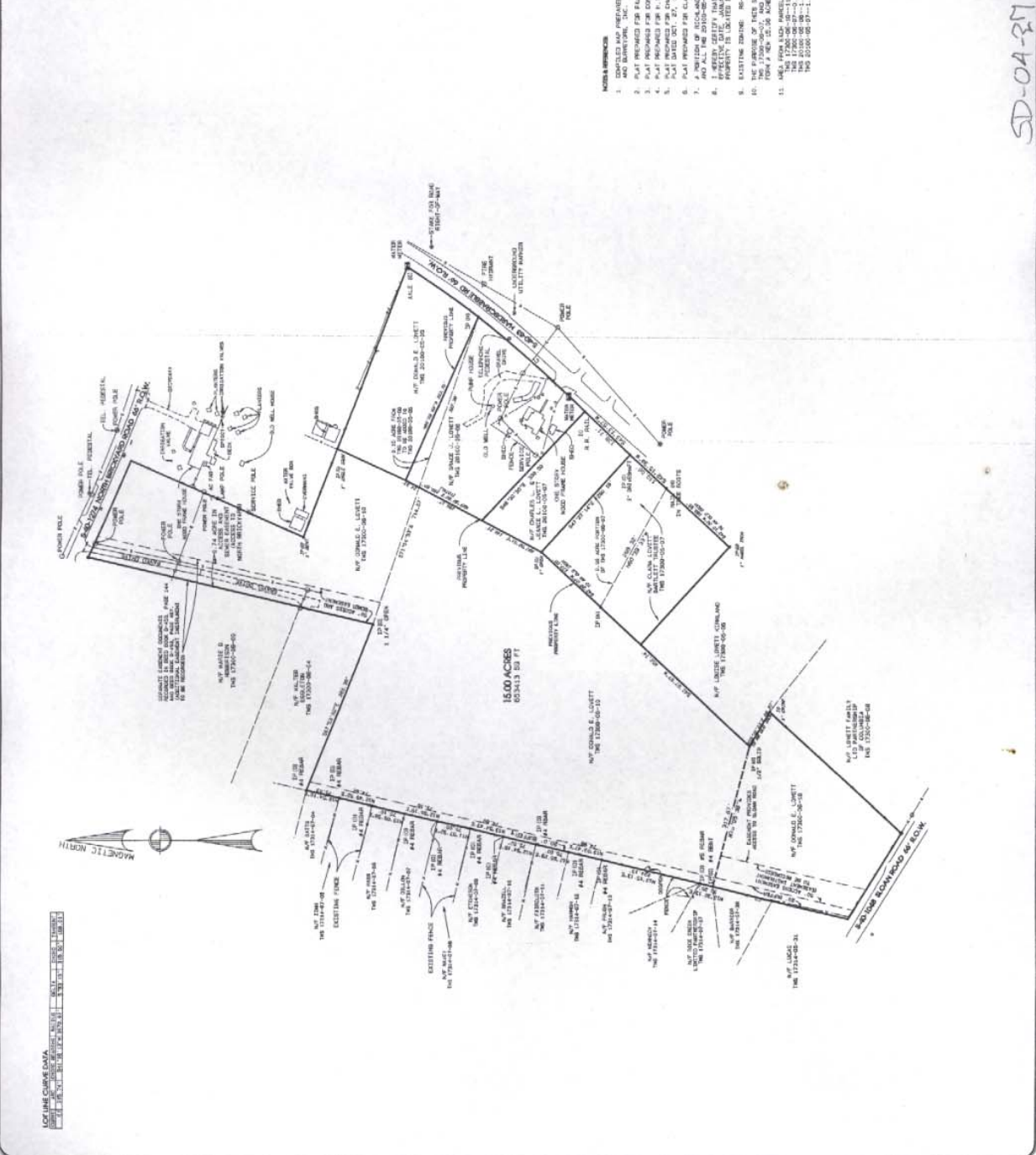


- NOTES:**
1. THIS MAP WAS PREPARED FOR THE ESTATE OF MRS. T. J. LAMBERT, SR. BY ASSOCIATED ENGINEERS AND SURVEYORS, INC. PLAT DATED JAN. 21, 1988.
 2. PLAT PREPARED FOR PAUL CHAMBERLAIN, JR. UNDER A DEED OF TRUST, PLAT DATED SEPT. 21, 1988.
 3. PLAT PREPARED FOR T. J. LAMBERT & WIFE, JANE J. LAMBERT BY ASSOCIATED ENGINEERS AND SURVEYORS, INC. PLAT DATED DEC. 1, 1988.
 4. PLAT PREPARED FOR CHARLES L. LAMBERT AND JANE L. LAMBERT BY ASSOCIATED ENGINEERS AND SURVEYORS, INC. PLAT DATED DEC. 1, 1988.
 5. PLAT PREPARED FOR CLARA LAMBERT SHERBILT BY MRS. H. W. WELLS, PLAT DATED SEPT. 21, 1988.
 6. A PORTION OF RICHLAND COUNTY TAX MAP SHEET 17300-06-10, BLOCK 66, LOT 15, A PORTION 17300-06-06, PROJECTIVE DATE, JANUARY 15, 1988, AND THE TOTAL AREA OF THE TRACT AS SHOWN ON SAID PROJECTIVE DATE, JANUARY 15, 1988, ARE THE BEST OF THE INFORMATION AND BELIEF OF THE SURVEYOR.
 7. THE TOTAL AREA OF THE TRACT AS SHOWN ON SAID PROJECTIVE DATE, JANUARY 15, 1988, IS 15.00 ACRES.
 8. EXISTING ZONING: R-1.
 9. THE PORTION OF THIS SURVEY IS TO SHOW THE SUBDIVISION COMPARISON OF THE 17300-06-10, BLOCK 66, LOT 15, AND THE 17300-06-06 TO BE COMBINED WITH ALL OF THE 17300-06-10, BLOCK 66, LOT 15, AND THE 17300-06-06.
 10. THE 17300-06-06 AND THE 17300-06-10 ARE TO BE COMBINED WITH ALL OF THE 17300-06-10, BLOCK 66, LOT 15, AND THE 17300-06-06.
 11. THE 17300-06-06 AND THE 17300-06-10 ARE TO BE COMBINED WITH ALL OF THE 17300-06-10, BLOCK 66, LOT 15, AND THE 17300-06-06.

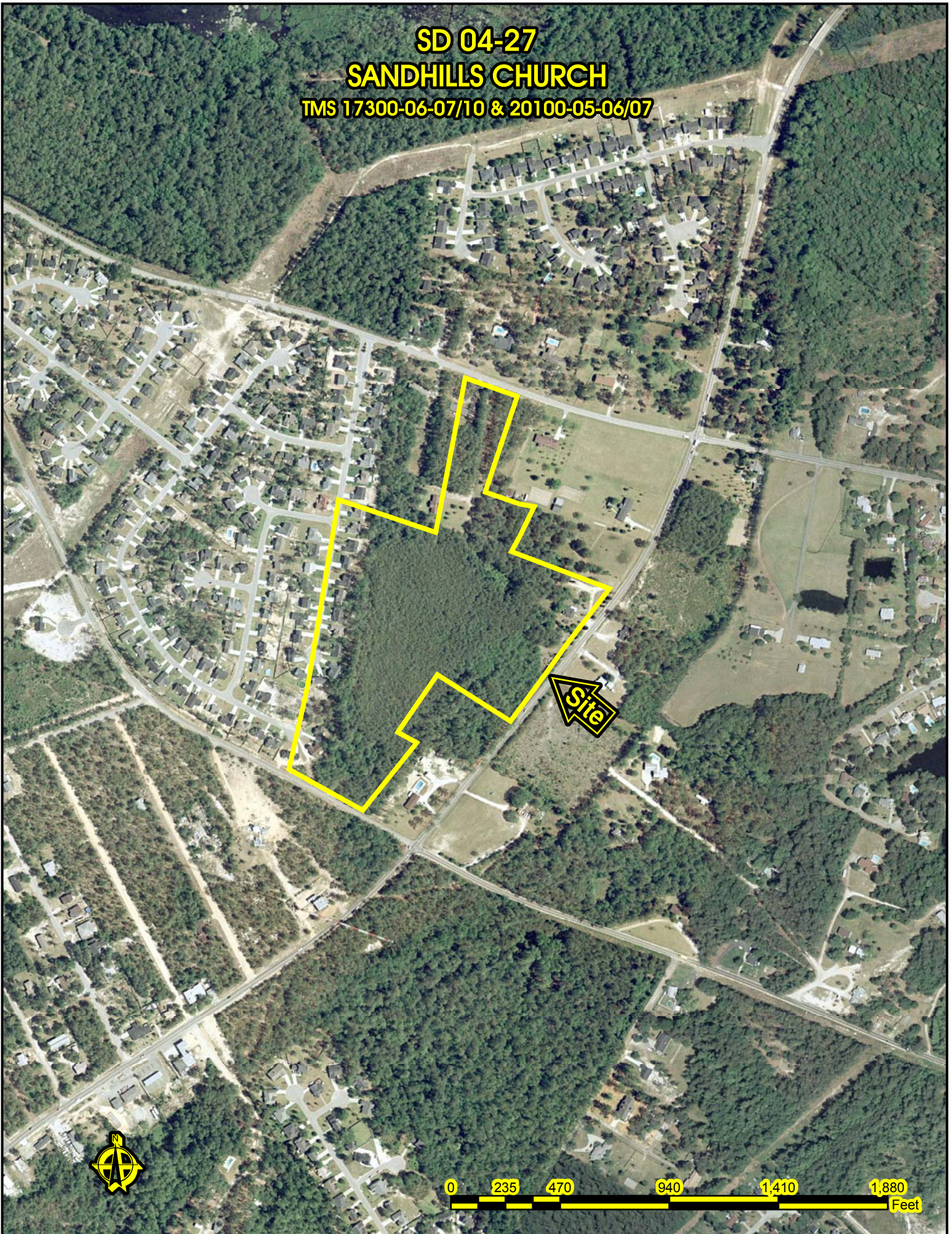
PARCEL EXHIBIT
 TMS 17300-06-10
 TMS 17300-06-07
 TMS 20100-05-06
 TMS 20100-05-07
 RICHLAND COUNTY, SOUTH CAROLINA



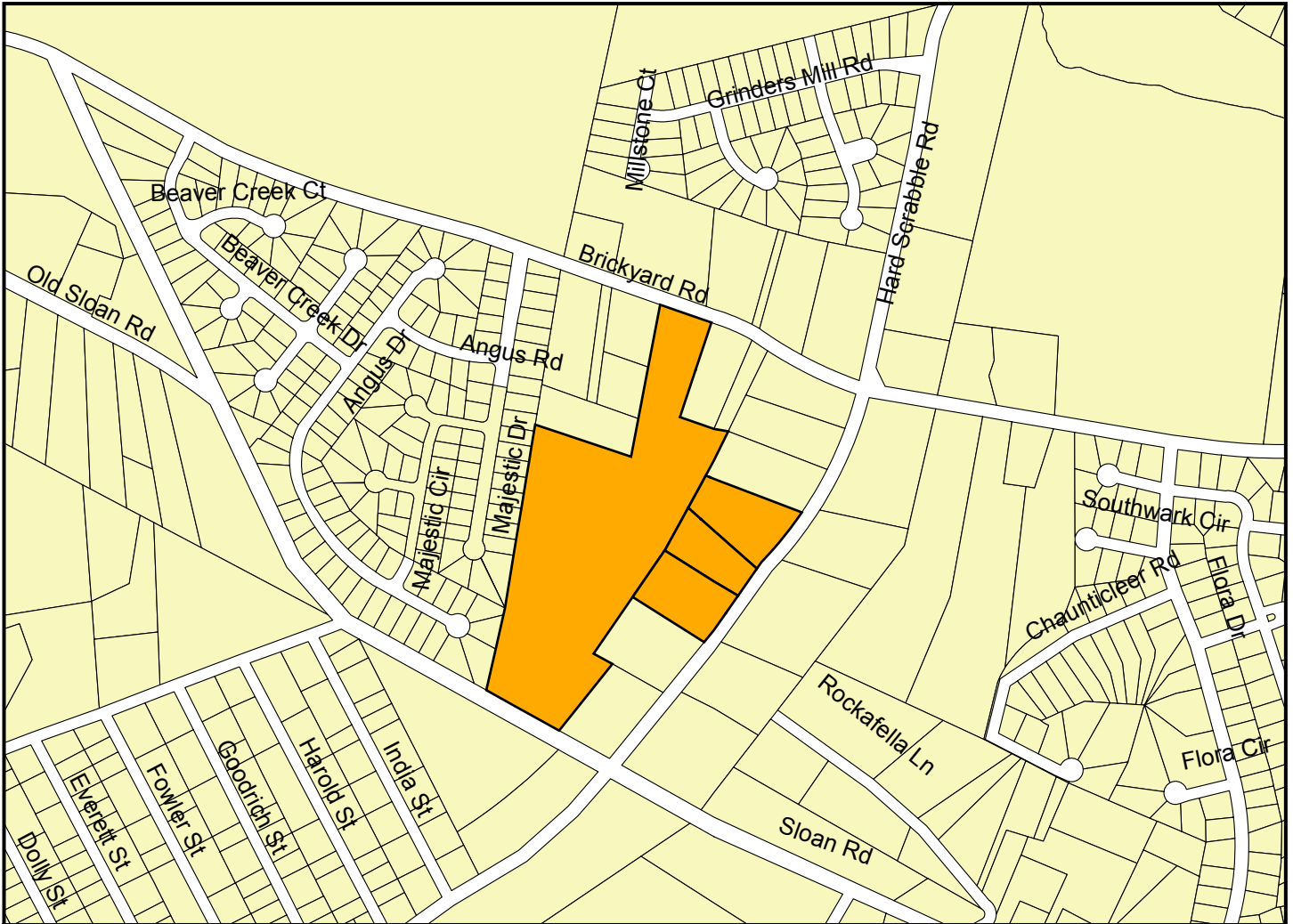
SD-04-27



SD 04-27
SANDHILLS CHURCH
TMS 17300-06-07/10 & 20100-05-06/07



SD 04-27 SANDHILLS CHURCH



Looking at site from Hardscrabble Road

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

September 8, 2003

RC Project # 04-01 MA	Applicant: Jody M. Garrick
General Location: NW corner of Bluff Road and Goodwin Road	
Tax Map Number: 30000-01-01	Subject Area: 3.33 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-3
Proposed Use: Commercial use (laundromat, barber shop, etc.)	PC Sign Posting Date: August 19, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

Applicant’s Factual Justification For Proposed Change

For the establishment commercial stores

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands
Adjacent North	RU	Undeveloped woodlands and a single family residence
Adjacent East	RU	Undeveloped woodlands
Adjacent South	RU	Single family residences and a vacant commercial building
Adjacent West	RU	Undeveloped woodlands

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

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

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

Based on the existing adjacent land use of single family residences and undeveloped woodlands, the Department feels that this proposed amendment to C-3 is not compatible with the existing adjacent land use. Factors such as safety and infrastructure become important when dealing with commercial developments in residential areas.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Bluff Road	
Functional Classification Of This Roadway	2 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	NP	
Current Volume At The Nearest Count Station #243 Located @SE of site on Bluff Road	2,900	
Estimated Traffic Count With the Proposed Project	NP	
Volume-To-Capacity Ratio With The Proposed Project	NP	

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993, or the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM), whichever is most appropriate for the requested use.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

NP = Not possible to determine the generation rate from the TGM (use not specific enough)

Without a more specific idea of the intended use, it is not possible to estimate the traffic that could be generated by the use of the site for general commercial uses. For example, the TGM has factors for retail commercial use ranging from 4.8 trips per 1000 sq. ft for unspecified general commercial to 688 trips 1000 sq. ft for a drive-in restaurant to 1855 trips per 1000 sq. ft. GLA for a convenience store with gas pumps.

Fire Service Impacts

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

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the Lower Richland Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Rural and Open Space. The proposed Zoning Map Amendment **is not consistent** with this land use designation.

The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 33 and 43 respectively, are discussed below:

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

The subject area is mainly encompassed by undeveloped woodlands with single family residences across Bluff Road. There are no existing commercial areas near the site. The lack of a deceleration lane for the site could pose a hazard to traffic on Bluff Road. The proposed Amendment **does not implement** this Objective.

Principle - In general, commercial and office activities should be confined to the intersections of major streets and specifically proposed locations where the following apply.

One of the principal goals of the Plan is to confine commercial activity to intersections of major roads. Major roads are those classified as collector and/or arterial roads. Goodwin is classified as a local road. The proposed Amendment **does not implement** this Principle.

Other Relevant Issues

The Proposed Land Use Map for the Lower Richland Subarea Plan designates the Gadsden area as a major commercial site for this area of the County because it is an intersection of a collector road (Congaree Road) and an arterial road (Bluff Road). Gadsden is one mile east of the subject site.

Vacant land is available in Gadsden for commercial activity. Therefore, there is no reason to change the zoning of the subject site when commercial sites are available a mile away.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-01 MA **not be changed** from RU to C-3.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is not compatible with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of 10,800 at this location will not be exceeded.
4. The proposed Amendment is not consistent with Proposed Land Use Map designation in the Lower Richland Subarea Plan.
5. The proposed Zoning Map Amendment is not consistent with the Objectives and Principles of the Lower Richland Subarea Plan discussed herein.
6. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

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

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

Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 04-01 MA, the Planning Commission made the findings of fact summarized below:

- 1)

Attachment A
04-01 MA

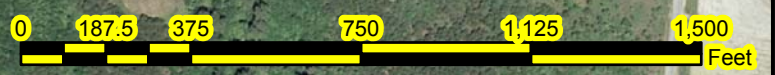
All that certain piece, parcel or tract of land situate, lying and being in Hopkins Township, County and State aforesaid, near the Town of Gadsden, South Carolina, on the North side of S.C. Highway No. 48 and being designated as Lot No. 10 in Tract A, as shown on a certain plat of subdivision of property of Woodruff H. Lowman, Jr., made by Barber, Keels & Associates, dated August 4, 1953, to be recorded, and beginning at a point on said Highway 48, as shown on said plat and extending along right-of-way of said highway eastward 555 feet to a point, thence North for a distance of 519 feet to a point, thence 520 foot to a point, thence 319 feet to the point of beginning and being bounded on the South by Highway 48 on the East by Lot No. 9, on the North by lands of Vildibill, on the West by lands now or formerly of Vance, and having such metes and bounds as shown on said plat. Said tract of land contains five (5) acres, more or less.

Derivation: This being the identical property heretofore conveyed to Samuel Garrick by deed of Melton Sumpter and Eddie Sumpter dated April 30, 1966 and recorded in the Richland County RMC Office in Deed Book D45 at Page 140.

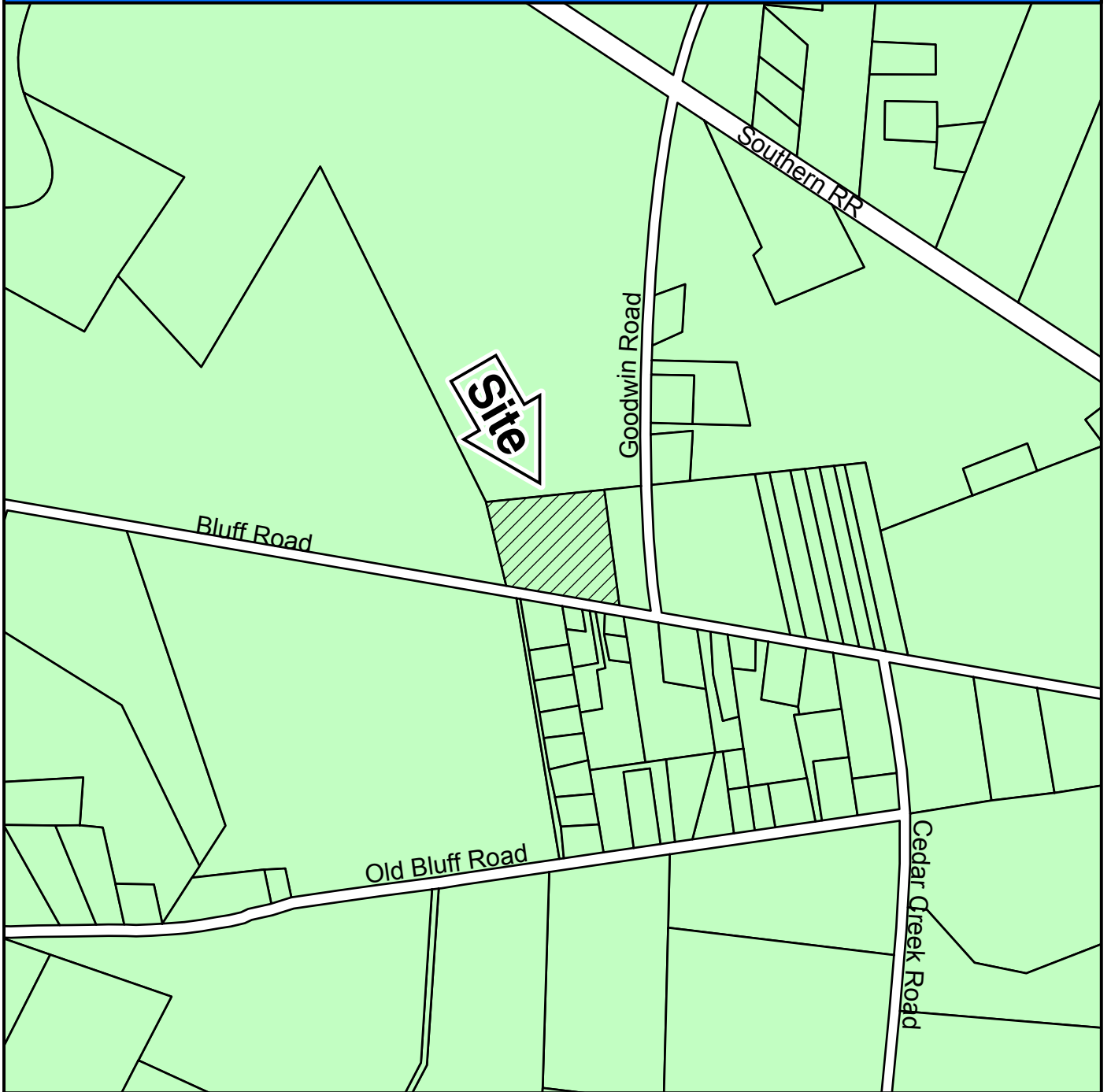
TMS# 30000-01-01

CASE 04-01 MA
JODY GARRICK
TMS 30000-01-01

Site →



CASE 04-01 MA FROM RU TO C-3



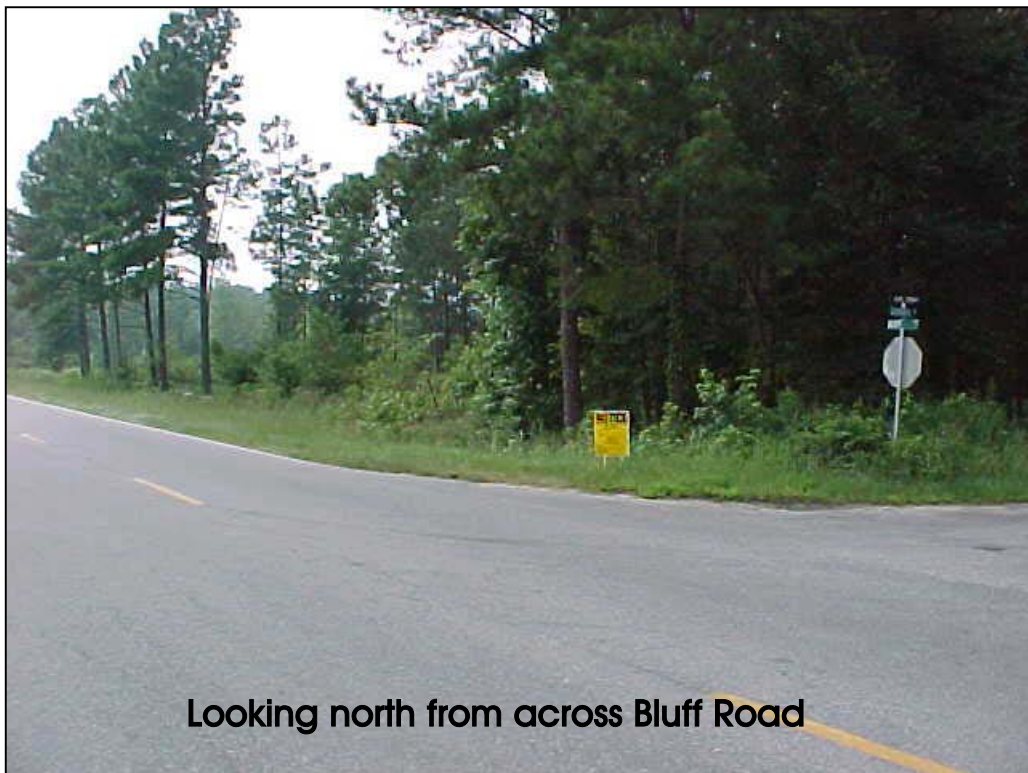
ZONING CLASSIFICATIONS

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



CASE 04-01 MA FROM RU to C-3

TMS# 30000-01-01 Goodwin Rd and Bluff Rd



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

September 8, 2003

RC Project # 04-02 MA	Applicant: B & B Trucking of Columbia, Inc.
General Location: 11315 Garners Ferry Road – between Piney Branch Rd & Chain Gang Rd	
Tax Map Number: 35200-09-06	Subject Area: 2.4 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-3
Proposed Use: Expand An Existing Truck Repair Garage	PC Sign Posting Date: August 19, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

Applicant’s Factual Justification For Proposed Change

To bring an existing non-conforming truck repair garage into zoning compliance to permit expansion

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Restaurant and truck repair garage – both non-conforming uses
Adjacent North	RU	Vacant community care facility, vacant property, and undeveloped woodlands across Garners Ferry Road
Adjacent East	RU	Tri-county Electric office and storage yard – a non-conforming use
Adjacent South	RU	Tri-county Electric facilities
Adjacent West	RU	Undeveloped woodlands

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

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

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

The existing facility and the adjacent Tri-County Electric facilities are both non-conforming uses that have operated in this location for some time. While they are compatible with each other, they are, by definition, not compatible with the adjacent rural area.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Garners Ferry Road	
Functional Classification Of This Roadway	4 Lane Divided Major Arterial	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	33,600	
Estimated Traffic Generated By The Proposed Project	No change	
Current Volume At The Nearest Count Station #173 Located @W of site on Garners Ferry Road	15,400	
Estimated Traffic Count With the Proposed Project	No change	
Volume-To-Capacity Ratio With The Proposed Project	0.46	

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993, or the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM), whichever is most appropriate for the requested use.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

The existing use and the proposed expansion would not have a significant effect on traffic on Garners Ferry Road. The LOS C design capacity count is 33,600 and the current traffic count is 15,400. The volume to capacity ratio is 0.46, which is well under the LOS C design capacity.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 4-mile radius of a fire station.

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the Lower Richland Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Rural and Open Space. The proposed Zoning Map Amendment **is not consistent** with this land use designation.

The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 33 and 43 respectively, are discussed below:

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

The adjacent Tri-County Electric Company facility is a commercial facility of an equipment storage yard, general offices and the associated parking area. The existing truck facility fronts onto Garners Ferry Road. Both facilities use septic tanks and private wells. The proposed Amendment **implements** this Objective.

Principle - In general, commercial and office activities should be confined to the intersections of major streets and specifically proposed locations where the following apply:

1. Areas identified on the Future Land Use Plan Map with the appropriate scale

The Future Land Use Map designates a commercial center at the Chain Gang Road/Garners Ferry Road intersection approximately 1 mile to the east. Another commercial center is designated at the US 601 and Garners Ferry Road intersection, approximately 3 miles to the east. The subject is not located at a major road intersection. Therefore, the proposed amendment **does not implement** this Principle

Other Relevant Issues

Section 26-51.1 of the County Code states "...It is the intent of this ordinance (*the Zoning Ordinance*) to permit these nonconformities to continue until they are removed, **but not to encourage their survival**. Nonconforming uses are declared by this ordinance to be incompatible with permitted uses in the districts involved. It is further the intent of this ordinance that **nonconformities shall not be enlarged upon, expanded or extended**, reconstructed to continue nonconformity after major damage, or used as grounds for adding other structures or uses prohibited elsewhere in the same district..." The existing truck repair facility may continue to operate indefinitely, provided it doesn't expand the current size of the structure.

It is clearly the policy of the County to discourage continuation of nonconforming uses. A Proposed Land Use Map that does not designate the subject area for commercial development reinforces this policy.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 04-02 MA **not be changed** from RU to C-3.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment **is not compatible** with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of 33,600 at this location will not be exceeded.
4. The proposed Amendment **is not consistent** with Proposed Land Use Map designation in the Lower Richland Subarea Plan.
5. The proposed Zoning Map Amendment is consistent with the cited Objective of the Lower Richland Subarea Plan.
6. The proposed Zoning Map Amendment **is not consistent** with the cited Objective of the Lower Richland Subarea Plan.
7. It is clearly the policy of the County to discourage continuation of nonconforming uses.
8. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

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

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

Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 04-02 MA, the Planning Commission made the findings of fact summarized below:

- 1)

Attachment A
04-02 MA

B & B TRUCKING OF COLUMBIA, INC.

PARCEL A: All that certain piece, parcel and lot of land, with improvements thereon, situate, lying and being on the southside of U. S. Highway No. 76 near the City of Columbia, in the County of Richland, State of South Carolina; said lot being more particularly shown and designated as a 2.4 acre lot or tract of land on a plat prepared for Austin and Mary Hill by Douglas E. Platt, Sr., R.S., dated December 30, 1970, and recorded in the Office of the Register of Mesne Conveyance for Richland County in Plat Book 39 at Page 23; said lot having the following boundaries and measurements to-wit: bounded on the southeast by lands now or formerly of J. H. Campbell, as shown on said plat, whereon it measures in a broken line for a distance of 594 feet; on the southwest by lands now or formerly of Austin Hill and Mary F. Hill, as shown on said plat, whereon it measures for a distance of 284.2 feet; on the northwest by lands now or formerly of Bert Walling, as shown on said plat, wherein it measures for a distance of 89 feet; and on the north by U. S. Highway No. 76, as shown on said plat, wherein it fronts and measures for a distance of 774.6 feet. Being the same premises heretofore conveyed to the within Grantor by Deed of Austin Hill and Mary Frances Hill dated June 30, 1976, and recorded June 4, 1976, in the Office of the Register of Mesne Conveyance for Richland County in Deed Book D 386 at Page 765.

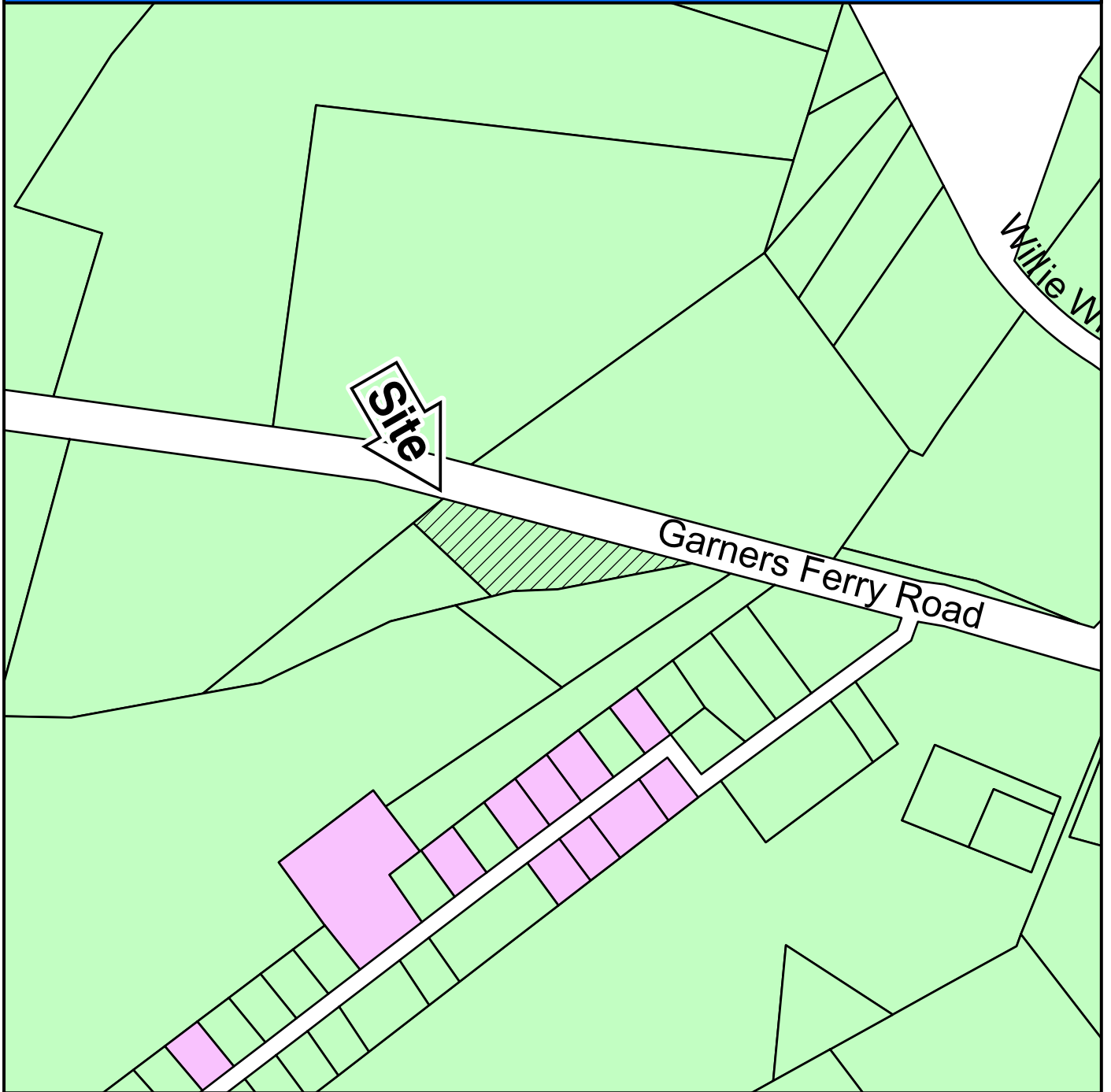
PARCEL B: All that certain piece, parcel and lot of land, with improvements thereon, situate, lying and being on the southeastern side of Glenhaven Drive, near the City of Columbia, in the County of Richland, State of South Carolina, and composed of and embracing Lot No. 45, Block A as shown on a plat of "The Glenhaven Manor" made by William Wingfield, on May 25, 1955, and revised on June 2, 1955, and recorded in the Office of the Register of Mesne Conveyance for Richland County, Plat Book "Q" at Page 212, and having the following boundaries and measurements to-wit: on the northeast by Lot No. 41 of said Lot No. 45, as shown on said plat, whereon it measures for a distance of 165.4 feet, on the southeast by Lot No. 71 and a portion of Lot No. 72 of said Block, as shown on said plat whereon it measures for a distance of 125 feet; on the southwest by Lot No. 44 of said Block, as shown on said plat, whereon it measures for a distance of 150 feet; and on the northwest by Glenhaven Drive, whereon it fronts for a distance of 150 feet. Being the same premises conveyed to Grantor by Deed of Cuthbert Bostic, dated October 10, 1967, and recorded in the Office of the Register of Mesne Conveyance for Richland County in Deed Book 86 at Page 403.

CASE 04-02 MA
B & B TRUCKING
TMS 35200-09-06

Site



CASE 04-02 MA FROM RU TO PDD



ZONING CLASSIFICATIONS

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



CASE 04-02 MA FROM RU to PDD

TMS# 35200-09-06 11315 Garners Ferry Road



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

September 8, 2003

RC Project # 04-03 MA	Applicant: Stan M. Mack
General Location: Corner of Hollingshed Road and Miller Road	
Tax Map Number: 05200-01-39	Subject Area: 4.41 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: C-3
Proposed Use: Plumbing Company	PC Sign Posting Date: August 14, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

Applicant’s Factual Justification For Proposed Change

To bring property into compliance for continued commercial usage.

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Plumbing business and undeveloped woodlands
Adjacent North	RU	Large lot residences and undeveloped woodlands
Adjacent East	RU	Large lot residences and undeveloped woodlands
Adjacent South	RU & RS-2	Large lot residences and Kingston Forest Subdivision south across Hollingshed Road
Adjacent West	RU	Large lot residences and undeveloped woodlands

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

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

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

The adjacent developments to the north, east, and west are large lot single-family residences or undeveloped woodlands. The area south across Hollingshed Road consists of large lot residences and Kingston Forest Subdivision. The proposed Map Amendment is not compatible with the surrounding residential development.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Kennerly Road via Hollingshed Road	
Functional Classification Of This Roadway	2 lane undivided collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	14	
Current Volume At The Nearest Count Station #457 Located @SW of site on Kennerly Road	15900	
Estimated Traffic Count With the Proposed Project	15914	
Volume-To-Capacity Ratio With The Proposed Project	1.85	

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993, or the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM), whichever is most appropriate for the requested use.

The current traffic counts were received from SCDOT on May 23,2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

Hollingshed Road is a 2 lane undivided local road. Kennerly Road at the count station #457 is already operating well above the minimum LOS F capacity.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 3-mile radius of a fire station.

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the Northwest Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Medium-Low Density Residential. The proposed Zoning Map Amendment **is not consistent** with this land use designation.

The Northwest Subarea Plan, adopted in September 1993, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 29 and 36 respectively, are discussed below:

Objective – Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area.

The vast majority of land surrounding the subject parcel consists of large lot residences, a residential neighborhood, and undeveloped woodlands. The proposed amendment would not be conducive to a residential area such as this. The proposed Amendment **does not implement** this Objective.

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

The subject site is not located near a cluster of commercial or office activities. The site is designated for medium-low density residential on the Proposed Land Use Map. The proposed Amendment **does not implement** this Principle.

Other Relevant Issues

A major factor involved in determining whether or not a proposed zoning map amendment is appropriate is the existing adjacent land use and the compatibility of the proposal. If the parcel were to be zoned C-3 the owner has numerous options regarding what is permissible on the property. For example, retail establishments, service and repair establishments, wholesaling and distribution establishments, night clubs, hotels, commercial parking lots, etc. are permissible uses in a C-3 zoned area. Based on the existing adjacent land use of mainly large lot residences, undeveloped woodlands and residential subdivision, the department believes that this proposed amendment to C-3 is not consistent with the existing adjacent land use.

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the appropriate Subarea Plan's Proposed Land Use Map. Specifically, Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter (*Chapter 6-29, SC Code of Laws*)..."

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

The **proposed C-3 zoning is NOT consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be either RS-1, RS-2, or RS-3 to be consistent with the Medium Low Density Residential land use designations.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-03 MA **not be changed** from RU to C-3.

Findings of Fact:

1. The applicant has provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is not compatible with the adjacent existing land uses.
3. Kennerly Road near this location is already operating above the minimum LOS F , i.e. a V/C ratio of 1.85.
4. The proposed Amendment **is not consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
5. The proposed Zoning Map Amendment **is not consistent** with the Objectives and Principles of the Northwest Subarea Plan discussed herein.
6. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

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

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

Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 04-03 MA, the Planning Commission made the findings of fact summarized below:

- 1)

Attachment A
04-03 MA

All that piece, parcel or tract of land Northwest of the city of Columbia, County of Richland and in the state of South Carolina, situate, lying and being in the Fork Township in the fork of the Broad and Saluda Rivers having the following metes and bounds: Commencing at the Northernmost corner and commencing S67°15'E for a distance of 564.45 feet; then commencing S54 19'E for a distance of 198.70 feet; then commencing S64°19'E for a distance of 25 feet; then commencing S56°10'W for a distance of 99.45 feet; thence commencing S33°06'W for a distance of 74.40 feet; thence commencing H56°59'W for a total distance of 171.20 feet; thence commencing N822°29'M for a distance of 291.10 feet; thence commencing N44°16'W for a distance of 379.40 feet; thence commencing N62°20'E for a distance of 135.70 feet to the beginning iron. All distances being more or less.

TMS# 5200-01-007

Derivation: Deed Book D407 at page 670

Address: 2317 Crea Rd.

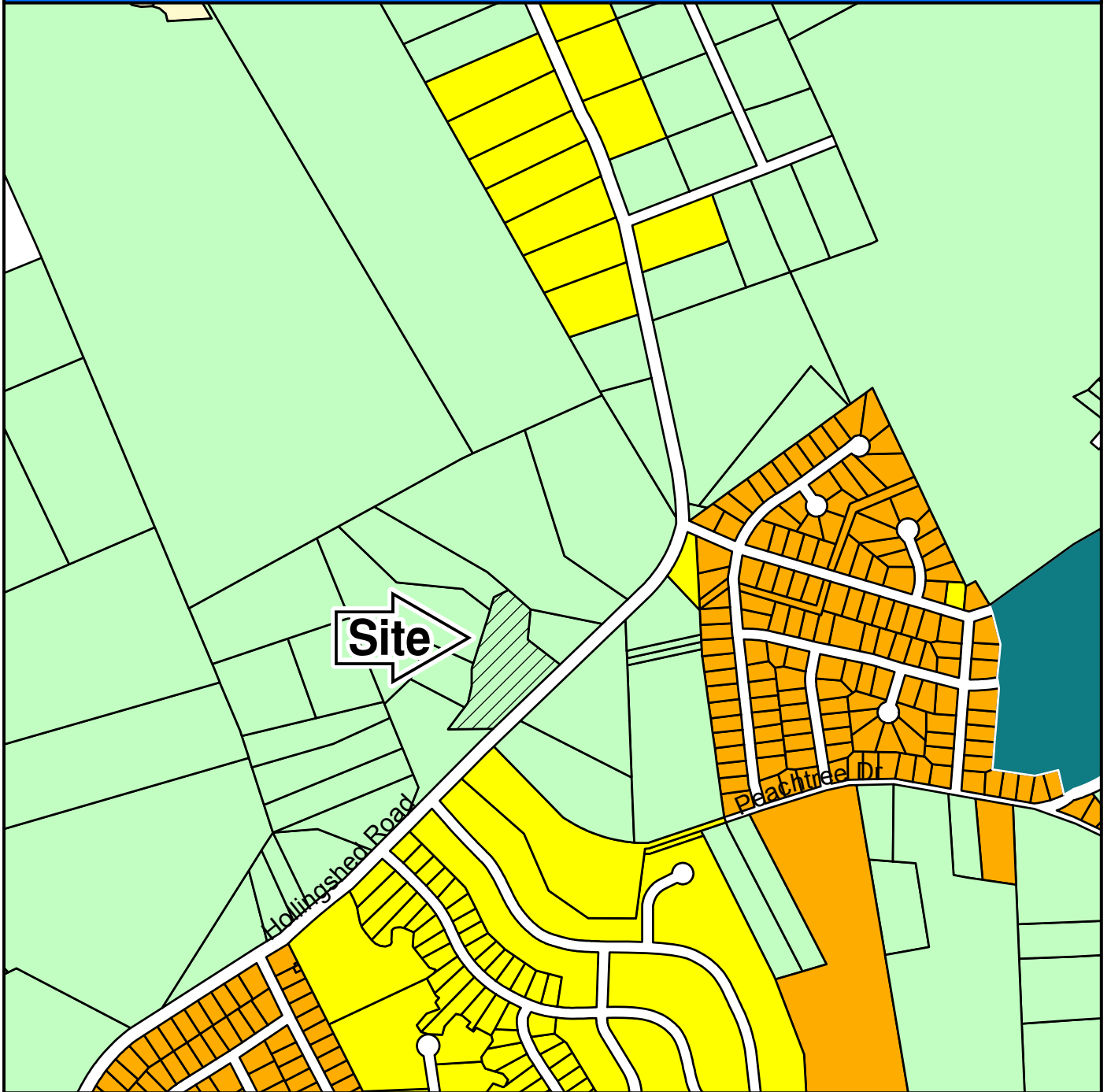
Columbia, SC 29210

CASE 04-03 MA
STAN MACK
TMS 05200-01-39

Site →



CASE 04-03 MA FROM RU TO C-3



ZONING CLASSIFICATIONS

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



CASE 04-03 MA FROM RU to C-3

TMS# 05200-01-39 Hollingshed Road near Kennerly Road



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

September 8, 2003

RC Project # 04-04 MA	Applicant: Stan M. Mack
General Location: Farming Creek Road @ Railroad tracks south of US 176	
Tax Map Number: 03300-07-06	Subject Area: 9 Acres
Current Parcel Zoning: C-1	Proposed Parcel Zoning: C-3
Proposed Use: Multi-Use Commercial Development	PC Sign Posting Date: August 14, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

Applicant’s Factual Justification For Proposed Change

No facts offered

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	C-1	Undeveloped woodlands
Adjacent North	RU	Large lot residences and undeveloped woodlands
Adjacent East	RU	Large lot residences and undeveloped woodlands
Adjacent South	RU	Large lot residences and undeveloped woodlands
Adjacent West	RU	Large lot residences

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

<p><u>C-1 Zoning Designation Intent</u> Intended to accommodate office, institutional, and certain types of residential uses in areas whose characteristic is neither general commercial nor exclusively residential in nature.</p>	<p><u>Proposed C-3 Zoning Designation Intent</u> Intended to accommodate a wide variety of general commercial and nonresidential uses characterized by retail, office, and service establishments and oriented primarily to major traffic arteries</p>
<p><u>Existing C-1 Zoning Permitted Uses</u> Offices and professional studios Medical and dental facilities Hospitals and health related clinics Educational facilities Places of worship Nursing homes, rest homes and the like Certain types of community facilities Cemeteries, private clubs & high rise residences</p>	<p><u>Proposed C-3 Zoning Permitted Uses</u> Retail, service, repair, & personal services Offices, studios, & financial institutions Eating and drinking establishments Wholesale/Distribution uses < 8000 sq. ft. Private clubs, lodges and the like Automobile service stations Places of worship Enclosed recycle collections & transfer uses</p>

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

The adjacent developments are undeveloped woodlands or large lot single-family residences. The area west across Farming Creek Road consists of large lot residences, undeveloped woodlands and a heating and air conditioning business. The business was granted a Special Exception in 1991 to operate a heating and air conditioning business. The proposed amendment is not compatible with the adjacent development.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Broad River Road via Farming Creek Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	NP	
Current Volume At The Nearest Count Station #147 Located @SE of site on Broad River Road	13400	
Estimated Traffic Count With the Proposed Project	NP	
Volume-To-Capacity Ratio With The Proposed Project	NP	

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993, or the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM), whichever is most appropriate for the requested use.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

NP = Not possible to determine the generation rate from the TGM (use not specific enough)

Without a more specific idea of the intended use, it is not possible to estimate the traffic that could be generated by the use of the site for general commercial uses. For example, the TGM has factors for retail commercial use ranging from 4.8 trips per 1000 sq. ft for unspecified general commercial to 688 trips 1000 sq. ft for a drive-in restaurant to 1855 trips per 1000 sq. ft. GLA for a convenience store with gas pumps.

The traffic analysis information could not be calculated due to the broad factors discussed above.

Fire Service Impacts

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

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the Northwest Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Medium-Low Density Residential. The proposed Zoning Map Amendment **is not consistent** with this land use designation.

The Northwest Subarea Plan, adopted in September 1993, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 29 and 36 respectively, are discussed below:

Objective – Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area.

The vast majority of land surrounding the subject parcel consists of large lot residences and undeveloped woodlands. The proposed amendment would not be conducive to the existing residential area. The proposed Amendment **does not implement** this Objective.

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

The subject site does not have access to a collector or arterial roadway. The Map in the Northwest Subarea Plan designates a large area on Dutch Fork Road running from Johnson Marina Road South to Marina Road as Commercial.

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

The subject site is not located near a cluster of commercial or office activities. The site is designated for medium-low density residential on the Proposed Land Use Map. The proposed Amendment **does not implement** this Principle.

Other Relevant Issues

A major factor involved in determining whether or not a proposed zoning map amendment is appropriate is the existing adjacent land use and the compatibility of the proposal. If the parcel were to be zoned C-3 the owner has numerous options regarding what is permissible on the property. For example, retail establishments, service and repair establishments, wholesaling and distribution establishments, night clubs, hotels, commercial parking lots, etc. are permissible uses in a C-3 zoned area. Based on the existing adjacent land use of mainly large lot residences and undeveloped woodlands the Department believes that this proposed amendment to C-3 is not consistent with the existing adjacent land use.

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the appropriate Subarea Plan's Proposed Land Use Map. Specifically, Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter (*Chapter 6-29, SC Code of Laws*)..."

The **existing C-1 zoning** is **NOT consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be RS-1, RS-2, or RS-3 to be consistent with the Medium Low Density Residential land use designation.

The **proposed C-3 zoning** is **NOT consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be RS-1, RS-2, or RS-3 to be consistent with the Medium Low Density Residential land use designations.

The previous Zoning Map Amendment Staff Report from July 9, 2001 that dealt with the subject site's proposed rezoning from RU to C-1 cites the proposed C-1 zoning as not being compatible with the area. The previous staff report concurs with this report on the issue of there being more appropriate places for commercial use i.e. Broad River Road and Dutch Fork Road. It also states "Farming Creek Road is a typical narrow farm-to-market road. It is not intended to become a commercial roadway."

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-04 MA **not be changed** from C-1 to C-3.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.

2. The proposed Amendment is not compatible with the adjacent existing land uses.
3. Broad River Road near this location is already operating above the LOS F, i.e. a V/C ratio of 1.56
4. The proposed Amendment is not consistent with Proposed Land Use Map designation in the Northwest Subarea Plan.
5. The proposed Zoning Map Amendment is not consistent with the Objectives and Principles of the Northwest Subarea Plan discussed herein.
6. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

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

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

Commission Findings of Fact/Recommendations

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

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

- 1)

Attachment A
04-01 MA

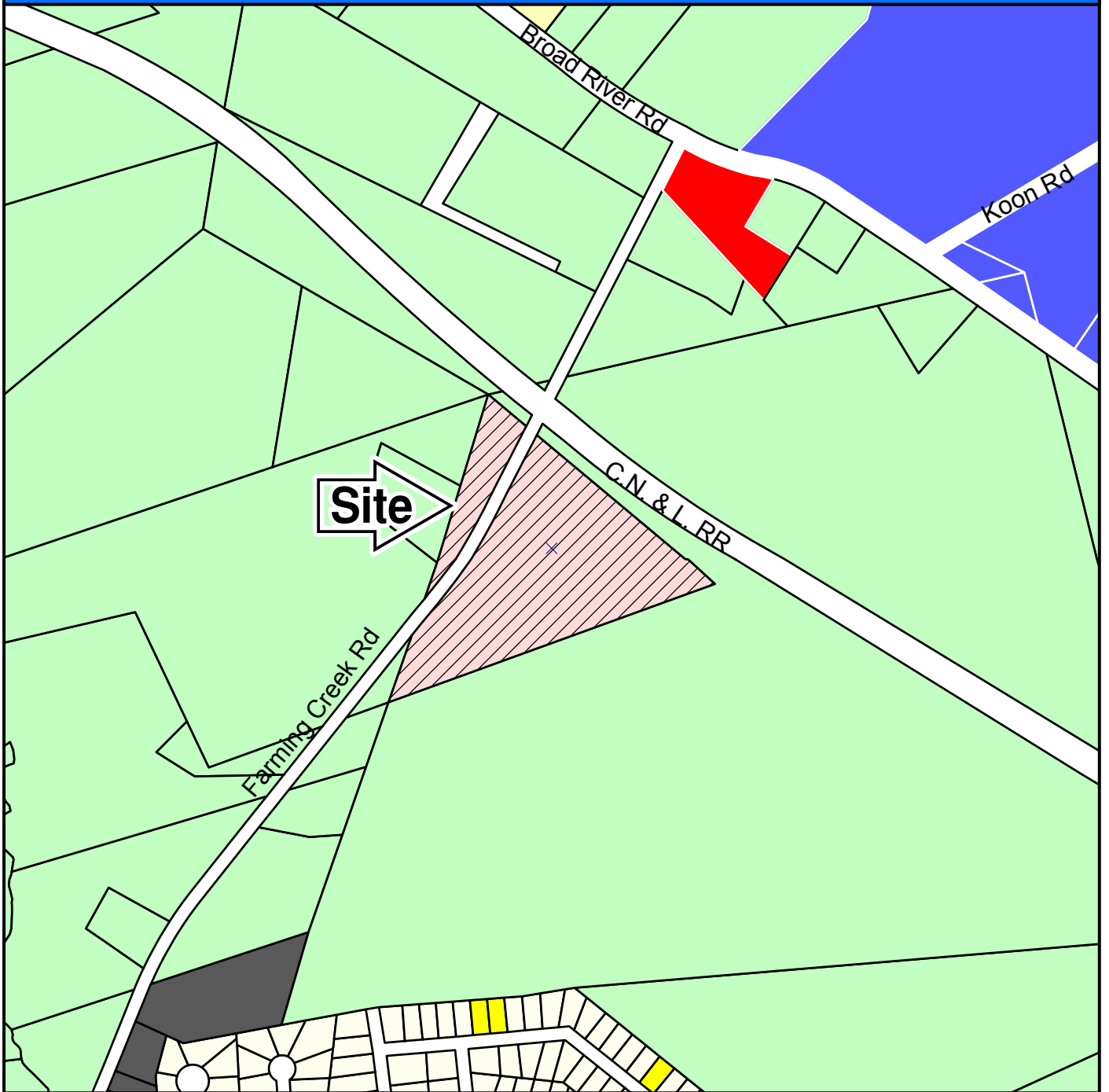
All that certain piece, parcel or tract of land, situate, lying and being in Dutch Fork Township, County of Richland and State of South Carolina, about fourteen miles northwest of the City of Columbia, and containing Eleven and Three-fourths acres, more or less, and being described as follows; beginning at a stake where lands now or formerly belonging to J.C. Koon, J.F. Meetze and Mike Bouknight corner and running South Fifty-One and One-Fourth degrees East 15.07 chains to a stake, thence South Sixty Six and One-Half degrees West 17.60 chains to a stake on the Nine degrees East 17 chains to the point of beginning, and being the same tract of land heretofore conveyed to J.I. Koon by J.C. Koon by his deed dated Jan. 15, 1908 and recorded in the office of the Clerk of Court for Richland County in Deed Book 8 T at page 393.

CASE 04-04 MA
STAN MACK
TMS 03300-07-03

Site →



CASE 04-04 MA FROM C-1 TO C-3



ZONING CLASSIFICATIONS

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



CASE 04-04 MA FROM C-1 to C-3

TMS# 03300-07-06 SW Corner of Farming Creek Rd & RR



Looking from site across Farming Creek Rd



Looking south at site down Farming Creek Rd

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

September 8, 2003

RC Project # 04-06 MA	Applicant: Harold Pickrel
General Location: Corner of Shady Grove Road and Old Tamah Road	
Tax Map Number: 03400-01-03,04,14	Subject Area: 37.12 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: RS-1
Proposed Use: Residential Subdivision	PC Sign Posting Date: August 15, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

Applicant’s Factual Justification For Proposed Change

Establish a residential subdivision.

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Single family residence, mobile home and undeveloped woodlands
Adjacent North	RU and RS-1	Large lot residences, undeveloped woodlands and Ashford Subdivision
Adjacent East	RU	Large lot residences and undeveloped woodlands
Adjacent South	RS-1A	Walnut Grove Subdivision
Adjacent West	RS-1	Ashford Subdivision

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

<p><u>RU Zoning Designation Intent</u> Intended to protect and encourage agricultural endeavors; promote wise use of prime agricultural and forest communities; protect and encourage the integrity of existing rural communities; protect valuable natural and cultural resources; and maintain open space and scenic areas contiguous to development areas.</p>	<p><u>Proposed RS-1 Zoning Designation Intent</u> Intended as single family residential areas with low to medium population densities</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwellings</p>	<p><u>Proposed RS-1 Zoning Permitted Uses</u> Single family detached residences or modular houses on individual lots</p>

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

The adjacent developments to the south and west are residential subdivisions. The area to the east and north consists of large lot residences, undeveloped woodlands and a residential subdivision. The area is suitable for residential development.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Broad River Road via Shady Grove Road	
Functional Classification Of This Roadway	2 lane undivided collector	
Level-Of-Service C Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	950	
Current Volume At The Nearest Count Station #147 Located @ south of site on Broad River Road	13400	
Estimated Traffic Count With the Proposed Project	14350	
Volume-To-Capacity Ratio With The Proposed Project	1.67	

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993. The current traffic counts were received from SCDOT on May 23,2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

Average of 100 single family residences times 9.5 trips/unit = 950 daily trips

*The analysis above assumes that all the traffic will use Broad River Road via Shady Grove Road for ingress and egress. Broad River Road and Shady Grove Road are 2 Lane Undivided Collectors. Broad River Road at count station #147 is already operating well above the minimum LOS F capacity at 1.56. The proposed amendment does not significantly change the already poor level of service on Broad River Road.

Fire Service Impacts

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

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the Northwest Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Medium-Low Density Residential. The proposed Zoning Map Amendment **is consistent** with this land use designation.

The Northwest Subarea Plan, adopted in September 1993, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 29 and 36 respectively, are discussed below:

Objective – Promote a variety of residential densities for the development of affordable, quality housing while blending with the character of the surrounding area.

The vast majority of land surrounding the subject parcel consists of existing residential subdivisions, undeveloped woodlands, and large lot residences. The proposed amendment is suitable for the surrounding area. The proposed Amendment **implements** this Objective.

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

The site is designated for medium-low density residential on the Proposed Land Use Map. The proposed Amendment **implements** this Principle.

Other Relevant Issues

A major factor involved in determining whether or not a proposed zoning map amendment is appropriate is the existing adjacent land use and the compatibility of the proposal. A vast amount of the property abutting the subject site is zoned RS-1. The subject property has two access points to Shady Grove Road. These factors are consistent with the proposed map amendment and the proposed land use.

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the appropriate Subarea Plan's Proposed Land Use Map. Specifically, Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter (*Chapter 6-29, SC Code of Laws*)..."

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

The **proposed RS-1 zoning is consistent** with the Proposed Land Use Map designation as required by state statutes.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-06 MA **be changed** from RU to RS-1.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is compatible with the adjacent existing land uses.
3. Broad River Road near this location is already operating above the minimum LOS F, i.e. a V/C ratio of 1.56.
4. The proposed Amendment **is consistent** with Proposed Land Use Map designation in the Northwest Subarea Plan.
5. The proposed Zoning Map Amendment **is consistent** with the Objectives and Principles of the Northwest Subarea Plan discussed herein.
6. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION
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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

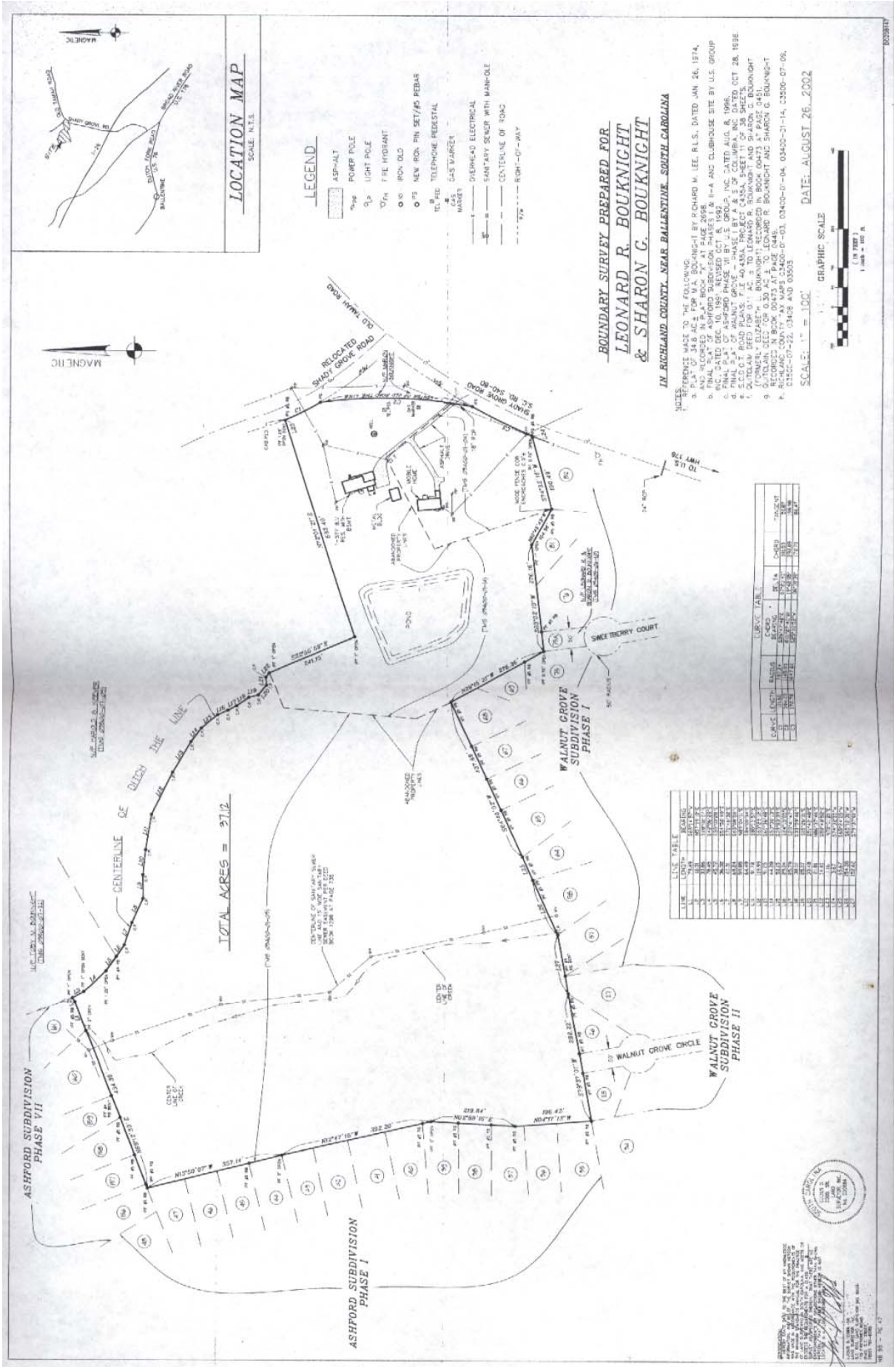
(If the Planning Commission does not agree with the Department's recommendation and/or findings of fact, the reasons for the decision must be clearly stated for the public record.)

In consideration of the proposed Zoning Map Amendment # 04-06 MA, the Planning Commission made the findings of fact summarized below:

- 1)

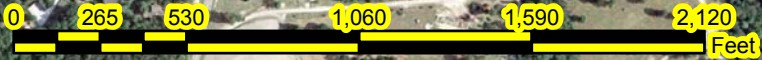
Attachment A

04-06 MA

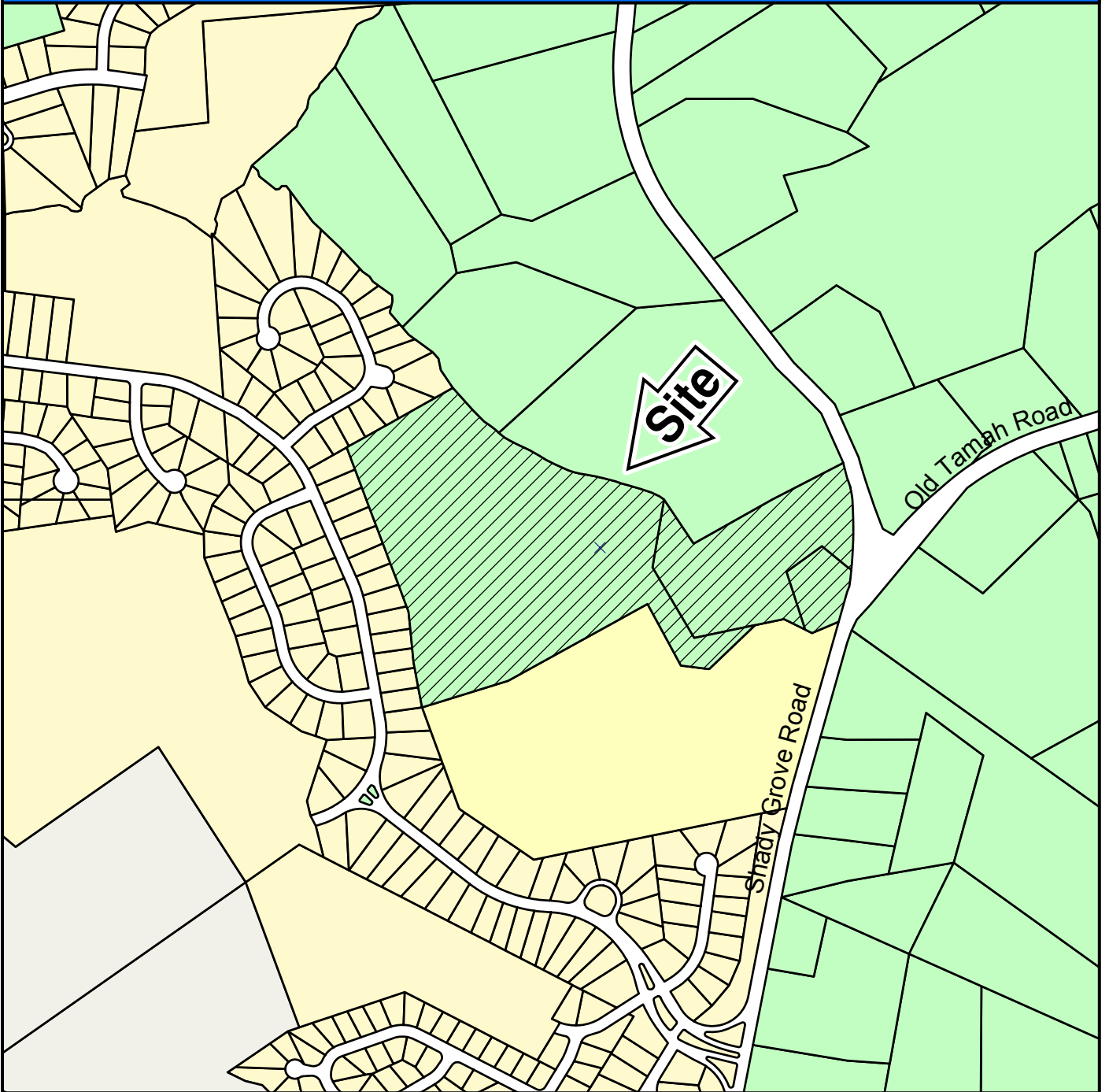


**CASE 04-06 MA
HAROLD PICKREL
TMS 03400-01-03/04/14**

Site →



CASE 04-06 MA FROM RU TO RS-1



ZONING CLASSIFICATIONS

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



CASE 04-06 MA FROM RU to RS-1

TMS# 03400-01-03/04/14

Shady Grove Road



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

September 8, 2003

RC Project # 04-07 MA	Applicant: Steve Carboy
General Location: Portions On Both Hardscrabble and Clemson Roads	
Tax Map Number: 20200-04-02/04/05	Subject Area: 100.0 ac MOL
Current Parcel Zoning: D-1	Proposed Parcel Zoning: PUD
Proposed Use: 18 acres Commercial & 38 acres SF Residences & 44 acres Open Space	PC Sign Posting Date: August 22, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

Applicant’s Factual Justification For Proposed Change

The primary focus of the project is to create a mixed residential/commercial project with substantial open space and recreation opportunities

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	D-1	Undeveloped woodlands and wetlands
Adjacent North	RS-2	Single Family Detached subdivisions
Adjacent East	RU	Single Family Detached Subdivisions
Adjacent South	RU	Scattered Residences and Wild Azalea Court
Adjacent West	RU	Undeveloped woodlands and wetlands & Killian Elementary School

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

<p><u>D-1 Zoning Designation Intent</u> Intended to provide for large tracts of land located primarily on the fringe of urban growth where the predominant character of urban development has not yet been fully established</p>	<p><u>Proposed PUD Zoning Designation Intent</u> Intended to allow mixed residential and commercial land uses with substantial open space area</p>
<p><u>Existing D-1 Zoning Permitted Uses</u> Agricultural activities Single family residences Parks & playgrounds Community service structures Places of Worship Elementary schools and high schools Day care facilities subject to certain conditions Cemeteries</p>	<p><u>Proposed PUD Zoning Permitted Uses</u> The project will have 38.7 acres of single family detached residences; 17.6 acres of retail office commercial; and 41.2 acres of open space as depicted in Exhibit D</p>

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

The subject site is mostly surrounded by residential development. The Killian Elementary School and the Killian Green subdivision is adjacent to the site on the west. The proposed project is compatible with the adjacent development in the area.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

99 SF Residences Get Access From 73 SF Residences plus 17 acres Commercial Get Access From	Hardscrabble Road Clemson Road
Functional Classification Of Hardscrabble Road Functional Classification Of Clemson Road	Two lane undivided collector Four lane undivided minor arterial
Level-Of-Service C Design Capacity – Hardscrabble Rd	8600
Level-Of-Service C Design Capacity – Clemson Rd	24,800
Estimated Traffic Generated On Hardscrabble Road	941
Estimated Traffic Generated On Clemson Road	11,123
Current Volume At The Nearest Count Station # 438	15,900
Current Volume At The Nearest Count Station # 442	9400
Est.Traffic Count With the Proposed Project – Hardscrabble Rd	16,841
Est.Traffic Count With the Proposed Project – Clemson Rd	20,523
Volume-To-Capacity Ratio With The Proposed Project – Hardscrabble Rd	1.96
Volume-To-Capacity Ratio With The Proposed Project – Clemson Rd	0.83

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993, or the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM), whichever is most appropriate for the requested use.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

The estimated project traffic is calculated as described below in (1) and (2) below.

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

(1) The estimated traffic generated onto Hardscrabble Road was calculated by multiplying the number of single family residences getting access from the Road (99) times the average daily trips generated by single family detached residences (9.5), or 941 ADTs

(2) The estimated traffic generated onto Clemson Road was calculated by multiplying 73 (# of single family residences) times 9.5, or 694 ADTs plus the commercial area generated traffic. The commercial area traffic was estimated by assuming there would be 8000 sq. ft. of building per acre and that each 13.04 sq. ft. of gross leasable area would generate 1 ADT (from the Wilbur Smith study for the Mungo 1000 acre project), or 10,429 ADTs. The total estimated traffic generated by the project onto Clemson Road is 11,123 ADTs.

The Department's traffic analysis shows the subject project will not result in the LOS C of this portion of Clemson Road being exceeded. **The analysis further shows that the project will lower the V/C ratio on this portion of Hardscrabble Road from its present 1.84 LOS F to a 1.96 LOS F.**

Fire Service Impacts

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

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the I-77 Corridor Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Medium Density Residential. The proposed Zoning Map Amendment is consistent with this land use designation.

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

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

The density in the residential areas will range from 7.1 DU/residential acre to 3.5 DU/residential acre. The gross density of the project is 1.7 DU/acre, somewhat less than the average density of The Summit. The proposed Amendment implements this Objective.

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

See discussion above. The proposed Amendment implements this Principle.

Other Relevant Issues

The commercial portion of the project is all located on Clemson Road. The Concept Plan depicts two entrances to the eastern commercial area (parcel P-3). Clemson Road is a five land minor arterial whose principal function it is to move traffic through the area. Every new access point decreases the ability of Clemson Road to move traffic and creates additional accident opportunities. The access to parcel P-3 should be limited to one point.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 04-07 MA **be changed** from D-1 to PUD-1, subject to the conditions described below:

Findings of Fact:

1. The applicant has provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is compatible with the adjacent existing land uses.
3. The Department's traffic analysis shows the subject project will not result in the LOS C of this portion of Clemson Road being exceeded.
4. **The analysis further shows that the project will lower the V/C ratio on this portion of Hardscrabble Road from its present 1.84 LOS F to a 1.96 LOS F.**
5. The proposed Amendment is consistent with Proposed Land Use Map designation in the I-77 Corridor Subarea Plan.
6. The proposed Zoning Map Amendment is consistent with the Objectives and Principles of the I-77 Corridor Subarea Plan discussed herein.
7. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

PUD Conditions

- a) The site development shall be limited to a maximum of 172 single family detached residences, a maximum of 18 acres of retail & office commercial and a minimum of 41 acres of open space in the locations depicted in the Concept Plan (Exhibit D); and

- b) The site development shall generally conform to the Phasing Plan (Exhibit F); and
- c) All development shall conform to all relevant land development regulations in effect at the time permit application is received by the Department; and
- d) Approval of the Lotting Study (Exhibit E) shall constitute approval of the Sketch Plan for subdivision purposes; and
- e) The Planning Commission is hereby authorized to make minor amendments to the Concept Plan (Exhibit D), the Planned Unit Development Guidelines, or other relevant portions of the provisions of Chapter 26-70.17, or its successor regulations, of the County Code; and
- f) The Planned Unit Development Guidelines, dated July 31, 2003, described below are authorized for application to the subject project; and
 - 1. Site organization - page 15
 - 2. Building height, setback and minimum lot size - page 16
 - 3. Street standards - page 17
 - 4. Parking - page 22
 - 5. Community open spaces – page 23
 - 6. Landscaping – page 24
 - 7. Storm drainage – page 25
 - 8. Lighting – page 26
 - 9. Signing and monumentation – page 27
- g) The Department is authorized to make minor adjustments to the construction standards in the Planned Unit Development Guidelines described above as may become necessary during the project's construction; and
- h) Any increase in the number of access points to the external road network, any decrease in the amount of open space/common areas, or a significant increase in the gross project density, shall require a review and recommendation by the Planning Commission and a new ordinance by the County Council; and
- i) A written certification of compliance with the requirements of Chapter 27 (Landscaping Ordinance), Article 6 – Tree Protection, issued by the Department PRIOR to any site clearance activity; and
- j) The applicant shall dedicate up to 20 feet along Hardscrabble Road within the project boundaries prior to recording any plats for the project; and
- k) Access to the subject site shall be limited to one point on Hardscrabble Road; one point on Clemson Road directly aligning with Whitehurst Way; and one other point from the commercial area on Clemson Road; and
- l) The developer shall be required to construct any necessary turn lanes for the project on both Clemson and Hardscrabble Roads; and
- m) The applicant shall construct a landscaped berm, fence, wall, or some combination thereof, to ensure that no parcel in the project will have direct access onto Clemson Road or Hardscrabble Road; and
- n) All internal streets within the residential area shall be dedicated to the public and the roadways within the commercial areas may be privately maintained; and
- o) No Special Exceptions as defined by Section 26-602 of the County Code, or its successor regulations, shall be permitted in the subject project; and

- p) The applicant shall submit a draft description of proposed procedures of any homeowners association or other group maintenance or group ownership features for the Department's review and inclusion in the project records; and
- q) The County shall not be responsible for enforcement of any deed restrictions imposed by the Homeowners Association or the developer, or their successors in interest.

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 September 8, 2003, the Richland County Planning Commission agreed (did not agree) with the PDSD recommendation and, based on the findings of fact summarized above, recommends the County Council initiate the ordinance consideration process (deny the proposed Amendment) for RC Project # 04-07 MA at the next available opportunity.

Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 04-07 MA, the Planning Commission made the findings of fact summarized below:

Attachment A
04-07 MA
LEGAL DESCRIPTION

All that certain piece, parcel or tract of land with improvements thereon, situate, lying, and being in Richland County near Columbia, State of South Carolina being shown and delineated as a tract of land containing 100.73 acres on a boundary map prepared for Theron D. Hester by Survey and Mapping Services of South Carolina, Inc., dated September 11, 1987, and having the following metes and bounds:

Prepared for Stephen Corboy
SB Communities, LLC
Property Description

The point of beginning of the property herein described being an iron pin located on the northern most side of the 66 ft to right-of-way of Hard Scrabble Road on the common boundary of property, now or formerly belonging to Hazel T. Gaskin (TMS 20281-01-05) lot 1 of Peppertree Subdivision and property belonging to Theron D. Hester.

Parcel "A" (97.25 Acres)

Starting at the point of beginning proceed along the northern most right-of-way of Hard Scrabble Road, S 72° 46' 00" W for a distance of 781.63' to an iron;
Thence proceed N 66° 02' 00" W for a distance of 543.25' to a stone marker;
Thence proceed N 20° 10' 00" W for a distance of 1,499.35' to an iron pin;
Thence proceed N 24° 56' 00" E for a distance of 1,282.34' to a pine tree marker;
Thence proceed S 66° 02' 00" E for a distance of 1,227.62' to a calculated point;
Thence proceed S 71° 04' 00" E for a distance of 158.77' to a calculated point;
Thence proceed S 80° 10' 00" E for a distance of 178.79' to a calculated point;
Thence proceed N 89° 28' 00" E for a distance of 163.44' to a calculated point;
Thence proceed N 79° 22' 00" E for a distance of 170.12' to a calculated point;
Thence proceed N 69° 18' 00" E for a distance of 162.63 to a calculated point;
Thence proceed N 62° 39' 00" E for a distance of 164.02' to a calculated point;
Thence proceed N 61° 28' 00" E for a distance of 208.68' to an iron pin;
Thence proceed S 45° 11' 00" E for a distance of 113.21' to an iron pin;
Thence proceed S 47° 28' 00" W for a distance of 197.86' to an iron pin;
Thence proceed S 47° 28' 00" W for a distance of 370.59' to an iron pin;
Thence proceed S 47° 28' 00" W for a distance of 262.66' to an iron pin;
Thence proceed S 47° 28' 00" W for a distance of 262.65' to an iron pin;
Thence proceed S 47° 28' 00" W for a distance of 408.87' to a stone marker;
Thence proceed S 40° 51' 00" E for a distance of 726.18' to an iron pin;
Thence proceed S 40° 51' 00" E for a distance of 126.98' to a stone marker;
Thence proceed S 40° 49' 00" W for a distance of 711.55' to an iron pin;
Thence proceed S 17° 19' 00" E for a distance of 163.94' to an iron pin, this same iron pin being the point of beginning of the 97.25 acre Parcel A, herein described. Being all measurements a little more or less.

Parcel B
(1.74 acres)

Starting at the point of beginning proceed along the northern most right-of-way of Hard Scrabble Road, S 72° 46' 00" W for a distance of 267.91' to an iron pin;
Thence proceed S 72° 46' 00" W for a distance of 50.14' to an iron pin;
Thence proceed N 12° 54' 00" W for a distance of 394.82 to an iron pin;
Thence proceed N 23° 26' 00" E for a distance of 259.66' to an iron pin;
Thence proceed N 57° 18' 00" W for a distance of 134.15' to an iron pin;
Thence proceed N 32° 42' 00" E for a distance of 210.00' to an iron pin;
Thence proceed S 57° 18' 00" E for a distance of 210.00' to an iron pin;
Thence proceed S 32° 42' 00" W for a distance of 210.00' to an iron pin;
Thence proceed N 57° 18' 00" W for a distance of 24.18' to an iron pin;
Thence proceed S 23° 26' 00" W for a distance of 235.09' to an iron pin;
Thence proceed S 12° 54' 00" E for a distance of 374.63' to an iron pin;
Thence proceed N 72° 46' 00" E shown on said boundary map as S 72° 46' 00" W for a distance of 267.91' to an iron pin, this same iron pin being the point of beginning of the 1.74-acre Parcel B, herein described. Being all measurements a little more or less.

Parcel C
(1.74 Acres)

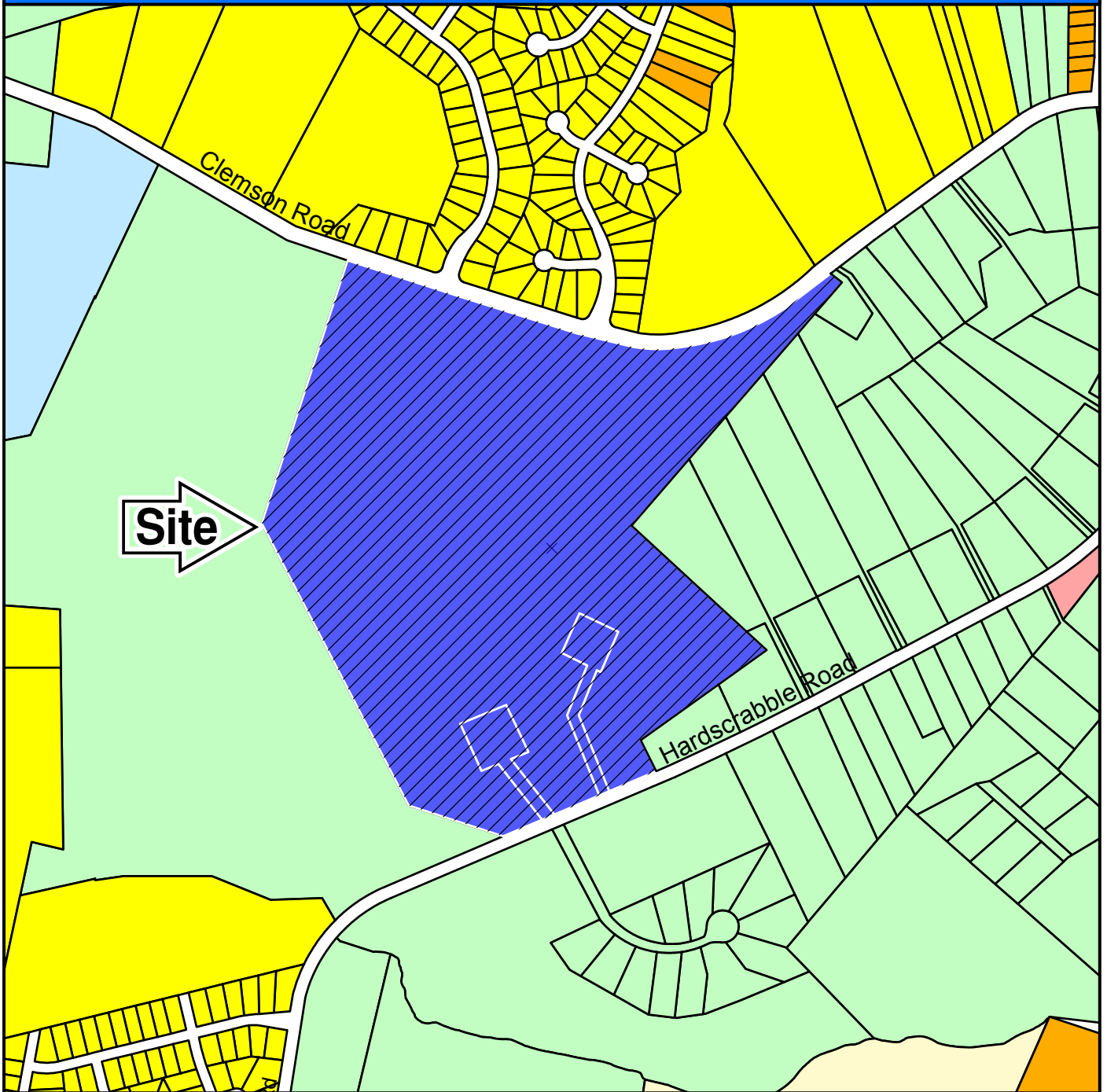
Starting at the point of beginning proceed along the northern most right-of-way of Hard Scrabble Road, S 72° 46' 00" W for a distance of 267.91' to an iron pin;
Thence proceed S 72° 46' 00" W for a distance of 50.14' to an iron pin;
Thence proceed S 72° 46' 00"W for a distance of 234.91' to an iron pin;
Thence proceed S 72° 46' 00"W for a distance of 51.50' to an iron pin;
Thence proceed N 31° 07' 00" W for a distance of 332.87' to an iron pin;
Thence proceed S 72° 46' 00"W for a distance of 101.00' to an iron pin;
Thence proceed N 17° 14' 00" W for a distance of 239.60' to an iron pin;
Thence proceed N 72° 46' 00" E for a distance of 247.00' to an iron pin;
Thence proceed S 17° 14' 00" E for a distance of 239.60' to an iron pin;
Thence proceed S 72° 46' 00" W for a distance of 94.50' to an iron pin;
Thence proceed S 31° 07' 00" E for a distance of 332.27' to an iron pin;
Thence proceed N 72° 46' 00" E shown on said boundary map as S 72° 46' 00" W for a distance of 234.91' to an iron pin;
Thence proceed N 72° 46' 00" E shown on said boundary map as S 72° 46' 00" W for a distance of 50.14' to an iron pin;
Thence proceed N 72° 46' 00" E shown on said boundary map as S 72° 46' 00" W for a distance of 267.91' to an iron pin, this same iron pin being the point of beginning of the 1.74 acre Parcel C, herein described. Being all measurements a little more or less.

CASE 04-07 MA
STEVE CARBOY
TMS 20200-04-02/04/05

Site →



CASE 04-07 MA FROM D-1 TO PUD-1R



ZONING CLASSIFICATIONS

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



CASE 04-07 MA FROM D-1 to PUD-1R

TMS# 20200-04-02/04/05 Clemson Rd @ Killian Elementary School



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

September 8, 2003

RC Project # 04-09 MA	Applicant: Tom Utsey
General Location: 8425 Garners Ferry Road East of Trotter Road	
Tax Map Number: 21800-05-04	Subject Area: 2.63 Acres
Current Parcel Zoning: D-1	Proposed Parcel Zoning: C-1
Proposed Use: Convert existing residence to an accounting office	PC Sign Posting Date: August 19, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

Applicant’s Factual Justification For Proposed Change

For the establishment of an accounting office

Compatibility With Existing Development in the Area

	<u>Existing Zoning</u>	<u>Existing Land Use</u>
Subject Parcel	D-1	Vacant single family residence
Adjacent North	D-1	Large lot residences across Garners Ferry Road with scattered commercial areas to the west and east
Adjacent East	D-1	Undeveloped woodlands
Adjacent South	D-1	Undeveloped woodlands
Adjacent West	D-1	Single family residence

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

<p><u>D-1 Zoning Designation Intent</u> Intended to provide for large tracts of land located primarily on the fringe of urban growth where the predominant character of urban development has not yet been fully established, but where the current characteristics of use are predominantly residential, agricultural, or semideveloped, with scattered related uses.</p>	<p><u>Proposed C-1 Zoning Designation Intent</u> Intended to accommodate office, institutional, and certain types of residential uses in areas whose characteristic is neither general commercial nor exclusively residential in nature.</p>
<p><u>Existing D-1 Zoning Permitted Uses</u> Agriculture, horticulture, forestry, parks, single family detached dwellings, places of worship, schools, day nurseries, single family manufactured home on individual lots.</p>	<p><u>Proposed C-1 Zoning Permitted Uses</u> Offices, studios, nursing homes, theaters, schools, places of worship, high-rise structures, single, two-family, and multi-family dwellings</p>

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

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project's effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Garners Ferry Road	
Functional Classification Of This Roadway	4 Lane Divided Major Arterial	
Level-Of-Service C Design Capacity (V/C = 1.00)	33,600	
Estimated Traffic Generated By The Proposed Project	14	
Current Volume At The Nearest Count Station #171 Located @W of site on Garners Ferry Road	31,100	
Estimated Traffic Count With the Proposed Project	31,114	
Volume-To-Capacity Ratio With The Proposed Project	0.93	

Notes:

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

The estimated project traffic was determined by applying the traffic generation rates presented on page 1067 under single tenant office building of the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM). A rate of 3.62 trips per employee was used multiplied by 4 employees = 14 trips.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old**.

Garners Ferry Road is very close to exceeding its LOS C rating with a volume to capacity ratio of 0.93. The proposed map amendment would not have a significant effect on this rate.

Fire Service Impacts

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

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the Lower Richland Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Residential. The proposed Zoning Map Amendment **is not consistent** with this land use designation.

The Lower Richland Subarea Plan, adopted in January 1992, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 33 and 40 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 subject area is mainly encompassed by undeveloped woodlands with a single family residence to the west. Commercial office space would not be complementary to an existing single family residence within such close proximity. The proposed Amendment **does not implement** this Objective.

Principle In general, commercial and office activities should be confined to the intersections of major streets and specifically proposed locations where the following apply.

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

Large areas southwest and north of the site have been designated general commercial as incentive for commercial growth in particular areas. The proposed amendment would not fulfill the criteria set forth by the Lower Richland Subarea Plan by allowing general commercial zoning to encroach into a residential area. The proposed Amendment **does not implement** this Principle.

Other Relevant Issues

If rezoned to C-1, a precedent may be set in regard to rezoning scattered commercial areas along Garners Ferry Road. The proposed map amendment is not consistent with the Plan that states, "commercial and office activities should be confined to intersections of major streets...."

The Plan designates a commercial area around Trotter Road and Garners Ferry road, one quarter of a mile west and at Lower Richland and Garners Ferry Road, three quarters of a mile to the east. About one year ago, 22 acres of property almost directly across the street was zoned for general commercial use. Commercial areas exist between Trotter Road and Pineview Road about one and a half miles to the west. Due to the ample amount of commercial areas along

Garners Ferry Road and the existing residence abutting the subject site the Department feels that the proposed map amendment is not warranted.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-09 MA **not be changed** from D-1 to C-1.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is not compatible with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of 33,600 at this location will not be exceeded.
4. The proposed Amendment is not consistent with Proposed Land Use Map designation in the Lower Richland Subarea Plan.
5. The proposed Zoning Map Amendment is not consistent with the Objectives and Principles of the Lower Richland Subarea Plan discussed herein.
6. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

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

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

In consideration of the proposed Zoning Map Amendment # 04-09 MA, the Planning Commission made the findings of fact summarized below:

- 1)

Attachment A
04-09 MA

All that certain piece, parcel or lot of land, with the improvements thereon, situate, lying and being on the Southern side of S.C. Hwy. 76 (known as Sumter Highway) about ten (10) miles Southeast of the City of Columbia, in the County of Richland, State of South Carolina, containing 83 acres and being composed of and embracing Lot No. 1 and Western portion of Lot No. 2 on plat of property of John H. Pope made by James C. Covington, C.E., August 17, 1939, recorded in the Office of the R.M.C. for Richland County in Plat Book I at Page 177 and being more particularly described and bounded as follows: On the North by said Garners Ferry Road fronting thereon 125 feet, more or less; on the East by the Eastern portion of Lot No. 2 on said plat, measuring thereon 200 feet, more or less; on the South by Tract of 1.8 acres herein below described, measuring thereon 197.3 feet, more or less; and on the West by property of Rawls as shown on said plat and measuring thereon 212.5 feet, more or less.

ALSO:

All that certain piece, parcel or tract of land with the improvements thereon, situate, lying and being South of parcel above described and being about ten (10) miles Southeast of the City of Columbia, in the County of Richland, State of South Carolina, and containing 1.8 acres and shown on plat of property of John H. Pope made by James C. Covington, C.E., August 17th, 1939, recorded in said R.M.C.'s office in Plat Book I at Page 177 and being more particularly described and bounded as follows: On the North by property hereinabove described, shown on said plat as Lot No. 1 and a portion of Lot No. 2 on said plat, measuring thereon 197.3 feet, more or less; on the East by property of R. A. Godshall as shown on said plat; on the South by property of Rawls as shown on said plat and measuring thereon 315 feet and on the Northeast by property of Rawls as shown on said plat and measuring thereon 276.5 feet.

This being the identical property inherited by the Grantor by the Last Will and Testament of Hutto Utsey which was probated in the Office of the Probate Court for Richland County, South Carolina in Box 1144, Package 32 433 and by Deed filed in the Office of the R.M.C. for Richland County in Deed Book D-135 at Page 178.

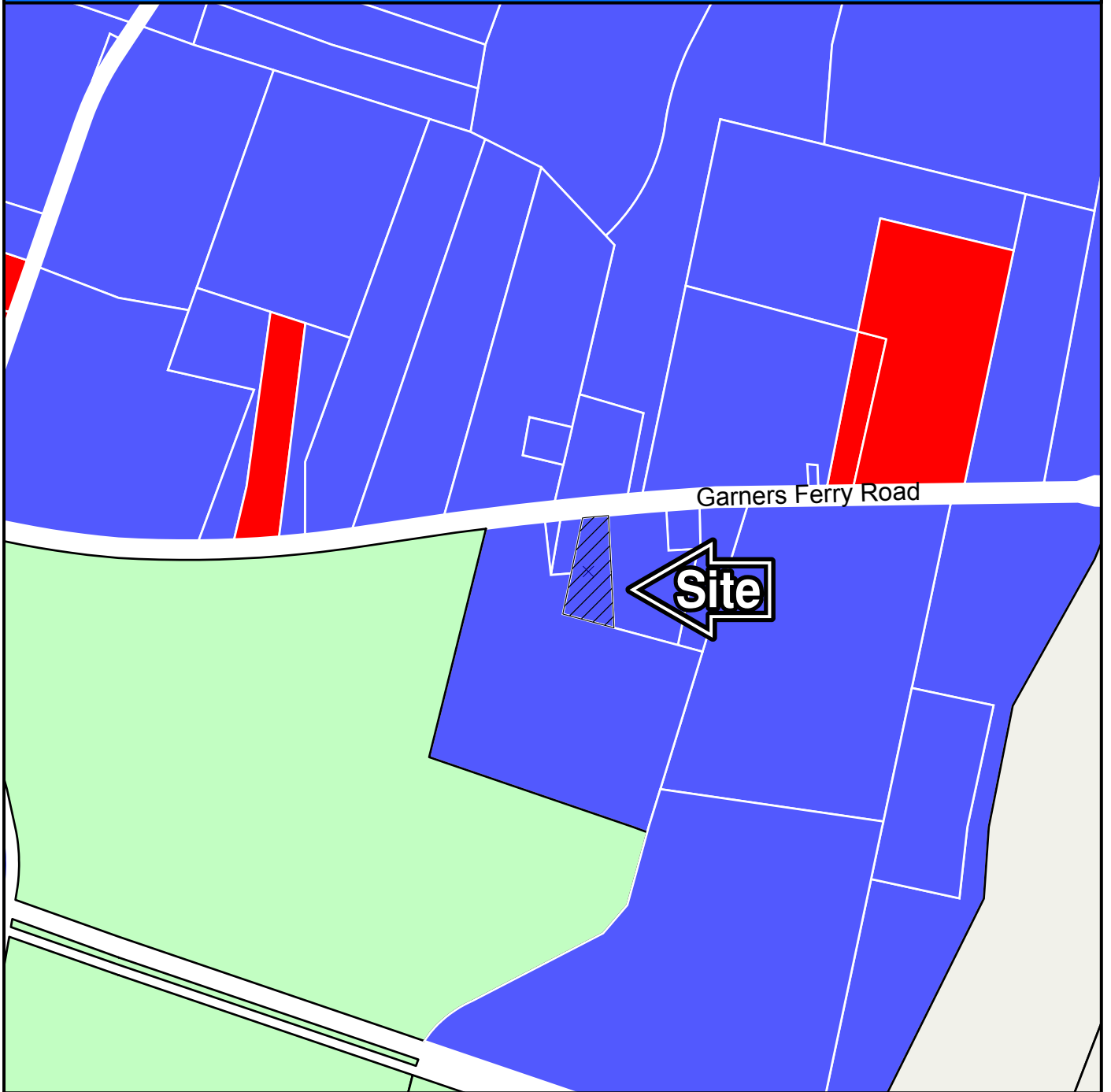
T.M.S. # 21800-05-04

CASE 04-09 MA
TOM UTSEY
TMS 21800-05-04

Site →



CASE 04-09 MA FROM D-1 TO C-1



ZONING CLASSIFICATIONS

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



CASE 04-09 MA FROM D-1 to C-1

TMS# 21800-05-04

8425 Garners Ferry Road



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

September 8, 2003

RC Project # 04-10 MA	Applicant: Turkey Farm, LLC
General Location: Turkey Farm Road, West of US Highway 21	
Tax Map Number: 14800-01-03	Subject Area: 91.23 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: RS-2 (minimum 8,500 sq. ft. lots)
Proposed Use: Residential Subdivision	PC Sign Posting Date: August 14, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

Applicant’s Factual Justification For Proposed Change

Establish a residential subdivision.

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Undeveloped woodlands
Adjacent North	RU	Undeveloped woodlands
Adjacent East	RU	Undeveloped woodlands
Adjacent South	RU	Large lot residences
Adjacent West	RU	Large lot residence and undeveloped woodlands

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

<p><u>RU Zoning Designation Intent</u> Intended to protect and encourage agricultural endeavors; promote wise use of prime agricultural and forest communities; protect and encourage the integrity of existing rural communities; protect valuable natural and cultural resources; and maintain open space and scenic areas contiguous to development areas.</p>	<p><u>Proposed RS-2 Zoning Designation Intent</u> Intended as single family residential areas with low to medium population densities</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwellings</p>	<p><u>Proposed RS-2 Zoning Permitted Uses</u> Single family detached residences or modular houses on individual lots Parallel zero lot line dwelling units and developments subject to the provisions of section 26-90</p>

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

The proposed subdivision will be a substantially more intensive land use than currently exists in the adjacent area. The applicant will leave a portion of the Turkey Farms Road Frontage in the existing RU zoning, i.e., ¾ acre lots., for a buffer to the existing large lot residences on the south side of Turkey Farms Road. Beasley Creek will be a buffer on the west side of the site.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Wilson Boulevard via Turkey Farm Road	
Functional Classification Of This Roadway	2 lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	2879	
Current Volume At The Nearest Count Station #135 Located @ south of site on Wilson Boulevard	5600	
Estimated Traffic Count With the Proposed Project	8479	
Volume-To-Capacity Ratio With The Proposed Project	0.98	

Notes:

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

The estimated project traffic is calculated by multiplying 9.5 average daily trips times the estimated 303 dwelling units [91.23 acres minus 35% (31.93 acres) for infrastructure times 43,560 sq. ft. per acre = 2,583,108 total sq. ft. / 8,500 sq. ft. as allowed by RS-2 zoning times 9.5 trips]

The current traffic counts were received from SCDOT on May 23,2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

Wilson Boulevard near this location is operating at a LOS C. At buildout, the project will increase the LOS to D.

Fire Service Impacts

The information provided below is strictly based on the estimated aerial distance, **not road miles**, from the nearest fire station. Without data that is not currently available, it is not possible to determine an estimated response time. The proposed project is located within a 3-mile radius of a fire station.

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the I-77 Corridor Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as Industrial/Commercial/Technological (ICT). The proposed Zoning Map Amendment is **not consistent** with this land use designation. The south side of Turkey Farm Road is designated for Low Density Residential development.

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

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

The Map identifies the subject site as Industrial/Commercial/Technological.

The purpose of this designation is to encourage the development of a technological corridor along I-77. The proposed Amendment for residential use **does not implement** this Objective.

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

The proposed single-family detached subdivision will have minimum 8500 sq. ft. lots, approximately 4 DU/acre, with public water and sewer service. The proposed project has good road access to the interstate system and US 21. The Amendment **implements** this Principle

Other Relevant Issues

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the appropriate Subarea Plan's Proposed Land Use Map. Specifically, Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter (*Chapter 6-29, SC Code of Laws*)..."

The **existing RU zoning in not consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be either M-1 or PUD to be consistent with the Industrial Commercial/Technological land use designation.

The **proposed RS-2 zoning is not consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be either M-1 or PUD to be consistent with the Industrial Commercial/Technological land use designation, or the land use designation should be changed to a residential category.

While the idea to promote a technology corridor along I-77 is an appropriate goal, there is also a need for residential development in the corridor as well. The amount of land currently designated for ICT land uses is far more than the current marketplace can absorb, particularly in today's market conditions. The residential market, however, is very strong. The Department suggest that the Proposed Land Use Map for the entire I-77 Corridor Subarea be changed to reduce the amount of land designated ICT in favor of additional land being designated for residential and support commercial activity.

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDSD) recommends the Official Zoning Map designation for the parcels included in Project # 04-10 MA **be changed** from RU to RS-2.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is not compatible with the adjacent existing land uses.
3. Wilson Boulevard near this location is operating at a LOS C. This project will increase the LOS to D.
4. The proposed Amendment **is not consistent** with Proposed Land Use Map designation in the I-77 Corridor Subarea Plan.
5. The proposed Zoning Map Amendment **is not consistent** with the cited Objective of the I-77 Corridor Subarea Plan.
6. The proposed Zoning Map Amendment **is consistent** with the cited Principle of the I-77 Corridor Subarea Plan.
7. The Proposed Land Use Map for the I-77 Corridor Subarea Plan should be revised to significantly reduce the amount of land designated for ICT uses in favor of additional lands being designated for residential and support commercial activities.
8. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

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

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

Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 04-10 MA, the Planning Commission made the findings of fact summarized below:

- 1)

Attachment A
04-10 MA

Legal Description of portion of TMS 14800-01-03

The property to be rezoned as RS-2 is shown on the zoning amendment map as being 91.23 acres and being more particularly described as follows:

Commencing at an iron pin at the Northeastern most corner of said property, said corner being the common corner of four parcels, and the POINT OF BEGINNING; thence turning and running along the said eastern boundary of the property S 00 30' 38" E for a distance of 577.77 feet to an iron pin on the edge of the Turkey Farm Road right-of-way; thence turning and running along said road right-of-way S 87 50' 10" W for a distance of 933.09 feet to another iron pin; thence turning and running along said road right-of-way S 80 46' 12" W for a distance of 300.90 feet to an iron pin; thence turning and running S87 46' 05" W for a distance of 1028.40 feet to another iron pin; thence turning and running S87 04' 36" W for a distance of 299.67 feet to an axle; thence turning and running S87 24' 26"W for a distance of 249.93 feet to another axle ; thence turning and running S87 16' 03" W for a distance of 104.42 feet to an iron pin thence turning and running S87 17' 33" W for a distance of 104.38 feet to an axle; thence turning and running S87 24' 34" W for a distance of 209.19 feet to an iron pin; thence turning and running S87 21' 40" W for a distance of 209.17 feet to another iron pin; thence turning and running S87 26' 00" W for a distance of 370.00 feet to another iron pin; thence turning and running S00 29' 14" E for a distance of 228.07 feet to another iron pin; thence turning and running S00 10' 06" W for a distance of 294.30 feet to another iron pin; thence turning and running N89 01' 42" W for a distance of 930.12 feet to a calculated point; thence turning and running N00 58' 18" E for a distance of 672.29 feet to a calculated point in the center of Lot Branch of Beasley Creek; thence turning and continuing to follow said Lot Branch N82 33' 05" E for a distance of 29.00 feet to a calculated point; thence turning and following said Lot Branch N35 27' 07" W for a distance of 29.09 feet to a calculated point; thence turning and following said Lot Branch S88 17' 33" E for a distance of 29.63 feet to a calculated point; thence turning and continuing to follow said Lot Branch S47 32' 18" W for a distance of 14.63 feet to a calculated point; thence turning and following said Lot Branch S66 37' 18" E for a distance of 26.74 feet to a calculated point; thence turning and following said Lot Branch S15 10' 21" E for a distance of 14.88 feet to a calculated point; thence turning and following said Lot Branch N72 15' 22" W for a distance of 20.81 feet to a calculated point; thence turning and continuing to follow said Lot Branch S62 11' 02" W for a distance of 19.51 feet to a calculated point; thence turning and continuing to follow said Lot Branch N89 53' 46" E for a distance of 46.59 feet to a calculated point; thence turning and

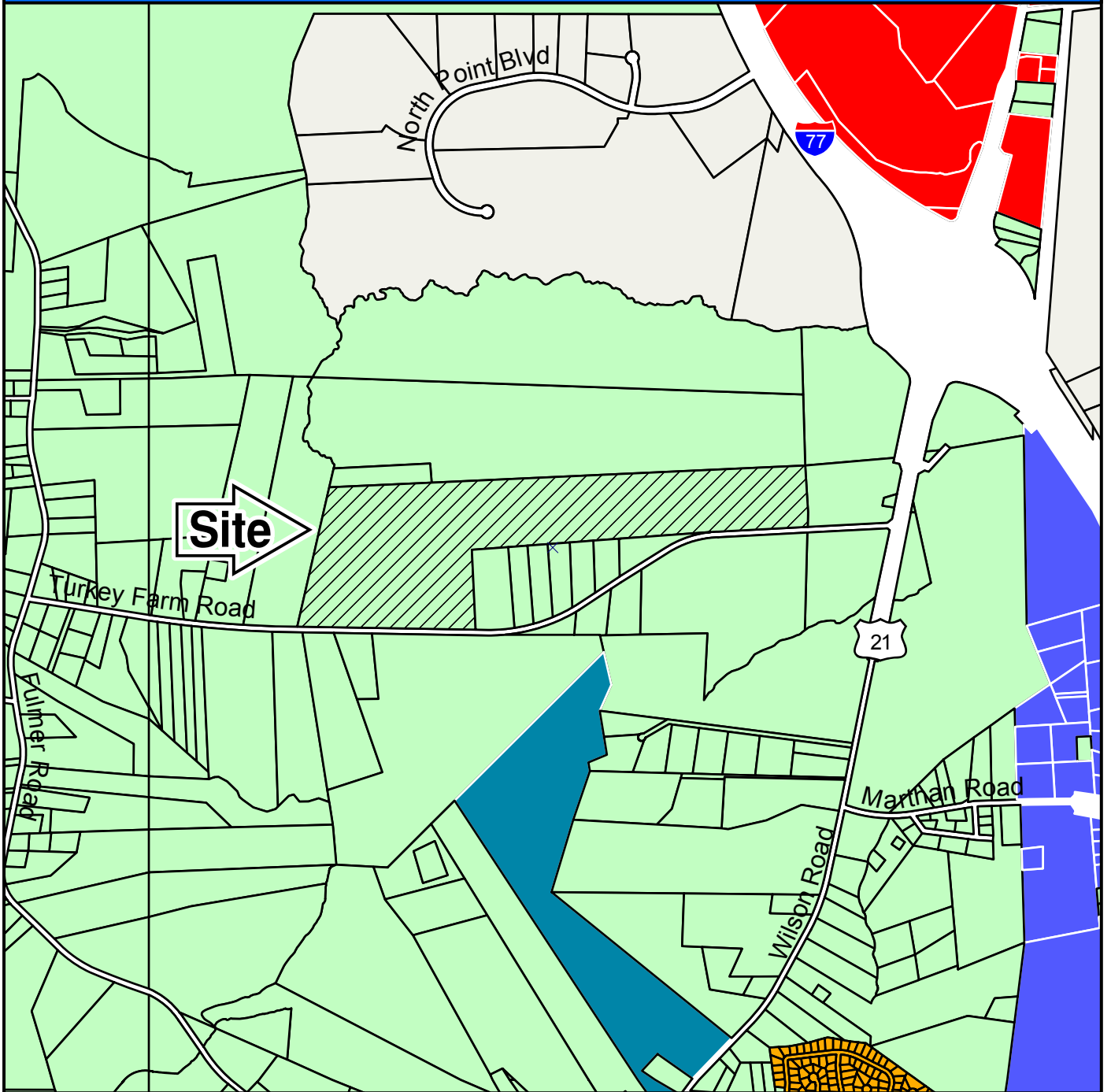
following said Lot Branch S46 59' 47" E for a distance of 18.65 feet to a calculated point; thence turning and continuing to follow said Lot Branch S84 26' 58" W for a distance of 23.84 feet to a calculated point; thence turning and continuing to follow said Lot Branch S65 28' 32" E for a distance of 28.84 feet to a calculated point; thence turning and following said Lot Branch S67 39' 44" W for a distance of 25.74 feet to a calculated point; thence turning and following said Lot Branch S76 54' 37" E for a distance of 38.72 feet to a calculated point; thence turning and following said Lot Branch S77 53' 28" W for a distance of 39.31 feet to a calculated point; thence turning and continuing to follow said Lot Branch S60 08' 02" E for a distance of 30.17 feet to a calculated point; thence turning and following said Lot Branch S59 41' 58" W for a distance of 19.83 feet to a calculated point; thence turning and following said Lot Branch N74 27' 15" E for a distance of 32.82 feet to a calculated point; thence turning and following said Lot Branch N72 25' 13" W for a distance of 6.72 feet to a calculated point near the confluence of Lot Branch and Beasley Creek; thence turning and leaving said creek and running N89 01' 42" W a distance of 181.17 feet to a calculated point on the eastern most boundary line of said property; thence turning and following said boundary line N16 16' 22" E for a distance of 531.39 feet to a calculated corner located in the center of Beasley Creek; thence turning and leaving said creek and running N89 37' 18" E a distance of 9.29 feet to an iron pin; thence turning and running along the northern boundary of said property N89 37' 18" E a distance of 5,188.15 feet to an iron pin, which is the POINT OF BEGINNING.

**CASE 04-10 MA
TURKEY FARMS LLC
TMS 14800-01-03**

Site →



CASE 04-10 MA FROM RU TO RS-2



ZONING CLASSIFICATIONS

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



CASE 04-10 MA FROM RU to RS-2

TMS# 14800-01-03

Turkey Farm Rd west of US 21



View from site down Turkey Farm Rd. towards Wilson Blvd.



View of site from across Turkey Farm Rd.

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

September 8, 2003

RC Project # 04-11 MA	Applicant: Carolina Chloride, Inc.
General Location: Southeast corner of Killian and Farrow Road	
Tax Map Number: 17400-08-04	Subject Area: 7.67 Acres
Current Parcel Zoning: RU	Proposed Parcel Zoning: M-2
Proposed Use: Public storage/ Calcium Chloride Storage	PC Sign Posting Date: August 15, 2003

SECTION I ANALYSIS

Section 6-29-540, SC Code of Laws requires the Planning Commission to analyze "...the location, character and extent..." of a proposed amendment. Specifically, the Planning Commission must "...review and comment as to the compatibility of the proposal with the comprehensive plan..."

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

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

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

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

Applicant’s Factual Justification For Proposed Change

No facts offered

Compatibility With Existing Development in the Area

	Existing Zoning	Existing Land Use
Subject Parcel	RU	Public storage and Calcium Chloride Storage
Adjacent North	RU	Undeveloped woodlands across Killian Road
Adjacent East	M-1	Large lot residence
Adjacent South	PUD-1	Proposed subdivision on undeveloped woodlands
Adjacent West	RU	Undeveloped woodlands across Farrow Road

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

<p><u>RU Zoning Designation Intent</u> Intended to protect and encourage agricultural endeavors; promote wise use of prime agricultural and forest communities; protect and encourage the integrity of existing rural communities; protect valuable natural and cultural resources; and maintain open space and scenic areas contiguous to development areas.</p>	<p><u>Proposed M-2 Zoning Designation Intent</u> Intended to accommodate primarily those uses of a manufacturing and industrial nature, and secondarily those uses which are functionally related thereto such as distribution, storage, and processing. General commercial uses are allowed but are considered incidental to the predominantly industrial nature of the district.</p>
<p><u>Existing RU Zoning Permitted Uses</u> All farm type enterprises Public buildings and utilities Orphanages, nursing homes and the like Places of worship Educational facilities One & Two family dwelling</p>	<p><u>Proposed M-2 Zoning Permitted Uses</u> All uses not otherwise prohibited Dwelling units in connection with permitted use Solid waste management facilities, landfills, and composting facilities Accessory structures</p>

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

The adjacent developments are undeveloped woodlands, a single family residence, and the Heron Lakes Subdivision (under construction). The proposed amendment is not compatible with the adjacent development.

Traffic Impact Discussion

In the absence of a traffic study prepared in conformance with recognized standards of professional practice, the analysis below provides a reasonable estimate of the proposed project’s impact on the identified roadway’s traffic volume. This analysis uses the volume-to-capacity (V/C) ratio system because the long-range transportation planning process uses V/C ratios to determine road improvement priorities.

Traffic engineers design roads to meet a V/C ratio of 1.0, or the actual volume of traffic on the road equals the volume of traffic for which the road was designed. **As traffic increases on a roadway, the V/C increases and the level-of-service decreases.** Level-of-service is expressed as LOS C, D, E, or F. The V/C ratios for these level-of-service are shown below:

LOS C = V/C ratio of 1.00, or less	LOS D = V/C ratio of 1.01 to 1.15
LOS E = V/C ratio of 1.16 to 1.34	LOS F = V/C ratio of 1.35, or greater

The estimate of the proposed project’s effect on the traffic conditions of the roadway from which it gets its access is calculated below. The current fiscal reality is that completion of Clemson Road to I-77 is the only Richland County capacity improvement project funded through June 2007. Furthermore, only roadways with V/C ratios of 1.35, or greater, are likely to be funded for improvement in the CMCOG Long Range Improvement Plan.

Proposed Project Gets Its Principal Access From	Farrow Road via Killian Road	
Functional Classification Of This Roadway	Two lane undivided collector	
Level-Of-Service <u>C</u> Design Capacity (V/C = 1.00)	8600	
Estimated Traffic Generated By The Proposed Project	No change	
Current Volume At The Nearest Count Station #284 Located @S of site on Farrow Road	7900	
Estimated Traffic Count With the Proposed Project	No change	
Volume-To-Capacity Ratio With The Proposed Project	0.92	

Notes:

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

The estimated project traffic is determined by applying the traffic generation rates presented on pages 9 through 11 of the Addendum To The Long Range Major Street Plan for Richland County, October 1993, or the 6th Edition of the Institute of Traffic Engineers Traffic Generation Manual (TGM), whichever is most appropriate for the requested use.

The current traffic counts were received from SCDOT on May 23, 2003 and represent the Annual Average Daily Trips in 2002, i.e. **they are already more than one year old.**

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

The traffic count on Farrow Road is from 2002 and would have included any traffic generated by the existing site.

Fire Service Impacts

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

Relationship To Comprehensive Plan

In order to comply with the requirements of Chapter 6-29-540, SC Code of Laws, it is necessary to evaluate the proposed zoning amendment based on the guidance provided in the Imagine Richland 2020 Comprehensive Plan, (Ordinance # 013-99HR, adopted May 3, 1999 and codified as Section 20-21 of the Richland County Code of Ordinances) hereinafter referred to as the Plan. Specifically, the Plan states "...It adopts by reference and carries forth the Future Land Use Maps and Principles of the existing Richland County Subarea Plans as an interim, transitional Plan, subject to future evaluation for consistency with the long-range vision..." [Plan, pg. 4-8]

The Proposed Land Use Element Map (Map) of the I-77 Corridor Subarea Plan was amended on May 3, 1999 as part of the Plan adoption process. The Map designates the subject area as General Commercial. The proposed Zoning Map Amendment **is not consistent** with this land use designation.

The I-77 Corridor Subarea Plan, adopted in April 1994, contains policy guidance for evaluating proposed development projects, such as the subject Zoning Map Amendment. The relevant Objectives and Principles, found on pages 31 and 39 respectively, are discussed below:

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

The subject parcel is designated General Commercial on the Map. There are large tracts of land along I-77 and along Killian Road designated Industrial Commercial/Technological on the Map. The proposed Amendment **does not implement** this Objective.

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

C. Large tract sites suitable for facility expansions;

E. Compatibility with surrounding land uses.

The site is designated for General Commercial on the Proposed Land Use Map. The site has size and infrastructure constraints in regard to expansion. The subject site is not located near a cluster of industrial activities. The proposed Amendment **does not implement** this Principle.

Other Relevant Issues

The entrance to the site is within close proximity to the intersection and railroad crossing of Farrow and Killian Road. The absence of a deceleration lane will contribute to the limited maneuverability of truck turning radiuses, the impaired sight distance from the entrance poses a hazard to oncoming traffic. The ingress/egress location for this site poses a significant safety hazard especially when dealing with large trucks and the factors involved above.

State statutes require proposed Zoning Map Amendments to be consistent with the land use designation on the appropriate Subarea Plan's Proposed Land Use Map. Specifically, Section 6-29-710, SC Code of Laws states "...The regulations (*i.e., zoning and other land development regulations*) must be made in accordance with the comprehensive plan for the jurisdiction and be made with a view to promoting the purposes set forth in this chapter (*Chapter 6-29, SC Code of Laws*)..."

The **existing RU zoning is NOT consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be C-3 to be consistent with the General Commercial land use designation.

The **proposed M-2 zoning is NOT consistent** with the Proposed Land Use Map designation as required by state statutes. The zoning should be C-3 to be consistent with the General Commercial land use designation.

Pursuant to Richland County Zoning Ordinance Chapter 26 Section 51 the existing mini-warehouses and Carolina Chloride, Inc. are both considered **nonconforming uses**. The intent of this section of the Ordinance pertaining to these structures is as follows "Within the districts established by this ordinance, or by amendments which may later be adopted, there exist lots, structures, uses of land and structures, and activities which were lawful before this ordinance was passed or amended, but which would be prohibited or regulated and restricted under the terms of this ordinance or future amendment. It is the intent of this ordinance to permit these nonconformities to continue until they are removed, but not to encourage their survival. Nonconforming uses are declared by this ordinance to be incompatible with permitted uses in the districts involved. It is further the intent of this ordinance that **nonconformities shall not be enlarged upon, expanded or extended**, reconstructed to continue nonconformity after major damage, or used as ground for adding other structures or uses prohibited elsewhere in the same district."

SECTION II STAFF RECOMMENDATION

Based on the findings of fact described above and summarized below, the Planning and Development Services Department (PDS) recommends the Official Zoning Map designation for the parcels included in Project # 04-11 MA **not be changed** from RU to M-2.

Findings of Fact:

1. The applicant has not provided sufficient factual information to justify a need to change the existing zoning map designation on the subject parcel.
2. The proposed Amendment is not compatible with the adjacent existing land uses.
3. The traffic analysis shows that the LOS C traffic capacity of Farrow Road south of the location has not been exceeded.
4. The proposed Amendment is not consistent with Proposed Land Use Map designation in the I-77 Corridor Subarea Plan.
5. The proposed Zoning Map Amendment is not consistent with the Objectives and Principles of the I-77 Corridor Subarea Plan discussed herein.
6. If the proposed Zoning Map Amendment fails, the subject property may continue to be used by any existing permitted uses identified on page 2 of this Report.

SECTION III PLANNING COMMISSION ACTION

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

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

Commission Findings of Fact/Recommendations

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

In consideration of the proposed Zoning Map Amendment # 04-11 MA, the Planning Commission made the findings of fact summarized below:

- 1)

Attachment A

04-11 MA

All that certain piece, parcel, lot or tract of land, together with improvements thereon, if any, situate, lying and being in the County of Richland, State of South Carolina, north of the City of Columbia, in the Killian area, lying to the east of the right-of-way of United States Interstate I-77, at the intersection of Killian Road and Clemson Road (Road S-40-52) and Farrow Road (S.C. Highway No. 555), containing in the aggregate seven and 67/100 (7.67) acres, being irregular in shape, and being more fully shown and delineated as Parcel A upon a plat of property surveyed for for Carolina Chloride, Inc., Grantee, by Inman Land Surveying Company, Inc. and recorded of even date herewith in Plat Book ___ at Page _____ in the Office of the Register of Mesne Conveyances for Richland County, South Carolina, which plat is incorporated by reference and made a part hereof; and having the following courses, distances, measurements and boundaries as shown upon said plat:

Beginning at a 1/2" rebar at the northwesternmost corner and extending N73°04'44"E for a distance of 134.85 feet to a 1" pinch top; thence N70°11'52" for a distance of 229.65 feet to a 4" pipe; thence S19°38'50"E for a distance of 148.41 feet to a 4" pipe; thence N59°40'52"E for a distance of 133.95 feet to a 2" angle iron; thence S21°29'45"E for a distance of 333.54 feet to a 2" pipe; thence S21°24'09"E for a distance of 128.03 feet to a 1" pipe; thence N83°28'43"W for a distance of 214.31 feet to a 1-1/2" pinch top; thence N79°24'19"W for a distance of 16.97 feet to a 4" pipe; thence S2°04'38"E for a distance of 142.35 feet to a 4" pipe; thence S57°05'02"W for a distance of 428.94 feet to a 1-1/2" pinch top; thence N7°23'30"W for a distance of 738.67 feet to the point of the beginning.

Be all measurements a little more or less.

This being a portion of that property conveyed to Grantor, International Business Machines corporation, by deed of Winnsboro Granite Corporation dated August 26, 1985, and recorded in the RMC Office for Richland County, South Carolina in Book D755 at Page 728.

TMS#: 17400-02-04

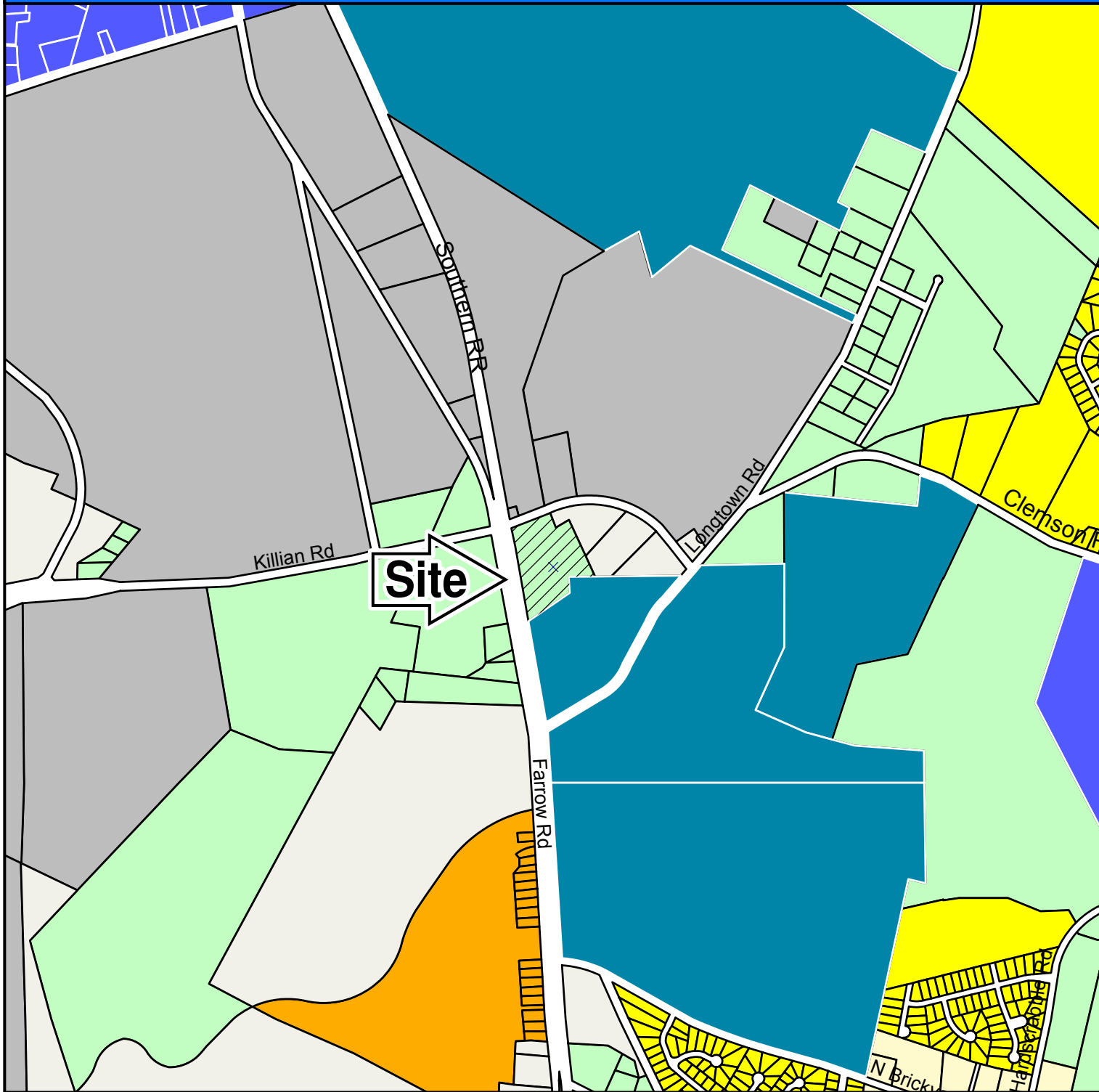
GRANTEE'S ADDRESS: Carolina Chloride, Inc.
PO Box 210066 Columbia, South Carolina 29221-0066
Attention: R.H. Morgan

CASE 04-11 MA
CAROLINA CHLORIDE, INC.
TMS 17400-08-04

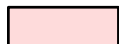


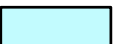



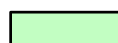


Site →



CASE 04-11 MA FROM RU TO M-2



ZONING CLASSIFICATIONS

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




CASE 04-11 MA FROM RU to M-2

TMS# 17400-08-04 South side of Killian Rd adjacent to RR



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

TO: Planning Commission Members
FROM: Carl D. Gosline, AICP, Land Development Administrator 
DATE: August 27, 2003
RE: Subdivision and Street Name Approval

Background

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

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

Action Requested

The Department recommends the Commission approve the attached street/road name list. No Planning Commission action is required for the proposed subdivision names.

**Planning Commission Meeting
September 8, 2003**


PROPOSED STREET NAMES	GENERAL LOCATION
Abbey Road & Court	Future Use by Mungo Co.
Appolo Court	Traditions S/D – Longtown Road
Arbor Falls	Villages @ Lakeshore – Longtown Road
Ballymore Drive & Court	Future Use by Mungo Co.
Barrique Drive & Court	Future Use by Mungo Co.
Beaufort Abbey Drive & Court	Future Use by Mungo Co.
Belle Ridge	Ole Field – Old National Road
Bluesrpings Court	Falls Mills – Longtown Road
Bordeaux Drive & Court	Future Use by Mungo Co.
Bouquet Way & Court	Future Use by Mungo Co.
Bridgedale Drive	Future Use by Mungo Co.
Bridgemill Drive & Court	Villages @ Longtown – Longtown Road
Bristling Brook Lane & Court	Villages @ Longtown – Longtown Road
Butternut Circle & Court	Villages @ Longtown – Longtown Road
Canonero Court	Villages @ Longtown – Longtown Road
Castle Oaks Drive & Court	Future Use by Mungo Co.
Catalpa Lane & Court	Traditions S/D – Longtown Road
Chablis Drive & Court	Future Use by Mungo Co.
Chapel Farm Drive & Court	Future Use by Mungo Co.
Currant Way & Court	Future Use by Mungo Co.
Cypress Cove Road	Villages @ Lakeshore - Longtown Road
Deerwood Crossing Drive	Villages @ Lakeshore - Longtown Road
Falls Mill Drive and Court	Falls Mills S/D – Longtown Road
Falls Staff Road & Court	Falls Mills S/D – Longtown Road
Fallshouse Drive 7&Court	Future Use by Mungo Co.

PROPOSED STREET NAMES	GENERAL LOCATION
Freshwater Drive	Villages @ Lakeshore – Longtown Road
Heron Glen Drive	Villages @ Lakeshore – Longtown Road
Hollioak Drive & Court	Future Use by Mungo Co
Ibis Court	Villages @ Lakeshore – Longtown Road
King Bird Drive	Villages @ Lakeshore – Longtown Road
Lake Village Drive	Villages @ Lakeshore – Longtown Road
Lanes borough Drive & Court	Future Use by Mungo Co.
Longgreen Parkway	Villages @ Longtown
Loupiac Way	Future Use by Mungo Co.
Magwood Court	Villages @ Lakeshore – Longtown Road
Malon Way	Tradition S/D – Longtown Road
Mangrove Trace	Villages @ Lakeshore – Longtown Road
Mason Ridge Circle & Court	Future Use by Mungo Co.
Millplace Lane & Court	Future use by Mungo Co.
Misty Ridge Court	Villages @ Lakeshore – Longtown Road
Moet Drive & Court	Future Use by Mungo Co.
New Bridge Drive	Future Use by Mungo Co.
Parkfield Lane	Old Field – Old National Road
Poplar Bend Drive	Villages @ Lakeshore – Longtown Road
Preston Green Drive & Court	Future Use by Mungo Co.
Quion Lane & Court	Future Use by Mungo Co.
Rivendale Drive & Court	Villages @ Longtown – Longtown Road
Sepia Court Drive	Villages @ Longtown – Longtown Road
Sterling Cove Road	Villages @ Lakeshore – Longtown Road
Thomaston Drive & Court	Villages @ Longtown – Longtown Road

PROPOSED STREET NAMES	GENERAL LOCATION
Traditions Circle & Court	Traditions S/D – Longtown Road
Vineyard Drive & Court	Future Use by Mungo Co.
Vineyards Crossing Drive & Court	Future Use by Mungo Co.
White Heron Drive	Villages @ Lakeshore – Longtown Road
White Trail Court	Villages @ Lakeshore – Longtown Road
Woodhouse Drive	Villages @ Lakeshore – Longtown Road
Wyndham Hall Drive & Court	Villages @ Lakeshore – Longtown Road

APPROVED SUBDIVISION NAMES	GENERAL LOCATION
Bridgemill	Villages @ Longtown
Brockington Estates	Heyward Brockington Road
Brockington Acres	Heyward Brockington Road
Brockington Farms	Heyward Brockington Road
Falls Mill	Villages @ Longtown
Heron Lakes	Farrow Rd & Brickyard Road
Hester Woods	Clemson Road
Killian Station	Hardscrabble Road
Linnfield Place	Dobson Rd & Grover Wilson Road
Mason Ridge	Villages @ Longtown
Rivendale	Villages @ Longtown
Thomaston	Villages @ Longtown
Wyndham Hall	Villages @ Longtown

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

TO: Planning Commission Members
FROM: Carl D. Gosline, AICP, Subdivision Administrator 
DATE: August 27, 2003
RE: Proposed Changes In Planning Commission's Rules of Procedure

The Department proposes the changes described hereinto the Commission's Rules of Procedure. The current language is in ~~striketrough~~ format. The proposed language is in shaded and underlined format. The Department's reasons for the proposed changes are also provided.

Proposed Rule Change

Article IV – Reconsideration of Commission Actions - Section 1 - Requirements

“...The applicant, the Department, or a Commission member voting on the prevailing side of a decision, may only request reconsideration of a Commission decision for which the Commission has final authority to act, provided such written request is received by the Department within 14 days of the Commission action and the Commission finds that...”

Explanation

The Department believes there is no reason for the Commission to reconsider a matter, unless it has final authority to act. Since the County Council must consider all Zoning Map Amendments and County Code text amendments, an applicant will have ample opportunity to “correct” any alleged factual, or map errors, made by the Department or the Planning Commission.

Proposed Rule Change

Article III – Meetings - Section 13 – Withdrawal and Deferral

(b) “...An applicant may only request the Commission defer (table) action regarding a project for which the Commission has final authority to act either by personal appearance at a Commission meeting, or in writing to the Department prior to the scheduled Commission consideration of the project. The Commission shall not defer (table) a request for a Zoning Map Amendment or Code Amendment unless the County Council as provided formal action to do so for the specific subject matter involved. The Commission may, in its sole discretion, grant the deferral request for a specific time period, but if the deferral request is approved, it shall be to a specific date no sooner that the next available regularly schedule Commission meeting. ~~At the end of Commission specified time period~~ On, or after, the Commission specified date, the Commission may, in its discretion, take action regarding the project with, or without, the applicant's consent...”

Explanation

Section 26-403 of the County Code states "...Within thirty days (30) from the date that any proposed zoning amendment is referred to it (unless a longer period shall have been established by mutual agreement between the county council and the planning commission in the particular case), the planning commission shall submit its report and recommendation to county council..." There is similar language in Section 6-29 760, SC Code of Laws. The Department interprets these provisions to prohibit the Commission from deferring a matter without the Council's consent on a case-by-case basis. The Rules should be revised to reflect the state statute and County Code requirements in this regard.

Proposed Rule Change

Article III – Meetings - Section 13 – Withdrawal and Deferral

(c) The Zoning Administrator may only defer any item scheduled for Commission consideration for good cause, including but not limited to, emergency situations, travel situations, etc to the next available regular meeting of the Planning Commission. At that time, the Commission may, in its sole discretion, take action with, or without, the applicant's consent.

Explanation

The Department believes that situations may arise wherein the Department should be able to administratively defer matters scheduled for Commission consideration. The current Code provides some authority for the Department, specifically the Zoning Administrator, to act in this manner. Section 26-502 (g) of the Code states "...The zoning administrator may, for good cause shown (good cause shown is not defined), administratively continue any matter before the planning commission..."